



# Activities and Accomplishments Report

FISCAL YEAR 2023



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Planning for the future of our Region – for transportation and related areas of land use, economic development, air quality, and more – is a collaborative effort. As the designated Metropolitan Planning Organization (MPO) for the majority of Utah's Wasatch Front, and as 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 Regional Council adopted goals for the agency for Fiscal Year 2023 (July 1, 2022 - June 30, 2023); this report highlights the activities and accomplishments of WFRC's members, staff, and partners in working towards those goals. This report provides highlights organized by each of the four primary FY23 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 to serve our communities and Region, in close collaboration with our members and partners.

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# Fiscal Year 2023 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

- a. 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) align with the Wasatch Choice Vision; (iii) further leverage public assets for healthier communities; (iv) develop station area plans; (v) satisfy statutory requirements; and (vi) manage funding challenges – all while addressing community concerns, and recovering and transitioning from the pandemic.
  - 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.
- b. Communicate the needs and benefits of investment in Utah's multimodal transportation system as reflected in Utah's Unified Transportation Plan.

## 2. Effectively administer ongoing plans and programs

- a. Continue the performance-based approach for WFRC plans and programs, including (i) monitor and share progress towards the adopted Wasatch Choice goals; (ii) advance the use of "access to opportunities," both 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.
- b. Adopt the Wasatch Choice Vision's 2023-2050 Regional Transportation Plan (RTP) focusing on (i) Vision-supportive policy approaches to complement planned investments; (ii) innovative funding and financing strategies; (iii) phasing and application of financial constraint to projects; and (iv) incorporation into the 2023-2050 Utah Unified Transportation Plan.
- c. Develop the 2024-2029 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2023).
- d. 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, Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection Program (TLC) (project awards spring 2023).
- e. Implement the regional 2018-2023 Comprehensive Economic Development Strategy (CEDS), linking economic development with transportation and land use planning, working through the Wasatch Front Economic Development District (WFEDD). Complete the four-year update of the CEDS.

### 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 FRONT REGIONAL COUNCIL

## Wasatch Choice 2050 Regional Goals



Access to economic and  
educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user-friendly streets



Clean air



Housing choices and  
affordable living expenses



Fiscally responsible communities  
and infrastructure



Ample parks, open spaces,  
and recreational opportunities



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

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

- Work with national associations and Utah partners to implement transportation funding and policies in the federal infrastructure law, including (i) coordinate with local, regional, and state governments to compete for discretionary grants; (ii) shape USDOT regulatory and policy implementation of the law.
- Advance multi-modal transportation infrastructure funding, while evaluating infrastructure funding and financing strategies at the national, state, regional, and local level.
- Enhance forecasting and modeling of travel behavior and land use markets, including (i) preparing for the 2022/23 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 (FrontRunner Forward, Future of LRT, Point of the Mountain Transit, Local Link, and Mobility Hubs); multi-city active transportation plans; a variety of corridor studies linking roadways and land use, planning for housing choices and affordability; I-15 statewide analysis; major roadway environmental work, such as the I-15 EIS - Farmington to Salt Lake City and Bangerter Highway State Environmental Studies; planning for the Olympics; and regionally significant water utilization planning.
- Improve air quality by assisting communities and partners in their efforts to reduce emissions through technological changes, transportation choices, and development patterns.

### 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 to employees 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.
- Adapt to a post-pandemic “new normal” in a way that strikes an appropriate balance between telecommuting for efficiency in office work and gatherings, while maintaining the human connection from physical proximity.



WASATCH FRONT REGIONAL COUNCIL



# 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) align with the Wasatch Choice Vision; (iii) further leverage public assets for healthier communities; (iv) develop station area plans; (v) satisfy statutory requirements; and (vi) manage funding challenges – all while addressing community concerns, and recovering and transitioning from the pandemic.

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 regional transportation, our economy's health, the housing market, and air quality. The **Wasatch Choice Vision** is our shared regional vision. Within the Wasatch Choice, each part of the Region has identified the approaches—desires, within a broader regional framework. WFRC is working with communities all over the Region to build on the shared vision. This included the following activities.

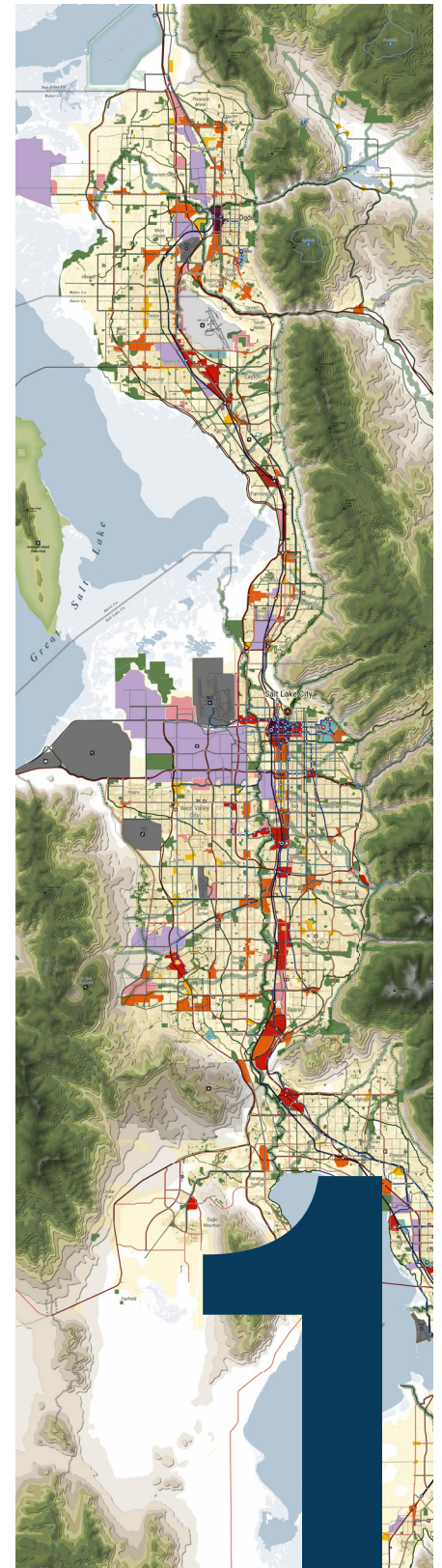


WFRC was proud to receive the **Visionary Partner Award** from Envision Utah, along with two other awardees Rio Tinto and the Salt Lake Chamber of Commerce. WFRC's work has been inspired by and advances Envision Utah's efforts into the realm of transportation planning. Through the 18-year history of the Wasatch Choice Vision, Envision Utah has been involved the entire way.

- The **Transportation and Land Use Connection (TLC)** program provides planning technical assistance to local communities to achieve their goals and plan for their futures. TLC provides a critical link between the broader Wasatch Choice Vision and the detailed opportunities and challenges at the local level. TLC is a partnership between WFRC, Salt Lake County, UDOT, and UTA. To date, [144 projects](#) have been awarded in over 60 communities in our Region.



In October, the Transportation & Land Use Connection (TLC) program was nationally recognized with the **2022 Coordination and Partnership Award** from the Association of Metropolitan Planning Organizations (AMPO) at their annual conference. This honor extends to our TLC program partners Salt Lake County, Utah Transit Authority, and the Utah Department of Transportation.



WASATCH FRONT REGIONAL COUNCIL

- WFRC, Mountainland Association of Governments (MAG), 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 Vision city and town centers. Since the passage of [HB462](#) in 2022, this partnership has awarded over \$2.1 million across technical assistance projects to fulfill these new requirements for 28 station areas. Finally, in recognition of the good planning work already completed at many of these stations, WFRC worked with partners to update the language of HB462 to clarify the process for cities to get certified for their prior planning actions in their station areas. This will reduce the administrative and financial burden on cities who were already planning in the spirit of this legislation.

WFRC is working with partners UTA, GOEO, and MAG to provide technical assistance to communities responsible for creating and adopting [Station Area Plans](#) for station areas within their [boundaries](#).

Station Area Plans support, and are consistent with, the goals of the Wasatch Choice Vision. In particular, they enhance our choices for quality transportation, affordable housing, access to economic opportunities, and more. They elevate the importance of transit oriented communities to addressing tomorrow's growth while preserving today's quality of life.

- This past year, nine technical assistance efforts were funded in the WFRC Region to support developing Station Area Plans. Those projects are well underway, and will result in Station Area Plans that both meet state requirements and further the communities' visions.
- Additionally, WFRC certified the first two stations according to our responsibility and our policy. These stations include the Farmington FrontRunner Station and the Salt Lake City Ballpark Station Area Plan.

## SAP Project Highlights

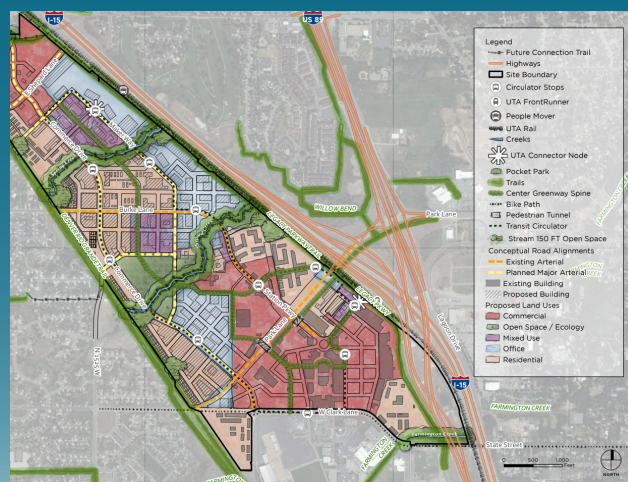


### First Certified Station Area Plan

Farmington City adopted a Station Area Plan (SAP) for the Farmington North FrontRunner Station. The SAP includes an implementation timeline for the next five to ten years, which will activate the area to become a connected, mixed-use development containing residential housing (market rate and affordable), office/commercial, and open space uses. The SAP seeks to expand housing choice and availability around the station, including approximately 4,500 new residential units - enough to accommodate nearly 15,000 new Farmington residents. Under the SAP, Farmington will explore innovative alternative transit options to connect people within the station area to the station and a mixed-use center, which the City has already initiated. Farmington's SAP was the first to be certified by the Wasatch Front Regional Council.

Farmington's SAP builds on previous planning work surrounding the station funded by the Transportation and Land Use Connection (TLC) program in 2020. The TLC program continues to support Farmington, including through a project funded in 2022 to complete a "North Station Area Innovative Transportation Study."

## FARMINGTON CITY



*Farmington North Master Plan Map*



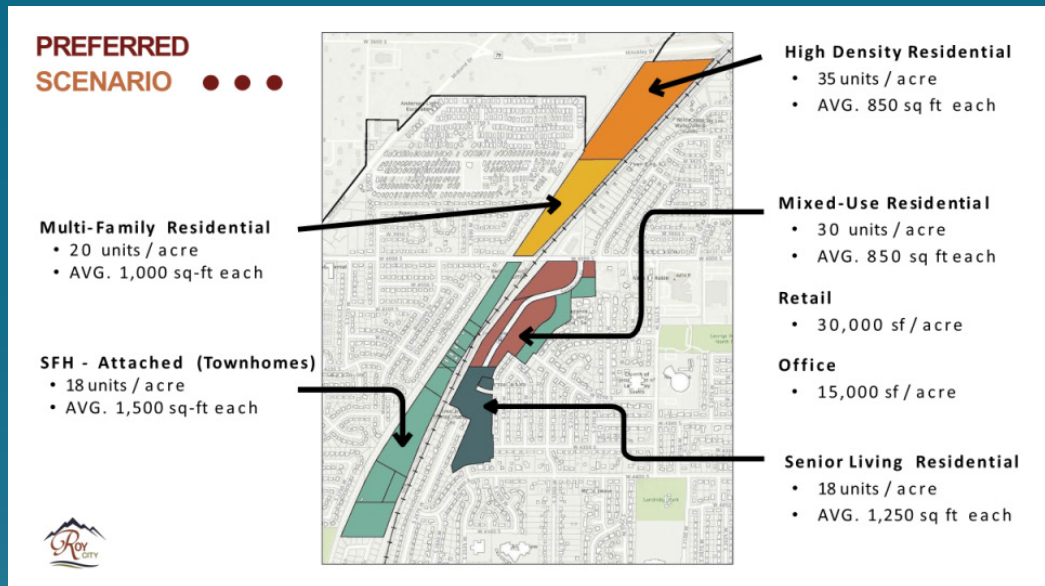


### Latest Certified Station Area Plan

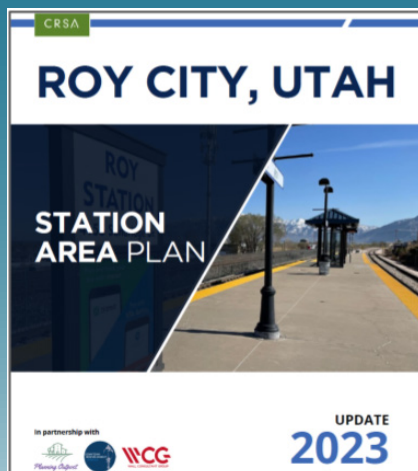
The area around the Roy FrontRunner station is being primed for significant development through a new Station Area Plan, with significant vacant and underutilized land in close proximity to the station. This includes leveraging zoning changes made in conjunction with the Focus Roy plan of 2017 that promote mixed-use development and facilitate more housing choices. Historically, the station area has not met many of the criteria that makes transit-oriented developments viable. Adopted zoning standards and design guidelines will allow for vertical mixed-use development containing residential, retail, dining, and entertainment uses. Moreover, Roy is taking an innovative approach by including senior living in their plan as they look ahead to future demographic changes impacting our region. This station area plan is seeking certification with WFRC, which will codify it and ready the area for its next chapter as a center of activity in Roy.

## ROY CITY

In addition to receiving funding for technical assistance in efforts to prepare their Station Area Plan, Roy also received Transportation and Land Use Connection (TLC) program funding. TLC funds were used for Roy's 2016 Focus Roy Redevelopment Plan and Complete Streets Policy and 2018 General Plan and Zoning Update.



Roy FrontRunner Station Area



- WFRC worked over the course of the past year to build an **inventory of general plans** throughout our Region, as well as a template that can be used by AOGs statewide. Additionally, we have increased the support we provide to communities to update their general plans and understand what is required by state law. This was in fulfillment of an agreement with the Governor's Office of Planning and Budget.
- WFRC worked with community organizations, business organizations, and transportation agencies to further regional collaboration around the Vision.
- The **Community Development Block Grant (CDBG)** provides funding to local communities to address the needs of low- and moderate-income populations and supports social service providers within Morgan, Tooele, and Weber Counties. In the last year, CDBG has funded four projects ranging from building modifications to fire equipment and water metering infrastructure and sewer infrastructure. These four projects, totaling just over \$70,000, will help to provide additional programming for children in a low-income community for them to recreate, reduce water waste by more accurately metering water and replacing aging infrastructure, and provide safety equipment in a low-income community.
- WFRC co-wrote a successful application to the **USDOT's Thriving Communities Program**, with member community Kearns Metro Township. WFRC is a lead partner of Kearns for this effort, which aims to increase Kearns' capacity to implement transportation and infrastructure projects. WFRC, Kearns planning staff, and the Kearns Community Council will work together with the Thriving Communities designated capacity builder to identify funding opportunities and develop paths to implement needed infrastructure projects.
- WFRC has been instrumental in the creation of the **Housing and Transit Reinvestment Zone (HTRZ)** tool. HTRZs enable a portion of incremental tax revenue growth in an area around a transit station to be captured over a period of time to support costs of development in the area. HTRZs are designed to help facilitate mixed-use, multi-family, and affordable housing development within a radius of light rail, bus rapid transit, and commuter rail stations. In 2023, several communities submitted and have been approved for an HTRZ, including South Jordan City, Vineyard City, and Sandy City.

## TLC Project Highlights



### Transportation and Land Use Connection Program

Holladay has utilized the TLC program to pursue five independent projects and two multi-jurisdictional projects, including the I-215 Shared-Use Active Transportation Path Study, Mid-Valley Active Transportation Plan, and Wasatch Boulevard Master Plan Phase 2. Together, Holladay's TLC efforts envision and plan for a well-connected community with quality transportation choices and safe, user-friendly streets for all users. For example, the Wasatch Boulevard Master Plan recommends a safe, continuous, and comfortable biking and walking facility from 3300 South to 6200 South. Once constructed, this facility will connect multiple important destinations, including two Wasatch Choice Centers. Most recently, Holladay was awarded planning assistance for an innovative General Plan update, with data visualization strategies.

## HOLLADAY CITY

Total Project Funds:

**\$848,000**









Segment of Wasatch Blvd



Holladay Village



## Cumulative TLC Projects by Type, 2014-2023

	Small Area and Transit Station Area Plans	47
	Ordinances	22
	Transportation/Active Transportation Master Plans	32
	Studies	22
	General Plan Updates	25
	Regional Visions	5



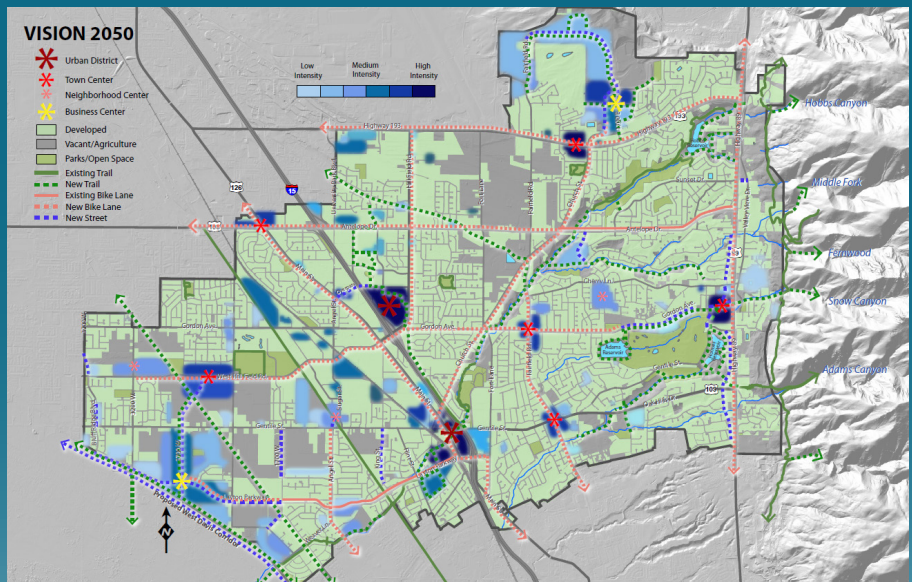
### Transportation and Land Use Connection Program

Layton has explored and built upon its community needs, vision, connectivity, and vibrancy through five TLC projects. In 2014, Layton defined their city vision in a Growth Scenarios and Visioning project. They articulated shared values, such as being a regional city with a range of places to live and access to opportunities, as well as a community with treasured agricultural and recreational lands. Their subsequent effort, Envision Layton, used this vision to craft specific land use scenarios and implementation plans. They also identified greenfield and infill town center areas, including the Gordon and Highway 89 Town Center. Layton then began a deep dive into this greenfield center through a TLC-supported Town Center Master Plan. Most recently, Layton was awarded technical assistance for a city-wide Long-Range Economic Development Plan.

## LAYTON CITY

Total Project Funds:

**\$597,500**



Layton City Vision Map

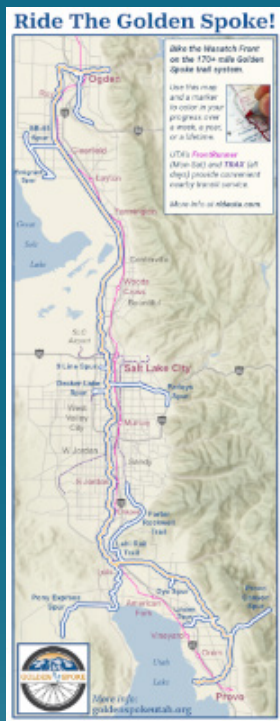
## WFRC provides high-quality data, tools, analysis, advice, and technical and financial resources.

Publishing and presenting regional 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](https://maps.wfrc.org)) and Open Data site ([data.wfrc.org](https://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. Web map topics this past year have included: public comment maps for the draft versions of the RTP and TIP, housing and job forecasts, housing accessibility/suitability viewers, regional travel patterns, local sales tax trends, the Golden Spoke urban trail network, and external maps/data on health indicators and housing-plus-transportation (H + T) costs to Wasatch Front households.

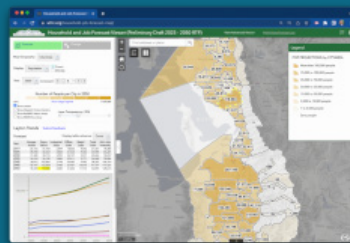
## Map of the Month

The WFRC analytics team continued its Map of the Month series, highlighting more detailed regional information on a diverse set of map-based topics, including: the in-progress RTP and TIP plans, sales tax trends, workplace ATO, the bike network along the Wasatch Front, projecting where people will live and work, and more. These and other map products were added to the [WFRC Map Gallery](https://maps.wfrc.org).

### A Selection of FY23 Maps



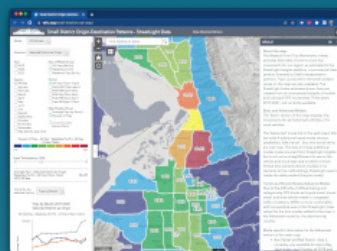
Golden Spoke  
Regional Bike  
Network



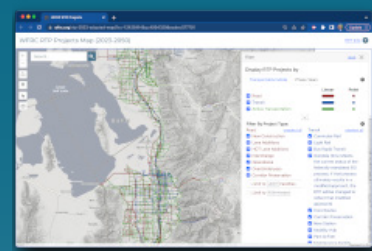
Household & Jobs  
Forecast



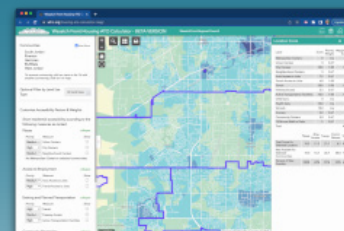
Annual Taxable Sales  
Trends for UT Cities



StreetLight Index Trip  
Movement Estimates



2023-2050 RTP  
Projects Map



Expanded Housing  
Suitability Calculator

### Enhanced forecasting and modeling of travel behavior and land use markets, and development of maps and tools to display and analyze data.

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 FY23 included:

- **Version 9.0 of the Wasatch Front Travel Demand Model** was completed and released as part of the 2023-2050 RTP adoption by the 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. WFRC staff support interagency travel model development coordination across agency planning managers and technical staff for transportation agencies across the state.
- Development and release of the [regional housing and jobs forecast, and 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: releasing 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.
- 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.
- 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.
- Partnering with MAG to refine and recalibrate the Wasatch Front Bike Model, enhancing its ability to model the impact of additional bike infrastructure on bicycle ridership and trip patterns.
- Leading a partnership with UDOT, UTA, and Utah's three other MPOs to fund and implement a statewide **Household Travel Survey (HTS)** in spring of 2023. The HTS has gathered travel diaries from over 10,000 Utah household members and students. Results from the HTS, last conducted in 2012, will be reported for travel modeling use and other planning and general purpose uses in the first half of FY24.



WFRC received the **Special Achievement Award in GIS** from ESRI, being selected out of 100,000 ESRI clients worldwide for this recognition as the organization accelerates change using geospatial tools.



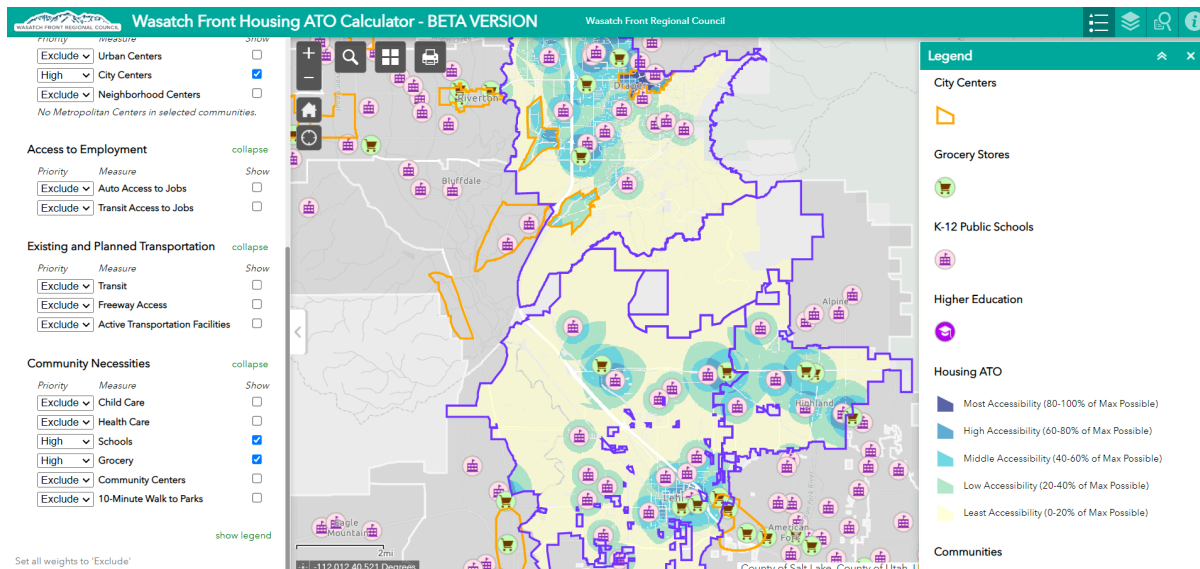
*Bill Hereth, Data Scientist, receives the Special Achievement Award in GIS on behalf of WFRC*



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

- WFRC hosted **eight Wasatch Choice Workshops** in Fall 2022. These workshops brought local leaders and staff from nearby communities in each part of the Region together to discuss their common challenges that need to be addressed in order to effectively implement the shared Wasatch Choice Vision. These workshops focused on reviewing the draft fiscally constrained projects in the 2023-2050 Regional Transportation Plan (RTP), the transportation element of the Wasatch Choice Vision. These annual workshops will be held again in the Fall of 2023.
- WFRC provides locally and regionally relevant information to communities and partners in support of integrated approaches to land use and transportation decision making, in alignment with recently legislated requirements. These include:
  - statewide historic and estimated traffic volumes and regional origin - 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
  - an Access to Opportunities (ATO) dataset that characterizes the landscape of workplace accessibility for automobile and transit travel.
- A key role of WFRC is that collaborator - working together with our communities and partners. To that end, WFRC worked with our members and partners including local governments and state legislators, Utah League of Cities & Towns (ULCT), Utah Association of Counties (UAC), Utah Chapter of the American Planning Association (APA), Salt Lake Chamber and other chambers of commerce, and the Department of Workforce Services to support statewide housing affordability efforts. We continue to support our communities in doing this work.
- Building on a recent TLC project with Weber County, WFRC expanded an interactive map that highlights the Access to Opportunities (ATO) landscape (pictured below). ATO connects people to important destinations such as their job, school, shopping, or trailhead. Examples of considerations include housing locations, factoring in comparative access to both workplace-related opportunities, and community amenities. The region-wide (including areas in the neighboring Mountainland Association of Governments) tool dynamically calculates ATO based on a custom set of factors and weights chosen by the user. A story map website was also developed to familiarize users with the site, its use, and key ATO concepts.

A new, similar web map design, employs the same custom factors and weights approach, was built to evaluate sensitive lands or resiliency challenges for all projects in the RTP. The results from this tool, the Environmental Impact and Resiliency web map, informed the System Resiliency appendix of the RTP document.

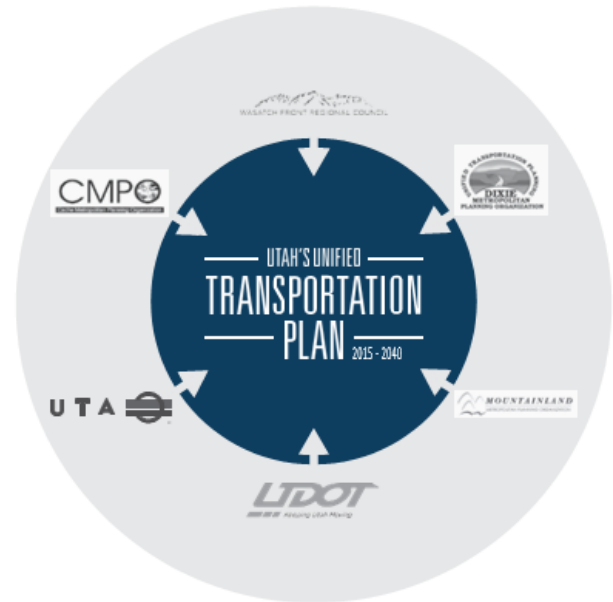


*Housing Suitability Map - Zoomed into Point of the Mountain area communities  
Levels of housing suitability depicted in various shades.*



**Communicated the need and benefits of investment in Utah's multimodal transportation system and reflected in the [2019-2050 Utah's Unified Transportation Plan](#).**

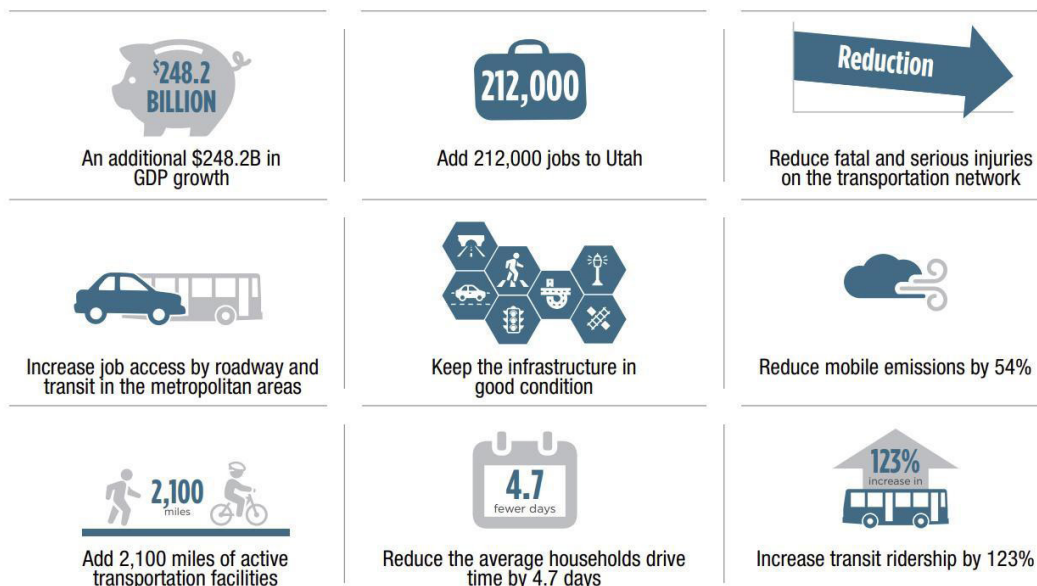
- **Utah's Unified Transportation Plan** is a collaborative effort between transportation agencies across the state of Utah including UDOT, WFRC, MAG, Dixie MPO, Cache MPO, and UTA.
- Utah's Unified Transportation Plan partners worked together to develop common goals, planning time horizons, performance measures, and financial assumptions so that their plans are consistent across the state while meeting local needs. UDOT, UTA, and the MPOs collaborate together to develop the statewide Unified Plan, while recognizing the distinct needs of different areas of the state.
- Utah is among the fastest growing states in the country. The way we grow and plan for the state's future will determine the quality of life residents experience. Utah's transportation agencies and local communities work together to ensure an excellent quality of life that includes good air quality, a vibrant economy, and affordable transportation choices for all Utahns.
- The updated version of the 2023-2050 Utah's Unified Transportation Plan is on track for completion in October 2023. This reflects the ongoing collaboration among Utah's transportation agencies. The Unified Transportation Plan is built around four themes focusing on: a sound planning process, preservation of high quality of life, transportation choices for all residents, and the flexibility of our transportation system in the face of uncertainty.



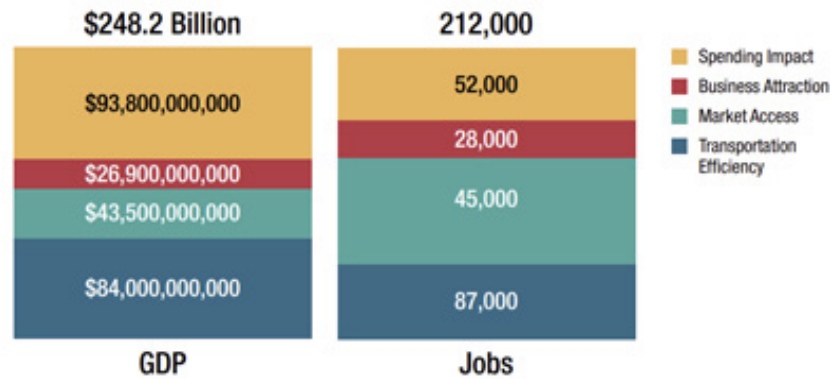
## Benefits of the Unified Plan

Implementing the 2019 Utah's Unified Transportation Plan will have the following impacts (revised information for the 2023 Unified Plan is forthcoming in the fall of 2023.):

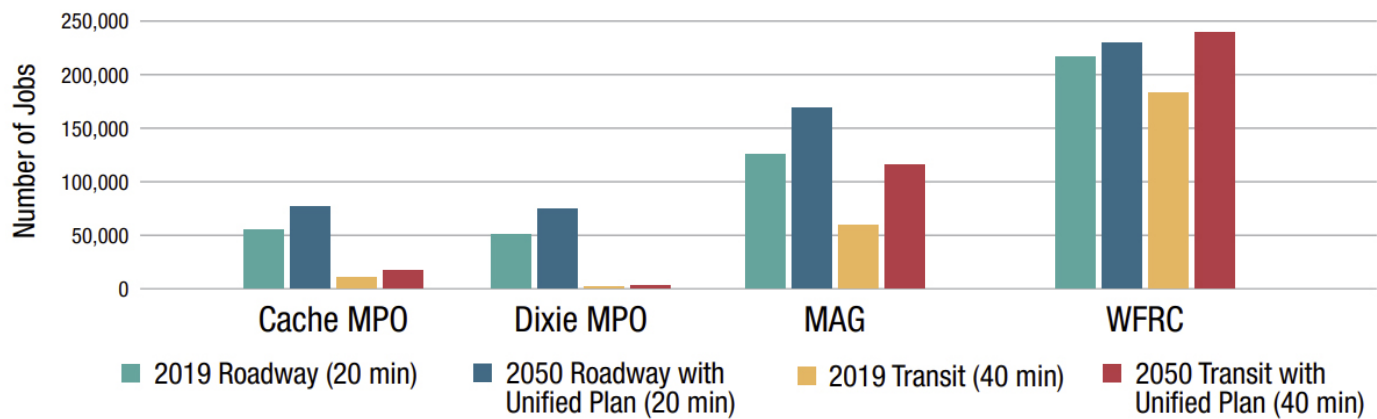
### OVER THE NEXT 30 YEARS



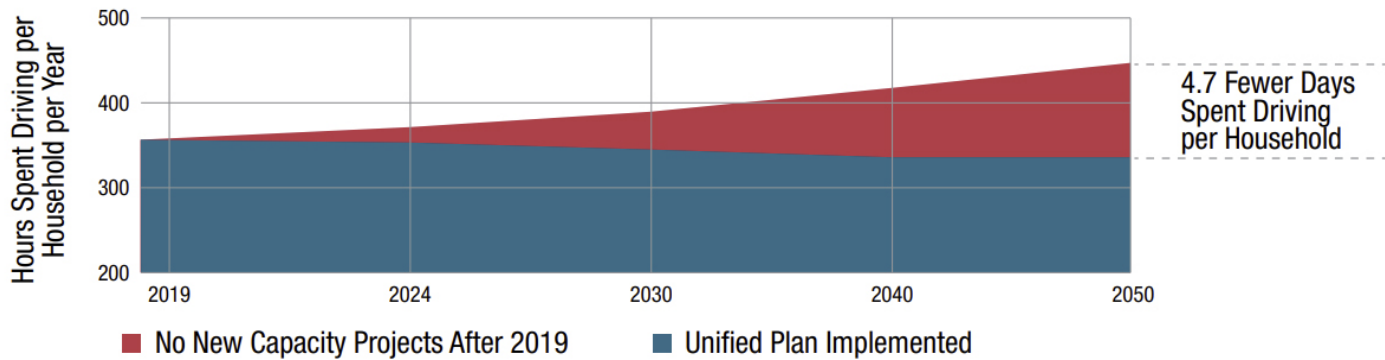
Economic Impact Created by Unified Plan Investment



Increased Job Access with the Unified Plan Investment (by Planning



Driving Time Saved by Implementing the Unified Plan



Reduce Costs by Keeping Infrastructure in a State of Good Repair



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



Invested in Preservation Now

SAVES UP TO



In Reconstruction in the Future

# Goal Number Two

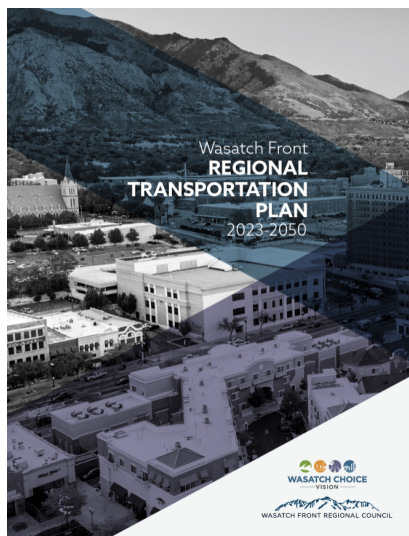
## Effectively administer ongoing plans and programs.

**Adopted the Wasatch Choice Vision's 2023-2050 Regional Transportation Plan (RTP) focusing on (i) Vision-supportive policy approaches to complement planned investments; (ii) innovative funding and financing strategies; (iii) phasing and application of financial constraint to projects; and (iv) incorporation into the 2023-2050 Utah Unified Transportation Plan.**

In May, the Wasatch Front Regional Council unanimously voted to adopt the [Wasatch Front 2023-2050 Regional Transportation Plan \(2023-2050 RTP\)](#) – the official place where tomorrow's new roads, transit lines and trails start. The 2023-2050 RTP strengthens our transportation network, provides more choices to get around and reduces traffic congestion along the Wasatch Front. It is part of the Wasatch Choice Vision. The 2023-2050 RTP includes a wide variety of projects to accommodate a growing population, such as expanding public transit options, improving bike and pedestrian infrastructure, and building upon our roadway infrastructure.

WFRC's 2023-2050 Regional Transportation Plan is a culmination of four years of collaboration between local leaders, transportation agencies, community organizations, local stakeholders, and residents. Specifically, over the next three decades the 2023-2050 RTP identifies nearly \$26 billion of priority roadway, transit, and bike and pedestrian projects – over 1,000 projects across the region. That translates into a more balanced, multimodal transportation system that provides Utahns with more choices to reach their destination.

In the final year preparing the 2023-2050 RTP, eight workshops were held in the fall of 2022 to review the draft 2023-2050 RTP fiscally constrained roadway, transit, and bicycle path projects, with about a dozen additional meetings with key stakeholders directly following the workshops. Feedback from the workshops and stakeholder meetings was reviewed by WFRC staff.





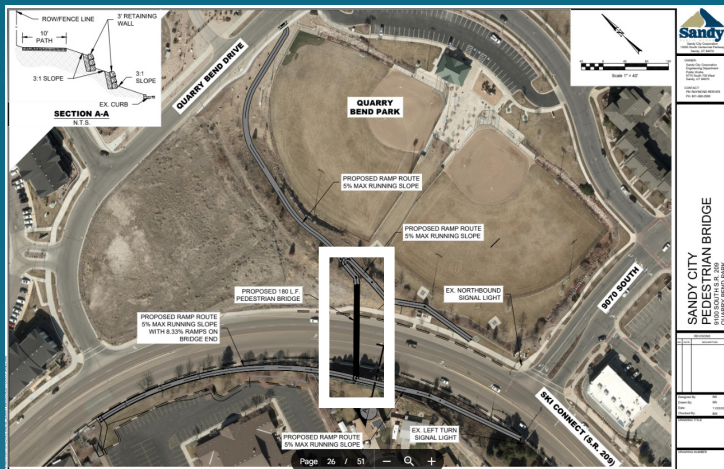
Additional 2023-2050 RTP highlights include:

- The Draft 2023-2050 RTP went out for **public comment**, receiving over 1,600 comments, which were all reviewed by WFRC staff. An overview of public comment can be found in [Appendix A of the Plan](#). WFRC staff, with partners, finalized the financial considerations for the 2023-2050 RTP. WFRC staff finalized the [2023-2050 RTP documentation](#) which included 13 appendices, [AQ Memorandum #41](#), and an [interactive map](#). The 2023-2050 RTP was unanimously adopted on May 25, 2023, by the Wasatch Front Regional Council.
- WFRC continues to work with the three other MPOs (Mountainland Association of Governments, Cache MPO, and Dixie MPO) in the state along with the transportation partners (UDOT and UTA) to develop the **2023-2050 Utah's Unified Transportation Plan** with an expected release in October 2023.
- WFRC developed and released 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. 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.



### 9000 South Overhead Pedestrian/Bike Crossing in Sandy City

SR-209 is Sandy Canal Trail's connectivity barrier in the area. The trail is identified in Sandy's Active Transportation Plan and is now nearly fully paved due to partnership efforts between White City Township and Sandy City. Currently, trail users must go approximately one mile out of their way to cross SR-209. The pedestrian bridge will eliminate this detour requirement and improve access to stores and services. This project is one of the more than 1,000 projects included in the 2023-2050 Regional Transportation Plan.



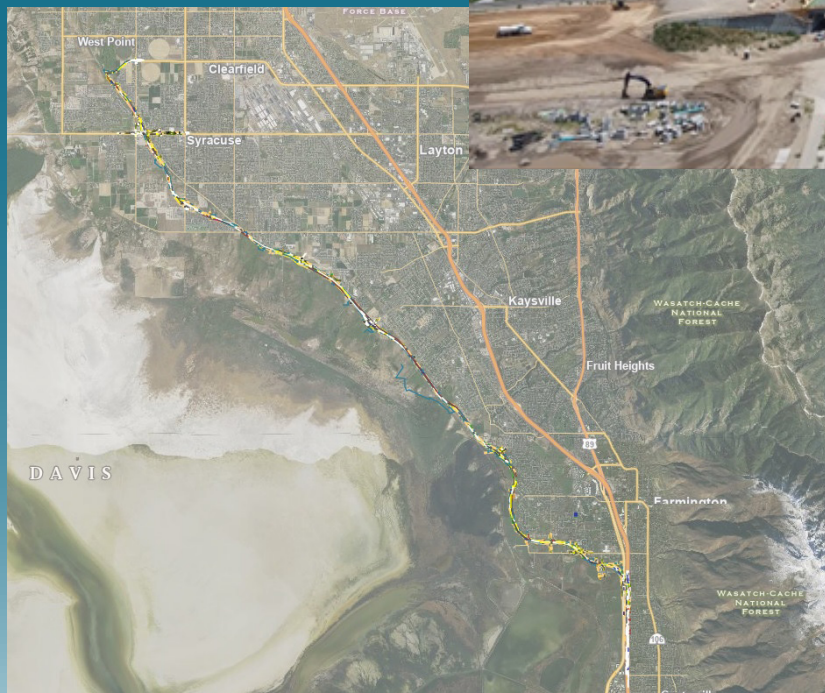
**PROPOSED PEDESTRIAN BRIDGE DESIGN STYLE**





### West Davis Highway in Davis County

West Davis is a new 16-mile, 4-lane divided highway under construction in western Davis County between the I-15/Legacy Parkway junction at approximately Glovers Lane in Farmington and the future extension of S.R. 193 in West Point. Freeway-style interchanges with on- and off-ramps will be built at Legacy/I-15 (Farmington), 950 North (Farmington), 200 North (Kaysville), 2700 West (Layton), 2000 West (Syracuse), and Antelope Drive (Syracuse). West Davis will include over 10 miles of new trail and new trail connections to create a consolidated system connecting Emigration Trail to Legacy Parkway Trail. This is another project included in the 2023-2050 Regional Transportation Plan.



## Provided transportation 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. Submitted concept reports were evaluated by WFRC in consultation with local governments and other transportation professionals using technical criteria and information from field reviews. WFRC and partners utilized the successful hybrid approach developed in 2021 of having staff on-site and connecting the review team and local government representatives to view project locations in real time and discuss them virtually. After considering recommendations from the technical advisory committees, the Transportation Coordinating Committee recommended, and the Regional Council approved future funding for a number of projects across the region. Due to the passage of the federal Infrastructure Investment and Jobs Act (IIJA), additional funds were available to program.

WFRC funding support for local communities:

# 41 PROJECTS = \$67 MILLION

These WFRC funding programs are just part of the [2024-2029 Transportation Improvement Program \(TIP\)](#) that identifies **over \$10 billion in priority investments in roadway, transit, and active transportation infrastructure** needed in the urbanized areas of Salt Lake, Davis, Weber, and southern Box Elder Counties. Throughout the year, WFRC worked in close collaboration with UDOT, UTA, cities, and counties to develop the TIP. 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 (Tooele and Morgan Counties are included in UDOT's Statewide Transportation Improvement Program (STIP)).

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



### Expansion of Greenbikes into Ogden

After seeing the success of Salt Lake City's Greenbike program and having completed the Ogden Bicycle Master Plan, Ogden City implemented an expansion of the Greenbike bikeshare program within its city. The bikeshare program allows for visitors and residents to check out a bike at nominal cost and ride it throughout the city, returning it to another station within the network. Greenbikes will supplement UTA's transit system by offering a first mile/last mile solution for public transportation users while offering locals a transportation alternative for short distance trips. Bikeshare programs like Greenbikes also helps reduce parking demands in the central business district, promotes active lifestyle, and is zero emission, benefiting regional air quality. Greenbikes also compliments the recently opened Ogden Express (OGX) bus rapid transit line, allowing riders to bike to and from OGX stations. The initial investment in Greenbikes in Ogden includes traditional and electric bikes at seven stations throughout the city. A total of \$647,000 in Congestion Mitigation/Air Quality (CMAQ) funds, plus a local match, has been invested in this initial phase of Ogden's bikeshare project.







### **Construction of 1200 West (Perry Street), from 3600 South to the City of Willard**

This project represents new construction on 1200 West (Perry Street) from Perry's city boundary with the City of Willard up to 3600 South. The roadway and trail provides critical connectivity by completing a parallel north/south corridor to help reduce traffic on US 89 and I-15 while providing an alternate route for bicyclists. The trail element creates essential connectivity, joining Box Elder County's trail system to those of Weber, Davis, Salt Lake, and Utah County's.

With the project improvements on 1200 West in Perry City complete, the section in Willard was also paved and improved to include a pathway on the west side of the road. With this improvement there is now a roadway that exists from 1100 South (US-91) (Brigham City) to 750 North (Willard). With this project complete, users of all forms of transportation from bikes and pedestrians to cars and trucks, farming equipment, and occasional farm animals, have a new, safe route to travel. This roadway construction project was funded with \$2,310,165 of funding from WFRC, UDOT, and other local resources.



*Before*

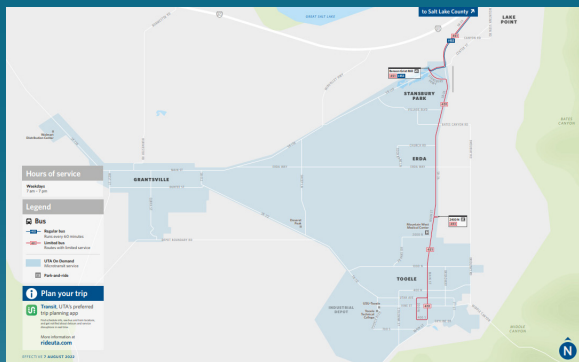


*After*

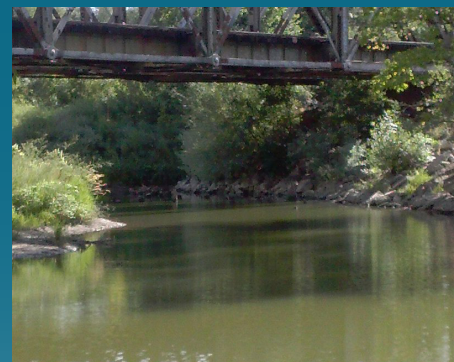


### **Tooele and Morgan Counties**

In the Tooele Valley Rural Planning Organization (RPO) area, the Transportation and Land Use Connection (TLC) program awarded funding to Tooele City to create an active transportation plan that guides implementation of pedestrian and bicycle facilities to meet the needs of the growing community. The plan's suggested pedestrian and bicycle improvement will align with land uses to integrate transportation modes where they are most needed. Additionally in efforts to expand transportation choice in line with the Wasatch Choice Vision, UTA introduced on demand transit service to allow extended public transit to more places within Tooele, Grantsville, and west Erda cities. Using an app on a cell phone, riders can order an on-demand ride from anywhere to anywhere within the service area for the same price as a bus ticket.



*Map of UTA's On Demand Service in Tooele County*

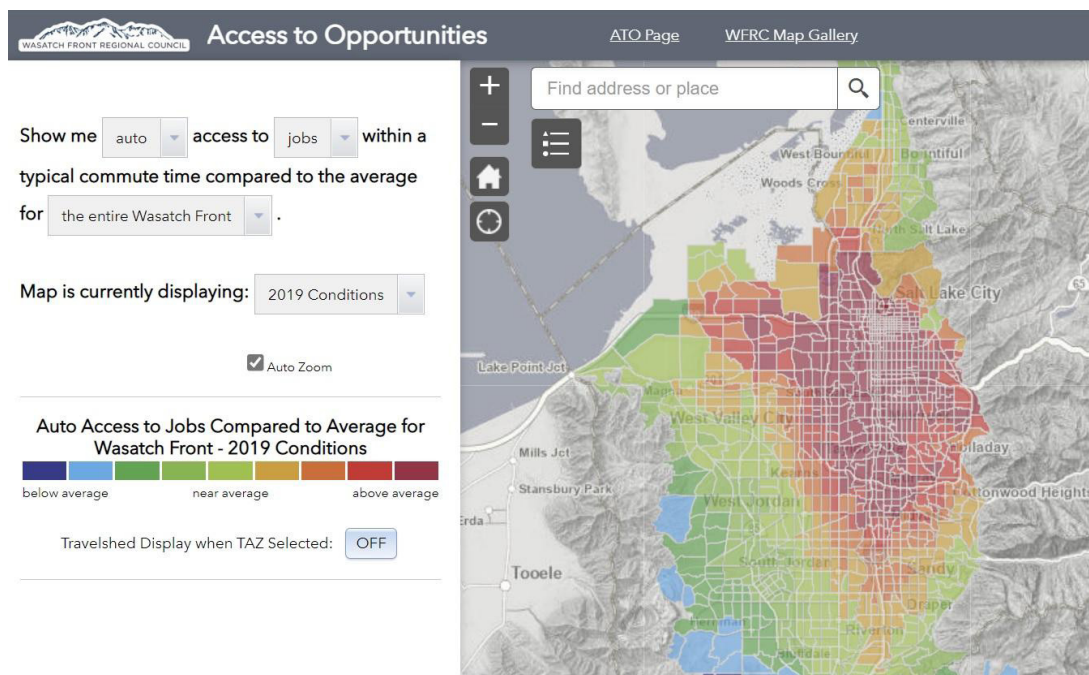


*Weber River*

In Morgan County, WFRC assisted in facilitating more than \$48,000 in funding from the Community Impact Fund (CIB) to conduct the Weber River Flood Plain Mapping Study. This project will include a hydraulic study and survey of the Weber River Floodplain to determine the actual conditions on the ground, as well as design a partial map revision in accordance with FEMA instructions for submission to update the floodplain maps. Additionally, in March of 2023 the Morgan County Rural Planning Organization was reorganized and will assist Morgan County in regional transportation planning.

Refined the performance-based approach for WFRC plans and programs, including (i) monitored and shared progress towards the adopted Wasatch Choice goals; (ii) advanced the use of “access to opportunities,” both 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 continuing its monitoring the progress of the Wasatch Choice Vision and its implementation by creating a new performance monitoring program, with five key regional indicators, and expanding the State of Centers report to include station area performance measures, focusing on housing, access to opportunities, economic development, and transportation elements.
- Through the development of the 2023-2050 RTP, WFRC refined its performance-based planning by reassessing “needed” and “phased” projects to better align with its [Congestion Management Process](#), UDOT’s project prioritization process, consider health, and strengthen alignment with its equity-related work. WFRC worked with UDOT and UTA on developing, measuring, and meeting Federal performance targets. These metrics are detailed in [Appendix J](#) of the 2023-2050 RTP.
- In 2022, WFRC advanced its use of **Access to Opportunities** metrics through the completion of two projects. The first of these is the region-wide [Workplace Accessibility interactive map](#) that provides quick insight into our Region’s workplace accessibility landscape for both auto and transit travel modes. The second ATO-related project completed in FY22 was the ATO Project Impact Tool which uses GIS software to create a simple workplace accessibility change metric for individual small and medium scale transportation projects, and land use intensification changes. These tools allowed WFRC to measure and utilize access to opportunities as a decision-making element across a broader range of planning contexts, specifically RTP project prioritization.



- Additionally in the past year, WFRC launched [new in-depth resources](#) to assess inclusion and opportunity for all within its work. WFRC is committed to incorporating these principles in four areas: access to opportunities, community outreach, decision-making in our plans and policies, and within its administration. An updated tool to help us succeed is a [map that identifies Equity Focus Areas](#) - census blocks where low-income or persons-of-color households are concentrated.



- Working with Wasatch Choice Partners, WFRC formed the [Wasatch Choice Community Advisory Committee](#) to enhance engagement with communities from all corners of its Region, apply an inclusionary lens to the Wasatch Choice Vision, and advise partner agencies on transportation and land use decisions. The Community Advisory Committee laid foundational work in its first year, allowing committee members and transportation partners to get to know each other and the work they do.



### Wasatch Front Economic Development District

One of the critical functions of the [Wasatch Front Economic Development District \(WFEDD\)](#), is the creation of a **5-Year Comprehensive Economic Development Strategy (CEDS)**. The WFEDD has been engaged in working to update the regional 5-year plan.

The regional CEDS is a strategic plan that outlines the goals, objectives, and action steps necessary to foster economic development within the Wasatch Front designated economic district. The primary purpose of the regional CEDS is to provide a roadmap for coordinated smart economic growth by identifying key priorities and strategies to achieve them.

Developing a regional CEDS involves collaboration between various stakeholders, including government agencies, private businesses, community organizations, and local communities. These stakeholders work together to assess the current economic conditions, identify strengths and weaknesses, and determine the most effective strategies to promote economic opportunity. The CEDS is one of the tools that support the Wasatch Choice Vision.



### Economic Development Technical Advisory Committee

This year, the Wasatch Front Regional Council and Wasatch Front Economic Development District worked internally to create a small committee, which will be the foundation of an Economic Development Technical Assistance Committee (EDTAC). The initial composition of this committee is at the county level, and has representation from Salt Lake, Davis, Weber, Tooele, Morgan, and Box Elder County Economic Development Directors. The main role of the EDTAC will be to provide technical assistance and input to the municipal and county agencies, other related organizations, and communities seeking to enhance their economic development strategies. This can involve offering recommendations on policy development, project planning, funding opportunities, and program implementation.

Overall, the Economic Development Technical Assistance Committee will play a valuable role in providing regional coordination and sharing of best practices, supporting targeted economic growth and prosperity facilitating applications for funding and grants, and providing expertise and guidance for communities along the Wasatch Front Region. WFRC staff will work to expand the committee in the coming year.



# Goal Number Three

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

**WFRC worked with our national associations, federal 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 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:

1. Providing information to federal, state, and local partners on what the infrastructure bill means for Utah, and what discretionary grant opportunities are available.
2. Working with national associations to share best practices regarding IIJA implementation and grant competitiveness.
3. Coordinating with partners to identify key transportation projects eligible for discretionary grant funding.
4. Applying with, or on behalf of, our partners for regionally impactful transportation infrastructure and planning grants.

Several members of WFRC leadership and staff, along with partners at the Mountainland Association of Governments (MAG), had the opportunity to meet with each of Utah's Congressional delegation members to talk with them about the unified planning we do in Utah for our transportation and infrastructure needs, including in the Wasatch Choice Vision. WFRC shared its common federal grant priorities, including (1) the joint first/last mile application to be submitted for the RAISE grant, and (2) the FrontRunner strategic double tracking project, seeking federal dollars for the project. WFRC appreciates the collaboration with its Congressional delegation to forward Utah's shared priorities.



*WFRC and MAG meeting with Senator Mitt Romney and Senator Mike Lee in Washington, D.C. in January 2023*





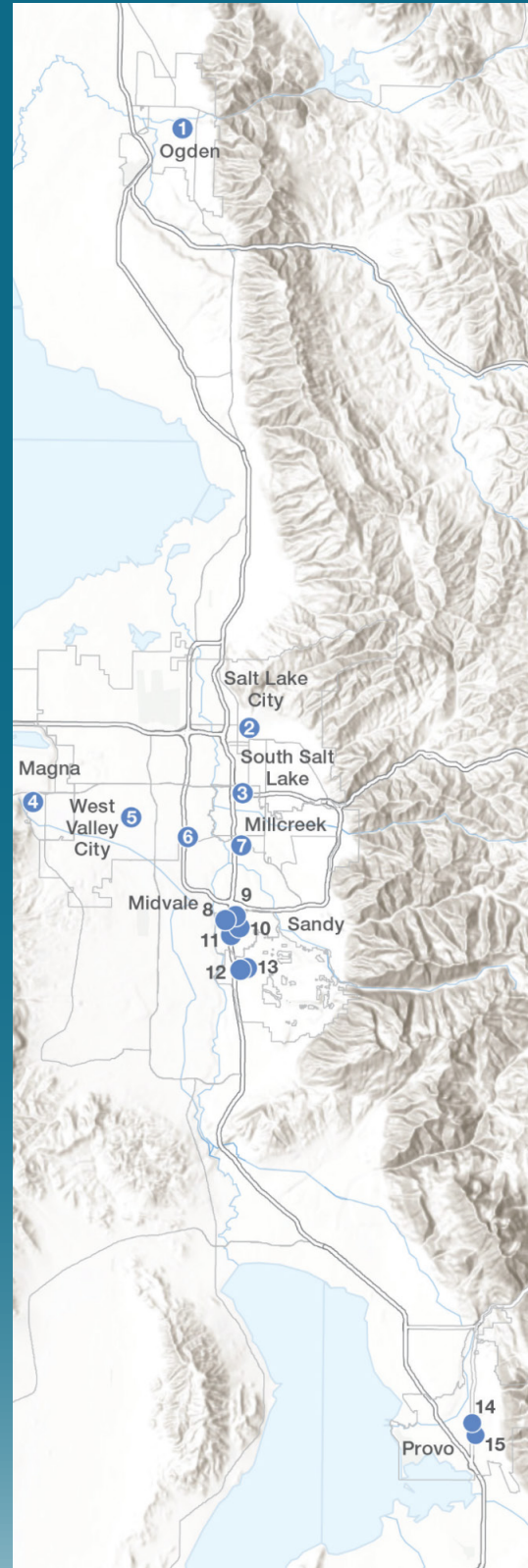
ID	DESCRIPTION: TYPE	COST
1	Madison Avenue/Gold Star: Shared-use path and intersection improvements	\$2,400,000
2	State Street (Green Loop): Shared-use path	\$3,500,000
3	Main Street/West Temple: Buffered bike lane	\$2,000,000
4	Downtown Revitalization: Sidewalk	\$3,700,000
5	4800 West: Buffered bike lane and sidewalk	\$1,900,000
6	2200 West: Bike lane and sidewalk	\$1,200,000
7	Millcreek/Murray Border Trail: Multi-use path	\$560,000
8	Main Street/700 West: Bike lane	\$330,000
9	Center Street: Bike lane	\$4,700,000
10	TRAX Station to Maple Street: Multi-use path	\$840,000
11	Cottonwood Street: Buffered bike lane	\$220,000
12	East Jordan Canal Trail: Shared-use path	\$1,300,000
13	Jordan/Salt Lake Canal Trail: Shared-use path	\$2,100,000
14	University Avenue: Buffered bike lane	\$3,700,000
15	200 East: Bike lane	\$2,100,000
<b>TOTAL COST</b>		<b>\$30,600,000</b>

### **\$24.5 Million RAISE Grant to Improve Wasatch Front Area Transit Access**

The U.S. Department of Transportation (USDOT) awarded a \$24.5 million **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant** for 15 Wasatch Front Region projects that will improve transit access. UDOT applied for the grant, in close collaboration with MAG, UTA, WFRC and local communities. Residents will benefit from pedestrian and bicycle improvements made around ten light rail stations and 13 bus stops serving our Region.

Improving access to transit is a shared effort among all transportation agencies and local communities. A critical component to strengthen Utah's transportation network and increase transit access are connections in the first and last mile of individual travel experiences. This, in turn, provides greater access to the opportunities that foster upward economic mobility — education, employment, healthcare, social services, in addition to shopping and recreation.

Projects take a variety of forms, including continuous sidewalks, improvements to intersections, new trails and paths, and so much more. The result will be less traffic congestion, decreased pollution, more household savings, and more access to services, jobs and educational opportunities. Additionally, first- and last-mile connectivity is an important component of the Wasatch Choice Vision—our communities' shared vision for growth.







### **National and Local Leaders Convened at WFRC to Discuss Transportation Safety and Safe Streets for All (SS4A) Grant**

On Monday, March 27, 2023, Robin Hutcheson, Federal Motor Carrier Safety Administration (FMCSA) Administrator along with local officials and representatives from the Federal Highway Administration (FHWA), WFRC, UDOT, UTA, and other USDOT agencies convened to discuss transportation safety in Utah. The past two years have seen some of the highest number of fatalities on our roadways, and safety is a top priority of national, state, and local leaders and transportation officials. Together the group considered Utah's safety challenges, discussed solutions, and forged relationships that will allow Utah to address them collaboratively.

Part of the discussion included the **Safe Streets and Roads for All (SS4A)** planning grants, of which both WFRC and MAG are recipients. WFRC received \$775,000 dollars from the Federal Highway Administration to produce a Comprehensive Safety Action Plan for the WFRC region. The principle objectives of the plan are to identify strategies and project types to reduce fatalities and serious injuries on roadways in the region, and to enable communities in the region to apply for subsequent SS4A capital project funds.



**WFRC worked closely with our state legislators, local elected officials, and our partners to help advance growth and transportation funding and policies during the 2022 interim and 2023 legislative session. Some of the key outcomes from these efforts include the following:**

- FY23 was another year of **historic state investment in multi-modal transportation infrastructure**, including \$1.6+ billion in new funding for roads, public transit, and active transportation. WFRC, along with its partners, championed investment in our multimodal transportation system, to advance the priorities identified in Utah's Unified Transportation Plan. Some key investments the Governor and Legislature authorized include:
  - \$800 million **one-time funding for future transportation debt service**, which is important because it will free up additional Transportation Investment Funds (TIF) to be used for transportation projects in years to come.
  - \$45 million in **ongoing predictable and stable active transportation funding** (Active Transportation Investment Fund) to build and maintain paved trails statewide through UDOT's Utah Trail Network, plus \$45 million in one-time active transportation funding.
  - \$200 million **one-time for commuter rail improvements**, including the doubletracking of FrontRunner and The Point station.

- WFRC was also instrumental in the development of a number of priority pieces of legislation which passed, including:
  - [SB185](#), which creates and funds the **Active Transportation Investment Fund**
  - [SB260](#), which **modified the 0.20% local option sales tax**, to provide more flexibility to fund transit as well as city and county transportation needs
  - [HB301](#), which provides **temporary gas tax relief (\$55M cut)** but allows for more gradual growth in the tax rate over time
  - [SB84](#), which makes changes to the **Housing and Transit Reinvestment Zone (HTRZ)** statute

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.



### Utah Trail Network

The Utah Trail Network, a vision set forth by the Utah Department of Transportation and Utah Governor Spencer Cox, will construct and maintain a network of paved trails to connect Utahns of all ages and abilities to their destinations and communities throughout the state. As recommended in Gov. Cox's 2023 budget, and ultimately funded by the legislature, an Active Transportation Investment Fund (ATIF) was established for this purpose by transferring 5% of total revenues deposited into the Transportation Investment Fund (approximately \$45 million in FY 24) into the ATIF annually. Along with a one-time General Fund investment of \$45 million, this historic investment will provide an ongoing source of funding for active transportation in the state. WFRC, its partners, and 400+ signatories urged the legislature to fund this critical investment in Utah's transportation system. This dedicated trail network will provide safe and accessible trails, critical connections and additional transportation options as a substantial contribution to the overall quality of life for Utahns and visitors for generations to come.



*Governor Cox signing transportation legislation in the spring of 2023, including the Utah Trail Network, alongside WFRC leadership and transportation partners pictured.*

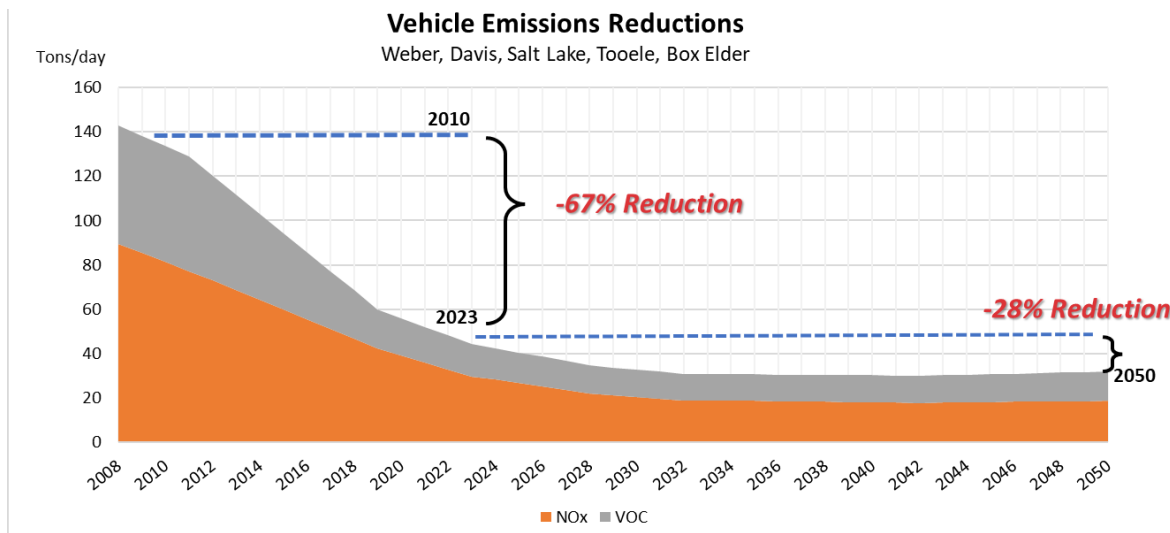
## Participated in key transportation and growth-related projects and activities.

- **Environmental and corridor studies**, such as the I-15 EIS - Farmington to Salt Lake City, are the first critical step to implementing the RTP. These studies endeavor to coordinate transportation decisions with land use planning to maximize attainment of Wasatch Choice regional goals. In addition to the I-15 EIS, WFRC participated in a variety of roadway projects and studies including the Bangerter Highway Interchanges Environmental Studies, the SR-111 Environmental Study, I-84/US-89 Environmental Study, and a variety of regional corridor studies.
- WFRC facilitated, or **participated with partners on a variety of projects and studies** that range from:
  - Major development plans (*Point of the Mountain, Southwest Salt Lake County Vision, Northwest Quadrant/ Inland Port, Falcon Hill*)
  - Regionally significant transit/land use analyses (*FrontRunner Forward, Future of Light Rail, Ogden-Weber State University BRT (OGX), Davis-Salt Lake Community Connector, Midvalley Connector, Bangerter Highway EIS California Avenue to 4100 South*),
  - City active transportation plans
  - Topics on housing development and affordability
  - Regional parking analysis
  - Transit signal priority study
  - Context sensitivity
  - Active transportation count program
  - Other regional and local efforts.

WFRC supports these efforts in a broad variety of ways. These include modeling and analytical support, convening stakeholders and decision-makers, and providing subject-matter expertise.

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

- Utilizing approved technical criteria and information gathered during on-site field reviews, WFRC evaluated more than a dozen 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 were recommended for funding, including bicycle and pedestrian facilities, intersection improvements, and electric bus infrastructure. Upon review and recommendation from Trans Com, the Regional Council approved these projects for funding.
- 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 continue to be significantly reduced:





# Goal Number Four

## Strive for organizational excellence.

### Maintained budget stability 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 in 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. WFRC maintained a stable budget and operated in compliance with all applicable laws, rules, and best practices.

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

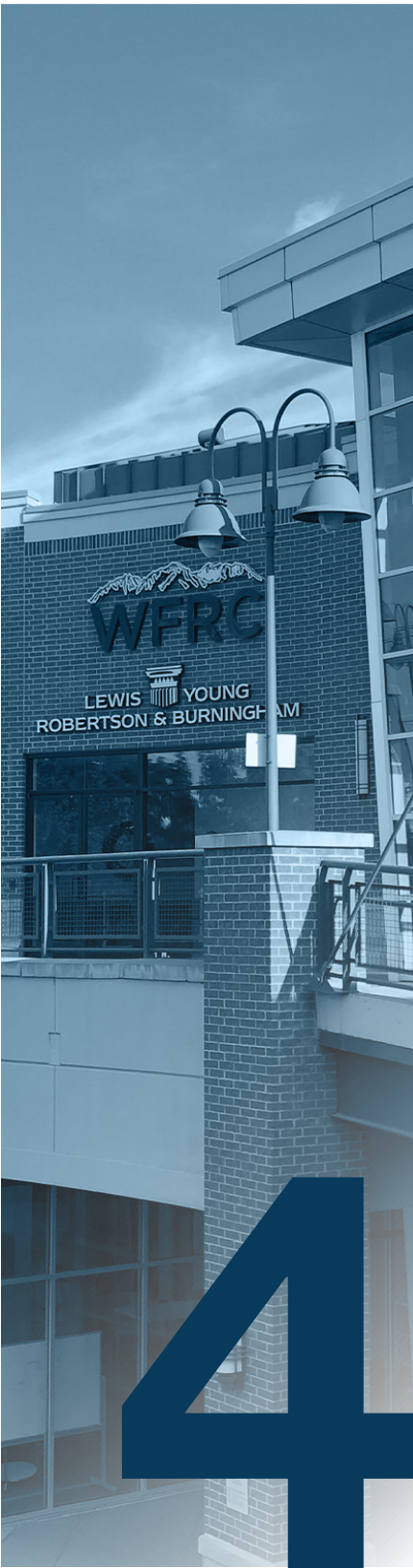
- WFRC managers provided meaningful and constructive feedback to employees through annual and semi-annual performance evaluations.
- WFRC actively encourages professional development opportunities that expand personal and collective knowledge of policy, emerging concepts, and best practices to help improve 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. WFRC's year-round commitment to staff wellness and our community included a clean up of Parley's Trail, a month-long bike to work challenge, and various other incentives to be active and involved as a team and in our region. In addition, WFRC provided in depth training for all staff on crafting and delivering meaningful and focused presentations.

**WFRC and its staff were honored to receive numerous awards throughout the year. These reflect the dedication, quality, and collaboration that we strive for in our work**



#### Individual Awards

- WFRC's Community and Economic Development Director Meg Townsend was given the **City & Metropolitan Planning Young Alumni Award** by the University of Utah in August 2022. She was also named Utah Business' **20 in their 20s**.
- We closed out the fiscal year with a special award being given to our Executive Director, Andrew Gruber. The National Association of Regional Councils (NARC) awarded Andrew with the **Walter Scheiber 2023 NARC Leadership Award**, recognizing the significant impacts an executive director has made at the local, state, and national levels. Andrew received this national recognition for excelling in carrying out regional concepts, approaches, and programs.



**WFRC and its staff were honored to receive numerous awards throughout the year. These reflect the dedication, quality, and collaboration that we strive for in our work.**



#### Organizational Awards

- In October 2022, WFRC was named one of **Utah's 100 Companies Championing Women** by Governor Spencer Cox, Governor's Office of Economic Development (Go Utah), and the Utah Women & Leadership Project at Utah State University.
- In April 2023, WFRC was honored to be named **Employer of the Year** by Women's Transportation Seminar (WTS), the leading professional organization for women who work in the transportation field, in the public or private sectors. This award recognizes employers who have exhibited excellence in recruiting, retaining, and advancing women.



*WFRC received the Employer of the Year award from Women's Transportation Seminar (WTS)*

- During National Bike Month (May 2023), the League of American Bicyclists recognized WFRC for the second time with a **Silver Bicycle Friendly Business (BFB) award**, earning it a place alongside more than 1,500 organizations across the country contributing to the movement to build a more Bicycle Friendly America.
- WFRC has a Wellness Committee comprised of staff who work to plan and implement monthly wellness initiatives to promote a culture of physical, psychological, and emotional well-being for their employees. In June of 2023, WFRC was awarded the **Social Well-Being Award** from the statewide PEHP wellness committee.
- WFRC received the **Special Achievement Award in GIS** from ESRI, being selected out of 100,000 ESRI clients worldwide for this recognition as the organization accelerates change using geospatial tools.

#### Program/Partnership Awards

- In October, the Transportation & Land Use Connection (TLC) program was nationally recognized with the **2022 Coordination and Partnership Award** from the Association of Metropolitan Planning Organizations (AMPO) at their annual conference. This honor extends to our TLC program partners Salt Lake County, Utah Transit Authority, and the Utah Department of Transportation.
- WFRC was proud to receive the **Visionary Partner Award** from Envision Utah, along with two other awardees Rio Tinto and the Salt Lake Chamber of Commerce. WFRC's work has been inspired by and advances Envision Utah's efforts into the realm of transportation planning. Through the 18-year history of the Wasatch Choice Vision, Envision Utah has been involved the entire way.



*WFRC leadership pictured with Governor Spencer Cox and other awardees at Envision Utah's milestone 25th anniversary celebration. WFRC received the Visionary Partner Award from Envision Utah.*





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

**Adapted to a post-pandemic “new normal” in a way that strikes an appropriate balance between telecommuting for convenience in office work and gatherings, while maintaining the human connection from physical proximity.**

- WFRC has continued its successful hybrid work schedule, working in the office on Tuesdays and Thursdays with the option of working remotely the rest of the week. WFRC embraced a “new normal,” leveraging 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. This year, WFRC welcomed increased public engagement in its professional processes, opening its doors to record numbers of visitors and managing higher than usual attendance both in person and online.
- WFRC hired three employees to fill vacant and new positions during the past year:

**Byron Head** - Community and Economic Development

**Jordon Chandler** - Organizational Operations

**Sarah Lawless** - Analytics



*Thank you! WFRC's staff is proud of the work we were able to do over the past year in close collaboration with WFRC's members and our public and private-sector partners and stakeholders, and we look forward to continuing that work in the years to come. We are deeply appreciative of the opportunity to serve our community.*





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-  [@WasatchCouncil](https://twitter.com/WasatchCouncil)
-  [WFRCvideo](https://www.youtube.com/WFRCvideo)





WASATCH FRONT REGIONAL COUNCIL

# FY2023 UNIFIED PLANNING WORK PROGRAM COMPLETION REPORT

**for the**

OGDEN - LAYTON AND SALT LAKE - WEST VALLEY  
URBANIZED AREAS

**prepared for**

Federal Highway Administration  
and Federal Transit Administration

**in cooperation with**

Utah Department of Transportation  
and Utah Transit Authority

**July 2023**

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# A. ADMINISTRATION AND COORDINATION

## A.1 WASATCH FRONT REGIONAL COUNCIL

On May 26, 2022, the Wasatch Front Regional Council (WFRC or Council) approved a budget and Unified Planning Work Program (UPWP) for FY2023. 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 2022 for FY2023.

Regular meetings of the Council were held on the following dates: August 25, 2022, October 27, 2022, January 26, 2023, March 23, 2023, and May 25, 2023. The Regional Growth Committee (RGC) and the Active Transportation Committee both held five meetings during FY2023. The Transportation Coordinating Committee (Trans Com) held six meetings during FY2023. 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 Administrative and Accounting policy to comply with best practices.

Council staff prepared and submitted monthly financial reports. An annual audit of the Council's financial records for FY2022 was completed in October 2022 and copies of this audit were distributed to appropriate agencies. The Council's audit of the financial records for FY2023 is expected to be completed in October 2023 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, 2022 through June 30, 2023:

- 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.
- The following items were completed by UDOT planning staff from July 1, 2022 through June 30, 2023:

- 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.

## **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.

## B. TRANSIT PLANNING

### B.1 UTA TRANSIT PLANNING

#### **Small Area Studies**

The Sandy/South Jordan Small Area Study is currently in progress. Supporting consultants have led stakeholder meetings and conducted field work with UTA staff to determine existing conditions, gaps, and proposed changes to the transit system to respond to rider and stakeholder needs. This study is anticipated to be completed in early 2024.

UTA is partnering with UDOT on studying transit service in the Cottonwood Canyons. The study is also evaluating the benefits and disadvantages of service provided by UTA, a third-party operator, or a combination of both. This study is anticipated to be completed in early 2024.

#### **Service Implementation**

Full operations on the OGX bus line are scheduled to begin Sunday August 20, 2023. Increased Saturday service on TRAX will also take effect on this date.

UTA is continuously evaluating the staffing situation at all operating service units to determine the feasibility of adding more service. UTA is pursuing a variety of talent acquisition initiatives to increase the staffing level throughout the organization, including: early operator onboarding, a significant pay raise for bargaining unit employees, and an English-as-a-Second-Language (ESL) program for new operator recruits. Future service additions will depend on staffing availability, as well as budget and other resources.

#### **Service Design Guidelines**

Work is currently underway on revising the UTA Service Design Guidelines, including expanded Rail information and additional guidelines specific to the Operations Planning and Scheduling functions. This work is anticipated to be finished by the end of 2023, after which it will be reviewed by UTA leadership for final approval and adoption.

#### **UTA Moves 2050/Long Range Transit Plan (LRTP)**

UTA has embarked on the creation of an agency-wide, 30-year long-range plan. Initial plan public engagement has been completed. Plan goals, a system wide needs assessment, and a draft vision have been assembled. UTA is preparing to kick off engagement and input on the draft vision. The 2023-2050 version of the LRTP is planned for completion and approval by the UTA Board of Trustees later in 2023. Future updates to the plan will occur on the same cycle as WFRC's RTP.

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

UTA uses a spreadsheet model called the Transit Financial Plan (TFP) to track all costs and revenues as the basis for a Financial Equity Analysis tool. In FY23, a Financial Equity Analysis, which measures UTA's effectiveness at maintaining an equitable balance between each county's financial contribution and the level of service it receives, was performed using the TFP and most recent Annual Comprehensive Financial Report.

UTA also uses a separate spreadsheet tool to test future scenarios of potential additional costs and revenues for projects in the regional transportation plan and its financial assumptions (Scenario Tool). In Q4 of FY22 and Q1 of FY23, the Scenario Tool was updated with revised costs estimates and revenue projections to better reflect the draft list of projects being considered for the 2024 Regional Transportation Plan.

#### **UTA Wayfinding Signage and Bus Stop Improvement Program**

The Customer Experience team along with Service Planning and Facilities continue to install new signage to improve and update system wayfinding. In FY23, 100 new bus stop signs were installed. Additionally, there have been a total of 125 ADA bus stop improvements.



### **Real-time Digital Signage for Bus**

UTA with funding support from a CMAQ grant is piloting real-time digital bus departure information at select locations in Weber, Davis, and Salt Lake Counties. This pilot includes intermodal hub locations providing UTA customers with real-time bus departure information to help inform their travel decisions. The first phase of this implementation is now completed, and the signs are fully operational.

### **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 to encourage TOD. During FY22, two station area plans were initiated, one at the Ballpark TRAX Station, and the other at the Farmington Frontrunner Station.

Once a station area plan is in place, UTA is able to proceed with the development of any properties that it controls within the respective station area. Currently, six of these sites are active, with properties in some stage of the development process. Three of these sites are under construction, one of these sites has a completed master development plan and is ready for its first phase of development, and two of these sites are being prepared for a request for proposal (RFP).

### **Active Transportation to Transit Plan**

The Active Transportation to Transit Plan ("AT3P") Phase I is working towards completion. Two foundational elements of Phase I of the Plan have been completed. 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**

In 2023 the Utah Transit Authority Policy (No. UTA.03.05) Emergency and Disaster Preparedness was updated to reflect current UTA structure and emergency management practices. UTA emergency management strives to meet compliance by overseeing update requirements for the Emergency Preparedness Plan (EPP), Emergency Operations Plan (EOP), Continuity of Operations Plan (COOP), and service unit Emergency Response Plans (ERP).

Disaster training and exercise at the Utah Transit Authority (UTA) included the facilitation of Table-Top (April 2022) and Full-Scale (November 2022) exercises in cooperation with Vineyard City, Orem City, and Utah County response personnel for FrontRunner for CFR 239.103 compliance. Other training included facilitating Table-Top (September 2022) and Full-Scale (Oct/Nov 2022) exercises in cooperation with West Valley City Fire, Murray Fire, and South Salt Lake City Fire for emergency TRAX train lifting. Also, the Emergency Management Program Manager (EMPM) assisted UTA PD in delivering two BowMac courses to UTA personnel providing familiarization with the FEMA required Incident Command System (ICS) for improved on-scene incident interaction.

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 EMPM participates actively as a member of the Utah Traffic Incident Management Coalition.

Lastly, UTA actively responded to the 2023 spring runoff conditions with Flood Mitigation and Preparedness meetings. UTA purchased forty thousand sandbags and filled ten thousand for deployment. Six-thousand sandbags were staged in Salt Lake City while two-thousand sandbags were staged at Mt. Ogden and at Timpanogos. Personnel monitored water flow on system underpasses and culverts throughout the 90-day runoff period. Also, UTA aligned with regional partners for monitoring, reporting, and the potential response for an ongoing common operating picture. Due to the snow melting slowly UTA did not suffer impacts to its system, but we were very prepared. UTA Emergency Managements fully credits the success of the response to the many hands at UTA that worked together to meet the response needs.

### **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 and technical assistance through the UTA Coordinated Mobility program. This was done through leadership, facilitation and participation in the Local Coordinating Councils made of Human Service providers for aging adults, people with disabilities and others as well as riders and other transportation providers. Participation in URSTA, the Utah Urban & Rural Specialized Transit Association meetings and conference. Additionally, we participated in planning and RFP for the UTA Paratransit Forward study with funding provided through an FTA Areas of Persistent Poverty grant. Special services will act 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.

### **Regional Air Quality Initiatives**

UTA's new clean fuels Depot District facility opened in May 2023. This new facility provides bus service powered by clean diesel technology, compressed natural gas, and electric buses. Other programs that UTA supported and promoted this last year included the addition of 20 new battery electric buses to the UTA bus fleet, replacing older diesel buses; participation in the Clear the Air Challenge; and continued participation in the Salt Lake Chamber's Clean Air Champion Program.

### **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 updated its TAM Plan in 2022 to version 2.1 as required. UTA completed many projects during the past fiscal year and continues to schedule additional projects in the following project list for the next fiscal year, among others: grade crossing rehabilitations and replacements on our FrontRunner and TRAX systems, curved rail replacement on our TRAX system, traction power substation rehabilitations, FrontRunner and TRAX vehicle overhauls, facility rehabilitations, technician vehicle replacements, bus procurements, and paratransit vehicle procurements.

## **SRD Grant for Suicide Prevention**

UTA has installed Infrared Cameras at strategic locations to trigger alarms if trespassers are detected. There are 6 locations, 3 on TRAX and 3 on FrontRunner.

These cameras trigger alarms and allow forewarn 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.

Additionally, Hope Poles guiding at risk trespassers to suicide prevention hotlines have been installed deeper into the corridor in the Sunset area. These signs are in place to reach trespassers who advance into the corridor.

All Cameras have been installed and are now actively providing warnings when a trespasser is detected. The Infrared Cameras in the Sunset area were occasionally being confused by the slow-moving Union Pacific wheel trucks. The infrared cameras would trigger warnings identifying those wheel trucks as pedestrians. Additional radar cameras were installed by our technicians to help the cameras accurately differentiate trespassers from those trucks. These cameras were installed in mid-December and they are now actively providing warnings.

Additional fencing is being erected to discourage people from entering the rail corridors.

Data is being collected and shared with FTA to determine the efficacy of these cameras at preventing suicides. If it is determined that these cameras are indeed effective then this program may be implemented in other transit agencies nationwide.

## **Environmental Sustainability**

A new Environmental Steward and Sustainability Specialist started at UTA in March 2023. In addition, the following activities occurred over the last year for sustainability:

- Continued drafting a UTA sustainability plan of mobility solutions that protect the planet, strengthen our community, and enhance shared prosperity.
- Completed the Zero Emission Bus Transition Plan.
- Continued activation of the UTA green team to support sustainability efforts.
- Deployed 20 new battery electric buses as part of the UTA bus fleet.

## **Bus Speed and Reliability Program (BSRP)**

The Bus Speed and Reliability Program (BSRP), formerly known as the Bus Network Optimization Program, 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 2023 the program was introduced to stakeholder agencies and cities for select initial study routes and a project website was published. The first stakeholder agency workshop was held in June 2023, which focused on Route 217 on Redwood Road. More workshops will be held soon, as well as implementation of temporary demonstration projects and permanent improvements through partnerships with UDOT, MPOs, and cities. Additional details available at <https://rideuta.com/bsrp>.

## **Paratransit Service 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. An Agreement for work was signed in winter of 2023 with the partners in the grant application. The Project Management of this study was transferred from the UTA's Coordinated Mobility Department to the Planning Department.



## **On-Board Survey**

RFP for new survey work was issued and a vendor was chosen in July 2023. The survey work will begin in the fall of 2023 and will be UTA's first on-board survey since 2019.

## **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.

Next steps include first-phase deployment of the new cellular vehicle-to-everything (C-V2X) TSP technology and measuring initial results. IMS is also in collaboration with external stakeholders to develop a regional TSP implementation guidebook and partnership agreements.

In 2022 along with partners Salt Lake City and UDOT, UTA submitted a SMART grant application to leverage TSP along a new Route 1 bus corridor in Salt Lake City. TSP work will continue regardless of the SMART grant decision, but the award would help accelerate both TSP planning and implementation on non-UDOT roads.

Deployment: At Timpanogos Garage, 34 buses have been installed to serve Route 850, while at Mt. Ogden garage, 10 buses have been installed for OGX. Notably, both installations utilize the same TSP hardware for interoperability, although they were funded by separate projects.

A cooperative agreement between UTA and UDOT for the TSP connected vehicle system is currently in the process of being routed for approvals, under contract number 23-P00284. UTA's Board has already received an update on the project in March 2023, and the project team is preparing to seek approval for this agreement shortly.

Measuring results: The project team has successfully completed the collection of baseline data for six prioritized bus routes, which is a significant milestone in the project's evaluation process.

## **Microtransit Pilot Program Evaluations**

The Innovative Mobility Solutions (IMS) department has partnered with Via to deploy UTA On Demand service zones in four zones: southern Salt Lake County, Salt Lake City Westside, Tooele County, and southern Davis County. IMS's strategic goal in this space is to manage safe, reliable on-demand transportation programs for a better quality of life. Microtransit, shared-ride services expand access, improve accessible mobility options, and provide a high-quality customer experience as rated daily by riders.

UTA On Demand zones continue to be evaluated based on key performance indicators (KPIs) of cost per rider, availability, utilization, and on time pickup. Comprehensive reports will be released each month to highlight the service performance and customer experience of UTA On Demand. In addition, UTA's Five-Year Service Plan identifies additional opportunity zones for when/if incremental funding becomes available.

In August 2022, two new zones, namely Tooele County and south Davis County, were launched as part of the UTA On Demand service expansion. Since their introduction, these additional zones have contributed significantly to an 85% increase in ridership. Specifically, the average daily rides have surged from 693 in June 2022 to 1,280 in June 2023.

As UTA On Demand continues to grow and attract more users, the service's performance is continuously evaluated using key performance indicators (KPIs) such as cost per rider, availability, utilization, and on-time pickup. These metrics help assess the effectiveness and efficiency of the service.

Due to its popularity, UTA On Demand is adding approximately 700 new users each month. However, this surge in demand poses a challenge in terms of seat availability, as the service aims to accommodate all passengers efficiently.

To ensure optimal performance and customer satisfaction, reports are released every month to monitor the service's performance and gather feedback on the customer experience. These regular reports help identify areas for improvement and address any issues that may arise during the ongoing expansion and enhancement of the UTA On Demand service.

### **Tooele Electrification / FTA Low-No Project Delivery**

The Innovative Mobility Solutions (IMS) department is leading a bold, bleeding edge project that replaces traditional gas-powered vehicles with electric passenger vans and electric charging stations for UTA On Demand service in Tooele County. The strategic goal of this project is to support a better quality of life for Tooele County residents by converting to zero-emission vehicles for cleaner air. Capital costs are largely funded by an FTA Low-No program award.

The service is currently undergoing an active transition to an all-electric fleet. To this end, 10 electric passenger vans have already been delivered to Tooele County and are currently being tested in revenue service. However, the project team is facing challenges due to supply chain issues, which have affected the availability of some electrical components.

As part of the transition, Level 2 overnight chargers have been installed, and three out of the 13 chargers are already powered up and operational. Additionally, construction work for the Level 3 chargers is in progress.

The project evaluation is scheduled to be completed in the spring of 2024, and it will mark the conclusion of the entire project. The evaluation will likely provide valuable insights and outcomes about the success and effectiveness of the all-electric fleet transition.

### **ARPA Grant / Equity Index**

UTA In 2023 with help from consultants will work to develop an equity index that will include environmental justice population factors as well as car ownership and use it for decision-making while establishing a route restoration and improvement plan. Neighborhoods whose equity indices reveal low-income populations, higher than average non-white populations, or any of the decided equity index factors to be analyzed, will be prioritized to plan service in a way that serves them best. Also, a robust public outreach strategy will assist in learning more about where these populations are traveling. As a result of this study, UTA will be able to restore or improve routes that produce more ridership, and support households that cannot or choose not to drive and need public transportation connections.

Through the establishment of an equity index, UTA will also analyze our current route options and how they are meeting the needs of such populations, and how they were meeting them before the pandemic. This will allow UTA to shift our goals and objectives from strict ridership to a larger view of public transportation equity. These goals align with UTA's long-term service plans and will be used as a tool to ensure low-income communities continue to receive needed transit services. This work is made possible through a \$300,000 ARPA grant.

Work completed in FY 2023 includes development of the scope of work, assembling an internal work group, and collecting DBE results. An RFP has been finalized for release in July of 2023.

## **B.2 MOBILITY MANAGEMENT**

UTA Coordinated Mobility Management staff plan and support the coordination efforts among transportation providers and consumers to increase the efficiency and availability of human 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, identified various strategies to address needs in the region for transportation disadvantaged persons including seniors, individuals with disabilities, low-

income people and veterans. They also identified 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.” WFRM 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.

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

The locally developed Coordinated Plans have been updated and approved by the LCCs for FFY 2022-2025. The plans will be used to guide the work of these Local Councils in increasing the coordination of human services transportation and improving mobility throughout the region, including allocation of FTA 5310 grant funding.

### **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.

RidePilot software for scheduling has been discontinued. Cambridge Systematics is no longer able to update/maintain the software. Costs for hosting and support for this software became too costly for UTA Coordinated Mobility. Also, the organization that was mostly using the software discontinued use due to changing their service to On Demand which required a different software scheduling system. There are currently no plans to continue with RidePilot in the foreseeable future.

### **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 is a co-applicant on a funding request from Out & About Funds for a statewide voucher project.

### **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. Management of Coordinated Mobility participated in an all-day workshop for Inclusive Planning sponsored by Community Transportation Association of America. (CTAA). Practices learned at the workshop will be implemented moving forward as we continue to plan and strategize for Mobility Management.



## **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 next grant funding cycle for the 5310 program will begin in December of 2023 with the posting of the Notice Of Funding Opportunity (NOFO). Applications will be accepted through the end of February. Awards for subrecipients will be decided by the LCCs at their April 2024 meetings.

## **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 and helping with the delivery of awarded vehicles. Due to supply chain issues which resulted from Covid lockdowns, vehicle deliveries to subrecipients have been very delayed. Over the spring of 2023, vehicles that have been previously ordered have begun to be delivered. This is great news as these vehicles are much needed to fill specialized transportation gaps within the community.

The Coordinated Mobility Department is working diligently to close older federal grant awards as quickly as possible. Again, due to delivery issues of vehicles, delays have extended grant periods of performance. Internal practices have been examined and improved so it is anticipated that future grant awards will move forward more smoothly.

## **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.

It has been slow progress to get Phase II of eVoucher coding/programming started. The contractor that developed Phase I was not able to continue the contracted work. UTA Coordinated Mobility IT is in the process of selecting a new vendor for development through the RFP (Request For Proposal) process. It is anticipated that work on Phase II will begin in the fall of 2023.

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](http://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.

### **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.

### **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.

### **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. The two EV vehicles are to arrive anytime in the summer of 2023.

## C. LONG RANGE PLANNING

This section highlights the update of the Wasatch Choice Vision and the development of the 2023-2050 Regional Transportation Plan (RTP) planning process, research and review of external forces and policies that will influence the Wasatch Choice Vision and 2023-2050 RTP, active transportation planning, rail and freight, safety, long range financial model, and coordination and collaboration of the 2023-2050 Utah's Unified Transportation Plan.

### C.1 REGIONAL TRANSPORTATION PLAN

WFRC started the 2023-2050 RTP process early in FY20 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 schedule was adopted for development of the Wasatch Choice Vision and 2023-2050 RTP.

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

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

1. Engage communities, partner agencies, stakeholders, and the public in the planning process.
2. Provide resources to help local communities to implement the Wasatch Choice Vision.
3. Address external forces and uncertainties, including COVID19.
4. Explore policies, including changes in investment frameworks.
5. Coordinate regional transportation with local land use considerations and plans.
6. Utilize a performance-based approach to planning, including using performance measures to inform interim decisions.

The process is organized into three stages:

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

2020	1Q	* Identify/research external forces and policies related to transportation and land use
	2Q	* Peer review, screening, grouping, and evaluation tools for external forces and policies
	3Q	* Develop sketch scenarios * COVID19 Recovery Strategies
	4Q	* Engagement #1 - Recovery / Implementation / Resources / External Forces / Policies * Develop and coordinate financial and phasing assumptions * Coordination on additional planning factors

#### Stage 2 – Scenarios

2021	1Q	* Finalize financial assumptions; land use forecasts; and project-level performance measures
	2Q	* Engagement #3 - Finalize preferred scenario
	3Q	* Draft phased and financially constrained projects
	4Q	* Engagement #4 - Project Phasing



Stage 3 – Phasing and Implementation Plan

2022	1Q	* Finalize financial assumptions; land use forecasts; and project-level performance measures
	2Q	* Engagement #3 - Finalize preferred scenario
	3Q	* Draft phased and financially constrained projects
	4Q	* Engagement #4 - Project Phasing
2023	1Q	* Formal Public Comment Period
	2Q	* Plan Final Approval
	3Q	* 5th Edition of Utah's Unified Transportation Plan

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

Stages 1, 2, and portions of 3 were completed between FY20 and FY22, with the second half of Stage 3 being documented in this FY23 UPWP Completion Report.

**Phase Projects**

During the second half of FY22, the WFRC staff reviewed the ten Wasatch Choice Goals with transportation partners and local communities to identify which goals should be used to evaluate the individual highway, transit, and active transportation projects within the endorsed Vision compared to each other.

Phasing criteria were based on the 2019-2050 RTP criteria and reviewed against WFRC's STP, CMAQ, and TAP funding programs, UDOT's Transportation Investment Fund (TIF) and Transit Transportation Investment Fund (TTIF) prioritization process, and UTA's Five-Year Service Plan prioritization criteria. In addition, staff conducted an in-depth review of peer MPO planning prioritization criteria. The updated criteria sought to strengthen access to opportunities and equity within the evaluation criteria. Evaluation methodology and scoring was thoroughly reviewed and agreed upon with the transportation partners and local communities and the phasing criteria were then set.

Generally, there was consistency in evaluation criteria among transportation modes, with flexibility allowed to best fit each mode. WFRC staff assembled data on all projects and scored them based on primary and secondary criteria discussed above. Based on these scores, projects were identified in which 10-year phase they were needed (2023-2032, 2032-2042, and 2043-2050). Needs-based phase assignments were reviewed by the transportation partners and local communities in the spring of 2022.

Financial constraints were then applied, and projects adjusted into a phase based on projected revenue by mode. The fourth and final series of workshops and initial public comment period took place in the fall of 2022 to review the draft financially constrained 2023-2050 RTP.

**Financial Model**

For the 2023-2050 RTP, WFRC, MAG, Dixie MPO, Cache MPO, UDOT, and UTA partnered to fund an update to Utah's Unified Transportation Plan Financial Model with consultant assistance. This work was coordinated through the financial subcommittee for Utah's Unified Transportation Plan, which worked with the consultant to finalize revising financial assumptions, growth rates, revenue sources, and costs.

A Transit Scenario Tool was updated and integrated into development of Utah's Unified Transportation Plan Financial Model for the 2023-2050 RTP. Working closely with UTA and MAG, WFRC facilitated creation of this Transit Scenario Tool, a financial model that projects all future costs from new transit projects as well as future revenue streams for UTA. The work

effort focused on revising the Scenario Tool to better meet the needs of the MPOs, including updating data sources and costs, setting up the model to allow for scenario analysis, creating a dashboard to provide a summary, and developing an accounting system to identify the full lifecycle expense of transit projects over the life of the Plan, which includes capital, operating, and state of good repair costs.

The 2023-2050 version of the Financial Model incorporated Active Transportation costs and revenues, a first for the model. The Financial Model was finalized in the winter of 2022/2023 and was utilized to fiscally constrain the long-range plans across the State.

### **Transportation Partner, Stakeholders Meetings, and Workshops**

WFRC continued to meet annually with the Wasatch Choice Community Advisory Committee; business community including the WFRC Freight Advisory Committee and Chamber of Commerce groups like the Western Growth Coalition; community advisory groups like the National Audubon Society, 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, the Inland Port Authority, and PRI/FRI/SLR (LDS land holding groups) to provide an update and seek feedback on the 2023-2050 RTP.

Transportation partners have been involved in the development of identifying external forces related to transportation and land use for the 2023-2050 RTP. Coordination efforts with UDOT and UTA, on a weekly and bi-weekly time frame occurred during all of FY23 to coordinate on project phasing. Leadership meetings with each UDOT Region occurred on a quarterly basis allowing for updates and feedback throughout the planning process.

Regional Growth Committee Technical Advisory Committees (RGC TACs) were utilized to provide updates and facilitate input and feedback from the local community planners. Interactive maps were sent out to the RGC TAC and the Trans Com TAC to facilitate input on the draft financially constrained plan.

In December 2022 WFRC staff and partners brought the Draft 2023-2050 RTP to the Wasatch Choice Community Advisory Committee. The focus was to present future transportation investments in the region and have a discussion around the impacts to the communities these organizations serve. Resources were shared with the committee members and they dispersed to the communities they serve or represent. Title VI Environmental Justice populations are identified as the following, but not limited to, low-income, minority, persons with disabilities, and senior citizen groups.

WFRC staff met with resource agencies in January 2022 to provide early identification of key concerns, mitigation strategies, and solutions development for projects included in the draft 2023-2050 RTP, which may affect programs, lands, or policies of resource agencies. Resource agencies included local, state, and federal environmental, water, energy, economic, education, cultural, and health agencies. WFRC also met separately with the Jordan Valley Water Conservancy District and the Weber Basin Conservancy District to discuss specific challenges to water resources as the region continues to grow. As a follow-up, an email was sent in the winter of 2022/2023 to all resource agencies requesting review of the Draft 2023-2050 RTP specifically requesting focus on the impacts/benefits of the proposed projects on the natural environment.

WFRC's freight and local delivery stakeholder group reconvened in September 2022 to discuss different advancements in transportation planning + freight and maintain partnerships with freight companies and keep them up to date with the RTP process along with reviewing the Freight and Local Delivery Study.

### **Public Comment Period**

WFRC held a 30-day Public Comment Period in early 2023. The public was able to provide public comment during the January 2023 Wasatch Front Regional Council meeting, through an interactive map, online form, written letter, or an email. During this public comment period, WFRC staff received over 1,600 comments. All comments were reviewed by WFRC staff and responses were included in an appendix of the 2023-2050 RTP document.

## **RTP Document**

WFRC staff organized and drafted the 2023-2050 RTP which documents the entirety of the planning process. The document includes 13 appendices that cover in detail all of the components of the plan. The main body of the document covers the entire process of the development of the plan through its adoption, including establishing goals, the public involvement process, exploring external forces and policies, future demographic and employment projections, the preferred scenario, optimization in the preferred scenario, enhancement in the preferred scenario, assessing fiscal considerations, phasing projects, plan impacts and benefits, and implementing the RTP.

## **Interactive Map**

In partnership with the Utah Geographic Reference Center (UGRC), WFRC developed the 2023-2050 RTP interactive map. The map has undergone major improvements in a user's ability to sort and review specific projects relevant to their interests and needs. The map is housed in an online format, available to anyone with an internet connection and web browser, and shows details of every project identified in the 2023-2050 RTP. Notable map improvements include the ability to filter by project type within respective modes, filter by UDOT or local community facilities, filter by roadway projects with right-of-way or corridor preservation needs, filter by minimum or maximum project cost, filter by phased need or fiscally constrained phase, filter by projects where needed and fiscally constrained phase are the same or different, the ability to set up the map in specific ways that then can be shared by the user with others via a hyperlink, and the ability to overlay the UTA Five Year Service Plans for buses and on-demand services.

## **Air Quality Conformity Memorandum**

WFRC prepared Air Quality Memorandum #41, the conformity analysis for the 2023-2050 RTP. The FAST Act and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a "conforming" Regional Transportation Plan and Transportation Improvement Program. Based on analysis in the Air Quality Memorandum #41, all transportation projects within the 2023-2050 RTP conform to the State Implementation Plan or the Environmental Protection Agency interim conformity guidelines for all pollutants in applicable non-attainment or maintenance areas.

## **Website**

WFRC staff continued 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, draft and evaluate preferred scenario, preferred scenario, assess financial considerations, phase projects, present 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, regional transportation plan performance-based planning, open space analysis, access to opportunities, and the state of the centers. Updates to the website are done periodically by WFRC staff. The website also houses the 2023-2050 RTP document, interactive map of projects, and air quality conformity memorandum.

## **Performance Measures**

The Wasatch Choice Vision goals and performance measures address accessibility, mobility, state of good repair, fiscal responsibility, safety, economic development, energy, livability, environment, air quality, and equity. 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.

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 FY23.

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, RTP performance-based planning, Wasatch Choice Vision centers performance analysis, and open space analysis.

### **Active Transportation Planning**

The Regional Council has established an Active Transportation Committee (ATC) which met five times in FY23. 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 2024-2029 Transportation Alternative Program (TAP) applications, discussed street safety and design, vulnerable roadway user fatalities, promoted the League of American Bicyclists Bicycle Friendly Communities, supported the Utah Trail Network at the 2023 Utah Legislative Session, 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 FY23, developed the bicycle portion of the RTP, as described in that section of the document, and participated in conference/event organizing committees for the Move Utah Summit, Pedestrian Safety Summit, and Golden Spoke Ride. Additionally, with UDOT, UTA, MAG, and local communities, staff collaborated in the successful submittal of a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application that looks to improve first-/last-mile connections to transit in traditionally underserved areas.

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.

In coordination with Bike Utah, WFRC organized and executed an out-of-state mobile active transportation tour to the City of Davis, California. Twenty participants joined the Utah delegation, including mayors, a UDOT region director, local city staff, and MPO staff. Hosted by the City of Davis and UC Davis, the group was able to experience a city with an anchored bicycle culture and ask questions of local staff. From this opportunity, lessons were brought back to Utah that will improve the environment for people biking.

WFRC was involved at the 2023 Utah Legislative Session in the development of the Active Transportation Investment Fund, first identified in the Governor's Budget, which established \$45 million in ongoing funding for state-identified urban trails. The fund created a new Trails and Transit Division at UDOT. Even so, WFRC has had, and will continue to have, conversations with UDOT regarding the interplay of the RTP, new state trails network, and local active transportation plans.

### **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 their 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 has 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 has focused on how to better consider and incorporate active transportation into Utah's Unified Transportation Plan Financial Model and has gathered historic spending data on active transportation-specific projects. Additionally, the subcommittee is working to define how active transportation projects should be phased within Utah's Unified Transportation Plan.

### **Increased Emphasis Areas**

#### Safety

WFRC evaluated trends in safety data for locations and types of crashes to better inform the 2023-2050 RTP. WFRC staff coordinated with UDOT on incorporating the usRAP Star Rating Safety Tool to analyze safety for the 2023-2050 RTP. WFRC will continue to make this trend information, along with recommended strategies to reduce crashes, available to local agencies. The Star Safety Rating tool was utilized in determining phasing of transportation projects on the 2023-2050 RTP.

#### Freight

During FY23, various rail and freight planning activities were accomplished by WFRC in collaboration with UDOT and other partners. WFRC's freight and local delivery stakeholder group reconvened in September 2022 to provide input to the Urban Freight Study being developed by WFRC and MAG.

New technological advancements and changes in distribution and delivery has been a key research area in the exploration of external forces with transportation partners. WFRC continues to respond to freight surveys from FHWA, AASHTO, and academic institutions. WFRC also will begin an 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 providing feedback on the 2022 Utah Freight Plan update.

#### 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 better aligning the Wasatch Choice Vision with the local future land use planning. WFRC staff made significant updates to the RTP to include more collector and arterial roadways from the local community master plans.

#### Equity

The WFRC staff worked to incorporate equity into the 2023-2050 RTP. This was done by hosting a Wasatch Choice Community Workshop to review the 2023-2050 RTP projects and give feedback, review and update phasing criteria to include equity components in the project scoring, collecting human narratives to bring our transportation planning down to the human scale, and revisit and update equity analysis criteria. Focus areas include: creation of the Wasatch Choice Community Advisory Committee (see below), human scaling the RTP, benefits and impacts in the RTP, outreach to equity partners, education of transportation related equity issues, and service planning of transit.

During FY22, WFRC began a robust process of seeking individuals to interview across the region and provide their perspective of utilizing different transportation modes to access a variety of destinations within the regional transportation network. This work's purpose is to help share personal stories of how transportation impacts real lives across the Region. This effort was finalized in FY23 and included in the 2023-2050 RTP document.

WFRC, in partnership with other transportation agencies and Wasatch Choice partners, developed the Wasatch Choice Community Advisory Committee with the purpose of understanding transportation needs of historically underserved communities.

The committee convened four times in the previous fiscal year, provided compensation for committee members, 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 draft 2023-2050 RTP was brought to the committee to have a discussion and participate in the public comment period. The committee also held special sessions outside of the four meeting times to review and provide feedback on the Community and Economic Development Strategy and the Zero-Fare Transit Study.

The Wasatch Choice Community Advisory Committee will continue to FY24 with six planned meetings.



## 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.

### 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 2023 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.

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.as adopted a policy for certifying station area plans.

### 1) Regional Transportation Planning

In the last year, WFRC finalized and adopted the 2023-2050 RTP. This has involved completing 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 was adopted in May 2019. One of the adopted goals in the CEDS is “access to jobs and educational opportunities” - consistent with the Wasatch Choice goal “access to economic and educational opportunities.” For the CEDS this goal has been translated into metrics to help inform where economic development best improves access to opportunities (ATO). The four year update to the CEDS is currently in progress and is anticipated for completion in early FY 2024. These activities are further detailed in I.2.

### 3) Local Planning

In FY 2023 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 in 2022 to address Utah’s housing needs.

WFRC hosted 8 Wasatch Choice Workshops in Fall 2022. These workshops brought local leaders and staff from nearby communities in each part of the region together to discuss their in-common challenges that need to be addressed in order to effectively implement the shared Wasatch Choice Vision. The 2022 workshops focused on prioritizing projects for the Regional Transportation Plan (the transportation element of Wasatch Choice).

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 FY2023, the WFRC continued to work closely with both of its Regional Growth Committee Technical Advisory Committees (RGC TAC). Agenda items for FY2023 included briefings and presentations on the Household and Job Forecast Viewer, Station Area Plans and HB462, parks and open spaces, 2023-2050 RTP phased needs and fiscally constrained projects, the Wasatch Choice Fall Workshops, water status and growing water smart, TLC project brainstorming and award announcements, Safe Streets for All (SS4A) updates, mobile active transportation tours, freight workshop highlights, drone deliveries, legislative session updates, ordinance assistance, Zero Fare Transit, Parking Modernization Study, the Utah Trail Network, and the Transit Signal Priority (TSP) study.

## **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 2023, 16 projects received 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 several years, the TLC program has worked with communities on 144 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.

This year, a new method of supporting cities in their planning efforts was rolled out. Communities can now come to TLC any time of the year to request Ordinance Assistance. This addition to the program provides technical assistance regarding ordinances related to parking, subdivisions, street connectivity, zoning, and more. Undertaking audits and updates to these ordinances is a time-consuming and technical effort. Wasatch Front Regional Council staff will work with local staff, appointed officials, and/or elected officials to understand the community's ordinance needs and conduct the audit at no cost to the local communities.

### 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. Two plans were certified by the Wasatch Front Regional Council in fiscal year 2023. 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, nine projects were awarded this fiscal year. Those projects have now begun, and will result in station area plans consistent with state requirements and community vision.



# D. SHORT RANGE PLANNING AND PROGRAMMING

## D.1 TRANSPORTATION MANAGEMENT SYSTEMS

### TSM/TDM Promotion

WFRC staff met with sponsors of 17 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 Program

Based on the air quality benefit/cost and other benefits, the WFRC Council selected qualified transportation projects valued at a total of \$16.3 million for CMAQ funds in 2022 after evaluating several candidate projects with a total value of \$49 million. The approved projects include electric buses, electric bus charging stations, intersection operational improvements, a pedestrian bridge, 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 \$6.0M based on TAC member recommendations. The approved projects include electric buses, traffic signal optimization, a shared use trail, electric vehicle charging stations, and intersection operational improvements.

### Traffic Management Committee

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

## D.2 PLAN REFINEMENT AND SPECIAL STUDIES

### Special District Planning

The 2023-2050 RTP took special consideration to include refinements to transportation and land use assumptions to incorporate planning at special districts including the Point of the Mountain, Northwest Quadrant/ Inland Port, and Falcon Hill. Direct coordination with the Point of the Mountain Commission and staff incorporated an emphasis in active transportation and transit projects serving this development along with a connected and integrated roadway network. Continued coordination with the Inland Port Authority in the northwest quadrant of Salt Lake City included review of employment and transportation infrastructure. WFRC staff coordinated with Hill Air Force Base (HAFB) on the development of the Hill AFB Compatible Use Plan (CUP) along with coordination with the Military Installation Development Authority (MIDA) on the Falcon Hill development to update the population, employment, and all three transportation modes within the 2023-2050 RTP.

## **Future of Light Rail Study**

UTA's Future of Light Rail Study was concluded in January 2023 with the completion of the UTA Light Rail Strategic Plan. The study included a comprehensive analysis of the region's light rail and streetcar network. The goal of the study was to guide regional transportation improvements that included light rail and streetcar in both the short and long term. The Light Rail Strategic Plan includes five key areas of recommendation: plan for possible service expansion and reconfiguration, optimize fleet efficiency, fund and schedule key infrastructure renewal/improvement projects, collaborate with partners to increase transit signal priority, and enhance span of service. Additional details on the plan can be found at: <https://rideuta.com/folr>.

## **FrontRunner Strategic Double Track Project**

In FY 2023 the management of the strategic double track project was fully transitioned to UDOT. The initial investment package was selected and identified as the strategic double track project. This initial investment will increase FrontRunner service to 15-minute peak hour frequency. The design was progressed to 25% and the environmental clearance documents are nearing completion. The project is working towards an FTA Core Capacity grant. FTA has rated the project and granted entry into project development. The UDOT/UTA team is working to coordinate project documentation with FTA and their assigned project management oversight consultant.

## **FrontRunner Forward Study**

The FrontRunner Forward business plan study has been progressed to near completion. The business plan identifies the various components of the service vision of the future FrontRunner system. The plan has studied future vehicle technologies, future service options, future market capture, infrastructure needs, and cost estimates to provide the future vision. The plan identifies a suggested phased approach to incrementally improve the system over time. The plan is in its final draft and will be presented to UTA management in early FY 2024.

## **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 to encourage TOD. During FY23, 20 plans covering 31 station areas were initiated. For contrast, only two station area plans were initiated in the previous fiscal year (FY22).

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. Two additional sites are being prepared for a request for proposal (RFP).

## **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](https://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.

### **Fare Collection Technology Study**

A contract with the selected vendor, Scheidt & Bachmann, was executed in March 2023, with a May 1st Notice to Proceed. A kickoff meeting was held in May, after which we began detailed planning activities for Phase 1. Phase 1 is focused on replacing all existing TVMs on rail platforms. Aside from reviewing the proposed project plan and TVM design documents, not much work has been completed yet.

### **Zero Fare Transit Study**

WFRC, in partnership with MAG, UTA, and UDOT, kicked off a study to consider revising the transit fare structure in the region in FY22. The study completed with final deliverables available in FY23.

### **Regional Transit Signal Priority Study**

WFRC, in partnership with MAG, UTA, and UDOT, kicked off a study to explore transit signal priority (TSP) implementation throughout the region and create long-term objectives and strategies between regional transportation and local government agencies. The project is anticipated to finish early FY24.

### **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 Phase 2**

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.

### **Utah's Unified Transportation Plan 2023-2050 Document Development**

The Utah's Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah. Every four years these agencies merge their data, research, experience, and expertise to develop a new plan designed to keep Utah transportation moving. This project will update the Utah's Unified Transportation Plan document to the current planning cycle for 2023-2050.

### **First / Last Mile Grant Application**

WFRC, in partnership with MAG, UTA, and UDOT, prepared and completed a RAISE Discretionary Grant application to support the 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, kicked off a study to identify ways project partners and local jurisdictions can improve compatibility of transportation improvements and community contexts.

### **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.

### **Other Planning Studies**

In FY22, UTA outlined and began a program to look for ways to increase speed and reliability of its bus system. It's been named the Bus Network Optimization Program or BNOP. The program seeks to increase ridership by improving the

customer experience and travel times. Data collection from operators and a workshop of various bus service staff have been completed, as well as research on creating a toolbox of solutions to various typical problems that cause delays.

### **D.3 TRANSPORTATION IMPROVEMENT PROGRAM**

The WFRC took the necessary steps to approve the 2023-2028 Transportation Improvement Program (TIP) in August 2022 along with the corresponding Air Quality Conformity Determination (Air Quality Memorandum 40b). Among other steps, this included a 30-day public comment period in July 2022. Along with the TIP approval, WFRC completed and approved the annual self-certification of the transportation planning process at its August 2022 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 2023-2028 TIP, the WFRC staff worked with UDOT to ensure that funding for projects in the existing four funded years (2023, 2024, 2025, and 2026) within the Wasatch Front Region was financially constrained and projects were on schedule.

In the fall of 2022, 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. Following these meetings, the technical scoring and TAC recommendations were presented to each of the County Councils of Governments (COG) for their review and input. The project data and the TAC recommendations were then presented to the Transportation Coordinating Committee (Trans Com) for their review, discussion, and recommendation to the Wasatch Front Regional Council to include the proposed projects in the draft STP, CMAQ, 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 2024-2029 TIP for public review and comment. Included in the draft 2024-2029 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 2024-2029 TIP. The remainder of the TIP process and approval will occur in early FY2024.

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 2023 federal fiscal year, WFRC staff worked with UDOT and UTA to compile a list of projects that received funds during the previous fiscal year (2022). This report of federal funds obligated was shared with Trans Com and the Regional Council. WFRC staff also prepared the annual summary report of CMAQ projects and submitted the report to UDOT for review and approval. UDOT then forwarded this to FHWA for their review and approval.



# E. PROJECT COORDINATION AND SUPPORT

## E.1 UDOT ENVIRONMENTAL STUDIES

### **Little Cottonwood Canyon (LCC) EIS**

Over the past few years, as a participating agency to the UDOT-led Little Cottonwood Canyon (SR-210) EIS, WFRC continued to provide assistance to UDOT by participating in agency scoping meetings, public open houses, virtual public hearings, reviewing alternatives and coordinating with local governments.

After the release of the Draft Alternatives Development and Screening Report during the summer 2020, UDOT spent the rest of the year gathering, reviewing and evaluating comments. During the spring of 2021 the Draft EIS was prepared and subsequently released for public comment during the summer of 2021.

As a participating agency to the project, WFRC staff reviewed the Draft EIS documents and submitted comments. UDOT conducted in-person public open houses and a virtual public hearing and received an unprecedented number of comments, clearly illustrating the importance of Little Cottonwood Canyon and S.R. 210 to the community, the variety of stakeholders involved, and the challenges associated with identifying transportation solutions in the canyon and the communities through which S.R. 210 passes. With continued review and analysis of comments to the Draft EIS, a revised version of the Draft EIS was prepared for additional agency and public comment.

The LCC Final EIS was released during the summer of 2022 with comments taken on the preferred alternatives and phasing and the Inventoried Roadless Area/Air Quality Supplemental Information Reports. The adopted 2023-2050 RTP includes all transportation components of the LCC EIS. A Record of Decision (ROD) was issued in the summer of 2023.

### **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. It is expected that a draft EIS will be available in the fall of 2023 and completion of the Final EIS in the spring of 2024. It is anticipated that the 2023-2050 RTP will need to be amended to align with the recommendations from the I-15 EIS.

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 Interchange Environmental Studies**

WFRC had the opportunity to work with the UDOT Bangerter Highway Corridor project team to provide input and track progress on the proposed free-way style changes to three intersections on Bangerter Highway at 13400 South, 9800 South, and 4700 South. UDOT developed draft environmental studies for these proposed freeway style interchanges and encouraged the public to review and provide feedback for these studies.

The draft State Environmental Study (SES) document for 4100 South to California Avenue was released in the spring of 2023 followed by a formal comment period in the spring/summer of 2023. It is expected that the final SES will be completed in the summer of 2023.

## **I-84/US-89 Environmental Study**

UDOT kicked off the I-84/US-89 Environmental Study in the spring of 2023. This study will look 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 were discussed with future analysis and recommendations anticipated in FY24.

## **E.2 UTA ENVIRONMENTAL STUDIES**

### **Davis – Salt Lake City Community Connector**

The Davis-SLC Community Connector locally preferred alternative, which runs from Farmington to the University of Utah, was included in the 2023-2050 RTP and was adopted through resolution by the UTA Local Advisory Council and the UTA Board of Trustees. Work towards completion of a NEPA document for the project continues. UTA submitted grant applications for WFRC Flex Funds and Davis County 3rd Quarter Transportation Funds for the project. UTA was not selected for the Flex Funds. The Davis County funding selections have not been announced.

### **Point of the Mountain Transit**

During the Transit Study portion of the project, 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 corridor connecting the FrontRunner Draper Station, the FrontRunner Lehi Station, and The Point development. As currently planned, the project will serve up to 11 stations and make use of exclusive transit lanes and/or rights-of-way for 90 percent of the route, providing reliable, time-competitive transit service.

In early 2022 it was decided to again evaluate both BRT and Rail for the corridor, and this was advanced through FY2023. In June 2023 the project published the Transit Study Update, evaluating Light Rail Transit (LRT), Bus Rapid Transit (BRT), and Diesel Multiple Unit (DMU) Trains. For FY2024 the project plans to publish the environmental document clearing multiple transit modes, and advancing associated engineering.

### **Westside Express (5600 West) Express Bus**

Planning work completed over the past fiscal year was primarily focused on refining the project scope moving forward. This work consisted of reviewing the UDOT/UTA Amended and Restated agreement and its associated commitments with UDOT to establish the minimum required project scope. Parallel to this effort, the project team held regular coordination meetings with the UTA service planning and environmental groups. The coordination with the service planning group was focused on reviewing the project's scope from an operations perspective and looking at the park and ride and bus stop locations and sizes, as well as other amenities needed to support operations. Coordination with the environmental group was needed to determine the environmental requirements for the project moving forward. It was determined that the recent Omnibus appropriation through the Federal Transit Administration will require UTA to deliver an FTA compliant environmental document. The project team has begun work on a CATEX to meet this requirement.

The project team has updated expected project costs and have assessed funding scenarios needed to deliver the project. Ongoing coordination with the UTA grants department has helped the project team with the various requirements associated with the funding sources (CMAQ, Omnibus, and TTIF).

### **S-Line Extension**

The S-Line Extension locally preferred alternative, extending east from Fairmont Station to Highland Drive, was adopted through resolution by the UTA Local Advisory Council and the UTA Board of Trustees, the environmental document was finalized, and 90% design was completed. No construction occurred from July 2022 to June 2023 for the S-Line Extension.

### **TechLink Corridor Study**

Once grant agreements between UTA and FTA were finalized, work on the TechLink Corridor Planning & Environmental Linkage study began in April 2023 and is ongoing. The project kicked off and the consultant team conducted in-depth interviews to identify goals and priorities for each of the project partners. Initial efforts also included relevant data collection for the project area.

### **Midvalley Connector**

In July 2022 the EA was completed, and in September 2022 FTA issued a Finding of No Significant Impact (FONSI). The project has submitted grant applications for federal funding under the FTA's Capital Investment Grant Small Starts Program in August 2021 and in June 2022. In October 2022 FTA informed UTA that the Midvalley Connector Project was rated Medium-High, which is a rating that qualifies the project for the grant. UTA is presently working with FTA on a project readiness review with a signed grant award expected at the end of 2023. Design has progressed through the year and the final design will be submitted in August 2023 and work for procuring a construction contract beginning immediately thereafter.

Important lease agreements with UDOT, Murray, and Taylorsville have been signed and UTA has been working to secure the ROW for project construction expected to begin in early 2024. Currently, 51 of 57 temporary construction easements have been secured while 22 of 26 partial acquisitions have been secured. Much of the advancement on agreements and property occurred during FY2023.

## F. TRAVEL FORECASTING

### **Wasatch Front Travel Demand Model Enhancements**

In collaboration with our partner agencies at Mountainland Association of Governments (MAG), UDOT, and UTA, WFRC completed work on version 8.3 of the official Wasatch Front Travel Demand Model (WF TDM) in August 2019. 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.

In November 2021, WFRC and partners released version 8.3.2 of the TDM. This updated version includes the project additions and modifications through the third round of amendments to the WFRC and MAG 2019 Regional Transportation Plans. The 8.3.2 update included other noteworthy enhancements such as: addition of external force's parameters for connected and autonomous vehicles, ecommerce utilization, and telecommuting; recalibration of transit ridership behavior to the 2019 UTA Onboard Survey; updated transit routes/schedule information and access/egress linkages; recalibration to the latest road volume information from UDOT; recalculated day or week, seasonal, and truck factors; and workplace Access To Opportunities metric calculations for free flow travel periods.

During FY23 WFRC continued and completed model development work on the WF TDM release (v.9.0) which was adopted, together with the 2023-2050 RTP as the official regional model. Version 9 work has 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 continues to work with the region's travel model users group to apprise consultants, agencies, and researchers of anticipated new model enhancements and releases. A WFRC Analytics staffer founded a new, complementary user group – the Utah Data Scientists and Engineers in Transportation to collaboratively explore automation and visualization techniques using python, R, and other programming tools. WFRC staff have advised UDOT and UTA in project scope development, consultant selection, and model application for regionally-significant projects including freeway reconstruction and fixed guideway transit, and land use studies.

### **Travel Model Coordination**

Again in FY23, WFRC hosted the Interagency Model Director (IMD) position that is co-funded by WFRC, UDOT, and MAG and charged with leading the coordination of model development and application across agencies, and growing the capabilities of the agencies' in-house staff. WFRC staff participated actively in monthly meetings of the Interagency Modeling Technical Committee and Interagency Modeling Policy Committee which meets approximately quarterly. The IMD led development efforts in the WFRC/MAG modeling space and other areas of the state.

The IMD facilitated the coordination and technical effort to finalize the statewide traffic analysis zones (TAZs) and travel model network which both received significant updates to align with land use changes and new and anticipated transportation facilities in the updated long range transportation plans.

### **Ongoing Model Development**

- **TAZ Boundary Updates** - WFRC completed its major overhaul to the TAZ boundaries, improving their alignment and size relative to recent development, the alignment of new roads and future planned roads, and agreement with city boundaries. TAZs were added to the Wasatch mountain and canyon areas to prepare for inclusion of these predominantly recreation areas in the WFRC modeling space. The new TAZs were officially released with the 9.0 version of the travel demand model in May 2023.



- **Travel Model Network Updates** - WFRC updated the travel model network to keep in concurrence with the existing system and the latest projects included in the adopted 2023-2050 RTP. Centroid connectors were edited to ensure agreement with the additions and updated boundaries of the TAZs. The model's road summary segments that adjust raw model results into a more user-friendly format, were updated to best reflect the updated network. Transit segments were added to improve summarization and visualization of model results.
- **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 will be released in a v10 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. WFRC worked on behalf of regional partners to extract and store origin-destination data for autos, transit, truck, bike, and pedestrian travel. WFRC and MAG explored use of the StreetLight data for model calibration and validation of the WF TDM and the WF Bike Model. The extracted Streetlight data continues to be available in public-facing web maps.

## Model Application

WFRC continued to provide travel modeling application support to regional road and transit studies in FY23 including the Herriman Transit Study and the strategic doubletracking of Frontrunner.

Travel modeling support was provided for draft and final evaluation of the adopted 2023-2050 Regional Transportation Plan, including performance measure calculation and air quality analysis. This effort incorporated a new method of simultaneously maintaining networks for both the existing v8.3.2 and the new draft v9.0 of the WF TDM while v9 was being finalized for use.

WFRC created, released, and/or updated interactive maps related to travel and land use modeling. These include:

- A new housing and jobs forecast map was created for the Wasatch Front. This map was created to display and gather stakeholder comments on the draft 2023 forecast. Its advanced mode provided a detailed comparison between the 2019 official forecast and the draft 2023 forecast.
- An updated Access to Opportunities interactive map (July 2022 Map of the Month) that summarizes workplace destination access using both TDM and land use model results for auto and transit

## 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.

A new framework for maintaining and publishing online interactive TDM documentation was created, including extensive validation and comparison reports.

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.

Update of an existing MOU with UDOT and MAG that provides for enhanced staffing, coordination, and resources for travel demand modeling. The new version of that agreement, the Enterprise Travel Modeling Services will take effect at the beginning of FY24.

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

# G. TECHNICAL SUPPORT AND SERVICES

## G.1 AIR QUALITY ANALYSIS AND COORDINATION

### Conformity

The 2023-2050 WFRC Regional Transportation Plan was approved in May 2023. WFRC staff prepared Air Quality Memorandum 41 for the 2023-2050 RTP, and Air Quality Memorandum 41a for the 2024-2029 TIP.

WFRC invested significant time creating MySQL code to prepare input data files for MOVES3 from the latest version of the travel demand model. The MySQL application, designated TDM2MOVES\_mysql is faster and more adaptable to coding modifications and improvements in the future. This application was shared by WFRC staff with other MOVES users in the state and also presented to a national MOVES user group.

### Technical Support

WFRC continues to support the Utah Division of Air Quality in developing a State Implementation Plan (SIP) addressing ozone precursor emissions in the Northern Wasatch Front non-attainment area. WFRC provided DAQ vehicle emission estimates for 2017 and 2023 to be used with the ozone SIP development. WFRC also informed 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.

### Coordination

The Interagency Consultation Team (ICT) had five virtual meetings in the past fiscal year - September (2), November, April, and June. 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 Utah Clean Air Action Team (CAAT). 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 to partner 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 FY23, 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.

WFRC's new Household and Job Forecast web map, developed in-house, provides extensive capabilities for reviewing 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, 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 stakeholder reviews. Over 250 TAZ-specific comments were provided, mostly by city staff reviews, 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 Council adoption of the 2023-2050 RTP.

WFRC staff are now using an in-house developed module for Urban Sim to assert larger in-process or very likely future development projects. This "in-the-pipeline" module is being used for developments that have a single-owner, 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 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.

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:

- 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.
- 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.

### **G.3 GIS AND DATABASE 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: public comment maps for the draft versions of the RTP and TIP, housing and job forecasts, housing accessibility/suitability viewers, regional travel patterns, local sales tax trends, the Golden Spoke urban trail network, and maps/data from partner agencies relating community health indicators and housing-plus-transportation (H + T) costs to Wasatch Front households. These and other map and data resources can be discovered and accessed in WFRC's Map gallery ([maps.wfrc.org](https://maps.wfrc.org)) and open data catalog ([data.wfrc.org](https://data.wfrc.org)).

#### **Long Range Planning Support**

WFRC staff provided significant GIS data and mapping support for the year-4 preparation activities relating to the 2023-2050 Regional Transportation Plan. For each of the two RTP stakeholder outreach phases in FY23, interactive maps and detailed transportation project datasets were prepared by GIS staff. Each interactive map contained custom tools tailored to the outreach opportunity. Project datasets reflected hundreds of edits, including added, removed, and updated roadway, transit, and active transportation projects. The transportation project prioritization process was strongly informed by GIS-based analyses that scored 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.

Detailed maps were also prepared for the RTP document itself, virtual stakeholder and community partner workshops, including a web map displaying the adopted scenario, final set of transportation projects for roadway, transit, and active transportation for the adopted 2023-2050 RTP.

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 local government agency comments on the bicycle/pedestrian portion of the plan. A number of updates to the maps were made in response to local government input.



### **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, and TAP 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 WFRC's models, specifically the travel demand model (TDM) and Real Estate Market Model (REMM). 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.

For the land use model, REMM, a significant accomplishment in FY22 was the preparation of 2019 base year parcel data for usage in the model. This update involved scripting automated, GIS data standardization processes and performing manual reviews. Land use override layers referred to as the "policy layer" and "pipeline projects layer" were updated, using the WFRC-compiled generalized future land use GIS layer and up-and-coming, near term real estate development projects data as references.

REMM distributes county-level forecasts for population and jobs to the much smaller traffic analysis zones (TAZs). A new GIS web map was built and actively used to allow cities and other stakeholders to explore these forecasts and provide TAZ and city-level feedback and additional information that will be considered prior to finalizing the forecasts. The new web map greatly improves the ability for internal and external review, and will facilitate a higher level of engagement possibilities in the forecasting creation and adoption process.

### **Other GIS Accomplishments**

- Revised WFRC's Equity Focus Area geographic areas, streamlining criteria and updating the source demographic information to the recently released 2020 American Community Survey (5 year) dataset.
- Prepared maps in support of transportation-related legislation and initiatives, including Wasatch Choice maps featuring the district boundaries of Utah's congressional delegation and a map display at Utah's annual Maps on the Hill event in the capitol rotunda.
- Supported WFRC's Transportation and Land Use Connection program by providing data and mapping support.
- Geographic data and analytical support for the Guiding our Growth campaign led by the Governor's Office of Planning and Budget.
- Presentation of Public Assets GIS mapping opportunities, benefits, and techniques in conjunction with the Utah League of Cities and Towns "Your Land, Your Plan" training events.

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

WFRC fulfilled requests for service throughout FY2023. 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 worked with the Tooele Valley RPO to further update the long range transportation plan for the Valley. This included incorporating updated local plans, extending the horizon year to 2050, and coordinating with UDOT and UTA. 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-OGDEN VALLEY 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 conducted outreach to several groups regarding trail and active transportation facility implementation and is involved in both the Morgan County Active Transportation Advisory Board and the Morgan County Active Transportation Implementation Plan. WFRC staff continues to help facilitate dialogue about emerging rural areas

## H. PUBLIC INVOLVEMENT

In fiscal year 2023, Wasatch Front Regional Council (WFRC) staff led and participated in numerous successful public involvement efforts including, but not limited to, the following.

### **Formal Public Comment Periods**

A formal public comment period was held for the Draft 2023-2028 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 2023-2028 TIP.

A formal public comment period was held for the Draft 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 the 2023-2050 RTP.

### **Stakeholder Outreach Meetings and Workshops**

WFRC sponsored two in-person open houses for the Draft 2023-2028 TIP in July of 2022. Representatives from WFRC, UDOT, and UTA were available to answer questions about the TIP projects.

In addition, WFRC held eight Wasatch Choice Vision Fall Workshops for each part of the region with transportation partners, key stakeholders, and local elected officials and staff to review the draft financially constrained 2023-2050 RTP projects. 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) (National and Utah conferences), Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), UDOT, the National Association of Regional Councils (NARC), 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 4,700 recipients. This reflects a 57% increase in newsletter reach over the previous fiscal year. 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 2023, 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

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 have tracked and documented all media and public outreach efforts.



# I. COMMUNITY DEVELOPMENT

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

The WFRC staff continued to administer the State Housing and Urban Development Division's federal CDBG program for Tooele, Weber (excluding Ogden City), and Morgan Counties. During FY2023, WFRC staff completed the 2023 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

WFRC staff guided the Wasatch Front Economic Development District (WFEDD) committee to better support the region's economic vitality and remain eligible for administrative funding from the U.S. Economic Development Administration (EDA). Staff continued to focus on the implementation of strategies and objectives contained within the region's 5-year 2018-2023 Comprehensive Economic Development Strategy (CEDS). The CEDS brings together public and private sectors to create an economic roadmap that strengthens regional economies and integrates economic development plans, programs, and activities with the Wasatch Choice for 2050 Vision, the long-range transportation plan, active transportation, amenities, and fiscal sustainability. Staff worked with local governments, elected officials, universities, and area chambers of commerce organizations to align transportation, land use decisions, and economic development to improve access to opportunities for residents in the region.

The WFEDD's annual objectives are as follows:

1. Advance, update, and report on the current Regional 2018-2023 Comprehensive Economic Development Strategy;
2. Update the 2018-2023 Regional Comprehensive Economic Development Strategy with a focus on Dispersed Economic Clusters, Economic Development Ecosystems, Human Capital, and the Business Ecosystem which will advance the focus for the next five years;
3. Update the new Regional Comprehensive Economic Development Strategy to include a more robust resilience plan to include not just natural disasters but economic resilience;
4. Promote Wasatch Choice 2050 as a coordinated growth, quality of life, and economic development strategy;
5. Integrate state, regional, and local transportation decisions with economic development efforts to improve access between workforce, housing, and jobs; and,

6. Inform state, regional, and local stakeholders about economic development plans and strategies;
7. Create a “smart growth” strategy with county and state stakeholders;
8. Collaborate with the State of Utah to implement the State of Utah Coordinated Action Plan for Economic Vision 2030.

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

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

The 2018-2023 CEDS focuses on four key strategies:

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

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

Staff administered the EDA grant and managed the Board and Strategy Committee membership, meetings, and awareness. The team coordinated, integrated, and collaborated with the region’s members and partners to achieve economies of scale, leverage resources, share data and analysis, and promote regional collaboration of strategic goals and objectives.

The staff, along with the WFEDD Committee, stakeholders, and key focus groups, has been working to define the next Regional 2023-2028 Comprehensive Economic Development Strategy. Staff spent time developing a regional technical assistant committee (TAC) with the county economic development directors. The EDTAC will work to create a proposal and submit it for funding to the EDA for a smart growth and data analytics project.