



WASATCH FRONT REGIONAL COUNCIL

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**WASATCH FRONT REGIONAL COUNCIL  
UNIFIED PLANNING WORK PROGRAM**

for the

**OGDEN - LAYTON and SALT LAKE CITY - WEST VALLEY CITY  
URBANIZED AREAS**

**FISCAL YEAR 2020**  
(July 1, 2019 - June 30, 2020)

**JUNE 2019**

**In cooperation with:  
Utah Department of Transportation  
Utah Transit Authority**

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## **PURPOSE:**

The Unified Planning Work Program (UPWP) is developed to describe all planning activities of the Wasatch Front Regional Council (WFRC) and its partner agencies, especially the efforts within the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas, devoted to planning an effective regional transportation system. Figure 1 shows the Urbanized Area boundaries based on the year 2010 Census that were approved by the Federal Highway Administration (FHWA) in 2013. The most significant change since the 2000 Census boundaries is that they now include Brigham City and part of southern Box Elder County in the Ogden-Layton Urbanized Area.

The FY 2020 UPWP focuses on the transportation and transportation-related planning activities for the Metropolitan Planning Area scheduled for completion by WFRC, the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) between July 1, 2019, and June 30, 2020. The UPWP addresses multiple modes, including transit, highway, bicycling and others. It provides for continued assistance to municipalities in implementing the Wasatch Choice Vision; updating socioeconomic and travel data and forecasts; developing the 2019-2050 Regional Transportation Plan (RTP); development of a six-year Transportation Improvement Program (TIP); an interagency process to assess air quality and conformity of transportation plans with air quality standards; and technical support and services to other transportation agencies and local governments in the region. The UPWP also describes the WFRC's efforts in various studies, Community Development Block Grants, and economic development planning for the region. Importantly, many of the planning activities described in the UPWP illustrate how the regional transportation planning process addresses federal requirements contained in the Fixing America's Surface Transportation (FAST) Act.

## **FORMAT:**

The format for the 2020 UPWP is similar to the 2019 UPWP. Each work task includes a summary of objectives, anticipated products, background information, a statement of the work planned for FY 2020, responsible agencies, and level of effort in terms of months and funding. A UPWP completion report, describing all work accomplished in FY 2019 will be prepared by October 1, 2019.

## **COORDINATION:**

The WFRC coordinates the overall transportation planning process for the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas. As the designated Metropolitan Planning Organization (MPO) for these two urbanized areas, the WFRC reviews and approves the UPWP, determines policy regarding the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP), and approves each. WFRC also determines conformity of the RTP and TIP with the State Implementation Plan for air quality (SIP). The WFRC and the Utah Transportation Commission are approval authorities for the use of federal transportation funds in the two urbanized areas.

The WFRC has formed two committees to study regional transportation issues in depth and make policy recommendations to the full Council. The Regional Growth Committee (RGC)

is responsible for the Regional Transportation Plan and for developing regional growth strategies related to transportation. The Transportation Coordinating Committee (Trans Com) oversees short-range transportation planning, programming of projects in the TIP, and other project-related studies and issues. Both the RGC and Trans Com work in close coordination with local governments throughout the Region, UDOT, UTA, and other stakeholders.

Most of the detailed discussion of transportation, growth, and air quality issues and coordination takes place within the RGC and Trans Com. The RGC, Trans Com and their subordinate technical committees for each urbanized area provide a forum for coordination among the primary planning and implementing agencies in the area. Membership and representation on the RGC and Trans Com are similar and include the following:

- Elected local government officials appointed by the Wasatch Front Regional Council and by County Councils of Government
- The Utah Department of Transportation
- The Utah Transportation Commission
- The Utah Transit Authority (UTA) and its Board of Trustees
- The Utah Air Quality Board
- The Federal Highway Administration (FHWA)
- Agencies, stakeholders and other parties involved in the transportation and growth planning process
- A representative from the Mountainland Association of Governments (MAG)
- A representative from Envision Utah

In 2002, a Joint Policy Advisory Committee (JPAC) was established to facilitate communication and coordination between WFRC and the Mountainland Association of Governments (MAG), which is the MPO for the Provo-Orem Urbanized Area in Utah County. JPAC meets four times a year and is comprised of elected officials from WFRC and MAG, UTA Board members, State Transportation Commissioners, and staff representatives for WFRC, MAG, UTA, and UDOT. As transportation and land use patterns have become increasingly interconnected between Salt Lake County and Utah County, this committee has proven valuable in collaborating on issues of common concern. Among the issues they address are transportation funding needs, major project selection processes, and coordination between the regional transportation plans for the two MPOs. In 2007, JPAC was expanded to also include the Dixie and Cache MPOs, making JPAC a forum to discuss transportation planning issues statewide.

Coordination at the technical level is provided by Transportation Technical Advisory Committees for the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas. These committees include representatives from each community and county, UDOT, UTA, DAQ, and other involved agencies. The technical committees provide a forum for discussing issues as they relate to plans, programs, and individual projects and effectively establish communication and coordination on a technical level. The Regional Growth technical committees consist primarily of local planners, while the Trans Com technical committees are comprised mostly of local engineers.

The transportation planning process is coordinated and inter-related with the overall comprehensive planning process for the area. Major areas where coordination is necessary and effective are the development of county, city or neighborhood master plans, area-wide and local housing programs, area and statewide programs for air pollution control, recreation planning, economic development, water resources and other state, area-wide, and local plans. The coordination with transportation-related activities is provided through the WFRC, which is the area-wide intergovernmental review agency, and its advisory committees. WFRC has increased the amount of interaction with County Councils of Government in the region in order to further coordination of local plans and desires with regional transportation plans and programs.

### **CONSOLIDATED PLANNING GRANT:**

Beginning with Fiscal Year 2004 (July 1, 2003 – June 30, 2004), Metropolitan Planning Organizations (MPOs) in the state of Utah have received federal metropolitan transportation planning funds via a Consolidated Planning Grant (CPG). The aspects of this process are currently as follows:

- The approved UPWP allocates federal transportation planning funds to individual work items in the Work Program performed by WFRC and is the basis for the CPG.
- WFRC transportation planning tasks are funded through an annual CPG that combines Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) metropolitan transportation planning funds.
- UDOT and UTA federal transportation planning funds are not included in the CPG; however, metropolitan transportation planning activities by UDOT and UTA are included in the UPWP with other appropriate sources of federal funding shown when available.
- The FTA transfers FTA Section 5303 funds allocated for metropolitan transportation planning in the UPWP to FHWA.
- FHWA consolidates the transferred FTA funds with Metropolitan Planning (PL) and Surface Transportation Program (STP) funds allocated for metropolitan transportation planning in the UPWP and makes a CPG to the UDOT.
- UDOT administers the CPG through a contract with WFRC and reimburses WFRC monthly for transportation planning activities in the UPWP.
- The UPWP includes additional WFRC work efforts not funded through the CPG.

Planning work outside the urbanized areas is funded with local monies.

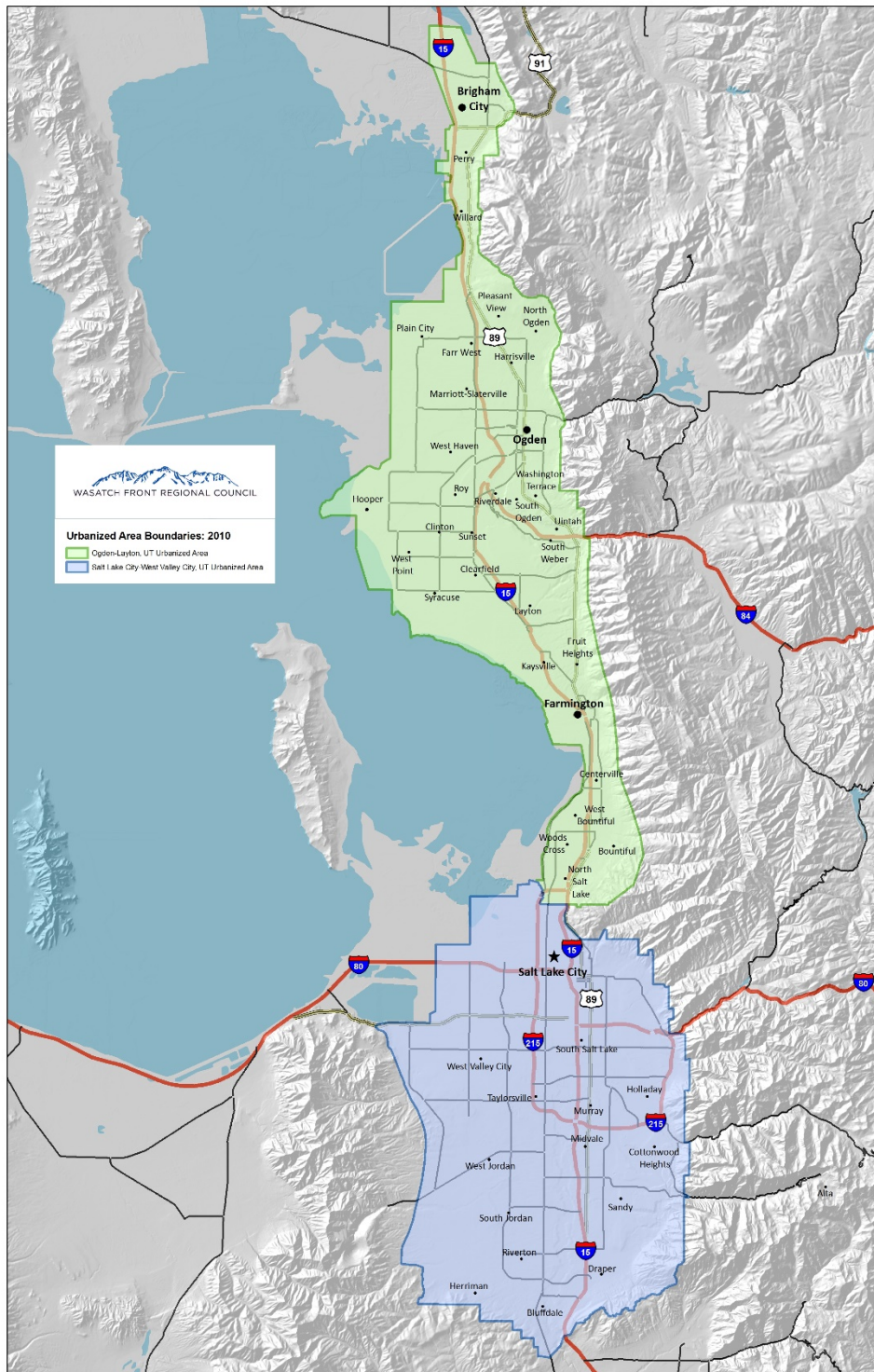
### **WORK PROGRAM AMENDMENTS:**

It is anticipated that changes to this UPWP may be required during execution of the Work Program and budget. In the past, such changes have resulted from:

- Changes in staff composition and work assignments
- Emergence of new work items and revision of approved work items
- Revised revenue and expense projections

Should significant changes emerge during FY 2020, WFRC will submit an amended UPWP for federal approval.

**Figure 1. OGDEN-LAYTON AND SALT LAKE CITY-WEST VALLEY CITY URBANIZED AREAS**





**STAFFING:**

WFRC, UDOT and UTA staffs will accomplish some work tasks identified in the UPWP with specialized assistance from consultants. Consultants will be under contract with WFRC during FY 2020 to assist in local government planning support, travel and land use model development and applications, public involvement efforts, and in several planning studies, and these are noted in the applicable work items. The agency or agencies responsible for completion of each task are shown near the bottom of each UPWP task. This is followed by tables that show resources committed to each task in person-months, the cost of each task, and the sources of funding.

Each agency's staff is multi-disciplinary and includes professional engineers, planners, environmental specialists, economists and technicians of various disciplines. WFRC staff, in particular, relies on information and data from local government officials and their staffs to coordinate between local and regional plans, especially for the socioeconomic data and forecasting process. The following pages show functional organizational charts for WFRC, UDOT Program Development, and the UTA Planning Department.



**WASATCH FRONT REGIONAL COUNCIL**

**Andrew Gruber - Executive Director**

**LaNiece Davenport - Government Relations Manager**

**Ted Knowlton - Deputy Director**

**Ned Hacker - Director of Operations and Special Projects**

**Long Range Planning Group**  
**Jory Johnner - Area Coordinator**

- Regional Transportation Plan Lead  
**Jory Johnner**
- Regional Transportation Plan / T.T.C.  
**Val John Halford**
- Regional Transportation Plan / Transit Planning / T.T.C.  
**Callie New**
- Regional Transportation Plan / Financial Plan / Performance Measures  
**Julie Bjornstad**
- Active Transportation / Regional Transportation Plan / Complete Streets  
**Ingh Van Wagenen**

**Communications Group**

- Communications Manager / Website Administrator  
**Heather McLaughlin-Kolb**
- Community Outreach Coordinator / Communications Support  
**Katie Gerard**

**Short Range Planning and Programming Group**  
**Wayne Bennion - Area Coordinator**

- Technical Support / Tooele Valley RPO / Unified Planning Work Program  
**Wayne Bennion**
- Air Quality / Congestion Management / Safety  
**Kip Billings**
- Transportation Improvement Program (TIP)  
**Ben Weifrich**

**Analytics Group: Modeling, Forecasting, and Information Services**  
**Bert Gramberg - Area Coordinator**

- Modeling / Forecasting / Information Services Lead  
**Bert Gramberg**
- Socioeconomic Data / Technical Application Lead / II  
**Scott Festin**
- Land Use Model Development Lead  
**Andy Li**
- Travel and Land Use Model Development  
**Xiao Li**
- Model Application  
**Suzie Swim**
- Cartography / Data Management and Analysis  
**Matthew Silski**
- Travel Model Development Lead  
**Chad Worthen**

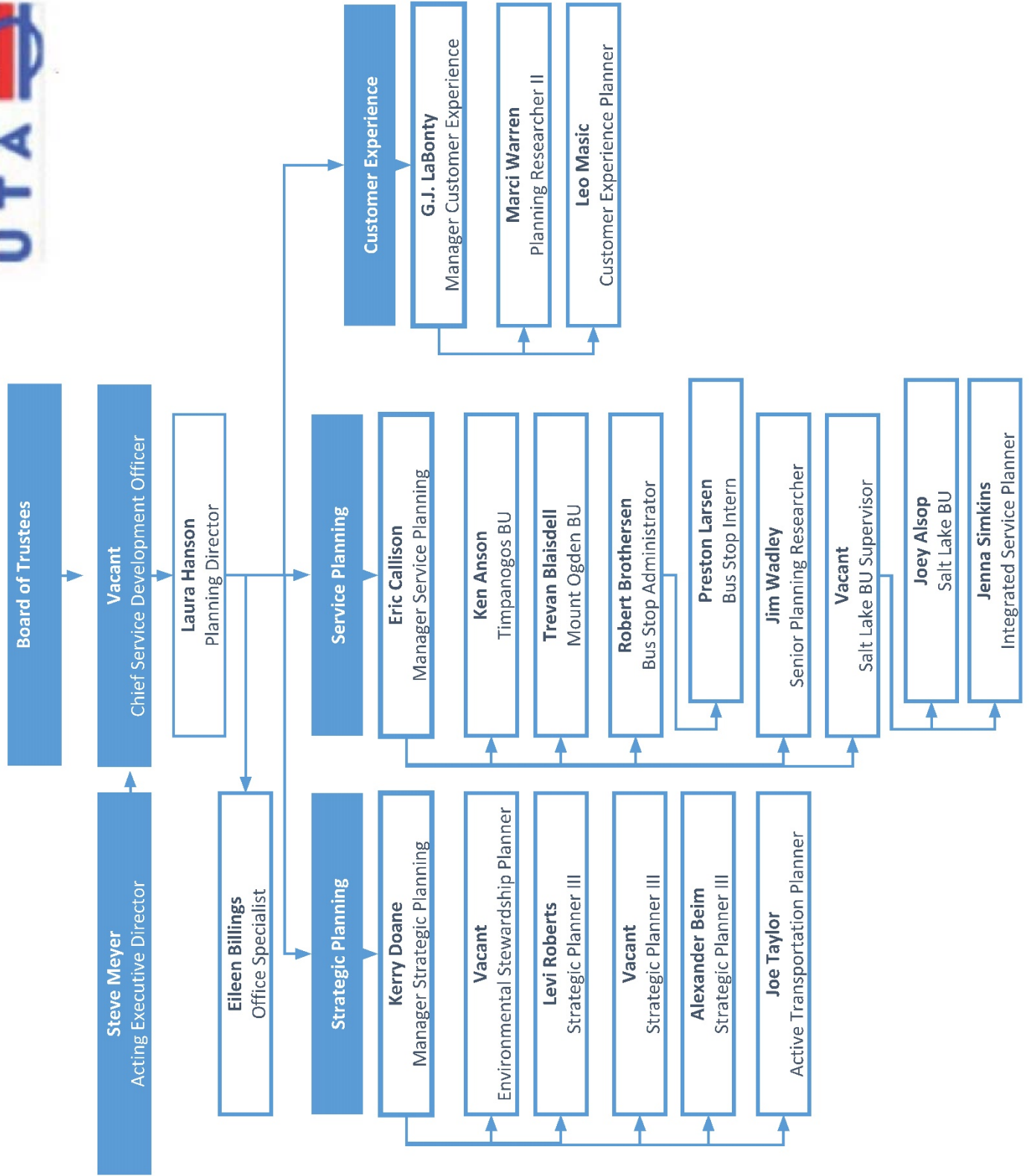
**Community and Economic Development Group**  
**Scott Hess - Area Coordinator**

- Economic Development District / Green Infrastructure / CDBG  
**Scott Hess**
- Transportation and Land Use Connection Program Lead  
**Megan Townsend**
- Transportation and Land Use Connection Program  
**Alex Roy**
- CDBG / Transportation and Land Use Connection Program Support  
**Christy Dahlberg**

**Administrative Support Group**  
**Loveit Baumgardner - Area Coordinator**

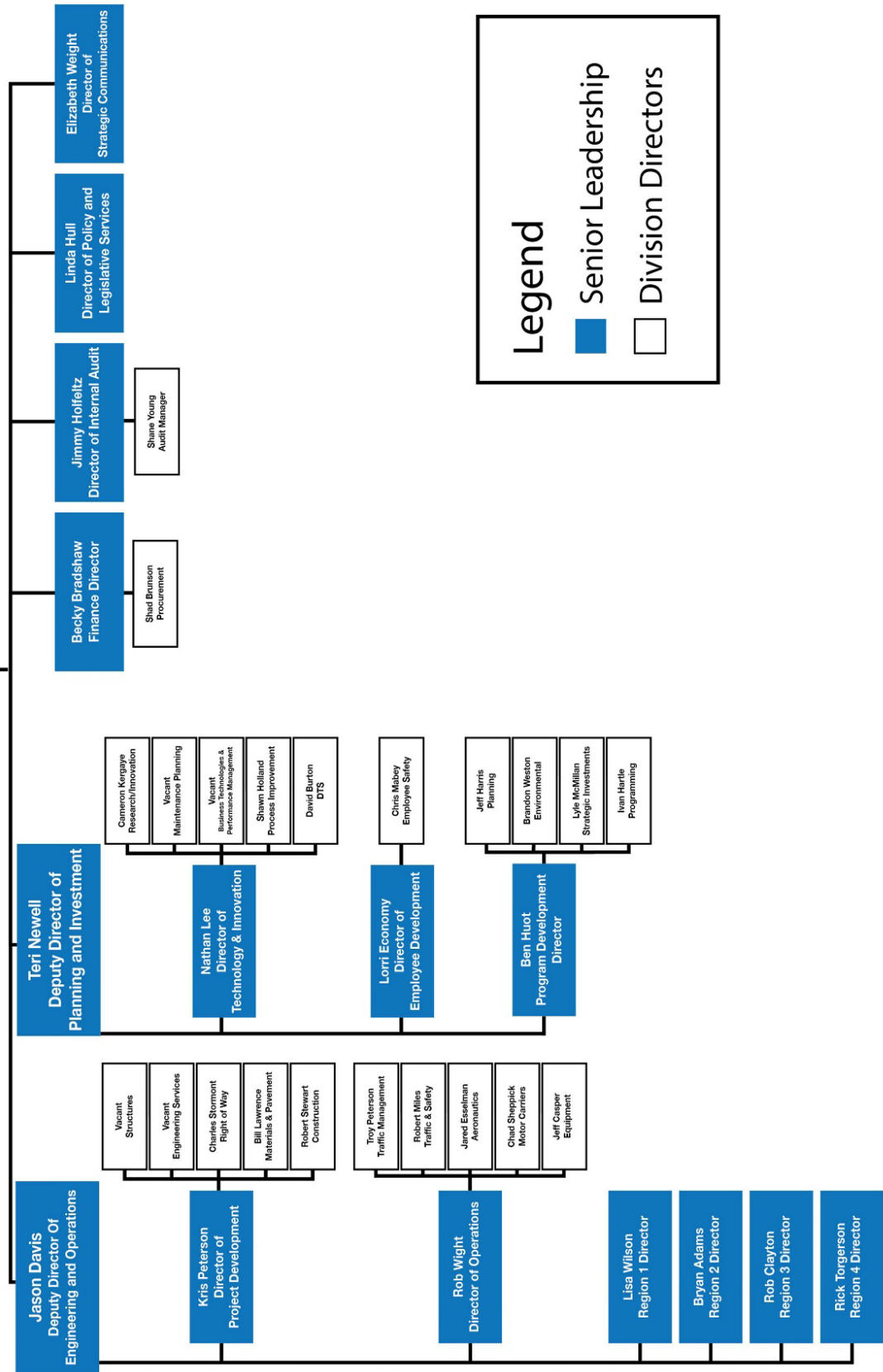
- Chief Financial Officer / Human Resources  
**Loveit Baumgardner**
- Accounting and Human Resources Support  
**Amber Gonzales**
- Senior Executive Assistant  
**Andrea Pearson**
- Executive Assistant  
**Mary Pratt**

# UTA Planning Department





**Carlos Braceras  
Executive Director**



**Legend**

- Senior Leadership
- Division Directors

## PLANNING FACTORS:

Planning Factors are established by Congress as enumerated in CFR 450.306. These areas merit particular attention as they have been identified as issues of concern nationally. Specific efforts anticipated by WFRC, UDOT, and UTA staff to address these issues are highlighted below with references to the work program section(s) where they are described.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - WFRC will continue to further integrate economic development into the transportation planning and programming process. (C.1, C.2, D.3, I.2)
2. Increase the safety of the transportation system for motorized and non-motorized users.
  - WFRC will coordinate with UDOT to develop additional analysis in order to better address safety issues in the transportation planning process. (C.1)
  - Safety data will be more fully integrated into development of the Regional Transportation Plan and the Transportation Improvement Program. (C.1, D.1)
3. Increase the security of the transportation system for motorized and non-motorized users.
  - UTA will continue to update and implement various security plans and training. (B.1)
  - WFRC, UDOT, and UTA will further coordinate with local municipalities and other state agencies in continued development of plans to address security issues in the transportation planning process. (C.1)
4. Increase accessibility and mobility of people and freight.
  - In planning and programming of projects, accessibility and mobility are key considerations in the regional process. (B.1, B.2, C.1, D.2, D.3)
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
  - WFRC will work with UDOT, UTA, and others to further evaluate proposed transportation facilities with regard to environmental protection, community/neighborhood preservation, and other NEPA factors. (C.1, D.2, E.1, E.2)
  - Several efforts are anticipated to foster implementation of the Wasatch Choice 2050 goals. (C.2, C.3) These efforts, as well as others (D.1, G.1), are supportive of addressing climate change in the transportation planning process.
  - Discussions with local and state governments will identify how to achieve more consistency among regional, local, and state plans and patterns. (C.2)
  - WFRC will continue to promote strategies to improve air quality that go beyond statutory requirements. (G.1)

6. Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.
  - UTA, UDOT, and WFRC will work to integrate multiple modes as plans and projects are developed. (B.1, C.1, D.2, D.3)
7. Promote efficient system management and operation.
  - WFRC staff will continue to collaborate with UDOT, UTA, and local governments in evaluation and promotion of TSM and TDM strategies such as ITS and ridesharing. Staff participates actively in traffic management efforts that facilitate interaction between planning and operations. (D.1)
8. Emphasize the preservation of the existing transportation system.
  - The RTP identifies funding for system preservation. (C.1)
9. Improve transportation system resiliency and reliability.
  - WFRC staff will continue to prepare with partners for transportation impacts of and responses to potential natural and man-made disasters. (C.1)
10. Enhance travel and tourism.
  - As federal guidance becomes available, WFRC will work to address this new planning factor. (C.1)

## **A. ADMINISTRATION AND COORDINATION**

### **A.1 WASATCH FRONT REGIONAL COUNCIL**

#### **OBJECTIVES:**

To provide work program and personnel management, interagency coordination, and financial management and control.

To provide administrative support.

#### **ANTICIPATED PRODUCTS:**

- Self-certification of the Transportation Planning Process
- Regular meetings of the Wasatch Front Regional Council (WFRC) and its advisory committees and documentation of those meetings
- Coordination with partner agencies, including Mountainland Association of Governments, Utah Transit Authority (UTA), Utah Department of Transportation (UDOT), State Division of Air Quality (DAQ), 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
- Monthly Financial Reports
- Annual Audit
- Annual Contract between WFRC and UDOT, WFRC and UTA
- End of year Unified Planning Work Program (UPWP) completion report
- FY 2020 UPWP and budget amendments
- FY 2021 Unified Planning Work Program and budget

#### **WORK STATEMENT:**

The WFRC was designated as the MPO for the Salt Lake and Ogden Urbanized Areas in 1973. [Described in Purpose section above] As the MPO, the WFRC is responsible for coordinating and administering all transportation planning programs in the region.

The Council has 21 voting members including 19 locally elected mayors, council members, or commissioners, one representative from Utah Department of Transportation and one representative from Utah Transit Authority. The Council also has 6 non-voting members representing Utah League of Cities and Towns, Utah Association of Counties, Envision Utah, Utah House of Representatives, Utah State Senate, and the State Planning Office

The WFRC has established the committee structure discussed in the coordination section of the UPWP to oversee the planning process. In addition, financial management, Equal Employment Opportunity (EEO), Disadvantaged Business Enterprise (DBE) and other procedures have been established for administering the programs. The DBE procedures include working with UDOT to meet state DBE goals. An ongoing transportation planning agreement has been signed by WFRC, UDOT, and UTA. Administration and coordination of

the UPWP and transportation planning process includes three activities. The first is the effort in administering the transportation portions of the program and providing the coordination necessary for the transportation planning program. The second is the non-salaried costs directly associated with the UPWP. The third is the UPWP's share of the indirect administrative costs of the WFRC.

The direct effort of administration and coordination includes providing support to the various committees that make up the WFRC's transportation planning program and the preparation of the work programs and budgets. The planning program is designed to ensure full coordination with affected state, local, and federal agencies. The agencies include UDOT, UTA, DAQ, the Governor's Office of Management and Budget, local city councils and planning commissions, adjacent associations of government, and other agencies. Among the committees which receive direct input from the transportation planning program are the WFRC, the County Councils of Governments, the Regional Growth Committee, Trans Com, the Active Transportation Committee and the technical advisory committees.

Specific committee activities include preparing agendas and minutes for committee meetings, holding regular meetings, and communicating with committee members on an individual basis. The WFRC and the Utah Department of Transportation jointly certify the planning process annually in coordination with the TIP approval. Information is also provided to the U.S. DOT modal agencies to support their required certification reviews. Certification addresses the applicable requirements of the metropolitan transportation planning regulations. Other aspects of coordination include preparation of the annual UPWP, updating the annual contracts with UDOT and UTA, and the preparation of completion reports. The preparation of other required certifications are also included in this item. Finally, this task includes management of personnel performance plans and secretarial staff time allocated to transportation planning. The cost for this aspect of the program is \$190,030.

The direct non-salaried costs include all of the non-salary costs directly attributable to all programs in the UPWP. Where possible within the accounting process of the WFRC, all costs are attributed to the specific program that benefits from the expenditure. The direct non-salaried costs include travel expenses both within the Region and outside of the Region, including the travel costs to attend training sessions; telephone and data expenses; building rent and operation expenses; software and maintenance fees; supply costs; the cost of publications being prepared as part of the programs; public notices; and equipment maintenance and rental for equipment being used by the programs. The direct non-salary cost is \$ 343,077. Details are shown in the financial summaries at the end of this UPWP.

Indirect costs of the program include all the costs associated with the management of the WFRC that cannot be associated directly with an individual program. The costs are allocated on the basis of direct months per a previously approved cost allocation plan and are allocated each month based on the actual number of hours spent in each program. The budget for indirect costs is included with the budget summary information. Major cost elements include salaries and fringe benefits for the Executive Director for the time spent in managing and directing programs included in the indirect cost allocation plan, salaries and fringe benefits for the Chief Financial Officer and accounting staff, human resources



management, secretarial support for management functions, those publications and communications costs not associated with specific programs, training and travel for administrative personnel, the non-salaried costs necessary to support these activities, including building rent and operating expenses, equipment rental and maintenance, software and supplies, telephone and data expenses, and an annual audit of the WFRC's finances and internal control systems. The total indirect cost of the program is \$ 1,162,833.

Oversight of WFRC financial management functions is provided by the WFRC Budget Committee composed of representation from each of the counties.

**RESPONSIBLE AGENCY:**

WFRC

**LEVEL OF EFFORT FY 2020:**

<b>WFRC Administration</b>				
<b>Agency</b>	<b>Months</b>	<b>Federal CPG</b>	<b>Other</b>	<b>Total</b>
WFRC	14.25	177,165	12,865	190,030

## **A.2 UTAH DEPARTMENT OF TRANSPORTATION**

### **OBJECTIVE:**

To coordinate with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), DAQ, UTA, and WFRC in managing the Salt Lake-West Valley and Ogden-Layton Area transportation planning process.

### **ANTICIPATED PRODUCTS:**

- Review of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) developed by the WFRC to provide coordination with statewide transportation plans and programs.
- Monitor WFRC's expenditures of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Assist WFRC in completing the FY 2020 Federal Aid Agreement for the MPO Area.
- Participation in Technical Advisory Committee, Trans Com and Regional Growth Committee meetings.
- Assistance to the WFRC in developing the FY 2021 UPWP.
- UDOT will assign a single point of contact to help WFRC manage and administer the Transportation and Land Use Connection Program Partnership.
- Assistance to WFRC in interpreting and complying with updated air quality rules and regulations.
- Review of requests to revise the Functionally Classified Highway System and update the Functional Classification maps.
- Assistance to WFRC in completing special studies within the planning area. These studies may include coordinating travel demand modeling, joint corridor planning, preparing air quality studies or reports, economic development planning, Geographic Information Systems (GIS) analysis, performance measures, and others.
- Coordination of the completion of the Congestion Mitigation Air Quality (CMAQ) annual reporting to FHWA.
- Coordinate the development and implementation of State and MPO CMAQ Performance Plans and establish both 2-yr and 4-yr targets for the on-road source emissions measure.
- Work with WFRC to implement corridor plans that include local communities' transportation solutions.
- Coordinate the implementation of 2019 legislative directives for transportation products between UDOT and UTA and Local entities.

### **WORK STATEMENT:**

UDOT receives federal funding, a portion of which is then suballocated to WFRC. Administration of federal funds carries the responsibility of reviewing and monitoring the use of these monies. UDOT reviews WFRC plans and programs for compliance with federal

regulations. UDOT staff supports the technical and policy processes of the WFRC and assists in developing the annual UPWP. UDOT assists WFRC with required contracts and agreements and manages UDOT's Planning staff.

The UDOT Planning section has a full time staff of 7 employees. Funding for the UDOT Planning staff is provided through a separate Statewide Planning Work Program (SPWP) prepared annually in cooperation with the various MPO work programs. Some of the UDOT Planning staff time each year is dedicated to coordination with the four UDOT Regions and with the four MPOs in Utah. Approximately ten months of total UDOT Planning staff time each year is dedicated to Air Quality issues, which are focused in the urban areas of the state. UDOT Planning is responsible for development, maintenance, and application of the statewide travel demand model. Consultant assistance is utilized in this effort. Staff also provides support and coordination between the statewide model and the various MPO travel demand models. UDOT Planning provides expertise across the state in Rail and Freight planning issues.

UDOT Planning staff conducts, participates in, or manages corridor studies and other special planning related studies within the MPO planning areas. UDOT Planning staff also coordinates with WFRC staff in various data collection and GIS efforts across the WFRC Urban Area of the State. UDOT coordinates with WFRC in administrating Congestion Mitigation/Air Quality (CMAQ) funds. And completing the required annual reporting of the CMAQ funds.

**RESPONSIBLE AGENCY:**

UDOT

**LEVEL OF EFFORT FY 2020:**

<u>Planning Activities in the WFRC Region</u>	<u>Person Months</u> *
Long Range Planning	2
Air Quality	7
Traffic Modeling	2
Studies, Freight, UPWP	2
Total	13

\* All staffing figures and percentage of time allocated in this section are estimates.

### **A.3 UTAH TRANSIT AUTHORITY**

#### **OBJECTIVE:**

To coordinate transit planning with the Wasatch Front Regional Council, UDOT, cities, counties, FTA, FHWA, DAQ and other stakeholders throughout the Utah Transit Authority service area.

#### **ANTICIPATED PRODUCTS:**

- Annual Grants Status Report
- Interlocal Cooperative Agreements
- Grant Applications
- Grants Management Committee Recommendations
- FTA 5310 Program Management Plan
- Documentation for Audits
- FTA Annual Certifications and Assurances
- Title VI Report
- Project Concept Reports for CMAQ, STP and TAP
- Dissemination of Grant Opportunities Information
- Collection and Distribution of Grants Financial Information
- Participation in Technical and Other Planning Meetings
- National Transit Database (NTD) Data Collection and Reports

#### **WORK STATEMENT:**

The Utah Transit Authority was organized under the provisions of the Utah Transit District Act in 1970.

During the last 45 years, the UTA has expanded from a small bus company operating less than 90 buses traveling 3 million miles to the current system that provides nearly 33 million miles of bus and rail service. UTA is a multimodal transportation company that employs more than 2,000 people with 935 direct operators of bus, light rail and commuter rail services that are committed to provide safe and effective transportation.

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

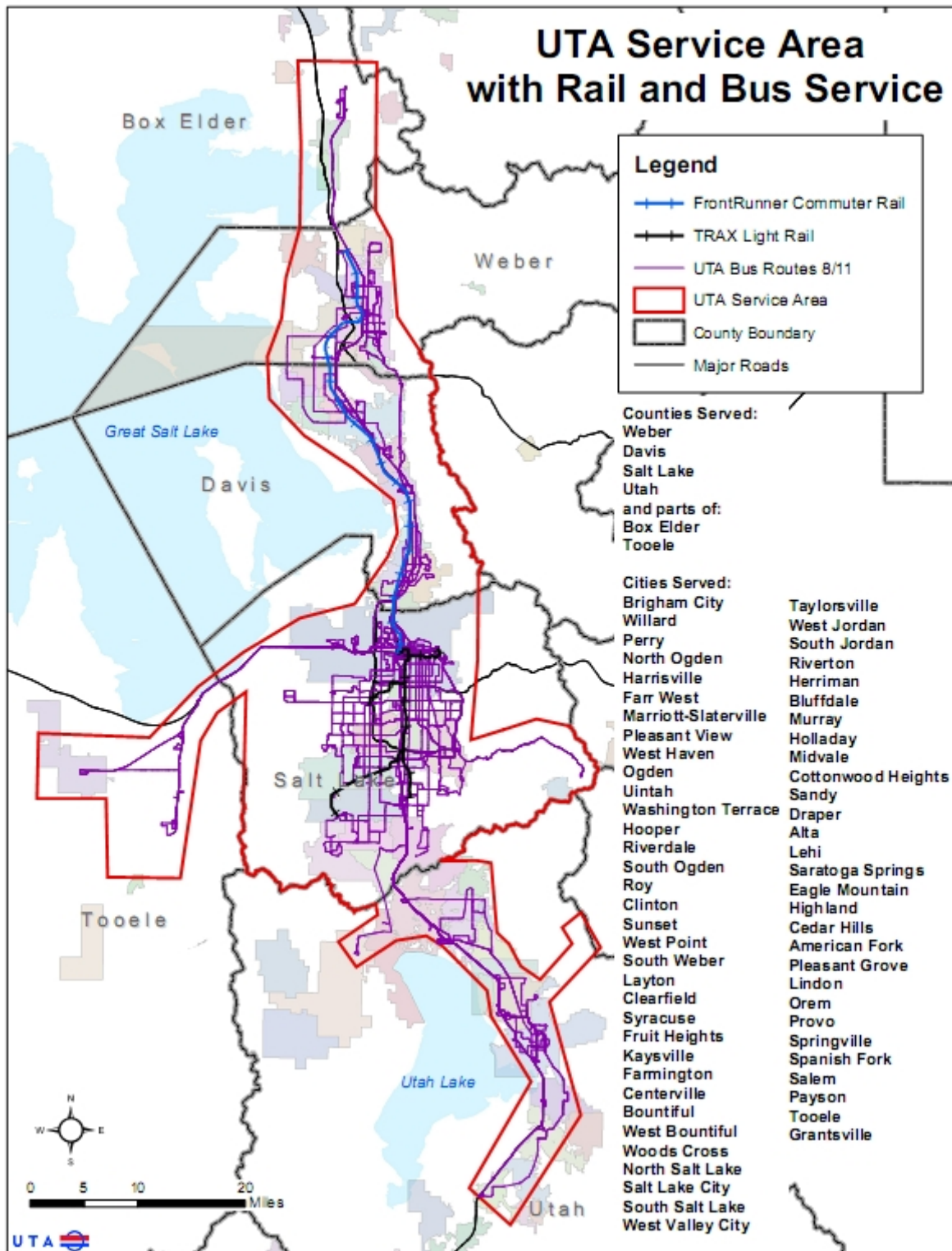
and Assurances, reports required for funding, agreements and contracts, meeting the various planning and project requirements, STP, CMAQ and TAP concept reports, various meetings and grant required public involvement. UTA has a Grants Management team to oversee the pursuit of grant opportunities. These 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.

**RESPONSIBLE AGENCY:**

UTA



## **B. TRANSIT PLANNING**

### **B.1 UTA TRANSIT PLANNING**

#### **OBJECTIVES:**

To provide effective transit services within available resources.

To actively participate in transportation studies, community developments and master plan efforts to incorporate transit elements.

To improve multi-modal transportation options for the region in cooperation with WFRC, UDOT, airports and other stakeholders.

To promote and implement technology that will enhance transit service.

To plan and implement safety and security measures to increase comfort levels of current and future customers.

To work with key agencies for more effective use of transportation resources that will serve persons with disabilities and other transportation disadvantaged persons in the service area.

To promote ridesharing, telecommuting, flextime, bicycling, walking and discount programs to encourage more efficient use of the transportation system.

To encourage and work with stakeholders on transit-oriented developments and more transit-supportive land use.

#### **ANTICIPATED PRODUCTS:**

- Service Standards
- Transit Financial Plan (TFP)/Equity Analysis
- Bus Stop Master Plan
- Intelligent Transportation Systems (ITS)/Technology Plan
- Transit Oriented Development (TOD)/Station Area Planning
- Active Transportation Planning
- Emergency Preparedness Planning
- Safety Planning
- Rideshare Program Planning
- Special Services/American Disability Act (ADA) Planning
- Regional Air Quality Initiatives
- Asset Management Planning for State of Good Repair Initiatives
- Environmental Sustainability
- Travel Demand and TBEST Modeling

## **WORK STATEMENT:**

Several UTA departments contribute to the work included in the UPWP. Planning for major capital projects includes: concept development and feasibility studies, environmental work, public hearings and open houses, service planning for bus/rail interfaces, and data collection from various departments at UTA. Further, GIS plays an important role in work associated with service changes, routing detours for the bus system, rights-of-way and other project-related work.

Members of UTA's strategic planning staff, along with business unit service planners will continue to support the transit objectives of the regional transportation plan through these efforts.

Financial planning plays a key role in the planning and construction of any of the UTA capital projects. A Transit Financial Program (TFP), annual Operating and Capital Budgets, and Equity Analysis work is a continuing process.

### **Service Standards**

The goal of service standards at UTA will be to improve the effectiveness and efficiency of all UTA services. UTA will be working to define, measure and evaluate all services against service standards. These measurements and evaluations will be shared with regional and local officials for input on service design. MPO leaders will help UTA to define what service standards should be included for evaluation and reporting. UTA will also develop and share a process for continuously improving transit performance. UTA service will be designed and changed with these service standards in mind to help make service more effective and efficient.

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

UTA uses a spreadsheet model to track all costs and revenues on an annual basis. The model uses growth assumptions to forecast the financial outlook of the agency into the future. It was originally called the Transit Development Plan but is now referred to as the Transit Financial Plan (TFP). UTA's also developed a separate spreadsheet tool to test future scenarios of potential additional costs and revenues for projects in the regional transportation plan and its financial assumptions (Scenario Tool). Planning work in FY 2019/2020 includes improving the Scenario Tool based on the experience of using it to assess 2019 Regional Transportation Plan transit scenarios.

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



### **Bus Stop Master Plan**

UTA recently completed an inventory of all UTA bus stop locations and amenities. This inventory will be used in updating the Bus Stop Master Plan. Bus Stop activity is further defined between boardings, alightings, and ADA ramp deployment. The new data suggests a revised method and criteria for prioritizing bus stops for enhancements. Text to accompany the data is being drafted as part of the update to the Bus Stop Master Plan.

The updated plan will contain recommendations for amenities to be completed in the near future and will expand the scope of previous master plans by including not only upgrades but also by identifying location, spacing, and design of stops for improved service. It will include design guidelines for stop locations, shelters and other amenities, as well as define evaluation criteria for prioritizing stop enhancements. Once the plan is completed, UTA business units will use the data, criteria and design guidelines to allocate limited bus stop enhancement monies. Each year, the data will be updated to reflect changing existing conditions or service.

### **Intelligent Transportation Systems (ITS)/ Technology Plan**

#### ***Passenger Information Project***

Over the last couple of years the industry of electronic signage has made some significant advancement in technology and software to operate and manage content. In 2019 and 2020, UTA will be identifying locations to increase passenger information electronic signage at major bus transportation centers (like college campus, hospitals, businesses, and other common gathering area near bus stops). UTA has received a CMAQ grant for the purchase and installations of this new electronic signage. It will be installed in those areas with real time information and mobile app capabilities to inform patrons of arrivals/departures, disruptions and major delays.

This effort is being driven by three departments within UTA: Customer Experience, Bus Operations, and the Technology Office. These departments will collaborate closely to select the best locations and use technology to enhance the passenger experience. This project is scheduled for planning research and implementation in 2019.

#### ***On Board technology project (Replacing radio and other equipment on board of bus, train and radio backhaul)***

In 2002 UTA explored a new approach for an onboard technology and information gathering system to improve its on-time performance. At the time there were no products in the marketplace to meet UTA's expectations. UTA took on a project to build and design a world class on-board system and associated backend CAD/AVL (Computer Aided Dispatch / Automatic Vehicle Location) system. This system has assisted operations to move from a 57% to above 90% on-time reliability, and has been operational and meeting changing demands ever since. UTA is in the process of evaluating new innovative approaches to on-board technology. In 2018 UTA will be researching and piloting new technologies that could potentially replace the existing system. Costs will be evaluated to determine if UTA purchases an off the shelf solution or redesigns the existing on board technology system to meet today's standards in hardware and software requirements. In 2019 and 2020, UTA will research whether it can purchase or build capabilities for its bus fleet. Most of 2019 will be

used to gather requirements and analyzing its need for next generation on board technologies. Budget permitting, 2020 will be focused on acquisition of a modular and an incremental approach to upgrading UTA's onboard technology hardware and software.

### ***Rail On Board technology***

In 2008 UTA implemented on board technology hardware on its fleet of light rail (TRAX) trains using the newly purchased IDEN radio system. The on-board technology was designed around the radio capabilities. UTA is currently in the process of researching the replacement of the on-board technology on its light rail system. UTA is prototyping a new display in its heavy rail (FrontRunner) vehicles that provides basic information to the operator to improve reliability. During 2019 and 2020, UTA will look into upgrading its Rail On Board technology with newer software capabilities.

### ***New Radio System***

In 2007 to 2014 UTA replaced the entire radio communication system with a very reliable IP (Internet Protocol) radio system. This system has performed well above expectations over the years. However, as radio and mobile technology changes, the need to replace these systems becomes a necessity. UTA will continue to explore new radio communication technologies to take advantage of this changing landscape.

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

UTA will continue to work with regional and local partners to plan for and implement transit-oriented development (TOD) projects. In January 2018, UTA adopted a new TOD policy which provides a framework for TOD planning and implementation. UTA begins planning for TOD by identifying which station areas are most ripe for development and determining which types of development are most compatible with particular station areas. This is accomplished by analyzing each station within the transit system, based on objective criteria and in collaboration with the MPOs, and prioritizing stations according to their readiness. Findings and recommendations from this assessment are documented in a TOD System Analysis. UTA will continue to update this analysis tool to prioritize which stations to focus on for TOD. In addition, UTA will partner with communities on station area plans to prepare for future development consistent with regional and local planning efforts. Cities may apply to Wasatch Front Regional Council through the Transportation Land-Use Connection (TLC) program for funding to assist in the development of these plans. Station area plans will provide guidance to UTA, local communities, and developers on future development plans.

### **Active Transportation Planning**

UTA staff will continue to develop projects from the First/Last Mile Strategy Study which has developed recommendations for comprehensive first and last mile strategies around major transit stations and fixed route stops within the UTA system. The goal of this effort is to reduce auto usage and increase ridership as a means of improving air quality and reducing congestion. UTA is supporting its partners on a regional bike share expansion plan and other active transportation efforts. UTA has partnered with Salt Lake City and GREENbike to offer free use of the GREENbike system to any holders of Salt Lake City's HIVE pass, a monthly transit pass for SLC residents. The agency also offers technical assistance to

interested communities interested in bike share adoption with a policy toolkit and a GIS tool for siting assistance.

### **Emergency Preparedness Planning**

UTA has built a comprehensive emergency management program through training, exercises, plans, policies, and procedures. These plans continue to be updated on a scheduled bases or as gaps are identified following exercises. UTA has updated both its computer based training and in class training on security awareness that is provided to employees. The incident command training was also updated to reflect the changes and updates with NIMS. In relation to a grant that was secured by Salt Lake County UTA will also provide a suspicious package training to all its frontline employees, this is scheduled to be completed by early 2020 to be ready to participate in a full scale exercise with the county in the summer of 2020. UTA will conduct two full scale exercises one for its light rail in the fall and one for commuter rail in the spring of 2020.

### **Safety Planning**

UTA Safety will continue to find, fix and follow-up on hazards that affect its system, customers and employees. Education will also be a point of emphasis. The Safety Department plans to conduct Safety Blitzes, attend Safety Fairs and to build on its partnership with Operation Lifesaver. Design and construction safety will be addressed with Safety and Security Working Groups (SSWG's) for upcoming projects. The Department will continue to hold Accident Evaluation Groups (AEG's) to find root causes and to look for ways to prevent future incidents. As evidenced by UTA's OHSAS 18001 certification, we continue to incorporate Safety Management System (SMS) principles into UTA's practices and culture.

### **Rideshare Program Planning**

The UTA Rideshare Department will continue 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**

To ensure compliance with the Americans with Disabilities Act (ADA) accessibility standards, UTA has and will continue to design and build new projects using these guidelines. UTA will continue to provide review of plans and technical assistance to departments to ensure access to employment and services to all people regardless of disability. UTA continues to seek guidance and feedback on disability related issues from its Committee on Accessible Transportation (CAT) as well as other public transit stakeholders from the disability community. The CAT adds valuable on-going advice to UTA as it plans for integrated as well as specialized services. The Committee offers support to decisions about FTA grant programs that assist in funding vehicles for paratransit (Section 5310) and implementing Flex Routes. UTA recognizes, values, and plans for all current and future riders. This feedback is a valuable resource to UTA in addressing accessibility issues throughout its system.

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

### **Regional Air Quality Initiatives**

UTA is continually involved with local and state air quality initiatives that are focused on promoting transit as an alternative transportation option to improve overall air quality along the Wasatch Front. UTA will be working with the Utah Division of Air Quality to develop a comprehensive planning tool to measure air quality benefits of transit. UTA will also be a part of the Salt Lake Chamber of Commerce Clean Air Committee which is engaged in reaching out to the private sector on new ways to promote transit as an option for their business.

Another affiliation that UTA will be using in the effort to promote clean air is the Utah Clean Air Partnership (UCAIR), a statewide non-profit organization that provides grants and education opportunities for improving air quality. Programs that UTA will be supporting and promoting include PM 2.5 reduction through alternative fuels, the Clear the Air Challenge, and the Salt Lake Chamber's Clean Air Champion Program. UTA is also applying for several air quality and emissions related federal grants including the Lo-No Emissions Vehicle grant as well as the EPA Diesel Emission Reduction Act (DERA) grant.

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

UTA has developed a comprehensive asset management system that is identifying future projects which will keep the existing system maintained and operating in a safe manner. The ability to successfully identify projects is improved and refined continuously as better and more accurate information is obtained from our existing maintenance team. The UTA system is considered a model for other agencies of similar size and operating fleets.

### **Environmental Sustainability**

UTA's commitment to environmental sustainability is formally demonstrated by the agency's ISO 14001:2004, ISO 9001 and OHSAS certifications and APTA Bronze sustainability status. Since getting people out of cars and onto more environmentally friendly transportation options is the central mission of UTA, environmental sustainability is at its core. In addition to doing what it does as a transit organization, UTA maintains programs for recycling most metals and automotive fluids as well as electronic waste. UTA monitors and continuously reduces greenhouse and criteria air pollutants through technology and service implementation. To this end, UTA has been seeking to diversify its fleet including the addition of natural gas buses and the testing of electric, battery powered buses. UTA has also formed internal Green Champions in each department to facilitate a ground up approach to more sustainable business practices. The Green Champions meet monthly to propose ideas and facilitate internal programs. A meeting of executives follows to help implement the proposals of the Green Champions. UTA will continue to explore ways to

integrate environmentally sustainable practices for both our employees and the Wasatch Front.

### **Travel Demand and TBEST Modeling**

The WFRC/MAG regional travel demand model and TBEST software are the long and short (respectively) term modeling applications UTA uses to create projections that will be used in the creation of future services. The TDM is integrated with REMM, which forecasts future demographics and land use patterns, allowing UTA to tailor the creation of new lines and services based on projected growth patterns. Through the RTP process, WFRC and MAG coordinate with UTA on ridership, access to opportunity and other projections, which informs which projects have the greatest potential benefit.

TBEST ridership estimation models simulate travel demand at the individual stop-level while accounting for network connectivity, spatial and temporal accessibility, time-of-day variations, and route competition and complementarity. What the travel demand model does for long range and strategic planning, TBEST does for service planning. The application allows service planners to forecast ridership and other impacts to the system when redrawing routes and moving stops in a five year horizon.

### **RESPONSIBLE AGENCY:**

UTA

## **B.2 MOBILITY MANAGEMENT**

### **OBJECTIVES:**

To identify opportunities for and increase coordination of transportation services for transportation disadvantaged populations in order to increase efficiency and equity.

To actively engage in outreach to persons who are at a transportation disadvantage including seniors, persons with disabilities, persons with low income, and veterans, and to those agencies that perform work on their behalf.

To increase coordination between human service transportation providers through technology and policy initiatives in order to maximize the transportation options available to transportation disadvantaged populations.

### **ANTICIPATED PRODUCTS:**

- Sustainable and active Mobility Councils in Davis, Tooele, Salt Lake, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects
- Expanded use of UtahRideLink, the regional One Call – One Click trip scheduling website
- Expanded Volunteer Driver Programs in Weber, Davis and Utah counties
- Expanded functionality and deployment of RidePilot, the no-cost scheduling, dispatch, and grant reporting software for regional human services transportation providers
- Coordination with Bear River Association of Governments mobility management in Box Elder County
- Ongoing outreach to underrepresented populations
- Integration of the updated Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans.

### **WORK STATEMENT:**

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

The Coordinated Human Service Public Transportation Plans, were developed in 2017 for the Wasatch Front area. It includes Weber, Davis, Salt Lake, and Utah counties. Other counties within the state have developed plans based on their Council of Governments area or county. The Coordinated Plans were created in collaboration with the local mobility

councils and public outreach identify various strategies to address needs in the region for transportation disadvantaged persons including seniors, people with disabilities, low income people and veterans. They also identified the local resources currently available to assist these disadvantaged groups with their transportation needs. UTA continues its outreach with the Local Coordinating Councils (LCC) to support seniors, people with disabilities, low income individuals and veterans. This will remain a focus for Mobility Management. This outreach will include marketing efforts regarding the One-Click scheduling site, 5310 grant opportunities and targeted efforts to increase the participation of people with disabilities, seniors and veterans on the LCCs and in regional mobility decision making processes. This outreach will further coordination efforts, facilitate input on transportation needs, and provide educational opportunities about available transportation resources and how to access those resources.

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

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

UTA staff continue to work with the local Mobility Councils to improve outreach to their local communities. UTA will provide staff support to the councils as they evaluate and prioritize grant applications for FTA Section 5310 programs. Transportation providers, consumers and agency representatives will review the applications through the local Mobility Councils. The recommendations from these Councils will be presented to the Grant Management Advisory Team (GMAT) for funding through UTA, the designated recipient of Section 5310 funds.

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

Volunteer driver programs have been initiated in Weber, Davis and Utah counties. These efforts are to address the current unmet transportation needs in those areas. UTA will support the initial operation of these programs with the long term goal of having them become self-sustained by the local partners in each community.

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

UTA staff have collaborated with Tooele County to implement the Veterans Transportation and Community Living Initiative grant program. The agencies launched RidePilot, the scheduling, dispatch, and grant reporting software in December 2015. Work continues with Tooele County to improve the functionality of the software. In addition, UTA continues to work with Cambridge Systematics to develop upgrades to the software to allow for 5310 subrecipient reporting capability and eventually real time scheduling and an integrated payment system. The initial version of RidePilot has been made available to smaller

transportation providers throughout the region. The software will be offered at no-cost (open source software) and will require only minimal training. The software will allow transportation providers who are essential to the success of coordinated efforts, to link into trip-sharing opportunities as the One-Click scheduling website expands.

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

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

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

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

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

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

**RESPONSIBLE AGENCIES:**

UTA, WFRC

**LEVEL OF EFFORT FY 2020:**

Agency	Months	Federal Transit Administration Funds	Total
WFRC	.25	3,999	3,999



## **C. LONG RANGE PLANNING**

### **C.1 REGIONAL TRANSPORTATION PLAN**

#### **OBJECTIVES:**

To further communication and next steps to implementation of the WC2050 Vision.

To continue coordination and communications efforts for Utah's Unified Transportation Plan: 2019-2050.

To continue to cooperate and coordinate with Utah's other three MPOs, FHWA, FTA, UDOT, UTA, local governments, and other interested agencies and stakeholders for the update of the Wasatch Choice 2050 (WC2050) and the update and development of the WFRC Regional Transportation Plan: 2023-2050 (2023-2050 RTP) and Utah's Unified Transportation Plan 2023-2050.

To continue to develop and refine the WFRC's regional transportation planning process to ensure that the Wasatch Choice Vision is incorporated into the overall 2023-2050 RTP process with local communities, transportation partners, and stakeholders

To use identified RTP performance measures to evaluate how well planned improvements in the 2023-2050 RTP are meeting the adopted WC2050 Regional Goals.

To plan for transportation while understanding the effects of and impacts upon land use and regional development patterns.

To review, discuss, and incorporate all existing and new federal requirements found in national surface transportation authorization legislation (FAST Act).

To increase active transportation emphasis in the 2023-2050 RTP.

To be responsive to local community and transportation partner requests for amendments to the 2019-2050 RTP.

#### **ANTICIPATED PRODUCTS:**

- A revised brochure summarizing the Wasatch Choice for 2050 Vision and the 2019-2050 RTP
- A new Utah's Unified Transportation Plan 2019-2050, coordinated among Utah's four MPOs, FHWA, UDOT, UTA, and other interested agencies
- Amendments to the 2019-2050 RTP

## **WORK STATEMENT:**

The WFRC Regional Transportation Plan: 2019-2050 (2019-2050 RTP) was adopted on May 23, 2019 by the Wasatch Front Regional Council. A number of important 2019-2050 RTP tasks have been completed, including:

- the development of a scope of work for the 2019-2050 RTP;
- development of online story maps providing existing condition data to the local communities;
- coordination with transportation partners;
- hosting several rounds of Vision Workshops to gather input from local communities,
- development of three regional transportation and land use scenarios with model runs on the Real Estate Market Model (REMM) and Travel Demand Model (TDM);
- development of an online visualization tool (which includes scenario maps, performance measures by region and counties, comment layer on an interactive map, and an online survey);
- performance measures completed for the region, counties, and ten sub-regions;
- incorporating stakeholder and transportation partner input;
- developed the financially constrained preferred scenario;
- documented air quality conformity determination;
- completed documentation outlining the 2019-2050 RTP process supporting the recommended projects for roadways, transit, and active transportation; and
- developed and utilization of all online resources including an update to the existing WFRC website.

WFRC will develop a general outreach brochure highlighting the 2019-2050 RTP and WC2050 Vision. This brochure is intended for general distribution and use by local communities, transportation partners, regional stakeholders, and the general public. WFRC will present the WC2050 Vision and the 2019-2050 RTP at various venues including state, regional, and professional conferences.

Utah's Unified Transportation Plan was prepared in 2007, 2011, and 2015, including the transportation plans for all the urbanized areas in the state along with the statewide plans for non-urbanized areas. Coordination on the 2019-2050 Utah's Unified Transportation Plan has completed policy coordination, identifying subcommittees, and coordinating on financial assumptions for all long range plans throughout the state. In FY2020, work will continue between the transportation partners to finalize the documentation and website for the 2019-2050 Utah's Unified Transportation Plan.

During the fiscal year 2020, the WFRC will debrief on the 2019-2050 RTP with its planning partners and agencies, local communities, and stakeholders. WFRC will work with these groups to identify any additional emphasis areas to coordinate and collaborate on for the 2023-2050 RTP including the development of a schedule, key milestones, and assignment of tasks.

It is anticipated that the key process goals for the 2023-2050 RTP will be similar to the 2019-2050 RTP:

1. Engage communities, partner agencies, stakeholders, and public in the planning process.
2. Coordinate regional transportation with local land use considerations.
3. Enhance planning for active transportation and integrate it with road and transit planning.
4. Utilize a performance-based approach to planning, including a focus on economic performance.
5. Continue to explore potential benefits and impacts on traditionally underserved populations.

During fiscal year 2020, the WFRC staff will work on the major tasks summarized below.

### **Continued Coordination**

The WFRC will continue to coordinate its planning efforts and process with FHWA, UDOT, UTA, and Utah's other three MPOs through various means, including the Joint Policy Advisory Committee (JPAC), the Unified Plan Coordination Committee, and other formal and informal subcommittee meetings. The WFRC staff will also continue to work with state and federal planning and regulatory agencies, special interest groups, business associations, community-based organizations, environmental justice groups, representatives of trucking and railroad industries, and other interested organizations to determine specific regional transportation needs and potential solutions. Important highway- and transit-related factors such as economic vitality, regional competitiveness, increased safety, accessibility (including access to opportunity), mobility options for people and freight, environmental protection, energy conservation, integration and connectivity of the transportation system, and the preservation of existing facilities will be addressed as part of the 2023-2050 RTP. Homeland security issues, safety concerns, and air quality conformity will also be coordinated with the State of Utah.

An emphasis area for coordination will continue to be with Mountainland AOG (MAG) because the Provo-Orem Urbanized Area is contiguous to the Salt Lake City-West Valley City Urbanized Area. WFRC and MAG share one travel demand model and will continue to coordinate in the development of the Regional Transportation Plan, with regard to public process, technical process, and substantive considerations. Additional coordination areas with MAG include performance measures and Wasatch Choice 2050 (WC2050) Vision implementation.

### **Goals and Performance Measures**

In 2015, WFRC, together with MAG, UDOT, and UTA, developed six shared performance measures to use across agencies for developing and monitoring Utah's Unified Transportation Plan. WFRC has ensured the integration of these performance measures and federal legislation by refining and adopting ten WC2050 Regional Goals. These Goals inform plan development and provide the basis for measuring and quantifying how effective the 2019-2050 RTP is at improving quality of life in the region. It is anticipated that these same ten goals will be used in the development of the 2023-2050 RTP. In addition, the

performance measures provide a format for ongoing monitoring of targeted improvements. The goals and performance measures address 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; fiscally efficient communities and infrastructure; ample parks, open spaces, and recreational opportunities; and a sustainable environment including water, agricultural, and other national resources. WFRC will develop and utilize a monitoring plan for the WC2050 Vision.

WFRC and the joint partners (MAG, UDOT, and UTA) worked with a consultant team to refine the joint Unified Plan goals and measures. The joint partners will continue to enhance the performance-based planning and programming system by developing joint methodologies to evaluate and prioritize the recommended roadway, transit, and active transportation projects. The benefit to enhancing the planning and programming system is a closer link between the recommended transportation system and desired outcomes that support the goals of the Unified Plan and RTP.

WFRC's performance-based planning and programming is rooted in federal performance measures that have been defined by FHWA and FTA. FHWA and FTA have released final rulemaking to establish a national set of performance standards. The Regional Council has and will continue to coordinate with UDOT and UTA to establish both state and MPO targets for each of the defined performance metrics established by FHWA and FTA, as well as create a joint agreement for the review and adoption of targets and data sharing. UDOT has already set targets for safety and infrastructure maintenance. FTA has set targets for safety and state of good repair. In FY20, WFRC will continue to collaborate with UDOT on setting targets for congestion reduction, system reliability, and environmental sustainability. WFRC will also work to incorporate federal requirements into regional planning and programming, and collaborate with UDOT and UTA to ensure the plans and programs assist in meeting and reporting targets.

### **Education and Outreach**

As an important part of the development of the 2023-2050 RTP, staff will work to provide periodic updates and timely information to regional elected officials through presentations to various technical advisory committees, Regional Growth Committee, Regional Council, County Councils of Government (COG), and various city councils and county commissions. Additional presentations on the 2023-2050 RTP development to planning commissions, planners, engineers, chambers of commerce, and other interested stakeholder groups are also anticipated. The WFRC will also reach out to community organizations representing "Vulnerable Communities," to ensure that the RTP provides mobility options for these groups and does not cause disparate adverse affects on minority and/or low-income populations. Finally, the WFRC is receiving feedback via in-person board/committee meetings and through convening representatives from such community organizations together in broader regional meetings. In addition to RTP education and outreach, WFRC staff will participate in and provide education efforts through the Transportation Land Use Connection program (TLC) as well as programs offered through partner agencies.

### **Public Comment and Participation**

Throughout the planning process WFRC staff has and will continue to provide opportunities for public comment and input to the 2023-2050 RTP. Additional opportunities to comment on the 2023-2050 RTP may be provided through the use of the WFRC's interactive map. WFRC website visitors are invited to post comments electronically on any or all projects they wish. Input from the interactive map is being used to help guide both the process and the development of the 2023-2050 RTP. Each comment is carefully considered and responded to by members of the WFRC staff.

### **Federal Planning Requirements**

With the passage of the FAST Act, WFRC staff will continue reviewing new federal requirements and guidance, as it becomes available, for developing regional transportation plans. For example, work will continue to address the stormwater mitigation and enhancing travel and tourism planning factors. In addition, federal transportation planning requirements in areas such as public participation, sustainability, management and operations strategies, homeland security, environmental mitigation planning, safety planning, freight movement, corridor preservation, financial analysis, human services transportation, economic development, and coordination between land use and transportation, will help guide and be incorporated into the 2023-2050 RTP.

### **Local Plans**

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

### **Active Transportation Plan**

WFRC's Active Transportation Planner continues to direct activities related to active transportation within the region. The AT Planner coordinates with partner agencies, as well as defines priorities and performance measures for active transportation to be included in the 2023-2050 RTP.

The Regional Council has established an Active Transportation Committee (ATC) which has been meeting approximately six times a year. This Committee, made up of elected officials and staff as well as representatives from Mountainland Association of Governments, Utah Department of Transportation, Utah Department of Health, and Utah Transit Authority, will continue to advise the Transportation Coordination Committee (Trans Com) and the Regional Growth Committee (RGC) on bicycle and pedestrian issues. The ATC acts as a steering committee for studies of regional significance, provides input on the Transportation Alternatives Program (TAP) and Transportation and Land Use Connection Program (TLC), makes recommendations on regional priority projects and performance measures, and provides a forum for general regional coordination for bicycle and pedestrian issues, concerns, and projects. The ATC approved and adopted goals for 2019 at the February 13, 2019 meeting. These adopted goals represent a targeted focus to move active transportation forward in a meaningful way.

The Goals fall into five categories:

1. Regional Plan: update shared Regional Bicycle Routes Plan/Map
2. Local Plans: cities and counties adopt Local Active Transportation Plan (that align with Regional Priority Plan/Map)
3. Build: fund and construct priority projects through
  - a. shared awareness of and advocacy for funding opportunities, and
  - b. partnering across agencies
4. Educate: increase support for AT through
  - a. effective engagement and outreach with a special focus on health related benefits of AT both for individuals and society
5. Coordinate: collaborate on technical issues of
  - a. shared mobility device regulation, and
  - b. data collection, e.g. bicycle/pedestrian counts

WFRC staff will continue to coordinate with the Weber County Active Transportation Committee, Davis County Active Transportation Committee, the Salt Lake County - County Cooperative Planning Group, UDOT, UTA, and other partners to update the routes within both the Regional and Base Bicycle Plans and the facility types. The goal of the Base Bicycle Plan is to have a consistent bicycle plan in the local government agencies' general plans, the county plans, and the regional plan. This Base Bicycle Plan would be the build out plan that includes all routes, whereas the Regional Bicycle Plan, originally developed through the Utah Collaborative Active Transportation Study (UCATS), is a higher level, more coarse, plan. The ATC will focus on collaborating and obtaining consensus around a single Regional Bicycle Plan to be used by local communities, MPOs, UTA, and UDOT. The Regional Plan will consist of a project list with phased needs and financially constrained from 2023 to 2050 within the 2023-2050.

The bicycle facility type classifications will also be coordinated with all levels of local governments using the types from the Bicycle Best Practices Study completed by Salt Lake County. It is anticipated that coordination will take place on a yearly basis to update base and regional plans. These updated plans will be incorporated into the 2023-2050 RTP. In order to streamline future plan updates, WFRC staff has worked with the Counties, UDOT and UTA to adopt a common GIS schema. The GIS schema provides a consistent framework for cataloging and tracking bicycle and pedestrian improvements within local and regional plans. Adoption of the GIS schema at the County level is on-going. WFRC staff will review other recommendations and data available from studies of regional significance for incorporation into the 2023-2050 RTP.

### **Safety**

The WFRC will continue to evaluate trends in safety data for locations and types of crashes, and will make this trend information, along with recommended strategies to reduce crashes, available to local agencies.

### **Security**

The objective is to consider Utah State and local planned growth and economic development patterns and partner with State and local security agencies in addressing

transportation and security issues within the region. This task includes coordination of the WFRC, UTA, UDOT, Utah Department of Emergency Services, and the Utah Department of Public Safety’s branch for Homeland Security in promoting consistency between transportation improvements and addressing transportation-related security issues within the region. The coordination includes regular meetings of these agencies. The WFRC will consider impacts of and responses to extreme weather related events and the most likely natural and man-made disaster situations that face the region.

**Resiliency**

WFRC will continue to address resiliency through targeted discussions of the impacts of disruptive technologies, transit innovations, and natural disaster possibilities with our local communities. WFRC will also be assessing how to better incorporate resiliency issues into our technical tools and into the foundation of the 2023-2050 RTP. WFRC will look at how these affect the overall performance of the Plan and will work with UDOT and UTA to determine how future innovations should affect projects in the Plan. WFRC will continue to work with local governments in developing planning frameworks in regards to implementation and managing of shared mobility devices such as dockless bicycles and electric scooters.

**RESPONSIBLE AGENCIES:**

WFRC, UDOT, UTA

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal-CPG</b>	<b>Non-federal</b>	<b>Total</b>
WFRC	79.00	861,205	62,537	923,743

## **C.2 GROWTH PLANNING**

### **OBJECTIVES:**

To identify, evaluate, and address issues and concerns associated with growth throughout the Wasatch Front Region.

To provide greater integration, cooperation, and coordination between municipal, township, and county transportation, land use and economic development planning / implementation efforts and the WFRC transportation planning / programming process.

To continue to promote awareness of regional and long-term issues and solutions related to the WFRC adopted Regional Goals and the Wasatch Choice 2050 Vision.

To reduce growth in transportation demand by enabling and encouraging growth patterns that have lower per capita transportation demands.

To identify priority transportation corridors for which corridor preservation activities are needed, participate in UDOT's (Revolving Loan Fund) Corridor Preservation Advisory Council and Local Corridor Preservation Fund processes, and assist local governments with corridor preservation tools and implementation of corridor preservation measures.

### **ANTICIPATED PRODUCTS:**

- Incorporation of overall growth concerns into the region's transportation planning and programming processes
- Coordination of local growth plans with regional infrastructure in the Wasatch Choice 2050 Vision
- Assistance to local governments in preserving transportation corridors
- Incorporation of the green infrastructure and critical lands considerations into the Wasatch Choice for 2050 Vision, and the 2019 – 2050 Regional Transportation Plan.

### **WORK STATEMENT:**

During fiscal year 2020 (FY 2020), the WFRC staff will continue its ongoing effort to coordinate local land use planning with regional transportation planning. During FY 2019 the Wasatch Choice 2050 Vision was adopted as a map-based growth concept, preferred transportation scenario, and set of key strategies. It was then used, in turn, to be the foundation for the 2019-2050 RTP. In FY 2020, WFRC will ask local governments to consider implementation of the vision with the other local governments who helped craft the vision.

**Wasatch Choice Local Implementation** In fiscal year 2020, while regional planning partners focus their attention on the development of a new land use and transportation vision for 2050, with the adopted set of accompanying regional goals, the Wasatch Choice



partners will continue to advance the existing Wasatch Choice Vision and Growth Principles through the following interrelated programs:

**OUTREACH and EDUCATION:** The partners will reach out to local communities to help promote the Regional Goals and the Wasatch Choice Vision. The primary aim of this effort is to continue to educate new city and county elected officials and key staff to support the concepts developed jointly across the region, and to move them forward into local land use and transportation decisions. Periodic training meetings and other events will be held to offer additional information on a variety of growth-related matters. Ideas and tools will be shared that each community could use to help implement Key Strategies and improve outcomes related to Regional Goals. An important component of this project will also be to share lessons learned here with others around the region and the country.

**CAPACITY BUILDING:** The Partners will work with local governments, coordinated with the Transportation Land Use Connection Program to build the staff capacity of local governments to utilize the Wasatch Choice Toolbox and consider metropolitan and long-term issues as local planning products are developed and implemented.

**TOOLBOX UPDATES:** The Partners will work to assess the usage and relevance of each of the Wasatch Choice Tools in order to revise and improve tools to maintain the previous investments.

### **Wasatch Choice for 2050 Integration with the Regional Transportation Plan**

The 2019 - 2050 RTP is being developed through a scenario planning process that explores and refines regional land use and transportation interactions (both directions). As part of this process, a new regional vision for 2050, along with the adopted regional goals, will be finalized. Small area meetings will be a key component of finalizing the vision.

### **Green Infrastructure**

A green infrastructure network connects communities to their landscape and enables them to identify which lands to develop, protect, preserve or conserve. This type of network also allows for land use decisions based on goals; builds consensus among diverse interests; and allows for a more sustainable community. The Wasatch Front Regional Council in collaboration with the Utah Division of Forestry, Fire and State Lands; U.S. Forest Service; Utah Quality Growth Commission; Davis, Morgan, Salt Lake, Tooele and Weber Counties; Utah Transit Authority; and Utah Department of Transportation completed a regional green infrastructure study, titled *(Re)Connect: The Wasatch Front Green Infrastructure Plan*. *(Re)Connect* establishes four regional planning objectives that fulfill green infrastructure mission and project goals. Green Infrastructure is being incorporated into the Wasatch Choice 2050 Vision through FY 2019.

### **Progress Monitoring**

WFRC will work with UDOT, UTA, and local governments to produce progress measures associated with the regional goals. This will measure progress and provide individual cities a sense of their effectiveness over time and how they relate to peer cities.

**Other Growth Planning Efforts**

The WFRC staff members hold regular meetings to address a wide range of growth-related issues and concerns. The WFRC will continue to participate in a variety of general growth-related planning efforts throughout the region which are coordinated by state and local agencies, private and non-profit organizations, and others. These include programs and projects administered by the Utah Quality Growth Commission, the Governor’s Office of Management and Budget, Envision Utah, various chambers of commerce, and local jurisdictions.

**RESPONSIBLE AGENCIES:**

WFRC, UTA

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal-CPG</b>	<b>Non-federal</b>	<b>Total</b>
WFRC	8.00	127,640	9,269	136,909

### **C.3 LOCAL GOVERNMENT PLANNING SUPPORT**

#### **OBJECTIVES:**

To provide support to cities, counties, and other planning agencies as they consider incorporating the Regional Growth Principles and the Wasatch Choice for 2050 Vision into their plans.

To support local planning efforts that shape development encouraging alternative modes of transportation, producing less travel demand, and furthering the Wasatch Choice for 2050 Growth Principles.

To support utilization of implementation planning tools, such as ET+, for local governments, other planning agencies, and the development community by which they can improve growth planning.

To provide assistance to local governments in the areas of general planning and specialized planning studies.

#### **ANTICIPATED PRODUCTS:**

- The Transportation and Land Use Connection, a program developed to support local governments in creating desired and livable communities, and in coordinating their land use plans with existing or planned regional transportation
- Planning assistance and coordination

#### **WORK STATEMENT:**

The WFRC, UDOT and UTA staff have assisted local government planners and engineers over the years in a variety of ways, not only with local plans and projects, but also in implementing the goals and objectives of regional plans.

The WFRC, UDOT and UTA planning staffs will continue to support transportation master plans and special studies as requested by individual cities or counties. Each agency's staff has a variety of technical skills that can assist local governments with regional aspects of their planning work. It is anticipated that additional opportunities to assist local governments with the preparation of their plans and other studies will manifest themselves during FY 2020.

#### **Transportation Master Plans and Special Studies**

WFRC staff is aware of the following general and transportation master plan updates and special studies anticipated by local jurisdictions during fiscal year 2020. These community studies and plans are in addition to specific projects and plans currently funded by WFRC's Transportation & Land Use Connection program.

- Herriman City's General Plan
- Sandy City's Stadium Village Master Plan
- Midvale City's Jordan Bluff Project
- Bluffdale City's Economic Development Plan
- Salt Lake City's Transportation Master Plan Update
- Sandy City's Housing Plan
- Taylorsville City's Moderate Housing Plan Update
- Draper City's General Plan
- Salt Lake County's West Bench Master Plan
- Farmington City's Road and Trail Connection to West Davis Highway Plan
- Roy City's Transportation Master Plan
- Hill Air Force Base's Joint Land Use Study with Nine Communities
- Clearfield City's Form Base Code Update
- Clearfield City's UTA FrontRunner State Plan
- Weber, Box Elder, and Cache County Transit Analysis Study
- Kaysville City's Strategic Plan

### **Transportation and Land Use Connection Program**

The Transportation and Land Use Connection supports local governments in their planning efforts, implementing the Wasatch Choice Vision. TLC helps with the proper and timely integration of regional transportation systems with local land use decisions. Resources available to cities and counties in the Wasatch Front Region include both direct WFRC staff and qualified consultant assistance. The application process involves the submission of a letter of intent and, for those municipalities that qualify, a formal application that details the work to done, interested stakeholders, and a match requirement. TLC goals are as follows:

- Maximize the value of investment in public infrastructure.
- Enhance access to opportunity.
- Increase travel options to optimize mobility.

Create communities with opportunities to live, work, and play. TLC is a \$1.45 million program, consisting of FHWA Urban Surface Transportation Program funds totaling \$850,000, \$200,000 provided by Salt Lake County Regional Development, \$300,000 from the Utah Department of Transportation, and over \$100,000 from the Utah Transit Authority set to increase over the course of the next four years.

Project examples include:

- Multi-jurisdictional plans and projects (e.g. a corridor plan)
- Small Area and Station Area Plans
- Zoning Updates
- Active Transportation and Trails Master Plans
- Transportation and Mobility Master Plans
- Special studies (e.g. housing or market studies)

- General Plans
- Other project types that directly shape future community development through public policy, partnerships, or public investments

In FY20 the TLC team will work with communities to kick off planning efforts which are competitively awarded funding in the spring of 2019, as well as continue to guide projects awarded in prior years to successful outcomes.

**RESPONSIBLE AGENCIES:**

WFRC, UDOT, UTA (Note: in coordination with local governments)

**LEVEL OF EFFORT FY 2020:**

Agency	Months	Federal-CPG	Federal - STP	Non-federal	Total
WFRC	40.39	22,722	141,265	136,629	300,244
Consultant			778,746	744,091	1,522,837

## **D. SHORT RANGE PLANNING AND PROGRAMMING**

### **D.1 TRANSPORTATION MANAGEMENT SYSTEMS**

#### **OBJECTIVES:**

To develop, maintain and improve a congestion management process for the Salt Lake-West Valley and Ogden-Layton Urbanized Areas that is integrated with the urban transportation planning process.

To continue partnerships with UDOT, UTA, cities and counties regarding expansion of both transportation demand management and transportation system management programs including Intelligent Transportation Systems (ITS) technologies. Part of this effort will include working with the TravelWise and UTA Rideshare programs.

To incorporate safety into the urban transportation planning process through emphasis at all levels of planning and programming.

#### **ANTICIPATED PRODUCTS:**

- A Congestion Management Process (CMP)
- Annual CMP Report
- Promotion of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies
- Incorporation of UDOT's Pavement and Bridge Management System results in the Transportation Improvement Program (TIP)
- Incorporation of Safety Improvements in the TIP

#### **WORK STATEMENT:**

##### **Congestion Management Process (CMP)**

The CMP defines performance measures to identify congested locations and strategies to mitigate traffic congestion conditions in the region. The CMP provides input into development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) in setting priorities for transportation projects. Specifically, the CMP makes recommendations for operational improvement projects for the RTP as well as capacity increasing projects when necessary. This process helps ensure that best use is made of limited transportation funds, and that the most cost effective projects are promoted in the RTP. Transportation System Management (TSM) and Transportation Demand Management (TDM) improvements are low cost strategies that will be applied to existing congestion needs and to new transportation projects to the extent possible. These strategies address at least four of the goals from the Wasatch Choice 2050 (WC 2050) vision adopted by the Regional Council:

- 1) Quality transportation choices;
- 2) Fiscally efficient communities and infrastructure;
- 3) Access to economic and educational opportunities; and
- 4) Manageable and reliable traffic conditions.

The WC 2050 goals can be found on the WFRC website in the packet of materials provided for the October 2016 Council meeting.

Population and employment will continue to exhibit strong growth in the Wasatch Front area. These factors will certainly cause continued growth in vehicle travel that will strain the transportation system at certain locations. Some of the primary goals of transportation planning and congestion management are to anticipate these congested locations and take appropriate measures to mitigate congestion.

WFRC staff will work with UDOT and UTA to report congestion management performance measures to elected officials on a regular basis in order to keep them apprised of progress and needs related to traffic congestion. Data already collected by UDOT, UTA, and WFRC have been a primary consideration in selecting the measures to be used. To the extent possible, this tracking will be coordinated with the development of goals and performance measures for the 2019-2050 RTP and CMAQ Performance Plan.

WFRC staff will compile transportation performance data to evaluate the effectiveness of congestion management strategies. This will help WFRC staff make more effective recommendations regarding transportation system management (TSM) strategies, transportation demand management (TDM) strategies, and other projects in the 2019-2050 Regional Transportation Plan. Various data sources and evaluation strategies are being explored.

WFRC will continue efforts to visit with each Urban STP project sponsor to encourage appropriate TSM and TDM strategies in the project design. These discussions will usually take place during project orientation meetings.

UDOT staff will participate in the development of the CMP and provide technical assistance to the MPO, UTA and other local agencies. Data provided by UDOT may be helpful in evaluating “before and after” studies of congestion management projects and in developing travel model techniques to estimate the benefit of TSM and TDM strategies.

### **Intelligent Transportation Systems Program**

In 2016, the Utah Department of Transportation completed an effort to update the central traffic operations and control system software. The central system software contains many new features that enable UDOT and local governments to improve signal operations and increase efficiency of staff in managing operations. The uniform system operation across jurisdictional boundaries is another example of collaborative planning and implementation of the multimodal transportation system in the region.

Work will continue in assisting with coordination of intelligent transportation system (ITS) activities in the WFRC region. These activities occur within the statewide ITS. Coordination will primarily be accomplished through the traffic management technical subcommittee of the WFRC Salt Lake-West Valley Trans Com Technical Advisory Committee. The subcommittee will meet to address operational issues and plan for development and expansion of ITS. Some of the focus will be on expanding the use of automated traffic signal performance measures which greatly increase ability to improve signal operations more rapidly and efficiently.

### **Transportation Demand Management Programs**

UDOT has established a broad, ongoing transportation demand management (TDM) program statewide called TravelWise. TDM includes the broad topic of managing the demand for travel in a manner which delays or reduces the need for additional highway capacity. The long-term goal of TravelWise is to establish a sustainable statewide TDM program that allows for the prioritization, implementation, and evaluation of a large variety of TDM strategies. UDOT will continue to guide the implementation of the TravelWise program, including partnering with UTA and private businesses to promote TDM strategies (see [www.travelwise.utah.gov](http://www.travelwise.utah.gov) for examples). UDOT will meet with individual employers to help them encourage their employees to reduce single occupant vehicle travel. The TravelWise program will provide training on implementing TDM strategies. The Regional Council has programmed CMAQ funds supporting UDOT's TravelWise program through FY2019.

In addition to its transit services, UTA has a rideshare program that includes a vanpool program involving over 400 vans and a carpool matching service. UTA will continue to meet with companies, agencies, and individuals on carpool and vanpool matching, discounted pass programs, flextime, telecommuting, and bike programs. The Regional Council has programmed CMAQ funds supporting UTA's rideshare program for the next several years.

### **Safety Planning**

The Utah Safety Leadership Team, led by UDOT, has completed an initial Strategic Highway Safety Plan called the "Utah Comprehensive Safety Plan (UCSP), Working Together, Achieving Success, Zero Fatalities." The contributing members of the Utah Safety Leadership Team include: the UDOT, the FHWA, the Federal Motor Carrier Safety Administration, the Utah Department of Public Safety, and the Utah Local Technical Assistance Program Center (LTAP).

WFRC will continue to participate on the Utah Safety Leadership Team, and will assist in reviewing and revising the Utah Comprehensive Safety Plan (UCSP). WFRC plans to integrate the UCSP emphasis areas, continuing safety areas, and special safety areas as appropriate into future Transportation Improvement Programs (TIPs) and Regional Transportation Plans (RTPs). Examples of areas that can be integrated include improving intersection safety, improving pedestrian safety, promoting safer truck travel, enhancing railroad crossing safety, improving the crash data system, and promoting bicycle safety.



WFRC staff will start working on the Utah MPO 5-Year Transportation Safety Planning Milestones. This effort will include using the PLANSAFE tool, and developing crash data profiles. WFRC will collaborate with the other Utah MPOs and with UDOT Safety and Operations in this effort. The UDOT has made highway safety data available to MPO's and local governments via the Numetrics online data portal for detailed analysis of safety trends and needs. Local governments can use this data to evaluate safety needs in their community and seek funding to make necessary improvements.

As stated in Section C.1, UTA and WFRC will work toward addressing the requirements of the transit safety rulemaking, as they become available.

**RESPONSIBLE AGENCIES:**

WFRC, UDOT, UTA

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal -CPG</b>	<b>Non-federal</b>	<b>Total</b>
WFRC	3.25	44,652	3,242	47,895

## **D.2 PLAN REFINEMENT AND SPECIAL STUDIES**

### **OBJECTIVES:**

To analyze and recommend long-term policies and short to medium range actions for implementation of the Regional Transportation Plan.

To conduct special studies of highway and transit systems as they relate to the Regional Transportation Plan and UTA, UDOT or local plans and projects.

To develop complete street standards and tools so that future road projects more fully consider non-auto modes and plans in their design.

### **ANTICIPATED PRODUCTS:**

- Tooele Valley Transit Feasibility Study
- Service Choices Study
- TOD System Analysis
- Future of TRAX Study
- Box Elder-Cache-Weber Transit Analysis
- Station Access Design Guidelines
- Park & Ride Master Plan Update
- Fiscal Impacts Tool Development
- Utah Parking Modernization
- Joint Projects Studies
- Other Planning Studies

### **WORK STATEMENT:**

#### **Tooele Valley Transit Feasibility Study**

In partnership with Tooele County, Tooele City and Grantsville City, The Tooele Valley Transit Feasibility Study will identify current and future transit needs and priorities, and evaluate potential solutions for people traveling between Tooele Valley and Salt Lake Valley. The Study will define markets throughout the study area (transit dependent/car-free populations, commuters, etc.), assess transit demand for the defined markets, evaluate transit mode options to serve the defined markets, recommend an appropriate level of service, and provide a blueprint to implement recommended service through 2050.

#### **Service Choices Study**

The Utah Transit Authority (UTA), in partnership with WFRC, the Utah Department of Transportation (UDOT), and Mountainland Association of Governments (MAG), is kicking off an important effort that will guide the future of the UTA bus system. UTA Service Choices seeks to help the communities that UTA serves form a clear view on what priorities should determine how to plan bus service. A primary question the study is seeking input on is: How should UTA balance the opposite goals of Ridership (attracting as many riders as

possible) and Coverage (providing service in as many places as possible, even if not many people ride).

UTA Service Choices began public engagement in early 2019, including an online survey, public meetings, and stakeholder workshops. The results of this outreach, analyzed by UTA business unit, will be summarized and presented to UTA's Board of Trustees in July of 2019 so that the Board is able to make any desired policy decisions informed by as much input from the public as possible. The team will then draft a network plan in fall 2019 based on board approved priorities. The Network Plan is anticipated to include a suite of bus service types that reflect the ridership/coverage outreach results. The ultimate goal of this effort is to create a plan that delivers bus service that responds to the needs of the wide variety of communities that UTA serves while supporting broad regional mobility. Implementation of the plan is anticipated in 2021 after public input on the draft plan, refinement based on input, and compliance with federal and local regulations.

### **TOD System Analysis**

The Transit Oriented Development (TOD) System Analysis is intended to provide the Utah Transit Authority (UTA), the Wasatch Front Regional Council (WFRC), the Mountainland Association of Governments (MAG) and local municipalities a clear understanding about the potential for transit-oriented development on a regional transit system-wide scale. The Analysis will prioritize and recommend strategies to catalyze and implement TOD, based upon the regional vision, physical characteristics, supportive policy and market readiness. The TOD System Plan will be a living, online-interactive tool that will provide valuable information to inform subsequent station area planning and recommend near term planning and implementation activities and is intended to be updated frequently, as conditions change. The Analysis will be completed and operationalized in early FY2020.

### **Future of TRAX Study**

Similarly to the Future of FrontRunner Study, the light rail business unit has provided a list of needs and desires for the improvement of TRAX operations and planning. Among them were: remove freight from corridor, vehicle overhauls, signal improvements, increasing ridership, and operating plans for newly planned projects. Instead of looking at each request separately, planning and light rail thought a holistic approach to understand how these issues are related and how they might be implemented in phases with respect to time was the most comprehensive and efficient way to proceed. This study will evaluate several potential improvements to TRAX service that have been identified and how they might be implemented in phases. UTA budgeted local funds for the study in 2019 and 2020. A scope of work, request for qualifications, and procurement of professional services will be finalized in order to proceed with the project.

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

Box Elder County, in collaboration with participant cities and counties, Utah Transit Authority, Cache Valley Transit District, Utah Department of Transportation, Wasatch Front Regional Council, and Bear River Association of Governments, is conducting a transit analysis that will identify current and future transit needs and priorities, and evaluate potential solutions for people traveling to, from, and between Box Elder County, Cache

Valley, northern Weber County, and further south through the Wasatch Front. The analysis should consider a range of transit solutions, including types, spans of service, and frequencies for each proposed transit investment. The objective of the analysis is to evaluate and recommend transit services to meet demands of population growth, continue supporting economic development opportunities, and maintain regional mobility along the Wasatch Front and Cache Valley. A consultant was selected in January 2019, and the study should be completed by end of year 2019.

### **Station Access Design Guidelines**

The amount of people that have convenient access to UTA's rail system is largely dependent upon how well connected it is to the community for various modes of access (walking, bicycling, bus transfer, driving, etc.). In partnership with area communities, UTA has taken great strides toward improving station access, catalyzing active transportation projects that connect to the transit system. These projects have largely focused on infrastructure improvements beyond UTA property. However, the design of the station and immediate facilities have a profound impact on the access of passengers using various modes. Stations were originally designed to have some flexibility to local context, but are largely uniform with respect to design. UTA's Light Rail Design Criteria provides some guidance for vehicular and pedestrian access, but offers limited guidance for prioritizing various modes. Building upon the UTA First/Last Mile Strategies Study and the UTA TOD Design Guidelines, Station Access Design Guidelines will update current standards and provide easy-to-use guidance and recommended standards for planning the pedestrian, bicycle, transit, and vehicle access within UTA's station areas.

### **Park & Ride Master Plan Update**

In 2014, a Park & Ride Master Plan was developed to plan for new, expansion and re-use of existing park & ride lots across UTA's service area. This document will be updated in FY2020 to better reflect the existing and projected demand for park & ride and set the course for park & ride related policy.

### **Fiscal Impacts Tool Development**

One of WFRC's newly adopted Wasatch Choice 2050 goals is "Fiscally responsible communities and infrastructure." To help assist communities in understanding the fiscal impacts of their land use and local infrastructure decisions, WFRC anticipates developing spreadsheet or Envision Tomorrow Plus tool(s). A tool would enable a community to enter one or more growth scenarios and consider the fiscal implications such as the difference between tax revenues and ongoing maintenance and preservation costs of infrastructure. WFRC anticipates developing such a tool with transportation partners.

### **Parking Modernization Initiative**

Parking usage, extent and price has significant transportation, economic, and air quality impacts, affecting a city's fiscal health, how people choose to get around, and business profitability. WFRC, working with transportation partners, seeks to provide local governments information to help them use parking more efficiently to reduce the footprint of development and provide positive benefits for transportation, the economy and air quality. There are a wealth of parking techniques and studies have been developed, but they are

not packaged for ease of use and for application to local government planning and regulation. A best practices document would provide these practices as well as an overview of the research on the impact of various parking approaches.

### **Joint Projects Studies**

The Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) each recognize that the long and short range transportation plans and projects across the Wasatch Front often require significant cooperation and coordination among their respective agencies. In 2012 the agencies cooperatively agreed to establish the Joint Projects Committee (JPC). The JPC was organized and meets regularly to provide a forum for discussion of all transportation planning and programming issues impacting the Wasatch Front and from those discussions emerge areas of common need.

In 2013 a legal agreement called the “Joint Projects Master Collaborative Planning Agreement” was signed by all parties to give the committee a vehicle for putting financial resources toward these joint projects. As new projects and budgets are agreed upon, addendums to that agreement are developed and signed by the parties. These have included items such as joint multi-modal corridor planning, before-after studies, joint performance measures, first and last mile evaluations, active transportation and street design criteria.

Potential joint projects studies during FY 2020 include a Local Fiscal Sustainability Study, a Freight Study, Utah Parking Modernization, Data Management and GIS, and an effort to update the financial model for Utah’s Unified Transportation Plan. Other projects may be included during the program period as they are identified and resources are available.

### **Inland Port Authority**

The Inland Port Authority will be exploring the implications and various scenarios for the potential development of an inland port within Salt Lake County’s Northwest Quadrant over the next few years. WFRC has been invited to serve on the Technical Advisory Committee and will also work in earnest with the Authority to assist the technical effort with forecasting and analytics. At the conclusion of the Authority’s work, WFRC will take transportation infrastructure findings to either amend the Regional Transportation Plan, or to help shape the 2023-2050 RTP.

### **Other Planning Studies**

It is recognized that the need for other planning studies may arise in FY 2020. For example, analysis of operational improvements along certain corridors may occur. There may also be studies of transit options in additional corridors. Other possibilities are smaller transit projects such as for standalone park and ride lots, spot highway improvements, or complete street elements. Consultant assistance may be required in some of these studies.

**RESPONSIBLE AGENCIES:**

WFRC, UTA, UDOT

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal CPG</b>	<b>Non-federal</b>	<b>Total</b>
WFRC	12.76	171,423	12,448	183,871
Consultant (through WFRC)		329,102	23,898	353,000

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

#### **OBJECTIVES:**

To develop a financially constrained Transportation Improvement Program (TIP) that covers a broad range of transportation improvements and conforms with the State Implementation Plan for air quality (SIP).

To prepare and maintain the urban Surface Transportation Program, the Congestion Mitigation Air Quality Program, and the Transportation Alternatives Program for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas.

#### **ANTICIPATED PRODUCTS:**

- An evaluation process that will help coordinate the implementation of the Regional Transportation Plan (RTP) for highways, transit, and bicycles, meet the short range needs of the area, and provide for the maintenance of the existing transportation system
- Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) program, and Transportation Alternatives Program (TAP)
- A six-year Transportation Improvement Program containing highway, transit, and other modal projects programmed for the region
- Status reports of STP, CMAQ, and TAP projects
- Support for project implementation and completion
- Listings of obligations of federal highway and transit funds for fiscal year 2019

#### **WORK STATEMENT:**

The WFRC is the MPO responsible, in cooperation with UDOT and UTA, for the development of the TIP that programs all highway, transit, and other modal projects in the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The WFRC, UDOT, UTA, and the local governments have worked together to develop methods and procedures for evaluating, selecting and prioritizing STP, CMAQ, and TAP projects to be included in the TIP. The WFRC has also developed policies to guide the approval of the TIP and the project selection process required by SAFETEA-LU and re-emphasized with the FAST Act.

SAFETEA-LU established a requirement for four funded years in the TIP. The WFRC TIP includes four funded years plus two years of projects in concept development for a total of six years.

WFRC staff is continuously reviewing and identifying methods to improve the evaluation and technical scoring of projects eligible for the urban STP, CMAQ, and TAP programs, which the Regional Council is responsible for administering. For example, staff is currently working to incorporate access to opportunity in the scoring. The evaluation and

prioritization process for these three programs involves a competitive project selection process.

The prioritization of urban STP projects considers benefits and costs, mobility, safety needs, economic benefits, system preservation, active transportation, the regional goals in the WC2050 Vision, and system and demand management strategies.

The prioritization for CMAQ projects considers primarily air quality benefits compared to the cost of the project. Included as part of that calculation is the duration of the benefit.

The majority of the TAP funds are used to help fund both larger and smaller bicycle and pedestrian capital improvements including safe routes to school infrastructure projects.

For all other federal and state highway funds, a workshop is held annually in each UDOT Region to identify projects to recommend to the programs. In preparation for this workshop, each region holds a monthly Programming Management or Roadway Management Committee meeting to discuss the needs, concerns, and priorities of the roadway network throughout their region. Pavement preservation and maintenance, chokepoints, safety, traffic operations, and new capacity are among the needs the regions evaluate as they recommend priorities. WFRC staff participates at the meetings and provides the regions with information and local government concerns. UDOT's Programming Section and the Transportation Commission consider the recommendations of the regions in development of these programs.

The WFRC works with UTA to identify transit projects to include in the TIP. Projects are selected based on the priorities and needs established in the Transit Development Program and the Regional Transportation Plan. The WFRC also compiles lists of projects funded by local governments for inclusion in the TIP.

WFRC is incrementally improving its performance-based approach in regard to programming STP, CMAQ, and TAP funds. A CMAQ performance plan has been developed. In addition, the TIP now includes a description of the anticipated effect of the TIP in achieving the performance targets that are in the RTP. Part of this work will include continued coordination of TIP/ STIP project selection with performance measures identified in the Statewide and Regional Transportation Plans.

### **Surface Transportation Block Grant Program (STBGP)**

For all intents and purposes, WFRC will reference the STBGP program as the STP program and the policies and requirements will continue to be monitored and managed as prescribed in the STBGP federal guidelines. The WFRC and UDOT will work together to identify new ways to reduce the problems that may arise in the program or a specific project, provide methods to better monitor projects, and promote or facilitate early project completion. WFRC will continue to monitor the progress of STP projects and provide assistance to sponsors where necessary.



Approximately \$30 million is available annually in the urbanized areas for STP improvements. In the fall the WFRC will request letters of intent from potential sponsors, followed by concept reports during the winter. Field reviews of each project submitted will be conducted in late February or early March. Using input from the field reviews, the criteria approved by the Regional Council, and other considerations, WFRC staff will work with the technical advisory committees to evaluate and recommend projects that will be consistent with the Regional Transportation Plan and best meet the objectives of the program. The procedures established for the Technical Committees, Trans Com, and the Regional Council will be used to develop the 2021-2026 STP program. This program will be reviewed by the County Councils of Governments, recommended by Trans Com, and approved by the Regional Council in the spring of 2020.

### **Congestion Mitigation/Air Quality Program (CMAQ)**

With an estimated \$8.5 million available annually in the WFRC region for CMAQ projects, the WFRC will continue to coordinate the process for evaluating, selecting and prioritizing projects which will best meet the objectives of the CMAQ program. The steps in the process are very similar to the elements of the process for STP projects. Programming policies will be consistent with the objectives of the Regional Transportation Plan and the State Air Quality Implementation Plan (SIP). The WFRC will continue to monitor the progress of the projects on the Congestion Mitigation/Air Quality Program and provide assistance to sponsors where necessary. The WFRC and UDOT will work together to identify new ways to reduce the problems that may arise in the program or projects, provide methods to better monitor projects, and promote or facilitate early project completion. The WFRC staff will work with the Technical Committees to develop the 2021-2026 Congestion Mitigation/Air Quality Program. This program will be reviewed by the County Councils of Governments, recommended by Trans Com, and approved by the Regional Council in the spring of 2020.

An estimate of the air quality benefits of each project will be made and documented in the TIP. UDOT and WFRC will track CMAQ funds, coordinate tracking for project funding with the UTA, and prepare an annual CMAQ report that will be submitted to FHWA. As federal guidance becomes available, WFRC will coordinate with UDOT and other agencies in developing a statewide process to assess the performance of the CMAQ program. WFRC will also work with partner agencies to refine the objectives of the region's CMAQ program.

### **Transportation Alternatives Program (TAP)**

With the approval of the FAST Act – “Fixing America’s Surface Transportation” transportation bill, the TAP program was combined into the STP funding as a “set-aside” program with all the core elements maintained as were established in MAP-21. With a dependable funding stream WFRC will program their TAP funds to allow project sponsors the necessary time to mature the project through the federal process.

With an estimated \$1.4 million available annually in the WFRC region for TAP projects, the WFRC will continue to coordinate the process for evaluating, selecting and prioritizing projects which will best meet the objectives of the program including projects that will provide safe routes to school improvements. The steps in the process are very similar to

the elements of the process for the STP and CMAQ projects. Programming policies will be consistent with the objectives of the Regional Transportation Plan.

The WFRC staff will work with the Trans Com Technical Advisory Committees to develop the 2022 TAP program. This program will be reviewed by the County Councils of Governments and the Active Transportation Committee, recommended by Trans Com, and approved by the Regional Council in the spring of 2020.

### **Approval of 2020-2025 Transportation Improvement Program (TIP)**

After a public comment period in July, the Regional Council will take action to approve the 2020-2025 TIP in August 2019. The TIP will then be submitted to the State for its approval and to the State Transportation Commission for incorporation into the STIP.

The report documenting this TIP will address all the criteria listed in the metropolitan planning regulations. Issues to be addressed include the financial plan, project selection criteria, implementation of TCMs and ADA-plan projects, and the conformity analysis. Review of the TIP by the WFRC and the local County Councils of Governments satisfies local review requirements of the intergovernmental review process for both transit and highway projects.

The Regional Council will take the appropriate action to modify the current and new TIPs as necessary until a new TIP is approved. The WFRC staff will follow the established modification process to determine the actions necessary to amend or modify the TIP. Monthly coordination meetings of WFRC, UDOT Regions, and UDOT programming staff will continue to facilitate timely modifications to the TIP.

### **Development of 2021-2026 Transportation Improvement Program**

Late in the calendar year of 2019, the WFRC will begin preparing the 2021-2026 TIP. All transportation improvement projects planned for the region will be compiled into a comprehensive multi-modal TIP. These projects will be based on the various prioritization processes in place. They will encompass projects planned, including federal, state, and locally funded projects, over the next six years.

The highway portions of the TIP will be compiled from the STP, CMAQ, and TAP Programs discussed above, from the federal and state highway programs managed by UDOT, and from projects local governments anticipate accomplishing. The WFRC will work with UDOT to ensure that projects in the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas are considered for funding with the National Highway Performance (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), remaining highway authorized transportation funds such as Interstate Maintenance, National Highway System, Flexible (Any Area) STP, and other funds that UDOT manages.

The transit portions of the TIP will be developed in cooperation with UTA and UDOT. UTA will assist WFRC in preparing the transit section of the Transportation Improvement Program and in coordinating projects for inclusion in the Statewide TIP. The TIP will be developed through consideration of projects and assumptions identified in the TDP, with

emphasis on financial constraint. The Transit Development Program (TDP) will be reviewed for input into the TIP. This effort will be made early enough in the year to allow for adequate review by the UTA Board of Trustees as well as by the elected officials from the area. UTA's financial capacity to implement these projects will be analyzed in developing the program of projects to be included in the TIP.

The potential for private provider participation will be evaluated. In addition, private providers will be given the opportunity to comment on the TIP.

The WFRC will also work with UTA mobility management staff to evaluate projects for FTA 5310 funding. Projects applying for funding under these programs will be reviewed and rated by the local coordinating councils for community transportation described in section B.2 Mobility Management. Final recommendations will be approved programmatically as part of the TIP.

As has been the case in past years, a substantial amount of effort will be devoted to obtaining input on all modes in the TIP from the public and local elected officials. Media notifications will be prepared and one or more open houses will be held. In addition, an interactive map and tables for identifying projects will be available on the WFRC website.

In addition to project identification and programming, WFRC will work closely with UDOT, UTA, and local government project sponsors to identify, monitor, and report performance measures on programs and projects to ensure that the objectives of each program are implemented and utilized in the most effective manner to meet the prescribed federal recommendations.

The draft 2021-2026 TIP will be reviewed for consistency with the SIP with regard to the implementation of Traffic Control Measures (TCM) as part of work item G.1. Also, the State Division of Air Quality will be given the opportunity to review and comment on the TIP and the air quality conformity analysis.

### **List of Obligations**

At the end of the 2019 federal fiscal year, WFRC staff will work with UDOT and UTA to compile a list of projects that received federal funds during the fiscal year. Staff will present the information to Trans Com and the Regional Council for their information the following spring. They will also make the information available on the Council web page for interested public.

**RESPONSIBLE AGENCIES:**

WFRC, UDOT, UTA

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal-CPG</b>	<b>Non-federal</b>	<b>Total</b>
WFRC	19.36	257,382	18,690	276,072

## **E. PROJECT COORDINATION AND SUPPORT**

### **E.1 UDOT ENVIRONMENTAL STUDIES**

#### **OBJECTIVES:**

To accomplish environmental analysis requirements for federal approval of regional high-way facilities.

To provide technical support to environmental studies and ensure that planning work is considered in them. WFRC will also provide general support to these projects through other elements of the UPWP.

#### **ANTICIPATED PRODUCTS:**

- Little Cottonwood Canyon Environmental Impact Statement (EIS)
- I-80/ I-215 Parley's Interchange Environmental Impact Statement (EIS)
- Other Environmental Studies

#### **WORK STATEMENT:**

The WFRC staff has recently participated on project teams and provided support for the following UDOT environmental studies.

##### **Little Cottonwood Canyon EIS**

Over the past years there have been several studies of the Cottonwood Canyons and specifically Little Cottonwood (LCC) and SR-210. In the spring of 2017 the Wasatch Front Regional Council and the Mountain Accord (Central Wasatch) program stakeholders (UDOT, UTA, Salt Lake County, nearby cities and numerous special interest groups) completed the most recent canyon transportation study of short, mid, and long-term transportation solutions. In November 2017, UDOT began an EIS for LCC, to conduct the detailed evaluation of potential transportation options and impacts they would have on the built and natural environment. During FY 2020, WFRC will continue to support the EIS through participation on the Project Steering Committee, providing review of consultant modeling, review of technical documents, and participation in public outreach efforts.

##### **I-80/ I-215 Parley's Interchange Environmental Impact Statement (EIS)**

In order to address safety issues as well as current and future travel demand, UDOT is initiating an environmental study of the I-80/ I-215 Parley's Interchange. WFRC will be a participating agency for the study and provide assistance to UDOT in review of consultant modeling and technical documents, addressing comments to the project documents and coordination with local governments.

**Other Environmental Studies**

During FY 2019, there is potential for environmental work to begin on other highway projects. Environmental work is most likely to occur on additional projects in phase one of the RTP. WFRC is prepared to participate on project steering committees for this environmental work, and provide assistance to UDOT in coordination of consultant modeling, review of technical documents, addressing comments to the project documents and coordination with local governments.

**RESPONSIBLE AGENCIES:**

UDOT, WFRC

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal-CPG</b>	<b>Non-federal</b>	<b>Total</b>
WFRC	1.50	17,111	1,243	18,354

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

### **OBJECTIVES:**

To accomplish environmental analysis requirements for federal approval of regional transit facilities.

To provide technical support to environmental studies and ensure that planning work is considered in them. WFRC will also provide general support to these projects through other elements of the UPWP.

### **ANTICIPATED PRODUCTS:**

- Davis - Salt Lake City Community Connector EA or CatEx
- Blue Line Alternatives Analysis
- Other Environmental Studies

### **WORK STATEMENT:**

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

The Davis-SLC Community Connector Alternatives Analysis was completed in August 2014. The study recommended a 12-mile locally preferred alternative (LPA) of bus rapid transit (BRT) running from Woods Cross to Salt Lake City with approximately 6 miles of dedicated lane. The LPA was adopted through resolution by the Davis County Commission, and the cities of North Salt Lake, Bountiful, Salt Lake City, and Woods Cross. It is anticipated that environmental work will begin in FY2019.

#### **Blue Line Alternatives Analysis**

With the completion of Phase II of the Point of The Mountain Study in southern Salt Lake County and northern Utah County several transportation alternatives were identified for further study, to serve this rapidly growing area within the region. In early 2019 partner agencies and organizations agreed to conduct an alternatives analysis of an extension of light rail from the North-South TRAX line, identified as the Blue Line Alternatives Analysis. UTA will be the lead agency for the study with UDOT, MAG, WFRC and Silicon Slopes, an industry group representing business interests, as participating partners. WFRC will participate in the consultant selection process, have membership on the project steering committee, and provide travel modeling support to the alternatives analysis.

#### **Other Environmental Studies**

In FY 2020 there is potential for environmental work to begin on other transit projects. WFRC is prepared to participate on project steering committees and provide assistance to UTA in coordination of consultant modeling, review of technical documents, addressing comments to the project documents and coordination with local governments.

**RESPONSIBLE AGENCIES:**

UTA, WFRC, UDOT

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal-CPG</b>	<b>Non-federal</b>	<b>Total</b>
WFRC	.50	6,981	507	7,488



## **F. TRAVEL DEMAND AND SOCIOECONOMIC FORECASTING**

### **OBJECTIVES:**

To develop and maintain the Wasatch Front Travel Demand Model (WF TDM) and Real Estate Market Model (REMM), along with their associated input data, for regional planning applications. Work will begin toward a two year cycle of further model development of the WF TDM (forthcoming v8.4) and REMM (forthcoming v1.1) with completion targeted for June of 2021.

To support internal and external application of the WF TDM and REMM models for studies and projects throughout the region, including providing training opportunities to transportation agency staff and private sector consultants.

To increase the consistency and transparency of model-related tools and their use.

To increase coordination and team building in the modeling community.

To continue best practices in model development and application given available resources.

### **ANTICIPATED PRODUCTS:**

- Continued stakeholder engagement in modeling decisions through the existing Interagency Model Policy Committee and Interagency Model Technical Committee
- Updated free flow speed and volume delay functions for WF TDM v8.4
- Updated Mode Choice Model for forthcoming WF TDM v8.4
- Development of a WF Bike Model and methodology for integration with WF TDM v8.4
- Tooele Valley travel demand model update
- Enhancements for WF TDM v8.4 that improve the model's sensitivity to the built environment, handling of external trips, non-home based work trips, and future school locations and their associated travel
- Peer review of REMM 1.0 model structure, input data, and results
- Updated general plan layer, add Brigham City, Perry, and Willard area to REMM model space
- Update of 2018 intermediary year input datasets and integration of this data and other regionally significant development using REMM's 'pipeline projects' capability
- Continued automation of model output into formats that support visual assessment, mapping and calculation of performance measures
- Furthered understanding of the REMM developer module's ability to allocate development incrementally
- Unconstrained county-wide job and household projections shared to Gardner Policy Institute (GPI) to inform their update of county-wide control numbers that guide REMM forecast analysis

- Enhanced understanding of the REMM model behavior when maximum capacity is assumed
- Incremental improvements to the REMM model structure and coefficients
- Further exploration of cloud computing for scalable REMM and TDM operation
- Technical support for TDM and REMM model application and various transportation projects

## **WORK STATEMENT:**

The travel demand and land use models are important technical analysis tools for the Regional Transportation Plan and for various transportation studies in the region. The models are utilized to evaluate system-wide transportation scenarios and the connection between land use and transportation. Travel demand models are also used to analyze individual transportation facilities. These applications of the technical analysis tools should be consistent, reasonable and defensible. Model accuracy and reasonableness, and in turn defensibility, depend on reliable and accurate data, sound practices that are in line with industry best practices, and appropriate and correct application of the models themselves.

WFRC has maintained travel demand models for the region since the mid-1970s. These models have been updated on a regular basis to ensure that they are state-of-the-practice and based on the latest travel data. In recent years, model development efforts have also focused on the usability and sensitivity of the models and on improving the communication of model data and results.

In the late 1990s, WFRC began collecting data to develop a locally-calibrated version of UrbanSim, a model to forecast land use and socioeconomic characteristics. Since 2005, WFRC has used this model as a tool in the Wasatch Choice visioning efforts and in updating the Regional Transportation Plan. In 2011, the land use model was updated to the latest UrbanSim software platform, at which time the model was renamed the Real Estate Market Model, or REMM. In 2019, REMM is producing results of sufficient quality that no post-processing is necessary for use of its output in the WF TDM and planning processes.

### **Regional Cooperation**

Both the WF TDM and the REMM have been developed and maintained in cooperation with transportation partners (MAG, UDOT, UTA). While WFRC has historically taken the lead on model development, updates to the models are made working directly with MAG staff. WFRC and MAG coordinate regularly to integrate model inputs and assumptions between the two regions. Interagency model policy and technical committee meetings are held approximately once per quarter with all four key stakeholder agencies mentioned above represented on both committees. The two MPOs have a joint agreement, which is updated annually, to fund consulting assistance to improve the models. In addition, WFRC hosts Utah's Interagency Travel Modeling Director, a position funded by UDOT, WFRC, and MAG, that ensures maximum consistency and interoperability across Utah's seven travel model areas.

## **Regional Travel Model Improvements**

Improvements to the Wasatch Front TDM and REMM models will continue to be a major efforts area for the Analytics Group during FY2020. The following paragraphs describe these efforts in the ongoing refinement and improvement of the models. Consultant assistance will be required in some of these efforts.

*Update Free Flow Speed and Volume Delay Functions:* Collecting speed data has traditionally been arduous and costly. In recent years, large commercial data sets, (such as the Here data set) and web-based navigation apps, have provided for a more economical way of obtaining speed data. New, improved data products provide an opportunity to relook at how the free flow speeds are generated in the WF TDM. WFRC and MAG staff will work with partnering agencies and consulting expertise to develop a cost-effective data acquisition strategy for speed and volume datasets. The WF TDM's free flow speed and volume delay functions, for each functional class, will be calibrated to these new 'best available' data sources.

*Update of the Mode Choice Model:* WFRC, building on initial research in the previous year, will work with consulting expertise to review and update the structure of the mode choice model. While the behavior of the model has been recalibrated several times, the mode choice model structure has not been updated for some time. A thorough review of the mode choice model should reveal what, if any, changes are needed to meet current best practices, new and trending regional mode choices (including transit, MaaS, and active transportation), and potential future disruptions in travel patterns.

*Bike Model Development and Mode Choice Model Refinement:* In cooperation with partnering agencies, WFRC, with external consulting, will continue its work to develop a new bike model component in the WF TDM. Key data elements to modeling bike demand and trip distribution include observed data from probe apps (e.g. Strava) and physical counters, updated demographics, and the regional and local bike infrastructure GIS dataset. As part of this work, the mode choice methodology will be updated to include the bike model output in its determination of non-motorized travel.

*Tooele Valley Model:* The Tooele Valley Rural Planning Organization (RPO) Travel Demand Model was developed as a technical evaluation tool for the transportation plans and various projects in the Tooele Valley. WFRC staff maintain the Tooele Valley Model to ensure a useful tool for monitoring the impact of anticipated development on the transportation network. Based on new observed data and updated socio-economic forecasts, WFRC will update and improve the model. These updates will improve WFRC's ability to model air quality and proposed transportation improvements in the area.

*Enhance Sensitivity to the Built Urban Environment:* WFRC, MAG, and UDOT have partnered with the University of Utah’s Metropolitan Research Center to suggest additional model logic to better handle short, intrazonal trips, taking into consideration auto-ownership, non-motorized travel options, and the the ‘D’ variables of urban form (density, diversity, design, destination accessibility, etc).

*REMM External Review:* WFRC will convene an onsite panel in Salt Lake City of 4-6 experts in land use forecasting to review the current model logic, input data, and land use forecasts from REMM. It is expected that participants will be invited from peer MPO’s and at least one representative from private consulting.

*REMM Application Development:* WFRC in cooperation with partnering agencies will work to improve the usability of the REMM model. This work will include refining processes relating to the RTP-driven four year cycle of base year and intermediary year data updates. It will also review improvements needed in REMM to incorporate new development data from intermediary, post-base year and to make the model more user-friendly. The Urbanized Area portion of Box Elder County will be incorporated into REMM’s geographic extent. WFRC will continue to investigate using scalable cloud computing to increase scenario and project analysis throughput.

*REMM Developer Model and Model Structure Update and Testing:* WFRC will work to refine the developer model, considering updates that will permit incremental development of parcels using a dynamic density determination. Other minor enhancements will also be made to the REMM model structure including improving the model’s ability to support work by the University of Utah’s Gardner Policy Institute to establish county-level controls for employment, households, and population. The existing manual mapping, charting, and 3D visual approaches used to process REMM results for review and quality assurance will be packaged into an automated toolkit for faster reviews.

As noted below, WFRC will continue applying the WF TDM and REMM models on projects and plans, such as the RTP. These model applications provide the opportunity to continue to test and refine the analytical tools and their usability and reasonableness.

### **Modeling Support for Plans, Programs, and Corridor Studies**

WFRC will contribute a significant effort to the analysis of projects included in the Regional Transportation Plan and Transportation Improvement Program. This analysis includes tasks such as preparing data and other inputs for TDM and REMM models, running models, performing reasonableness checks of the output, calculating performance measures and other post-model results, post-processing of model data, visualizing technical data and results, and communicating results to various audiences. Tasks may also include other technical analysis and help, such as model user support and training, quality control and review of forecasts as requested by project managers. Plans and projects for which WFRC may provide technical assistance include, but are not limited to, WFRC RTP scenario

development, Point of the Mountain rail and bus connections, South Davis BRT, MidValley-BRT, Future of Front Runner, UTA Fare Structure, and UDOT environmental studies.

**Household Travel Survey**

The underlying strength of any travel model is rooted in information describing real world behavior. A home interview travel survey will continue to be the core of any model development project as it provides the data necessary to estimate and calibrate a set of travel models for a region. WFRC, in collaboration with UDOT, UTA, and the other MPOs in the state last completed a statewide household travel survey in November of 2012. In line with the decennial census, WFRC is coordinating with partnering agencies to prepare for an update to the household travel survey. This work is expected to begin in 2021 and conclude in 2022. It is expected to be supplemented with on-board transit survey data and commercial, ‘probe’-based travel data products.

**Additional Outreach to Utah Transportation Modeling Professionals**

WFRC will develop and publish documentation on best practice uses of both the WF TDM and REMM models, as well as documentation describing the methodologies employed to build the latest model releases. Input and output data sets from both models will also be published. All documentation and data will be accessible from the Maps and Data section of the wfrc.org website. WFRC will continue to assist in organizing the travel and land use modeling user group that meets annually.

In addition, WFRC will contact transportation project managers at UDOT, UTA, and other stakeholders to encourage preliminary consultation meetings with the WFRC modeling team prior to use of the model for environmental and other project studies. A communications brief will be developed for print and digital distribution that establishes preliminary consultation and ongoing communication as a best practice for successful use of the models.

**RESPONSIBLE AGENCIES:**

WFRC, MAG, UDOT, UTA

**LEVEL OF EFFORT FY 2020:**

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	62.00	474,961	176,291	651,252
Consultant		107,215	142,786	150,000

## **G. TECHNICAL SUPPORT AND SERVICES**

### **G.1 AIR QUALITY ANALYSIS AND COORDINATION**

#### **OBJECTIVES:**

To coordinate transportation plans at the system and project level with the goals, policies, and specific actions of the Statewide Implementation Plan (SIP) for air quality.

To identify and help implement strategies for improving air quality in the region.

#### **ANTICIPATED PRODUCTS:**

- Conformity determination for the TIP, RTP, and any amendments
- Technical support for air quality analysis
- Regular meetings of the Interagency Consultation Team
- Coordination with DAQ, UDOT, UTA, MAG, Cache MPO, EPA, FTA and FHWA regarding air quality issues
- Air quality performance measures and reporting
- Support to DAQ for PM<sub>2.5</sub> and Ozone SIP Development
- Transportation Control Measures as needed

#### **WORK STATEMENT:**

The 1990 Clean Air Act Amendments as well as transportation planning regulations have created strong relationships between statewide transportation planning and air quality planning. A sound and achievable air quality strategy as defined in the State Implementation Plan (SIP) is the cornerstone of this integrated planning requirement. The WFRC, UDOT and U.S. Department of Transportation (USDOT) must demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) conform to the goals, objectives, and broad intentions of the SIP. In the urbanized areas of Salt Lake and Ogden, where growth is strong and economic development is well diversified, challenging policy issues need to be addressed for the public to continue making strides in cleaning the air and enjoying efficient mobility.

Two main objectives must be met to satisfy the transportation interests in air quality planning. First, a SIP needs to be developed to show how the region will meet the required air quality standards through controls on sources of pollution, including transportation sources. Second, transportation improvements must conform to the goals and objectives of the air quality plan (SIP) for the region. The air quality plan determines the amount of emissions allowed from each source group (transportation, industry, area, and off-road transportation), and transportation plans and programs must stay within the transportation sector's emission limit for the region to attain and maintain healthy air. Out of this process (commonly referred to as "conformity"), priority must be placed on measures that effectively move people and goods and meet air quality requirements.

WFRC staff works closely with UDOT, UTA, Mountainland Association of Governments, and DAQ via the Interagency Consultation Team according to the consultation procedures defined in the Conformity SIP which has been approved by EPA. The WFRC develops air quality conformity determinations of plans and programs and, in doing so, refines the technical procedures involved. A conformity determination is a technical analysis required by the Clean Air Act demonstrating that vehicle emissions resulting from the transportation projects defined in the TIP and RTP are consistent with the goals and objectives of the State Implementation Plan or with EPA requirements. UDOT staff reviews the conformity analysis documentation prior to submission of conformity determinations to the FHWA and FTA, and reconciles differences between various MPOs around the State when appropriate. Any refinements to the regional travel model and other planning assumptions are incorporated into new conformity determinations as this information becomes available.

At the present time, conformity determinations for the Plan and TIP have been approved for all five non-attainment or maintenance areas in the Wasatch Front Region: carbon monoxide in Salt Lake City and Ogden; PM<sub>10</sub> in Salt Lake County and Ogden; PM<sub>2.5</sub> in the Salt Lake PM<sub>2.5</sub> Non-attainment Area including Davis and Salt Lake Counties and portions of Weber, Box Elder, and Tooele Counties; and ozone in the marginal Northern Wasatch Front Ozone Non-attainment Area including Davis and Salt Lake Counties and portions of Weber, and Tooele Counties. Since a PM<sub>2.5</sub> SIP has not been approved, the required EPA interim conformity test has been applied. The State Division of Air Quality is leading the effort to develop a new section of the SIP to address PM<sub>2.5</sub> pollution and WFRC is providing support in this work.

Vehicle emissions are currently estimated using the MOVES model developed and approved by EPA. The latest version of this model, MOVES14a, is now approved for regional and project level conformity analysis.

### **Conformity of Plans and Programs**

The WFRC will prepare a conformity analysis for the 2020-2025 TIP and for the new 2019-2050 RTP. A draft conformity analysis for the 2019-2050 RTP is posted on the WFRC website and is titled Air Quality Memorandum 39.

WFRC and UDOT have signed an interagency agreement regarding conformity analysis for Box Elder County. WFRC is also coordinating with UDOT, MAG, and UTA to develop a Utah Statewide Travel model or USTM. This new modeling tool will make it possible for WFRC to collect the travel characteristics and forecasts for Box Elder County and Tooele County which are not part of the WFRC urban area travel model.

WFRC then uses this travel characteristic data in completing the emissions analysis for the PM<sub>2.5</sub> and ozone non-attainment areas which includes portions of Box Elder and Tooele Counties.

Transportation project-level conformity will be the responsibility of project sponsors during the appropriate environmental analysis stage. UDOT and UTA, as sponsors of many projects, will be responsible to review and coordinate project level conformity analysis

performed for each project. Emphasis in this area will consist of verifying appropriate analysis methodologies using the new MOVES model and applying accurate and consistent background emission levels to be used for project level analysis. The WFRC will assist in this area to the extent appropriate when requested by UDOT and individual project sponsors. DAQ will also need to be involved to provide background emission data from its monitoring network.

### **Technical Support**

During the 2020 fiscal year, coordination between WFRC and DAQ will be essential in preparing a PM<sub>2.5</sub> maintenance plan for the Salt Lake PM<sub>2.5</sub> non-attainment area. The new MOVES14a vehicle emission model will be used in development of the PM<sub>2.5</sub> maintenance plan.

The WFRC will continue to support the process of identifying, analyzing, and implementing effective Transportation Control Measures (TCM) that have benefits in air quality as well as mobility. These TCMs will be developed as part of the support for SIP development and advanced as necessary for transportation plan and program conformity.

Developing SIPs and transportation plans and programs includes preparing socioeconomic inputs, emission rates, background emission concentrations, analysis of the effectiveness of new programs, adjustments to traditional models to reflect new needs and a variety of other tasks. The WFRC will continue to emphasize the importance of developing these planning assumptions as part of the consultation procedures defined in the SIP.

### **Coordination**

The Conformity SIP created an Interagency Consultation Team (ICT) responsible for technical and policy recommendations regarding transportation conformity issues. Following the consultation procedures defined in the Conformity SIP, and as a member of the ICT, WFRC staff will address air quality conformity, SIP development, and other issues that arise as part of the transportation and air quality planning processes. The ICT met twice in 2018 and twice so far in 2019. ICT meetings are held quarterly on the second Wednesday.

### **Air Quality Performance Measures**

WFRC staff prepared a CMAQ performance plan and emission targets in September 2018 and submitted this to FHWA officials. WFRC staff also reports air quality conditions and conformity status to the Council or its committees in conjunction with presentations on RTP and TIP or as requested. WFRC will continue coordination efforts with UDOT in to comply with the new FHWA performance measure requirements and target setting for the CMAQ program.

### **RESPONSIBLE AGENCIES:**

WFRC, UDOT, UTA



**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal-CPG</b>	<b>Non-federal</b>	<b>Total</b>
WFRC	11.50	151,747	11,019	162,766

## **G.2 SOCIOECONOMIC AND TRANSPORTATION DATA**

### **OBJECTIVES:**

To develop, verify and maintain socioeconomic estimate and forecast data at the county, place, and TAZ levels.

To collect detailed input data for the development and enhancement of the regional travel and land use models.

To maintain various other databases that support the Regional Travel Demand Model, the regional Real Estate Market Model (REMM), and studies/plans prepared by WFRC and others, including, but not limited to, existing and historical socioeconomic and transportation data.

To perform analysis to assist regional planning efforts, such as the Wasatch Choice 2050 Vision, the Regional Transportation Plan, and the Transportation Improvement Program.

To coordinate with and otherwise assist the US Census Bureau with communications, analysis, and development/distribution of data resources so as to best position Utah for a complete count and best quality data products resulting from the 2020 Census.

To collect, process, and analyze highway, transit, and active transportation data.

### **ANTICIPATED PRODUCTS:**

- Annual socioeconomic estimates
- Analysis of socioeconomic data and forecasts
- Input to short and long-range planning studies
- Continually updated REMM base data set
- Speed data and analysis
- Traffic volume data, including but not limited to, annual statistics, containing adjusted counts from permanent recorders and coverage stations
- Transit ridership, park and ride lot usage, and other data
- Verification of changes to census statistical boundaries

### **WORK STATEMENT:**

#### **Socioeconomic Data Management**

In cooperation with state and local agencies, WFRC has created and maintained socioeconomic projections since 1976. These projections of population and other demographic characteristics are key inputs for the development of travel demand estimates used in the WFRC planning process. They are also used by other state and local agencies, as well as the private sector. The projections are made for the 25-30 year long range planning horizon at the traffic analysis zone (TAZ) and other geographic scales.

WFRC and MAG have developed the UrbanSim-based Real Estate Market Model, a regional land use model to produce the long-range socioeconomic projections, as well as to prepare other analyses. Raw output from the model is reviewed for reasonableness and consistency, post-processed as necessary, and then distributed to the cities and counties for their review and comment. Comments are incorporated into the final projections set. The major advantage to using a land-use model is that it allows feedback to be exchanged between the land use and the transportation models, resulting in a more realistic projections set.

A set of socioeconomic projections is finalized in conjunction with the 4 year RTP process, after an extensive public comment and community input process. WFRC works to enhance the visibility/accessibility of its socioeconomic projections data in order to gain additional ongoing feedback, and also to connect this information with others that may benefit from its use.

WFRC's relationship with the Gardner Policy Institute (GPI) at the University of Utah has strengthened WFRC's socioeconomic data products through GPI's rigorous development of county-level employment, population, and household control totals. WFRC continues to be a full participant in GPI's work.

Another key partnership is with the State of Utah's Department of Workforce Services (DWS). Each fiscal year, WFRC staff requests an update of DWS's protected employment count and location database. WFRC staff geocodes this data and assigns the records to TAZs. REMM is then used to allocate additional employment and locations in order to meet GPI control totals. The result of this process is an annual July 1 TAZ and city level employment estimate, by job sector.

WFRC will continue to use a variety of inputs include county assessor tax parcel data, county-level control estimates from GPI, and building permit data from *Construction Monitor* to create annual July 1 population and household estimates at city and TAZ levels. Other data source opportunities are explored where additional value can be provided.

Maintenance of the input data sets for the REMM model is an ongoing process. WFRC and MAG staff will continue to explore methods for streamlining and simplifying the process of keeping input data for base and incremental years up-to-date.

Since the 2000 Census, WFRC staff has been asked to participate in updating Census Tract and Block Group boundaries. WFRC will be asked to verify changes to the Census statistical boundaries, in preparation for the 2020 Census. WFRC is also represented on the Utah Complete Count Committee, which encourages Utahns to participate in the decennial census.

### **Transportation Data Collection**

UDOT maintains a traffic-monitoring program to meet the Federal Highway Performance Monitoring System (HPMS) requirements. Traffic volumes are compiled and published

annually. Roadway volumes and speeds in much of the urban area are available in an automated performance measurement system. Transit ridership, vehicles using area park-and-ride lots, and other transit system information are tracked by UTA. Truck weight and vehicle classification data are collected to meet the requirements of HPMS. UDOT also maintains data on bridge condition, crash histories, and pavement performance.

UDOT will continue HPMS data collection. Additional data for the management systems described in section D.1 will be collected as determined by the individual systems and as resources allow. The traffic database and monitoring system will be reviewed to determine steps necessary to provide more data and improve access to all data. The coordination of data collection and reporting efforts with local governments will continue to be refined.

UTA will continue to monitor commuter parking along the Wasatch Front by counting the number of cars in park and ride locations twice a year to determine parking needs. National Transit Database (NTD) data collection is on-going as well as transit surveys, ridership, wheelchair and bicycle usage, and schedule reliability reports. UTA's Operations Performance Office collects much of the operational data for UTA services.

WFRC and UDOT will devote time to utilizing the National Performance Measure Data Set in conjunction with the performance based planning requirements outlined in MAP-21. (see Section C.1)

**RESPONSIBLE AGENCIES:**

WFRC, UDOT, UTA

**LEVEL OF EFFORT FY 2020:**

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	14.00	154,159	11,194	165,354

### **G.3 GIS AND DATABASE MANAGEMENT**

#### **OBJECTIVES:**

To expand the database and mapping capabilities of the agency to better accommodate the collection, use, and presentation of spatial data and information in transportation and land use planning.

To maintain a reliable, up-to-date inventory of authoritative spatial datasets, reducing internal and external data redundancy.

To empower GIS users to more easily retrieve data and create maps for analysis and decision-making support.

To promote visualization of geographic information using interactive web map applications.

#### **ANTICIPATED PRODUCTS:**

- Geospatial datasets, spatial analysis, and maps in support of the Wasatch Choice Vision, Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and Transportation Land Use Connection (TLC) goals and activities
- Authoritative geospatial datasets that are appropriately accessible to both internal and external clients via local and web connections
- Technical documentation/metadata for authoritative geospatial datasets
- Annual updates to key REMM and TDM region-wide base year inputs for both employment and tax parcel characteristics.
- Performance metrics derived from GIS and analysis of the travel demand model (TDM) and Real Estate Market Model (REMM) land use model
- GIS map layers, interactive web maps, and web services depicting mobility, access to opportunity, and other results from TDM and REMM
- A data management inventory, repository, and best practices guidance document for management of WFRC spatial data

#### **WORK STATEMENT:**

The GIS team works to deliver quality data and mapping services in support of WFRC's mission. GIS continues to play a significant role in the day-to-day work that goes into developing the Wasatch Choice 2050 regional vision, the four year RTP cycle, the travel demand model, land use model, and other planning processes. Using desktop software and web tools, WFRC GIS staff support informed decision-making by WFRC stakeholders and partners through efforts to steward data, compute metrics, and build maps and apps to visualize complex information.

A key strategy is making authoritative GIS datasets highly accessible to partners and stakeholders. These data include household and employment forecasts, transportation

infrastructure projects, existing and future transportation system performance data, and the location of vulnerable communities, among others. WFRC will continue to publish GIS data files to its data.wfrc.org 'open data' website where the datasets can be previewed, filtered, downloaded, and accessed as web services.

In addition to keeping input datasets current for key WFRC programs and forecasting models, the GIS staff work with the long range planning staff to monitor Wasatch Front 2050 goals and to plan for the 2020-2023 RTP cycle input data needs. Source GIS project lists will again be developed for roadway, transit, and active transportation as they progress through the RTP development process. Land use datasets also will be maintained and re-examined in the same manner.

Internal map, data, and modeling requests will continue to be entered into an online form and response tracking spreadsheet. Several key templates for online maps will be upgraded to improve usability -- for professionals and the public -- of information about transportation projects, land uses, thematic geographic features, and special projects and initiatives. As demand increases and as skill levels permit, effort may be made to custom code interactive web maps as needed.

**Partner Agency Coordination**

WFRC will continue its collaborative relationships with GIS departments at agencies such as UDOT, UTA, and MAG, as well as with other partners. Automated data sharing of transportation, land use, socioeconomic, and active transportation data will be emphasized. In addition, WFRC will continue to provide as-needed GIS support to special UDOT and UTA projects.

**RESPONSIBLE AGENCIES:**

WFRC, UTA, UDOT

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal-CPG</b>	<b>Non-federal</b>	<b>Total</b>
WFRC	12.50	125,054	9,081	134,135

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

### **OBJECTIVES:**

To provide assistance to state and local agencies, as well as the public in developing projects, plans, and programs which are part of or relate to the transportation system.

### **ANTICIPATED PRODUCTS:**

- Assistance and information to local governments and others

### **WORK STATEMENT:**

Requests for information on current and future travel demand, present and forecast levels of population and employment activity, traffic engineering practice, and a variety of other areas are often received by WFRC staff. This information has been provided to federal, state and local agencies and various individuals, groups and businesses. The planning staff has participated in corridor studies, project study teams, environmental study teams, and master planning efforts where particular expertise was needed or key elements of plans were involved.

The WFRC is the primary source of small area population and employment statistics for the area. The information is in demand and service is often provided to interpret that information for various purposes. Traffic and socioeconomic forecasts, as well as recent employment and population statistics are also available on the WFRC website.

It is expected that the WFRC, UDOT and UTA will continue to provide a significant level of assistance. The staff will maintain the practice of making the information, which is produced through the planning process, available to all those who have an interest. In addition the staff will continue to take an active part in special studies, project study teams, environmental analysis teams, and other efforts which link the plans being produced with the projects, policies, and controls being implemented.

This service will be provided within budget limitations and may require the setting of priorities. Top priority will be given to those activities that support the implementation of approved plans and programs and contribute to the development of companion plans or programs. In the cases where giving service will directly support the implementation of priority projects, technical support will be a priority item in the work program. In other cases, providing information and assistance will be done in a manner so as not to detract from the completion of the remainder of the work program.

Included in the category of technical support is furnishing travel demand and socioeconomic information for design teams, corridor studies, environmental impact statements, local master plans, traffic engineering offices, and a variety of other state and local endeavors.

The WFRC will continue to respond to requests from private concerns, government agencies or anyone interested in census information by disseminating census data as requested.

WFRC staff will attend Council of Governments and other pertinent meetings in the region in order to share information and receive input on plans, programs, and studies. Such attendance facilitates staff ability to provide timely and meaningful assistance.

**RESPONSIBLE AGENCIES:**

WFRC, UDOT, UTA

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal-CPG</b>	<b>Non-Federal</b>	<b>Total</b>
WFRC	3.00	35,585	2,584	38,169



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

### **OBJECTIVES:**

To work with local governments, UDOT and UTA to provide a structured transportation planning process for Tooele Valley.

To refine the Tooele Valley Regional Long Range Transportation Plan and advance transportation priorities for Tooele Valley.

To provide a public involvement process.

### **ANTICIPATED PRODUCTS:**

- Refinements to the Tooele Valley Regional Long Range Transportation Plan
- Updated priorities for consideration in the STIP
- A public involvement process

### **WORK STATEMENT:**

In November, 2004 Grantsville City, Tooele City, Tooele County, and WFRC signed an interlocal agreement establishing the Tooele Valley Rural Planning Organization (RPO) in order to cooperatively plan transportation system improvements and priorities. UDOT originally provided most of the funding for the work by WFRC staff to assist these local jurisdictions in developing these plans and priorities. Local governments now entirely fund the WFRC staff support. The RPO has helped facilitate UDOT and UTA consultation with local officials.

A major update of the Tooele Valley Regional Long Range Transportation Plan is expected in the spring of 2019. This plan addresses highway and transit capacity needs and also contains recommendations related to bicycle facilities, safety, and intelligent transportation system (ITS) improvements. Travel demand modeling assisted the RPO in assessing highway improvement needs. Plans for all modes were developed with stakeholder and public input.

#### **Coordination**

WFRC staff will continue to provide administrative and technical support for the Tooele Valley RPO. The RPO will meet about four times a year. Local governments, UDOT, UTA, and WFRC staff will raise and discuss transportation issues of importance to the Tooele Valley. WFRC staff will continue to work with UDOT in facilitating the RPO's participation in the CMAQ funding process for the area.

#### **Long Range Plan**

The WFRC staff will work with the RPO to continue to refine the Tooele Valley Regional Long Range Transportation Plan to reflect the outcomes of transportation studies and other updated highway, transit and bicycle plans. WFRC will provide support to the RPO as

funding opportunities are considered or implemented to advance projects in the Plan, such as with the corridor preservation process. Support will also be given as local governments pursue studies of various transportation corridors and issues.

**Near and Mid-Term Priorities**

The WFRC staff will continue to gather information and evaluate it with the RPO in order to assist in updating near and mid-term priorities. WFRC will also help coordinate local and state efforts in moving highway, transit, and active transportation projects forward. Input regarding transportation needs and plans will be sought as appropriate from the public, elected officials, local planners and engineers, environmental groups, chambers of commerce and other interest groups.

**Air Quality**

Since portions of Tooele County are designated as non-attainment for PM 2.5, WFRC staff will continue to assist the RPO as necessary in order to allow regionally significant projects to move forward. This will involve analyzing transportation plans to ensure conformity with the State Implementation Plan (SIP) for air quality. WFRC staff will also participate in SIP development.

**RESPONSIBLE AGENCIES:**

WFRC, UDOT, UTA

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Non-Federal</b>	<b>Total</b>
WFRC	.51	7,573	7,573

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

### **OBJECTIVES:**

To work with local governments and UDOT to provide a structured transportation planning process for Morgan County and Ogden Valley.

To refine a Morgan County-Ogden Valley Regional Long Range Transportation Plan and advance transportation priorities for Morgan County and Ogden Valley.

To provide a public involvement process.

### **ANTICIPATED PRODUCTS:**

- Refinements to the Morgan County and Ogden Valley Regional Long Range Transportation Plan
- Updated priorities for consideration in the STIP
- A public involvement process

### **WORK STATEMENT:**

In September 2017, Morgan City, Huntsville Township, Morgan County, Weber County, and WFRC signed an interlocal agreement establishing the Morgan County-Ogden Valley Rural Planning Organization (RPO) in order to cooperatively plan transportation system improvements and priorities. UDOT is providing the majority of the funding for the first three years for the work by WFRC staff to assist these local jurisdictions in developing these plans and priorities, with local governments providing a sizable match. The RPO will help facilitate UDOT and UTA consultation with local officials.

#### **Coordination**

WFRC staff will provide administrative and technical support for the Morgan County-Ogden Valley RPO. The RPO will meet about six times per year. Local governments, UDOT, UTA, and WFRC staff will raise and discuss transportation issues of importance to the Morgan County-Ogden Valley area.

#### **Long-range Plan**

The WFRC staff will work with the RPO to maintain and update the Morgan County-Ogden Valley Regional Long-range Transportation Plan to reflect the outcomes of transportation studies and other updated highway, transit, and active transportation plans. WFRC will provide support to the RPO as funding opportunities are considered or implemented to advance projects in the Plan, such as with the corridor preservation process. Support will also be given as local governments pursue studies of various transportation corridors and issues, as needed.

**Near- and Mid-Term Priorities**

The WFRC staff will continue to gather information and evaluate it with the RPO in order to assist in updating near- and mid-term priorities. WFRC will also help coordinate local and state efforts in moving highway, transit, and active transportation projects forward. Input regarding transportation needs and plans will be sought as appropriate from the public, elected officials, local planners and engineers, environmental groups, chambers of commerce and other interest groups.

**RESPONSIBLE AGENCIES:**

WFRC, UDOT, UTA

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Non-Federal</b>	<b>Total</b>
WFRC	1.30	15,171	15,171

## **H. PUBLIC INVOLVEMENT**

### **OBJECTIVES:**

To provide early, on-going, and two-way communication with special interest groups, elected and appointed government officials, other government agencies, and private citizens regarding Wasatch Front Regional Council (WFRC) projects, plans, studies, and processes.

To provide forums in which this communication takes place, via public events, written communication, email campaigns, website pages, social media posts, online interactive maps and/or visualization tools, and other methods. To be performed in coordination with the Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), Envision Utah, and local government staff, to ensure that the public is well informed about the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Wasatch Choice 2050 (WC2050) Vision, Transportation and Land Use Connection (TLC) program, Wasatch Front Economic Development District (WFEDD), and other plans and programs.

To comply with the public involvement provisions of the Fixing America's Surface Transportation (FAST) Act federal legislation and the requirements of Title VI for inclusionary efforts for the transportation disadvantaged and those with limited English proficiency.

### **ANTICIPATED PRODUCTS:**

- Public events, including:
  - Online and/or in-person open houses
  - WC2050 event or similar combined event
  - RTP and TIP processes
  - Project-specific public events, many of which will be held in conjunction with other public agencies, including UDOT, UTA, etc.
- Communications content, in both English and Spanish formats
- Email campaigns
- Website pages
- Social media posts
- Online interactive maps and/or visualization tools; maintenance and use of a stakeholders email distribution list, which currently includes over 3,500 contacts
- General and program-specific brochures and report cards
- Speaking engagements at chambers of commerce, and university and college classes, as well as senior, community, environmental, vulnerable community, minority, and disadvantaged groups, etc.
- Briefings to the news media
- Publication of RTP and TIP public open houses and/or comment periods in local and regional newspaper ads

- Visits with environmental justice and other special interest groups, as well as the natural resource agency to receive input on RTP development
- Presentations to the legislature
- Distribution of the statewide Utah's Unified Transportation Plan
- Documentation of all public involvement efforts

## **WORK STATEMENT:**

One of the requirements of the FAST Act is to provide an opportunity for public comment and input regarding the RTP and TIP. The metropolitan transportation planning process needs to address the concerns of individuals, groups, public/private agencies, and transportation providers. The process also needs to provide for the dissemination of current information and meeting notices, complete public access to key decisions, and public involvement in plan development processes. Citizen and agency comments on plan proposals must be documented and evaluated, and appropriate responses must be made.

UDOT and UTA also have very active public involvement processes that utilize large email distribution lists, flyers on buses, press releases and direct coordination with community leaders. WFRC, UDOT, and UTA each maintain current information regarding planning and environmental studies, as well as other products on their web sites, or make information available through links to external websites.

WFRC representatives routinely attend and display RTP and TIP information and maps at open houses, which are held throughout the region. UDOT and UTA representatives generally attend WFRC open houses as well.

UDOT and UTA projects are also given an opportunity for elected official and public review within the TIP process in July of each year. Both UDOT's and UTA's websites are available for current information regarding major capital development projects.

WFRC established public involvement policies and procedures in 1994 and updated these most recently in early 2014. An update in 2006 was done in accordance with SAFETEA-LU requirements, including input from stakeholder groups, other government agencies and interested individual members of the public. The same process was used in the 2014 update, relative to MAP-21. In 2012, WFRC contracted with a qualified consultant to conduct an audit to evaluate WFRC's outreach efforts. Their recommendations as to where improvement could be made have been implemented.

Per the 2017 Federal Quadrennial Certification Review Recommendations and Fiscal Year 2018 Planning Finding Recommendations and Enhancements, WFRC will update its Public Involvement Plan by June of 2019. Within the plan, WFRC will formalize its process to regularly assess the effectiveness of its public involvement efforts, including outside assessment. WFRC will also coordinate with UDOT's and UTA's planning departments to determine which of their public involvement efforts have been most successful and will look to incorporate those in its process.

### **WFRC Public Involvement**

WFRC's Public Involvement Plan encourages early and on-going public participation and input during the development of plans, studies, projects, and programs. Public participation efforts will continue to be coordinated with UDOT, UTA, and MAG. It is anticipated that these agencies will continue to disseminate jointly prepared statewide and regional brochures regarding the most recent long-range RTP and statewide Utah's Unified Transportation Plan.

WFRC has expanded its efforts to receive input from the public. The public involvement process focuses on a pro-active outreach program and timely information exchange between WFRC, citizen groups, interested individuals, news media, and other public and private agencies. WFRC will continue this effort by identifying government agencies, private groups, and individuals who have expressed an interest in the transportation planning process. The outreach efforts will include, but not be limited to, environmental organizations, chambers of commerce, advocates for the disadvantaged, neighborhood associations, minority organizations, Native American groups, transit union representatives, elected officials, senior groups, other government agencies, and the general public.

One of the key issues will be to ensure that the input and comments received through the public involvement process are presented to the decision-makers early enough to be considered in the process. To this end, time will be taken during the discussion of the TIP, Conformity Determination, and RTP with the Transportation Coordinating Committee (Trans Com), Regional Growth Committee RGC, and Council to make the members aware of feedback received from the public. The timing and process of presenting input to decision-makers will also continue to be discussed. WFRC's staff will prepare responses to all comments received and provide them or summaries of them to Trans Com, RGC, and Council members. Many of the comments and responses can be found on the WFRC website. In the update of the WC2050 Vision and the development of the TIP and the RTP, drafts of the documents will be made available at the beginning of the public review process. In addition to making the documents available, public meetings will be held by the WFRC, UDOT, and UTA, in conjunction with the development of the TIP and RTP.

The WFRC public communication process will include methods such as the preparation and dissemination of brochures and development of WFRC's web site. In an effort to clearly provide technical, subject-matter expertise to local governments and other stakeholders, an entirely new, easily navigable, responsive, and accessible website was launched in January of 2018. To ensure transparency, the redeveloped website provides links to all federally required products, including agreements, plans, programs, and processes, as well as federal approvals, when provided. The website will be updated regularly and include information regarding WFRC; its committees, including meeting minutes and information; visions and plans, including the RTP and WC2050; programs, including the TIP, TLC, and WFEDD; maps and data; studies; public involvement; and contact information. WFRC also uses other electronic communications outlets, such as Twitter, Facebook, and YouTube.

WFRC staff and/or representatives will continue to maintain close relations with news media representatives. Coverage, especially in local newspapers, has been good. Nevertheless,

relationships with media representatives need to be continually nurtured in order to ensure continued accurate and thorough coverage.

WFRC's staff will continue to participate in a variety of public meetings, including public hearings on specific projects, as well as local open houses regarding specific transportation issues. These meetings will provide another opportunity to inform and gather input from the public on regional plans and programs. WFRC's staff will also actively seek out opportunities to make presentations to interested groups and organizations and actively participate with them regarding transportation-related matters.

WFRC will keep a log of all public involvement events and comments to document these efforts.

WFRC will make regular use of a communications consultant, which it has retained, to advise the agency in its public involvement efforts.

### **UTA Public Involvement**

Public hearings and workshops will be held by UTA as needed for project and environmental studies and fare changes. Open houses have been an effective means to provide information to the public and several are held during the planning and development of projects. Information on service and fare changes and capital projects is available on UTA's website, rideuta.com. The public may submit their comments on the website also. Hearings/open houses are advertised in newspapers of general circulation, including a newspaper serving Hispanic populations, and direct mail notices are sent to an extensive list of city and county officials, interested citizens, agencies, senior centers, libraries, agencies serving ethnic populations, universities, media, and private transportation providers.

UTA also solicits public comment through its online Open UTA tool. Open UTA allows the agency to administer robust surveys to the public. The agency can also answer questions through Open UTA, and all respondents' comments, questions (and UTA's answers, if applicable), can be viewed by any member of the public. Respondents can also comment on others' submitted ideas. UTA has also used social media to obtain feedback from the public or to conduct virtual open houses and chats.

### **RESPONSIBLE AGENCIES:**

WFRC, UDOT, UTA

### **LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>Federal-CPG</b>	<b>Non-Federal</b>	<b>Total</b>
WFRC	39.00	350,228	25,432	375,660
Consultant		69,923	55,078	125,000



## **I. COMMUNITY DEVELOPMENT**

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

#### **OBJECTIVES:**

To assist in the development of viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

To provide data, planning, technical assistance, management, and other information and services through the Small Cities CDBG Program of the Wasatch Front Region within Morgan, Tooele, and Weber Counties, excluding Ogden City.

#### **ANTICIPATED PRODUCTS:**

##### **Regionwide:**

- Updated regional Consolidated Plan Annual Action Plan for the Wasatch Front Region
- Updated Rating and Ranking Criteria to comply with local and regional goals and priorities for funding
- Assistance to the Regional Review Committee for meetings, consolidated plan information and Rating and Ranking Criteria.
- Assistance to the State CDBG policy committee representative for the region in order to better facilitate representation of local interests with state agencies
- Assistance to the Councils of Governments from Morgan, Tooele and Weber Counties along with other local elected officials in order to familiarize and inform them of program requirements and responsibilities
- Technical assistance to any interested entity to ensure access and participation in the program. Assistance may be provided not only to municipalities, but also non-profit agencies, social service providers, local special service improvement districts, and other organizations
- Coordination between the State, as the program administrator, and each local entity (applicants) to ensure program awareness and compliance

##### **Municipality:**

- Assistance to jurisdictions in updating their capital improvement plans that prioritize needs and identify projects to help mitigate the needs
- Promotion of community and public service-related activities such as the Continuum of Care program, the State's Plan to End Chronic Homelessness, and planning for affordable housing

#### **WORK STATEMENT:**

For a number of years, the Wasatch Front Regional Council has been a connecting link

between the Utah Division of Housing and Community Development (HCD) and communities seeking assistance through the small cities CDBG program. Eligible communities within Weber, Tooele, and Morgan counties are benefitting from the CDBG program with assistance from the Wasatch Front Regional Council. The WFRC will follow the annual schedule outlined below in administering the CDBG program.

**July - August:**

- July 1<sup>st</sup> begins a new program year

**September - October:**

- Work commences on the regional Consolidated Plan
- Regional goals and objectives are identified to help determine funding priorities
- Rating and ranking criteria are revised and adopted by the Regional Review Committee (RRC)

**November - December:**

- How-to-apply workshops are announced and held
- Public hearing period takes place

**January - February:**

- Capital investment plans are garnered from each city and county
- WFRC works to ensure all applications are complete
- Online applications due to State Housing and Community Development Division in Webgrants software program
- The RRC ranks and rates applications to determine funding levels
- Draft consolidated plan will be presented for public comment and eventual adoption

**March - April:**

- Consolidated plan goes through a final review period and is turned into HCD
- Grantees attend the grantee workshop

**May - June:**

- Final applications are prepared with assistance from WFRC
- Work begins on the consolidated plan update
- Work commences on the Rating and Ranking Criteria

**RESPONSIBLE AGENCIES:**

WFRC, Utah Division of Housing and Community Development, Jurisdictions that make up the small cities program in the Wasatch Front, WFRC is currently sponsored by Tooele County

**LEVEL OF EFFORT FY 2020:**

Agency	Months	CDBG	Non-federal	Total
WFRC	5.11	28,561	1,224	29,785

## **I.2 ECONOMIC DEVELOPMENT**

### **OBJECTIVES:**

To continue to administer the Economic Development District (EDD) in order to better support the region and remain eligible for funding from the U.S. Economic Development Administration (EDA)

To annually update the region's Comprehensive Economic Development Strategy (CEDS), a study that brings together public and private sectors to create an economic roadmap that strengthens regional economies

To integrate economic development plans, programs, and activities with the WFRC including the transportation planning process and Wasatch Choice for 2050 Vision

### **ANTICIPATED PRODUCTS:**

- A Comprehensive Economic Development Strategy (CEDS)

### **WORK STATEMENT:**

With the creation and federal designation of the Wasatch Front Economic Development District, the five counties in the WFRC region are eligible to apply for EDA funding.

The primary objectives of the Wasatch Front Economic Development District are to 1) assist the region in applying for planning grants from EDA to further regional economic activities and coordinate economic plans; and 2) update the Comprehensive Economic Development Strategy as required by EDA.

The CEDS identifies and describes the region's economic strengths, weaknesses, opportunities, and challenges. It also identifies a regional vision, goals, objectives, constraints to those goals and objectives, priority programs and projects for implementation, action plans to achieve priority programs and projects, and outlines the standards for an annual evaluation process for updating the CEDS as described in the EDA CEDS guidelines. Except for assistance from statewide agencies there is currently little coordination between local agencies. A regional CEDS promotes coordination and shared economic strengths or needs, identifies federal funding for transportation and utilities needed by industrial parks, forecasts economic opportunities and new types of businesses and industry sets.

Economic development is a key component of a sustainable community and of the future Wasatch Choice for 2050 Vision. The EDD will work closely with activities related to the Vision.

## **Integrating Transportation, Land Use, and Economic Development**

The Wasatch Front Regional Council has identified three key strategies to help the economy thrive. As a Metropolitan Planning Organization and Economic Development District, the following three strategies are prioritized in the Wasatch Choice 2050 Vision, Regional Transportation Plan, Comprehensive Economic Development Strategy, and other long- and short-range efforts. The first strategy: Economic Clusters - the WFRC will consider the needs of Utah's economic clusters when planning and investing in transportation and community development. The second strategy: Access to Opportunities - the WFRC will coordinate transportation investments and land-use decisions to enhance households' access to jobs and educational opportunities and employers' access to workers and customers. The third strategy: Fiscal Sustainability - WFRC will foster efficient growth by facilitating opportunities for centered development, infill and redevelopment as well as maximizing the use of existing infrastructure. The Wasatch Front Economic Development District is in the process of updating the 2018-2023 Comprehensive Economic Development Strategy. New goals, strategies, and objectives are being developed by the committee for the next five year planning cycle.

The WFRC will perform the following tasks and work to ensure the district remains eligible for designation and funding from EDA.

### 1. Administration

#### a. Administer the Grant

- i. Ensure EDA regulations are met through open discourse.
- ii. Submit planning grant application.
- iii. Complete reporting and eligibility requirements (key milestone)

#### b. Manage and Support the District/Board/Committee/Region

- i. Maintain Governing Board and Strategy Committee membership composition.
- ii. Ensure members are involved, updated, and informed.
- iii. Participate in local, regional, and statewide economic development training and information sharing opportunities.
- iv. Provide information about the EDD on the WFRC website such as funding, meetings, projects, goals, objectives, and other related information.
- v. Provide training and technical assistance in order to further economic development activities consistent with regional strategic goals and objectives (key milestone).

### 2. Planning

#### a. Managing and maintaining the CEDS.

- i. Encourage EDD members to participate in the development of the 2018-2023 CEDS.
- ii. Promote and promulgate the CEDS (deliverable).

- iii. Gather economic goals, needs, strategies, and plans in order to update and assist with the implementation of the CEDS.
- iv. Coordinate the CEDS with the statewide vision, regional vision, and the regional transportation plan (key milestone).

3. Coordinate, Integrate, and Collaborate

- a. Collaborate to achieve economies of scale and to leverage resources.
- b. Share data and analysis related to economic development and the CEDS.
- c. Assist eligible entities in making EDA grant applications that promote regional collaboration or regional strategic goals and objectives.
- d. Work with other WFRC programs and activities to integrate, coordinate, and measure how well economic development is integrated (key milestone).
- e. Work with key partners and stakeholders such as other EDDs, Chambers of Commerce, and local government economic directors to promote regional economic development activities, plans, and projects.

**LEVEL OF EFFORT FY 2020:**

<b>Agency</b>	<b>Months</b>	<b>EDA</b>	<b>Non-federal</b>	<b>Total</b>
WFRC	9.74	48,893	48,893	97,786

## LIST OF ACRONYMS:

AA	Alternatives Analysis
ACS	American Community Survey
ADA	Americans with Disabilities Act
AGRC	State Automated Geographic Reference Center
AOG	Association of Governments
APC	Automated Passenger Counting
ATC	Active Transportation Committee
ATMS	Advanced Traffic Management System
AVL	Automated Vehicle Location
BEBR	Bureau of Economic and Business Research
BMS	Bridge Management System
BRAG	Bear River Association of Governments
BRT	Bus Rapid Transit
CAT	Committee on Accessible Transportation
CDBG	Community Development Block Grant
CEDS	Comprehensive Economic Development Strategy
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CO <sub>2</sub>	Carbon Dioxide
COG	Council of Governments – Counties
CPG	Consolidated Planning Grant
DAQ	Division of Air Quality
DBE	Disadvantaged Business Enterprise
DCED	Department of Community and Economic Development
DEIS	Draft Environmental Impact Statement
DESHS	Department of Emergency Services and Homeland Security
DMU	Diesel Multiple Unit
DSPD	State Division of Services for People with Disabilities
EA	Environmental Assessment
EDA	Economic Development Administration
EDD	Economic Development District
EDMS	Electronic Document Management System
EEO	Equal Employment Opportunity
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESR	Environmental Study Report
ET+	Envision Tomorrow Plus
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FONSI	Finding of No Significant Impact

## ACRONYMS CONTINUED:

FTA	Federal Transit Administration
GIS	Geographic Information System
GMAT	Grants Management Advisory Team
GOED	Governor's Office of Economic Development
GOMB	Governor's Office of Management and Budget
GPS	Global Positioning System
HAFB	Hill Air Force Base
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HUD	U.S. Department of Housing and Urban Development
ISTEA	Intermodal Surface Transportation Efficiency Act
IT	Information Technology
ICT	Interagency Consultation Team
ITS	Intelligent Transportation System
JARC	Job Access and Reverse Commute
JPAC	Joint Policy Advisory Committee
LCC	Local Coordinating Council
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LTAP	Local Technical Assistance Program
MAG	Mountainland Association of Governments
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Protection Agency
NO <sub>x</sub>	Oxides of Nitrogen
NTD	National Transit Database
OATS	Ogden-Layton Area Transportation Technical Subcommittee
PE	Preliminary Engineering – FTA
PMS	Pavement Management System
PM <sub>10</sub>	Particulate Matter < 10 microns
PM <sub>2.5</sub>	Particulate Matter < 2.5 microns
RCR	Regional Commuter Rail
REMM	Real Estate Market Model
RFP	Request for Proposals
RFQ	Request for Qualifications
RGC	Regional Growth Committee
ROD	Record of Decision
ROW	Right-of-Way
RPO	Rural Planning Organization
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Air Quality Implementation Plan

## ACRONYMS CONTINUED:

SLATS	Salt Lake Area Transportation Technical Subcommittee
SLC	Salt Lake City
SOV	Single Occupant Vehicle
SPWP	Statewide Planning Work Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCM	Traffic Control Measure
TDM	Transportation Demand Management
TDM	Travel Demand Model
TDP	Transit Development Program
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TLC	Transportation and Land Use Connection Program
TMA	Transportation Management Area
TOD	Transit-Oriented Development
Trans Com	Transportation Coordinating Committee
TSM	Transportation System Management
UAM	Urban Airshed Model
UCATS	Utah Collaborative Active Transportation Study
UCSP	Utah Comprehensive Safety Plan
UDOT	Utah Department of Transportation
UPWP	Unified Planning Work Program
UrbanSim	Urban Simulation Land Use Model
USDOT	U.S. Department of Transportation
USRP	Utah State Rail Plan
UTA	Utah Transit Authority
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WC2040	Wasatch Choice for 2040
WC2050	Wasatch Choice 2050
WFRC	Wasatch Front Regional Council
WSU	Weber State University



**UNIFIED PLANNING WORK PROGRAM  
FINANCIAL CHARTS AND TABLES**

**LEVEL OF EFFORT (PERSON MONTHS) FY 2020:**

<b>Section</b>	<b>Title</b>	<b>WFRC</b>
A.1	WFRC Administration	14.25
A.2	UDOT	
A.3	UTA Administration	
B.1	UTA Transit Planning	
B.2	Mobility Management	.25
C.1	Long Range Transportation Plan	79.00
C.2	Growth Planning	8.00
C.3	Planning Support to Local Governments	40.39
D.1	Management Systems	3.25
D.2.	Plan Refinement and Special Studies	12.76
D.3	Transportation Improvement Program	19.36
E.1	UDOT Environmental Studies	1.50
E.2	UTA Environmental Studies	.50
F	Travel Forecasting	62.00
G.1	Air Quality Analysis and Coordination	11.50
G.2	Data Collection and Analysis	14.00
G.3	GIS and Database Management	12.50
G.4	Technical Support to Local Governments	3.00
G.5	Tooele Valley RPO	.51
G.6	Morgan County-Ogden Valley RPO	1.30
H	Public Involvement	39.00
I.1	CDBG Program	5.11
I.2	Economic Development	9.74
<b>Total</b>		

**LEVEL OF EFFORT (FUNDING) FY 2020:**

<b>Section</b>	<b>Title</b>	<b>WFRC</b>
A.1	WFRC Administration	190,030
A.2	UDOT	
A.3	UTA Administration	
B.1	UTA Transit Planning	
B.2	Mobility Management	3,999
C.1	Regional Transportation Plan	923,743
C.2	Growth Planning	136,909
C.3	Planning Support to Local Governments	303,616
D.1	Management Systems	47,895
D.2.	Plan Refinement and Special Studies	183,871
D.3	Transportation Improvement Program	276,072
E.1	UDOT Environmental Studies	18,354
E.2	UTA Environmental Studies	7,488
F	Travel Forecasting	651,252
G.1	Air Quality Analysis and Coordination	162,766
G.2	Data Collection and Analysis	165,354
G.3	GIS and Database Management	134,135
G.4	Technical Support to Local Governments	38,169
G.5	Tooele Valley RPO	7,573
G.6	Morgan County-Ogden Valley RPO	15,171
H	Public Involvement	375,660
I.1	CDBG Program (including CIB 2k)	29,785
I.2	Economic Development	97,786
<b>Total</b>		

**WFRC SUMMARY OF DIRECT NON-SALARY COSTS FY 2020:**

Travel	57,500
Training	56,700
Rent	411,839
Telephone/Data	38,000
Printing & Publications	10,950
Dues & Subscriptions	20,100
Supplies & Software	94,000
Equipment Rental	111,884
Carry Forward to next FY	35,758
<b>TOTAL:</b>	

**WFRC INDIRECT COST BUDGET FY 2020:**

Salary & Fringe	607,178
Training	6,300
Travel	7,000
Rent	411,839
Telephone/Data	38,000
Supplies/Software	20,000
Equipment Rent	15,516
Equipment Maintenance	20,000
Legal	5,000
Audit & Accounting	20,000
Insurance	12,000
<b>TOTAL:</b>	

**WFRC INDIRECT COST ALLOCATION FY 2020:**

<b>Program</b>	<b>Months</b>	<b>Percent</b>	<b>Costs</b>
Consolidated Planning Grant	271.02	80.06	931,022
Transit Support UTA 5303	5.50	1.62	18,894
Tooele Valley RPO	.51	.15	1,752
Model Development	5.60	1.65	19,237
CDBG	5.11	1.51	17,554
Morgan RPO	1.30	.38	4,466
Economic Development	9.74	2.88	33,459
Mobility Management	.25	.07	859
Davis County Rating and Ranking	.58	.17	1,993
Transportation and Land Use Connection	38.89	11.49	133,597
<b>Total</b>			

	Admin	Mobility Mgmt	RTP	Growth Planning	Local Govt Support	Local Govt Services	Trans Land Use Connection	Trans Mgmt Systems	Plan Refine Spec Studies	TIP	UDOT Enviro Studies	UTA Enviro Studies	5303 Transit Support	Forecasting	Model Develop	Air Quality	Data Collection	GIS Database	Tech Support	Tooele Valley RPO	MorganCo/OgdenVly RPO	Public Involvement	Tooele CDBG	CIB	Economic Develop	Davis Support	Total
	A1	B2	C1	C2	C3	C1	C3	D1	D2	D3	E1	E2	F	F	F	G1	G2	G2	G4	G5	G6	H	I1	I1	I2	G4	
Sources of Funds	14.25	0.25	79.00	8.00	1.50	0.00	38.89	3.25	12.76	19.36	1.50	0.50	5.50	50.90	5.60	11.50	14.00	12.50	3.00	0.51	1.30	39.00	4.90	0.21	9.74	0.58	338.50
CPG	1,283,293		861,205	127,640	22,722			44,652	500,525	257,382	17,111	6,981		582,175		151,747	154,159	125,054	35,595			420,151					4,590,382
CPG Match - Transit Sales	21,949		14,730	2,183	389			764	8,561	4,402	293	119		9,957		2,595	2,637	2,139	609			7,186					78,513
CPG Match - GOPB	39,139		26,266	3,893	693			1,362	15,265	7,850	522	213		17,756		4,628	4,702	3,814	1,085			12,814					140,000
CPG Match - Local	32,100		21,542	3,193	568			1,117	12,520	6,438	428	175		14,562		3,796	3,856	3,128	890			10,510					114,823
Tooele Valley RPO Local	2,427																			7,573							10,000
MorganCo/OgdenVly RPO-State	5,897																				9,103						15,000
MorganCo/OgdenVly RPO-Local	3,932																				6,068						10,000
Transit Sales Tax	20,360												61,811														82,170
Tooele CDBG	21,439																						28,561				50,000
Community Impact Board	776																						1,224				2,000
Economic Devel Admin	21,107																								48,893		70,000
Econ Devel - Local match	21,107																								48,893		70,000
FTA - UTA Mobility Mgmt	6,001	3,999																									10,000
Local Contributions	38,121																										38,121
Davis County R&R	2,165																									7,835	10,000
WC2050 Sponsorships	-																					50,000					50,000
TLC - STP	107,630						892,370																				1,000,000
TLC - Local Match	-						300,000																				300,000
TLC - Salt Lake County	-						202,200																				202,200
TLC - UDOT	32,644						270,656																				303,300
TLC - UTA	16,144						133,856																				150,000
Model Develop - UDOT	10,245														111,755												122,000
Model Develop - UTA	2,939														32,061												35,000
Model Develop - MAG	6,525														71,175												77,700
<b>TOTAL</b>	<b>1,695,940</b>	<b>3,999</b>	<b>923,743</b>	<b>136,909</b>	<b>24,372</b>	<b>0.00</b>	<b>1,799,081</b>	<b>47,895</b>	<b>536,871</b>	<b>276,072</b>	<b>18,354</b>	<b>7,488</b>	<b>61,811</b>	<b>624,451</b>	<b>214,990</b>	<b>162,766</b>	<b>165,354</b>	<b>134,135</b>	<b>38,169</b>	<b>7,573</b>	<b>15,171</b>	<b>500,660</b>	<b>28,561</b>	<b>1,224</b>	<b>97,786</b>	<b>7,835</b>	<b>7,531,209</b>