

# FY26 WFRC Goals, Budget, and Unified Planning Work Program

DRAFT





# WASATCH FRONT REGIONAL COUNCIL

**DATE:** March 19, 2025  
**AGENDA ITEM:** 6a  
**SUBJECT:** **ACTION:** Release for review and comment: Draft FY26 WFRC Goals, Budget, and Unified Planning Work Program (UPWP)  
**PREPARED BY:** Marian Florence, Chief Financial Officer  
Wayne Bennion, Director of Short Range Planning  
Andrew Gruber, Executive Director

## **BACKGROUND:**

Wasatch Front Regional Council (WFRC) staff has identified proposed agency goals and prepared a draft budget and Unified Planning Work Program (UPWP) that outline the objectives and activities that WFRC plans to undertake in fiscal year 2026.

The WFRC Budget Committee reviewed the suggested goals, draft budget and UPWP on March 17, 2025, and the Regional Council will review these items at its meeting on March 27, 2025. The Regional Council will then make these available for review by the public and by the County Councils of Governments (COGs). After considering any comments received, the Regional Council will approve the goals and adopt a final budget and UPWP in May 2025. Below is a description and list of the goals, a summary of the UPWP, and discussion about key aspects of the budget.

## **WFRC Goals**

Each year WFRC adopts a high-level set of goals and priorities to help shape its activities for the next year. These goals are developed through review of the WFRC's adopted [Mission & Roles](#), reflection on the agency activities and accomplishments for the previous year, and a discussion among the WFRC staff, in consultation with the WFRC Council leadership. The goals are not meant to be a comprehensive list of all of WFRC's activities, but rather to articulate priority activities for the agency in FY26. The WFRC Unified Planning Work Program (UPWP) comprehensively lists all of WFRC's activities. These goals are for WFRC as an organization; they are not intended to be goals for the condition of the region. The [Wasatch Choice Vision](#) goals, as adopted by the WFRC Council, serve that purpose.

The proposed WFRC FY26 goals are as follows:

1. Collaboratively advance the Wasatch Choice Vision to accommodate growth and enhance quality of life.
2. Provide subject-matter expertise to federal, state, and local officials and policymakers.
3. Strive for organizational excellence.

Not surprisingly, the FY26 proposed goals are similar to the [FY25 adopted goals](#). This reflects the continuity in our organizational mission and roles, and the fact that most of our activities are ongoing and span multiple years. However, WFRC staff is recommending a refinement of the goals, to (i) consolidate goals 1 and 2 from FY25 into one integrated goal relating to regional



plans, funding opportunities, and resources, and (ii) refining the language of the goals to be more succinct. The proposed goals, with more detailed descriptions, are included as an exhibit to this memo.

### **Unified Planning Work Program**

The UPWP outlines the work tasks that WFRC will pursue during FY26 in collaboration with cities, counties, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation, and planning needs; continuing development of the 2027-2055 Regional Transportation Plan, Utah's Unified Transportation Plan, and Wasatch Choice Vision for the region; continuing efforts to update and implement the Transportation Improvement Program; continuing to utilize and improve analytical capabilities; and engaging with community stakeholders and local, state, and federal officials.

### **Budget Overview**

At WFRC, the original budget presented in the spring includes expenditures for ongoing work efforts and new projects, as well as funding anticipated for the coming fiscal year. This initial budget estimate does not change dramatically year to year; the FY26 budget is projected to increase 3% over the FY25 adopted budget. The largest expenditure in the budget is for employee compensation and benefits, as well as for contractual expenditures which tend to vary year-to-year depending on current projects. The largest revenue source is from federal transportation formula funding. Expenditures and revenues are described below.

#### **Expenditures:**

The FY26 budget functions as a legal limit on expenditures, and of course we do not have to spend everything that is budgeted; in fact we routinely come in under budget. As we move towards and into FY26, we have the ability to make budget adjustments as may be warranted.

The major expenditure in the budget is for employee compensation and benefits, including funding to maintain the current full-time staff of 32. Consistent with past practice, the budget includes an overall personnel line item increase of six percent that functions as a cap for employee compensation and benefit adjustments, including group health insurance. WFRC annually surveys peer organizations to remain consistent with cities, counties and the State of Utah with regards to COLA and merit increases.

Consultant contracts represent the second largest expenditure in the FY26 budget. The footnotes to the budget provide details of anticipated consulting contracts. The following are descriptions of three significant areas of consultant expense:

- The largest ongoing element of contractual expenditures (approximately \$1.6M in FY26) are for planning and technical assistance on *Transportation and Land Use Connection (TLC) program* projects. TLC is funded with WFRC's federal STP funds and contributions from UDOT, UTA, and Salt Lake County, as well as local matching funds. Some of the current TLC projects will not be completed before the end of FY25 and will be carried forward to FY26, with a budget amendment to be made in October 2025 when final accounting for FY25 is completed; this reflects the multi-year nature of the program. Much of the variation in the contractual line item reflects those TLC program consultant expenses, which are fully budgeted in one year and then often roll into the next.

- *Station Area Planning* funds, provided pursuant to HB462 (2022) through the Governor's Office of Economic Opportunity, are shared between MAG and WFRC to provide planning assistance to local communities as they develop the required Station Area Plans and update their general plans and zoning. A total of \$5M was allocated beginning in FY23 to support communities in developing plans for the 127 station areas in Utah. Most of the station areas are located in the WFRC region, so WFRC awarded over \$1M over the first two years of the program (FY23 and FY24) and estimates awards totaling \$1.8M in FY25. The remaining funds (\$1M) are now budgeted in FY26. This budget line will be amended in October 2025 to reflect actual awards in FY25 and include all remaining funds.
- *Activity Based Model Development* - WFRC, in coordination with UDOT, UTA and MAG, plans to transition from a traditional trip-based representation of resident travel in the Wasatch Front regional travel demand model (WF TDM) to an activity-based model (ABM) approach. This shift aligns with the region's growing complexity in travel choices and behavior. The benefit will be a more precise and adaptable representation of travel, and enhanced modeling capabilities for new travel modes, travel patterns, and policies. In the future, the new ABM is expected to leverage a consortium software development model, to cost-share and realize model enhancements, funded jointly by other MPOs and DOTs at significant savings to WFRC. The current cost estimate is \$576,300 for the WFRC share (51% of the project).

Several notable efforts involving consulting support are anticipated to conclude in FY25, including the Power District Transportation Study and the Mixed Use Centers: Visuals and Impact Metrics project.

All other expenditures in other line items were estimated based on past experience and anticipated changes. The footnotes to the budget provide additional detail on these costs.

**Revenues:**

Federal transportation formula planning funds (PL and 5303) and Surface Transportation Program (STP) funds continue to be the majority of WFRC's operational revenue. WFRC also receives federal funding for the Small Cities Community Development Block Grant (CDBG) program and Wasatch Front Economic Development District (WFEDD) work.

State funding comes from the Utah Department of Transportation, the Governor's Office of Planning and Budget, and the Governor's Office of Economic Opportunity, supporting planning and technical work in our area. In FY24, GOPB began funding a Local Administrative Advisor, providing administrative support to small Utah communities without administrative staff. WFRC also engages in numerous impactful studies each year, with financial support from our partners at UTA, UDOT and Mountainland Association of Governments (MAG) to gather and analyze data.

Consistent with WFRC policy, for FY26 the local county contributions increase by 5%, a factor representative of the change in the Consumer Price Index (CPI) averaged over the prior three completed WFRC fiscal years, July 1, 2021 through June 30, 2024. This funding supports the ongoing financial stability of WFRC.

**EXHIBITS:**

- Draft FY26 WFRC goals
- Draft budget for FY26 and footnotes

Draft FY26 UPWP summary

**RECOMMENDATION AND MOTION:**

The WFRC Budget Committee and staff recommend that the Council make a motion that “to release for review and comment the draft WFRC goals, Unified Planning Work Program, and budget for FY26.”

**CONTACT INFORMATION:**

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# WFRC Fiscal Year **2026** Goals

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## **1. Collaboratively advance the Wasatch Choice Vision to accommodate growth and enhance quality of life.**

### REGIONAL PLANS

- a. Develop the 2027-2055 Regional Transportation Plan (RTP) for roads, transit, and active transportation (as a component of the Vision).
- b. Develop the 2027-2055 Utah's Unified Transportation Plan to coordinate a shared plan for transportation statewide.
- c. Develop the 2027-2032 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects.
- d. Implement the 2023-2028 Comprehensive Economic Development Strategy (CEDS) by coordinating regional economic development, transportation, and land use planning.
- e. Support communities in updating and implementing their land use plans focusing on centers, housing options, and coordinating growth with transportation.

### FUNDING & ASSISTANCE

- f. Provide transportation project funding to communities through WFRC-administered programs.
- g. Provide technical assistance and funding to communities for land use, transportation, and economic development planning through WFRC-administered programs.

### RESOURCES

- h. Increase "access to opportunities" (ATO) through planning, programming, and performance measurement.
- i. Participate in significant transportation and growth-related projects, initiatives, studies, and other activities.
- j. Enhance forecasting and modeling of travel demand and land use markets to provide high-quality regional and local data, tools, analysis, and advice.
- k. Foster community and stakeholder engagement in transportation planning processes.

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

- a. Engage in the development of federal transportation legislation, policy, and funding to advance core Utah transportation priorities.
- b. Engage in state and local policymaking activities that advance the implementation of the Wasatch Choice Vision and Utah's Unified Transportation Plan.
- c. Engage in efforts to enhance air quality — while enabling the economy to flourish — through emissions reductions and regulatory flexibility.

## **3. Strive for organizational excellence.**

- a. Maintain communication and transparency with WFRC members and stakeholders to ensure accountability.
- b. Use resources prudently and efficiently, and maintain budget stability.
- c. Regularly review and ensure utilization of best practices and compliance with applicable laws and regulations.
- d. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff.

# WFRC Mission and Roles

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The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

To accomplish our mission, the Wasatch Front Regional Council serves the following roles:



**Convener** - We facilitate collaboration with our communities and partners.

- » Bring stakeholders together — including cities, counties, transportation agencies, community and business organizations, state and federal officials, and residents — to share ideas and information, and to develop and implement visions and plans.



**Technical Expert** - We are trusted subject-matter experts.

- » Build and use models and tools to analyze and understand the impact of potential transportation, land use, and economic development strategies.
- » Share analyses and information to improve the understanding of how transportation, land use, and economic systems affect each other, and to aid in developing and implementing visions and plans in the region.



**Planner** - We proactively plan for the future of our region.

- » Develop multi-modal transportation and interrelated land use and economic development visions and plans.
- » Unify our planning efforts with our peers across the state.
- » Collaborate with other organizations as they address local, regional, state, and national growth-related issues, plans, and policies that may directly or indirectly affect transportation on the Wasatch Front.



**Implementer** - We put visions and plans into action.

- » Support local governments in their efforts to achieve local and regional goals.
- » Provide technical assistance to communities that focus on the interrelationship of transportation, land use, and economic development.



# WASATCH FRONT REGIONAL COUNCIL

## Proposed FY 2026 Budget

### Expenditure by Function/Line Item

Expenditure	June, 2024	May, 2024	October, 2024	YE estimate	March, 2025			Footnotes
	FY 2024	FY2025	FY 2025	FY 2025	FY 2026			
	Actual	Initial Budget	Final Budget	Estimated	Proposed Budget			
Salaries/Employee Benefits	4,864,399	5,850,833	5,850,833	5,061,502	6,212,348	361,515	6%	1
Contractual	5,816,530	4,998,812	8,887,009	6,034,425	4,907,390	-91,422	-2%	2
Audit and Accounting	19,000	20,000	20,000	20,000	20,000	0	0%	
Dues	24,234	30,000	30,000	30,000	35,700	5,700	19%	3
Equipment Maintenance	35,576	37,800	37,800	37,800	40,000	2,200	6%	4
Insurance	14,300	20,000	20,000	18,000	20,000	0	0%	5
Legal	2,183	20,000	20,000	1,000	20,000	0	0%	6
Printing and Publication	1,514	5,300	5,300	2,000	5,300	0	0%	7
Rent	458,667	480,530	480,530	480,530	490,176	9,646	2%	
Supplies/Software/Subscriptions	170,996	165,150	207,203	210,000	272,758	107,608	65%	8
Telephone/Data	38,477	50,000	50,000	50,000	50,000	0	0%	
Travel and Training	142,726	171,500	183,500	165,000	174,500	3,000	2%	9
<b>Total Expenditures</b>	<b>11,588,602</b>	<b>11,849,925</b>	<b>15,792,175</b>	<b>12,110,257</b>	<b>12,248,172</b>	<b>398,247</b>	<b>3%</b>	
Amounts expected to carry into next FY		41,113	315,952		24,018	-17,095	-42%	
<b>TOTAL</b>	<b>11,588,602</b>	<b>11,891,039</b>	<b>16,108,127</b>	<b>12,110,257</b>	<b>12,272,190</b>	<b>381,151</b>	<b>3%</b>	<b>10</b>

### Expenditure by Program

Program	FY 2024	FY2025	FY 2025	FY 2025	FY 2026			
	Actual	Initial Budget	Final Budget	Estimated	Proposed Budget			
Consolidated Transportation Planning Grant	4,779,871	6,220,827	6,223,643	5,343,360	6,637,153	416,326	7%	11
Transportation & Land Use Connection	3,504,571	2,484,778	5,031,714	3,102,565	2,530,911	46,133	2%	12
Household Travel Survey	490,824	0	0	0	0	0	0%	
Economic Development	159,407	125,000	125,000	125,000	140,000	15,000	12%	13
Statewide CEDS	54,742	0	0	0	0	0	0%	
Local Government - Other	136,166	95,073	291,102	81,250	85,251	-9,822	-10%	14
Model Development	137,500	150,000	144,375	144,375	156,875	6,875	5%	15
Joint Projects	515,548	0	363,746	363,746	0	0	0%	16
Legislative Consulting	146,000	156,000	156,000	156,000	156,000	0	0%	2
Community Development Block Grant (CDBG)	50,000	50,000	50,000	50,000	50,000	0	0%	17
Mobility Management	2,589	5,000	5,000	2,500	5,000	0	0%	28
Tooele Valley RPO	13,426	10,000	15,443	14,000	10,000	0	0%	18
Morgan County RPO	8,327	9,000	9,000	9,000	9,000	0	0%	18
Community Impact Board	2,000	2,000	2,000	2,000	2,000	0	0%	19
Davis County Local Option Assistance	10,000	10,000	10,000	10,000	10,000	0	0%	20
Station Area Planning	512,915	1,823,359	2,840,445	1,840,445	1,000,000	-823,359	-45%	21
Safe Streets for All	964,872	0	0	80,000	200,000	200,000		22
Local Administrative Advisor	83,343	150,000	216,657	162,014	150,000	0	0%	23
Power District Transportation Study		500,000	500,000	500,000	0	-500,000	100%	24
Mixed Use Centers: Visuals & Impact Metrics	16,503	100,000	124,002	124,002	0	-100,000	100%	24
Activity Based Model					1,130,000	1,130,000		25
<b>TOTAL EXPENDITURES</b>	<b>11,588,604</b>	<b>11,891,037</b>	<b>16,108,127</b>	<b>12,110,257</b>	<b>12,272,190</b>	<b>381,153</b>	<b>3%</b>	<b>10</b>



Source of Funds								
	FY 2024	FY2025	FY 2025	FY 2025	FY 2026			
	Actual	Initial Budget	Final Budget	Estimated	Proposed Budget			
<b>Federal Sources:</b>								
Federal Highway Administration - PL	2,208,351	3,500,907	3,406,904	2,658,354	3,749,610	248,703	7%	26
Federal Highway Administration - STP	3,334,405	2,509,346	4,076,937	2,521,568	3,160,926	651,580	26%	27
Federal Highway Administration - SS4A	771,897	0	0	40,000	160,000	160,000		22
Federal Transit Administration	884,024	886,435	980,438	980,438	980,438	94,003	11%	28
Dept. of Housing and Urban Development	50,000	50,000	50,000	50,000	50,000	0	0%	17
Economic Development Administration	134,446	62,500	62,500	62,500	70,000	7,500	12%	13
<b>Total Federal Sources</b>	<b>7,383,123</b>	<b>7,009,188</b>	<b>8,576,779</b>	<b>6,312,860</b>	<b>8,170,974</b>	1,161,786	16.58%	
<b>State Sources:</b>								
Utah GOPB	290,000	290,000	290,000	290,000	290,000	0	0%	29
GOPB Local Administrative Advisor	83,343	150,000	216,657	150,000	150,000	0	0%	23
Community Impact Board	2,000	2,000	2,000	2,000	2,000	0	0%	19
UDOT - TLC	264,932	315,000	655,872	355,872	315,000	0	0%	30
UDOT - Joint Projects	96,191	0	157,836	163,862	282,500	282,500	0%	16
UDOT - Model Development	100,000	100,000	105,000	105,000	105,000	5,000	5%	15
UDOT - Safe Streets for All	30,000	0	0	0	0	0	0%	
UDOT - Household Travel Survey	112,840	0	0	0	0	0	0%	
UDOT - Power District Transportation Study		500,000	500,000	500,000	0	-500,000		24
UT/Dept of Commerce	16,503	100,000	124,002	124,002	0	-100,000		24
UT/GOEO - Station Area Planning	502,915	1,823,359	2,805,445	1,805,445	1,000,000	-823,359	-45%	21
<b>Total State Sources</b>	<b>1,498,724</b>	<b>3,280,359</b>	<b>4,856,812</b>	<b>3,496,181</b>	<b>2,144,500</b>	-1,135,859	-35%	
<b>Local Sources:</b>								
Dedicated Project Funds	1,563,400	661,000	1,306,914	1,169,259	701,001	40,001	6%	31
MAG - Joint Projects/Model Development	75,965	50,000	120,440	88,840	243,975	193,975	388%	16
UTA - TLC	169,977	300,000	534,143	300,000	309,000	9,000	3%	30
UTA - Joint Projects	380,891	0	112,908	142,985	79,100	79,100	0%	16
UTA - Transit Sales Tax	165,553	220,359	230,000	230,000	235,000	14,641	7%	32
Local Contribution	350,971	370,132	370,132	370,132	388,640	18,508	5%	33
<b>Total Local Sources</b>	<b>2,706,757</b>	<b>1,601,491</b>	<b>2,674,537</b>	<b>2,301,216</b>	<b>1,956,716</b>	355,225	22%	
<b>TOTAL SOURCES</b>	<b>11,588,604</b>	<b>11,891,037</b>	<b>16,108,128</b>	<b>12,110,257</b>	<b>12,272,190</b>	381,153	3%	10
<b>Local Contributions</b>								
	FY 2024	FY2025	FY 2025	FY 2025	FY 2026			
County	Actual	Initial Budget	Final Budget	Estimated	Proposed Budget			
Box Elder, 1 voting member	14,423	15,210	15,210	15,210	15,971		5.00%	33
Davis, 4 voting members	76,926	81,126	81,126	81,126	85,182		5.00%	33
Morgan, 1 voting member	14,423	15,210	15,210	15,210	15,971		5.00%	33
Salt Lake, 8 voting members	153,850	162,250	162,250	162,250	170,363		5.00%	33
Tooele, 1 voting member	14,423	15,210	15,210	15,210	15,971		5.00%	33
Weber, 4 voting members	76,926	81,126	81,126	81,126	85,182		5.00%	33
<b>TOTAL</b>	<b>350,971</b>	<b>370,132</b>	<b>370,132</b>	<b>370,132</b>	<b>388,640</b>		5.00%	33



# WASATCH FRONT REGIONAL COUNCIL

## FY26 Proposed Budget Footnotes

1. The FY26 budget for salaries/benefits assumes: 1) full staffing for the existing 32 positions; 2) a 6% overall increase that functions as a cap for salary and employee benefit cost adjustments, including group health insurance. In FY25 actual salary and benefits expenditures are estimated to be lower than budgeted due to staff vacancies that were filled later in the fiscal year than anticipated.
2. FY26 Contractual line includes the following anticipated activities and studies which support WFRC planning and technical work (this list is preliminary and subject to refinement):
  - a. \$150,000 – Resilience Planning for the RTP
  - b. \$85,000 – Beehive Bikeways
  - c. \$40,000 – Advanced Air Mobility
  - d. \$30,000 – Utah’s Unified Transportation Plan Financial Model
  - e. \$25,000 – Community Outreach for the RTP
  - f. \$75,000 – Regional Freight Study Phase II
  - g. \$150,000 – Long- and Short-Range Planning studies
  - h. \$20,000 – GIS technical work
  - i. \$75,000 – Communications and public outreach
  - j. \$576,300 – Activity Based Model Development
  - k. \$156,000 – State and federal legislative consulting
  - l. \$200,000 – Safe Streets for All Roadway Safety Audits
  - m. \$1,656,390 – Transportation and Land Use Connection program
  - n. \$1,000,000 – Station Area Planning (SAP)

The contractual line at WFRC varies significantly in different phases of the budgeting process. The initial budget accounts for new projects anticipated in the coming fiscal year, and the October budget amendment (reflected here in the FY25 final budget) expands to include any projects initiated before the new fiscal year (FY26) and still in progress. For FY25, the budget included significant funds in TLC program and joint projects carry-forward, as well as large new projects such as the Power District Transportation Study (completed FY25), and ongoing work on Station Area Planning (footnote 21). For FY26, there is one new project, the Activity Based Model Development (footnote 25). Some budgeted expenditures from FY25 will carry forward into FY26 and will be included in the October 2025 budget amendment, which is a customary practice reflecting the multi-year nature of much of WFRC’s work.

3. Dues are for WFRC memberships to various professional organizations such as National Association of Regional Councils and Association of Metropolitan Planning Organizations as well as individual professional memberships for WFRC staff.
4. Equipment Maintenance costs reflect our contract for technology support services.
5. WFRC holds insurance through ULGT and the FY26 estimate is not available yet, so the working budget number matches the FY25 budget.
6. WFRC budgets an amount each year for contingent legal expenses.
7. Printing and Publications covers the printing of project reports and brochures, which are needed on a limited basis for distribution at meetings and conferences.
8. Supplies, Software and Subscriptions include accounting and GIS software, office supplies, subscriptions to professional publications, and other project materials. In FY26, WFRC plans to purchase commercial origin-destination travel data to inform the travel model.
9. Travel and Training budgets reflect estimates based on FY25 anticipated actuals, and support WFRC staff attending and presenting at professional development conferences.
10. The overall initial WFRC budget is similar to the FY25 initial budget, reflecting the stable nature of our budgeting and our work. The small increase reflected here roughly equals the 6% increase in the compensation budget (footnote 1). As significant work is anticipated to be completed on large projects such as the Power District Transportation Study and the Mixed Use Visuals project, other large scale projects are planned to be started. The main new project for FY26 is the Activity Based Model Development (footnote 25) and corollary data purchase (footnote 8). The large decrease from the final FY25 budget to initial FY26 budget is due to the fact that the initial budget primarily reflects anticipated new projects or baseline ongoing efforts. It does not yet reflect projects that carry forward from FY25 to FY26. The FY25 final budget reflected here includes all FY25 projects, plus projects that were budgeted in the previous fiscal year FY24 and carried forward to FY25; a similar amendment in October 2025 will be proposed to reflect ongoing projects carried forward from FY25 to FY26.
11. The Consolidated Transportation Planning Grant budget is based on the FY26 Unified Planning Work Program and includes new and multi-year projects (see footnote 2 for a list), as well as annual employee compensation and benefit adjustments (footnote 1) and indirect and direct non-salary administrative costs.
12. The Transportation and Land Use Connection (TLC) program budget reflects the multi-year nature of most of the TLC projects. The FY25 final budget of \$5M includes projects carried forward from FY24 and new program funds in FY25. All funds through FY25 have been awarded to ongoing multi-year projects. Anticipated expenditures for FY25 are \$3.1M, including work on projects that have been in process for a few years. The current FY26 budgeted figure of \$2.5M represents the annual contributions to the program plus anticipated local match. These funds are awarded to new projects in March 2025, and an

amendment to the FY26 budget will be made in October 2025 after the close out of FY25 to reflect all ongoing projects that are expected to be completed in FY26 and beyond.

13. WFRC has received a three year Planning Partnership grant from the Economic Development Administration (EDA) to support the Wasatch Front Economic Development District (WFEDD) from April 2023 to March 2026. A substantial part of this grant was a consulting contract for the five-year CEDS which was not initiated until FY24, and is reflected in the FY24 actual expenses. The FY26 proposed budget represents current budgeted expenditures for the WFEDD planning efforts and the anticipation of a new Planning Partnership grant to begin April 1, 2026.
14. Local Government - Other is an expense category that reflects only part of our local support (see budget section "Local Sources"). WFRC uses local funds to provide the required matching funds in several programs, including the CPG and WFEDD, and to support projects and expenses that do not qualify for other funding. For example, WFRC may use these funds for planning projects in non-urbanized areas that do not qualify for the federal planning dollars allocated to WFRC as an MPO. Matching funds are budgeted in the programs they support, so as the budget for CPG goes up, the amount required in local match funds also increases, therefore decreasing the amount available in this line for other local uses.
15. WFRC partners with UDOT and Mountainland Association of Governments (MAG) for costs associated with Model Development, supporting both staff and limited outside consulting services.
16. Joint projects are those projects WFRC engages in that include support from UDOT, UTA and Mountainland Association of Governments (MAG). Specific new projects are not yet known for FY26; the budget will be amended for any projects that arise in FY26.
17. WFRC receives \$50,000 each year from the Dept of Housing and Urban Development to assist small cities to apply for Community Development Block Grant (CDBG) funds.
18. WFRC staff provide administrative and technical support to Tooele Valley and Morgan County Rural Planning Organizations as they develop and implement transportation plans.
19. WFRC staff review applications and assist communities seeking support from the Community Impact Board.
20. WFRC staff annually assists Davis County in processing funding applications to utilize transportation sales tax revenue.
21. Station Area Planning funds, provided in June 2022 pursuant to HB462 through the Governor's Office of Economic Opportunity, are shared between MAG and WFRC to provide planning assistance to local communities as they develop the required Station Area Plans and update their general plans and zoning. A total of \$5M was allocated beginning in FY23 to support communities in developing plans for the 127 station areas in Utah. Most of the station areas are located in the WFRC region, so WFRC awarded over \$1M over the first

two years of the program (FY23 and FY24) and estimates awards totaling \$1.8M in FY25. The remaining funds (\$1M) are now budgeted in FY26. This budget line will be amended in October 2025 to reflect actual awards in FY25 and include all remaining funds.

22. WFRC completed its Comprehensive Safety Action Plan (CSAP) in FY24 and was awarded an additional Safe Streets for All federal grant in January 2025 to conduct Roadway Safety Audits in the region. It is anticipated that a portion of this work will happen in FY25, pending the execution of a grant agreement, so the remainder is budgeted for FY26.
23. Beginning in FY24, the Governor's Office of Planning and Budget (GOPB) provided \$1.5M statewide to fund a Local Administrative Advisor (LAA) program. \$150,000 was allocated to each Association of Governments (AOG) to hire an LAA, and funds were provided to the Utah League of Cities and Towns (ULCT) to administer the program. This program provides administrative support to small cities, towns and communities without administrative staff, largely to ensure the communities are operating in compliance with state law requirements. There are currently 15 communities in the WFRC region without this administrative staff, which are being supported by our LAA. For FY26, the state funding for the LAA program was cut in half. WFRC is working with GOPB, the Utah League of Cities and Towns (ULCT), and other AOGs to evaluate options to enable the LAA program to continue to be able to serve the communities. Given that the budgetary impact and approach is still being discussed, the budget still reflects the original amount. The approach for final WFRC budget adoption in May 2025 may be adjusted, or an adjustment may be made at the anticipated regular update to WFRC's budget in October.
24. In the 2024 Legislative Session, funds were appropriated for the Utah Department of Transportation to grant directly to WFRC for the Power District Transportation Study - this study is evaluating the transportation opportunities and constraints and developing a plan for improving local access and enhancing multi-modal connectivity throughout the District and nearby area to accommodate potential growth. WFRC also received a grant to create visual resources for communities as they make plans for mixed use centers. Both projects are anticipated to be completed in FY25.
25. WFRC, in coordination with UDOT, UTA and MAG, plans to transition from a traditional trip-based representation of resident travel in the Wasatch Front regional travel demand model (WF TDM) to an activity-based model (ABM) approach. This shift aligns with the region's growing complexity in travel choices and behavior. The benefit will be a more precise and adaptable representation of travel, and enhanced modeling capabilities for new travel modes, travel patterns, and policies. In the future, the new ABM is expected to leverage a consortium software development model, to cost-share and realize model enhancements, funded jointly by other MPOs and DOTs at significant savings to WFRC. The current cost estimate is \$576,300 (footnote 2) for WFRC's share (51% of the project).
26. The increase in Federal Highway Administration Metropolitan Planning "PL" funds from FY24 actual to FY25 budget included costs for consulting contracts that were not completed by the end of FY24 and were carried forward to the FY25 budget. The estimated FY25 expenditures are lower than anticipated due to staffing vacancies that were filled later in the



year than expected and consulting contracts that are not expected to be completed by the end of FY25 and will carry forward into the next fiscal year, thus the proposed budget includes both new allocated funding and some carry forward from the previous year.

27. Consistent with the regular practice of the WFRC Council, the FY26 budget continues to include a modest portion of the STP funding to support our overall planning work (3.7% of the total STP amount), and to support the TLC Program (3.6% of the total STP amount). For FY26, WFRC anticipates using STP funds to support the development of the Activity Based Model (footnote 25). The FY25 estimated to be spent reflects some TLC projects that are not expected to be completed by the end of FY25 and will carry forward into FY26 (footnote 12). The Council typically amends its budget in October of each year when the final accounting is completed to include those contracts in process. This is a reflection of the multi-year nature of many of WFRC's projects.
28. Federal Transit Administration funding includes \$975,438 in funds for the Consolidated Planning Grant (CPG) program and \$5,000 for Mobility Management through UTA. This is the current estimate, and may be adjusted in the October amendment.
29. The Governor's Office of Planning and Budget has provided \$140,000 each year as a match to the CPG program, to support WFRC's planning work. An additional \$150,000 of ongoing funding was approved during the 2022 Utah State Legislative Session to support technical planning assistance for local communities.
30. Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) provide ongoing funding for the TLC program, at annual rates that are agreed upon by multi-year agreements (\$315,000 from UDOT and \$309,000 from UTA for FY26). The amended budget reflects dedicated UDOT/UTA funds for ongoing TLC projects that did not complete before the end of the prior fiscal year and were carried forward. An adjustment will be made in October 2025 to reflect these ongoing projects.
31. FY26 Dedicated Project Funds include:
  - a. \$10,000 – Local funds for Tooele Valley RPO
  - b. \$9,000 – Local funds for Morgan RPO
  - c. \$300,000 – Salt Lake County for TLC program
  - d. \$332,000 – Local match for TLC awarded projects
  - e. \$10,000 – Davis County local option sales tax assistance
  - f. \$40,000 – Safe Streets for All local match

In October, this budget line will be amended to include carry-forward funds for dedicated projects that are ongoing including local matching funds for the TLC program and joint projects.

32. Transit Sales Tax funds from UTA are used to match the Federal Transit Administration Section 5303 fund and to fund specific activities to support transit planning and implementation efforts.

33. Consistent with the approach established by the Council during the FY18 budget process, the FY26 budget includes a 5% increase in local contributions. This increase represents a three-year average of the change in Consumer Price Index as measured from July 2021 through June 2024.

DRAFT FY26



**SUMMARY OF  
DRAFT FY 2026 UNIFIED PLANNING WORK PROGRAM  
Ogden-Layton and Salt Lake City Urban Areas**

**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) 2026 UPWP and budget amendments
- FY 2027 Goals, Unified Planning Work Program and budget

**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 and Ogden-Layton Area transportation planning process.

## **ANTICIPATED PRODUCTS:**

- Review of 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 developing the 2027-2055 Utah's Unified Transportation Plan
- Assistance in developing the FY 2027 UPWP
- Coordination of CMAQ Performance Plans with WFRC
- Coordination with the Transportation and Land Use Connection Program
- Participation in special studies in the region
- Implementation of corridor plans that include local communities' transportation solutions
- Implementation of state legislative directives
- Coordination regarding a potential air quality conformity freeze in the WFRC area

## **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

## **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:**

- Service Implementation
- TRAX Forward Program
- Microtransit Pilot Program Evaluations
- Bus Stop Implementation
- Wayfinding Signage and Bus Stop Improvement Program
- Mobile Trip Planning
- Transit Oriented Development (TOD)/Station Area Planning
- Emergency Preparedness Planning
- Rideshare Program Planning
- Special Services/American Disability Act (ADA) Planning
- Transit Asset Management Plan
- Environmental and Regional Air Quality Initiatives
- Travel Demand Modeling
- SRD Grant for Suicide Prevention



## **B.2 MOBILITY MANAGEMENT**

### **OBJECTIVES:**

To identify opportunities for and increase coordination of transportation services for seniors, individuals with disabilities, persons with low income, and veterans, in order to increase efficiency.

To actively engage in outreach to 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 seniors, individuals with disabilities, persons with low income, and veterans.

### **ANTICIPATED PRODUCTS:**

- Local Coordinated Councils (LCCs) in Davis, Salt Lake, Tooele, Utah, and Weber counties (ongoing)
- Updated Local Coordinated Human Service Transportation plans for Weber, Davis, Salt Lake and Utah counties
- 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)
- Ongoing outreach to disabled, senior, and low income populations
- FTA 5310 Funding Administration grant award cycle
- Electronic voucher (eVoucher) program
- Collaborative work with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA)
- SB 195 (2025) Study
- Travel Training and Development of Resource Library
- UTA Referral Call-in Line

## **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 amendments to the WFRC Regional Transportation Plan: 2023-2050 (2023-2050 RTP), updates to the Wasatch Choice Vision, development of the WFRC Regional Transportation Plan: 2027-2055 (2027-2055 RTP), and initial development of the Utah's Unified Transportation Plan: 2027-2055.

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 2027-2055 RTP process with local communities, transportation partners, stakeholders, and the public.

To increase active transportation emphasis in the 2027-2055 RTP through improved cost and revenue estimation, funding identification, facility identification, improved identification of local versus regional projects, recognition of first-/last-mile projects within Station Area Plans, and critical corridors that will increase 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 and funding of priority first-/last-mile infrastructure projects.

To continue to refine RTP performance measures, to evaluate individual and system-level improvements throughout the 2027-2055 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 advanced air mobility and resiliency.

To identify and understand policies that affect the transportation system from land use, economic development, travel demand, 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, and economic development.

To be responsive to local community and transportation partner requests for amendments to the 2023-2050 RTP.

### **ANTICIPATED PRODUCTS:**

- Initial development of the 2027-2055 RTP, including enhanced consideration of the following:
  - Innovative funding and financing strategies
  - Exploratory transportation projects
  - Multi-modal project evaluation and development of a preferred scenario
  - Needs based phasing criteria, scoring, and project assignment
  - External forces and policies (e.g. connected and autonomous vehicles, telecommuting, road usage charge, micro mobility, etc.)
  - Policy approaches to complement planned investments
  - Impacts to underserved and underrepresented communities
  - Planning and environmental linkages, including risk and resiliency
  - Safety data and tools
  - Regional and local freight focus
- Initial development of Utah's Unified Transportation Plan: 2027-2055, coordinated among Utah's four MPOs, FHWA, FTA, UDOT, UTA, and other interested agencies
- Amendments to the 2023-2050 RTP

## **C.2 GROWTH PLANNING**

### **OBJECTIVES:**

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

To improve coordination between transportation, land use and economic development planning and implementation efforts.

To tie these coordinated plans to the WFRC transportation planning and programming process.

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

To increase understanding of how transportation affects land use and vice versa.

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 - and that optimize - transportation capacity improvements.

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:**

- Update of the Wasatch Choice Vision 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 and uncertain market dynamics.
- Incorporation of parks, public spaces, and critical lands considerations into the Wasatch Choice Vision and the 2027–2055 Regional Transportation Plan.

### **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 Vision 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
- Update to the inventory of community general plans
- Planning assistance and coordination, generally



## **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 and Ogden-Layton Urban 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)
- Road Safety Audits of select corridors
- 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

### **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.

#### **ANTICIPATED PRODUCTS:**

- Active Transportation To Transit Plan (AT3P)
- Transit Oriented Development (TOD) Implementation
- Transit Signal Priority (TSP) Implementation
- Bus Speed and Reliability Program
- Fare Collection Technology Study
- West Weber Corridor
- Power District Transportation Study
- FrontRunner Corridor Transit Oriented Development Analysis

- Active Transportation Education Curriculum
- Joint Projects Studies
- Other Planning Studies

### **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 and Ogden - Layton Urban 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 and operation 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 2025

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

### **E.1 HIGHWAY NEPA STUDIES**

#### **OBJECTIVES:**

To accomplish NEPA analysis requirements for federal approval of regional highway facilities.

To provide technical support to NEPA 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-84/Mountain Green Interchange Assessment
- Big Cottonwood Canyon Study
- Other NEPA Studies

### **E.2 TRANSIT NEPA STUDIES**

#### **OBJECTIVES:**

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

To provide technical support to NEPA 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
- S-Line Extension
- 5600 West Bus Route
- Point of the Mountain Transit
- Orange Line Implementation and Red Line Realignment
- Other NEPA Studies

## **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, to best support regional planning analysis and decision-making.

To support internal and external application of the WF TDM and REMM models for RTP-related analyses and reporting, project-level studies and other 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 associated inputs and results.

To increase coordination and team building across the Wasatch Front and broader Utah TDM 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
- Maintenance of current and future transportation networks and transportation analysis zone (TAZ) boundaries utilized by the WF TDM
- Maintenance of the official travel volume forecasts that factor in the phased, fiscally constrained projects in the adopted 2023 RTP and the associated socioeconomic forecasts
- Transportation and land use scenario analysis (model application) in support of the Regional Transportation Plan, Congestion Management Plan, Transportation Improvement Plan, and Wasatch Choice Vision
- Finalized enhancements to version 9.2 of WF TDM, including mode choice-related updates, freight model updates, integration with accompanying visualization and comparison web tools, and updating calibration to the new 2023 base year's road and transit conditions and household travel survey
- Updated web-based TDM documentation for v9.x, including model overview documentation
- Initial data products and other inputs prescribed in the implementation framework document that will guide the next major version of the regional WF TDM that will include an integration of an Activity-based Model (ABM) that is expected to replace the current trip-based models for projecting household trip-making
- Continued exploration and implementation of peer review panel recommendations (January 2021) including initial exploration, with transportation agency partners for an activity-based model
- Continued collaboration with UDOT, UTA and MPO partners to explore emerging commercial “big data” origin/destination datasets in support of WF TDM calibration and validation

- 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
- Utilization of REMM, and community stakeholder input, to complete a 2023 base year and preliminary 2027-2055 socioeconomic forecast for use in mid-cycle RTP analyses
- Maintenance of updated REMM policy layers that reflect the most-current city general plans and 'in-the-pipeline' development proposals/projects
- A new county-level REMM submodel for the Brigham City, Perry, and Willard area of Box Elder County REMM
- Maintenance of the WF VizTool and other web-accessible tools to translate output of the TDM and REMM models into formats that better support map-based and other visual assessments, calculation of performance measures/trends, and the general use of these information resources
- Maintenance, enhancement, and publication of REMM input data, and associated collection and processing of this information
- Incremental improvements to the REMM model structure and coefficients
- Technical support for WF TDM, REMM, and other model application and various transportation projects



## **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

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

#### **OBJECTIVES:**

To develop, verify and maintain socioeconomic estimate and forecast data at county, place, and Transportation 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 Wasatch Front Travel Demand Model (WF TDM), 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 Vision, the Regional Transportation Plan, and the Transportation Improvement Program.

To coordinate with the US Census Bureau in support of 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 Transportation 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

- Inputs to short-range programming, long-range planning, and air quality analyses
- Periodic updates to REMM land use model base year data sets
- Trip speed data and analysis
- Traffic volume data, including but not limited to, annual observed statistics, forecasted projections, and adjusted counts from permanent recorders, coverage stations and professional judgement/quality control
- Transit ridership, park and ride lot usage, and other transit data

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

#### **OBJECTIVES:**

To serve partners and the region through collecting, using, and presenting geospatial data in transportation, land use, and economic development planning contexts.

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

To promote visualization of regional decision-making context using map-based information in interactive web maps.

To respond to community needs by delivering timely information resources related to housing, access to employment and other opportunities, and other geography-specific planning-related characteristics.

To empower other Geographic Information System (GIS) users in the region 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), and Transportation and Land Use Connection (TLC) program goals and activities
- 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, 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
- Updated map-based, online public commenting sites for transportation project plans
- Integrated process and database for storing transportation project information that supports modeling, planning, tracking, and communication needs across WFRC
- Updated existing conditions maps for the region
- Technical documentation/metadata for authoritative geospatial datasets

#### **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

#### **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

## **G.6 MORGAN COUNTY RURAL PLANNING ORGANIZATION**

### **OBJECTIVES:**

To work with local governments and UDOT to provide a structured transportation planning process for the Morgan County Rural Planning Organization (RPO).

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

To provide a public involvement process.

### **ANTICIPATED PRODUCTS:**

- Updates to the 2019 Morgan County-Ogden Valley Long-Range Transportation Plan into the Morgan RPO 2027-2055 Long-Range Transportation Plan
- Updated priorities for consideration in the STIP
- A public involvement process

## **H. PUBLIC INVOLVEMENT**

### **OBJECTIVES:**

To provide early, ongoing, 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 a variety of forums in which this communication can occur, such as public events, written communication, email campaigns, website pages, social media posts, news media, online interactive maps and/or visualization tools, and others. 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 (WCV), 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.
- Top-level communications content and marketing materials, in both English and Spanish formats (digital/hard copy)
- Email campaigns
- Website pages
- Social media posts
- Multimedia content (e.g., videos)
- 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 with stakeholder groups
- Briefings to the news media
- Presentations to the legislature
- Presentations at transportation, land use, economic development, planning, and regional organization conferences
- Distribution of the statewide Utah's Unified Transportation Plan
- Documentation of all public involvement efforts
- Strategic Communications Plan

## **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 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 to 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

### **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:**

- Continued implementation efforts of the adopted 2023-2028 5-Year Regional Comprehensive Economic Development Strategy (CEDS)
- Annual reporting to the WFEDD of efforts completed, tracking of performance measures developed from the 2023-2028 CEDS plan, and focused implementation areas for the upcoming year
- Support to other stakeholder and partner economic development strategic plans

**I.3 LOCAL ADMINISTRATIVE ASSISTANCE**

**OBJECTIVES:**

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

To assist small municipalities navigate legislative demands, and build capacity to ensure compliance and meet entity needs.

**ANTICIPATED PRODUCTS:**

- Proactive administrative assistance on a consistent basis to small cities and towns