



WASATCH FRONT REGIONAL COUNCIL

DRAFT UNIFIED PLANNING WORK PROGRAM

for the

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

FISCAL YEAR 2023
(July 1, 2022 - June 30, 2023)

MARCH 2022

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

TABLE OF CONTENTS

| | |
|--|------|
| PURPOSE | iv |
| FORMAT | iv |
| COORDINATION | iv |
| CONSOLIDATED PLANNING GRANT | vi |
| WORK PROGRAM AMENDMENTS | vi |
| OGDEN-LAYTON AND SALT LAKE CITY-WEST VALLEY CITY URBANIZED AREAS | vii |
| STAFFING | viii |
| Wasatch Front Regional Council (WFRC) Staff Organization | ix |
| Utah Department of Transportation (UDOT) Program Development | x |
| Utah Transit Authority (UTA) Planning Department | xi |
| PLANNING FACTORS | xii |
| PLANNING EMPHASIS AREAS | xiv |
| A. ADMINISTRATION AND COORDINATION | 1 |
| A.1 WASATCH FRONT REGIONAL COUNCIL | 1 |
| A.2 UTAH DEPARTMENT OF TRANSPORTATION | 4 |
| A.3 UTAH TRANSIT AUTHORITY | 6 |
| B. TRANSIT PLANNING | 9 |
| B.1 UTA TRANSIT PLANNING | 9 |
| B.2 MOBILITY MANAGEMENT | 16 |
| C. LONG RANGE PLANNING | 21 |
| C.1 REGIONAL TRANSPORTATION PLAN | 21 |
| C.2 GROWTH PLANNING | 30 |
| C.3 LOCAL GOVERNMENT PLANNING SUPPORT | 34 |
| D. SHORT RANGE PLANNING AND PROGRAMMING | 36 |
| D.1 TRANSPORTATION MANAGEMENT SYSTEMS | 36 |
| D.2 PLAN REFINEMENT AND SPECIAL STUDIES | 40 |
| D.3 TRANSPORTATION IMPROVEMENT PROGRAM | 44 |
| E. PROJECT COORDINATION AND SUPPORT | 49 |
| E.1 UDOT ENVIRONMENTAL STUDIES | 49 |
| E.2 UTA ENVIRONMENTAL STUDIES | 51 |
| F. TRAVEL DEMAND AND SOCIOECONOMIC FORECASTING | 53 |

| | | |
|-----|--|----|
| G. | TECHNICAL SUPPORT AND SERVICES | 58 |
| G.1 | AIR QUALITY ANALYSIS AND COORDINATION | 58 |
| G.2 | SOCIOECONOMIC AND TRANSPORTATION DATA | 62 |
| G.3 | GIS AND DATA MANAGEMENT | 65 |
| G.4 | TECHNICAL SUPPORT TO LOCAL GOVERNMENTS | 67 |
| G.5 | TOOELE VALLEY RURAL PLANNING ORGANIZATION | 69 |
| G.6 | MORGAN COUNTY RURAL PLANNING ORGANIZATION | 71 |
| H. | PUBLIC INVOLVEMENT | 73 |
| I. | COMMUNITY DEVELOPMENT | 77 |
| I.1 | COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM | 77 |
| I.2 | ECONOMIC DEVELOPMENT | 79 |
| | LIST OF ACRONYMS | 82 |
| | FINANCIAL CHARTS AND TABLES | 85 |

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 2023 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, 2022, and June 30, 2023. The UPWP addresses multiple modes, including transit, highway, bicycling and others. It provides for assisting municipalities in implementing the Wasatch Choice Vision; updating socioeconomic and travel data and forecasts; developing the 2023-2050 Regional Transportation Plan (RTP); developing the six-year Transportation Improvement Program (TIP); continuing an interagency process to assess air quality and conformity of transportation plans with air quality standards; and providing 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 2023 UPWP is similar to the 2022 UPWP. Each work task includes a summary of objectives, anticipated products, background information, a statement of the work planned for FY 2023, responsible agencies, and level of effort in terms of months and funding. A UPWP completion report, describing all work accomplished in FY 2022 will be prepared by October 1, 2022.

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.

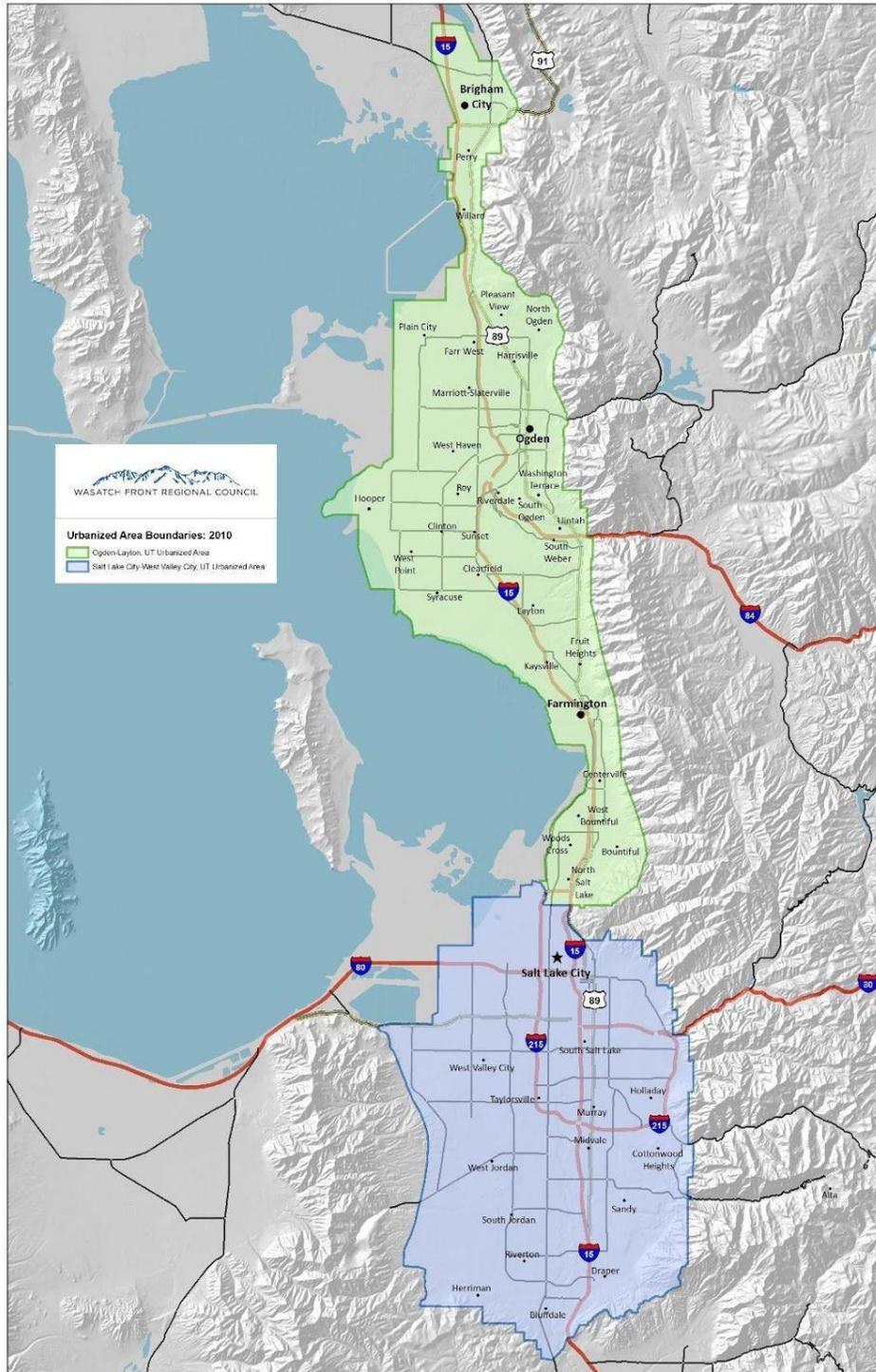
WORK PROGRAM AMENDMENTS:

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 2023, 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 2023 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, and to the extent available, the cost of each task, and the sources of funding.

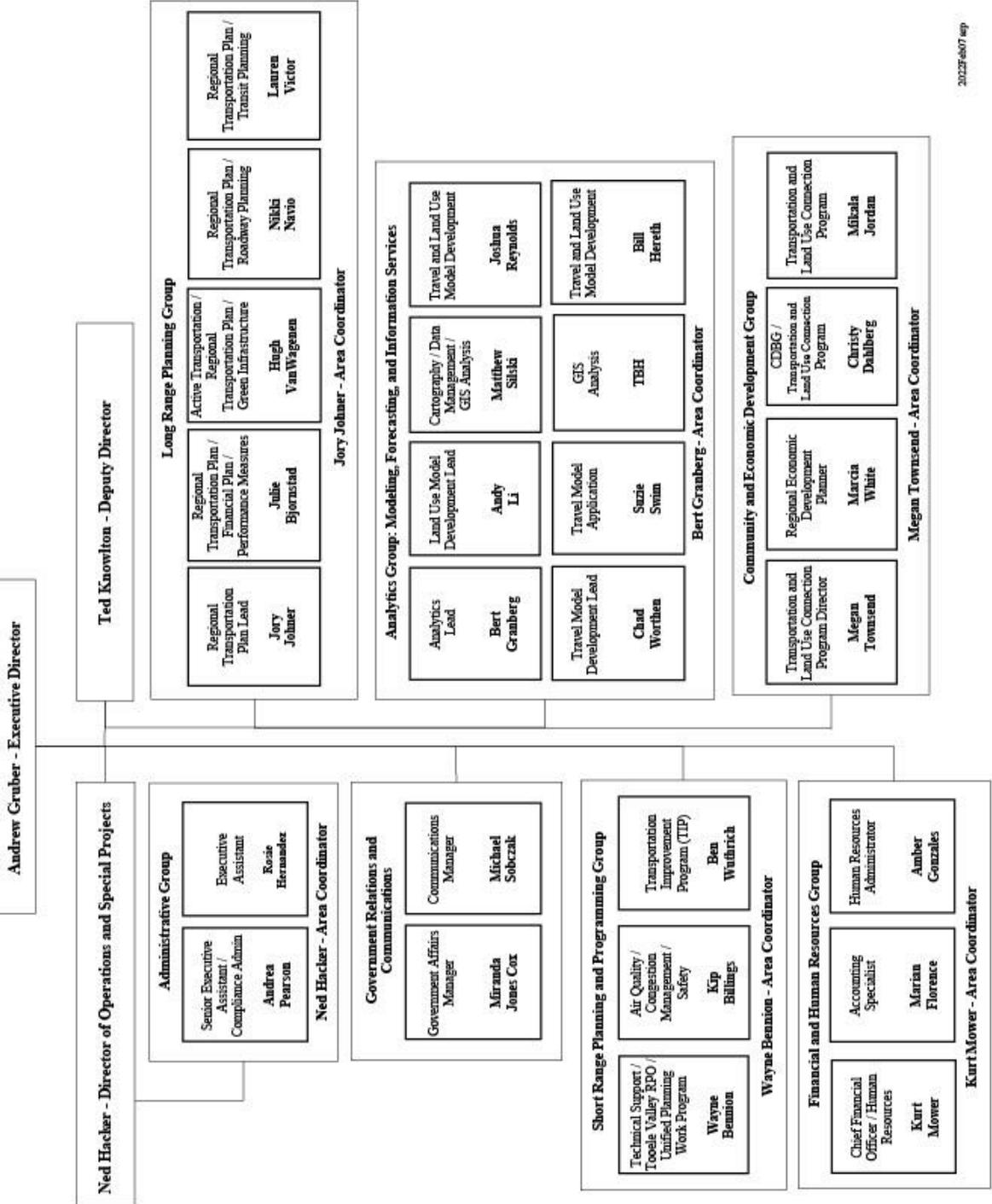
Each agency's staff is multi-disciplinary and includes professional engineers, planners, environmental specialists, economists and technicians of various disciplines. WFRC staff, in particular, relies on information and data from local government officials and their staff to coordinate between local 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

Wasatch Front Regional Council (WFRC) Staff Organization

WASATCH FRONT REGIONAL COUNCIL

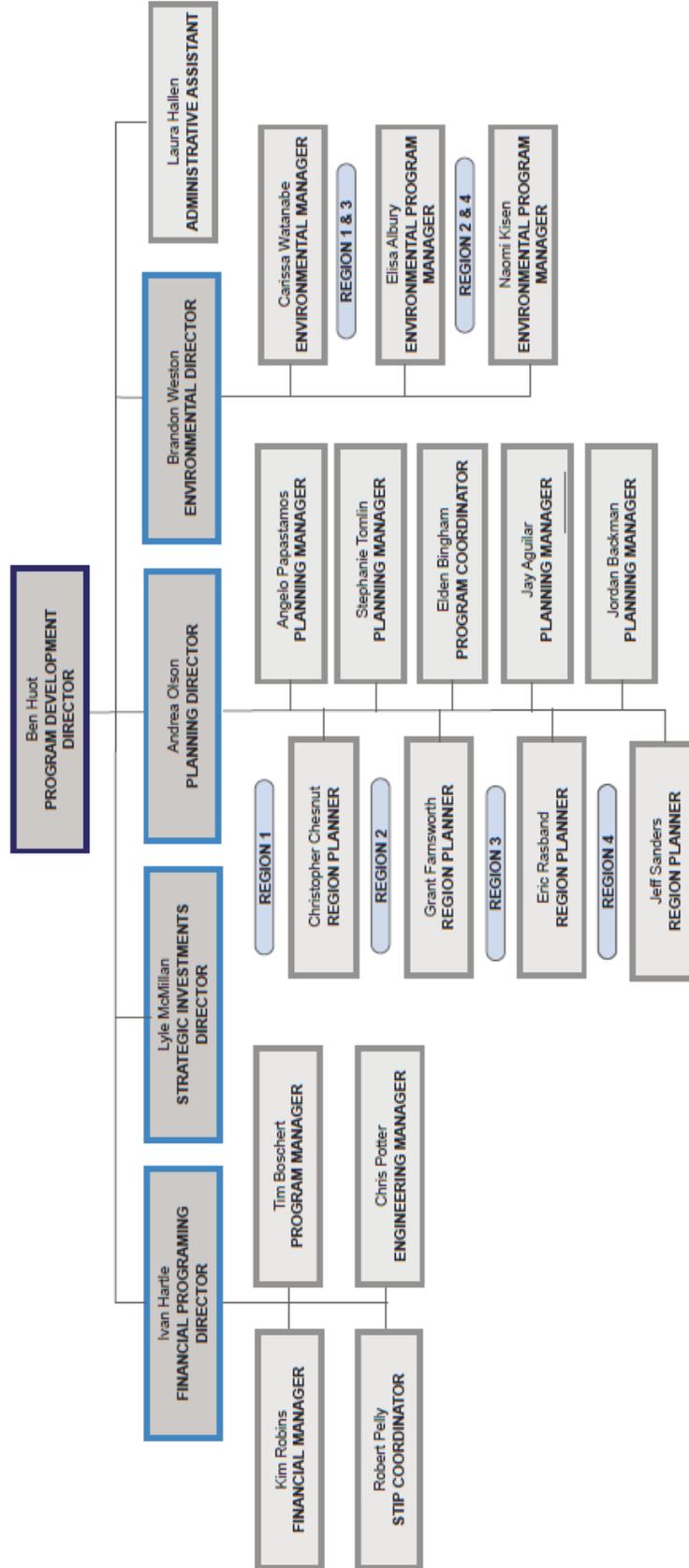


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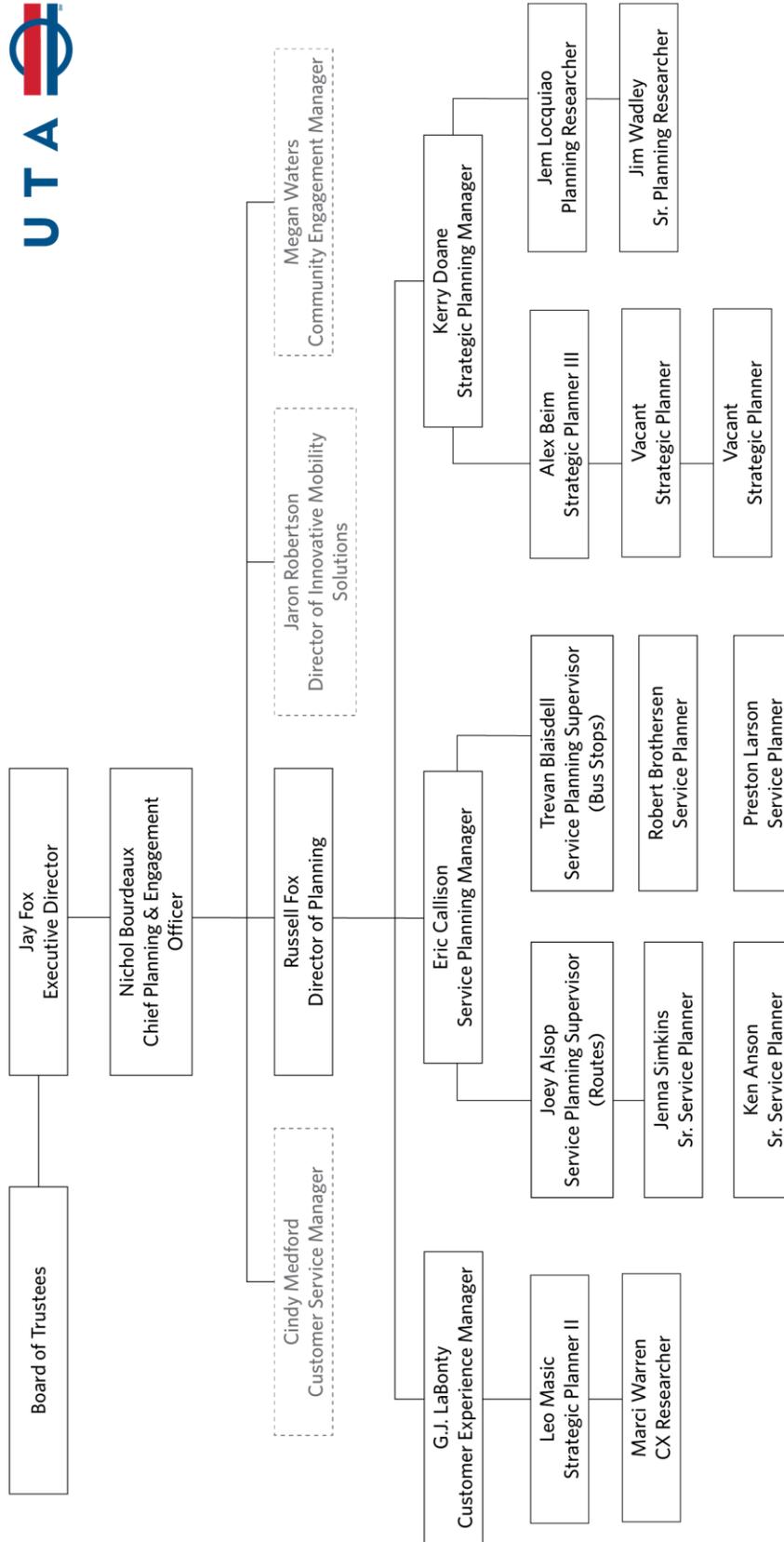
Utah Department of Transportation (UDOT) Program Development

Utah Department of Transportation
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 Vision 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 Transportation System Management and Transportation Demand Management strategies such as Intelligent Transportation Systems 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 the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
 - 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)

PLANNING EMPHASIS AREAS:

1. **Tackling the Climate Crisis**
WFRC will identify transportation system vulnerabilities to climate change impacts and evaluate potential solutions. (C.1)
2. **Equity**
Review of opportunities to further integrate equity into the transportation planning process will continue. (C.1, D.3)
3. **Complete Streets**
Efforts are underway to ensure safety for all users is emphasized in long range planning, growth planning, and short range planning. (C.1, C.2, D.1)
4. **Public Involvement**
WFRC will explore ways to enhance and/ or expand their current virtual public involvement techniques. (H.)
5. **Defense Coordination**
Coordination with the Department of Defense occurs through the fall workshops and the Ogden-Layton Technical Advisory Committee of the Regional Growth Committee. (C.1)
6. **Federal Land Management Agency Coordination**
During each RTP cycle, WFRC conducts a resource agency workshop to facilitate ongoing coordination with FLMAs as well as several other agencies. (C.1)
7. **Planning and Environment Linkages**
WFRC actively participates in contextual corridor studies that assist in minimizing duplication between planning work and environmental analysis. (D.2)
8. **Data in Transportation Planning**
One of the ongoing focus areas of WFRC has been and continues to be data management and sharing. (G.2, G.3)

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 Planning 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) 2023 UPWP and budget amendments
- FY 2024 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 Planning 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 \$377,874.

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 \$493,206. 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 \$875,696.66.

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 2023:

| WFRC Administration | | | | |
|----------------------------|---------------|--------------------|--------------------|--------------|
| Agency | Months | Federal CPG | Non-Federal | Total |
| WFRC | 25.30 | 352,292 | 25,582 | 377,874 |

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 2023 Federal Aid Agreement for the MPO Area.
- Participate in the Technical Advisory Committees for both WFRC's Trans Com and Regional Growth Committees.
- Give assistance to the WFRC in developing the FY 2024 UPWP. Assist the WFRC in interpreting and complying with updated air quality rules and regulations. Coordinate the completion of the annual Congestion Mitigation Air Quality (CMAQ) I 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 15 employees. Funding for the UDOT Planning staff is provided through Statewide Planning and Research funds 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 2023:

| <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 24 million miles of bus and rail service. UTA is a multimodal transportation company that employs more than 2,500 people with 1,000 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

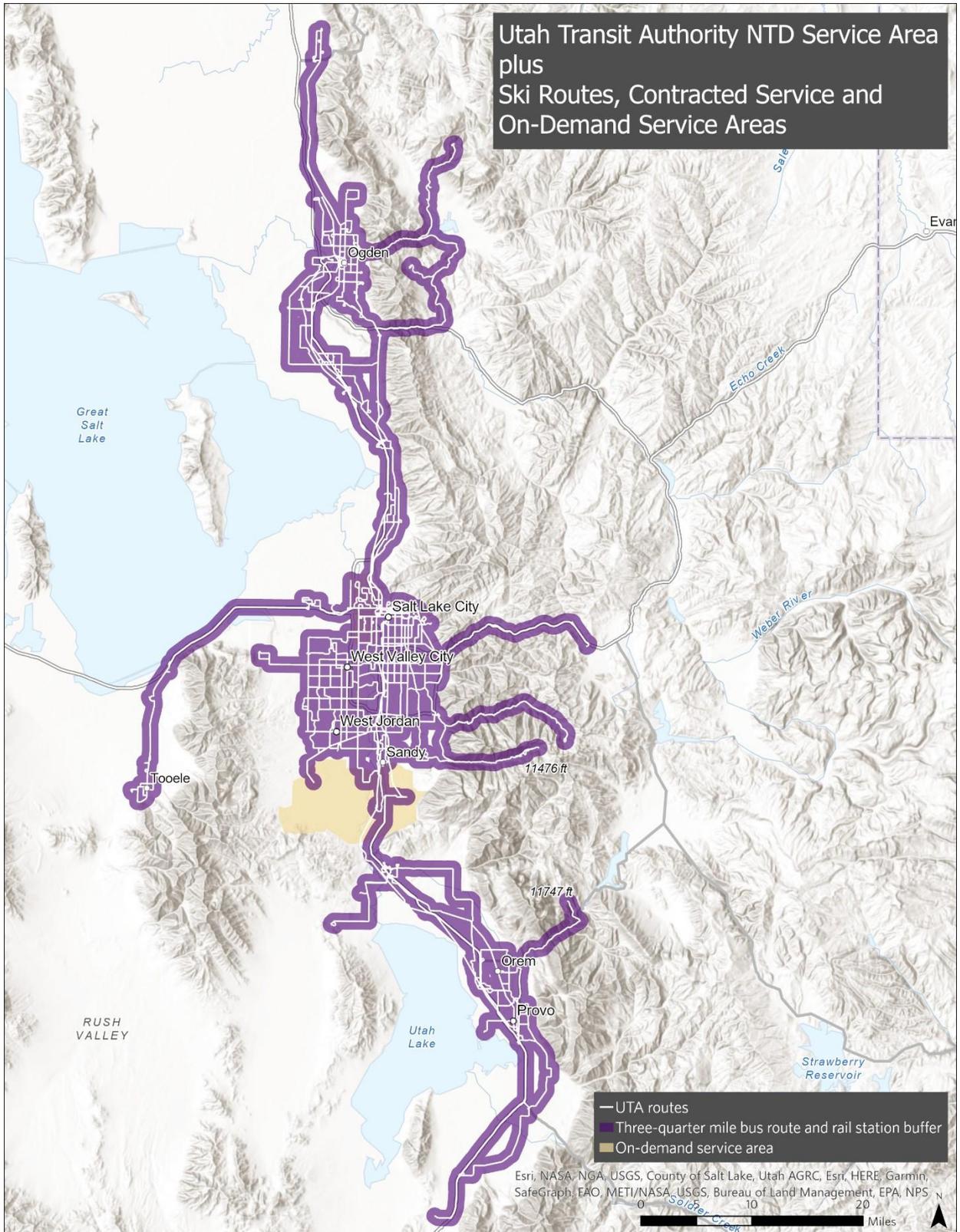
UTA prepares documentation to comply with all federal, state and local administrative requirements under this work item. These include the Unified Planning Work Program, Completion Reports, Annual Grants Status Report, Interlocal Agreements, Grant Applications, audit documentation, FTA Triennial Review 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.

RESPONSIBLE AGENCY:

UTA



B. TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

OBJECTIVES:

To provide effective transit services within available resources.

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

To improve multi-modal transportation options for the region in cooperation with WFRC, UDOT, 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)
- Small Area Studies
- Five-Year Service Plan
- Microtransit Pilot Program Evaluations
- Service Planning Standards, Design Guidelines, and System Analysis
- Comprehensive Service Analysis
- Transit Financial Plan (TFP)/Scenario Tool
- Wayfinding Signage and Bus Stop Improvement Program
- 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 Financial Equity Analysis work is a continuing process.

Long Range Transit Plan (LRTP)

UTA is currently developing an agency-wide Long Range Transit Plan. The LRTP will be a complementary plan to the MPO's Regional Transportation Plan (RTP) and will present a comprehensive 30-year vision for all aspects of public transit across the Wasatch Front. The primary goals of the LRTP process are to strengthen partnerships with the communities UTA serves, assess long-term transit needs, develop a system-wide vision for the future, and establish strategies for implementation. A robust public campaign is being planned for 2022. Plan development and refinement is anticipated to run through the end of 2022 and into 2023, with adoption by the UTA Board of Trustees in 2023. The LRTP is proposed to be updated on a 4-year cycle, in conjunction with the MPO's RTP updates.

Small Area Studies

Small Area Studies inform updates to the UTA Five-Year Service Plan. The studies focus upon a subset of the UTA service area, and typically include a review of existing plans, an existing and future conditions analysis, public outreach, stakeholder engagement, and recommendations.

UTA began performing Small Area Studies in FY22, studying Falcon Hill and South Davis County as well as the West Bench in Salt Lake County. Planned Small Area Studies for FY 23 include evaluating current and proposed transit service connections to rail stations in Sandy and South Jordan.

Five-Year Service Plan

The UTA Five-Year Service Plan is a biennial process to plan and program the deployment of systematically integrated transit service based upon the dynamics of projected resources, land use, demographics, and introduction of new technologies. The intent of the Five-Year service plan is to ensure that UTA is most efficiently allocating its resources by systematically determining the appropriate types and levels of service per UTA Service Design Guidelines, for each of the communities within the UTA service area.

Microtransit Pilot Program Evaluations

The Innovative Mobility Solutions (IMS) department has partnered with Via to deploy a UTA On Demand service zones in southern Salt Lake County and Salt Lake City Westside. These microtransit, shared-ride services are designed to expand access to UTA services throughout a 71 square mile zone in southern Salt Lake County and a 15 square mile zone in SLC Westside. Other objectives include improving mobility options for all users and providing better customer experiences. In general, the IMS 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.

UTA's Five-Year Service Plan identifies two more potential microtransit service zones being launched in 2022 – Tooele County and southern Davis County. However, service performance and operational metrics will be thoroughly reviewed and screened of the existing microtransit programs before any potential new UTA On Demand zones, such as Tooele County and southern Davis County, are fully implemented. The existing UTA On Demand zones – Southern Salt Lake County and Salt Lake City Westside – will continue to be evaluated based on KPIs and other performance metrics. Comprehensive reports will be released each month to highlight the service performance, customer experience, and operational impacts of UTA On Demand.

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.

Comprehensive Service Analysis

The goal of the Comprehensive System Analysis is to report on the performance of the Utah Transit Authority system in order to inform decisions for service improvements, particularly in regard to the Five Year Service plan as well as more immediate service design changes. Route performance will be compared with UTA Service Design Guidelines. Progress in stop improvements of the Bus Stop Master Plan will also be noted. Demographic changes will be used to estimate propensity for transit use and evaluate route potential.

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 will continue to evaluate and consider an alternative tool for financial planning during FY 2023.

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. Revisions to project inputs will be prepared to more closely match the draft 2023 Regional Transportation Plan.

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.

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.

A dashboard on the progress of ADA compliant bus stops can be found here. <https://maps.rideuta.com/portal/apps/opsdashboard/index.html#/7900b601181349c5aa52d7ab38ee73a9>

Real-time Digital Signage for Bus

In 2021 UTA, with funding support from a CMAQ grant, began developing a pilot to provide real-time digital bus departure information at eight locations in Weber, Davis, and Salt Lake counties. The pilot is currently under construction, with twenty-three (23) new signs being added at seven intermodal bus hubs. Completion of the pilot is expected in the summer of 2022.

Mobile Trip Planning

In February 2022, UTA will expand the partnership with Transit to include additional features including:

- Transit Royale (gamification of the Transit app to engage customers in using the app)
- Ridership Happiness Survey
- Historical Service Alert Reports
- UTA On Demand integration (continued expansion of the UTA on Demand service areas)

Transit Oriented Development (TOD)/ Station Area Planning

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. Since the passing of SB150 during the 2020 legislative session, increasing UTA's ability to participate in TOD, UTA has been working diligently with cities to ready regionally-significant station areas for development. Some of these projects have made significant progress and are likely to break ground in 2022. The agency anticipates forming several additional partnerships with the development community to implement the shared vision around other key transit hubs.

Emergency Preparedness Planning

The Utah Transit Authority (UTA) works with federal, state, and local partners to provide a safe and prepared transportation service to our patrons. A recent triennial audit reported “There were no Findings of Non-Compliance” for the UTA Emergency Management Department.

The ongoing pandemic affects our training and exercising opportunities with outside partners. However virtual trainings and small group exercises allow UTA to maintain its exercise and training requirements for federal compliance. UTA emergency management, in cooperation with the State Training Officer for the Utah Division of Emergency Management (DEM) has identified a plan to improve Incident Command System (ICS) training with the Service Units so identified UTA personnel/positions may establish a command structure and/or interact with an established command structure on scene thereby better defining their ICS roles. Training will involve FEMA ICS certifications. UTA looks forward to this step forward into the New Year.

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 living documents with additional emergency management related policies scheduled to be updated during calendar year 2022.

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.

In 2014, air pollution sensors were deployed on some of UTA's TRAX light rail cars. TRAX is a unique platform available to capture spatial variations in ozone and PM2.5 when the light rail cars are operating. Researchers at the University of Utah and the Utah Division of Air Quality have been able to gain valuable data through these monitors. Last year, UTA worked with Salt Lake County, the University of Utah, and the Utah Division of Air Quality to implement similar monitors on our first three electric buses. This effort has provided an increased ability to collect data throughout the valley.

Another affiliation that UTA will be using 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 and the Clear the Air Challenge. UTA is also planning to apply for several air quality and emissions related federal grants, including the Lo-No Emissions Vehicle 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 maintenance of an Environmental Management System that conforms to ISO 14001:2015. The agency's 2022 Strategic Framework includes a focus on stewardship. The specific sustainability goals include:

- Update and improve UTA sustainability plan to include sustainability measures, employee engagement, and actions
- Complete fixed bus fleet replacement plan aligned with proposed fleet propulsion mix
- Activate UTA green team to support sustainability and environmental efforts
- Develop strategies to reduce water usage across the agency

With part of environmental sustainability at its core, a central mission of UTA is facilitating the opportunity for people to get out of private vehicles 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 deployed compressed natural gas and battery-electric buses. The agency continues to increase the percentage of alternative fuel vehicles in the fleet.

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 UTA coordinates with WFRC and MAG 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, utilize up-to-date versions of the model, and participate in the interagency modeling technical and policy committees.

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, individuals with disabilities, persons with low income, and veterans, and to those agencies that perform work on their behalf.

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

ANTICIPATED PRODUCTS:

- Sustainable and 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
- Completed 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 phase 2 development.
- Submit 5310 Grant requests
- Work more closely with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA)
- Legislative fiscal request during the 2023 Utah State Legislative Session

WORK STATEMENT:

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

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 Association 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 individuals with disabilities, seniors and veterans on the LCCs and in regional mobility decision making processes. This outreach will further coordination efforts, facilitate input on transportation needs, and provide educational opportunities about available transportation resources and how to access those resources.

The 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.”

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.

Completed 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 have been updated and revised for 2022-2025. The Plans will be used to guide the work of these Local Councils in increasing the coordination of human services transportation and improving mobility throughout the region, including allocation of FTA 5310 grant funding.

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. UTA is working with the new Mobility Manager for BRAG. The Travel Trainers will spend time with the Mobility Manager to develop a BRAG Travel Training program.

Ongoing outreach to underrepresented populations

UTA Mobility Management continually provides outreach to seniors, individuals with disabilities, veterans, and low-income populations. Outreach is achieved through: 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 organizations, Travel Training, etc. The Travel Trainers are working closely with these populations in the UTA/Via transportation areas so they may better use this new service.

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 located within UTA's Coordinated Mobility Department. 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 have been 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.

Videos will be made this year to correspond with the written curriculum, and will be posted to the Travel Training webpage.

Electronic voucher (eVoucher) phase 2 development

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 web-based interface that will replace the current paper voucher processes. The initial development and testing for this will be completed by Q3 of 2022.

UTA anticipates beginning phase 2 of the project in Q3 of 2022. This phase will focus on refining some of the existing functionality and on the ability to use the system to purchase fares on UTA.

Effectiveness of voucher programs has been proven in both rural and urbanized areas of Utah, but they are administratively burdensome. 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, UTA is also exploring the business case of using the e-voucher application as a “software as a service” (SaaS) revenue model. This model could create a financially self-sustaining program.

UTA, in partnership with Mobility Managers from various Areas of Government, plan on applying for state aging Out and About funds. If awarded, these partners will perform a statewide voucher demonstration using the eVoucher software.

Submit 5310 Grant Requests

UTA Coordinated Mobility will be submitting funding requests for four projects: extension of the paper voucher program for the Davis/Weber area, Travel Training TRAX safety campaign, a temporary employee to help the Travel Trainers, and an electric car/EV station for the Travel Trainers. If awarded, the projects will be managed by the department Project Manager.

The paper voucher funding, if awarded, will be used as a stop gap to keep the service until eVoucher is a usable software for the voucher program.

The TRAX Safety campaign will be a public outreach effort aimed at persons with disabilities. It came to the attention of the Travel Trainers from the UTA Eligibility Department that some customers can be at particular risk at the UTA TRAX stations. This outreach effort will be aimed at vulnerable populations to bring safety awareness to their attention.

One of the identified projects in the Local Coordinated Plans is expanded Travel Training services. Currently, UTA only has two Travel Trainers that serve the public. An additional employee will allow Travel Training to take on more trainings and expand their services.

The Travel Trainers often have to travel long distances to reach clients for trainings. An electric car/EV station would allow for a more environmentally responsible travel for them. If awarded, this would be the first EV vehicle in the fleet used by administrative employees at UTA.

Work more closely with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA)

UTA Coordinated Mobility sees the opportunity to work more closely with UDOT through URSTA to improve coordination of the 5310/5311 Grant requests and projects. URSTA is a transportation organization that involves both the urbanized and rural areas across the state. The goal is to target areas without services and provide the citizens of the state with transportation options.

Legislative fiscal request during the 2023 Utah State Legislative Session

The Coordinated Mobility Department has identified the opportunity to request 5310 Grant match funds on behalf of our transportation partners. This request would be from “one time” funds. The department could make the request every other year to correspond with the 5310 Grant cycle.

The Department also plans on requesting ongoing funds for a statewide voucher program. By the time of request, UTA will have three demonstration projects to review with the legislature to justify the funding. This ongoing project would be coordinated between UTA and UDOT through URSTA.

RESPONSIBLE AGENCIES:

UTA, WFRC

LEVEL OF EFFORT FY 2023:

| Agency | Months | Federal Transit Administration Funds | Total |
|--------|--------|--------------------------------------|-------|
| WFRC | .26 | 4,799 | 4,799 |

C. LONG RANGE PLANNING

C.1 REGIONAL TRANSPORTATION PLAN

OBJECTIVES:

To continue to cooperate and coordinate with Utah's three other 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 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 Infrastructure Investment and Jobs Act (IIJA).

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

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

To 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 increase access to transit services by people walking or biking through transportation-partner-coordinated identification of priority first/last mile infrastructure projects.

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, and monitor progress towards the Wasatch Choice Vision.

To develop shared approaches to address local and regional disruptive technologies and external uncertainties, including climate change and resiliency.

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

To increase and coordinate efforts in planning related to safety for all road users with the most relevant and up to date data and tools, especially as it relates to vulnerable road users such as pedestrians and cyclists.

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
 - Policy approaches to complement planned investments
 - Equity and impacts to underserved and underrepresented communities
 - Planning and environmental linkages, including risk and resiliency
 - Safety data and tools
 - Regional and local freight focus
- Assessment of performance and resiliency of preferred scenarios
- Phase the 2023-2050 RTP by need and financially (expected revenue)
- Stakeholder review
- Local Community Workshops review
- Public Comment
- Final Documentation of the process
- Adoption of the final 2023-2050 Plan

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, 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 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 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 development schedule includes 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 2023, 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 three other 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, as well as school and water districts, through a Resource Agency Stakeholder Workshop; special interest groups; business associations; community-based organizations and environmental justice groups through a workshop with a newly formed Community Stakeholder Group; 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 and safety concerns 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 Vision implementation.

Federal Planning Requirements

The WFRC staff will continue implementing federal requirements for developing the 2023-2050 RTP. For example, work will continue to address the "improve the resiliency and reliability of the transportation system" and "enhance travel and tourism" planning factors. In addition, federal transportation planning requirements in areas such as public participation, sustainability, system preservation, management and operations strategies, homeland security, environmental mitigation planning, safety planning, freight movement, corridor preservation, financial analysis, human services transportation, economic development, and coordination between land use and transportation will help guide and be incorporated into the 2023-2050 RTP.

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 with 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.

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 2023, WFRC will explore forward-thinking transportation policies and work with local communities and peer agencies to understand priorities of exploration. Throughout the 2023-2050 RTP process, improved incorporation of resiliency will occur. 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.

Significant effort will be made to examine how these external forces and policies affect the overall performance of the Plan and work with local governments, UDOT, and UTA will occur to determine how future innovations should affect projects in the Plan. In addition, the WFRC will 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 explore how climate change and natural disasters will impact the Regional Transportation Plan. 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. Resilience analysis will also include identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. A number of WFRC's external forces and policies include climate-supportive approaches such as electric vehicle adoption, high-tech transit systems, zero-fare transit, micro-mobility, and telecommuting.

Active Transportation Plan

The WFRC continues to coordinate activities related to active transportation within the Region. The WFRC Active Transportation Planner coordinates with partner agencies, as well as works to define 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 five 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, including first/last mile transit connections, provides input on the Transportation Alternatives Program (TAP) and the 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 (SLCBAC), UDOT, UTA, and other partners to update the routes and facility types within both the Regional and Local Bicycle Plans. The Regional Bicycle plan focuses on facilities that connect cities, centers, high-frequency and fixed transit stations, and regional destinations. The Local 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 master plans. As these plans are adopted, projects are being reviewed for inclusion in the 2023-2050 RTP, with the Local 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 Bicycle Plan will consist of a project list with phased needs and financially constrained projects within the 2023-2050 RTP.

In an effort to increase access to transit services by people walking or biking, WFRC, MAG, UDOT, and UTA have started a process to identify and prioritize first/last mile infrastructure projects across the UTA service area. Projects will include access to both bus stations and fixed guideway stations. The resulting list will be used to apply for various federal discretionary grant programs.

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 Goals in October 2016. These Goals informed plan development and are providing the basis for measuring and quantifying how effective the 2023-2050 RTP is at improving quality of life in the Region.

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 Vision. In FY 2023, the State of the Centers report will be updated with more current data. 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 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 2023, the Unified Plan partners will be 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 2023, the Regional Council will continue to coordinate with UDOT and UTA to evaluate system performance, set and update both state and MPO targets for each of the defined performance metrics, and prepare reporting to be included within the 2023-2050 Regional Transportation Plan.

External Forces and Policies

The 2023-2050 RTP explores how the Wasatch Choice 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 explored the range of impacts of various technologies through technical modeling and analysis. The WFRC looked 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. In FY 2023, the WFRC will continue to work with local governments in developing policy responses to accommodate and mitigate disruptions to and changes in mobility. Efforts will also continue to refine how these technologies are addressed in the regional travel demand model.

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 will be utilizing 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.

The star rating system will be incorporated as one of the performance measures for project evaluation in the 2023-2050 RTP. A benefit of utilizing usRAP analysis is that this evaluates vulnerable road user (cyclist and pedestrian) safety in addition to analyzing roadway segments, ultimately improving safety for all road users.

In partnership with UDOT, WFRC staff is exploring ways to better utilize 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, increase perceived safety. The Level of Traffic Stress metric will be shared throughout the region to inform local and regional efforts and inform complete streets 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.

Equity

The WFRC formed an internal equity working group in 2020. The purpose of this internal equity working group is to further weave equity into the work of WFRC. The working group meets monthly and coordinates and collaborates on, but not limited to, the following:

- Diversity, Equity, and Inclusion trainings
- Review of current office efforts to identify ways in which equity can be further advanced in these processes. Efforts include reviewing and updating project phasing criteria for the RTP, review of TIP criteria, and review of TLC project scoring to enhance equity related items. Other items include expansion of job posting disbursement to reach more organizations.
- Sharing information related to equity through webpages, research, outreach workshops, and newsletters
- Creation of the Wasatch Choice Community Advisory Committee

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 and FY 2022, WFRC also convened freight stakeholder group workshops. 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 elected officials through presentations to various technical advisory committees, the Regional Growth Committee (RGC), the Wasatch Front Regional Council (WFRC), the County Councils of Governments (COG), and various city councils and county commissions.

The second 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 with an emphasis on project selection and needs by 2050. The third set of workshops is anticipated to take place in the fall of 2022 with a focus on input on the draft financially- constrained, phased Plan. The WFRC also hosted a workshop with organizations representing underserved and underrepresented communities. This targeted outreach is done to ensure that the 2023-2050 RTP provides mobility options and does not cause disparate adverse effects on these groups. It is anticipated WFRC staff will host at least one more workshop with these organizations, coinciding with ongoing coordination.

Local Plans

The WFRC staff will continue to review both comprehensive land use and transportation master plans from the cities, counties, and transportation agency partners throughout the Wasatch Front Region. The UTA 5-year Service Plan was reviewed for project and alignment consistency. Specific 2023-2050 RTP project recommendations will be coordinated with these local plans. Examples of recent local active transportation plans (ATP) include the Tri-City ATP, North Davis ATP, Kearns/Magna ATP, Layton ATP, and Midvalley ATP, from which bike projects will be considered for the RTP. The WFRC staff reviewed and refined all Wasatch Choice Vision Centers with input from local plans and partnership with local communities during FY 2022.

Adoption of the 2023-2050 Regional Transportation Plan

Many of the tasks described above lead to the adoption of the 2023-2050 RTP, which is slated for May 25, 2023. Public comment periods, air quality analysis of the plan, financial constraint and phasing of projects, and coordination with local communities and partners will all be conducted prior to Council adoption.

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 most recently in January 2022 in conjunction with an update in August 2021. The updated amendment process was reviewed by WFRC's Technical Advisory Committees, RGC, and the Regional Council, as well as UDOT and UTA. The most recent updates included consultation with the Interagency Consultation Team (ICT) and alignment of projects types within each amendment level to the air quality conformity determination project type lists. An online application is available on the WFRC webpage along with the RTP Amendment Process and previous amendments. It is anticipated that the fifth amendment to the 2019-2050 RTP will be considered and reviewed in the spring of 2022 through the summer of 2022.

Utah's Unified Transportation Plan

Utah's Unified Transportation Plan has been 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. 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 Plan along with the development of schedules, milestones, and coordination for Utah's Unified Transportation Plan 2023-2050. In FY 2021, a new Unified Plan subcommittee was created to consider technology advancements in transportation and potential disruptions in the sector.

In FY 2022, WFRC staff participated with the Unified Plan subcommittees, namely GIS, Finance, Communication, Performance Measures, Modeling, Active Transportation. The respective subcommittees will work on refining GIS schema, developing performance measures, developing consistent cost assumptions. etc. In FY 2023, WFRC will finalize coordination, documentation, and communication efforts for the 2023 Unified Plan.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2023:

| Agency | Months | Federal-CPG | Non-federal | Total |
|--------|--------|-------------|-------------|---------|
| WFRC | 73.89 | 833,222 | 60,505 | 893,727 |

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 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.

To improve the resiliency of the region's economic, environmental and social systems by addressing external forces and uncertainties.

To utilize a performance-based approach to planning, including using performance measures to inform interim decisions.

ANTICIPATED PRODUCTS:

- Refinement of the Wasatch Choice integrated transportation, land use, and economic opportunity 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 Vision and the 2023–2050 Regional Transportation Plan.

WORK STATEMENT:

During fiscal year 2023 (FY 2023), the WFRC staff will continue its ongoing effort to coordinate local land use planning with regional transportation planning. During FY 2019 the Wasatch Choice 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 2023, 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 2023 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 issues 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 and related bills that may be adopted in the 2022 Utah Legislative session. 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 2023 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 Vision. This work will be explored within the development of the Regional Transportation Plan, and in UDOT's Solutions Development program 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 (see section C.3) 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.

The purpose of this work is to have a system that provides safety for all users and enables high levels of access to opportunity by each mode of transportation. A good fit between road and context will also support more economic opportunity that in turn helps residents access more opportunities.

The objective is not “every road for every user”, but to allow increased customization of facility operation and design to better support context and vice versa (context shifts to better fit facilities). The Utah partnership’s Road and Land Use Context work relates to the federal planning emphasis area of “complete streets.”

Wasatch Choice Vision 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 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 is continuing to work with local communities to incorporate changes that develop within cities and learn about additional regional green infrastructure needs and opportunities. Additionally, the TLC Program funded the Jordan River Blueprint Update and the Seven Greenways Vision Plan, which both focus on the intersection of the urban and natural environments. Outcomes of these plans are being incorporated into the Wasatch Choice 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 the Wasatch Choice Vision and how they relate to peer cities. Over time, as communities continue to implement the Wasatch Choice Vision, 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 address recent housing and economic development legislation including SB 136 (2018) and SB 34 (2019). During FY 2022 the partners worked out refinements to methodology and disseminated monitored measures of progress. In FY 2023, advancement of a statewide progress monitoring system is anticipated for development as part of the Governor’s Office of Planning and Budget’s (GOPB) Statewide Conversation About Growth. WFRC will be an active participant in that effort. The progress monitoring system will be coordinated with the Wasatch Choice Vision and Utah’s Transportation Vision. WFRC will also update the State of the Centers, published in FY 2020, and will continue to work with UDOT and UTA to understand and report progress towards federal performance measures.

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 convening the Wasatch Choice partners, programs and projects administered by the Utah Quality Growth Commission, the Governor’s Office of Planning and Budget, Envision Utah, various chambers of commerce, and local jurisdictions.

RESPONSIBLE AGENCIES:

WFRC, UTA, UDOT

LEVEL OF EFFORT FY 2023:

| Agency | Months | Federal-CPG | Non-federal | Total |
|---------------|---------------|--------------------|--------------------|--------------|
| WFRC | 12.50 | 203,656 | 14,789 | 218,445 |

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 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 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 2023.

Intermountain Healthcare recently selected WFRC as recipient of a new, \$500,000 donation, to be allocated in two equal parts over this calendar year and next. The purpose of this donation is to support efforts within the Social Determinants of Health (SDOH) framework, including the statewide public-assets inventory and utilization. WFRC's Wasatch Choice Vision plans for growth in the region in a way that is very well aligned with the SDOH. This donation will support activities related to the Wasatch Choice Vision including public asset inventory and analysis, asset management, development planning, needs analysis, training, staff and consultant efforts. WFRC will work with Intermountain Healthcare to report outcome metrics and data to measure the impact of this investment.

Transportation and Land Use Connection Program

The Transportation and Land Use Connection (TLC) supports local governments in their planning efforts, implementing the Wasatch Choice Vision. TLC helps with the proper and timely integration of regional transportation systems with local land use decisions. Resources available to cities and counties in the Wasatch Front Region include both direct WFRC staff and qualified consultant assistance. The application process involves the submission of a letter of intent and, for those municipalities that qualify, a formal application that details the work to 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 approximately \$1,000,000; \$300,000 provided by Salt Lake County Regional Development; \$300,000 from the Utah Department of Transportation; and \$300,000 from the Utah Transit Authority. Additionally, the TLC program is receiving part of a \$500,000 gift from Intermountain Healthcare to address social determinants of health and public asset planning within the work of the program over the next 2 years.

Project examples include:

- Multi-jurisdictional plans and projects (e.g. a corridor plan)
- Small Area and Station Area Plans
- Zoning Updates
- Active Transportation and Trails Master Plans
- Transportation and Mobility Master Plans
- Special studies (e.g. housing, parking, and market studies)
- General Plans
- Other project types that directly shape future community development through public policy, partnerships, or public investments

In FY 2023 the TLC team will work with communities to kick off planning efforts which are competitively awarded funding in the spring of 2022, as well as continue to guide projects awarded in prior years to successful outcomes. All TLC funded projects can be found and tracked in the [TLC Interactive Map](#).

RESPONSIBLE AGENCIES:

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

LEVEL OF EFFORT FY 2023:

| Agency | Months | Federal CPG | Federal STP | Non-federal | Total |
|---------------|---------------|--------------------|--------------------|--------------------|--------------|
| WFRC | 52.02 | 27,571 | 253,470 | 240,759 | 521,800 |
| Consultant | | | 803,098 | 1,006,481 | 1,559,579 |

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 RTP and TIP
- Incorporation of Congestion Management in the RTP and 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 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.

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 2024-2029 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.

The CMP is a key element in the development of the 2023-2050 RTP. Using Geographic Information System (GIS) tools, the Travel Time Index (TTI) was evaluated for roadway segments in the 2050 travel model network. The 2050 roadway network was modified to reflect optimal system management and demand management strategies. Roadway segments that still demonstrated a congested TTI value were considered for increased capacity.

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.

Safety planning efforts will include Complete Streets concepts coupled with the FHWA Safe Systems approach to safe roads. Safe roads are designed and operated to:

1. Prevent Crashes
2. Minimize impacts on the human body
 - a. Separate users spatially
 - b. Separate users in time
 - c. Increase attentiveness and awareness
 - d. Manage speed
 - e. Manage vehicle mass
 - f. Manipulate crash angles

Safe roadways include all aspects of the roadway system including design, construction, maintenance, and operation. But it begins even before design, and that is the planning phase. WFRC will use the usRAP star rating system to prioritize roadway projects that present the greatest opportunity to improve safety with crash mitigation strategies.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2023:

| Agency | Months | Federal-CPG | Non-federal | Total |
|--------|--------|-------------|-------------|--------|
| WFRC | 3.35 | 52,417 | 3,806 | 56,223 |

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
- Parking Modernization Phase 2
- Transit Signal Priority (TSP) Implementation
- Autonomous Shuttle Pilot Phase 2
- Bus Network Optimization Program
- Fare Collection Technology Study
- 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. Public engagement, data collection, survey of best practices, and methodology development are anticipated in the coming planning cycle.

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

Similar 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 2 of the study will be completed in FY23. It will evaluate and narrow operating scenarios that incorporate projects identified as meeting goals of the system during a stakeholder workshop. A final scenario will be built putting together those investments determined to have the most benefit during the scenario evaluation, 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 and expanded park & ride lots, as well as re-use of existing park & ride lots across UTA's service area. Research on best practices in right-sizing additional park and ride facilities as well as reimagining use of existing park and ride facilities based on historical, existing and forecasted utilization are anticipated in 2022. An update to the Park and Ride Master Plan aims to better reflect the existing and projected demand for park & ride and provide valuable data to the Station policy. Additionally, strategic planning staff will resume monthly TRAX park and ride counts—an effort paused due to systemwide ridership decreases experienced during the continuing pandemic.

Parking Modernization Phase 2

In FY 2021, WFRC, along with partner agencies, completed a Utah Parking Modernization Initiative Phase I. The first phase of the Initiative was focused on data collection, partnership studies, and identification of performance metrics and parking management strategies. Beginning in FY 2022 and continuing into FY 2023, a second phase of the Initiative, building upon phase I, will be completed. The purpose of the Parking Modernization Initiative is to provide a set of resources and tools to help communities in Utah modernize their approach to parking. The guidebook will include applicable changes to parking code requirements, policy considerations, transportation, and parking demand and supply management strategies that correlate to the “where” (contextual setting) so that communities can easily choose from a matrix of options to optimize parking to specific contextual settings and desired outcomes. The deliverable will provide an instruction manual for municipalities that want to go through the process of changing ordinances and other parking processes. Project partners include the Mountainland Association of Governments, Salt Lake County, the Utah Department of Transportation, the Utah Transit Authority, and the Wasatch Front Regional Council.

Transit Signal Priority (TSP) Implementation

The Innovative Mobility Solutions (IMS) department created and published a TSP Master Plan in late 2021 which is intended to improve the customer experience, improve operational efficiencies, and prepare UTA to adopt and implement future connected vehicle technologies. The next steps include collaboration with external stakeholders and agencies, testing and evaluating intersection delay data, developing a TSP procedural framework, and submitting a 5-year capital budget request.

Autonomous Shuttle Pilot Phase 2

Develop a ‘shovel ready’ public-private proposal for Phase 2 automated vehicle testing. Most likely use cases are Automated BRT in partnership with the CALSTART Connected and Automated Transit Users Forum, and automated, accessible microtransit.

Bus Network Optimization Program

Providing fast, reliable service is paramount to creating and operating an efficient and effective transit system. BNOP is a program designed to improve the customer experience and drive ridership while increasing system efficiency by improving speed and reliability across the frequent fixed-route bus network. UTA is currently analyzing key routes across the network to determine causes of delay and schedule variability. Based on research and best practices from across the country, a toolkit of potential infrastructure, technology, and policy guidelines and strategies is being developed. Workshops with community and agency partners are planned for 2022 to collaborate on and consider potential solutions. UTA also plans to work with partners to identify potential funding sources to implement and review the impacts of initial test projects. UTA is seeking to then expand the program across the entire frequent bus network.

Fare Collection Technology Study

In the next few years, UTA must make multiple decisions relating to its next generation electronic fare collection (EFC) system and related components such as mobile apps and such. In 2020 UTA contracted with an experienced consulting firm to help UTA understand available fare collection functionality and system options. The results and recommendations of this study are being used to inform critical build/buy decisions that UTA must make.

In 2022, UTA will move forward with a Request for Proposals from vendors to provide an integrated fare collection technology solution that will include an electronic fare collection hardware and software, mobile ticketing solution, and ticket vending machine technology.

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 2023 include multimodal grid analysis 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 2023. During the past few years, UDOT has been leading a solutions development process, which aims to capture the unique context of an area or corridor and develop a set of solutions to address the transportation needs. For example, it’s anticipated that the State Route 209 corridor will be evaluated with this approach in FY 2023. There are likely additional corridors or areas that may likewise 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 2023:

| Agency | Months | Federal CPG | Non-federal | Total |
|---------------------------|--------|-------------|-------------|---------|
| WFRC | 5.00 | 80,309 | 5,832 | 86,141 |
| Consultant (through WFRC) | | 483,443 | 35,106 | 518,549 |

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 active transportation, 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 2022

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, prioritizing, and selecting 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, technical scoring, and equitable distribution 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, including a heightened effort in and around Equity Focus Areas along the Wasatch Front. 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 February or March. Using input from the field reviews, the criteria approved by Trans Com, and other professional 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 2024-2029 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 2023.

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, prioritizing, and selecting 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, Trans Com, and the Regional Council to develop the 2024-2029 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 2023.

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. WFRC will continue to 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, prioritizing, and selecting 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, Trans Com, and the Regional Council to develop the 2026 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 2023.

Approval of 2023-2028 Transportation Improvement Program (TIP)

After a public comment period in July, the Regional Council will take action to approve the 2023-2028 TIP in August 2022. 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. Requirements to be addressed include the financial plan, project selection criteria, implementation of Transportation Control Measures (TCMs) and ADA-plan projects, public comment, 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 2024-2029 Transportation Improvement Program

Late in the calendar year of 2022, the WFRC will begin preparing the 2024-2029 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 Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), remaining authorized highway transportation programs, such as Interstate Maintenance, National Highway System, 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 UTA's 5-year Service Plan, with emphasis on financial constraint. 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 2024-2029 TIP will be reviewed for consistency with the State Implementation Plan (SIP) for air quality with regard to the implementation of TCMs 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 2022 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 the interested public.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2023:

| Agency | Months | Federal-CPG | Non-federal | Total |
|--------|--------|-------------|-------------|---------|
| WFRC | 15.75 | 251,081 | 18,233 | 269.313 |

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 Studies
- 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 supported the EIS through participation on the Project Steering Committee, providing reviews of consultant modeling, reviews of technical documents, and participation in public outreach efforts. WFRC will continue to be engaged with the project committees, providing review and comments to Draft EIS documents and through public engagement, as the Final EIS and Record of Decision (ROD) are anticipated during the summer-fall 2022.

I-15 (600 South – Farmington) Environmental Study

The Utah Department of Transportation (UDOT) is beginning work on an Environmental Impact Statement (EIS) consistent with the National Environmental Policy Act (NEPA) to identify solutions to improve mobility and address various transportation needs 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, develop a reasonable range of alternatives, and evaluate potential impacts to the natural and built environment.

During FY 2023, 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 Studies

UDOT is currently preparing a series of environmental studies to evaluate multiple new interchange builds and identify solutions for improved mobility along the Bangerter Highway corridor in Salt Lake County. During FY 2023, WFRC will support the environmental studies through participation on the Project Steering Committees, providing review of consultant modeling, review of technical documents, and participation in public outreach efforts.

Other Environmental Studies

During FY 2023, 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 2023:

| Agency | Months | Federal-CPG | Non-federal | Total |
|--------|--------|-------------|-------------|--------|
| WFRC | 1.20 | 14,111 | 1,025 | 15,135 |

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 - SLC Community Connector
- Point of the Mountain Transit
- S-Line Extension
- 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. In 2021, UTA and FTA started the Environmental Assessment (EA) to comply with the National Environmental Policy Act (NEPA). A draft EA was submitted to FTA in January 2022. The project did not rate high enough to qualify for federal funding under the FTA's Capital Investment Grant Small Starts Program. For FY2023, UTA plans to refine the project parameters, advance the design, and re-evaluate potential federal funding sources. UTA will update the EA as needed to reflect any changes to the project.

Davis – SLC Community Connector

UTA completed the Davis-SLC Community Connector Study in August 2014. The result of this study was bus rapid transit (BRT) with service connecting downtown Salt Lake City with the Woods Cross Front Runner station. Project partners and UTA received a legislative earmark of \$1.2 million to advance the project in 2019. Project partners requested additional analysis of the project, including evaluating extensions to the route.

Based on technical analysis, coordination with stakeholders, and public outreach, the Davis-SLC Community Connector project is recommended to connect Farmington to the University of Utah. The project will be an enhanced bus with various improvements, including station amenities, transit signal priority, and queue jumps. The base portion of the project (500 South in Bountiful to 200 South in Salt Lake City) is recommended to have high-end stations. There would be stop improvements rather than high-end stations on the extensions to Farmington and the University of Utah.

Updated guidance from the Federal Transit Administration on the Capital Investment Program allows for corridor-based BRT projects (with no exclusive lanes).

For FY2023, UTA will review environmental impacts of the bus stop improvements from Bountiful to Farmington and advance construction. UTA will also continue to work with project partners to evaluate funding strategies for the base portion of the project.

Point of the Mountain Transit

During the Transit Study portion of the project (Phase I), the study team developed and evaluated options for providing expanded high-capacity transit service in the Point of the Mountain area in southern Salt Lake County and northern Utah County.

In late 2020, the study team identified a Preferred Alternative defining the transit alignment and mode that best meet the project’s purpose and need. The Preferred Alternative is a 10-mile bus rapid transit (BRT) system connecting the FrontRunner (commuter rail) Draper Station, the FrontRunner Lehi Station, and the proposed Central Corridor BRT project in Utah County. As currently planned, the project will serve up to 11 stations and make use of exclusive transit lanes and/or rights-of-way for 79 percent of the route, providing reliable, time-competitive transit service rivaling that of light rail.

The project is now in Phase II, which includes refinement of the Preferred Alternative, Conceptual Engineering (CE), and Environmental Analysis and Documentation, with an option to conduct Preliminary Engineering (PE).

S-Line Extension

A study for an extension of the S-Line Streetcar in Sugar House was started in 2015. The need for transit options is vital to this neighborhood’s economic and functional growth. In 2021, the legislature provided UTA \$12 million to fund an extension of the S-Line. UTA has been working in close coordination with Salt Lake City on the route alternatives. With many constraints, the revised alternatives for the route extension are significantly shorter than what was anticipated in the 2015 study. In October 2021, UTA began work to environmentally clear the revised alternatives. The environmental review is anticipated to be completed in Spring 2022. During FY2023, UTA will adopt an LPA and work to advance the design of the extension. UTA will update the environmental document as needed to reflect any changes to the project as design progresses. At this time, federal funding is not expected for this project.

Other Environmental Studies

In FY 2023 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 2023:

| Agency | Months | Federal-CPG | Non-federal | Total |
|--------|--------|-------------|-------------|--------|
| WFRC | .80 | 9,407 | 683 | 10,090 |

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 completion of model development/enhancements for the WF TDM (forthcoming v9.0) and REMM (expected to be v1.2) with completions targeted for December of calendar year 2022.

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 across the model user 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
- Expanded TDM documentation for v8.3.2 and v9.0, including quality control tests and report
- 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
- Implementation of peer review panel recommendations (January 2021) for v9.0 and future model development including initial exploration, with transportation agency partners, of development options for an activity-based model
- Continued progress in development and application of the WF Bike Model and methodology for integration with WF TDM v9.0
- Continued implementation of peer review panel recommendations (August 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, pending anticipated 2022 MPO boundary updates
- Data resources developed and maintained to inform REMM's 'pipeline projects' capability for use in the land use model's near term years
- Continued development of automated desktop and web-accessible 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
- Continue collaboration with UDOT, UTA and MPO partners to utilize commercial “big data” origin/destination datasets in support of WF TDM calibration and validation
- Household travel survey-related deliverables including a survey requirements document and survey design document

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 observations and behavioral 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 of market-based development was 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 and 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 2023. 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 characterize and represent the dynamics of traffic speed and volume. The WF TDM's free flow speed and volume delay functions, for each functional class, will continue to 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 2022 and is expected to conclude at the end of calendar year 2022.

Bicycle Demand Toolset: In cooperation with partnering agencies, WFRC, with external consulting, will continue its work to develop its micromobility toolset to 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) was expected to be completed in FY 2022. Minor enhancements are expected in FY 2022 and the FY23 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 pending finalization of the MPO boundaries, expected in the second half of 2022. 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 UrbanSim developer model, considering updates that will permit incremental development of parcels using a dynamic density determination. WFRC will continue its work to support the University of Utah's Gardner Policy Institute in establishing 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 set of Jupyter Notebooks for faster reviews in FY 2023.

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, developing sketch tools to analyze land use capacities, 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 began in FY 2021 with steps 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. A Request For Statements of Qualifications for a consultant to work with partners to design and implement the survey was released in January 2022. 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 2022 or early 2023.

It is expected that survey requirements development (phase 1), final survey design (phase 2), and at least a portion of survey implementation and reporting (phase 3) will be completed during FY23. WFRC is currently the lead agency in managing the household travel survey project on behalf of the partners.

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 and quality control tests/reports employed to build the latest model releases. Input and output data sets from both models will continue to be published as webmaps and datasets. All documentation and data will be accessible from 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 2023:

| Agency | Months | Federal-CPG | Federal-STP | Non-federal | Total |
|---------------|---------------|--------------------|--------------------|--------------------|--------------|
| WFRC | 64 | 615,915 | | 265,730 | 881,644 |
| Consultant | | | 866,648 | 901,107 | 1,767,755 |

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 State 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 Ozone SIP Development
- Transportation Control Measures as needed
- CMAQ Performance Plan and Targets

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 quantity 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.

The WFRC has updated the Amendment Process for the RTP to involve the ICT directly in reviewing the proposed amendments and recommending the appropriate level of conformity analysis. Level 1 amendments involve strictly exempt projects as defined in the Conformity Rule and do not require a new emissions analysis or FHWA/FTA written approval. Level 2 amendments involve projects that are not exempt, are not regionally significant, or do not constitute a significant change in concept or scope to a regionally significant project. Level 2 amendments do not require a new emissions analysis but do require written approval from FHWA/FTA regarding air quality conformity. Level 3 amendments involve a new or significant change to a regionally significant project such as a principal arterial. Level 3 amendments require an updated regional emissions analysis and written approval from FHWA/FTA.

At the present time, conformity determinations for the Plan and TIP have been approved for all four non-attainment or maintenance areas in the Wasatch Front Region: 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 and Ogden CO maintenance areas were designated as attainment areas by EPA in 2020 and 2021 so conformity analysis is no longer required for CO in Salt Lake City nor Ogden; 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 remained above the standard at 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 2023-2050 RTP, the 2024-2029 TIP, and for any amendments to the 2019-2050 RTP. The conformity analysis for the amended 2019-2050 RTP is posted on the WFRC website and is titled Air Quality Memorandum 40.

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 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 PM_{2.5} 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 2023 fiscal year, coordination between WFRC and DAQ will be essential in evaluating the inventory of ozone precursor emissions for the Northern Wasatch Front ozone non-attainment area for the 2017 base year and the 2023 attainment year. The new MOVES3 vehicle emission model will be used in the development of the ozone SIP.

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 calls for the creation of 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. As mentioned previously, the ICT will be involved with determining the appropriate level of conformity analysis for proposed RTP amendments.

Air Quality Performance Measures

WFRC staff prepared a CMAQ performance plan and emission targets in 2020 and submitted this to FHWA officials. The CMAQ Performance Plan and targets will need to be updated in 2022. 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 2023:

| Agency | Months | Federal-CPG | Non-federal | Total |
|---------------|---------------|--------------------|--------------------|--------------|
| WFRC | 11.75 | 175,955 | 12,777 | 188,732 |

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 decennial and American Community Survey data products that are accessible and utilized within this region.

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

ANTICIPATED PRODUCTS:

- Traffic Analysis Zone (TAZ) and city-scale socioeconomic estimates to support long range planning
- Analysis of socioeconomic data and forecasts
- Input to short-range programming, long-range planning studies and air quality analyses
- Continually updated REMM land use model base year 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. The next projections dataset release is anticipated to coincide with adoption of the 2023-2050 RTP in May of 2023. 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's employment control totals. The result of this process is an annual July 1 TAZ and city level employment distribution estimate/projection, by generalized job sectors.

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 licensed from Construction Monitor to create biennial July 1 population, household, and housing unit inventory estimates at city and TAZ levels. The Census Bureau's LEHD-LODES dataset and 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 refine methods for streamlining and simplifying the process of keeping input data for base and incremental years up-to-date. 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 are utilized in conjunction with web-based tools to 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, to determine parking needs. National Transit Database (NTD) data collection is on-going as well as onboard transit surveys (every 4-5 years), automated boarding and alighting ridership counts, wheelchair and bicycle usage, and schedule reliability reports. UTA makes a subset of this data available on its <https://data-rideuta.opendata.arcgis.com> portal.

WFRC will collaborate with UDOT, UTA, and other Utah MPOs to produce information products from the location-based services travel dataset license that has been 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 application programming interfaces (APIs) for a defined set of trips across the region in order to assist with travel model calibration.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2023:

| Agency | Months | Federal-CPG | Non-federal | Total |
|--------|--------|-------------|-------------|---------|
| WFRC | 11.00 | 136,589 | 9,919 | 146,507 |

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 equity, housing, 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), Transportation and Land Use Connection (TLC) goals and activities, and preparations for the planned Household Travel Survey.
- GIS map layers and interactive web maps 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 continued updates to base year parcels, housing and employment information, and traffic analysis zones and the processes to keep them current.
- 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 housing 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 derivatives from forthcoming decennial census data and the American Community Survey.
- 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.

GIS support will be crucial to the development and completion of the 2023-2050 Regional Transportation Plan in FY 2023. Public comment interactive maps will be created to capture feedback from stakeholders, community groups, and the general public. For community workshops, detailed project exploration maps will be produced, allowing for the flexibility of both virtual and in-person meeting formats. The source GIS database will be maintained for planned roadway, transit, and active transportation projects through the completion of the Plan and data release to the public.

Analyzing the continuing effects of the COVID-19 pandemic and community inequality are important issues that GIS staff will address in FY 2023. 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 and web applications.

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 2023:

| Agency | Months | Federal-CPG | Non-federal | Total |
|--------|--------|-------------|-------------|---------|
| WFRC | 16.50 | 175,693 | 12,758 | 188,451 |

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 2023:

| Agency | Months | Federal-CPG | Non-Federal | Total |
|---------------|---------------|--------------------|--------------------|--------------|
| WFRC | 14.50 | 136,941 | 18,123 | 155,064 |

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

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- An updated Tooele Valley Regional Long Range Transportation Plan
- Updated priorities for consideration in the Statewide Transportation Improvement Program
- 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, and 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, which 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 complete an update to the Tooele Valley Regional Long Range Transportation Plan. This update will extend the horizon year to 2050, consider the outcomes of recent transportation studies completed by UDOT and UTA, and reflect updated local 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 and other priorities. 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 2023:

| Agency | Months | Non-Federal | Total |
|---------------|---------------|--------------------|--------------|
| WFRC | .30 | 4,724 | 4,724 |

G.6 MORGAN COUNTY RURAL PLANNING ORGANIZATION

OBJECTIVES:

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

To develop a Morgan County Long-Range Transportation Plan and advance transportation priorities for Morgan County.

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- Refinements to the Morgan County 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 provided 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. In 2021, the RPO decided to change membership and to focus more wholly on Morgan County and Morgan City. This new RPO is referred to as the Morgan County RPO and will begin facilitation in FY2023.

The RPO will coordinate with the Morgan County Council of Governments to create a new, prioritized Morgan County Transportation Plan, coordinate on corridor preservation requests, and provide assistance to the Morgan County Trails Advisory Committee.

Coordination

The WFRC staff will provide administrative and technical support for the Morgan County 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 area. Previous support includes coordinating between UDOT 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 develop the Morgan County 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 2023:

| Agency | Months | Non-Federal | Total |
|---------------|---------------|--------------------|--------------|
| WFRC | .30 | 4,317 | 4,317 |

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 the general public regarding Wasatch Front Regional Council (WFRC) projects, plans, studies, and processes.

To provide forums in which this communication takes place, public events, written communication, email campaigns, website pages, social media posts, news media, online interactive maps and/or visualization tools, and other methods are leveraged. To be performed in coordination with the Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), Envision Utah, Utah League of Cities and Towns (ULCT), and local government staff, to ensure that the public is well informed about the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Wasatch Choice 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, in-person, or hybrid open houses and workshops
 - Wasatch Choice Vision 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
- Redesigned website
- Website pages
- Social media posts
- Fiscal Year (FY) 2023 Public Participation Plan
 - Measures of Effectiveness Report
- 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, underserved community, 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 in FY 2023 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. A series of metrics to assess WFRC's PPP and public involvement will also be established.

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 continued development of WFRC's website. To ensure transparency, the 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 Vision; programs, including the TIP, TLC, WFEDD, and CDBG; maps and data; studies; public involvement; and contact information. Work on redesigning the WFRC website is expected to begin in FY2023. WFRC also uses other electronic communications outlets, such as Twitter, Facebook, LinkedIn, 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's staff may host public meetings, open houses, and workshops online, in-person, or in a hybrid format. When a public meeting or event is hosted online, an effort to accommodate individuals without access to a computer is made (e.g., a call-in option).

Anyone in need of assistance with joining a meeting is encouraged to call the WFRC office at 801-363-4250. The public may visit wfrc.org/public-involvement to read WFRC’s public involvement and outreach procedures and plans, and reach out to WFRC’s office to view upcoming meeting agendas, and to request outreach and meeting materials in hard copy format. Public meeting notices are also available at utah.gov/pmn, and in newspapers.

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 2023:

| Agency | Months | Federal-CPG | Non-Federal | Total |
|------------|--------|-------------|-------------|---------|
| WFRC | 25.00 | 315,673 | 22,923 | 338,596 |
| Consultant | | 93,230 | 6,770 | 100,000 |

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 2023:

| Agency | Months | HUD | Non-federal | Total |
|--------|--------|--------|-------------|--------|
| WFRC | 3.98 | 32,680 | 1,280 | 33,960 |

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 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. WFEDD 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 Vision, Regional Transportation Plan, Comprehensive Economic Development Strategy, and other long- and short-range efforts. 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 2023:

| Agency | Months | EDA | Non-Federal | Total |
|---------------|---------------|------------|--------------------|--------------|
| WFRC | 8.00 | 50,353 | 50,353 | 100,706 |

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 |
| GOPB | Governor's Office of Planning 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 2023:

| Section | Title | WFRC |
|--------------|--|---------------|
| A.1 | WFRC Administration | 25.30 |
| A.2 | UDOT | |
| A.3 | UTA Administration | |
| B.1 | UTA Transit Planning | |
| B.2 | Mobility Management | .26 |
| C.1 | Long Range Transportation Plan | 73.89 |
| C.2 | Growth Planning | 12.50 |
| C.3 | Planning Support to Local Governments | 64.52 |
| D.1 | Management Systems | 3.35 |
| D.2. | Plan Refinement and Special Studies | 5.00 |
| D.3 | Transportation Improvement Program | 15.75 |
| E.1 | UDOT Environmental Studies | 1.20 |
| E.2 | UTA Environmental Studies | .80 |
| F | Travel Forecasting | 67.60 |
| G.1 | Air Quality Analysis and Coordination | 11.75 |
| G.2 | Data Collection and Analysis | 11.00 |
| G.3 | GIS and Database Management | 16.50 |
| G.4 | Technical Support to Local Governments | 14.50 |
| G.5 | Tooele Valley RPO | .30 |
| G.6 | Morgan County-Ogden Valley RPO | .30 |
| H | Public Involvement | 25.00 |
| I.1 | CDBG Program | 3.95 |
| I.2 | Economic Development | 8.00 |
| Total | | 361.47 |

LEVEL OF EFFORT (FUNDING) FY 2023:

| Section | Title | WFRC |
|----------------|--|-------------------|
| A.1 | WFRC Administration | 2,005,749 |
| A.2 | UDOT | |
| A.3 | UTA Administration | |
| B.1 | UTA Transit Planning | |
| B.2 | Mobility Management | 4,799 |
| C.1 | Regional Transportation Plan | 893,727 |
| C.2 | Growth Planning | 218,445 |
| C.3 | Planning Support to Local Governments | 2,331,378 |
| D.1 | Management Systems | 56,223 |
| D.2. | Plan Refinement and Special Studies | 604,690 |
| D.3 | Transportation Improvement Program | 269,313 |
| E.1 | UDOT Environmental Studies | 15,135 |
| E.2 | UTA Environmental Studies | 10,090 |
| F | Travel Forecasting | 2,715,841 |
| G.1 | Air Quality Analysis and Coordination | 188,732 |
| G.2 | Data Collection and Analysis | 146,507 |
| G.3 | GIS and Database Management | 188,451 |
| G.4 | Technical Support to Local Governments | 155,064 |
| G.5 | Tooele Valley RPO | 4,724 |
| G.6 | Morgan County-Ogden Valley RPO | 4,317 |
| H | Public Involvement | 438,596 |
| I.1 | CDBG Program (including CIB 2k) | 33,960 |
| I.2 | Economic Development | 100,706 |
| Total | | 10,386,447 |

WFRC SUMMARY OF DIRECT NON-SALARY COSTS FY 2023:

| | |
|--------------------------|----------------|
| Travel | 51,840 |
| Training | 48,000 |
| Printing & Publications | 9,700 |
| Dues & Subscriptions | 17,933 |
| Supplies & Software | 42,000 |
| Equipment Rental | 14,237 |
| Rent | 309,495 |
| Carry Forward to next FY | |
| TOTAL: | 493,205 |

WFRC INDIRECT COST BUDGET FY 2023:

| | |
|-----------------------|----------------|
| Salary & Fringe | 457,423 |
| Consultants | 15,000 |
| Training | 12,000 |
| Travel | 12,960 |
| Rent | 48,048 |
| Telephone/Data | 38,359 |
| Supplies/Software | 85,000 |
| Equipment Rent | 90,434 |
| Equipment Maintenance | 64,851 |
| Legal | 10,000 |
| Audit & Accounting | 19,318 |
| Dues & Subscriptions | 9,260 |
| Insurance | 13,043 |
| TOTAL: | 875,697 |

WFRC INDIRECT COST ALLOCATION FY 2023:

| Program | Months | Percent | Costs |
|--|---------------|----------------|----------------|
| Consolidated Planning Grant | 270.54 | 77.52 | 678,828 |
| Tooele Valley RPO | .3 | .09 | 752 |
| Transit Support | 7.5 | 2.15 | 18,819 |
| Model Development | 6.60 | 1.89 | 16,560 |
| CIB | .15 | .05 | 371 |
| CDBG | 3.83 | 1.1 | 9,610 |
| Morgan RPO | .3 | .09 | 753 |
| Economic Development | 8.0 | 2.29 | 20,073 |
| Mobility Management | .26 | .07 | 652 |
| Davis County Rating and Ranking | .50 | .14 | 1,255 |
| Transportation and Land Use Connection | 51.02 | 14.62 | 128,018 |
| Total | 349.00 | 100.00 | 875,697 |