



WASATCH FRONT REGIONAL COUNCIL

DRAFT

WASATCH FRONT REGIONAL COUNCIL

UNIFIED PLANNING WORK PROGRAM

for the

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

FISCAL YEAR 2022
(July 1, 2021 - June 30, 2022)

MARCH 2021

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 include Brigham City and part of southern Box Elder County in the Ogden-Layton Urbanized Area.

The FY 2022 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, 2021, and June 30, 2022. 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 2023-2050 Regional Transportation Plan (RTP); development of the 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 2022 UPWP is similar to the 2021 UPWP. Each work task includes a summary of objectives, anticipated products, background information, a statement of the work planned for FY 2022, responsible agencies, and level of effort in terms of months and funding. A UPWP completion report, describing all work accomplished in FY 2021 will be prepared by October 1, 2021.

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 long-term 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 and Division of Air Quality
- The Federal Highway Administration (FHWA)
- Agencies, stakeholders and other parties involved in the transportation and growth planning process
- The Mountainland Association of Governments (MAG)

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. 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. In 2007, JPAC was expanded to also include the Dixie and Cache MPOs, making JPAC a forum to discuss transportation planning issues state-wide. 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 the four MPOs, UTA, and UDOT. Among the issues they address are transportation funding needs, major project selection processes, state and federal legislation, and coordination among transportation plans.

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 state-wide 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.

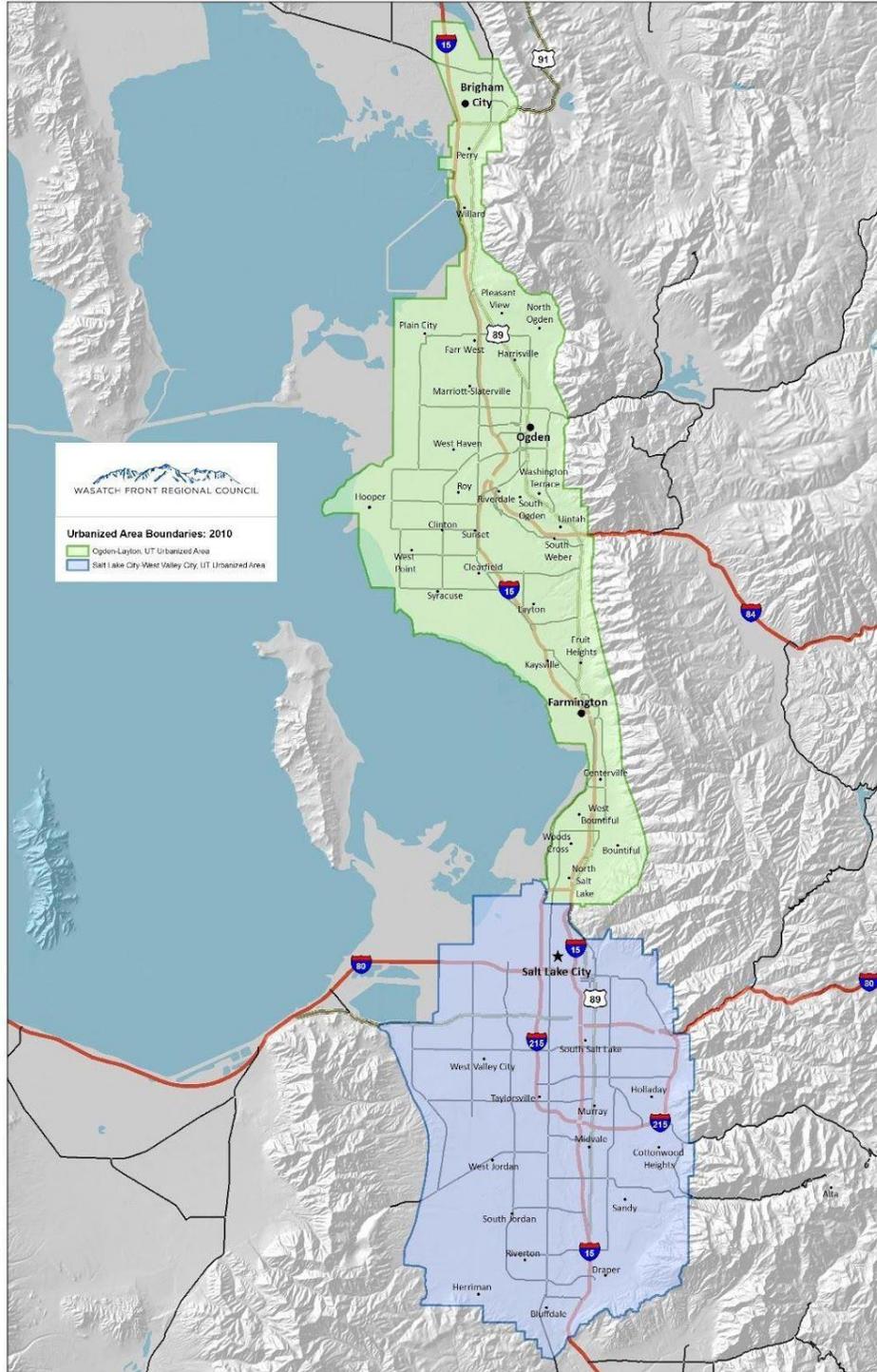
WORK PROGRAM AMENDMENTS:

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 2022, WFRC will submit an amended UPWP for federal approval.

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

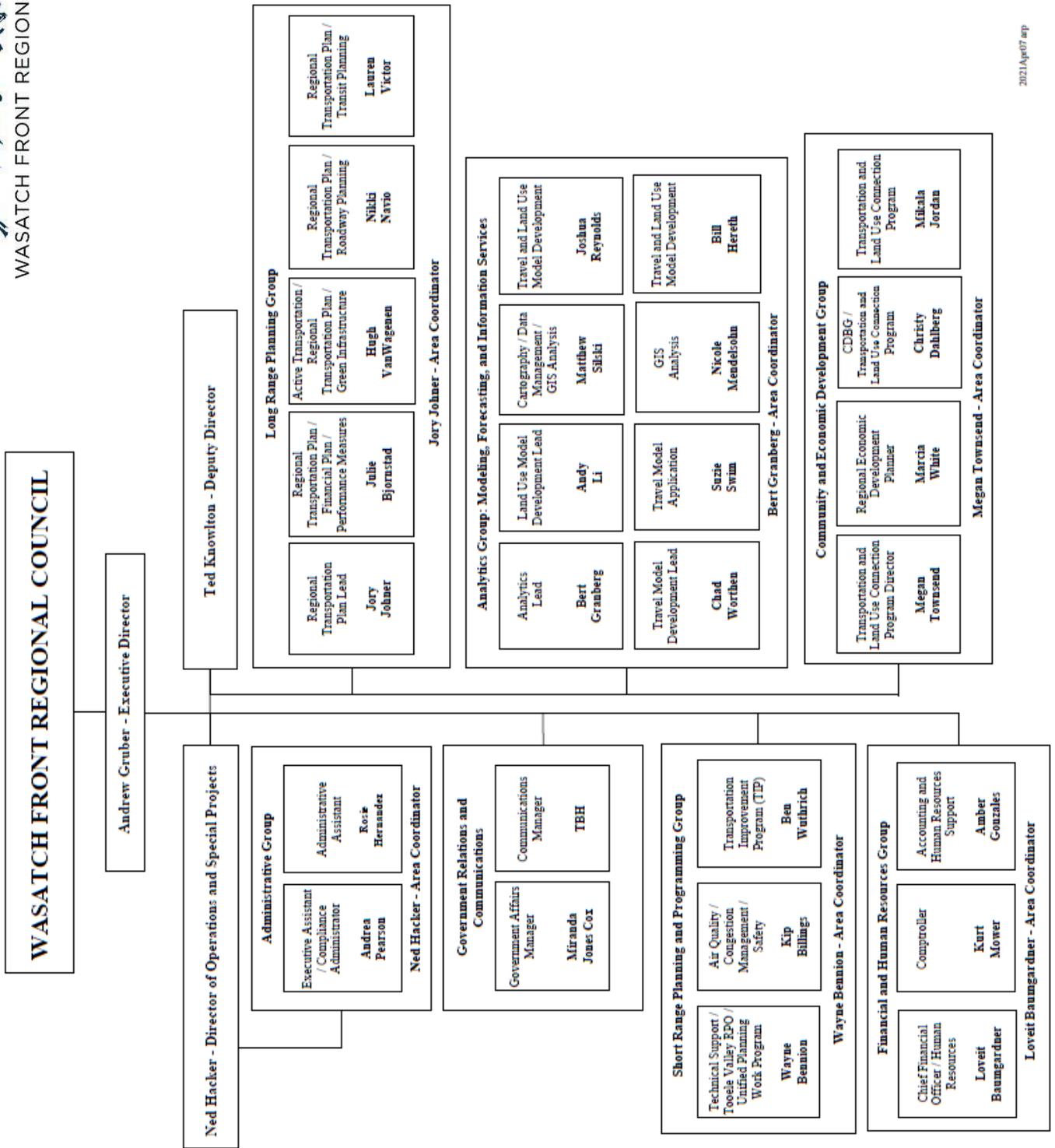


STAFFING:

The staff of WFRC, UDOT and UTA will accomplish some work tasks identified in the UPWP with specialized assistance from consultants. Consultants will be under contract with WFRC during FY 2022 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 staff 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, and UTA.

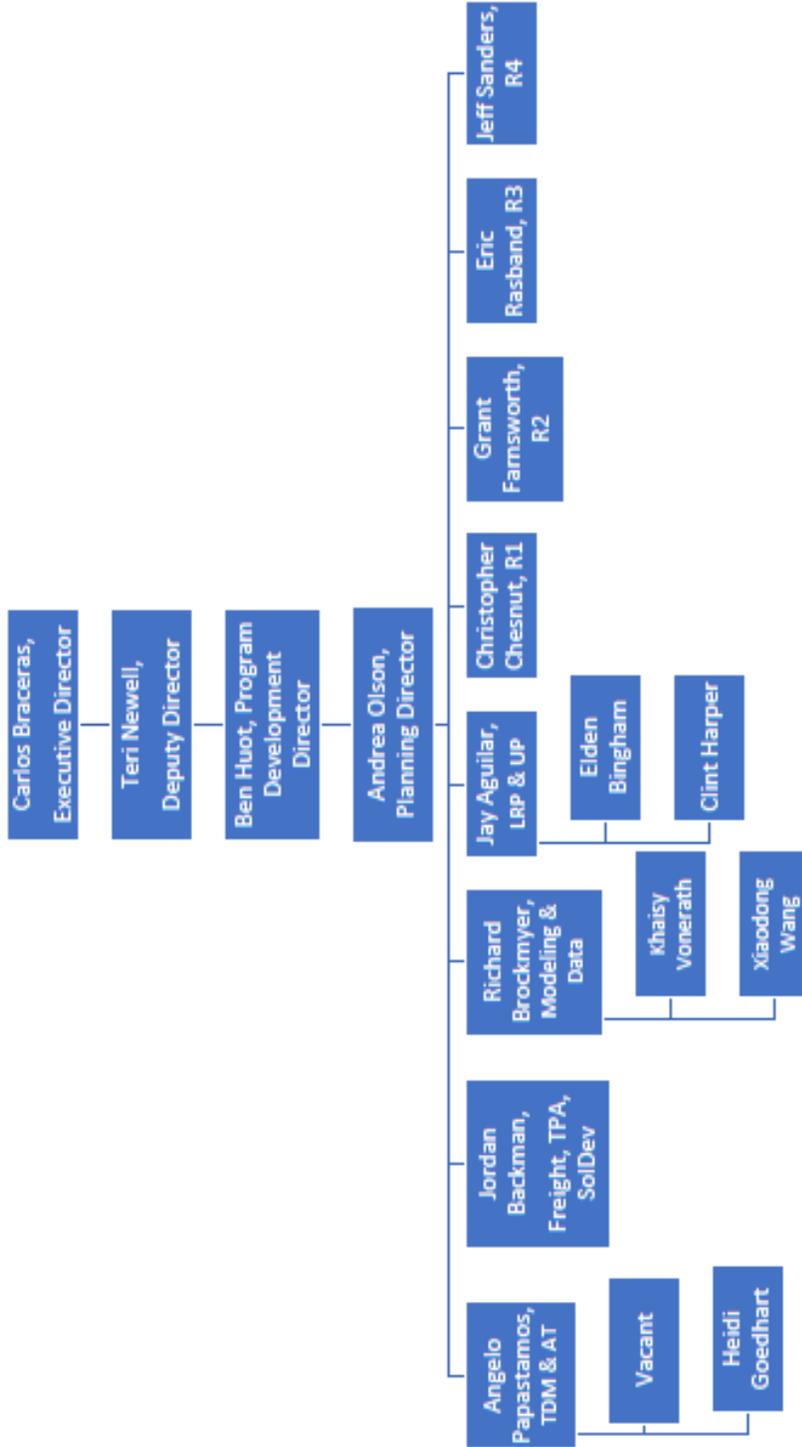
Wasatch Front Regional Council (WFRC) Staff Organization





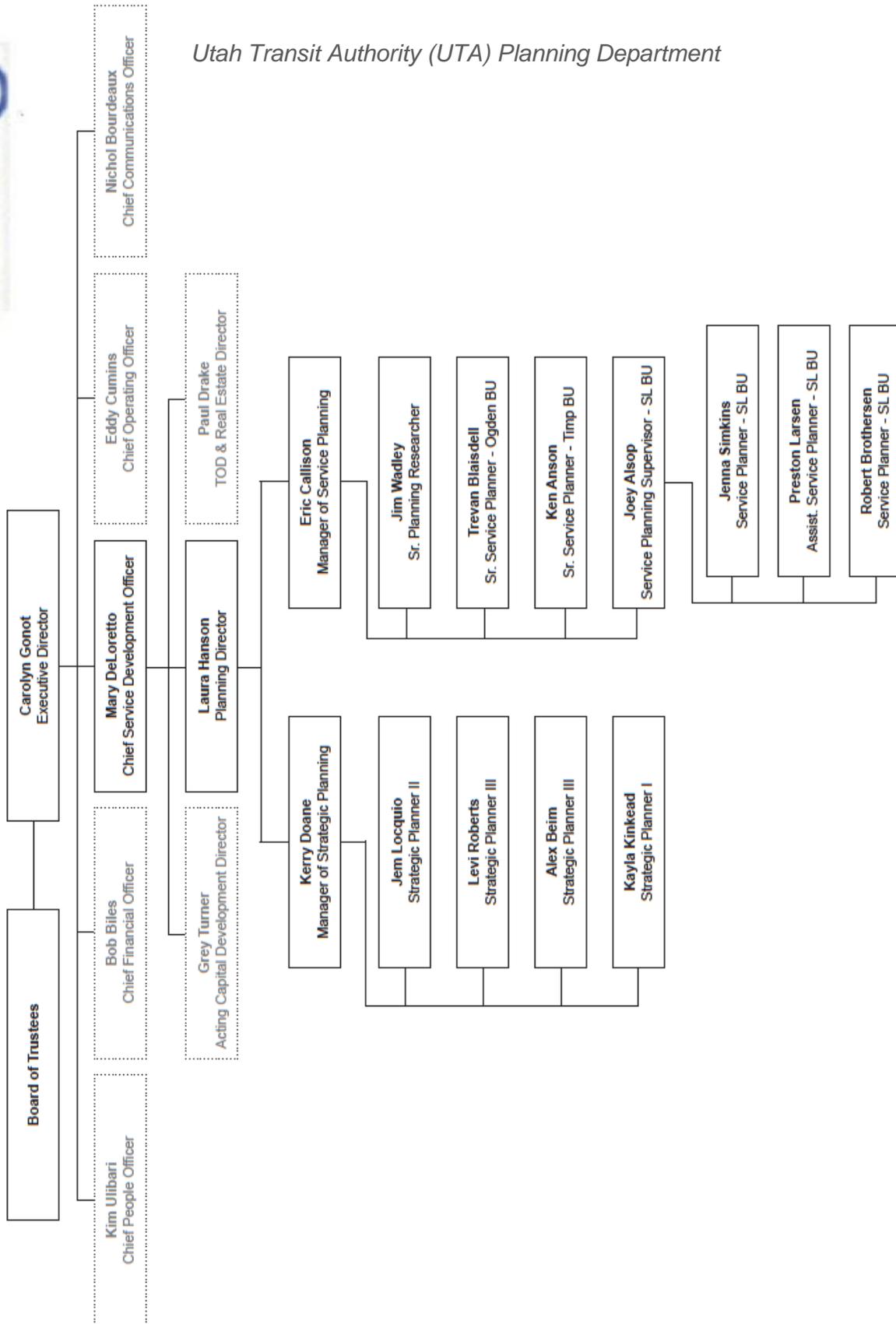
UDOT Planning Division Organizational Chart

Utah Department of Transportation (UDOT) Program Development





Utah Transit Authority (UTA) Planning Department



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.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 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.1, C.2)
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 resilience 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.
 - WFRC will continue to partner with various agencies to enhance travel and tourism in the region. (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, and Activities and Accomplishments report
- Fiscal Year (FY) 2022 UPWP and budget amendments
- FY 2023 Goals, 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 \$341,302.

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 operating 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 \$343,323. 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 \$ 1,401,281.

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

RESPONSIBLE AGENCY:

WFRC

LEVEL OF EFFORT FY 2022:

WFRC Administration				
Agency	Months	Federal CPG	Non-Federal	Total
WFRC	26.80	318,196	23,106	341,302

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 state-wide 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 2022 Federal Aid Agreement for the MPO Area.
- Participation in Technical Advisory Committees for both WFRC's Trans Com and Regional Growth Committees.
- Assistance to the WFRC in developing the FY 2023 UPWP. Assistance to WFRC in interpreting and complying with updated air quality rules and regulations. 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 with WFRC to establish both 2-yr and 4-yr targets for the on-road source emissions measure.
- 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 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.
- Work with WFRC to implement corridor plans that include local communities' transportation solutions.
- Coordinate the implementation of State legislative directives for transportation products between UDOT and UTA and Local entities.

WORK STATEMENT:

UDOT receives federal funding, a portion of which is then sub-allocated to WFRC. Administration of federal funds carries the responsibility of reviewing and monitoring the use of these monies. 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. UDOT coordinates with WFRC in administering Congestion Mitigation/Air Quality (CMAQ) funds and completing the required annual reporting of the CMAQ funds.

The UDOT Planning Division has a full time staff of 14 employees. Funding for the UDOT Planning staff is provided through state transportation funding and 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. UDOT Planning is responsible for development, maintenance, and application of the state-wide travel demand model. Consultant assistance is utilized in this effort. Staff also provides support and coordination between the state-wide 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.

RESPONSIBLE AGENCY:

UDOT

LEVEL OF EFFORT FY 2022:

<u>Planning Activities in the WFRC Region</u>	<u>Person Months</u> *
Long Range Planning	6
Air Quality	7
Traffic Modeling	4
<u>Studies, Freight, UPWP</u>	<u>4</u>
Total	21

* 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 50 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:

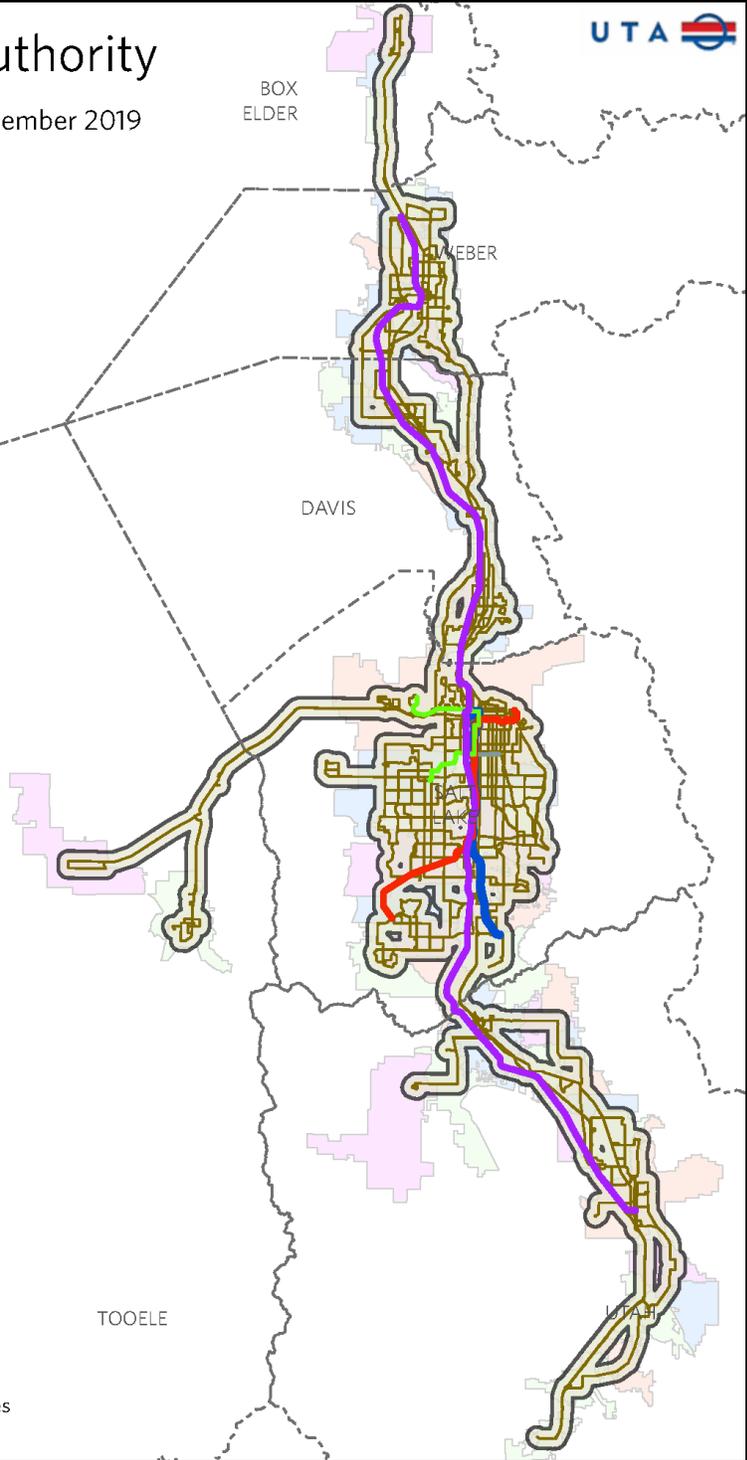
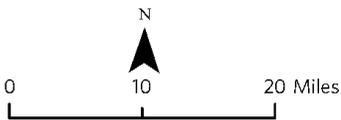
UTA

Utah Transit Authority Service Area December 2019



- Blue Line
- Red Line
- Green Line
- S-Line
- FrontRunner
- Bus
- NTD Service Area
- Counties

City	City
Alpine	Orem
American Fork	Payson
Bluffdale	Perry
Bluffdale	Pleasant Grove
Bountiful	Pleasant View
Brigham City	Provo
Cedar Hills	Riverdale
Centerville	Riverton
Clearfield	Roy
Clinton	Salem
Cottonwood Heights	Salt Lake City
Draper	Sandy
Draper	Santaquin
Eagle Mountain	Saratoga Springs
Farmington	South Jordan
Farr West	South Ogden
Fruit Heights	South Salt Lake
Grantsville	South Weber
Harrisville	Spanish Fork
Herriman	Springville
Highland	Sunset
Holladay	Syracuse
Kaysville	Taylorsville
Layton	Tooele
Lehi	Uintah
Lindon	Vineyard
Mapleton	Washington Terrace
Marriott-Slaterville	West Bountiful
Midvale	West Haven
Millcreek	West Jordan
Murray	West Point
North Ogden	West Valley City
North Salt Lake	Willard
Ogden	Woods Cross



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, 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:

- Long Range Transit Plan (LRTP)
- Five-Year Service Plan
- Microtransit Pilot Program Evaluations
- Service Planning Standards, Design Guidelines, and System Analysis
- Transit Financial Plan (TFP)/Scenario Tool
- Wayfinding Signage and Bus Stop Improvement
- Real-time Digital Signage for Bus
- Mobile Trip Planning
- Transit Oriented Development (TOD)/Station Area Planning
- Emergency Preparedness Planning
- Rideshare Program Planning
- Special Services/American Disability Act (ADA) Planning
- Regional Air Quality Initiatives
- Transit Asset Management Plan
- 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 coordinate the transit objectives of the regional transportation plan with agency needs that fall outside of the regional conversations through these efforts.

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

Long Range Transit Plan (LRTP)

UTA is embarking on the development of an agency-wide long-range plan. The LRTP will serve as a complementary extension of the MPO's RTP planning processes. The LRTP's main objectives focus on expanding the regional vision for public transit to include localized needs including bus service, bus stop improvements and amenities, new mobility solutions, park and ride lots, paratransit, vanpool, transfer facilities and hubs, and necessary garage and maintenance facilities. The LRTP will also seek to identify funding and resources needed to achieve our regional vision.

Five-Year Service Plan

The Five-Year Service Plan seeks to employ a new series of service change concepts to UTA's transit network. This plan will serve as a dynamic guide for the near-term future of service changes and operations. Dependent on limited resources, the Service Planning division is seeking to align UTA's service network with new projections of available revenue and aims to achieve higher ridership long-term by coordinating service with emerging travel patterns. This service planning guide is the result of UTA's ongoing planning process and will be updated every two years to reflect changes in local land use patterns, demographics, new technologies, and current financial and labor resources.

Microtransit Pilot Program Evaluations

The Innovative Mobility Solutions (IMS) department has partnered with Via to deploy a Microtransit Pilot in south Salt Lake County. This on demand, shared-ride Pilot is designed to expand access to UTA services throughout a 65 square mile geofenced zone, to improve mobility for all users, and to provide a better customer experience. In general, the project team is interested in understanding whether Microtransit provides a valuable and cost-effective, coverage-based service to meet the needs of customers in the region, as well as future deployment potential for Microtransit Services in UTA's Five-Year Service Plan. To evaluate the Pilot, performance metrics have been collected and reported at three-month intervals. Comprehensive quarterly reports will continue while the project is still considered a Pilot.

Service Planning Standards, Design Guidelines, and System Analysis

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 partners will continue to help UTA define what service standards should be included for evaluation and reporting. UTA service will be designed and changed with these service standards, and also guided by the Five-Year Service Plan.

Transit Financial Plan (TFP)/Scenario Tool

UTA uses a spreadsheet model called the Transit Financial Plan (TFP) to track all costs and revenues on an annual basis. The model uses growth assumptions to forecast the financial outlook of the agency into the future. UTA has also developed a separate spreadsheet tool to test future scenarios of potential additional costs and revenues for projects in the regional transportation plan and its financial assumptions (Scenario Tool). The Scenario Tool was initially used to assess financial constraints in the 2019 Regional Transportation Plan. Improvements to the tool based on lessons learned will be incorporated in the coming fiscal year. UTA will evaluate and consider an alternative tool for financial planning during FY 2022.

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, a financial analysis tool is used to assess and compare revenues against service supplied at the county level. The tool includes all capital and operating costs and revenues as reported in the current official TFP. This analysis continues to be performed annually as part of the Comprehensive Annual Financial Report.

UTA Wayfinding Signage and Bus Stop Improvement Program

The Customer Experience team along with the Service Planning team continue to implement the bus stop improvement program to upgrade overall system wayfinding as well as improvements to the bus stops across the system. The new signage introduces a unified look and feel to all of the customer-facing information across all modes. All new and upgraded bus stops are being brought up to full ADA compliance. These stops will receive upgraded amenities such as signs, poles and timetable cases and where warranted some stops will receive new shelters, benches, lighting and digital signage. The program currently has a five-year implementation schedule.

Real-time Digital Signage for Bus

In 2021 UTA, with funding support from a CMAQ grant, will be piloting real-time digital bus departure information at eight locations in Weber, Davis, and Salt Lake County. The pilot will include intermodal hub locations providing UTA customers with real-time bus departure information to help inform their travel decisions.

Mobile Trip Planning

UTA is in continued conversations with its Transit app company to keep moving toward a fully integrated Mobility as a Service (MaaS) solution. The Transit app provides the best options in the best layout, with real-time data for improved accuracy of transit trip building. In 2021 UTA will enter into a partnership between the Transit app company and VIA, UTA's Microtransit service provider.

The Transit app will now display VIA service as an option in building trips for customers. The app also displays third party first-last mile providers (i.e. Uber, Lyft, carshare, scooters, etc.) to allow UTA customers to plan an entire journey from door to door.

Transit Oriented Development (TOD)

UTA will continue to work with regional and local partners to plan and implement transit-oriented development (TOD) projects. UTA prepares for TOD by analyzing station areas for development readiness and assisting municipalities to define a preferred development vision for each station. In response to the passing of SB150 during the 2020 legislative session, and the ability of UTA to develop additional properties, UTA is now assessing how it may prioritize transit-oriented development projects. This will consist of modifications to the TOD Strategic Plan, System Analysis Tool, and Station Area Planning process. It is anticipated that modifications to these plans and tools will be completed by the end of calendar year 2021.

Emergency Preparedness Planning

UTA's emergency management was actively engaged in multiple events and incidents that affected the Utah Transit Authority throughout 2020. Pandemic, earthquake, hurricane force winds, protests, riots, a vice presidential debate, and hotly contested local and federal elections. Across our system UTA worked with federal, state, and local partners to maintain service through each challenge with the life safety of our riders and our employees as our number one priority.

Due to the worldwide pandemic, federal, state, and local in person training and exercise was canceled, however virtual training was developed to allow ongoing training. In 2021 emergency management will continue to participate in exercise and training opportunities made available through FEMA's Emergency Management Institute (EMI), the National Domestic Preparedness Consortium (NDPC), and the National Transportation Safety Board (NTSB). Additionally, UTA emergency management oversees and updates the Emergency Preparedness Plan (EPP), Emergency Operations Plan (EOP), Continuity of Operations Plan (COOP), and several service unit Emergency Response Plans (ERP). These plans are current with additional ERP's and emergency management related policies scheduled to be updated for 2021.

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 as far as COVID protocols permit. The UTA Rideshare Department is also planning to automate more of the forms our customers use to apply for and terminate their participation in our program.

Special Services/ADA Strategic Planning

To ensure compliance with the Americans with Disabilities Act (ADA), UTA continues to provide services, programs, and facilities that are accessible to individuals with disabilities. UTA will continue to review plans and provide technical assistance to ensure access to employment, services, and other opportunities for all people with and without disabilities. UTA relies on 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 and 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 their transportation needs. UTA has also expanded its efforts to increase the use of fixed route services by these individuals through travel training activities and expanded disability-related training for UTA operators and staff on best practices for service riders with disabilities and seniors; as well as increased efforts to ensure that transit facilities are accessible to and usable by individuals with disabilities.

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 reaches 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.

Transit Asset Management Plan

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

Environmental Sustainability

UTA's commitment to environmental sustainability is formally demonstrated by the agency's APTA Bronze sustainability status and maintains an Environmental Management System that conforms to ISO 14001:2015. With part of environmental sustainability at its core, a central mission of UTA is facilitating the opportunity for people to get out of cars and onto more environmentally friendly transportation options.

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 also 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 battery powered all-electric buses.

Travel Demand and TBEST Modeling

The WFRC/MAG regional travel demand model (TDM) and TBEST software are the long and short (respectively) term modeling applications UTA uses to create projections that will be used in the creation of future services. The TDM is integrated with the Real Estate Market Model (REMM), which forecasts future demographics and land use patterns, allowing UTA to tailor the creation of new routes and services based on projected growth patterns. WFRC and MAG coordinate with UTA on ridership, access to opportunities and other projections, which informs how the project implementation phasing is incorporated into the RTP. UTA continues to develop and utilize TDM resources in-house in its Planning Department.

TBEST ridership estimation models simulate travel demand at the stop level while accounting for connectivity, accessibility, time-of-day, and system level routing. 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 system impacts 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:

- Final development of RidePilot lite for 5310 Grant sub-recipient reporting
- Sustainable and Local Coordinated Councils (LCCs) in Davis, Salt Lake, Tooele, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects and partnerships
- Development of Local Coordinated Human Service Transportation Plans
- Integration of the updated Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans
- Coordination with Bear River Association of Governments mobility management in Box Elder County
- Ongoing outreach to underrepresented populations
- FTA 5310 Funding Administration
- Completion of Travel Training curriculum/training materials
- Electronic voucher (eVoucher) program development and testing
- Legislative fiscal request during the Utah State Legislature Session for identified solutions from the completed Comprehensive Specialized Transportation Plan

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, which the Coordinated Mobility staff also manages.

The Coordinated Human Service Public Transportation Plans were developed in 2017 for the Wasatch Front area, which 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 with public outreach to 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 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 Census-designated 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.”

Final development of RidePilot lite for 5310 Grant sub-recipient reporting

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. Software development will now include a RidePilot lite version to assist subrecipients of the 5310 program who need to report but do not need the software to dispatch. The RidePilot software is offered at no-cost (open source software) and requires minimal training.

Sustainable and Local Coordinating Councils in Davis, Tooele, Salt Lake, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects

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

Development of Local Coordinated Human Service Transportation Plans

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

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

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

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

The WFRC will coordinate with UTA to continue including and integrating updated Local Coordinated Human Service Transportation Plans in the Regional Transportation Plan.

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

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

Ongoing outreach to underrepresented populations

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

FTA 5310 Funding Administration

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

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

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

Completion of Travel Training curriculum/training materials

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

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

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

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

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

This project could potentially benefit all paper voucher programs across the country. Additionally, there are other industries that could benefit from this type of application. Based on this large opportunity we are also exploring the business case of using the e-voucher application as a “software as a service” (SaaS) revenue model. This model could create a financially self-sustaining program.

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

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

RESPONSIBLE AGENCIES:

UTA, WFRC

LEVEL OF EFFORT FY 2022:

Agency	Months	Federal Transit Administration Funds	Total
WFRC	.20	3,345	3,345

C. LONG RANGE PLANNING

C.1 REGIONAL TRANSPORTATION PLAN

OBJECTIVES:

To continue to cooperate and coordinate with Utah's other three Metropolitan Planning Organizations (MPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), local governments, and other interested agencies and stakeholders for the update of the Wasatch Choice Regional Vision 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 review, discuss, and incorporate all existing and new federal requirements found in national surface transportation authorization legislation, including the Fixing America's Surface Transportation Act (FAST Act).

To further communication and next steps to implement the Wasatch Choice Regional Vision.

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

To increase active transportation emphasis in the 2023-2050 RTP through improved cost and revenue estimation, funding identification, and facility identification that increases the number of trips taken by biking or walking.

To continue to refine RTP performance measures, to evaluate individual and system-level improvements throughout the 2023-2050 RTP development process, to set appropriate performance measure targets, to monitor progress towards the Wasatch Choice Regional Vision, and to work internally and with partner agencies to ensure continued compliance with federal requirements.

To develop shared approaches to address local and regional disruptive technologies and external uncertainties.

To identify and test policies that affect the transportation system from a land use, economic development, travel demand, equity, environmental, and financial perspective.

To increase and coordinate efforts in planning related to safety with the most relevant and up to date data and tools.

To coordinate and increase emphasis with transportation partners and key stakeholders for statewide, regional, and local freight issues.

To plan for transportation while understanding the effects of and impacts upon land use, regional development patterns, economic development, and historically underserved and underrepresented communities.

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

To continue coordination and communications efforts for Utah's Unified Transportation Plan 2023-2050.

ANTICIPATED PRODUCTS:

- Continued development of the 2023-2050 RTP, including enhanced consideration of the following:
 - Innovative funding and financing strategies
 - Multi-modal project prioritization
 - Development of scenarios reflecting the external forces and policies based on automation, shared mobility, and e-living
 - Policy approaches to complement planned investments
 - Equity and impacts to underserved and underrepresented communities
 - Planning and environmental linkages
 - Safety data and tools
 - Regional and local freight focus
- Assessment of performance and resiliency of scenarios
- Stakeholder evaluation of scenarios
- 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. During FY 2020, WFRC debriefed on the 2019-2050 RTP with its planning partners and agencies, local communities, and stakeholders. The WFRC worked 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.

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

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

A high level, four-year overview of the 2023-2050 RTP schedule will include the following:

- Year 1 - External disruptions and forces, including technologies and policies

- Year 2 - Scenario development and comparison
- Year 3 - Establish a preferred scenario
- Year 4 - Phasing evaluation and plan adoption

During FY 2022, 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 sub-committee 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, local freight and trucking industries as part of the newly formed WFRC Urban Freight Stakeholder Group, and other interested organizations to determine specific regional transportation needs and potential solutions. Important highway-, transit-, and active transportation-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 the Mountainland Association of Governments (MAG) as the Provo-Orem Urbanized Area is contiguous to the Salt Lake City-West Valley City Urbanized Area and WFRC and MAG share one travel demand model. The two MPOs 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 Regional Vision implementation.

Federal Planning Requirements

The WFRC staff will continue implementing federal requirements for developing regional transportation plans. For example, work will continue to address the improved transportation system resilience and reliability and enhance 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, coordination between land use and transportation, and other requirements will help guide and be incorporated into the 2023-2050 RTP.

Security

The WFRC continues to consider Utah State and local planned growth and economic development patterns, and partners with State and local security agencies in addressing transportation-related security issues within the Region. Work efforts include coordination of WFRC, UTA, UDOT, the 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. Coordination includes regular meetings of these agencies to discuss resiliency of the transportation network. The WFRC will consider impacts of and responses to extreme, weather-related events and probable natural and man-made disaster situations that face the Region.

Resiliency

The 2023-2050 RTP will include a more detailed examination of the effects and impacts of external forces to the transportation system and land use, whether due to disruptive technologies, transit innovations, and/or natural disasters. This includes consideration of how COVID-19 is shifting travel behavior and land use market demands, as well as how these shifts may persist after the pandemic subsides. In FY 2022, WFRC will explore the range of impacts of various technologies and policies and work with local communities and peer agencies to understand priorities of exploration. Throughout the 2023-2050 RTP process, WFRC will also be assessing how to better incorporate resiliency issues into the decisions.

The WFRC will look at how these external forces and policies affect the overall performance of the Plan and will work with the Regional Council, local governments, UDOT, UTA, and the Unified Plan partners to determine how future innovations should affect projects in the Plan. The WFRC will also continue to work with local governments in developing planning frameworks in regards to the implementation and management of shared mobility devices such as dockless bicycles and electric scooters. Recent and on-going model development projects have focused on the inclusion of these technologies in the travel demand model. In addition, WFRC will continue work that began in FY 2021 to partner with researchers at the University of Utah in exploring potential impacts of a large-scale earthquake to the Region's transportation system. Findings from this work will form part of the foundation of the 2023-2050 RTP resiliency analysis.

Active Transportation Plan

The WFRC Long Range Planning Group continues to coordinate 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 meets six times a year. This Committee, made up of local government elected officials and staff, as well as representatives from Bike Utah, MAG, UDOT, the Utah Department of Health, and UTA, 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 relevant 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 coordination for bicycle and pedestrian issues, concerns, and projects.

The WFRC staff will continue to coordinate with the Active Transportation Committees in Davis and Weber Counties, the Salt Lake County Bicycle Advisory Committee, UDOT, UTA, and other partners to update the routes and facility types within both the Regional and Base

Bicycle Plans. The Regional Bicycle plan focuses on facilities that connect cities, centers, high-frequency and fixed transit stations, and regional destinations. The Base Bicycle Plan includes not only the Regional Bicycle Plan, but every planned bicycle facility within the WFRC planning area. Many local communities have recently developed or are developing active transportation plans. As these plans are adopted, the 2019-2050 RTP is being amended to reflect changes in the Regional Bicycle Plan, with the Base Bicycle Plan also being updated. The WFRC staff 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 projects within the 2023-2050 RTP.

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. The WFRC has ensured the integration of these performance measures and federal legislation by refining and adopting ten Wasatch Choice Regional Goals in October 2016. These Goals informed plan development and provided the basis for measuring and quantifying how effective the 2019-2050 RTP is at improving quality of life in the Region. 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. In FY 2020, WFRC produced a State of the Centers report documenting a baseline performance for the implementation of the Wasatch Choice Regional Vision. Through the development of the 2023-2050 RTP, WFRC will refine the performance-based planning process, develop targets for system-wide performance measures, and continue to monitor implementation of the Wasatch Choice Regional Vision.

The WFRC and the joint partners (MAG, UDOT, and UTA) worked 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 the RTP. In FY 2022, the Unified Plan partners are exploring state-wide equity and resiliency measures as additional criteria for performance-based planning.

The WFRC's performance-based planning and programming is rooted in federal performance measures that have been defined by FHWA and FTA. In recent years, WFRC has incorporated federal performance measure requirements into regional planning and programming, and collaborated with UDOT and UTA to ensure the plans and programs assisted in meeting and reporting targets. In FY 2022, the Regional Council will continue to coordinate with UDOT and UTA to evaluate system performance and set and update both state and MPO targets for each of the defined performance metrics.

Scenario Development

The WFRC staff, in collaboration with local communities and transportation partners, will develop scenarios that articulate the range from low to high implementation of different external forces and policies. Scenario development will be a two-tiered process. The range of external scenarios will be tested first through technical modeling and analysis. The outcome of this will be a draft preferred forces scenario. The next step will be to include the policies in the draft preferred forces scenario. Once this has been determined, a preferred scenario will be chosen that addresses both external forces and policies.

External Forces and Policies

The 2023-2050 RTP explores how the Wasatch Choice Regional Vision may be impacted by a variety of possible future parameters. The 2023-2050 RTP will include a more detailed examination of the effects and impacts of external forces to the transportation system and land use, whether due to disruptive technologies, transit innovations, and/or pandemics. This includes consideration of how COVID-19 is shifting travel behavior and land use market demands, as well as how these shifts may persist after the pandemic subsides. In FY 2021, WFRC conducted preliminary research into various forces and policies that may have a significant impact on transportation and land use. The WFRC then engaged with stakeholders and the Unified Plan subcommittee to conduct a series of peer groups to vet which forces and policies should be explored in more detail. In FY 2022, WFRC will explore the range of impacts of various technologies through technical modeling and analysis. The WFRC will look at how these external forces and policies affect the overall performance of the Plan and will work with the Regional Council, local governments, UDOT, and UTA to determine how future innovations should affect projects in the Plan. The WFRC will also continue to work with local governments in developing policy responses to accommodate and mitigate disruptions to and changes in mobility.

Safety

The WFRC is working closely with UDOT safety staff to implement the United States Road Assessment Program (usRAP) as the primary safety analysis and safety planning tool for the Region. Referred to as usRAP, to distinguish it from its Australian origins, this safety analysis tool combines the crash history and the roadway attributes of discrete segments. The usRAP generates two useful results: 1) a star rating for the segment and 2) a recommended safety mitigation strategy based on a benefit/cost analysis.

The WFRC is exploring methods and procedures to use the star rating system for long-range planning purposes to take the place of the UDOT Safety Index that has been used in the past. The star rating system highlights roadway, bicycle, and pedestrian segments that have a higher-than-expected crash rate when compared to other roadway, bicycle, and pedestrian segments with similar attributes. Similar to the UDOT Safety Index used in the past, the star rating system will be incorporated as one of the performance measures for project evaluation in the 2023-2050 RTP.

In partnership with UDOT, WFRC staff is exploring ways to improve the Level of Traffic Stress metric as it applies to biking in the Region, and how it informs bicyclist safety. Level of Traffic Stress takes roadway speed, number of travel lanes, and bicycle facility type and combines them into a composite score to determine how stressful the traffic conditions are for biking. In other words, how safe do bicyclists feel under certain conditions. This tool

allows planners to identify facilities that need improvements to, at minimum, increased perceived safety. The Level of Traffic Stress metric will be shared throughout the region to inform local and regional efforts.

The WFRC is working to strengthen transit safety in the 2023-2050 RTP, which could include improvements to at-grade crossings for fixed guideway transit and increased pedestrian and bicycle safety measures along bus routes.

Freight Planning

The WFRC staff continues to be an active participant of the UDOT Freight Advisory Committee, a collaboration of public and private freight partners. In FY 2021, WFRC also convened its first freight stakeholder group. The purpose of creating the WFRC freight stakeholder group is to get a better understanding of transportation challenges freighting industries face in the region, involve members in the 2023-2050 RTP process, and build better partnerships with local delivery, warehousing, and freight industry groups. The WFRC staff will continue to convene this group and utilize the partnerships with future project planning.

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, Wasatch Front Regional Council, County Councils of Government (COG), and various city councils and county commissions. The first set of workshops for the 2023-2050 RTP with city/county councils, planning commissions, city managers, planners, engineers, chambers of commerce, and other interested stakeholder groups occurred in the fall of 2021. It is also anticipated that WFRC will begin outreach to community organizations representing “Underserved and Underrepresented Communities,” to ensure that the 2023-2050 RTP provides mobility options and does not cause disparate adverse effects on these groups. 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.

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. The WFRC staff has also continued to refine the identified land use centers on the Wasatch Choice Regional Vision with continued input and partnership from local plans with local communities.

Amendments to the 2019-2050 RTP

Periodically, local communities or transportation partners request amendments to the Regional Transportation Plan. The WFRC updated the amendment process in the spring of 2020 with the goal of streamlining the process along with broadening amendment types to include active transportation and regional land use. The update amendment process was reviewed by WFRC’s Technical Advisory Committees, RGC, and the Regional Council, as well as UDOT and UTA. The process categories amendments into three levels: Level 1 - Staff Modification, Level 2 - Board Modifications for Non-Regionally Significant Projects, and

Level 3 - Full Amendments for Regionally Significant Projects. A new online application is available on the WFRC webpage along with the RTP Amendment Process and previous amendments. It is anticipated that the third amendment to the 2019-2050 RTP will be considered and reviewed in the spring of 2021 through the summer of 2021. A fourth amendment is expected in the spring of 2022.

Utah’s Unified Transportation Plan

Utah’s Unified Transportation Plan was prepared in 2007, 2011, 2015, and in 2019 including the transportation plans for all the urbanized areas in the state along with the state-wide plans for non-urbanized areas. Coordination on Utah's Unified Transportation Plan 2019-2050 has completed policy coordination, identifying subcommittees, and coordinating on financial assumptions for all long-range plans throughout the state. In FY 2020, the transportation partners finalized the documentation and website for Utah’s Unified Transportation Plan 2019-2050. In FY 2021, WFRC staff continued to communicate the outcomes and benefits of the Unified Transportation Plan along with the development of schedules, milestones, and coordination for Utah’s Unified Transportation Plan 2023-2050. In FY 2022, WFRC staff will maintain participation with the existing Unified Plan subcommittees, namely GIS, Finance, Communication, Performance Measures, Modeling, and Active Transportation. Additionally, in FY 2021, a new Unified Plan subcommittee was created to consider technology advancements in transportation and potential disruptions in the sector. The respective subcommittees will work on refining GIS schema, developing performance measures, developing consistent cost assumptions. etc.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2022:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	75.09	752,607	54,651	807,258

C.2 GROWTH PLANNING

OBJECTIVES:

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

To encourage greater cooperation and coordination among municipalities, townships, and counties.

To improve integration between transportation, land use and economic development planning / implementation efforts in relation to 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 identify actions in addition to transportation capacity improvements that improve regional quality of life and meet regional transportation needs.

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:

- Refinement of the Wasatch Choice integrated transportation, land use, and economic development regional blueprint
- Incorporation of community development considerations into the region's transportation planning and programming processes
- Assistance to local governments in their coordinated planning efforts, including preservation of transportation corridors
- Identification of local and regional strategies to improve resiliency of outcomes in the face of disruptive technologies, uncertain market dynamics, and environmental uncertainties.
- Incorporation of green infrastructure and critical lands considerations into the Wasatch Choice for 2050 Vision and the 2023 – 2050 Regional Transportation Plan

WORK STATEMENT:

During fiscal year 2022 (FY 2022), 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 2022, WFRC will further explore implementation of the growth concept and will test the growth concept against disruptive technologies and

external uncertainties. WFRC will also assist communities in their efforts to address the transportation related elements of Senate Bill 34 (2019, Housing).

Wasatch Choice Local Implementation In FY 2022 the existing Wasatch Choice Vision implementation will continue through the following interrelated programs and efforts:

Outreach: The partners will reach out to local communities to help with implementation of their Wasatch Choice Vision. The primary aim of this effort is to continue to inform new city and county elected officials and key staff of the concepts developed by their predecessors jointly across the region, and to inquire about local land use and transportation implementation issues and needs. This outreach will coincide with efforts to obtain transportation issue and project feedback for the update of the RTP.

Training. Periodic training meetings and other events will also be held to offer 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.

SB34 implementation. WFRC will be working with communities to help with operationalization of the transportation elements of Senate Bill 34. This includes helping communities incorporate the RTP into their plans, helping them address forecast growth that WFRC generates, and helping them incorporate an Active Transportation Plan into their general plans.

Road and Land Use Context. In FY 2022 and beyond, WFRC anticipates working with UDOT and local governments to improve the fit between planned regional facilities and local activity centers designated in the Wasatch Choice Regional Vision. This work will be explored within the development of the Regional Transportation Plan, and in Solutions Development that follows (an intermediate step between RTP and Project Development). WFRC and partners including UDOT, UTA, and Salt Lake County will also work directly with local governments via the Transportation and Land Use Connection Program to refine plans for activity centers to improve the fit with planned roadway modifications. This will include road/ land use context planning, especially rights-of-way that are locally owned.

Wasatch Choice 2050 Integration with the Regional Transportation Plan

The 2023 - 2050 RTP is being developed through a scenario planning process that will refine regional transportation investments through understanding interactions with local land use and transportation. That process will continue in this fiscal year with a focus on understanding disruptive technologies and external uncertainties that the region will face.

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. Building upon the collaborative regional green infrastructure study entitled (Re)Connect: The Wasatch Front Green Infrastructure Plan, one of the Wasatch Choice Regional Vision Goals is Access to Open Space. Access to Open Space focuses on publicly accessible green space that is within a ten-minute walk

of where people live. The WFRC staff has created maps showing existing conditions, identifying new opportunities for open space, and where it is currently lacking. Additionally, projected open space needs by acre are given, based on population forecasts for each individual city within the MPO boundary. The WFRC staff will continue to work with local communities to inform them of this resource as well as incorporate changes that develop within cities. Additionally, the TLC Program has funded the Jordan River Blueprint Update and the Seven Greenways Vision Plan- both focus on the intersection of the urban and natural environments. Outcomes of these plans will be further incorporated into the Wasatch Choice Regional Vision during the current four-year planning cycle.

Progress Monitoring

In FY 2020, WFRC produced an initial progress monitoring document that provided individual cities a sense of their existing progress towards implementing Wasatch Choice 2050 and how they relate to peer cities. Over time, as communities continue to implement Wasatch Choice 2050, this document will be updated to reflect the progress the region is making towards the shared, regional goals. In FY 2021, WFRC began working with the Wasatch Choice partnership including UDOT, UTA, and local governments to determine what modifications to progress measures may be needed to include recent housing and economic development legislation including SB 136 (2018), and SB 34 (2019). During FY 2022 the partners will work out refinements to methodology and disseminate monitored measures of progress.

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, UDOT

LEVEL OF EFFORT FY 2022:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	15.35	209,592	15,220	244,812

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 Regional 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 Regional Vision Growth Principles.

To support utilization of Wasatch Choice implementation planning tools 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 staffs 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 2022.

Transportation Master Plans and Special Studies

The WFRC staff is aware of the following general and transportation master plan updates and special studies anticipated by local jurisdictions during FY 2022. These community studies and plans are in addition to specific projects and plans currently funded by WFRC's Transportation & Land Use Connection program.

- Bluffdale City Economic Development Plan
- Bluffdale City General Plan

- Clearfield City General Plan
- Cottonwood Heights General Plan
- Cottonwood Heights Transportation Master Plan
- Cottonwood Heights Trails and Parks Plan
- Farmington City Road and Trail Connection to West Davis Highway Plan
- Grantsville Transportation Master Plan
- Herriman City General Plan
- Herriman Active Transportation Plan
- Hill Air Force Base Joint Land Use Study with Nine Communities
- Hooper General Plan
- Kearns and Magna Active Transportation Plan
- Midvale City Jordan Bluff Project
- Millcreek Highland Drive Corridor Study
- Millcreek/ South Salt Lake 3300 S Corridor Study
- Sandy City Stadium Village Master Plan
- Taylorsville Active Communities Plan
- Salt Lake City Transportation Master Plan Update
- Salt Lake County West Bench Master Plan
- Sandy City Housing Plan
- Kaysville General Plan Update
- South Ogden General Plan
- Roy City Transportation Master Plan
- 11400 South Corridor Study
- SR-126 Corridor Study
- 7300 West / SR-111/ Bacchus Highway Study
- 9000 South / SR-111 Corridor Study
- 12600 South and 13400 South Flex Lanes Study (Riverton)

Transportation and Land Use Connection Program

The Transportation and Land Use Connection supports local governments in their planning efforts, implementing the Wasatch Choice Regional 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 be done, interested stakeholders, and a match requirement. TLC goals are as follows:

- Maximize the value of investment in public infrastructure.
- Enhance access to opportunities.
- Increase travel options to optimize mobility.
- Create communities with opportunities to live, work, and play.

TLC is funded from multiple partner sources, including FHWA Urban Surface Transportation Program funds totaling \$1,000,000; \$300,000 provided by Salt Lake County Regional Development; \$300,000 from the Utah Department of Transportation; and \$225,000 from the Utah Transit Authority.

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, parking, and market studies)
- General Plans
- Other project types that directly shape future community development through public policy, partnerships, or public investments

In FY 2022 the TLC team will work with communities to kick off planning efforts which are competitively awarded funding in the spring of 2021, 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 2022:

Agency	Months	Federal-CPG	Federal - STP	Non-federal	Total
WFRC	47.85	23,389	215,011	223,559	461,958
Consultant			741,252	764,868	1,506,119

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 Report on Highway and Transit Performance
- 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 tools that will be applied to existing congestion needs and to new transportation projects to the extent possible. These tools address the four key strategies of the Wasatch Choice 2050 Vision adopted by the Regional Council.

The key strategies are as follows.

- Provide Transportation Choices: Help us have real options in how we choose to get around and increase the number of easily reached destinations.

- Support Housing Options: Support housing types and locations that we can both afford and work best for our lives.
- Preserve Open Space: Preserve sufficient and easily accessible open lands that provide us with recreational opportunities.
- Link Economic Development with Transportation and Housing Decisions: Create a synergy between these three key building blocks. Enable shorter and less expensive travel to afford us more time and money. Efficiently utilize infrastructure to save taxpayer dollars. Provide housing options and increase housing affordability. Improve the air we breathe by reducing auto emissions.

The Wasatch Choice 2050 strategies can be found on the WFRC website at <https://wfr.org/vision-plans/wasatch-choice-2050/>.

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 highway and transit system performance 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 2023-2050 RTP and CMAQ Performance Plan.

WFRC staff will periodically compile transportation performance data to evaluate the effectiveness of congestion management strategies. Data provided by UDOT may be helpful in evaluating “before and after” studies of congestion management projects and in enhancing travel model techniques to estimate the benefit of TSM and TDM strategies. This will help WFRC staff make more effective recommendations regarding TSM and TDM strategies, and other projects in development of the 2023-2050 Regional Transportation Plan and the 2022-2027 Transportation Improvement Program. Various data sources, such as speed data from cell phone signals reported in the iPEMS database, 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.

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 state-wide ITS. Coordination will primarily be accomplished through the traffic management technical sub-committee of the WFRC Salt Lake-West Valley Trans Com Technical Advisory Committee. The sub-committee 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 the ability to improve signal operations more rapidly and efficiently.

Transportation Demand Management Programs

TDM includes the broad topic of managing the demand for travel in a manner which delays or reduces the need for additional highway capacity. UDOT has established a broad, ongoing transportation demand management (TDM) program state-wide called TravelWise. The long-term goal of TravelWise is to establish a sustainable, state-wide 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 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 to help support UDOT's TravelWise program.

In addition to its transit services, UTA has a rideshare program that includes over 400 vanpools 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 to help support UTA's rideshare program.

Safety Planning

WFRC is working closely with the UDOT safety staff to implement the Roadway Assessment Program as the primary safety analysis and safety planning tool for the region. Referred to as USRAP, to distinguish it from its Australian origins, this safety analysis tool combines the crash history and the roadway attributes of discrete highway segments. The USRAP generates two useful results: 1) a star rating for the segment, and 2) a recommended safety mitigation strategy based on a benefit/cost analysis.

WFRC is exploring use of the USRAP tool for short range and long range planning. The benefit/cost ratio (BCR) for a mitigation strategy for a project considered for the TIP can be used within the TIP project selection process. The safety mitigation recommendation can also be considered for inclusion at the time of project implementation if it is not already part of the project scope. For long range planning, the USRAP star rating can be a useful tool to prioritize projects based on the opportunity for improved roadway attributes on each roadway. WFRC has prepared a GIS map layer with the latest star ratings in order to associate proposed projects with the potential for improved safety.

WFRC staff will continue to meet regularly with UDOT engineers for their quarterly safety coordination meeting. WFRC staff reports transportation safety trends regularly to Regional Council committees.

WFRC staff will continue to incorporate safety mitigation as part of the project implementation process. As each project from the TIP is readied for implementation, a coordinating meeting is scheduled. Among other project details, WFRC addresses safety mitigation by including attendance at the meeting by a representative from UDOT traffic and safety. Specific safety mitigation recommendations are addressed at the meeting.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2022:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	3.25	46,161	3,352	49,513

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:

- Active Transportation Master Plan
- FrontRunner Forward
- Future of Light Rail Study
- Station Access Policy
- Transit Oriented Development (TOD) Implementation
- Park & Ride Master Plan Update
- Joint Projects Studies
- Other Planning Studies

WORK STATEMENT:

Active Transportation Master Plan

The Active Transportation (AT) Master Plan seeks to identify gaps and barriers for users accessing UTA's bus stops and rail stations. Providing AT connections and opportunities are of paramount importance for transit to be a useful and more utilized mode of transportation. The UTA-led On-Board Survey showed between 82% and 85% of UTA passengers accessed and egressed, respectively, bus stops and rail stations using some form of AT (i.e. walk, bike, wheelchair, scooter, etc.). The AT Master Plan will measure and prioritize improvements for transit users accessing UTA services by AT mode based on network connectivity, completeness, and comfortability. Improving AT access to bus stops and rail stations can help to increase transit mobility opportunities for communities within the UTA service area.

FrontRunner Forward

Following the Future of FrontRunner study, many in the region desire to move enhancements to UTA's commuter rail system forward. In an effort to understand which investments would be the most critical to start with and what would be needed to implement them, UTA developed an implementation strategy with the desired outcome to be a set of projects that can be described and proposed for funding. The investments should enable some increase in peak service without necessarily building the entire scenario as described in the Future of FrontRunner study. UTA has procured an operations planning and simulations consultant to perform as-needed task orders to test service scenarios being considered during the planning process. UTA expects to have a program manager selected

by summer 2021 to direct a larger effort to define, analyze, design, fund and implement short and long term projects to enhance FrontRunner service.

Future of Light Rail Study

Similarly to the Future of FrontRunner Study, the light rail business unit provided a list of needs and desires for the improvement of TRAX operations and planning. Among them were: remove freight from corridor, vehicle overhauls, and signal improvements, increasing ridership, and operating plans for newly planned projects. Instead of looking at each request separately, UTA procured a consultant in 2020 to evaluate several potential improvements to TRAX service that have been identified and how they might be implemented in phases. Phase 1 of the study will be complete in spring 2021 and Phase 2 will largely be conducted in FY 2022. Phase 2 will evaluate and narrow operating scenarios that incorporate projects currently in the RTP with the intention of developing a Light Rail Strategic Plan to deliver to WFRC for use in the 2023 RTP planning process.

Station Access Policy

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.). The design of the station and immediate facilities has a profound impact on the access of passengers using various modes. To address these realities, UTA has been organizing a policy that will allow it to identify infrastructural gaps and optimize access within station areas. This policy is scheduled for completion by the end of 2021, along with the aforementioned modifications to other TOD plans and tools.

Transit Oriented Development (TOD) Implementation

UTA continues to manage the entitlement and construction of several TOD sites, including Sandy East Village, Jordan Valley, Clearfield Station, and Salt Lake Central. Most notable is the recent adoption of a Master Development Plan and Agreement by Clearfield City, allowing UTA, and its development partners, to proceed with the construction of 56 acres of property adjacent to the FrontRunner.

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 to better reflect the existing and projected demand for park & ride and provide valuable data to the Station policy.

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 2022 include multimodal grid analysis, local fiscal sustainability, 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. Consultant assistance may be required in some of these studies.

Other Planning Studies

It is recognized that the need for other planning studies may arise in FY 2022. For example there are additional corridors that may be evaluated for highway, transit, and active transportation improvements. Other possibilities are numerous. Consultant assistance may be required in some of these studies.

RESPONSIBLE AGENCIES:

WFRC, UTA, UDOT

LEVEL OF EFFORT FY 2022:

Agency	Months	Federal CPG	Non-federal	Total
WFRC	4.50	62,690	4,552	67,242
Consultant (through WFRC)		441,281	32,044	473,325

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 2021

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 development and approval of the TIP and project selection process in accordance with requirements of the Fixing America's Surface Transportation (FAST) Act. 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. The evaluation and prioritization process for these three programs involves a competitive project selection process.

The prioritization of urban STP projects considers parameters such as benefits and costs, mobility, safety needs, economic benefits, system preservation, active transportation, access to opportunities, 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.

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 2023-2028 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 2022.

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 2023-2028 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 2022.

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 state-wide 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, 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 2025 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 2022.

Approval of 2022-2027 Transportation Improvement Program (TIP)

After a public comment period in July, the Regional Council will take action to approve the 2022-2027 TIP in August 2021. 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 2023-2028 Transportation Improvement Program

Late in the calendar year of 2021, the WFRC will begin preparing the 2023-2028 TIP. All transportation improvement projects planned for the region will be compiled into a comprehensive multimodal 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 authorized highway 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 2023-2028 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 2021 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 2022:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	19.30	271,122	19,688	290,810

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-15 (600 South – Farmington) Environmental Study
- Bangerter Highway Corridor Environmental Study
- Other Environmental Studies

WORK STATEMENT:

The WFRC staff has recently participated on project teams and will continue to provide 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 2022, 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-15 (600 South – Farmington) Environmental Study

The Utah Department of Transportation (UDOT) is beginning work on an Environmental Impact Statement (EIS) consistent with National Environmental Policy Act (NEPA) to identify solutions to improve mobility along I-15 generally from 600 South in Salt Lake City to US89 in Farmington. The EIS will follow the NEPA process and will identify the transportation needs developing a reasonable range of alternatives, and evaluating potential impacts to the natural and built environment. During FY 2022, WFRC will 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.

Bangerter Highway Corridor Environmental Study

UDOT intends to prepare an environmental study to identify solutions to improve mobility along the Bangerter Highway corridor in Salt Lake County. During FY 2022, WFRC will support the environmental study through participation on the Project Steering Committee, providing review of consultant modeling, review of technical documents, and participation in public outreach efforts.

Other Environmental Studies

During FY 2022, 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 2022:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	2.00	21,262	1,544	22,806

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:

- Midvalley Connector
- Davis - Salt Lake City Community Connector
- Point of the Mountain Transit
- Other Environmental Studies

WORK STATEMENT:

Midvalley Connector

The Midvalley Connector Environmental Study Report was completed in 2019, following the UTA environmental review process for locally funded projects. The outcome was a Locally Preferred Alternative (LPA) consisting of a Bus Rapid Transit (BRT) line from Murray Central Station to Salt Lake Community College Redwood Road campus to West Valley Central Station. In mid-2020, the project partners decided to seek federal funding for this project. Starting this year, UTA will coordinate with FTA to complete the Environmental Assessment (EA) to comply with the National Environmental Policy Act (NEPA). UTA will apply for funding under the FTA's Capital Investment Grant Small Starts Program. During FY 2022, WFRC will support the environmental study through participation on the Project Steering Committee, providing review of consultant modeling, review of technical documents, and participation in public outreach efforts.

Davis – Salt Lake City Community Connector

UTA completed the Davis-SLC Community Connector Study in August 2014. The outcome was a Locally Preferred Alternative (LPA) consisting of a Bus Rapid Transit (BRT) line from downtown Salt Lake City to the Woods Cross FrontRunner Station. Project partners and UTA received a legislative earmark of \$1.2 million to advance the project. This funding is being utilized to complete environmental work and preliminary engineering. Project partners are currently exploring possible operational extensions of the route, including connecting to Farmington and the University of Utah. In addition, the location of the dedicated bus lane and the terminus in Salt Lake City will be reviewed. Following additional public outreach, any proposed service extensions and refinement of the LPA will be incorporated into the environmental work. During FY 2022, WFRC will support the environmental study through participation on the Project Steering Committee, providing review of consultant modeling, review of technical documents, and participation in public outreach efforts.

Point of the Mountain Transit

With the completion of the Point of The Mountain Transit Study in southern Salt Lake County and northern Utah County, a locally preferred alternative was identified in late 2020 for environmental analysis, to serve this rapidly growing area within the region. The preferred alternative between Sandy and Lehi identifies a Bus Rapid Transit alignment between Draper FrontRunner and Traverse Mountain Station with a potential connection to the Lehi FrontRunner station. The Point of the Mountain Transit Study is now moving into the initial stages of project development, which will include conceptual engineering and environmental documentation. UTA will again work together with the Utah Department of Transportation, Draper City, Lehi City, South Jordan City, Sandy City, Wasatch Front Regional Council, Mountainland Association of Governments, Salt Lake County, and Utah County to complete this phase of the project.

This phase of the project will include environmental review and documentation of the project consistent with the National Environmental Policy Act (NEPA). It is anticipated that an Environmental Assessment (EA) or potentially a DCE (Documented Categorical Exclusion) is the appropriate environmental document for this project. The environmental process will help to integrate design, transportation, environmental, and public outreach efforts leading to a project ready for approval and possible funding from the Federal Transit Administration. During FY 2022, WFRC will support the environmental study through participation on the Project Steering Committee, providing review of consultant modeling, review of technical documents, and participation in public outreach efforts.

Other Environmental Studies

In FY 2022 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 2022:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	7.45	93,633	6,799	100,433

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 continue toward a two-year cycle of further model development of the WF TDM (forthcoming v9.0) and REMM (expected to be v1.2) with completions targeted for December of calendar year 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, transparency, and ease of use of model-related tools. 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 v9.0
- Updated Mode Choice Model for WF TDM v9.0 including overhaul of transit service handling
- Continued progress toward completion of a WF Bike Model and methodology for integration with WF TDM v9.0
- Enhancements for WF TDM v9.0 that improve the model's sensitivity to the built environment, handling of external trips, and non-home-based work trips
- Continued implementation of peer review panel recommendations (2019) for enhancements to REMM 1.1 model structure, input data, visualization of results, model transparency, and collaboration with other MPO's
- Continued data gathering and editing REMM policy layer to reflect most current city general plans
- Addition of Brigham City, Perry, and Willard area in Box Elder County into REMM's geographic coverage area
- Data resources developed and maintained to inform REMM's 'pipeline projects' capability
- Continued development of automated tools to translate output of the models into formats that better support visual assessment, mapping and calculation of performance measures
- Updated REMM input data models to improve the efficiency of maintaining and updating this information, and to enhance the utility of this information for other analyses
- Within-model-year metrics for REMM that indicate what portion of the model space develops for each year and the characteristics of that new and re-development

- Sensitivity testing to enhance understanding of the REMM model behavior when full capacity levels are reached
- Incremental improvements to the REMM model structure and coefficients
- Technical support for WF TDM, REMM, and other 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 at a large project scale. 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 current 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 the geographic distribution of 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 produced 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 are 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 FY 2021. 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 refine/expand a cost-effective data analysis] approach to best characterizing and representing the dynamics of traffic speed and volume. 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 FY 2019, has contracted external 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, mobility-as-a-service, and active transportation), and potential future disruptions in travel patterns. This work will continue from FY 2021 and is expected to conclude at the end of calendar year 2021.

Bicycle Demand Toolset: In cooperation with partnering agencies, WFRC, with external consulting, will continue its work to develop a new micromobility toolset will further the region's understanding and forecasting of bicycle, scooter, pedestrian, and other related modes. The first tool, a bicycle travel demand estimation and projection model (v1.0) is expected to be completed in FY 2022. Minor enhancements are expected in FY 2022 but the focus of this work will pivot to using and sharing the toolset to support active transportation planning in the region.

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 'D' variables of urban form (density, diversity, design, destination accessibility, etc). This knowledge base and related suggested model enhancements will inform the Mode Choice update mentioned above.

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 years 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 plans to work to refine the Urban Sim 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 in FY 2022

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 continue to support project analyses 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.

Household Travel Survey

The underlying strength of any travel model is rooted in information describing real world behavior. A home interview travel survey/diary 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 forthcoming decennial census data releases, WFRC is again coordinating with its partner agencies to prepare for an update to the household travel survey. This work is beginning in FY 2021 with work toward procuring a 3-year, statewide license to location-based services (mobile-device) travel data that will support the survey with expanded origin/destination trips and other data. Due to the disruption of typical travel patterns due to the COVID-19 pandemic, the active portion of conducting the household survey has been pushed back at least 6 months, with the active survey now expected in late FY 2022 or early FY 2023. WFRC expects to be the lead agency in procuring consultants to design and conduct the survey, pooling partner funding under a MOU, and managing the household travel survey project.

Additional Outreach to Utah Transportation Modeling Professionals

WFRC will continue to develop and share best practice guidance for the use of both the WF TDM and REMM models and their respective results, 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 is in contact with 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 has been developed 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 2022:

Agency	Months	Federal-CPG	Federal-STP	Non-federal	Total
WFRC	61.05	589,493		142,325	731,817
Consultant		91,629	656,999	720,551	1,469,179

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 PM2.5 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 state-wide 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 non-road mobile sources), 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 transportation 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 six non-attainment or maintenance areas in the Wasatch Front Region: carbon monoxide (CO) in Salt Lake City and Ogden; PM10 in Salt Lake County and Ogden; PM2.5 in the Salt Lake PM2.5 Non-attainment Area including Davis and Salt Lake Counties and portions of Weber, Box Elder, and Tooele Counties; and ozone in the Northern Wasatch Front Ozone Non-attainment Area including Davis and Salt Lake Counties and portions of Weber, and Tooele Counties.

The following changes have recently occurred or are anticipated in the near future regarding maintenance and non-attainment area designations: 1) The Salt Lake City CO maintenance area was designated an attainment area by EPA in 2020 so conformity analysis is no longer required for CO in Salt Lake City; 2) The Salt Lake PM2.5 non-attainment area was re-designated in 2020 by EPA as a maintenance area, and new PM2.5 emission budgets were approved; 3) The three-year average of ozone in the Northern Wasatch Front non-attainment area will likely remain above the standard by the end of 2021 resulting in a re-designation from marginal to moderate non-attainment for ozone which will require preparation of a control strategy SIP by the State Division of Air Quality. WFRC will assist this effort with emission estimates from motor vehicles to be considered in the air quality plan.

Vehicle emissions are currently estimated using the MOVES model developed and approved by EPA. The MOVES3 version of this model is approved for regional and project level conformity analysis.

Conformity of Plans and Programs

The WFRC will prepare a conformity analysis for the 2022-2027 TIP and for any amendments to the 2019-2050 RTP. The 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. A few years ago, a Utah Statewide Travel model or USTM was developed that among other modeling work makes 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 uses the USTM travel characteristic data in completing the emissions analysis for the PM2.5 and ozone non-attainment areas which include 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 2021 fiscal year, coordination between WFRC and DAQ will be essential in preparing an updated inventory of ozone precursor emissions for the Northern Wasatch Front ozone non-attainment area for the 2017 baseyear. The new MOVES3 vehicle emission model will be used in the development of the ozone inventory.

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 continue to address air quality conformity, SIP development, and other issues that arise as part of the transportation and air quality planning processes. ICT meetings are held quarterly on the second Wednesday.

Air Quality Performance Measures

WFRC staff prepared a CMAQ performance plan and emission targets in 2020 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 the RTP and TIP or as requested. WFRC will continue coordination efforts with UDOT 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 2022:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	11.50	156,404	11,357	167,762

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

OBJECTIVES:

To develop, verify and maintain socioeconomic estimate and forecast data at the county, place, and Traffic Analysis Zone (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 the US Census Bureau in support of quality 2020 Census and American Community Survey data products that are accessible and utilized within our region.

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

ANTICIPATED PRODUCTS:

- Biennial socioeconomic estimates
- Analysis of socioeconomic data and forecasts
- Input to short-range programming, long-range planning studies and air quality analyses
- 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 transit data

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 actively collaborate with GPI in their 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 distribution estimate, by job sector.

WFRC will continue to use a variety of inputs including county assessor tax parcel data, county-level control estimates from GPI, and building permit data from Construction Monitor to create biennial July 1 population, household, and housing unit inventory 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. As 2020 Census results will be available in the latter half of 2021, WFRC will work to incorporate the latest demographic data contained in the Census data products into its REMM and TDM work and related data products.

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 will collaborate with UDOT, UTA, and other Utah MPOs to produce information products from the location-based services travel dataset license that is being procured to support the household travel survey. These information products will highlight travel patterns and trends within the region and will be shared to regional stakeholders. WFRC and MAG gather a limited set of travel time data from commercial mapping apps for a defined set of trips across the region in order to assist with travel model calibration.

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 2022:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	7.00	78,978	5,735	84,713

G.3 GIS AND DATA MANAGEMENT

OBJECTIVES:

To serve partners and the community through collecting, using, and presenting spatial data and information in transportation, land use, and economic development planning.

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

To empower Geographic Information System (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.

To respond to community needs by delivering timely information resources related to pandemic recovery, equity, and access to opportunities.

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 and Land Use Connection (TLC) goals and activities
- GIS map layers, interactive web maps, and web services depicting mobility, access to opportunities, and other results from the Wasatch Front travel demand model (WF TDM) and Real Estate Market Model (REMM) land use model
- Up-to-date input datasets for the WF TDM and REMM models, including a more efficient process for base year parcel updates and a detailed representation of multi-family housing units
- Performance metrics derived from GIS and analysis of the WF TDM and REMM in support of the RTP planning process
- Geospatial datasets, spatial analysis, and maps in support of relevant community issues and needs, such as pandemic recovery and equity, including continuation of WFRC's Map of the Month for WFRC's newsletter series
- Authoritative geospatial datasets that are appropriately accessible to both internal and external clients via local and web connections, including forthcoming decennial census data/analysis products
- Technical documentation/metadata for authoritative geospatial datasets

WORK STATEMENT:

The GIS team works to deliver quality data and mapping services in support of WFRC's mission and goals. 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, its 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, stakeholders, and the general public. WFRC maintains a robust catalog of nearly 70 datasets accessible to the public in an “Open Data” website. These datasets include household and employment forecasts, transportation infrastructure projects, and existing and future transportation system performance data, among others. Additional datasets will be added as WFRC responds to the needs of partners and the community.

In addition to keeping input datasets current for key WFRC programs and forecasting models, the GIS staff will work with the long-range planning staff to plan for RTP input data needs. Source GIS project lists and performance metrics 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 analyzed in the same manner.

Analyzing the effects of the COVID-19 pandemic and community inequality are important issues that GIS staff will continue to address in FY 2022. Increased effort will be spent to address these and other issues through creative analysis and maps. Using feedback from WFRC staff and partners, and resources such as Google Analytics, GIS staff will also continue to seek efficiencies in information product delivery. In an effort to keep up with evolving GIS technologies, staff will participate in occasional technical training and workshops. This training will help WFRC GIS staff adapt to emerging products, including data analytics, web applications, and server administration.

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 2022:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	16.50	156,790	11,385	168,175

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, and a variety of other areas are often received by WFRC staff. This information is provided to federal, state and local agencies and various individuals, groups, and businesses. The planning staff also participates in corridor studies, project study teams, and environmental study teams where particular expertise is needed or key elements of plans are 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 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 studies, local master plans, 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 data products.

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 2022:

Agency	Months	Federal-CPG	Non-Federal	Total
WFRC	2.55	25,358	9,467	34,826

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 the local jurisdictions in developing plans and priorities. After the first two years, local governments have entirely funded 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 was adopted in June of 2019. The plan addresses highway, transit, and active transportation needs. 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 meets about four times a year. Local governments, UDOT, UTA, and WFRC staff will raise and discuss transportation issues of importance to the Tooele Valley. Regional Council staff will also 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 and evaluate information 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 and ozone, 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 2022:

Agency	Months	Non-Federal	Total
WFRC	.51	7,838	7,838

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 the local jurisdictions in developing the plans and priorities, with local governments providing a sizable match. The RPO has and will continue to help facilitate UDOT and UTA consultation with local officials.

A prioritized Morgan County-Ogden Valley Regional Long-Range Transportation Plan was completed in the summer of 2019. This plan addresses roadway, active transportation, and access to recreation needs. Plans for all modes were developed with stakeholder and public input.

Coordination

The WFRC staff will provide administrative and technical support for the Morgan County-Ogden Valley RPO. The RPO will meet about four 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. Previous support includes coordinating between UTA and Weber County to amend the statewide long-range plan to allow for use of transportation funds on new connectivity projects.

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. The WFRC will provide support to the RPO as funding opportunities are considered or implemented to advance projects in the Plan. Support will also be given as local governments pursue

studies of various transportation corridors and issues, as needed. Previous support includes providing technical assistance to Morgan City as it explored and imposed a transportation local option quarter cent sales tax and to Morgan City and Morgan County as they developed their corridor preservation allocation process.

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. The 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 2022:

Agency	Months	Non-Federal	Total
WFRC	.30	3,874	3,874

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 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
 - Wasatch Choice 2050 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 2019. The Public Participation Plan (PPP) will be reviewed and updated every four years as needed and in association with the cycle of the RTP. During this review, the PPP will be updated to mitigate barriers in order to successfully engage all populations in regional decision-making and adhere to all requirements as stated in Title VI and Environmental Justice policies. When this PPP is updated, a 45-day (minimum) period will be provided for public comment.

WFRC Public Involvement

WFRC's Public Participation 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 state-wide and regional brochures regarding the most recent long-range RTP and state-wide Utah's Unified Transportation Plan.

WFRC has expanded its efforts to receive input from the public. The public involvement process focuses on a proactive 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/ or 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, as appropriate. Many of the comments and responses can be found on the WFRC website. In the update of the Wasatch Choice 2050 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 website. 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 approval, 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 Wasatch Choice 2050; programs, including the TIP, TLC, WFEDD, and CDBG; 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 open houses on specific projects. 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 2022:

Agency	Months	Federal-CPG	Non-Federal	Total
WFRC	25.00	290,820	21,118	311,938
Consultant		69,923	5,078	75,000

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 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 (RRC) 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
- Assistance to RRC to allocate CDBG funds received through the CARES Act and additional Coronavirus aid packages

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 1st 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/Annual Action 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 2022:

Agency	Months	HUD	Non-federal	Total
WFRC	4.15	30,433	1,141	31,574

I.2 ECONOMIC DEVELOPMENT

OBJECTIVES:

To continue to administer the Wasatch Front Economic Development District (WFEDD) 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 Regional Vision

ANTICIPATED PRODUCTS:

- An annual update to the currently adopted 2018-2023 Comprehensive Economic Development Strategy (CEDS)
- Administration of WFEDD one-time EDA Cares Recovery Assistance funding in the form of technical assistance to member communities

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. A key work component of the WFEDD and the CEDS is to improve economic development agency collaboration and coordination. The 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 2050 Vision. The WFEDD developed the 2018-2023 CEDS to align with the goals of Wasatch Choice 2050. In FY 2021, WFEDD will work closely with activities related to implementing 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 Regional 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 will update and complete an annual report on the 2018-2023 Comprehensive Economic Development Strategy. The objectives and activities listed in the CEDS facilitate the connection between transportation, land use, and economic development.

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 state-wide 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 implementation 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 state-wide 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 2022:

Agency	Months	EDA	Non-federal	Total
WFRC	10.65	75,063	48,878	123,941

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
CO2	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

ACRONYMS CONTINUED:

FONSI	Finding of No Significant Impact
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 21st Century Act
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Protection Agency
NO _x	Oxides of Nitrogen
NTD	National Transit Database
OATS	Ogden-Layton Area Transportation Technical Subcommittee
PE	Preliminary Engineering – FTA
PMS	Pavement Management System
PM ₁₀	Particulate Matter < 10 microns
PM _{2.5}	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

ACRONYMS CONTINUED:

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Air Quality Implementation Plan
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 21st 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
WFRC	Wasatch Front Regional Council
WSU	Weber State University

UNIFIED PLANNING WORK PROGRAM
FINANCIAL CHARTS AND TABLES

LEVEL OF EFFORT (PERSON MONTHS) FY 2022:

Section	Title	WFRC
A.1	WFRC Administration	26.80
A.2	UDOT	
A.3	UTA Administration	
B.1	UTA Transit Planning	
B.2	Mobility Management	.20
C.1	Long Range Transportation Plan	75.09
C.2	Growth Planning	15.35
C.3	Planning Support to Local Governments	47.85
D.1	Management Systems	3.25
D.2.	Plan Refinement and Special Studies	4.50
D.3	Transportation Improvement Program	19.30
E.1	UDOT Environmental Studies	2.00
E.2	UTA Environmental Studies	7.45
F	Travel Forecasting	61.05
G.1	Air Quality Analysis and Coordination	11.50
G.2	Data Collection and Analysis	7.00
G.3	GIS and Database Management	16.50
G.4	Technical Support to Local Governments	2.55
G.5	Tooele Valley RPO	.51
G.6	Morgan County-Ogden Valley RPO	.30
H	Public Involvement	25.00
I.1	CDBG Program	4.15
I.2	Economic Development	10.65
Total		341.00

LEVEL OF EFFORT (FUNDING) FY 2022:

Section	Title	WFRC
A.1	WFRC Administration	341,302
A.2	UDOT	
A.3	UTA Administration	
B.1	UTA Transit Planning	
B.2	Mobility Management	3,345
C.1	Regional Transportation Plan	807,258
C.2	Growth Planning	224,812
C.3	Planning Support to Local Governments	461,958
D.1	Management Systems	49,513
D.2.	Plan Refinement and Special Studies	67,242
D.3	Transportation Improvement Program	290,810
E.1	UDOT Environmental Studies	22,806
E.2	UTA Environmental Studies	100,433
F	Travel Forecasting	731,817
G.1	Air Quality Analysis and Coordination	167,762
G.2	Data Collection and Analysis	84,713
G.3	GIS and Database Management	168,175
G.4	Technical Support to Local Governments	34,826
G.5	Tooele Valley RPO	7,838
G.6	Morgan County-Ogden Valley RPO	3,874
H	Public Involvement	311,938
I.1	CDBG Program (including CIB 2k)	31,574
I.2	Economic Development	123,941
Total		4,623,250

WFRC SUMMARY OF DIRECT NON-SALARY COSTS FY 2022:

Travel	69,792
Training	57,200
Printing & Publications	10,950
Dues & Subscriptions	26,475
Supplies & Software	51,300
Equipment Rental	14,000
Carry Forward to next FY	113,607
TOTAL:	
	343,323

WFRC INDIRECT COST BUDGET FY 2022:

Salary & Fringe	587,312
Consultants	40,000
Training	8,800
Travel	9,968
Rent	435,000
Telephone/Data	35,000
Supplies/Software	80,950
Equipment Rent	114,000
Equipment Maintenance	55,000
Legal	10,000
Audit & Accounting	26,250
Insurance	13,000
TOTAL:	1,401,280

WFRC INDIRECT COST ALLOCATION FY 2022:

Program	Months	Percent	Costs
Consolidated Planning Grant	254.32	79.52	1,114,202
Tooele Valley RPO	.51	.15	2,096
Model Development	6.60	1.95	27,327
CDBG	4.60	1.21	17,054
Morgan RPO	1.20	.09	1,233
Economic Development	8.10	3.12	43,764
Mobility Management	.20	.06	822
Davis County Rating and Ranking	.57	.16	2,260
Transportation and Land Use Connection	49.40	13.74	192,522
Total	332.00	100.00	1,401,280

		Mobility		Growth	Local Govt	Trans Land Use	Trans Mgmt	Plan Refine
	Admin	Mgmt	RTP	Planning	Support	Connection	Systems	Spec Studies
	A1	B2	C1	C2	C3	C3	D1	D2
	26.80	0.20	75.09	15.35	1.00	46.85	3.25	4.50
Sources of Funds								
CPG	1,543,592		757,858	211,054	23,552		46,483	507,487
CPG Match - Transit Sales Tax	56,946		27,959	7,786	869		1,715	18,722
CPG Match - GOPB	43,672		21,442	5,971	666		1,315	14,358
CPG Match - Local	-		-	-	-		-	-
Tooele Valley RPO Local	2,162							
Morgan RPO - State	-							
Morgan RPO - Local	6,126							
Transit Sales Tax	-							
CDBG	19,567							
Community Impact Board	859							
Economic Devel Admin	21,122							
Econ Devel - Local match	21,122							
FTA - UTA Mobility Mgmt	6,655	3,345						
Local Contributions	110,225							
Davis County R&R	2,374							
Travel Survey STP								
Travel Survey Partners								
TLC - STP	144,997					915,903		
TLC - Local Match	-					300,000		
TLC - Salt Lake County	-					300,000		
TLC - UDOT	41,986					265,214		
TLC - UTA	25,626					161,874		
Model Develop - UDOT	18,765							
Model Develop - MAG	8,562							
TOTAL	2,074,359	3,345	807,258	224,812	25,087	1,942,991	49,513	540,567

	UDOT Enviro		UTA Enviro		Travel	Model	Air	Data
	TIP	Studies	Studies	Forecasting	Survey	Develop	Quality	Collection
	D3	E1	E2	F	F	F	G1	G2
	19.30	2.00	7.45	54.40	-	6.65	11.50	7.00
Sources of Funds								
CPG	273,014	21,410	131,839	685,874			157,495	79,529
CPG Match - Transit Sales Tax	10,072	790	4,864	25,303			5,810	2,934
CPG Match - GOPB	7,724	606	3,730	19,405			4,456	2,250
CPG Match - Local	-	-	-	-			-	-
Tooele Valley RPO Local								
Morgan RPO - State								
Morgan RPO - Local								
Transit Sales Tax								
CDBG								
Community Impact Board								
Economic Devel Admin								
Econ Devel - Local match								
FTA - UTA Mobility Mgmt								
Local Contributions								
Davis County R&R								
Travel Survey STP					656,999			
Travel Survey Partners					705,897			
TLC - STP								
TLC - Local Match								
TLC - Salt Lake County								
TLC - UDOT								
TLC - UTA								
Model Develop - UDOT						73,832		
Model Develop - MAG						33,686		
TOTAL	290,810	22,806	140,433	730,582	1,362,896	107,518	167,762	84,713

	GIS	Tech	Tooele	Morgan	Public	Tooele	CDBG		Economic	EDA	Davis	
	Database	Support	RPO	RPO	Involvement	CDBG	CARES ACT	CIB	Develop	CARES ACT	R&R	Total
	G2	G4	G5	G6	H	I1	I1	I1	I2	I2	G4	
	16.50	2.00	0.51	0.30	25.00	4.00	-	0.15	8.40	2.25	0.55	341.00
Sources of Funds												
CPG	157,884	25,535			363,260							4,985,866
CPG Match - Transit Sales Tax	5,825	942			13,401							183,939
CPG Match - GOPB	4,467	722			10,278							141,062
CPG Match - Local	-	-			-							-
Tooele Valley RPO Local			7,838									10,000
Morgan RPO - State				-								-
Morgan RPO - Local				3,874								10,000
Transit Sales Tax												-
CDBG						30,433	2,300					52,300
Community Impact Board								1,141				2,000
Economic Devel Admin									48,878	335,431		405,431
Econ Devel - Local match									48,878			70,000
FTA - UTA Mobility Mgmt												10,000
Local Contributions												110,225
Davis County R&R											7,626	10,000
Travel Survey STP												656,999
Travel Survey Partners												705,897
TLC - STP												1,060,900
TLC - Local Match												300,000
TLC - Salt Lake County												300,000
TLC - UDOT												307,200
TLC - UTA												187,500
Model Develop - UDOT												92,597
Model Develop - MAG												42,248
TOTAL	168,175	27,200	7,838	3,874	386,938	30,433	2,300	1,141	97,756	335,431	7,626	9,644,164