



WASATCH FRONT REGIONAL COUNCIL
UNIFIED PLANNING WORK PROGRAM

for the

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

FISCAL YEAR 2024
(July 1, 2023 - June 30, 2024)

MAY 2023

In cooperation with:
Utah Department of Transportation
Utah Transit Authority

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PURPOSE:

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

The FY 2024 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, 2023, and June 30, 2024. 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 2027-2050 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 Infrastructure Investment and Jobs Act.

FORMAT:

The format for the 2024 UPWP is similar to the 2023 UPWP, plus each work item now contains background information under a separate subheading. Each work task includes a summary of objectives, anticipated products, background information, a statement of the work planned for FY 2024, responsible agencies, and level of effort in terms of months and funding. A UPWP completion report, describing all work accomplished in FY 2023 will be prepared by October 1, 2023.

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 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 (DAQ)
- 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 addition to these two Committees, in 2012 the Regional Growth Committee established the Active Transportation Committee (ATC), which provides input to RGC and Trans Com regarding active transportation matters. The ATC discusses 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 Committee meets five times a year and consists of municipal and county elected officials from Box Elder, Weber, Morgan, Davis, Salt Lake, Tooele, and Utah Counties and representatives from UDOT, UTA, Utah Department of Health, and Bike Utah.

In 2002, a Joint Policy Advisory Committee (JPAC) was established to facilitate communication and coordination between WFRC and the Mountainland Association of Governments (MAG), which is the MPO for the Provo-Orem Urbanized Area in Utah County. 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 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.

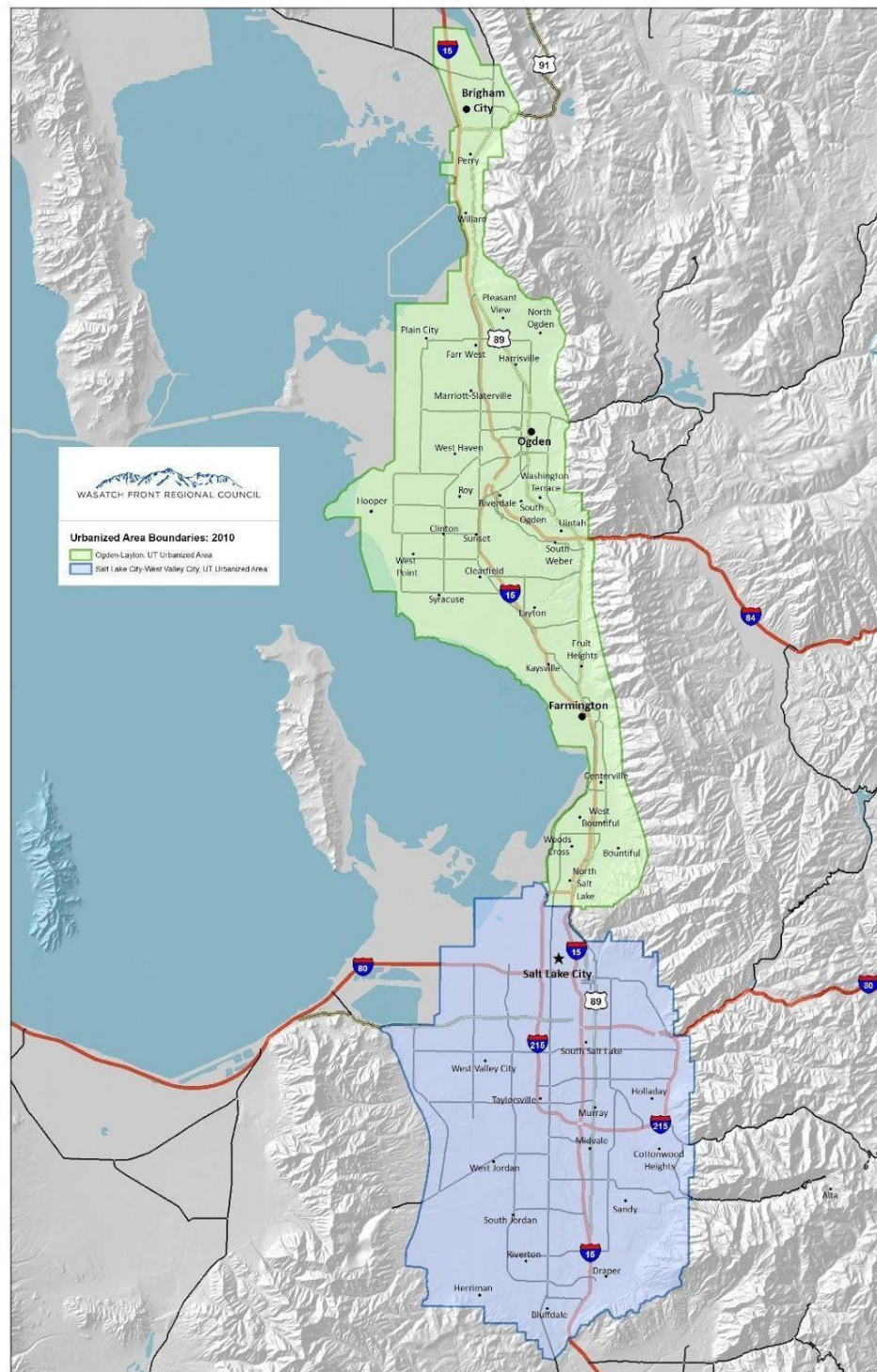
WORK PROGRAM AMENDMENTS:

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 2024, WFRC will submit an amended UPWP for federal approval.

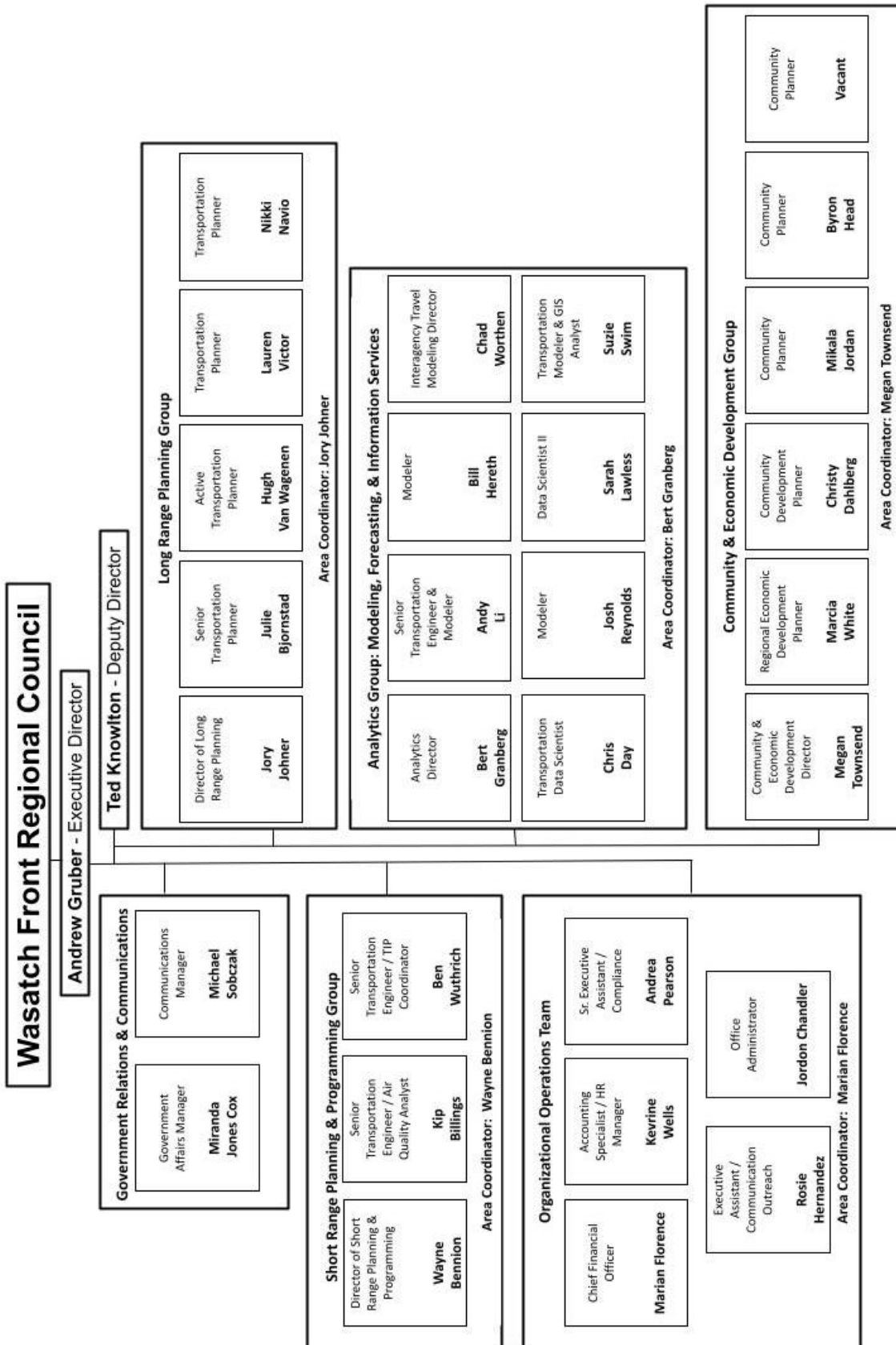
Figure 1. OGDEN-LAYTON AND SALT LAKE CITY-WEST VALLEY CITY URBANIZED AREAS



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 2024 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.

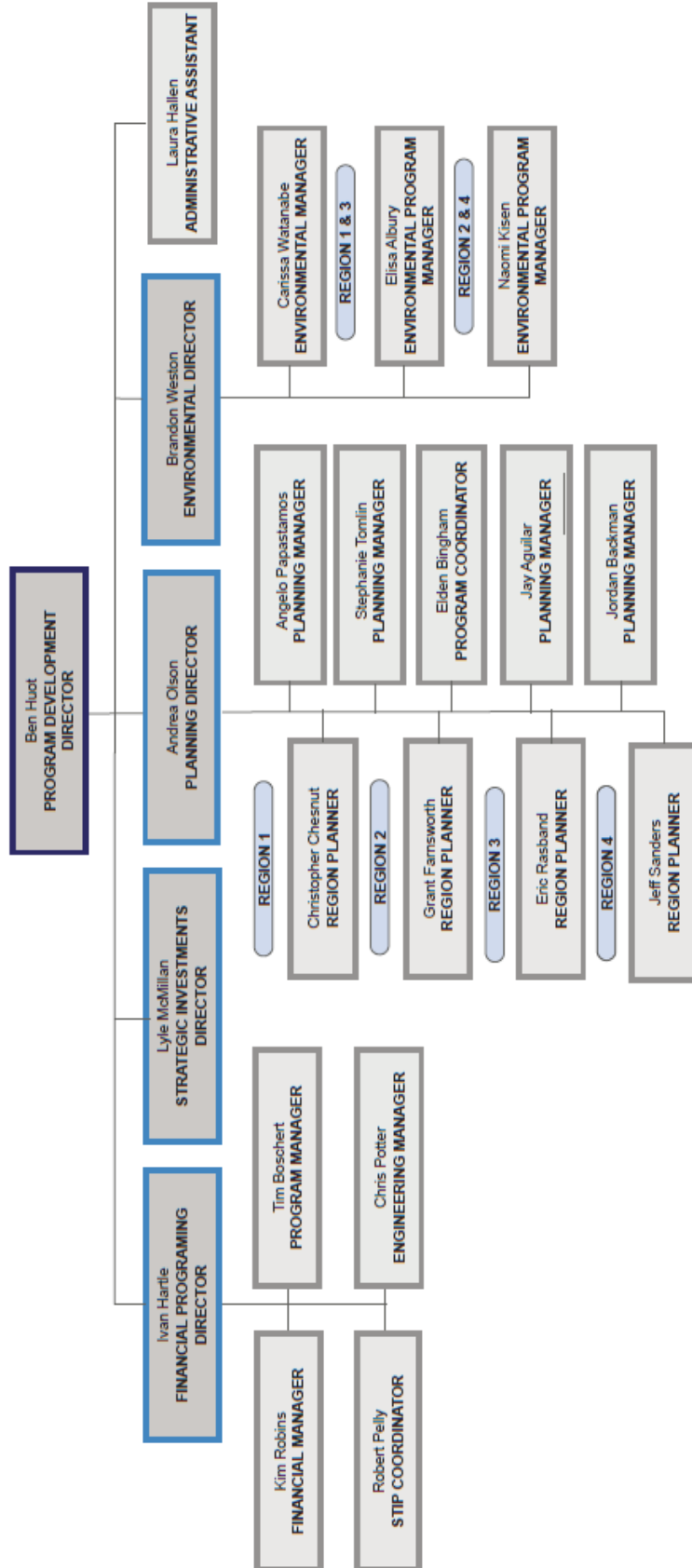
Each agency's staff is multi-disciplinary and includes professional engineers, planners, environmental specialists, economists and technicians of various disciplines. WFRC staff, in particular, relies on information and data from local government officials and their staff to coordinate between local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





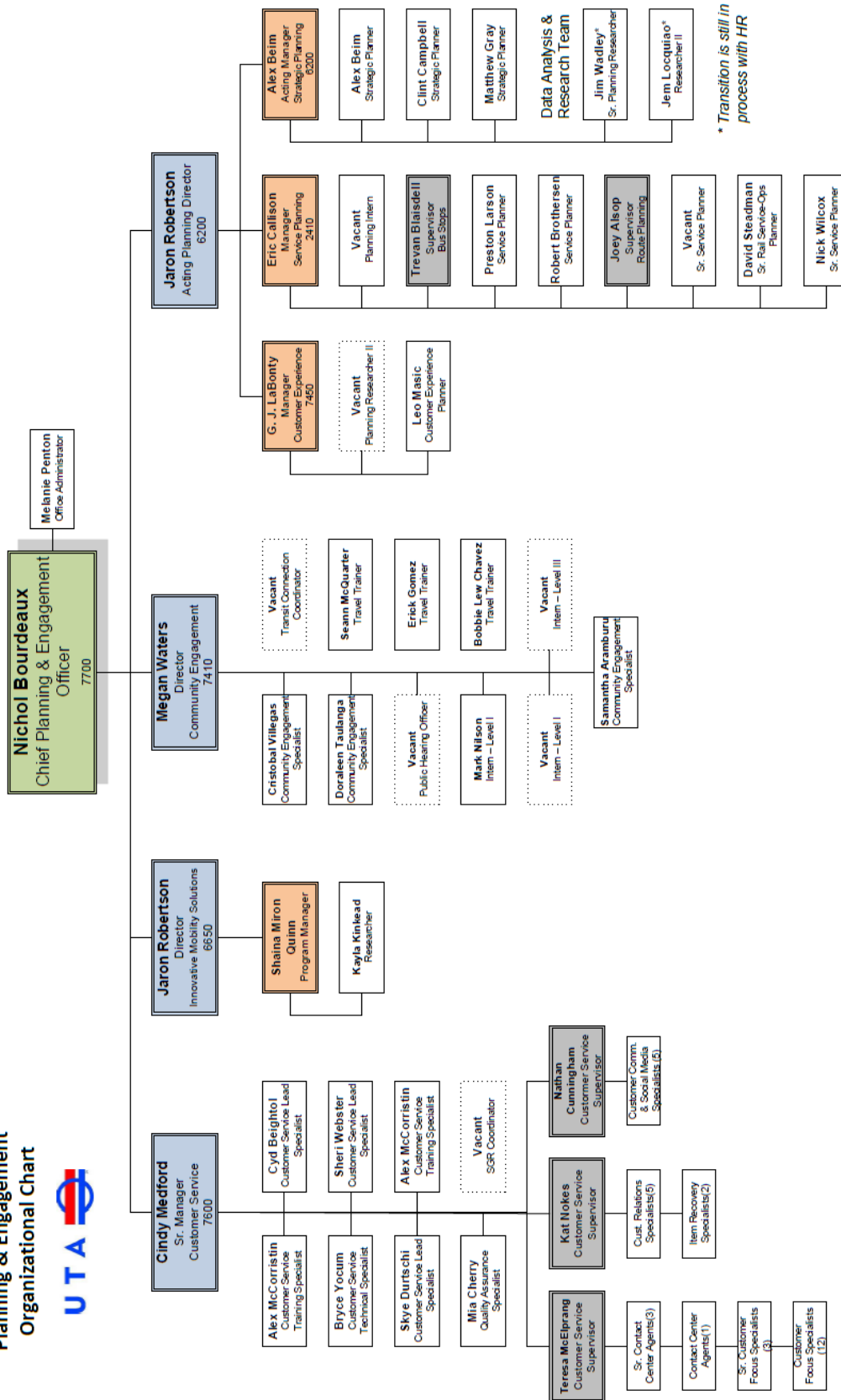
Utah Department of Transportation (UDOT) Program Development

Utah Department of Transportation Program Development



Utah Transit Authority (UTA) Planning Department

Planning & Engagement Organizational Chart



* Transition is still in process with HR

Updated January 23, 2023

PLANNING FACTORS:

Planning Factors are established by Congress as enumerated in 23 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 has received a Safe Streets and Roads for All (SS4A) award and will be working with local governments, UDOT, and UTA to develop a Safety Action Plan for the region. (D.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 (C.1, 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)

PRIORITIES and FY 2024 COMPLETED WORK EFFORTS:

Priorities in FY 2024 for the work of the Wasatch Front Regional Council are identified in the [Fiscal Year 2024 Goals](#), which the Regional Council adopted along with the FY 2024 Unified Planning Work Program on May 25, 2023.

Much of the work of the Wasatch Front Regional Council during FY24 described in this document is ongoing, or continues from year to year. The following are specific work efforts that are also described in this document which are expected to be completed during fiscal year 2024, or in other words, by June 30, 2024.

Section A.1

FY25 Unified Planning Work Program, Goals, and Budget
FY23 Completion Report, Activities and Accomplishments Report, and Audit

Section B.1

Long Range Transit Plan: UTA Moves 2050
Region-wide on-board survey

Section B.2

2024-2025 5310 Program
Updated 5310 Program website

Section C.1

2023-2050 Utah Unified Transportation Plan
2027-2050 Regional Transportation Plan development process and schedule

Section C.3

Completion of several Transportation and Land Use Connection (TLC) Program projects

Section D.1

Comprehensive Safety Action Plan

Section D.2

Active Transportation to Transit Study Phase I
Paratransit Study

Section D.3

2024-2029 Transportation Improvement Program
2025-2030 Surface Transportation Program, 2025-2030 Congestion Mitigation Air Quality Program, 2026 Transportation Alternatives Program, and 2026 Carbon Reduction Program

Section E.1

I-15 Farmington to Salt Lake City draft environmental document
US-89/ I-84 draft environmental document

Section E.2

Davis-SLC Community Connector environmental document
Point of the Mountain Transit environmental document
S-Line Extension environmental document

Section F.

2023 Household Travel Survey summary datasets and reports
Published updates to official travel volume forecasts and socioeconomic forecasts
Updated 2023 seasonal traffic factors and comprehensive speed data set

Section G.2

Up-to-date GIS input datasets for the Real Estate Market Model (REMM)

Section G.3

Updated GIS map layers and interactive web maps depicting mobility, access to opportunities, and other key regional performance metrics

A comprehensive update of the existing and planned additions to the on- and off-street bicycle network

An Equity Focus Areas (EFAs) interactive map explaining and depicting WFRC's updated, EFA geographic zones

Section H.

Updated public participation plan
Redesigned WFRC website
Distribution of 2023-2050 Utah Unified Transportation Plan

Section I.1

2024 Community Development Block Grant (CDBG) Action Plan

Section I.2

Updated 2023-2028 Comprehensive Economic Development Strategy (CEDS)

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) 2024 UPWP and budget amendments
- FY 2025 Goals, Unified Planning Work Program and budget

BACKGROUND:

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 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.

WORK STATEMENT:

Administration and coordination of the UPWP and transportation planning process will include three activities. The first is 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 will include 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 will 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 \$319,048.

The direct non-salaried costs will 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 will include travel expenses both within the Region and outside of the Region, including the travel costs to attend training sessions; software and maintenance fees; supply costs; the cost of publications being prepared as part of the programs; and public notices. The direct non-salary cost is \$369,799. Details are shown in the financial summaries at the end of this UPWP.

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

administrative personnel, the non-salaried costs necessary to support these activities, including building rent and operating expenses, equipment rental and maintenance, software and supplies, telephone and data expenses, and an annual audit of the WFRC's finances and internal control systems. The total indirect cost of the program is \$1,212,958.

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 2024:

Agency	Person Months	Federal CPG	Non-Federal	Total
WFRC	26.00	297,449	21,600	319,048

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)
- Monitoring of WFRC's expenditures of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds
- Participation in WFRC's Trans Com and Regional Growth Committees and their supporting sub-committees
- Coordination in finalizing the 2023-2050 Unified Transportation Plan
- Assistance in developing the FY 2024 UPWP
- Coordination of CMAQ Performance Plans with WFRC
- Coordination with the Transportation and Land Use Connection Program
- Participation in special studies in the region
- Collaboration in the Statewide Household Travel Survey
- Implementation of corridor plans that include local communities' transportation solutions
- Implementation of state legislative directives

BACKGROUND:

UDOT receives federal funding, a portion of which is then sub-allocated to WFRC. The UDOT Planning Division has a full-time staff of 16 employees. Funding for the UDOT Planning staff is provided primarily through Statewide Planning and Research funds and a separate Planning Work Program is prepared annually by UDOT and submitted to FHWA for review and approval.

Administration of federal funds carries the responsibility of reviewing and monitoring the use of these monies. Many activities performed by UDOT over the course of the year are intended to support WFRC while ensuring a good understanding of the use of federal funds.

WORK STATEMENT:

UDOT Planning staff works closely with WFRC in many programs, individual planning opportunities, and ongoing efforts. UDOT staff will continue to support the technical and policy processes of the WFRC and assist in developing the annual UPWP. Additionally, UDOT will continue to assist WFRC with required contracts and agreements and coordinate with WFRC in administering Congestion Mitigation/Air Quality (CMAQ) funds and completing the required annual reporting of the CMAQ funds.

UDOT Planning dedicates staff time each year 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 statewide travel demand model and looks forward to continued work with our MPO partners in enhancing all models statewide through the Household Travel Survey (see section F). UDOT Planning provides expertise across the state in rail and freight planning issues and will work with our WFRC partners in completing the UDOT Freight Plan as well as coordination on other freight issues.

The Unified Transportation Plan partners look forward to completing the 2023-2050 Unified Transportation Plan in the fall of 2023. UDOT and WFRC are key players in this process, along with our UTA and other MPO partners. This planning effort is in addition to our work together on the WFRC RTP as well as rural transportation planning in WFRC's AOG area.

UDOT Planning staff will continue to participate in or manage corridor studies and other special planning-related studies within the MPO planning areas. We have achieved great success in working together on the Transportation Land Use Connection grant program and administering the Technical Planning Assistance grant program as a joint effort. 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.

RESPONSIBLE AGENCY:

UDOT

LEVEL OF EFFORT FY 2024:

<u>Planning Activities in the WFRC Region</u>	<u>Person Months *</u>
Long Range Planning	6
Air Quality	6
Traffic Modeling	4
<u>Studies, Freight, UPWP</u>	<u>6</u>
Total	22

* 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.

For over 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

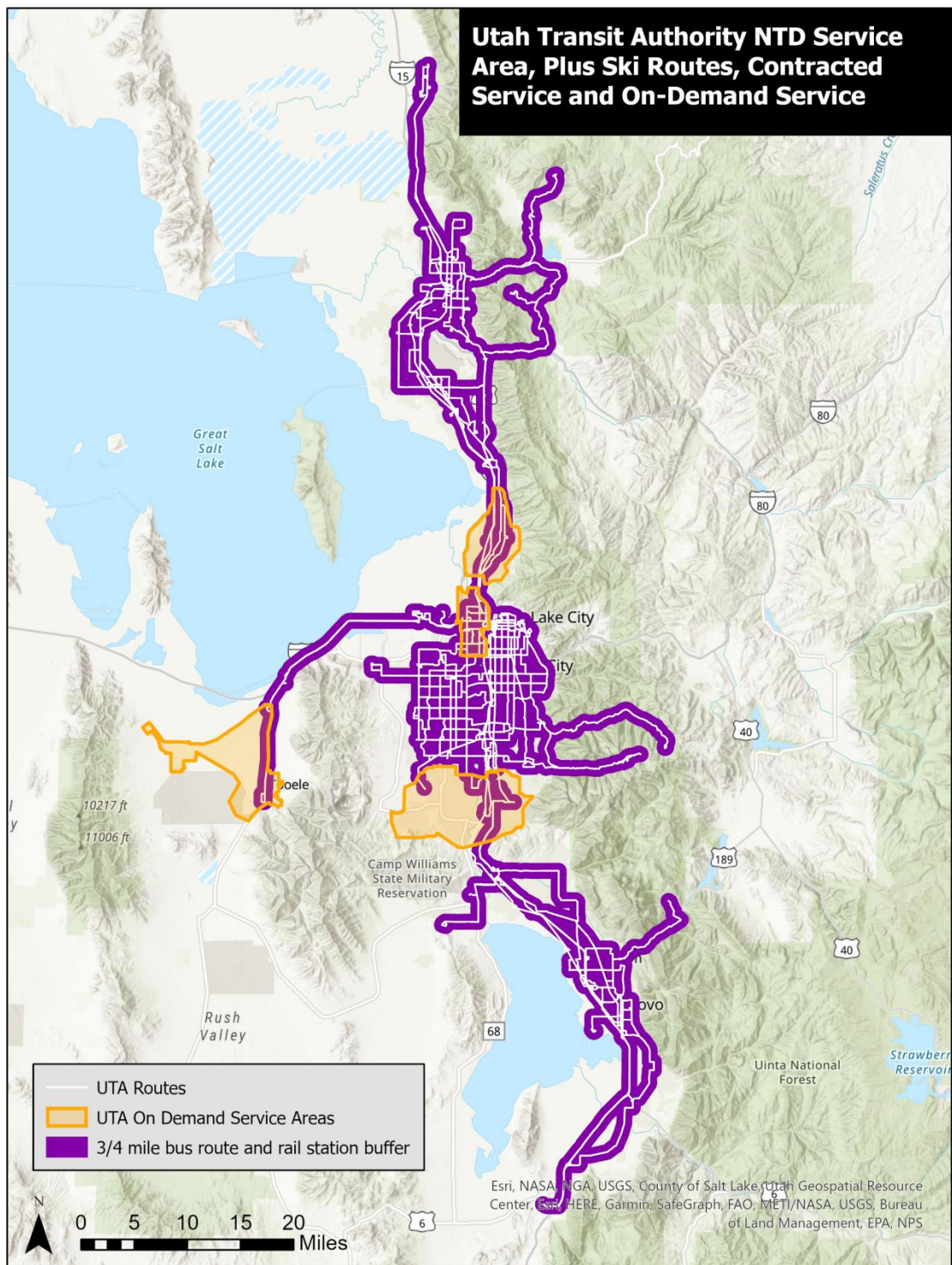
UTA prepares documentation to comply with all federal, state and local administrative requirements under this work item. These include the Unified Planning Work Program, Completion Reports, Annual Grants Status Report, Interlocal Agreements, Grant Applications, audit documentation, FTA Triennial Review 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
- Service Implementation
- Microtransit Pilot Program Evaluations
- Tooele Electrification / FTA Low-No Project Delivery
- Service Design Guidelines
- Bus Stop Implementation
- Transit Financial Plan (TFP)/Scenario Tool
- Route Restoration and Equity Index
- Wayfinding Signage and Bus Stop Improvement Program
- Real-time Digital Signage for Bus
- Mobile Trip Planning
- On-Board Survey
- TechLink Corridor Study
- 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 Modeling
- SRD Grant for Suicide Prevention

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: UTA Moves 2050 (LRTP)

UTA is currently developing an agency-wide Long Range Transit Plan: UTA Moves 2050. UTA Moves 2050 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.

UTA has secured the services of a consulting team from Nelson Nygaard. This team will aid in the development of both the initial plan and with creating a replicable process for updating the plan on the same timeline as the MPO RTPs. Community outreach and a system wide needs assessment are currently underway. The 2023 – 2050 version of the LRTP is expected to be presented for approval by the UTA Board of Trustees in late 2023.

Small Area Studies

Small Area Study work will continue with the expected completion of the Sandy/South Jordan and Cottonwood Canyons studies anticipated for 2023-2024. These studies will inform future updates to the UTA Five-Year Service Plan and Long-Range Transit Plan, including analysis of current conditions and gaps, road maps for future implementation, and evaluation of which services may be more suitable for private providers or public-private partnerships.

Service Implementation

Significant improvements are planned in the UTA system in 2023-2024. The full OGX line will begin service in August 2023, improving connections between FrontRunner, downtown Ogden, Weber State University, and McKay-Dee Hospital.

Service began on a limited segment of OGX in 2022, including the exclusive bus right-of-way on WSU campus and a portion of the electric fleet that will run on the whole line.

Based on the performance of this segment, UTA expects OGX to be very successful in terms of ridership and a significant asset to the community it serves.

TRAX service will also be improved in August 2023, with Saturdays improving to 15-minute service. This change has been requested by many UTA riders and is expected to improve connectivity and ease of use throughout Salt Lake County on Saturdays.

In 2024, Service Planning will prepare to implement additional local service changes in Ogden to complement the OGX line, including one new route, increased frequency on existing routes, and improved access to multiple destinations in the Ogden area. Additional frequency increases and added coverage are proposed for southern Utah County and key corridors in Salt Lake City. These changes are proposed to take effect in August 2024.

Microtransit Pilot Program Evaluations

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

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

Tooele Electrification / FTA Low-No Project Delivery

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

Service Design Guidelines

The UTA Service Design Guidelines help define, measure, and evaluate the performance of all UTA services against service standards. Upcoming work on the SDG includes expanding the scope to include more metrics for rail, as well as measuring impacts on UTA functions downstream from Service Planning.

Bus Stop Implementation

Service Planning will continue the implementation of the Bus Stop Master Plan throughout the system. This work involves a combination of UTA-led, contractor-implemented stop improvements at new and existing stops, as well as partnerships with local jurisdictions on their corridor improvement projects.

Transit Financial Plan (TFP)/Scenario Tool

UTA uses a financial operating model called the Transit Financial Plan (TFP) to track all costs and revenues on an annual basis.

The model uses historical data-driven growth assumptions to forecast the financial outlook of the agency into the future. UTA is currently completing a major overhaul of this model to expand long range financial planning capabilities for FY 2023 and beyond.

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 used to assess financial constraints in the 2019 Regional Transportation Plan. A constrained and unconstrained version of the 2023 scenario tool will be completed and included as input to the Utah Unified Transportation Plan. Conversations about merging the existing scenario tool and the future TFP are beginning to take place within UTA. Combining the scenario tool and TFP would help streamline future RTP and LRTP efforts.

UTA's Service Area covers three urban areas, including all or part of six contiguous counties in Utah. Maintaining geographic service equity across the entire service area is a 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 UTA's audited financials and forecast in the current official TFP. This analysis continues to be performed annually as part of the budgeting process and Annual Comprehensive Financial Report.

Route Restoration and Equity Index

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

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

Wayfinding Signage and Bus Stop Improvement Program

The Customer Experience team along with the Service Planning, and Capital Development teams 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 was recently funded at approximately \$1.5 M annually and currently has a 10-15-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 spring of 2023.

Mobile Trip Planning

In January 2023, UTA expanded the partnership with the Transit App to include integrated mobile ticketing. The vision for the future of this app is fully integrated Mobility-as-a-Service functionality across several transportation platforms.

On-Board Survey

In order to comply with Title VI requirements for Federal Transit Administration Recipients, public transportation providers are required to collect and report demographic data through customer surveys at least once every five years. UTA will be conducting an on-board survey in the fall of 2023 through the winter of 2024. In addition to the federally required demographic data, UTA will collect origin-destination data to support travel demand modelling and system service planning.

TechLink Corridor Study

UTA together with Salt Lake City, the Salt Lake City Redevelopment Agency, and the University of Utah will begin the TechLink Corridor study in 2023 to explore new transit connections in Salt Lake City, including a link between the University of Utah Research Park, the University of Utah main campus, the Salt Lake Central Intermodal Hub, and emerging technology centers on the west side of the Salt Lake City central business district.

The TechLink Corridor Planning & Environmental Linkage Study will lead to the identification of a transit corridor investment that will not only provide improved transit access for growing neighborhoods on the east and west sides of Salt Lake City, but also improve regional connectivity via UTA's transit system and provide access to employment for low income and minority residents. The PEL Study will also consider environmental concerns and opportunities in the corridor.

The study is funded in part by a USDOT RAISE grant. The study will take approximately 18 months to complete once it begins.

Transit Oriented Development (TOD)/ Station Area Planning

UTA will continue to work with regional and local partners to plan and establish transit-oriented communities and developments. UTA and MPOs assist municipalities to define a preferred vision for each station area and establish a plan to implement the vision.

During the 2022 legislative session, HB462 required all cities with a fixed-guideway transit station to perform this critical work to prepare station areas for development. Cities with completed plans have made significant strides toward development, including establishing infrastructure, funding mechanisms, and partnerships with the development community.

UTA anticipates multiple development projects starting in 2023 and will seek additional partnerships with cities and private development firms to implement the shared visions around key transit hubs. UTA will also support cities in their effort to improve pedestrian and bike access to transit. UTA was awarded \$360,000 in funding in 2022 to fund Station Area Planning efforts along the Midvalley Connector route at Murray Central Station, West Valley Central Station, and three fixed-guideway stations in Taylorsville.

Emergency Preparedness Planning

The Utah Transit Authority (UTA) works with federal, state, and local partners providing a prepared and reliable transportation service. UTA follows the National Preparedness Goal with a whole community approach to emergencies or disasters. The goal: “A secure and resilient nation with the capabilities required across the whole community to prevent, protect against, mitigate, respond to, and recover from the threats and hazards that pose the greatest risk.” UTA strives to achieve this goal through the development of plans for natural and man-made hazards, as well as through training and exercise.

UTA has resumed its practice of exercising with outside partners as opportunities come available. In 2022 UTA sponsored multiple exercises meeting both Federal Railroad Administration (FRA) and Federal Transportation Administration (FTA) requirements. Virtual trainings still fill many of our training openings, however in person trainings are becoming more frequent. Between the two formats UTA can maintain its exercise and training requirements for 2023 compliance.

UTA emergency management has implemented training for the Incident Command System (ICS). The training involves attending courses online through FEMA for the required ICS certifications. Identified personnel with our service units can participate in established on-scene incident command structures and interact with other responding agencies.

Lastly, the UTA Emergency Management Program Manager oversees necessary updates of the Emergency Preparedness Plan (EPP), Emergency Operations Plan (EOP), Continuity of Operations Plan (COOP), and service unit Emergency Response Plans (ERP). Specific plans are to be updated during 2023 (based upon their review cycles) to ensure they remain up to date and consistent with UTA policies.

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 add automated systems including work process automation and complete the addition of vehicle tracking software on all of our Vanpool vans.

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.

Additional planning work for 2023 and 2024 will include a Paratransit Forward study. Study highlights include; current service evaluation, strategies beyond current service, technology analysis and EV strategies.

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.

UTA also works closely with 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 will continue to apply for air quality and emissions related federal grants, including the Lo-No Emissions Vehicle grant.

Transit Asset Management (TAM) Plan

UTA has developed a comprehensive asset management system that is identifying current and future projects which will keep the existing system maintained and operating in a safe manner. The ability to successfully identify projects is continuously improved and refined as better and more accurate information is obtained from our stakeholders, both internal and external. UTA updated its TAM Plan last year to version 2.1 as required. During the next fiscal year, upcoming projects include, among others: grade crossing rehabilitations and replacements on FrontRunner and TRAX systems, curved rail replacement on the TRAX system, traction power substation rehabilitations, FrontRunner and TRAX vehicle overhauls, facility rehabilitations, technician vehicle replacements, bus procurements, and paratransit vehicle procurements.

Environmental Sustainability

UTA's commitment to environmental sustainability is formally demonstrated by the agency's APTA Bronze sustainability status.

A new Environmental Steward and Sustainability Specialist will begin at UTA in 2023 to move UTA's sustainability goals forward. Specific sustainability goals include:

- Completion and implementation of a UTA sustainability plan to include sustainability measures, employee engagement, and actions
- Support of the fixed bus fleet replacement plan aligned with proposed fleet propulsion mix
- Continued activation of the UTA green team to support sustainability and environmental efforts
- Development of strategies to reduce water usage across the agency

A central mission of UTA is facilitating the opportunity for people to get out of private vehicles and onto more environmentally friendly transportation options.

UTA is a central part of sustainability plans for partner agencies, providing transit options to replace single occupancy vehicles. In addition, UTA maintains programs for recycling most metals and automotive fluids as well as electronic waste. UTA strives to continuously reduce greenhouse and criteria air pollutants through technology and service improvements. For example, UTA has deployed compressed natural gas and battery-electric buses, and is working to increase the percentage of alternative fuel vehicles in the fleet.

Travel Demand Modeling

The WFRC/MAG regional travel demand model (TDM) is a model used to evaluate future transportation projects including transit. 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, that inform how project implementation and phasing is incorporated into regional transportation plans. UTA continues to develop and utilize TDM resources in-house in its Planning Department, up-to-date versions of the model, and participate in the interagency modeling technical and policy committees.

SRD Grant for Suicide Prevention

Thermal and Radar cameras were installed last year in a few strategic locations where suicide attempts are common. These cameras will alert people if there is someone lurking in the area who looks vulnerable. Trains will be notified of a potential suicide risk on their route so they can react and UTA will dispatch police out to the area to intervene and help the vulnerable individual. Most of the infrastructure is installed. The further work on this will be conducting a study to see if these measures are effective in helping people. UTA will be reporting findings to the FTA. Additionally, if there are new ideas to enhance this system UTA is authorized to pursue these new ideas. One of those ideas that UTA are currently pursuing is to have a Police Chaplain on hand to react to fatality scenes and provide counseling to anyone on site who may need it.

UTA's 2023 Transportation Agency Safety Plan (TASP)

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

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
- 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
- Electronic voucher (eVoucher) program functioning for public use
- 5310 Grant Subrecipient sight visits
- Work more closely with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA)
- Get the United Way 211 “critical accessible trips” project up and running
- Update the 5310 Grant section on the UTA website to be more user friendly for the public

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 updated in 2022 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.

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.

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.

FTA 5310 Funding Administration

The goal of the Section 5310 program is to improve mobility for seniors and individuals with disabilities throughout the state 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, MPOs, 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.

Electronic voucher (eVoucher) program functioning for public use

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 includes a web-based interface that replaces the current paper voucher processes. The initial development and testing for this was completed by Q3 of 2022.

UTA has had some set-backs with the contractor writing the code for eVoucher. A new contractor will continue the eVoucher project to its completion. It is planned to have an operable product before the end of the year 2023.

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.

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.

5310 Grant Subrecipient sight visits

With Covid lock-downs preventing in-person visits, UTA 5310 Grant Administrators plan on conducting in-person site visits to 5310 Grant subrecipients. This is required of the 5310 program. This will give grant staff a better look into the services the subrecipients perform and will keep UTA in federal compliance.

Get the United Way 211 “critical accessible trips” project up and running

United Way 211 was awarded 5310 Grant funds for accessible “on demand” trips for aging adults and persons with disabilities to make critical life trips. United Way 211 already has this program running for ambulatory trips. UTA Coordinated Mobility will assist United Way 211 in getting this project up and running by helping coordinate a provider for the trips.

RESPONSIBLE AGENCIES:

UTA, WFRC

LEVEL OF EFFORT FY 2024:

Agency	Person Months	Federal Transit Administration Funds	Total
WFRC	.26	4,962	4,962

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, amendments to the WFRC Regional Transportation Plan: 2023-2050 (2023-2050 RTP), completion of the Utah's Unified Transportation Plan 2023-2050, and development of the WFRC Regional Transportation Plan: 2027-2050 (2027-2050 RTP).

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 2027-2050 RTP process with local communities, transportation partners, and stakeholders.

To increase active transportation emphasis in the 2027-2050 RTP through improved cost and revenue estimation, funding identification, and facility identification, including sidewalks, 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 2027-2050 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 2023-2050 RTP.

To continue coordination and communications efforts for Utah's Unified Transportation Plan 2027-2050.

ANTICIPATED PRODUCTS:

- Initial development of the 2027-2050 RTP, including enhanced consideration of the following:
 - Innovative funding and financing strategies
 - Multi-modal project evaluation
 - External forces and policies (e.g. connected and autonomous vehicles, telecommuting, road usage charge, micro mobility)
 - 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
- A new Utah's Unified Transportation Plan 2023-2050, coordinated among Utah's four MPOs, FHWA, FTA, UDOT, UTA, and other interested agencies
- Amendments to the 2023-2050 RTP

BACKGROUND:

The WFRC Regional Council is expected to adopt the 2023-2050 RTP on May 25, 2023. During FY 2024, WFRC staff will debrief on the 2023-2050 RTP internally and with its transportation planning partners, local communities, and stakeholders. Staff will work with these groups to identify any additional emphasis areas to coordinate and collaborate on for the 2027-2050 RTP including the development of a schedule, key milestones, and assignment of tasks.

The base key process goals for the Wasatch Choice Vision and 2027-2050 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.
- 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.

WORK STATEMENT:

A high level, four-year overview of the 2027-2050 RTP development schedule includes the following:

- Year 1 - Exploration of enhanced consideration areas including external forces and policies
- Year 2 - Scenario development and comparison
- Year 3 - Establish a preferred scenario
- Year 4 - Phasing evaluation and plan adoption

During FY 2024, WFRC staff will work on the major tasks summarized below.

Continued Coordination

The WFRC will continue to coordinate its planning efforts and process with FTA, 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 an established Resource Agency Stakeholder group; special interest groups; business associations; community-based organizations and environmental justice groups through a newly formed Community Advisory Committee; local freight and trucking industries as part of the newly formed WFRC Urban Freight Stakeholder Group; and other interested organizations to receive input on 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 2027-2050 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 their respective Regional Transportation Plans, with regard to public process, technical process, and substantive considerations. Additional coordination areas with MAG include performance measures and the Wasatch Choice Vision implementation.

Federal Planning Requirements

The WFRC staff will continue implementing federal requirements for developing the 2027-2050 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 performance measurement, 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 2027-2050 RTP.

WFRC will also focus on the Planning Emphasis Areas (PEA) issued by FHWA and FTA Offices of Planning in December 2021. These PEAs include: Tracking the Climate Crisis - Transition to a Clean Energy, Resilient Future; Equity and Justice⁴⁰ in Transportation Planning; Complete Streets; Public Involvement; Strategic Highway Network/U.S. Department of Defense (DOD) Coordination; Federal Land Management Agency Coordination; Planning and Environmental Linkages (PEL); and Data in Transportation Planning.

Security

The WFRC will continue to consider local planned growth and economic development patterns, and partner with State and local security agencies in addressing transportation-related security issues within the region. Work efforts will 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.

Resiliency

The 2027-2050 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. In FY 2024 WFRC will explore the implementation of forward-thinking transportation policies. Throughout the 2027-2050 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. WFRC will explore how climate change and natural disasters will impact the Regional Transportation Plan. 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. Much of WFRC's effort to evaluate external forces and policies and plan for a resilient transportation system relate to the federal planning emphasis area of "tackling the climate crisis."

Active Transportation Plan

The WFRC will continue to coordinate activities related to active transportation within the region. The WFRC Active Transportation Planner will coordinate with partner agencies and local governments, as well as work to define priorities and performance measures for active transportation to be included in the 2027-2050 RTP. Many local communities have recently developed or are developing active transportation master plans. As these plans are adopted, projects will be reviewed for inclusion into the 2023-2050 RTP through the amendment process. Continued coordination with the WFRC Analytics Group to keep an updated inventory of all local plans in addition to updates to the existing active transportation network will be a focus of the upcoming fiscal year.

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 include access to both bus stations and fixed guideway stations. The resulting list has been and will be used to apply for various federal discretionary grant programs, such as RAISE, and will also be used to establish some of the funding priorities with state and local dollars. Capturing sidewalk data and highlighting critical network gaps to be included in the RTP will be part of this work. Additionally, improvements to active transportation data collection and use will be pursued with transportation partners. For instance, a bike count program, which includes data collection and management, is being studied with the goal of partner implementation. Such a program will provide meaningful data to the fledgling bike model (see Section F.), which will aid in active transportation project development in the 2027-2050 RTP.

Goals and Performance Measures

The WFRC has ensured the integration of the Unified Plan performance measures and federal legislation by refining and adopting ten Wasatch Choice Goals. These Goals informed plan development and are providing the basis for measuring and quantifying how effective the 2027-2050 RTP is at improving quality of life in the Region. 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 natural resources. In FY 2023, the State of the Centers report was updated with more current data. Through the development of the 2027-2050 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'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 2024, 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 the framework for reporting to be included within the 2027-2050 Regional Transportation Plan.

External Forces and Policies

The 2027-2050 RTP will continue exploring how the Wasatch Choice Vision may be impacted by a variety of possible future parameters. The 2027-2050 RTP will build upon the examination in the 2023-2050 RTP 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. Efforts will also continue to refine how these technologies are addressed in the regional travel demand model and focus on policies that can be implemented regionally and by local communities.

Safety

The WFRC is working closely with UDOT safety staff to apply the United States Road Assessment Program (usRAP) as the safety analysis and planning tool for the RTP.

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 continue 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 segments that may be lacking in safety attributes when compared to other roadway segments with similar operating characteristics. The star rating system will be incorporated as one of the performance measures for project evaluation in the 2027-2050 RTP. A benefit of utilizing usRAP analysis is that this evaluates vulnerable road user (cyclist and pedestrian) safety in addition to analyzing vehicle safety on each roadway segment, ultimately improving safety for all road users. However, not all roadways are given a vulnerable road user star rating and, therefore, cannot be applied to all projects in the RTP.

During FY24, WFRC will have the opportunity to learn from the development of a Safety Action Plan for the region (see section D.1). Additionally, WFRC staff is participating in UDOT's Vulnerable Road User Assessment, which has begun and will continue during the first half of FY24. The Assessment will consider elements of the Safe Systems Approach, which WFRC staff will continue to promote within the region. Lastly, WFRC staff will continue to sit on planning and programming committees for the Pedestrian Summit and Move Utah Summit, both of which have vulnerable road user safety emphases.

The WFRC is working to strengthen transit safety in the 2027-2050 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 internal equity working group's purpose 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

WFRC also created the Wasatch Choice Community Advisory Committee in 2022 with the purpose of enhancing relationships for better cross-agency collaboration and community

partnership with organizations and community leaders that represent those with limited income, communities of color, populations with disabilities, elderly and youth populations.

WFRC, through its Council of elected officials and other community leaders, also adopted an organizational goal to “promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.” To advance this goal, WFRC will:

1. Ensure inclusive engagement and participation in WFRC planning and decision-making processes.
2. Employ an Access to Opportunities framework as a primary lens to evaluate transportation, land use, and economic development initiatives. Providing access to opportunities is core to WFRC's work. Accessibility means people are able to easily, efficiently, and safely reach key destinations including jobs, schools, healthcare, childcare, parks, places of worship, and grocery stores. Access to opportunities can be increased by providing quality transportation options and by coordinating housing, land use, and economic development with transportation. This can have significant impacts on overall community livability, while breaking down barriers to individual and family upward economic mobility.

WFRC will continually work to address equity considerations identified in Executive Orders 13985 and 14008. The equity work of WFRC relates to the federal planning emphasis area of “equity.”

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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. WFRC has also established and convened a freight stakeholder group. The purpose of creating the WFRC freight stakeholder group is to get a better understanding of transportation challenges freight industries face in the region, build on and leverage relationships that promote professional networking between groups that have parallel interests in safe, secure, cost-effective, and environmentally sensitive goods movement. The members will also be involved in the 2027-2050 RTP process, and the freight advisory group will build better partnerships with local delivery, warehousing, and freight industry groups. This group was also critical in providing local input on the Local Freight and Delivery Study completed in FY 2023. 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 2027-2050 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.

In the fall of 2023, WFRC will convene a set of workshops for the 2027-2050 RTP with city/county councils, planning commissions, city managers, planners, engineers, chambers of commerce, and other interested stakeholder groups.

The WFRC will host a workshop with organizations representing underserved and underrepresented communities, the Community Advisory Committee. This targeted outreach is done to ensure that the 2027-2050 RTP provides mobility options and does not cause disparate adverse effects on these groups.

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 and the upcoming UTA Long Range Transit Plan will provide additional input into the 2027-2050 RTP. Additionally, plans such as the Herriman Transit Corridor study and general plan updates to Riverdale and West Point will be reviewed and specific 2027-2050 RTP project recommendations will be coordinated with these local plans. Examples of recent local active transportation plans (ATP) include the Kearns/Magna ATP, Copperton Active Transportation Plan, Southwest Waterways Visioning and Layton ATP, from which bike projects will be considered for amendment into the RTP.

Amendments to the 2023-2050 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. 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 project 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 first amendment to the 2023-2050 RTP will take place in the winter/spring 2023/2024.

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 2024, WFRC will finalize coordination, documentation, and communication efforts for the 2023-2050 Utah's Unified Transportation Plan.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2024:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	74.59	895,209	65,007	960,216

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 and economic development considerations into the region's *transportation* planning and programming processes.
- Incorporation of transportation and community development considerations into the region's *economic development* planning.
- Incorporation of regional transportation considerations into the region's *community development* planning 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 parks, public spaces, and critical lands considerations into the Wasatch Choice Vision and the 2023–2050 Regional Transportation Plan.

BACKGROUND:

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 addition, there are some important and closely related efforts to integrated planning and the Wasatch Choice Vision that are currently underway. WFRC is not leading these efforts but is integrally involved.

Unified Economic Opportunity Commission

Utah's Unified Economic Opportunity Commission has been exploring coordination of economic decisions with transportation and community development consistent with the objectives of this section. The Commission develops, directs, and coordinates Utah's statewide and regional economic development strategies. In addition, the Commission informs policy decisions and builds consensus. Outcomes from this work are likely to affect various agencies and potentially the Utah Legislative session.

Governor Spencer J. Cox chairs the Commission. It includes senior leaders from Utah's legislative and executive branches, education, local government, and subject matter experts.

The Commission has several subcommittees and working groups specializing in various components of Utah's economic development strategy. One of the subcommittees is the Working Group on Growth & Transportation. The work of this committee is being incorporated into the development of a 10-year statewide economic opportunity strategy.

Recent State Housing Legislation

Recently, the State Legislature has passed two bills that encourage or require integration of land use planning, economic development and transportation planning efforts.

House Bill 462 (2022)

HB 462 - Utah Housing Affordability Amendments became law on June 1st, 2022. HB 462 creates new and modifies existing requirements for certain municipalities. The moderate income housing plan provisions apply to the same list of cities as SB 34 (see below) applied to. Station Area Plan requirements through this legislation now apply to cities with a fixed transit guideway stop in their jurisdictions. Most of these station areas are in Wasatch Choice designated centers.

WFRC staff has been assisting communities in their implementation of the station area plan provisions of HB462, in partnership with UTA and the Mountainland Association of Governments, in part by providing technical assistance for SAP development, and in part by certifying each SAP for compliance with statutory requirements (see section C.3).

Senate Bill 34 (2019)

SB 34 implementation can be broken up into two phases. The first phase is adopting a moderate income housing plan (MIHP) that is compliant with new requirements. All cities in Utah must comply with this requirement. The second phase requires these cities to annually report to the Department of Workforce Services and their respective AOG or MPO, including WFRC, on their implementation progress.

SB34 includes guidelines for the integration of transportation, housing and economic development considerations. Among other things, it asks cities to:

1. Consider the location of land for housing residents of various income levels
2. Provide the general location and extent of active transportation facilities along with other modes.
3. Plan residential and commercial around Major Transit Investment Corridors.
4. Correlate the transportation plan w/population and employment projections and the land use element.
5. Consider WFRC's Regional Transportation Plan.

Statewide Growth Conversation, “Guiding Our Growth”

In 2022, Governor Cox convened the Governor’s Statewide Growth Conversation. This effort known as “Guiding Our Growth” has five main goals:

1. Educate our communities on the effects of growth decisions
2. Encourage Utahns to support quality growth principles
3. Promote the great plans we already have in place. This includes both Utah’s Unified Transportation Plan and Wasatch Choice.
4. Generate a list of big moves and guidance for decision makers, such as strategic investments or policies.
5. Advance quality growth principles in Utah communities.

WFRC has been asked to chair the technical committee. The goals for this effort overlap significantly with Utah's Unified Transportation Plan and the Wasatch Choice Vision.

WORK STATEMENT:

During fiscal year 2024 (FY 2024), the WFRC staff will continue its ongoing effort to coordinate local land use planning with regional transportation planning. In FY 2024, WFRC will further explore implementation of the growth concept. WFRC will also assist communities in their efforts to address the transportation-related elements of House Bill 462 (2022) and Senate Bill 34 (2019, Housing).

Wasatch Choice Local Implementation

In FY 2024 the existing Wasatch Choice Vision implementation will continue through the following interrelated programs and efforts:

Outreach: The Wasatch Choice 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.

HB462 Station Area Planning Assistance and Certification Review

See section C.3.

SB34 Implementation

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

Road planning within Land Use Context, “Complete Streets”

In FY 2024, WFRC anticipates continuing to work with UDOT, UTA, MAG and local governments on an initiative to improve the fit between planned regional facilities and local activity centers designated in the Wasatch Choice Vision. This work will be addressed by WFRC within the Regional Transportation Plan, and by UDOT in the 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 objectives of this initiative are 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.

These objectives are similar to the concept of Complete Streets, but differ in one way. The objective is not necessarily “every road for every user”, but rather 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 thus relates to the federal planning emphasis area of “complete streets.”

Statewide Growth Conversation, “Guiding Our Growth”

WFRC is leading the technical work of this statewide growth conversation and it has significant overlapping elements to the Wasatch Choice Vision. This effort will conclude during FY24. Work is anticipated to culminate in growth scenarios that are relevant to the local and regional growth dialogue occurring throughout the state.

Products from this effort aim to support local and regional growth conversations that also occur after the Statewide Growth Conversation. Images, metrics, and info-graphics will help stakeholders understand and explore the tradeoffs associated with different ways that growth might occur.

Guiding Our Growth will also support development of a progress monitoring system elaborated upon below.

Parks and Public Spaces

The WFRC staff is continuing to work with local communities to nurture conversations about regionally significant open space connections, engender parks and open space that support the Wasatch Choice Centers-based growth concepts, and learn about additional regional green infrastructure needs and opportunities. 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. Advancement of a statewide progress monitoring system is anticipated in FY24 for development as part of the Governor's Office of Planning and Budget's (GOPB) Statewide Growth Conversation. 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 2024:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	14.00	235,422	17,095	252,517

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 area of planning through WFRC programs such as the Transportation and Land Use Connection (TLC) and Station Area Planning (SAP).

ANTICIPATED PRODUCTS:

- The TLC program administration and technical assistance
- SAP technical assistance and certification
- Inventory of community general plans
- Planning assistance and coordination, generally

BACKGROUND:

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

In addition to these efforts, WFRC administers two specific programs that support community planning, TLC and SAP. Each of these programs is outlined below.

Transportation and Land Use Connection Program

The TLC program supports local governments in their planning efforts, implementing the Wasatch Choice Vision. TLC helps with the proper and timely integration of regional transportation with local land use decisions. Resources available to cities and counties in the region include both direct WFRC staff and qualified consultant assistance. 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 \$1,200,000; \$300,000 provided by Salt Lake County Regional Development; \$315,000 from the Utah Department of Transportation; and \$300,000 from the Utah Transit Authority. Additionally, the TLC program received part of a \$500,000 gift from Intermountain Healthcare in 2021 to address social determinants of health and public asset planning within the ongoing work of the program.

Project examples include:

- Multi-jurisdictional plans and projects
- Small Area Plans
- Ordinance updates and assistance
- Transportation and Active Transportation 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

Station Area Planning

In 2022, HB462 required that cities with fixed guideway transit stations to complete a station area plan in order to advance shared goals by maximizing development potential in appropriate areas through a collaborative city-led planning approach, allowing cities to determine how best to meet shared objectives without mandating a specific approach or zoning.

The SAP goals are as follows:

- Increase the availability and affordability of housing, including moderate income housing.
- Promote sustainable environmental conditions.
- Enhance access to opportunities.
- Increase transportation choices and connections.

The legislation also allowed the Governor's Office of Economic Opportunity (GOEO) to provide funding from the Industrial Assistance Account for activities in connection with planning for housing, transportation, and growth. The language allows for an applicable metropolitan planning organization (MPO) or municipality to apply for funding from the account, and further states that an MPO that receives funds should give priority consideration of those funds for technical assistance for station area planning. GOEO has partnered with WFRC and the Mountainland Association of Governments (MAG) to program \$5,000,000 in Industrial Assistance Account funding over two years for station area planning efforts, in partnership with UTA.

This generous award of funds highlights the value the legislature and GOEO places on meaningful community planning and will allow WFRC and MAG to provide the necessary assistance to communities to accommodate this legislative directive. Assistance may take the form of consultant time, or MPO and Utah Transit Authority (UTA) staff time, depending on project needs.

WORK STATEMENT:

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 FY24.

WFRC will continue to administer the TLC and SAP programs. This work is described below.

Finally, in partnership with the Governor's Office of Planning and Budget (GOPB), the CED team will support planning needs of the region, funded with \$150,000 of GOPB funds. These efforts will contribute to the CED activities, such as TLC and SAP technical assistance, general plan support, and helping communities plan for additional housing and jobs with a focus on access to opportunities and implementation of the Wasatch Choice Vision. The CED team will also create an inventory of general plans within the WFRC region.

Transportation and Land Use Connection Program

In FY 2024 the CED team will work with communities to kick off planning efforts which are competitively awarded funding in the spring of 2023, accept and evaluate applications for FY25 funds, as well as continue to guide projects awarded in prior years to successful outcomes. Many of the above efforts utilize consultant assistance. The team will also continue to work to support communities by providing technical assistance directly. All TLC funded projects can be found and tracked in the [TLC Interactive Map](#).

Additionally, in FY24, a focus area of the Community and Economic Development (CED) team will be to assist communities by reviewing local ordinances on a voluntary, on-demand basis. This will result in better ordinances throughout our region, and will spur applications to our Transportation and Land Use Connection program.

Station Area Planning

In FY24, WFRC will continue to work with partners to accept applications and award technical assistance to cities to produce SAPs, working with communities to ensure that their plans meet the requirements of the legislation. WFRC and MAG will continue to provide technical assistance for station area planning and SAP implementation in partnership with GOEO and the Utah Transit Authority. In addition to administering technical assistance, WFRC will work to certify submitted station area plans according to the process adopted by the WFRC Council.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA (Note: in coordination with local governments), GOEO (Station Area Planning)

LEVEL OF EFFORT FY 2024:

Agency	Months	Federal CPG	Federal STP	Non-Federal	Total
WFRC	68.94	120,168	300,190	316,977	737,336
Consultant TLC			815,701	837,605	1,653,306
Consultant SAP				1,000,000	1,000,000

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.

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)
- Promotion of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies
- Incorporation of Congestion Management in the RTP and TIP
- 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
- Comprehensive Safety Action Plan

BACKGROUND:

WFRC's Congestion Management Process (CMP) focuses on improving the efficiency of the existing transportation system including both system management (TSM) and demand management (TDM) strategies. Increasing the capacity of the transportation system is considered after congestion management strategies have been applied. Defining performance measures to identify congested locations facilitates determining where these strategies can be applied. These strategies are also reviewed for individual urban STP projects at the orientation meeting that initiates the implementation phase of each project. The CMP helps ensure that best use is made of limited transportation funds, and that the most cost-effective projects are promoted. These recommendations address the four key strategies of the [Wasatch Choice Vision](#) adopted by the Regional Council.

- Provide Transportation Choices
- Support Housing Options
- Preserve Open Space
- Link Economic Development with Transportation and Housing Decisions

Safety planning efforts by WFRC embrace 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. Even before design is the planning process. Safety considerations are included in the RTP and TIP project selection processes. WFRC is taking advantage of the Roadway Assessment Program (usRAP), which contains a detailed inventory of safety attributes compiled by UDOT, to assist in prioritizing RTP and TIP projects. The usRAP database provides a systematic approach to improving safety consistent with the FHWA Safe System approach.

Safe Streets for All (SS4A) is a discretionary grant program defined in the federal Infrastructure Investment and Jobs Act (IIJA). Authorization exists for \$1.0 billion each fiscal year from FY 2022-2026. The goal of the SS4A funding is to reduce fatal and serious injury crashes on roadways. The first step in qualifying for SS4A funds is to prepare a Comprehensive Safety Action Plan (Action Plan). Municipalities are encouraged to participate in a multi-jurisdictional Action Plan. At the request of several municipalities, the Wasatch Front Regional Council is leading a multi-jurisdictional Action Plan effort for the southern Box Elder, Davis, Morgan, Salt Lake, Tooele, and Weber County area.

WORK STATEMENT:

Congestion Management Process (CMP)

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. Existing data sources will be analyzed and summarized to minimize the data collection effort.

WFRC staff will periodically compile transportation performance data to evaluate the effectiveness of congestion management strategies, including “before and after” studies of congestion management projects and TSM and TDM strategies. This will help WFRC staff make more effective recommendations regarding TSM and TDM strategies.

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

Intelligent Transportation Systems Program

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 continue to 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

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 also provide training on implementing TDM strategies.

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.

Safety Planning

WFRC is working closely with the UDOT safety staff to implement the Roadway Assessment Program as a 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 using the usRAP tool for short-range and long-range planning. WFRC has prepared an interactive GIS map with the star ratings and crash mitigation strategies for each roadway segment in order to associate proposed projects with the potential for improved safety. The usRAP star rating is used to prioritize the safety needs of projects in the RTP and is also considered in the project evaluation process for urban STP funds. The benefit/cost ratio (BCR) for a mitigation strategy is shared with local governments applying for these STP funds. Safety mitigation recommendations will also continue to be considered at the orientation meeting that initiates project implementation.

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

Safe Streets for All

In January 2023, WFRC received a Safe Streets and Roads for All (SS4A) award to develop a region-wide Comprehensive Safety Action Plan. In collaboration with several counties and cities within WFRC's MPO and AOG areas as well as UDOT and UTA, development of this plan is anticipated to begin prior to the end of FY23 and will continue throughout FY24. Local jurisdictions will be able to apply for implementation grants upon completion of the plan. The preparation of the Action Plan will include an extensive analysis of fatal and serious injury crashes, risk factors, and mitigating strategies using crash history recorded in the Numetrics database, roadway attributes cataloged in the usRAP database, as well as other roadway safety resources. The Action Plan will also include a significant public outreach effort.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2024:

Agency	Person Months	Federal-CPG	Federal-SS4A	Non-federal	Total
WFRC	6.95	57,206	45,192	15,452	117,850
Consultant			585,520	146,380	731,900

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 To Transit Plan (AT3P)
- FrontRunner Forward
- Transit Oriented Development (TOD) Implementation
- Transit Signal Priority (TSP) Implementation
- Bus Speed and Reliability Program
- Fare Collection Technology Study
- Paratransit Study
- Joint Projects Studies
- Other Planning Studies

WORK STATEMENT:

Active Transportation To Transit Plan (AT3P)

The Active Transportation to Transit Plan (AT3P) seeks to identify avenues for improving systemwide active transportation accessibility to and from stops and stations. As evidenced by the 2019 UTA Onboard Survey, the majority of travelers access or egress from UTA transit services via some form of active transportation. The AT3P intends to take a critical and comprehensive look at accessibility as it relates to the quality, convenience, safety, and sense of dignity experienced in traveling by AT with transit. Addressing AT physical and non-physical barriers with a lens that takes these elements into account is of paramount importance for transit accessibility. Phase I of the AT3P identifies points of intersection between internal and external mechanisms that impact active transportation access to transit. This Phase will also produce a prioritized list of AT improvement areas and potential recommendations. Phase I anticipates completion in Spring 2023. Phase II action steps will be informed by the findings of Phase I and will begin following the completion of Phase I.

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 that it calls FrontRunner Forward with the desired outcome to be a set of projects that can be described and proposed for funding. UTA procured an operations planning and simulations consultant to perform as-needed task orders to test service scenarios being considered during the planning process.

UTA also hired a program manager to direct a larger effort to define, analyze, design, fund and implement short and long term projects to enhance FrontRunner service. Some state funding was allocated to the project in the 2021 and 2022 Utah legislative sessions. These initial investments are focused on double-tracking those sections of the corridor that would enable some increase in peak service and doubling mid-day service.

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. The city has led the construction of significant infrastructural improvements within the station area, in preparation for vertical construction to begin in 2023.

Transit Signal Priority (TSP) Implementation

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

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

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

Bus Speed and Reliability Program

Providing fast, reliable service is paramount to creating and operating an efficient and effective transit system. BSRP is a program designed to improve the customer experience and drive ridership while increasing system efficiency by improving speed while maintaining or improving reliability across the frequent fixed-route bus network. UTA is currently analyzing key routes across the network to determine locations and 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 2023 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 seeks to expand the program across the entire frequent bus network.

Fare Collection Technology Study

In 2021, UTA contracted with an experienced consulting firm to complete a 7-month fare system study for UTA. In the final report for this comprehensive study, this firm explained that UTA's ticket vending machines, mobile ticketing app (GoRide), and Electronic Fare

Collection (EFC) systems are separate, independent, standalone fare systems. Further, this report describes how these systems have neared or exceeded their useful life.

The consulting firm recommended that UTA replace these fare systems with a new integrated, vendor-hosted, account-based, electronic fare collection (EFC) system. UTA agreed with the findings of this consulting firm and subsequently initiated what will end up being a multi-phased, multi-year program to carry out this recommendation.

In May 2022, UTA published a Request for Proposals (RFP) announcing the organization's intent to procure a new integrated system for collecting fares. UTA will realize the following benefits with this new integrated fare system:

- Riders will be able to purchase and reload FAREPAY cards at the ticket vending machines on the rail platforms instead of having to go find a participating retail merchant location to purchase a card.
- Riders will be able to use their mobile smartphones as tokens to prepaid, reloadable, closed-loop, back-office accounts. This will eliminate the need for a mobile ticketing application (mobile tickets will phase out).
- The system will comply with PCI security standards and will support open payments. Riders will be able to use bank-issued cards to pay their fares.
- All end-of-life'd hardware devices will be replaced with new, supportable devices.

In 2023, UTA will partner with the selected vendor to complete the necessary detailed planning for the fare system replacement program, after negotiating and executing a contract. UTA will also work with this vendor to begin implementing the new fare collection back office environment and replacing UTA's fare collection hardware.

Paratransit Study

The Utah Transit Authority has been awarded a FY2021 Areas of Persistent Poverty (AoPP) Discretionary Grant to evaluate potential improvements to its paratransit service. The study will focus on four tasks: (1) evaluate the potential to transition UTA's Paratransit operating software to a more dynamic on demand system with a focus on equitably serving high poverty areas, (2) evaluate the viability of using existing resources during off-peak hours to provide on demand rides to the public, (3) study propulsion strategies for the Paratransit fleet, including the introduction of zero emission Paratransit vehicles, and (4) ensure in-depth community engagement to include a diverse range of people with disabilities. Elements of the study are further discussed below.

- Enhanced access and mobility: The existing traditional Paratransit service that requires ride requests to be submitted 24 hours in advance will be compared to a more dynamic service that could improve access within the service area. The study will evaluate the potential to allow customers to travel on short notice and significantly increase the service's convenience. The study would also evaluate the feasibility of making these ADA-accessible services available to riders who are not Paratransit eligible during midday off-peak hours for more community mobility and more productive use of UTA's existing resources.
- Innovative technologies: Via's Paratransit operating system is an innovative technology that uses on demand shared ride software, smart phone apps, and advanced algorithms for dynamic routing. The grant will not be used to purchase

Via's paratransit technology, but rather to assess and quantify the benefits of moving from the current platform to Via's technology.

- Reduce vehicle emissions / Improve the condition of the transit system: Study the possibility and costs associated of replacing a portion of UTA's gasoline powered Paratransit vehicles with ADA accessible electric vehicles (or other alternative fuels) and the need and costs for associated infrastructure. The study will also evaluate the opportunity to further reduce vehicle emissions through more efficient, dynamic routing. There are 132 vehicles in the current fleet.
- Focus on equity: UTA's Paratransit service area overlaps with multiple environmental justice / persistent poverty communities. Throughout the study and public engagement process, UTA will pay attention to equitably serving high poverty areas. This planning study will compare service quality components, such as wait times, and look for specific needs in areas with persistent poverty.

The intent of the Paratransit Forward proposal is to improve the customer experience and cost effectiveness of UTA Paratransit services for customers with disabilities who are often below the poverty line. The study will be managed by UTA and partners include Via, the University of Utah, and the Center for Transportation and the Environment (CTE). The study will begin in the spring of 2023 and continue through the spring of 2024.

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 2024. 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.

There are likely corridors or areas that may be evaluated for highway, transit, and active transportation improvements. Other possibilities are numerous. Consultant assistance may be required in some of these studies.

RESPONSIBLE AGENCIES:

WFRC, UTA, UDOT

LEVEL OF EFFORT FY 2024:

Agency	Person Months	Federal CPG	Non-federal	Total
WFRC	4.50	76,770	5,575	82,345
Consultant		453,331	32,919	486,250

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, the Transportation Alternatives Program, and the Carbon Reduction 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, Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP)
- A six-year Transportation Improvement Program containing highway, transit, and other modal projects programmed for the region
- Support for project implementation and completion
- Listings of obligations of federal highway and transit funds for fiscal year 2023

BACKGROUND:

Each metropolitan planning organization (MPO) is required, under 49 U.S.C. 5303(j) , to develop a Transportation Improvement Program (TIP)—a list of upcoming, funded transportation projects—covering a period of at least four years. The WFRC carries out this responsibility in cooperation with local governments, UDOT, UTA for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The TIP includes capital and non-capital projects to implement long-range highway, transit, and active transportation (bicycle and pedestrian facilities) plans, help meet short-range transportation needs, and provide for maintenance of the existing transportation system. In addition, the TIP documents all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Regional Transportation Plan (RTP).

The WFRC, UDOT, UTA, and the local governments have worked together to develop methods and procedures for evaluating, prioritizing, and selecting STP, CMAQ, TAP, and CRP 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 Infrastructure Investment and Jobs Act (IIJA). 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 programs listed above.

The evaluation and prioritization process for these four 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. The CRP program primarily identifies projects and strategies for safe, reliable, and cost-effective options to reduce carbon dioxide emissions.

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, TAP, and CRP 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.

WORK STATEMENT:

Surface Transportation (Block Grant) Program

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 \$34 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 technical criteria approved by Trans Com, and other professional considerations, WFRC staff will work with the Trans Com 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. In the spring of 2024, after receiving input from the County Councils of Governments, these recommendations will be presented to Trans Com, whose role is to review and recommend action by the Regional Council at their May meeting for new projects to add to the 2025-2030 STP program.

Congestion Mitigation/Air Quality Program (CMAQ)

With an estimated \$8.6 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 CMAQ 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 Trans Com Technical Advisory Committees, Trans Com, and the Regional Council to develop the 2025-2030 CMAQ Program, with anticipated approval in May, 2024.

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.

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 continuing with the Infrastructure Investment and Jobs Act, WFRC will program their TAP funds to allow project sponsors the necessary time to mature the project through the federal process.

With an estimated \$3.1 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, with anticipated approval in May, 2024.

Carbon Reduction Program (CRP)

With an estimated \$4 million available annually in the WFRC region for CRP projects, the WFRC will continue to coordinate the process for evaluating, prioritizing, and selecting projects which will best meet the objectives of the CRP program. The steps in the process are very similar to the elements of the process for CMAQ 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 work to identify projects and strategies to reduce carbon dioxide, which may include projects and strategies for safe, reliable, and cost-effective options to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips. The WFRC and UDOT will work together to develop a Carbon Reduction Strategy that will support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The WFRC staff will work with the Trans Com Technical Advisory Committees, Trans Com, and the Regional Council to develop the 2025-2030 CRP Program, with anticipated approval in May, 2024.

Approval of 2024-2029 Transportation Improvement Program (TIP)

After a public comment period in July, the Regional Council will take action to approve the 2024-2029 TIP in August 2023. 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, performance-based programming, 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 TIP 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 2025-2030 Transportation Improvement Program

Midway through FY24, the WFRC will begin preparing the 2025-2030 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 and will encompass projects from all funding sources over the next six years.

The highway portions of the TIP will be compiled primarily from the STP, CMAQ, TAP, and CRP Programs discussed above and the federal and state highway programs managed by UDOT. 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.

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 2025-2030 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 2023 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 then present the information to Trans Com and the Regional Council. 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 2024:

Agency	Person Months	Federal CPG	Non-federal	Total
WFRC	19.25	326,119	23,682	349,801

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT ENVIRONMENTAL STUDIES

OBJECTIVES:

To accomplish environmental analysis requirements for federal approval of regional highway 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:

- I-15 Farmington to Salt Lake City Environmental Study
- US-89/I-84 Interchange Environmental Study
- I-84/Mountain Green Interchange Environmental Study
- Other Environmental Studies

BACKGROUND:

The WFRC staff has participated on several environmental study teams and will continue to provide support for the following UDOT environmental studies.

WORK STATEMENT:

I-15 Farmington to Salt Lake City Environmental Study

The Utah Department of Transportation (UDOT) has been working 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 US-89 in Farmington. Through analysis and public and stakeholder engagement, the environmental study team has identified transportation needs, developed a reasonable range of alternatives, and is in the process of evaluating potential impacts to the natural and built environments.

The draft environmental document is expected to be completed during FY24, and WFRC will continue to support the EIS through participation on the Project Steering Committee, providing review of consultant modeling, review of technical documents, and participation in public outreach efforts.

US-89/I-84 Interchange Environmental Study

UDOT has begun an environmental study to evaluate upgrading the interchange of US-89 and I-84. Significant queuing currently occurs on northbound US-89 during the pm peak period. The study aims to identify means to reduce these delays, as well as to make other needed safety and mobility improvements. WFRC will provide support as requested.

I-84/Mountain Green Interchange Environmental Study

UDOT anticipates beginning an environmental study for evaluation of a potential new, full interchange south of Trapper's Loop Road (SR-167) on Interstate 84 that would serve the Mountain Green area in northwest Morgan County. Trapper's Loop Road is a key connection between Morgan County and Ogden Valley. Currently there is a half interchange on I-84 1.5 miles west of Trapper's Loop Road at the western terminus of SR-167. WFRC is ready to participate in this environmental study as requested.

Other Environmental Studies

During FY 2024, 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 2024:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	.60	8,325	605	8,929

E.2 UTA ENVIRONMENTAL STUDIES

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

- Davis - SLC Community Connector
- Point of the Mountain Transit
- S-Line Extension
- 5600 West Westside Express
- Other Environmental Studies

BACKGROUND:

The WFRC staff has participated on several environmental study teams and will continue to provide support for the following UTA environmental studies.

WORK STATEMENT:

Davis – SLC Community Connector

UTA completed a study for the Davis-SLC Community Connector 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 a corridor BRT with various improvements, including station amenities, transit signal priority, and queue jumps. Corridor BRT includes no exclusive bus lanes.

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 the corridor-based BRT projects. For FY2024, UTA will document and finalize the updated locally preferred alternative, work to complete a National Environmental Policy Act (NEPA) environmental document to identify impacts of the project, complete design, 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, the study team developed and evaluated options for providing expanded high-capacity transit service in the Point of the Mountain area in southern Salt Lake County and northern Utah County.

In late 2020, the study team identified a Preferred Alternative defining the transit alignment and mode to meet the project's purpose and need. The Preferred Alternative was a 10-mile bus rapid transit (BRT) system connecting the FrontRunner (commuter rail) Draper Station, the FrontRunner Lehi Station, and The Point development. As currently planned, the project will serve up to 11 stations and make use of exclusive transit lanes and/or rights-of-way for 90 percent of the route, providing reliable, time-competitive transit service.

In the 2022 legislative session, a bill was passed that required the project to again evaluate both BRT and Rail for the corridor. The project is presently working toward publishing in Spring 2023 a revised alternatives analysis, evaluating Light Rail Transit (LRT), BRT, and Diesel Multiple Unit (DMU) Trains. For FY2024 the project plans to publish the environmental document clearing multiple transit modes, and advancing engineering.

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 worked in close coordination with Salt Lake City in 2022 on the route alternatives. The preferred alternative that was selected for the route extension is significantly shorter than what was anticipated in the 2015 study. UTA completed a draft local environmental document in mid-2022 for the extension and conceptual design.

During FY2024, UTA will adopt the LPA, finalize the environmental document, complete design, and possibly begin construction of the extension. No federal funding is expected for this project.

Westside Express (5600 West) Express Bus

In late 2022, the UTA Board of Trustees finalized the Amended and Restated Agreement with UDOT to redefine and restate the Phase I Transit portion of the Locally Preferred Alternative to an express bus running from Old Bingham Highway to downtown Salt Lake City. Due to challenges obtaining sufficient funding for the project, UDOT and UTA are working collaboratively to establish a project scope that accomplishes the commitments of the Amended and Restated agreement that fits within the current budget.

As such, the Westside Express project is currently progressing through preliminary survey and conceptual design to establish a clear scope of work that can be delivered within the current funding constraints. UTA's Operations Planners are modeling travel times along the corridor and finalizing bus stop locations and other needed facilities for operations. The conceptual design will be used to establish the project cost and scoping for the final design procurement documents. Federal Funding will not be pursued for the project, thereby negating the need for an environmental re-evaluation of the previous environmental work.

Other Environmental Studies

In FY 2024 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 2024:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	.50	5,785	420	6,205

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, in order to best support regional planning analysis and decision-making.

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

To increase the quality, consistency, transparency, and ease of use of model-related tools and their output.

To increase coordination and team building across the model user community.

To implement 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
- Published updates to official travel volume forecasts that factor in the phased, fiscally constrained projects in the 2023 RTP and the associated updated socioeconomic forecasts
- Enhancements toward a future update release of the WF TDM (v9.1) including updating calibration to current observed road and transit conditions and the results of the 2023 Household Travel Survey, and, continue work to improve the model's sensitivity to the built environment, handling of external trips, and non-home-based work trips
- Expanded TDM documentation for v8.3.2 and v9.0, including quality control tests and standardized model reports and web-based visualization tools
- Updated Mode Choice logic for WF TDM, including an overhaul of transit service handling, appropriate aggregation of existing modes, and addition of new and emerging modes
- Finalization, and appropriate dissemination of 2023 Household Travel Survey student and household summary datasets, and reports for transportation partners, researchers and general audiences
- Continued exploration and 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 collaboration with UDOT, UTA and MPO partners to utilize commercial "big data" origin/destination datasets in support of WF TDM calibration and validation
- Strategy to integrate bicycle demand-related context from the WF Bike Model inputs and results into the WF TDM

- 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
- Updated REMM policy layers that reflect the most-current city general plans and 'in-the-pipeline' development proposals/projects
- Addition of Brigham City, Perry, and Willard area in Box Elder County into REMM's geographic coverage area, *pending anticipated 2023 MPO planning area boundary updates*
- Continued development of automated desktop and web-accessible tools to translate output of the models into formats that better support map-based and other visual assessment, calculation of performance measures, and the general use of these information resources
- 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 regional analyses
- Incremental improvements to the REMM model structure and coefficients
- Technical support for WF TDM, REMM, and other model application and various transportation projects

BACKGROUND:

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 trip-based travel demand models for the region since the mid-1970s. These models have been updated on a regular basis to ensure 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. For the 2019 and 2023 socioeconomic forecast updates, 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 provides a range of statewide travel modeling coordination services, that have included hosting an Interagency Travel Modeling Director staff position, funded by UDOT, WFRC, and MAG. Coordinated travel demand modeling activities include organizing agency policy and technical coordination meetings; development of shared, consistent statewide data resources and tools; and providing strategic guidance and high-level support that maximizes consistency and interoperability across Utah's seven travel model areas.

WORK STATEMENT:

FY24 Travel Demand Model work will focus in three areas: 1) refining, scoping and implementing plans for the next WF TDM release, 2) exploring the benefits, costs, and challenges for following the path taken by many similar-sized metro areas to implement an activity-based TDM; and 3) improving the ability of WFRC and its partners and stakeholders to visualize model performance and results in standard reports and web-based dashboards and maps.

Land use model work will consist of two main work areas. These are 1) refinement of the existing UrbanSim-based REMM model logic, process, and parameterization, and 2) update of the many important region wide input datasets utilized by REMM to reflect a new 2023 base year for REMM.

For both the WF TDM and REMM models, work will be organized and conducted toward delivering a substantive update to both models so these tools and their travel and socioeconomic outputs are ready for use, in beta form, by July 1, 2025 – the midpoint of the next four year RTP cycle.

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

Phase 3 of the 2023 HTS – the conducting of the household and student surveys, delivery of survey data products, and creation of final documentation and reports – is expected to complete by Fall of 2023.

WFRC anticipates working with agency partners to leverage the information gained in the main HTS survey for Travel Demand Modeling updates and in transportation and related policy-making contexts. WFRC and partners plan to conduct a follow-on attitudinal/preference survey, later in 2023, that will further inform transportation-related decision making.

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 web maps 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 2024:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	62.70	692,287	271,302	963,589
Consultant		102,553	7,447	110,000

G. TECHNICAL SUPPORT AND SERVICES

G.1 AIR QUALITY ANALYSIS AND COORDINATION

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

- Conformity determinations for the TIP, RTP, and any amendments
- Technical support for air quality analysis and SIP development
- Regular meetings of the Interagency Consultation Team
- Air quality performance measures and reporting
- CMAQ Performance Plan and Targets

BACKGROUND:

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 City/West Valley City and Ogden/Layton, 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 air quality interests in transportation 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 the Environmental Protection Agency (EPA), FHWA, FTA, UDOT, UTA, Mountainland Association of Governments, and the State Division of Air Quality (DAQ) via the Interagency Consultation Team (ICT) according to the consultation procedures defined in the Conformity SIP which has been approved by EPA. 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.

Conformity determinations for the Plan and TIP are required for 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 which includes 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 Salt Lake City and Ogden CO maintenance areas were designated as attainment areas by EPA in 2020 and 2021, respectively.

WORK STATEMENT:

Conformity of Plans and Programs

The WFRC will prepare a conformity analysis for the 2024-2029 TIP, and for any amendments to the 2023-2050 RTP. The updated WFRC travel demand model version 9.0 will be used to analyze the RTP, and vehicle emissions will be estimated with MOVES3.1 with updated computing methods compatible with the updated travel demand model. The Utah Statewide Travel Model or USTM that UDOT maintains will be used to collect the travel characteristics and forecasts for areas which are within nonattainment areas, but which are not part of the WFRC urban area travel model.

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 2024 fiscal year, WFRC and DAQ coordination on a new ozone State Implementation Plan will be essential in evaluating the inventory of ozone precursor emissions for the Northern Wasatch Front ozone non-attainment area which is likely to be redesignated as a “serious” non-attainment area.

Developing SIPs, conformity analysis and transportation plans and programs will include preparing socioeconomic inputs, vehicle fleet data, emission rates, background emission concentrations, analysis of the effectiveness of new programs, and updated data collection and processing methods. The WFRC will continue to emphasize the importance of supporting these planning efforts 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 was updated in 2022, and will need further updating beginning in the summer of 2024. WFRC staff also reports on air quality conditions and trends, and conformity status to the Regional 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 2024:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	9.10	143,827	10,444	154,271

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 the 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:

- Continued availability of official Traffic Analysis Zone (TAZ) and city-scale socioeconomic projections – as GIS-ready datasets and interactive web maps that support long range planning in transportation and other fields
- Analysis of socioeconomic data and forecasts
- Input to short-range programming, long-range planning, and air quality analyses
- Continually updated REMM land use model base year data set
- Trip 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

BACKGROUND:

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 licensed building permit data 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 and shared within the region.

WORK STATEMENT:

Socioeconomic Data Collection

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 observed transportation data, observed/estimated/forecasted US Census and Utah State Population Committee demographic data, County Assessor tax parcel data, local general plans, official employment databases, anticipated real estate development projects, and relevant commercial 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 licensed, commercial location-based services (LBS) travel dataset that has been procured to support the household travel survey. These information products will highlight travel patterns and trends within the region, are used to calibrate travel demand models, 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 2024:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	7.10	103,651	7,527	111,177

G.3 GIS AND DATA MANAGEMENT

The GIS work described in this section relates to the federal planning emphasis area of “data in transportation planning.”

OBJECTIVES:

To serve partners and the region 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 promote visualization of regional map-based information using interactive web map applications.

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

To empower Geographic Information System (GIS) users to more easily retrieve data and create maps for analysis and decision-making support.

ANTICIPATED PRODUCTS:

- Geospatial datasets, spatial analysis, and interactive maps in support of the Wasatch Choice Vision, Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Transportation and Land Use Connection (TLC) program goals and activities, and communication of results from the 2023 Household Travel Survey project.
- Updated GIS map layers and interactive web maps depicting mobility, access to opportunities, and other key regional performance metrics from the Wasatch Front travel demand model (WF TDM) and Real Estate Market Model (REMM) land use model.
- Up-to-date GIS input datasets for the WF TDM and REMM models, including continued updates to base year parcels, housing and employment information, and local land use policy and plans, and to the processes designed to support keeping these input datasets current.
- 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 users in a variety of data formats including streaming web connections.
- A WFRC GIS database organizational and operational plan that will streamline the collection, processing, storage, and dissemination of GIS data.
- A comprehensive update of the existing and planned additions to the on- and off-street bicycle network, working from the most recent aerial photography and local active transportation plans.
- An Equity focus areas (EFAs) interactive map explaining and depicting WFRC’s updated, EFA geographic zones.

- Updated existing conditions interactive map for the region (and retirement of the current version).
- Technical documentation/metadata for authoritative geospatial datasets.

BACKGROUND:

GIS-based work at WFRC delivers quality data and mapping services in support of our organizational mission and regional goals. GIS continues to play a significant role in the day-to-day work that goes into sustaining and refining the Wasatch Choice 2050 regional vision, the four-year RTP cycle, the TIP, the travel demand model, land use model, regional performance measures/monitoring and other planning processes.

Using desktop and web-based software, 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 data, information, and tools highly accessible to partners, stakeholders, and the general public. Toward this strategy, WFRC maintains a robust catalog of nearly 70 datasets accessible to the public in an “Open Data” website. WFRC published 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.

WORK STATEMENT:

WFRC will continue to build on its work to convey important regional context, support transportation and land use modeling, and support WFRC programmatic areas with Geographic Information Systems-based work to build regional information resources, analyze trends and issues, and communicate key results to a variety of audiences through static and interactive maps.

GIS work planned in FY24 is divided into three general categories: 1) sustaining information resources that provide ongoing value, in part through updates of current conditions and future plans (RTP, TIP, CEDS, local land use, etc.), 2) exploring new topics that are specific or otherwise relevant to transportation planning and the WFRC region, 3) enhancing the on-line presence of GIS-based information resources in the open data portal, map gallery, and presence on the wfrc.org website and regional newsletters.

Housing Unit Inventory Update

WFRC GIS staff will work with County Assessor tax parcel data to update the housing unit inventory dataset to reflect January 1, 2023 conditions. The Housing Unit Inventory web map will be enhanced to allow for additional, user-friendly filtering and trend reporting.

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 including the state-level Utah Geospatial Resource Center.

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 2024:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	18.10	201,714	14,648	216,362
Consultant		18,646	1,354	20,000

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 2024:

Agency	Person Months	Federal-CPG	Non-Federal	Total
WFRC	1.65	20,180	9,031	29,211

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:

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

BACKGROUND:

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. The RPO anticipates another significant update to this valley-wide Transportation Plan by June of 2023. 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.

WORK STATEMENT:

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 Congestion Mitigation Air Quality (CMAQ) funding process for the area.

Long Range Plan

The WFRC staff will work with the RPO to accomplish any needed refinements to the Tooele Valley Regional Long Range Transportation Plan.

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 2024:

Agency	Person Months	Non-Federal	Total
WFRC	.40	5,209	5,209

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

BACKGROUND:

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 began facilitation in FY 2023.

The RPO has assisted Morgan County in the establishment of a corridor preservation prioritization process and the implementation of three local option sales tax quarters. The 2019 Long-Range Transportation Plan led to the establishment of the Morgan County Trails Advisory Committee and the development of the Morgan County Active Transportation Plan.

WORK STATEMENT:

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. The RPO will coordinate with the Morgan County Council of Governments to update the corridor preservation planning process and to create a prioritization process for new local option sales tax revenue. The RPO will continue to provide guidance related to funding and provide assistance to the Morgan County Trails Advisory Committee.

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.

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 2024:

Agency	Person Months	Non-Federal	Total
WFRC	.40	6,429	6,429

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 Infrastructure Investment and Jobs 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
- Multimedia content (e.g., videos)
- 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 natural resource agencies to receive input on RTP development
- Presentations to the legislature
- Presentations at transportation, land use, and planning conferences
- Distribution of the statewide Utah's Unified Transportation Plan
- Documentation of all public involvement efforts

BACKGROUND:

WFRC's public involvement work develops and implements mechanisms for educating, engaging and obtaining input from partners, stakeholders, and communities in developing UPWP-funded plans and programs; informs the public about transportation planning activities in the region; and responds to requests for information, reports, and data. Public engagement is critical in the region's transportation planning efforts. Activities that support public involvement efforts include regional events, presentation and education opportunities, social media engagement, website design and enhancements, community project-based engagement tools, and equitable engagement programs.

WORK STATEMENT:

One of the requirements of the Infrastructure Investment and Jobs Act is to provide an opportunity for the public to 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 further 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 the 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, other groups as listed in 23 CFR 450.316, 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. These efforts relate to the federal planning emphasis area of "public involvement."

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 2024:

Agency	Person Months	Federal-CPG	Non-Federal	Total
WFRC	25.00	333,872	24,244	358,116
Consultant		116,538	8,463	125,000

I. COMMUNITY DEVELOPMENT

I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

Regionwide:

- Updated regional 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

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

BACKGROUND:

The Community Development Block Grant Small Cities Program provides funding to communities to plan for and implement projects that benefit low to moderate income persons within their community. 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. Each year the Regional Review Committee, consisting of 2 members from each eligible county, updates the priorities and policies for the next cycle.

The current top two priorities are infrastructure and housing activities. The majority of CDBG funds administered through WFRC are allocated towards infrastructure projects including but not limited to, road improvements and water and sewer line improvements. Other projects have included ADA improvements, community centers, health department expansion, and construction of a Children's Justice Center. Eligible communities within Weber, Tooele, and Morgan counties are benefitting from the CDBG program with assistance from the Wasatch Front Regional Council.

WORK STATEMENT:

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 2024:

Agency	Person Months	HUD	Non-federal	Total
WFRC	4.26	40,265	1,571	41,836

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 5-Year Regional 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)
- A new 2023-2028 5-Year Regional Comprehensive Economic Development Strategy (CEDS)
- Coordination and Implementation of the Statewide 2030 Coordinated Economic Action Plan

BACKGROUND:

With the creation and federal designation of the Wasatch Front Economic Development District in 2014, 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.

Economic development is a key component of a sustainable community and of the Wasatch Choice Vision. The WFEDD developed the 2018-2023 CEDS to align with the goals of this Vision. WFEDD works closely with activities related to implementing the Vision.

WORK STATEMENT:

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. The process of writing the 2023-2028 5-Year Regional Comprehensive Economic Development Strategy (CEDS) has begun and will continue in FY 2024.

There have been considerable efforts to begin to link economic development efforts across the state. The Governor's Office of Planning and Budget, along with the Governor's Office of Economic Opportunity has been driving a coordinated effort with all seven Associations of Governments in the State of Utah. The Statewide 2030 Coordinated Economic Action Plan. WFEDD will incorporate the strategies and goals of this Action Plan into the 2023-2028 5-Year Regional Comprehensive Economic Development Strategy (CEDS). In addition, the WFEDD will assist in implementing any components of the Action Plan that are not included in the Regional 5-Year CEDS.

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, Association of Governments 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 Regional 5-Year 2023-2028 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.
 - f. Continue to promote planning efforts that integrate housing, land use, transportation, economic and workforce development.

LEVEL OF EFFORT FY 2024:

Agency	Person Months	Federal-EDA	Non-Federal	Total
WFRC	5.95	39,511	39,511	79,022
Consultant		18,672	18,672	37,344

I.3 LOCAL ADMINISTRATIVE ASSISTANCE

OBJECTIVES:

To provide administrative support to small cities and towns without administrative staff.

ANTICIPATED PRODUCTS:

- Administrative assistance to small cities and towns

BACKGROUND:

In anticipation of a state-funded program to provide administrative support to small cities and towns without administrative staff, this section is being included in the Work Program. The purpose of this program is to improve the efficiency and the effectiveness of local governments. Smaller cities and towns would receive proactive administrative support on a consistent basis. Small cities and towns lack the revenue to hire administrative staff but have many of the same needs and obligations as larger cities. Additional administrative support would help them meet the State of Utah's objectives around transparent and accessible government, water conservation, sustainable land use planning, and the provision of public safety and infrastructure services. The legislation proposes to fund the hiring of one new staff person within each Association of Governments.

WORK STATEMENT:

One full-time staff person will be hired to provide assist with services such as the following to small cities and towns without administrative staff:

- Updating ordinances to align with state code
- Optimizing revenue sources and expenditures
- Promoting best practices
- Creating long-term strategic plans & policies to fulfill them

RESPONSIBLE AGENCIES:

WFRC

LEVEL OF EFFORT FY 2024:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	12.00		129,305	129,305

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 2024:

Section	Title	WFRC
A.1	WFRC Administration	26.00
A.2	UDOT	
A.3	UTA Administration	
B.1	UTA Transit Planning	
B.2	Mobility Management	.26
C.1	Long Range Transportation Plan	74.59
C.2	Growth Planning	14.00
C.3	Planning Support to Local Governments	68.94
D.1	Management Systems	6.95
D.2.	Plan Refinement and Special Studies	4.50
D.3	Transportation Improvement Program	19.25
E.1	UDOT Environmental Studies	.60
E.2	UTA Environmental Studies	.50
F	Travel Forecasting	62.70
G.1	Air Quality Analysis and Coordination	9.10
G.2	Data Collection and Analysis	7.10
G.3	GIS and Database Management	18.10
G.4	Technical Support to Local Governments	1.65
G.5	Tooele Valley RPO	.40
G.6	Morgan County-Ogden Valley RPO	.40
H	Public Involvement	25.00
I.1	CDBG Program	4.26
I.2	Economic Development	5.95
I.3	Local Government Administrator	12.00
Total		362.25

LEVEL OF EFFORT (FUNDING) FY 2024:

Section	Title	WFRC
A.1	WFRC Administration	1,901,805
A.2	UDOT	
A.3	UTA Administration	
B.1	UTA Transit Planning	
B.2	Mobility Management	4,962
C.1	Regional Transportation Plan	960,216
C.2	Growth Planning	252,517
C.3	Planning Support to Local Governments	3,390,642
D.1	Management Systems	849,750
D.2.	Plan Refinement and Special Studies	568,595
D.3	Transportation Improvement Program	349,801
E.1	UDOT Environmental Studies	8,929
E.2	UTA Environmental Studies	6,205
F	Travel Forecasting	1,073,589
G.1	Air Quality Analysis and Coordination	154,271
G.2	Data Collection and Analysis	111,177
G.3	GIS and Database Management	236,362
G.4	Technical Support to Local Governments	29,211
G.5	Tooele Valley RPO	5,209
G.6	Morgan County-Ogden Valley RPO	6,429
H	Public Involvement	483,116
I.1	CDBG Program (including CIB 2k)	41,836
I.2	Economic Development	116,366
I.3	Local Government Administrator	129,305
Total		9,097,538

WFRC SUMMARY OF DIRECT NON-SALARY COSTS FY 2024:

Travel	71,552
Training	64,450
Printing & Publications	5,300
Dues & Subscriptions	29,900
Supplies, Software, Sponsorships	165,538
Carry Forward to next FY	33,059
TOTAL:	369,799

WFRC INDIRECT COST BUDGET FY 2024:

Salary & Fringe	520,316
Consultants	10,000
Training	15,000
Travel	12,375
Rent	468,667
Telephone/Data	40,000
Supplies/Software	25,000
Equipment Maintenance	65,000
Legal	20,000
Audit & Accounting	20,000
Dues & Subscriptions	100
Insurance	16,500
TOTAL:	1,212,958

WFRC INDIRECT COST ALLOCATION FY 2024:

Program	Months	Percent	Costs
Consolidated Planning Grant	265.54	76.48	927,700
Tooele Valley RPO	.40	.11	1,281
Transit Support	6.55	2.08	25,224
Model Development	6.60	2.40	29,117
CIB	.16	.03	386
CDBG	4.10	.82	9,899
Morgan RPO	.40	.13	1,581
Economic Development	5.95	1.60	19,428
Mobility Management	.26	.10	1,220
Davis County Rating and Ranking	.45	.15	1,860
Transportation and Land Use Connection	56.34	12.33	149,585
Safe Streets for All	3.40	1.14	13,888
Local Government Administrator	12.00	2.62	31,790
Total	362.25	100.00	1,212,958

		Mobility		Growth	Local Govt	Trans Land Use	Station	Trans Mgmt	Safe Streets
	Admin	Mgmt	RTP	Planning	Support	Connection	Area	Systems	for All
	A1	B2	C1	C2	C3	C3	C3	D1	D1
	26	0.26	74.59	14	12.6	56.34		3.55	3.4
Sources of Funds									
CPG	\$1,345,475.50		\$895,208.91	\$235,421.79	\$120,168.10			\$57,206.38	
CPG Match - Transit Sales Tax	\$ 23,481.76		\$ 15,623.53	\$ 4,108.67	\$ 2,097.22			\$ 998.39	
CPG Match - GOPB	\$ 74,221.44		\$ 49,383.06	\$ 12,986.74	\$ 6,628.92			\$ 3,155.72	
Tooele Valley RPO Local	\$ 4,791.00								
Morgan RPO - Local	\$ 3,570.93								
Transit Sales Tax	\$ 25,428.10								
CDBG	\$ 9,735.37								
Community Impact Board	\$ 428.69								
Economic Devel Admin	\$ 11,816.86								
Econ Devel - Local match	\$ 11,816.86								
FTA - UTA Mobility Mgmt	\$ 5,037.88	\$4,962.11							
Local Contributions	\$ 134,971.00								
Davis County R&R	\$ 2,434.26								
TLC - STP	\$ 115,079.53					\$1,086,646.19			
TLC - Local Match	\$ -					\$ 318,995.00			
TLC - Salt Lake County	\$ -					\$ 300,000.00			
TLC - UDOT	\$ 30,165.00					\$ 284,835.00			
TLC - UTA	\$ 28,728.57					\$ 271,271.43			
GOPB	\$ 28,694.99								
Model Develop - UDOT	\$ 21,255.28								
Model Develop - MAG	\$ 7,861.54								
FHA - SS4A	\$ 16,810.33								\$788,389.67
GOEO							\$1,000,000.00		
TOTAL	\$1,901,804.88	\$4,962.11	\$960,215.50	\$252,517.20	\$128,894.24	\$2,261,747.63	\$1,000,000.00	\$61,360.48	\$788,389.67

	Plan Refine		UDOT Enviro	UTA Enviro	5303		Model	Air	Data
	Spec Studies	TIP	Studies	Studies	Transit Tax	Forecasting	Develop	Quality	Collection
	D2	D3	E1	E2	F	F	F	G1	G2
	4.5	19.25	0.6	0.5	6.55	49.55	6.6	9.1	7.1
Sources of Funds									
CPG	\$530,101.22	\$326,119.20	\$ 8,324.81	\$5,785.20		\$794,839.88		\$143,827.25	\$103,650.70
CPG Match - Transit Sales Tax	\$ 9,251.53	\$ 5,691.56	\$ 145.29	\$ 100.97		\$ 13,871.86		\$ 2,510.13	\$ 1,808.95
CPG Match - GOPB	\$ 29,242.36	\$ 17,989.95	\$ 459.23	\$ 319.13		\$ 43,846.33		\$ 7,934.05	\$ 5,717.76
Tooele Valley RPO Local									
Morgan RPO - Local									
Transit Sales Tax					\$102,597.33				
CDBG									
Community Impact Board									
Economic Devel Admin									
Econ Devel - Local match									
FTA - UTA Mobility Mgmt									
Local Contributions									
Davis County R&R									
TLC - STP									
TLC - Local Match									
TLC - Salt Lake County									
TLC - UDOT									
TLC - UTA									
GOPB									
Model Develop - UDOT							\$ 86,456.41		
Model Develop - MAG							\$ 31,977.03		
FHA - SS4A									
GOEO									
TOTAL	\$568,595.11	\$349,800.71	\$ 8,929.32	\$6,205.30	\$102,597.33	\$852,558.07	\$118,433.44	\$154,271.43	\$111,177.41

	GIS	Tech	Tooele	Morgan	Public	Tooele	GOBP		Economic	Davis	
	Database	Support	RPO	RPO	Involvement	CDBG	Local Govt Ad	CIB	Develop	R&R	Total
	G2	G4	G5	G6	H	I1	I3	I1	I2	G4	
	18.1	1.2	0.4	0.4	25	4.1	12	0.16	5.95	0.45	362.25
Sources of Funds											
CPG	\$220,360.24	\$20,179.91			\$450,409.16						\$ 5,257,078.26
CPG Match - Transit Sales Tax	\$ 3,845.81	\$ 352.19			\$ 7,860.72						\$ 91,748.58
CPG Match - GOBP	\$ 12,155.89	\$ 1,113.20			\$ 24,846.25						\$ 290,000.00
Tooele Valley RPO Local			\$5,209.00								\$ 10,000.00
Morgan RPO - Local				\$6,429.07							\$ 10,000.00
Transit Sales Tax											\$ 128,025.42
CDBG						\$40,264.63					\$ 50,000.00
Community Impact Board								\$1,571.30			\$ 2,000.00
Economic Devel Admin									\$ 58,183.14		\$ 70,000.00
Econ Devel - Local match									\$ 58,183.14		\$ 70,000.00
FTA - UTA Mobility Mgmt											\$ 10,000.00
Local Contributions											\$ 134,971.00
Davis County R&R										\$7,565.74	\$ 10,000.00
TLC - STP											\$ 1,201,725.72
TLC - Local Match											\$ 318,995.00
TLC - Salt Lake County											\$ 300,000.00
TLC - UDOT											\$ 315,000.00
TLC - UTA											\$ 300,000.00
GOBP							\$129,305.01				\$ 158,000.00
Model Develop - UDOT											\$ 107,711.69
Model Develop - MAG											\$ 39,838.57
FHA - SS4A											\$ 805,200.00
GOEO											\$ 1,000,000.00
TOTAL	\$236,361.95	\$21,645.30	\$5,209.00	\$6,429.07	\$483,116.12	\$40,264.63	\$129,305.01	\$1,571.30	\$116,366.27	\$7,565.74	\$10,680,294.24