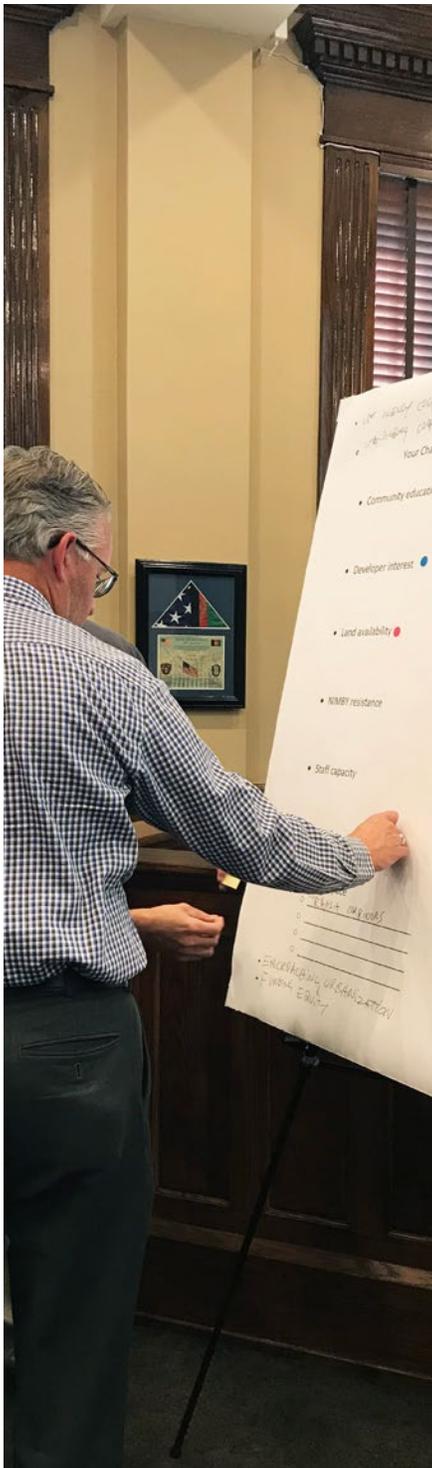




Activities and Accomplishments Report

FISCAL YEAR 2021





Box Elder County Commissioner Jeff Scott provides comments at a Wasatch Choice workshop in Brigham City.



Table of Contents

Planning for the future of our region – for transportation and related areas of land use, economic development, air quality, and more – is a collaborative effort. As the designated Metropolitan Planning Organization (MPO) for the majority of Utah’s Wasatch Front, and as an Association of Governments, the Wasatch Front Regional Council (WFRC) is responsible for coordinating this planning process, and for providing funding and assistance to communities in the region so we can turn those plans into reality.

The WFRC Council adopted goals for the agency for Fiscal Year 2021 (July 1, 2020 - June 30, 2021); this report highlights the activities and accomplishments of WFRC’s members, staff, and partners in working toward those goals. This report provides highlights organized by each of the four primary FY21 goals, followed by a detailed “completion report” for all of WFRC’s activities.

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Goal Number One

Collaboratively advance the Wasatch Choice Regional Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.

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Goal Number Two

Effectively administer ongoing plans and programs.

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Goal Number Three

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

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Goal Number Four

Strive for organizational excellence.

27

FY2021 Unified Planning Work Program Completion Report

Fiscal Year 2021 Goals

1. Collaboratively advance the Wasatch Choice Regional Vision as a regional framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.

- a. Support local communities to update their plans for growth and development.
 - Help communities to: (i) integrate their local transportation, land use, housing, and economic development plans; (ii) align with the Wasatch Choice Regional Vision; (iii) satisfy statutory requirements; and (iv) manage funding challenges, all while addressing community concerns.
 - Provide high-quality data and analysis, advice, and technical and financial resources.
 - Update the Wasatch Choice Regional Vision to reflect significant local planning and development decisions.
 - Engage, inform, and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
- b. Communicate the needs and benefits of investment in Utah's multi-modal transportation system as reflected in Utah's Unified Transportation Plan 2019-2050.

2. Develop and implement plans and programs.

- a. Refine the performance-based approach for WFRC plans and programs, with a focus on (i) monitoring and sharing progress toward the adopted Wasatch Choice goals; (ii) streamlining and furthering the utilization of performance measurement; and (iii) using "access to opportunities" as a measure for planning and programming.
- b. Continue development of the 2023-2050 Regional Transportation Plan (RTP), including enhanced consideration of (i) planning/environmental linkages; (ii) multi-modal project prioritization; (iii) policy approaches to complement planned investments; (iv) innovative funding and financing strategies; and (v) external forces including technological innovations (e.g. connected, autonomous, shared, and electric mobility options).
- c. Develop the 2022-2027 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2021).
- d. Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection Program (TLC) (project approvals spring 2021).
- e. Implement the regional 2018-2023 Comprehensive Economic Development Strategy (CEDS), linking economic development with transportation and land use planning, working through the Wasatch Front Economic Development District (WFEDD).

MISSION STATEMENT

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.

ROLES

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



Convener

We facilitate collaboration with our communities and partners.



Technical Expert

We are trusted subject-matter experts.



Planner

We proactively plan for the future of our region.



Implementer

We put visions and plans into action.

.....
**Wasatch Choice
 2050 Regional Goals**



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Ample parks, open spaces, and recreational opportunities



Sustainable environment, including water, agricultural, and other natural resources

3. Provide subject-matter expertise to federal, state, and local officials and policymakers.

- a. Work with national associations and Utah partners to advance reauthorization of federal transportation funding and policies, focusing on multi-modal funding stability with continued strong local and regional voice.
- b. Evaluate infrastructure funding and financing strategies at the state, regional, and local level.
- c. Enhance forecasting and modeling of travel behavior and land use markets, including: (i) prepare for 2022 Household Travel Survey; and (ii) improve modeling of transportation mode choices and impact of urban form on travel behavior.
- d. Collaborate with UDOT and other stakeholders to refine transportation project prioritization processes.
- e. Participate in regionally significant transportation and growth-related projects and activities including but not limited to: major development plans (Point of the Mountain, Southwest Salt Lake County Vision, Northwest Quadrant/Inland Port, and Falcon Hill), regionally significant transit/land use analyses (FrontRunner Strategic Business Plan, Future of TRAX, Ogden-Weber State University Bus Rapid Transit, Davis-Salt Lake Connector, and Midvalley Connector), multi-city active transportation plans, housing development and affordability, Central Wasatch Commission mountain transportation, I-15 statewide analysis, Census 2020, and regional parking analysis.
- f. Improve air quality by assisting communities and partners in their efforts to reduce emissions through technological changes, transportation choices, and development patterns.

4. Strive for organizational excellence.

- a. Ensure accountability and transparency to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
- b. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback to employees through performance evaluations. Encourage priority professional development opportunities.
- c. Ensure compliance with applicable laws, regulations, and best practices.

Goal Number One

Collaboratively advance the [Wasatch Choice Regional Vision](#) as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.

WFRC supported local communities to update their plans for growth and development.

The WFRC area is a diverse mix of communities, from the metropolitan center of Salt Lake City to suburban cities and towns, to areas that maintain a rural character. There is no one-size-fits-all approach to handling Utah's nation-leading population growth. Certain issues are truly regional in nature, such as our economy, mobility, and air quality. But each part of the region has to develop approaches that best suit their needs and desires. Therefore, WFRC worked directly with communities all over the region. This included, but was not limited to:

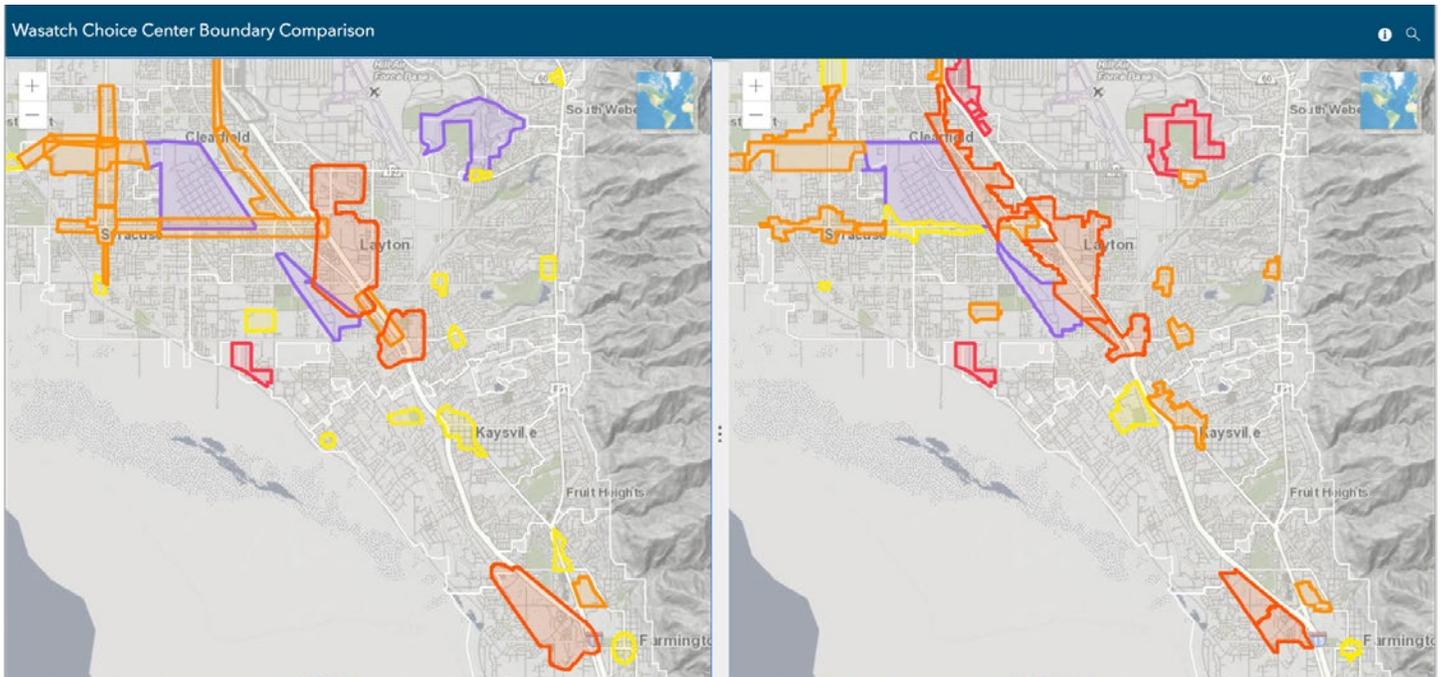
- Developed [additional Wasatch Choice resources](#) to help communities engage their residents, address key issues and concerns about growth, utilize new data, and tap into available technical assistance as they plan for growth.
- Hosted 10 [Wasatch Choice Workshops](#). These workshops brought local leaders and staff from nearby communities in each part of the region together to discuss their common challenges that need to be addressed in order to effectively implement the shared Wasatch Choice Regional Vision. Issues explored ranged from our critical housing issues to regional infrastructure financing and mechanisms for coordination.
- Worked with community organizations, business organizations, and transportation agencies to further regional collaboration around the Vision.

Wasatch Choice Centers Refinement

Wasatch Choice has been the shared regional vision for the Wasatch Front for over a decade. Built on community values through an extensive public input process, Wasatch Choice establishes a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front. Local communities provided initial input and direction on Wasatch Choice centers, including location, type, and anticipated timeframe for development during the Wasatch Choice Regional Vision and 2019-2050 Regional Transportation Plan development process. WFRC is working with local communities to refine these Centers, both the boundaries and presumed future development, to ensure that they clearly and accurately reflect plans for the future.



Wasatch Choice Centers Refinement



2019-2050 Regional Transportation Plan (RTP) Amendments

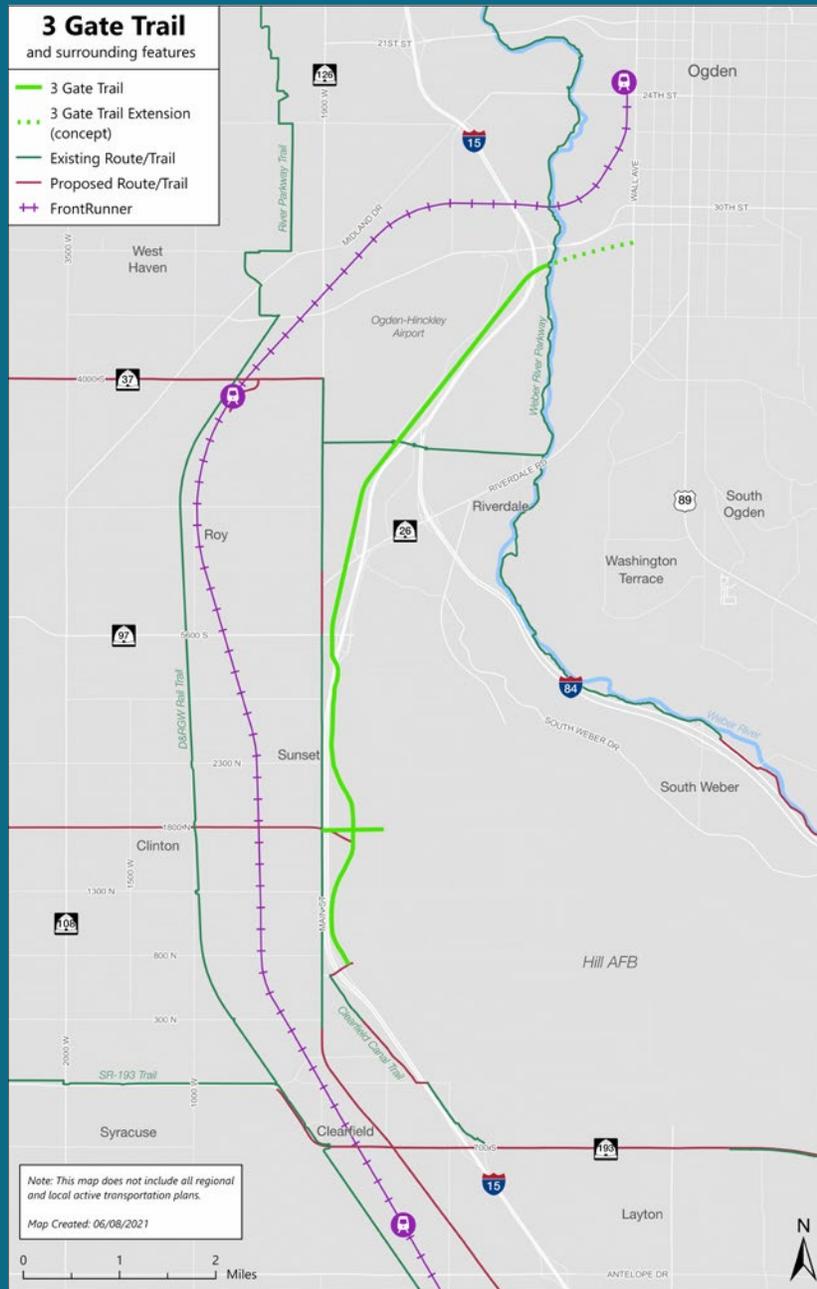
Working with UDOT, UTA, and local communities, the 2019-2050 Regional Transportation Plan (RTP) – the official transportation plan for our region and part of [Utah's Unified Transportation Plan](#) – was amended twice over the last year. Amendment #2 included three city-wide Active Transportation Master Plan updates in the fall of 2020. Amendment #3 was the largest in WFRC history, and it included land use, active transportation, transit, and roadway projects. These revisions ensure the consistency of the regional plan and local land use and accelerated programming of funding following historic legislative action (described later).

Amendment #3 changes to the 2019-2050 RTP





The 3 Gate Trail project that was included in RTP Amendment #3 is a 6.1 mile off-street trail adjacent to the I-15 corridor from the Weber River Parkway in Ogden to the West Gate of Hill Air Force Base (HAFB). The project ties the Military Installation Development Authority (MIDA) Falcon Hill area to the Ogden Regional Airport with future connections to the Roy and Clearfield FrontRunner stations. The coordination and support from Weber and Davis Counties, the local communities of Ogden, Riverdale, Roy, Sunset, and Clearfield, UDOT, UTA, MIDA, and HAFB has been well thought out and will benefit the quality of life for the residents and employees in this area. This project will increase commuter options, mitigate traffic congestion, and air pollution, and encourage healthy lifestyle choices. All parties are working to purchase the abandoned rail corridor and construct the trail in the near future.



WFRC supported community-level planning with technical and financial resources.

- The [Wasatch Front Economic Development District](#) provides a direct link for our local governments to apply for federal Economic Development Administration funding to create jobs and support economic development efforts.
- The [Community Development Block Grant](#) provides funding to local communities to address the needs of low- and moderate-income populations and supports social service providers within Morgan, Tooele, and Weber Counties.
- The [Transportation and Land Use Connection \(TLC\)](#) program provides planning technical assistance to local communities to achieve their goals and plan for their futures. TLC provides a critical link between the broader Wasatch Choice Regional Vision and the detailed opportunities and challenges at the local level. TLC is a partnership between WFRC, Salt Lake County, Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA). Here is a listing of the close to **100 TLC projects in over 60 communities in our region:**

	Small Area and Transit Station Area Plans	36
	Ordinances	17
	Transportation/Active Transportation Master Plans	22
	Studies	18
	General Plan Updates	22
	TLC Project Examples	7



TLC Project Outcomes, 2014-2021

Talorsville has recently utilized the TLC program to pursue the Center Point Master Plan and the Commercial Centers Revitalization Master Plan. Both focus on linking redevelopment opportunities to transportation choices in key community areas. The Commercial Centers Revitalization Master Plan focuses on the critical details that lead to implementation; it follows five principles: economic vibrancy, gathering, resilient redevelopment, building community identity, and connectivity enhancements.

TALORSVILLE CITY



Awarded Independently:
\$322,700

Multi-Jurisdictional Awards:
\$300,000





Community
Spotlight

With TLC, Clearfield has recently completed a station area plan and design guidelines at Clearfield Station and a vision, zoning code, and implementation strategy for downtown Clearfield.

Clearfield’s “Creating Downtown Clearfield,” produced internally by WFRC staff in close collaboration with Clearfield staff and UTA, established a vision for the downtown area to be walkable, vibrant, and mixed-use, and to retain Clearfield’s unique character.

Clearfield’s form-based code implements that plan. For example, the code establishes street connectivity requirements. Such requirements have a positive effect on pedestrians and cyclists by allowing the most direct and shortest traveling routes. Additionally, they distribute vehicular traffic, which minimizes congestion. The code also establishes standards for street facades in order to create a built environment that makes walking more attractive.

Clearfield was also one of five communities funded for the multijurisdictional project, North Davis County Active Transportation Implementation Plan. This joint effort looked at connectivity of active transportation routes, safety, age- and ability-friendly facilities, access, and the relationship of active transportation to transit.

CLEARFIELD CITY



Awarded Independently:
\$280,000

Multi-Jurisdictional Awards:
\$110,000



Rendering from Clearfield City Form-Based Code

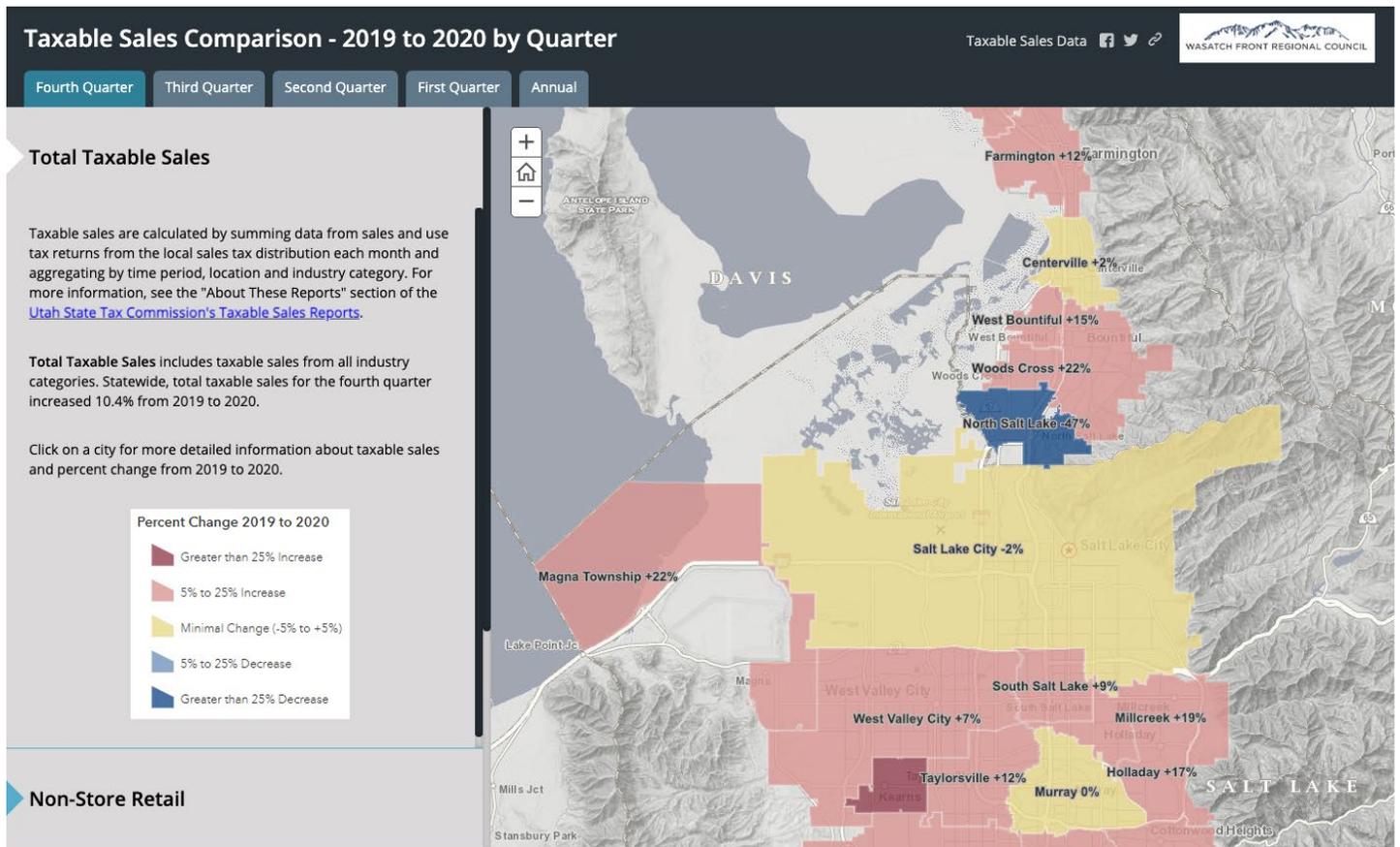
WFRC supported the housing affordability work of local communities as they align their general plans with regional/statewide transportation plans and population/employment projections, per [SB34](#) (passed 2019).

- WFRC worked with our members and partners including local governments and state legislators, Utah League of Cities and Towns (ULCT), Utah Association of Counties (UAC), Utah Chapter of the American Planning Association, Salt Lake Chamber and other chambers of commerce, and the Department of Workforce Services to support statewide housing affordability efforts.
- As part of the Fall 2020 Wasatch Choice working groups, WFRC’s Analytics team led an update to the state GIS office’s planning data resources webpage, bringing together into one list over 50 datasets stewarded by a wide spectrum of agencies. In addition, WFRC continued to host and update the Data Resources for Coordinating Housing & Transportation interactive map that provides preview and download of:
 - Statewide population and employment projections data.
 - Statewide mapping of “major transit investment corridors” and transit stations to assist in the development of transit-oriented development.
 - Projects in the current 2019-2050 Regional Transportation Plan.
 - An Access to Opportunities dataset that characterizes the landscape of access to the workplace by automobile and transit.



The Utah Housing Coalition awarded WFRC and the Utah League of Cities and Towns its 2020 **Agency of the Year Award**. WFRC has worked diligently with many partners to collaboratively address the important issue of housing affordability along the Wasatch Front.

- The WFRC Analytics team continued its Map of the Month series, highlighting more detailed regional information on a diverse set of map-based topics, including: city-specific commuting patterns, broadband availability, street connectivity, local sales tax trends during the COVID pandemic, parks and trail accessibility, generalized city and county general plans, existing and planned active transportation facilities, and updates to the Wasatch Choice interactive map.
- WFRC created and provided locally and regionally relevant information and resources to local governments and partners in support of integrated approaches to land use and transportation decision making, in alignment with the intent of SB34.

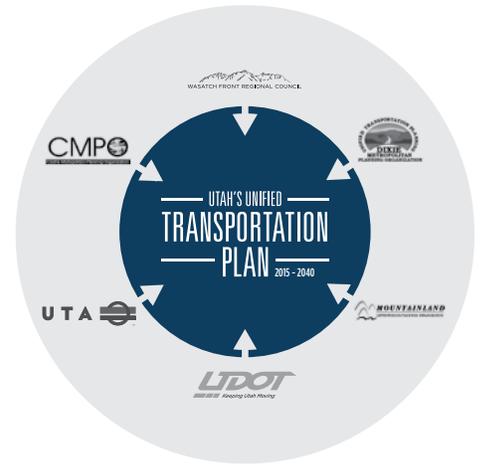


WFRC helped our region respond to, and prepare to recover from, the COVID-19 pandemic and economic recession.

- Since the beginning of the pandemic, WFRC has been working with our Congressional delegation and national partners, the Governor and State Legislature, and our local partners to identify impacts and provide crucial resources to our communities, businesses, and residents. WFRC developed analyses of the short- and potential long-term impacts on transportation and communities, and developed policy considerations for local governments to plan for recovery.
- COVID-19 has substantially affected travel behavior and land use. We cannot know with certainty what changes will unfold over the long-term, but we can expect significant enduring impacts. WFRC is tracking data on COVID-19 planning implications to help member communities and partner transportation agencies consider the long-term implications on community development and infrastructure planning and delivery. WFRC is also [convening experts](#) to explore the enduring implications of COVID-19. The fundamentals of growth remain in Utah, although with market shifts from COVID-19. WFRC is also highlighting existing and new policy considerations as communities begin to consider modifications to general plans.
- New [sales tax trend data](#) is being shared to help communities understand the implications of market shifts on local government budgets. (See webpage image above)
- The federal CARES ACT provided our Region with additional CDBG funding for Morgan, Weber, and Tooele Counties to provide rental assistance and small business grants to assist with response and recovery of COVID-19 impacts.

Communicated the need and benefits of investment in Utah’s multimodal transportation system as reflected in the 2019-2050 Utah’s Unified Transportation Plan.

- Utah’s Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including the Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), Dixie Metropolitan Planning Organization, Cache Metropolitan Planning Organization, and Utah Transit Authority (UTA).
- Utah’s Unified Transportation Plan partners worked together to develop common goals, planning time horizons, performance measures, and financial assumptions so that their plans are consistent across the state while meeting local needs. UDOT, UTA, and the Metropolitan Planning Organizations collaborate together to develop the statewide Unified Plan, while recognizing the distinct needs of different areas of the state.
- Utah is among the fastest growing states in the country. The way we grow and plan for the state’s future will determine the quality of life residents experience. Utah’s transportation agencies and local communities work together to ensure an excellent quality of life that includes good mobility, cleaner air, a vibrant economy, and transportation choices for all Utahns.



Benefits of Utah's Unified Transportation Plan

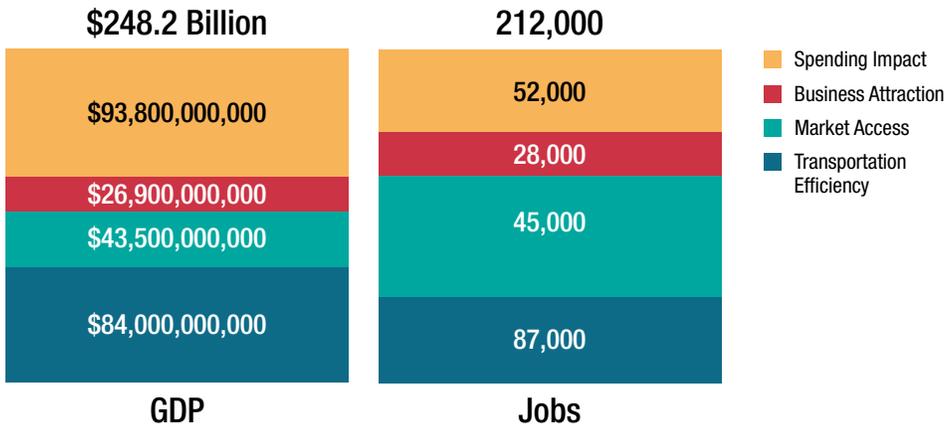
Implementing Utah’s Unified Transportation Plan will have the following impacts:

OVER THE NEXT 30 YEARS

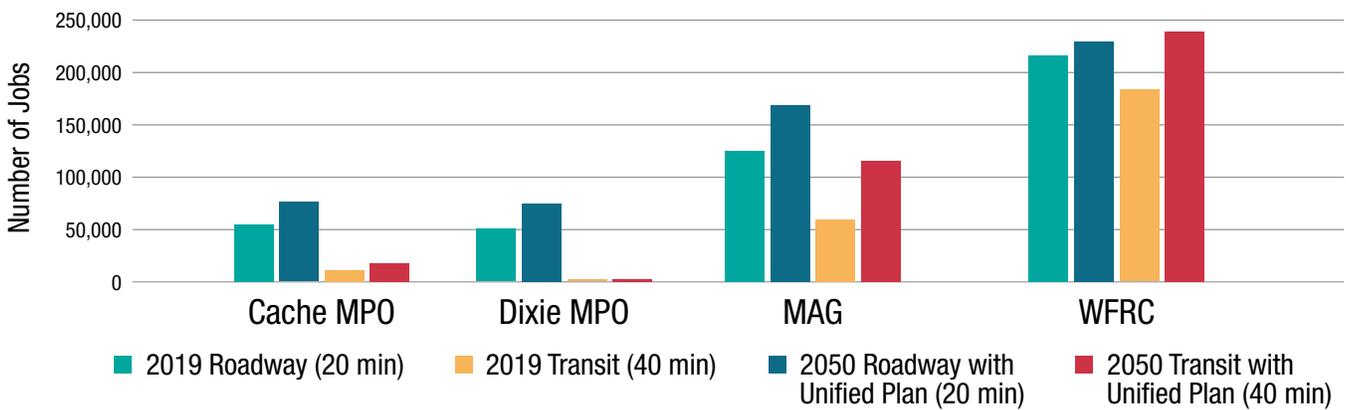
 <p>\$248.2 BILLION</p> <p>An additional \$248.2B in GDP growth</p>	 <p>212,000</p> <p>Add 212,000 jobs to Utah</p>	 <p>Reduction</p> <p>Reduce fatal and serious injuries on the transportation network</p>
 <p>Increase job access by roadway and transit in the metropolitan areas</p>	 <p>Keep the infrastructure in good condition</p>	 <p>Reduce mobile emissions by 54%</p>
 <p>2,100 miles</p> <p>Add 2,100 miles of active transportation facilities</p>	 <p>4.7 fewer days</p> <p>Reduce the average households drive time by 4.7 days</p>	 <p>123% increase in</p> <p>Increase transit ridership by 123%</p>

Source: unifiedplan.org

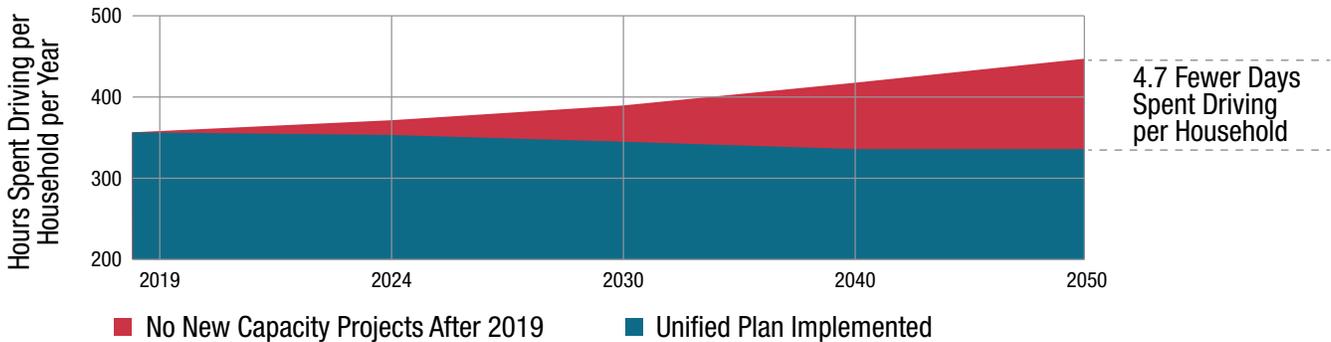
Economic Impact Created by Unified Plan Investment



Increased Job Access with the Unified Plan Investment (by Planning Jurisdiction)



Driving Time Saved by Implementing the Unified Plan



Reduced Costs by Keeping Infrastructure in a State of Good Repair.



By keeping infrastructure in good condition and through consistent maintenance, we can save investment dollars in the future.



Invested in Preservation Now

SAVES UP TO



In Reconstruction in the Future

Goal Number Two

Effectively administer ongoing plans and programs.

Refined the performance-based approach for WFRC plans and programs, with a focus on (i) monitoring and sharing progress toward the adopted Wasatch Choice goals; (ii) streamlining and furthering the utilization of performance measurement; and (iii) using “access to opportunities” as a measure for planning and programming.

- WFRC continues to monitor the progress of the Wasatch Choice Regional Vision and its implementation by developing two companion (regional and mobility focused) pieces to the State of Centers report focused on land use, economic development, and transportation elements.
- Through the development of the 2023-2050 Regional Transportation Plan (RTP), WFRC is refining our performance-based planning by reassessing “needed” projects to better align with our Congestion Mitigation Process, exploring multi-modal prioritization (roads, transit, active transportation), and streamlining our system-level performance measures. We continue to work with UDOT and UTA on meeting Federal performance targets.
- In 2021, WFRC began creating a project-level “access to opportunities” tool to further understand the change in accessibility to destinations that might occur as a result of potential individual roadway, transit, and active transportation projects. This tool will allow WFRC and its partners to measure and utilize access to opportunities as a decision-making element across a broader range of planning contexts.

Continued development of the 2023-2050 Regional Transportation Plan (RTP), including enhanced consideration of (i) planning/environmental linkages; (ii) multi-modal project prioritization; (iii) policy approaches to complement planned investments; (iv) innovative funding and financing strategies; and (v) external forces including technological innovations (e.g. connected, autonomous, shared, and electric mobility options).

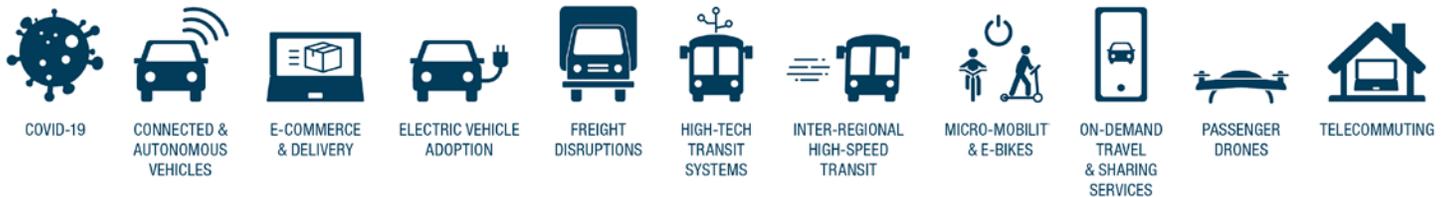
- Key process goals for the Wasatch Choice Regional Vision and 2023-2050 RTP update:
 - Engage communities, partner agencies, stakeholders, and the public in the planning process.
 - Provide resources to help local communities implement the Wasatch Choice Regional Vision.
 - Explore policies, including changes in investment frameworks.
 - Coordinate regional transportation with local land use considerations and plans.
 - Utilize a performance-based approach to planning, including using performance measures to inform interim decisions.
 - The update to the Unified Transportation Financial Model has started to explore innovative funding and financing strategies and will continue into FY22.



- Enhanced consideration of:
 - Multi-modal project prioritization.
 - Use of “access to opportunities” as a measure for planning and programming.

- Enhanced coordination of external forces and policies:
 - The future is uncertain, and maybe even more so now than ever before. On the heels of the worldwide pandemic that has changed living and working, technological advancements are taking place at an unprecedented rate, with changes to local, regional, and state policies.
 - WFRC has taken on reviewing external forces and policies, coordinating with stakeholders and partners, and is incorporating these in the upcoming 2023-2050 Regional Transportation Plan (RTP). External forces and future-thinking transportation policies – including transportation technologies, shifts in market and consumer demand, and emerging policies – may impact transportation, land use, and economic development decisions. This approach elevated the discussion of these planning uncertainties within the Region and what the future impacts might be regionally and locally.
 - WFRC compiled a list of over 20 topic areas of external forces and policies. Utilizing peer groups consisting of staff from local governments, transportation partners, agencies, and businesses whose work is directly tied to, or may be heavily influenced by, the identified forces, WFRC identified influences and policies, developed consensus on which external forces were important to address, approximated the range of impacts from these forces, determined whether these influences and policies should be tested through simulated scenarios, and tested multiple future scenarios. Scenarios gauge the long-term effectiveness of the policies and prospective transportation projects by simulating how well they perform in the context of these external forces.
 - External forces and future-thinking transportation policies will continue to guide the development of the 2023-2050 Regional Transportation Plan, with a focus on how to best position our member communities and region in planning for a dynamic future.

EXTERNAL FORCES



EXTERNAL POLICIES



For more information on external forces and policies [click here](#).

Provided funding and technical support to communities.

WFRC is responsible for allocating approximately \$50 million per year in federal funding for priority transportation projects in our region, principally to local governments. In the fall, WFRC invited communities to apply for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP) funding to help construct their priority transportation projects. Submitted concept reports were evaluated with local governments and other transportation professionals using technical criteria and information from field reviews. WFRC and partners adapted to the pandemic by limiting staff on-site and connecting the review team and local government representatives to view project locations in real-time and discuss them virtually. After considering recommendations from the technical advisory committees, Trans Com recommended, and the Regional Council approved future funding for a number of projects across the region.

WFRC funding support for local communities:

37 PROJECTS = \$50 MILLION

These WFRC funding programs are just part of the 2022-2027 Transportation Improvement Program (TIP) that identifies over \$4 billion in priority investments in roadway, transit, and active transportation infrastructure needed in the urbanized areas of Salt Lake, Davis, Weber, and southern Box Elder Counties. Throughout the year, WFRC worked in close collaboration with UDOT, UTA, cities, and counties to develop the TIP. The TIP helps the region meet current transportation needs while also addressing critical future priorities and growth. (Tooele and Morgan Counties are included in UDOT's Statewide STIP.)

In addition to extensive analysis, modeling, and professional collaboration, WFRC proactively engages with our communities, residents, and stakeholders to ensure that our plans and programs are as effective and inclusive as possible. These efforts include public open houses in accessible locations, traditional media coverage, social media, and online tools such as interactive maps and visualization resources. Materials and information are offered in English and Spanish, and other languages as requested.



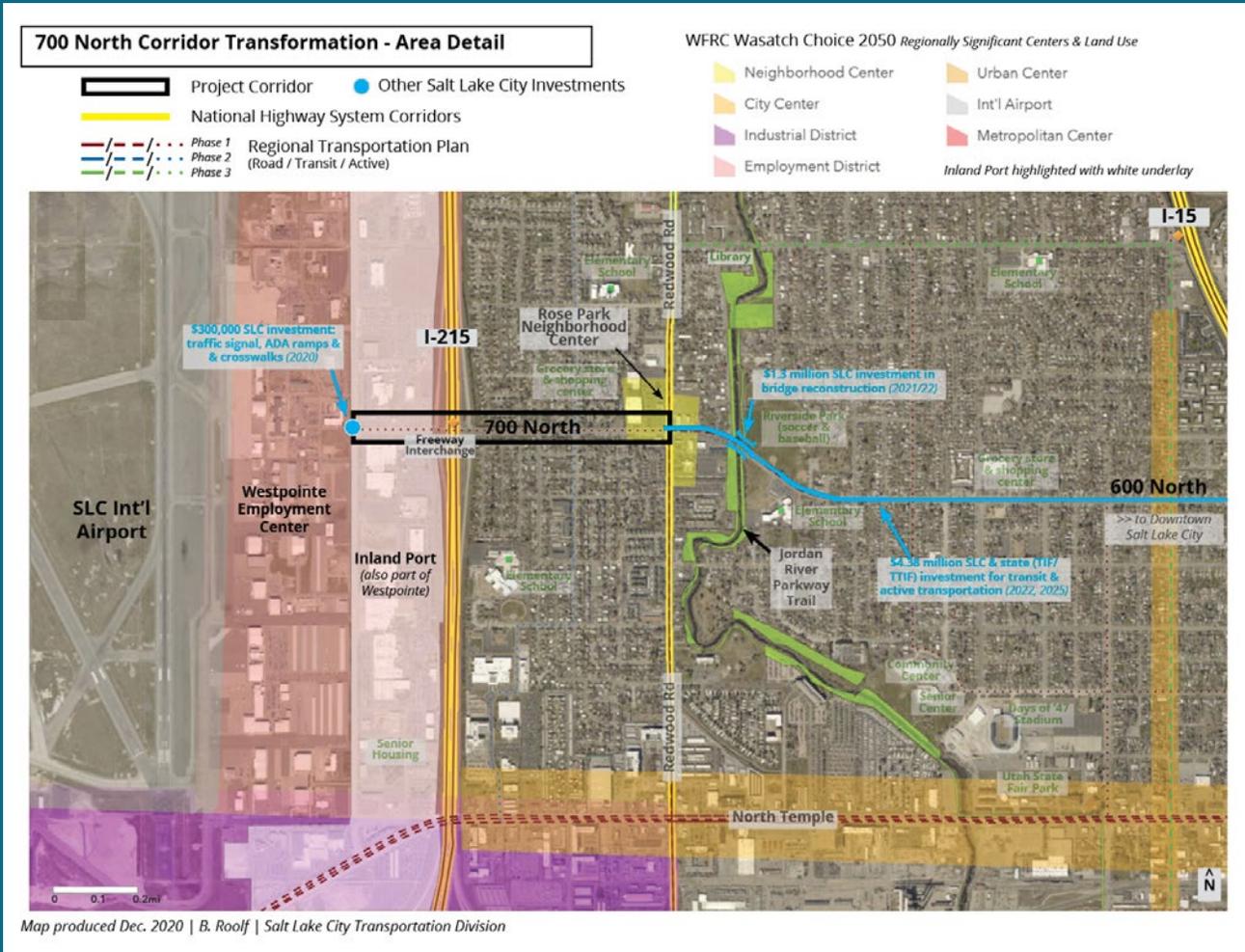
Wasatch Choice Vision Workshop in Tooele County.



Salt Lake City – 700 North – Safety & Reconstruction

In 2021, the Wasatch Front Regional Council programmed \$ 3,000,000 of Urban Surface Transportation Program (STP) funds for the corridor transformation and rebuild of 700 North between 2200 West and Redwood Road — (0.74 miles).

The total estimated project cost is \$4,680,600 with the local contribution from Salt Lake City of \$1,680,600.



The 700 North project will transform this critical westside Salt Lake City corridor in ways that promote safety, enable mobility for active modes and transit, and maintain the corridor’s regional connections balanced with neighborhood viability. The three-quarter-mile section connects a Wasatch Choice neighborhood center (Rose Park Center) and employment district (Westpointe Center) and the Inland Port to the interstate highway and provides access to opportunities for the surrounding neighborhoods which include very low-income communities. Salt Lake City and UDOT are investing an estimated \$6.23 million in traffic signal, ADA ramp, and crosswalk upgrades, rehabilitation of the 700 North bridge over the Jordan River, and active transportation and core transit network improvements for the corridor through 2025. The STP funds will complete the improvement of conditions for motorists and truck traffic and prepare the corridor’s infrastructure for travel demand changes and mode-share shifts catalyzed by future growth.



Marriott-Slaterville City – 1700 South – Reconstruct & Minor Widen

In May 2021, the Wasatch Front Regional Council programmed \$ 2,307,536 of Urban Surface Transportation Program (STP) funds for the realignment with minor widening and reconstruction of 1700 South between 1200 South and the Ogden City Boundary Line – (1.2 miles).

The total estimated project cost is \$5,075,200 with the local contribution from other resources of \$2,767,664.



The purpose of the 1700 South improvement project is the reconstruction of 1200 West south of 12th Street and the reconstruction of 1700 South, from the tracks to the Marriott-Slaterville/Ogden City Limits. With both roadway and bicycle and pedestrian improvements identified in the Regional Transportation Plan (RTP), Marriott-Slaterville has been actively working with WFRC and Weber County to widen and reconstruct the corridor to promote safety, enable mobility for active modes, and maintain the corridor's industrial connections balanced with neighborhood viability and nearby parks. This segment of roadway experiences users of all types. Consequently, the roadway improvements will go beyond widening and include the installation of defined shoulders to provide cyclists a buffer from vehicular traffic, and the installation of curb, gutter, and sidewalk for pedestrians. The road alignment will also be reconfigured to correct a small, very dangerous turning radius, south of the train tracks which will require some property acquisition. Overall, these improvements will enhance user visibility, reduce points of conflict, extend the life of the roadway, improve corridor capacity, and provide safe bicycle and pedestrian facilities.



Goal Number Three

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

WFRC worked with our national associations and local partners to advance federal transportation policy and funding reauthorization with an eye toward long-term funding stability and a strong state, regional, and local voice.

- WFRC worked with Utah's transportation agencies to develop a set of joint [Federal transportation reauthorization principles](#). These principles reflect the collaborative approach of Utah's transportation agencies, and were supported and endorsed by WFRC, UDOT, UTA, MAG, Cache and Dixie MPOs, the Utah League of Cities and Towns (ULCT), Utah Association of Counties (UAC), and leading private sector partners. These principles have been shared with our congressional delegation and USDOT. The principles are, in summary:
 - Long-term and timely reauthorization.
 - Sustainable funding mechanisms.
 - Utilize existing formula-based programs with enhanced flexibility and multimodal funding.
 - Streamline processes.
 - Support and ensure state, regional, and local transportation agencies have the ability to harness innovation, data, and technology.
- WFRC developed a specific set of [transportation reauthorization policy priorities](#) and shared them with our delegation.
- We will continue to work with our federal and state members and partners to advocate these principles and priorities.

WFRC worked closely with our state legislators, local elected officials, and our partners to help advance transportation funding and policies. Some of the key results include:

HB433

\$705M statewide one-time funds

\$313M in the WFRC planning area

\$334M state investment in transit

HB433

Legislature directed UDOT to program the Transportation Investment Fund from 2025 to 2030

SB2

\$35M statewide for Active Transportation

Statewide total around \$4.3B

About \$4B in the WFRC planning area

- Historic state investment in infrastructure, including \$1.1B in new funding for roads, public transit, and active transportation through HB433, sponsored by Representative Mike Shultz, and related legislation.
 - o Promotes additional investment of \$35M in constructing high-priority, regionally important active transportation projects throughout the state. WFRC facilitated a signed letter of over 400 public, private, and community stakeholders across Utah urging additional investment in active transportation.
 - o Prioritizes transit by investing \$300M to double-track strategic sections of FrontRunner, with an additional \$66M for rail and transit projects.
 - o Provides a longer-term programming horizon for the State Transportation Commission.
 - o Establishes a funding source for the pending Cottonwood Canyons transportation solution.
- Creating the Housing and Transit Reinvestment Zone Act (HTRZs), which enables a portion of incremental tax revenue growth to be captured over a period of time to support development of housing (including affordable housing) around UTA FrontRunner stations. SB217, championed by Senator Wayne Harper, is yet another tool in the toolbox to increase availability and affordability of housing, while also promoting higher utilization of public transit.
- Establishing a greater focus on planning within the Governor’s Offices of Planning and Budget, and Economic Opportunity to allow for greater coordination of planning efforts among federal, state, regional, and local entities. WFRC collaborated closely with the Governor’s Office and legislators in developing the legislation that revised GOMB and GOED.
- Establishing a statewide planning document and data repository, and interagency collaboration toward producing a periodic housing inventory report on existing residential housing stock characteristics and trends.
- Appropriations for housing and homelessness, outdoor recreation, and infrastructure development.
- These accomplishments build on progress made in previous years to increase state and local transportation funding, and to enhance the connection between transportation investment decisions and local land use and economic development.

During the 2021 Legislative Session, UDOT was directed to program the Transportation Investment Fund (TIF) out to 2030 utilizing the established prioritization process. In total this equated to about \$4.3 billion of funding, of which the WFRC Region is expected to receive about \$4.0 billion.



Many of the projects programmed as a result of the Legislature directing UDOT to program the Transportation Investment Fund (TIF) out to 2030 will create both regional benefits and direct benefits to residents and workers in specific communities. One such project is the construction of grade-separated interchanges on Bangerter Highway from 4100 South to California Avenue. Peak direction travel times are expected to decrease by 5-10 minutes which will benefit those traveling from outside the area. More directly for those living in West Valley and Magna, the project will decrease east-west delay by over 50%. The environmental study for this corridor is underway and construction will begin in 2029.



Bangerter Highway from 4100 South to California Avenue.

Collaborate with UDOT and other stakeholders to refine transportation project prioritization processes.

UDOT updated the Transportation Investment Fund Active Transportation (TIF AT) prioritization process, utilizing work by the WFRC Analytics team. WFRC updated the biking and walking demand models based on newly available data. Building on that update, UDOT refined their demand scoring for active transportation projects, which gives more consideration to walking and biking demand for future projects.

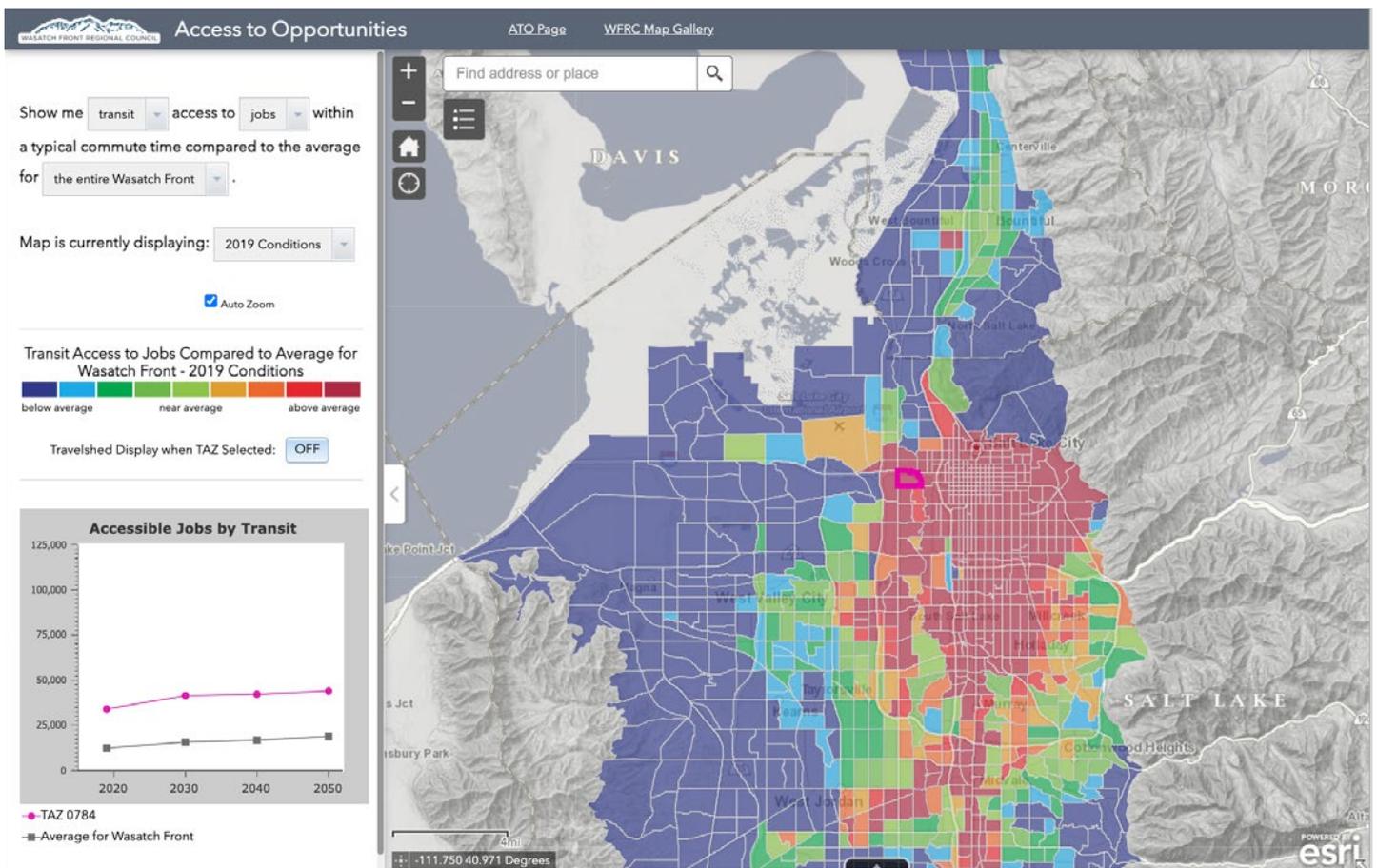
WFRC worked with UDOT to develop a list of regionally important active transportation projects that were then scored through the UDOT statewide TIF AT prioritization process. This prioritized list was used to determine projects eligible to receive portions of the \$35 million one-time State Legislature funding during the 2021 Legislative Session to construct active transportation facilities. Any projects that do not receive portions of the one-appropriation are automatically eligible for funding consideration through TIF AT as programmed by the Transportation Commission. In addition to working with UDOT on the prioritized list, WFRC was involved in promoting Active, Healthy Communities, which led to the one-time \$35 million appropriation in Senate Bill 2.

Enhanced forecasting and modeling of travel behavior and land use markets, including improvements to forecasting bicycling use.

One of the key roles played by WFRC is to provide data and sophisticated modeling to aid in decision-making. Key activities in FY21 included:

- Advancing work on the version 8.3.2 (Summer 2021) and version 9.0 (beta in 2022) of the travel demand model which aim to further enhance the rigor with which transit, new modes of transportation, and urban form are incorporated into the model's projection of future travel patterns. As part of this effort, WFRC hosted a two-day peer panel to gain insight from national modeling experts working in the San Francisco Bay Area, Portland (OR), and Sacramento MPOs, as well as FHWA and FTA. WFRC is the host agency for Interagency Modeling Director (funded jointly by MAG, UDOT, UTA, WFRC), who leads this model development effort.

- Improved process for updating information about current conditions for use with the WFRC/MAG Real Estate Market Model (REMM) — and, in the process creating a detailed inventory of existing housing stock, housing characteristics, and both recent and long-term trends. Compiled, standardized, analyzed, and published a [map layer](#) of allowable development types and intensities in current city and county general plan and in Wasatch Choice Vision centers and near major transit stations.
- Providing land use and transportation modeling support to important regional transportation studies, such as the Point of the Mountain Transit Study, the Southwest Salt Lake County Transportation Study, and Davis-Salt Lake City Connector.
- Completing version 1.0 of the Wasatch Front Bike Demand Model and updating important maps of existing and planned active transportation infrastructure, as well as map-based data relevant to predicting use of AT facilities across a variety of user types and trip purposes.
- Updating traffic volume and congestion projections and [web maps](#), publishing a [commuter flow patterns web map](#), and converting Access to Opportunities maps to a [new web map](#). These and other maps are featured in [WFRC's Maps of the Month blog series](#).



The landscape of Access to Job Opportunities — via car and transit — can be explored for current and future conditions in this new [interactive map](#) that integrates the performance of our transportation system and land use patterns.

Participated in key transportation and growth-related projects and activities.

- Projects and studies that seek to plan for areas and specific corridors are a critical way that the Regional Transportation Plan is first implemented. These studies endeavor to coordinate transportation decisions with land use planning to maximize attainment of Wasatch Choice regional goals.
- WFRC has facilitated, or participated with partners on a variety of projects and studies that range from major development plans (Point of the Mountain, Southwest Salt Lake County Vision, Northwest Quadrant/Inland Port, Falcon Hill), regionally significant transit/land use analyses (FrontRunner Forward Strategic Business Plan, Future of TRAX, Ogden-Weber State University Bus Rapid Transit, Davis-Salt Lake Connector, Midvalley Connector), multi-city active transportation plans, housing development and affordability, Central Wasatch Commission mountain transportation, I-15 statewide analysis, Census 2020, regional parking analysis, and other regional and local efforts.
- WFRC supports these efforts in a broad variety of custom ways. These include modeling and analytical support, convening stakeholders and decision-makers, and providing subject matter expertise.

Improve air quality by assisting communities and partners in their efforts to reduce mobile source emissions through technological changes, transportation choices, and development patterns.

- WFRC continued to increase outreach and coordination efforts in order to broaden awareness among local governments of the Congestion Mitigation Air Quality (CMAQ) Program, which funds transportation-related air quality improvements. Other enhancements to the CMAQ process also continued to be implemented, including increased technical consistency within the evaluation process, and enhanced consideration of additional project benefits.
- The Wasatch Front Regional Council was honored to receive the Utah Clean Air Partnership (UCAIR) Community Partner of the Year award at the 6th Annual UCAIR Summit on May 12. In accepting the award, WFRC Executive Director Andrew Gruber recognized the collaborative effort of WFRC member communities and partners and said, “The way that we design our communities and the way that we build our infrastructure will have a huge impact on our air quality over the long term.” Being honored as the UCAIR Community Partner of the Year recognizes the power of working together to enhance our quality of life along the Wasatch Front. View the award video [here](#).

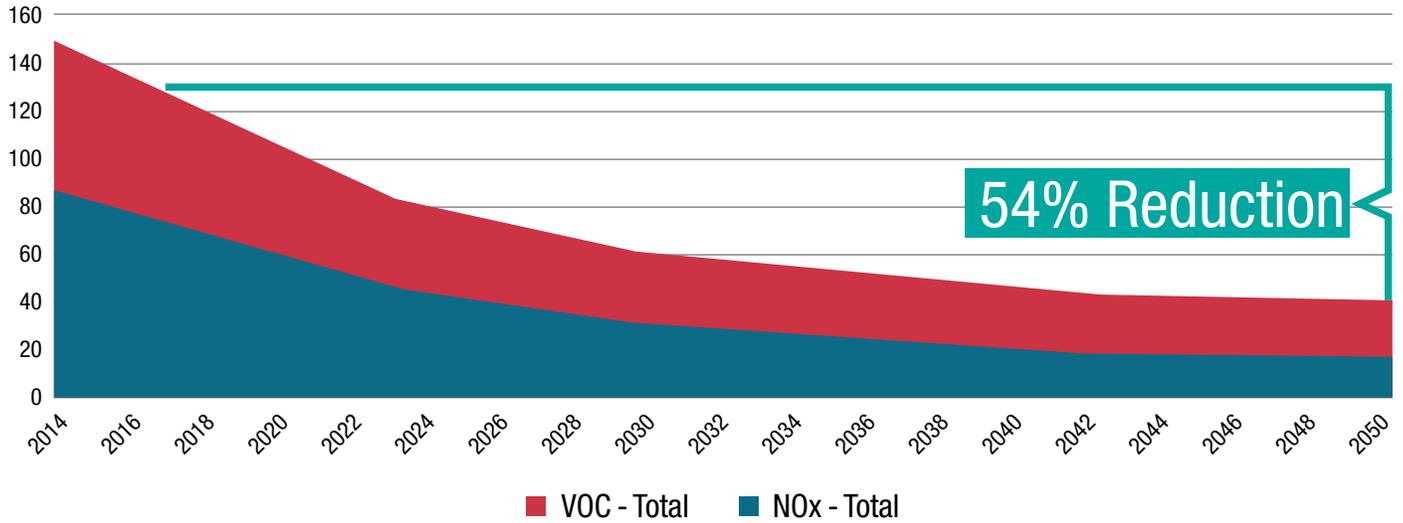


WFRC Council Chair Jeff Silvestrini and WFRC Executive Director Andrew Gruber accept the UCAIR Community Partner of the Year Award.

From left to right: Bryan Stock, Chevron; Spencer Cox, Utah Governor; Andrew Gruber, Executive Director of WFRC; Jeff Silvestrini, Mayor of Millcreek & WFRC Council Chair; Kim Frost, UCAIR Executive Director.

- Through technological channels, transportation investments, such as transit and biking, detailed in Utah's Unified Transportation Plan, and planned local land use, mobile source emissions will be dramatically reduced:

Projected Vehicle Emissions Reduced





Goal Number Four

Strive for organizational excellence.

Maintained budget stability and used resources prudently and efficiently.

WFRC operated with accountability and transparency to its members and the public in its decision making and in its use of resources, always striving to be prudent and efficient in its expenditures. WFRC continued its 25-year streak of unqualified audit opinions with no audit adjustments or deficiencies noted to management. We maintained stability of our budget. We operated in adherence to all applicable laws, rules, and best practices in our operations.



Pictured above, various members and attendees of a WFRC Council Meeting held via Zoom.

Created and maintained a work environment that maximizes the health, happiness, and productivity of an excellent staff.

- Provided meaningful, constructive feedback to employees through performance evaluations, through formal quarterly check-ins and semiannual evaluations.
- Encouraged priority professional development opportunities. While working remotely during the year our commitment to professional development continued, resulting in recertification of professional licenses and certifications, participation in numerous workshops, seminars, conferences, and training opportunities that expanded personal and collective knowledge of policy, emerging concepts, and best practices that have helped to improve WFRC's work and support of the Region. Additionally, we organized and provided remote quarterly training to all staff members on selective topics of importance in the workplace, including people skills, life skills, and stress management.

- During the entire year of COVID-19, staff continued its focused regional support and productivity from their remote home work spaces. Without missing a beat, staff continued to embrace the challenges of Zoom, hosted countless successful virtual yet formal public committee meetings, projects, partner meetings, public open houses, and developed eye-opening analysis related to the pandemic. As a result, telecommuting was a resounding success on many fronts.
- We have been able to hire four employees to fill vacant positions in Community and Economic Development, Government Affairs, and Financial and Human Resources groups, during the past year. After comprehensive search processes, we are pleased to report that our hires are truly exceptional employees:
 - o Marcia White – Regional Economic Development Planner
 - o Kurt Mower – Comptroller
 - o Miranda Jones Cox – Government Affairs Manager
 - o Mikala Jordan – Transportation and Land Use Planner

Thank you!

WFRC’s staff is proud of the work we were able to do over the past year in close collaboration with WFRC’s members and our public and private-sector partners and stakeholders.

We are deeply appreciative of the opportunity to serve our community.





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WASATCH FRONT REGIONAL COUNCIL

FY2021 UNIFIED PLANNING WORK
PROGRAM COMPLETION REPORT

for the

OGDEN - LAYTON AND SALT LAKE - WEST VALLEY
URBANIZED AREAS

prepared for

Federal Highway Administration
and Federal Transit Administration

in cooperation with

Utah Department of Transportation
and Utah Transit Authority

July 2021

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A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

On May 28, 2020, the Wasatch Front Regional Council (WFRC or Council) approved a budget and Unified Planning Work Program (UPWP) for FY2021. This document was prepared by Council staff in coordination with the Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT). Contracts between WFRC and UDOT and between WFRC and UTA were completed in 2020 for FY2021.

On May 27, 2021, the Council approved a budget and work program for FY2022 that was prepared in coordination with the Utah Transit Authority and the Utah Department of Transportation.

Regular meetings of the Council were held on the following dates: August 27, 2020, October 22, 2020, January 28, 2021, March 25, 2021, and May 27, 2021. The Transportation Coordinating Committee (Trans Com) and the Regional Growth Committee (RGC) both held five meetings during FY2021. The Active Transportation Committee held six meetings during FY2021. Agendas, supporting technical documentation and minutes were prepared for each meeting. Various other committees, including the Ogden-Layton and Salt Lake-West Valley Trans Com and RGC Technical Advisory Committees, met regularly throughout the fiscal year.

WFRC continued coordination with partner agencies, including Mountainland Association of Governments, UTA, UDOT, Utah Department of Environmental Quality, other MPOs, Utah League of Cities and Towns, Utah Association of Counties, Chambers of Commerce, Envision Utah, Governor's Office of Management and Budget and others. Continuing from previous years, WFRC has agreements with UTA and MAG to provide technical assistance for transportation modeling needs. WFRC and MAG staff lead a Models Advisory Committee that includes staff members from WFRC, UTA, MAG, UDOT and others for the purpose of collaborating on model improvements and applications. WFRC's Executive Director and other staff attend the Joint Policy Advisory Committee (JPAC), which met regularly throughout the year. Originally established to facilitate the coordination of transportation planning efforts of both WFRC and MAG at a policy level, including UDOT and UTA, the Committee was expanded to include the other two MPOs in the state. WFRC staff also regularly attends MAG Regional Planning Committee meetings, UTA Board and Committee meetings, and State Transportation Commission meetings.

During the year the Council updated its Accounting and Administrative policy and Personnel policies to comply with best practices.

Council staff prepared and submitted monthly financial reports. An annual audit of the Council's financial records for FY2020 was completed in October 2020 and copies of this audit were distributed to appropriate agencies. The Council's audit of the financial records for FY2021 is expected to be completed in October 2021 whereupon copies will be distributed to the appropriate agencies.

A.2 UTAH DEPARTMENT OF TRANSPORTATION

The following items were completed by UDOT planning staff from July 1, 2020 through June 30, 2021:

- Assisted WFRC to complete and sign Federal Aid Agreements for Annual UPWP. Administered and monitored monthly expenditures by WFRC of PL, STP and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Monitored and approved for payment the submitted WFRC CPG invoices.
- Staff supported TACs, Trans Com, and Regional Growth Committee meetings.
- Performed Conformity Concurrency reviews on MPO conformity determinations.
- Assisted WFRC in interpreting and complying with updated air quality rules and regulations.
- Participated in Interagency Consultations with WFRC, DAQ, EPA, UTA, MAG, and FHWA regarding the PM 2.5 SIPs and the development of the new 8-hour Ozone SIP which includes the WFRC area.
- Coordinated with WFRC the submittal of the annual CMAQ report to the FHWA (submitted February, 2021). Coordinated with WFRC to complete CMAQ Performance Management Goals and Reporting Summary.
- Attended coordinating meetings of the Tooele Valley Rural Planning Organization (RPO), which is staffed by WFRC.
- Participated in the Unified Plan long-range planning process including all 4 MPOs, UDOT, and UTA. This includes work of the financial, active transportation, GIS, and external forces subcommittees.
- Continued to support the Interagency Modeling Coordinator position and collaborative modeling work.
- Jointly funded transportation and land use study projects through the Transportation and Land Use Connection and Technical Planning Assistance grant programs.
- Worked with active transportation staff to identify regionally-important active transportation projects.
- Continued work of joint interest through the Joint Projects Committee (see section D.2).

A.3 UTAH TRANSIT AUTHORITY

UTA's commitment is to provide opportunities for mobility to help in meeting the public transportation needs of the Wasatch Front area. Planning for these services is key to their success. UTA continues to find ways to improve transportation, alleviate traffic congestion, and improve air quality for all customers.

Documentation, Reports and Other Requirements

UTA prepares documentation to comply with all federal, state and local administrative requirements under this work item. These include the Unified Planning Work Program, Completion Reports, Annual Grants Status Report, Interlocal Agreements, Grant Applications, audit documentation, FTA Triennial Review documentation, FTA Certifications and Assurances, reports required for funding, agreements and contracts, meeting the various planning and project requirements, STP, CMAQ and TAP concept reports, various meetings and grant required public involvement. UTA has a Grants Management team to oversee the pursuit of grant opportunities. These functions are on-going.

National Transit Database (NTD) Data Collection and Reports

UTA will continue to collect data and perform surveys of the UTA system. Ridership reports are prepared monthly and reliability reports on the transit system will continue to be produced. All data needed for the National Transit Database (NTD) will be collected and electronically input into the federal NTD program. The strategic planning department collects park and ride counts generally one or two times per year. The usage report is available and will be used as an evaluation tool for prioritization of future park and ride lot needs.

B. TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

Service Planning Standards, Design Guidelines, and System Analysis

UTA Planning developed Service Design Guidelines which are used to define, measure and evaluate all services. UTA will continue to work to refine and update these guidelines based on feedback from internal and external stakeholders, including MPOs, and to ensure that all route and service planning decisions are made based on the best available data and practices.

Agency Plan for the Future/Long Range Transit Plan (LRTP)

UTA is embarking on the development of an agency-wide long-range plan. The LRTP will serve as a complementary partner to the MPO's RTP planning processes. The primary goals of the LRTP process are to strengthen partnerships with communities within the UTA service area, assess long term transit needs, develop a system wide vision for the future, and establish strategies for implementation. The LRTP process kicked off in March of 2021, starting with a listening tour with municipal staff across the region, as well as data collection and analysis. A robust public engagement campaign, along with plan development and refinement, are planned for 2022. The completed plan is proposed for adoption by the UTA Board of Trustees in 2023.

Transit Financial Plan (TFP)/Financial Equity Analysis

UTA uses a spreadsheet model called the Transit Financial Plan (TFP) to track all costs and revenues on an annual basis. The model uses growth assumptions to forecast the financial outlook of the agency into the future. UTA's also developed a separate spreadsheet tool to test future scenarios of potential additional costs and revenues for projects in the regional transportation plan and its financial assumptions (Scenario Tool). Improvements to the tool based on lessons learned were incorporated into the tool in preparation for use in the next cycle for the regional transportation plan.

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

Bus Stop Master Plan

UTA's Bus Stop Master Plan includes an inventory of all UTA bus stop locations and amenities, as well as recommendations for amenities to be completed in the near future. It includes design guidelines for stop locations, shelters, and other amenities, and evaluation criteria for prioritizing stop enhancements. Data is recorded for boardings, alightings, and ADA ramp deployments at each stop, as well as information about applicable land use and demographics in the area surrounding each stop. UTA's Service Planning department employs this data, criteria and design guidelines to allocate bus stop improvement money. Each year, the data will be updated to reflect changing conditions or service.

UTA Wayfinding Signage and Bus Stop Improvement Program

The Customer Experience team along with Service Planning and Facilities continue to install new signage to improve and update system wayfinding. To date UTA has installed 769 new bus stop signs and the eight-sided NEX bus stop poles have been installed at 362 ADA compliant locations. In addition, we have been upgrading the passenger safety and ticketing signage at our FrontRunner stations, as well as updating the high block ADA boarding instruction signage at the TRAX blue line stations. Due to some 2021 supply chain issues we are experiencing exceptionally long lead times with amenities but are prepared to install additional amenities upon their arrival. 2021 is the second year of the five-year implementation schedule.

Real-time Digital Signage for Bus

UTA with funding support from a CMAQ grant will be piloting real-time digital bus departure information at select locations in Weber, Davis, and Salt Lake County. The pilot will include intermodal hub locations providing UTA customers with real-time bus departure information to help inform their travel decisions. The project is expected to be completed near the end Q4 of 2021.

Mobile Trip Planning

UTA continues to successfully partner with the Transit app company through a cooperative agreement. The Transit app has been identified as the recommended mobile trip planning app for UTA customers and is the only trip planning app displayed on UTA's website. The Transit app provides the best options in the best layout, with real-time data for improved accuracy of transit trip building. The app also displays third party first-last mile providers (i.e. Uber, Lyft, bikeshare, carshare, scooters etc.) to allow UTA customers to plan an entire trip from door to door.

In 2020 UTA and Transit App integrated trip planning with UTA's microtransit service UTA On Demand service powered by Via. UTA passengers can now take an on-demand ride to a train (FrontRunner and TRAX) station and complete their trip as properly scheduled.

Transit Oriented Development (TOD)/Station Area Planning

UTA continues to work with regional and local partners, to plan and implement transit-oriented development (TOD) projects. Such projects are prepared first by envisioning and planning how station areas may improve to encourage TOD. During FY21, two station area plans were initiated, one at the Ballpark TRAX Station, and the other at the Farmington Fronrunner Station.

Once a station area plan is in place, UTA is able to proceed with the development of any properties that it controls within the respective station area. Currently, six of these sites are active, with properties in some stage of the development process. Three of these sites are under construction, one of these sites has a completed master development plan and is ready for its first phase of development, and two of these sites are being prepared for a request for proposal (RFP).

Active Transportation Planning

Following the First/Last Mile (FLM) Strategy Study of 2015, which developed comprehensive first and last mile strategies around major rail stations within the UTA system. UTA was awarded a TIGER grant from USDOT to implement some of the recommendations presented in the study. This TIGER grant has allowed for the implementation of hundreds of FLM facilities around service area transit stations and stops. UTA has started a new effort focused on developing an Active Transportation Master Plan. This plan will focus on similar evaluation of first and last mile strategies, but will include all fixed route transit stations and bus stops. The main objective is designed to identify gaps and barriers for passengers accessing transit facilities using an active transportation mode in order to prioritize and improve connections. UTA also continues to support its partners on local and regional active transportation efforts and updates.

Emergency Preparedness Planning

The world continues to respond and adjust to the COVID-19 Pandemic. The COVID crisis and its associated variants present a constantly moving “goalpost” to emergency managers at all levels. While UTA’s response to the pandemic remains proactive, UTA continues to adapt its plans and procedures based upon developing circumstances, best practices, and government mandates.

While most federal, state and local partners suspended their 2021 exercise programs, UTA continued to cautiously conduct discussion based and operations based exercises within its own service units and with small partner groups. Familiarization training for bus, light rail, and commuter rail has helped UTA to meet FRA compliance, permitted local response agencies to better interact with UTA resources and infrastructure, and move the emergency management program forward so that UTA may be better prepared for incidents we encounter. CDC guidance for masks and social distancing was strictly followed during all exercises.

Before the end of the 2021 calendar year, and CDC guidance permitting, UTA will host in-person Incident Command System training from the Utah Division of Emergency Management, Family Assistance Center training from the National Transportation Safety Board, and familiarization exercises with local fire departments for the new FrontRunner platform in Vineyard and the extension of the Green Line TRAX platform at the new Salt Lake International Airport.

Transit Agency Safety Plan

UTA’s Transit Agency Safety Plan (TASP) is updated each year. It is reviewed and approved by UDOT and also by UTA’s Board of Trustees. The TASP establishes formal structure and processes to be used by UTA to identify, assess, track, control, minimize and resolve hazards associated with UTA bus and rail systems. It is also used as a means of preventing injuries, incidents, accidents, system disruption, environmental damage, and other losses. This plan is consistent with federal, state and local regulations, and it sets forth procedures to comply with 49 CFR Part 659, UDOT’s SSO Program Standards, and applicable Federal Railroad Authority rules and regulations applicable to TRAX and FrontRunner as contained in 49 CFR.

Rideshare Program Planning

The UTA Rideshare Department continues to promote transportation demand management strategies throughout the Wasatch Front by meeting with companies, agencies and individuals on carpool and vanpool matching, discounted pass programs, flextime, telecommuting, and bike programs.

Special Services/ADA Strategic Planning

To ensure compliance with the Americans with Disabilities Act (ADA), UTA has and will continue to ensure that our services, programs, and facilities are accessible to people with disabilities. UTA reviews all plans and provides internal technical assistance to ensure our services, programs, and facilities support individuals with disabilities have access to the community. UTA continues to seek guidance and feedback on disability related issues from its Committee on Accessible Transportation (CAT) as well as other public transit stakeholders from the disability community. The CAT adds valuable on-going advice to UTA as it plans for integrated and specialized services. The Committee offers is a valuable resource to UTA in addressing accessibility issues throughout its system.

Policies and procedures are regularly reviewed by 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 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.

Regional Air Quality Initiatives

UTA continues to be 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. Working with WFRC, UTA was awarded CMAQ funding to upgrade the Frontrunner locomotive fleet from tier 0 to tier 2 that will reduce emissions by 47%. UTA's new clean fuels Depot District facility is currently under construction. This new facility will provide bus services powered by EPA clean diesel technology, CNG, and electric buses. UTA will also be a part of the Salt Lake Chamber of Commerce Clean Air Committee which reaches out to the private sector on new ways to promote transit as an option for their business.

UTA also continues to partner with Salt Lake County, Utah Division of Air Quality, and the University of Utah to install air quality monitors of UTA's electric buses to provide real time monitoring of criteria pollutants PM2.5, ozone, and nitrogen oxides to help develop strategies to improve air quality. Another affiliation that UTA will be using in the effort to promote clean air is the Utah Clean Air Partnership (UCAIR), a statewide non-profit organization that provides grants and education opportunities for improving air quality. Programs that UTA will be supporting and promoting include PM 2.5 reduction through alternative fuels, the Clear the Air Challenge, and the Salt Lake Chamber's Clean Air Champion Program. UTA has received funding through the VW settlement to add 22 new zero emission electric buses its fleet.

Transit Asset Management Plan

UTA has developed a comprehensive asset management system that is identifying future projects which will keep the existing system maintained and operating in a safe and reliable manner. The ability to successfully identify projects is improved and refined continuously as better and more accurate information is obtained.

Environmental Sustainability

UTA's commitment to environmental sustainability is formally demonstrated by the agency's Bronze Sustainability status with the American Public Transportation Association (APTA). UTA was one of the first transit agencies to achieve certification with the International Organization for Standardization (ISO) with ISO 14001: Environmental Management Systems and ISO 9001: Quality Management Systems. These initiatives have strengthened UTA's commitment to implement practices that prevent pollution, preserve resources, promote recycling, and reduce waste generation. As a result, since 2007, UTA has reduced its electricity consumption by 25%, air pollution emissions from our bus fleet by 75%, and water consumption by 33%. In addition, we have identified 29 commodities for recycling, such as: aluminum, batteries, cardboard, used oil, tires, and white paper, just to name a few. Sustainability for UTA means managing assets efficiently, minimizing environmental impacts, while maximizing economic growth and social progress. UTA recognizes that sustainability takes time and hard work. With firm resolve and setting annual targets to achieve our goals we become a part of a more sustainable future for both our employees and the Wasatch Front Region.

Travel Demand and TBEST Modeling

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

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

B.2 MOBILITY MANAGEMENT

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

The Coordinated Human Service Public Transportation Plans were developed in 2017 for the Wasatch Front area. They include Weber, Davis, Salt Lake, and Utah counties. Other counties within the state have developed plans based on their Council of Governments area or county. The Coordinated Plans were created in collaboration with the local mobility councils and public outreach identifies various strategies to address needs in the region for transportation disadvantaged persons including seniors, individuals with disabilities, low-income people and veterans. They also identified the local resources currently available to assist the disadvantaged groups with their transportation needs. UTA continues its outreach with the Local Coordinating Councils (LCC) to support seniors, individuals 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 U.S. DOT Urbanized Areas along the Wasatch Front. The mission of the LCCs is to “Foster, organize, and guide local and regional coordination efforts that directly or indirectly improve access and mobility for seniors, persons with disabilities, persons with low income, and/or veterans.”

Development of Local Coordinated Human Service Transportation Plans

The locally developed Coordinated Plans are in the process of being updated and revised for 2021. The plans will be used to guide the work of these local councils in increasing the coordination of human services transportation and improving mobility throughout the region, including allocation of FTA 5310 grant funding.

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

RidePilot Lite

In 2021 development of RidePilot Lite was completed and moved to production. This version of RidePilot is a simpler version aimed at allowing the user to easily enter in required information for the 5310 grant program.

By the end of 2021 UTA and Cambridge Systematics will have completed minor updates to the core RidePilot software that allows the user to update and create recurring schedules easier and faster, track fare collection, and view unscheduled trips.

The RidePilot software is offered at no-cost (open-source software) and requires minimal training. UTA continues to work with Cambridge Systematics to develop upgrades to the software to allow for 5310 sub-recipient reporting capability and eventually real time scheduling and an integrated payment system.

Coordination with Bear River Association of Governments (BRAG) Mobility Management in Box Elder County

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

Ongoing Outreach to Underrepresented Populations

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

FTA 5310 Funding Administration

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

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

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

Development of Travel Training Online Materials/Videos Based on Completed Curriculum

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

Electronic Voucher (eVoucher) Phase 2 Development, Pilot, and Production Deployment

The UTA Coordinated Mobility Department is involved in a public/private partnership to develop an electronic voucher (eVoucher) system. In 2019 we were awarded federal funds under the ICAM grant. In 2020 we were awarded federal funds under the COVID-19 Research Grant program to develop phase 2. This phase will include creating native mobile apps for both Apple and Android devices, create the ability to pay for UTA fares as well as other TNC fares such as Uber and Lyft, and expand on the current development of eVoucher.

UTA is currently piloting the eVoucher software with BRAG, Davis County Aging, Weber County Aging, and Roads to Independence. Effectiveness of these programs has already been shown in both rural and urbanized areas of Utah. These projects lay the foundation and show the need and simplicity of an electronic voucher implementation.

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

A Comprehensive Specialized Transportation Plan has been developed with consensus from key stakeholders across the Wasatch Front. It has identified human service transportation gaps for seniors and persons with disabilities and proposed transportation solutions. The plan will be a guide for a number of specialized transportation projects over the coming years. The below projects are related to the identified solutions in the plan.

Begin Working on a Centralized Information Call Center/Emergency Ride Provider for Salt Lake County as Identified in the Comprehensive Specialized Transportation Plan

Salt Lake County specialized transportation stakeholders identified the need for a stronger centralized transportation information center as well as an emergency fund for same day trips for seniors and persons with disabilities. UTA CM department will work with the stakeholders in the coming year to identify funding sources for this project, scope the project and propose steps to move forward with implementation.

Travel Trainers to Train Paratransit Riders Affected by the Implementation of Permanent On Demand/Microtransit Via Service

On demand/microtransit service was identified as the top solution to meet the needs of seniors and persons with disabilities in the plan. UTA has been piloting an on demand/microtransit service, contracted with Via, in the southern area of Salt Lake County. That service will become permanent in August 2021 changing the service mode for Paratransit riders in the area. The Travel Training staff have been and will be training affected Paratransit riders on how to use the new service. Their training will be ongoing as UTA rolls out Via across the service area.

C. LONG RANGE PLANNING

This section highlights the update of the Wasatch Choice Regional Vision and the development of the 2023-2050 Regional Transportation Plan (RTP) planning process, research and review of external forces and policies that will influence the Wasatch Choice Regional Vision and 2023-2050 RTP, active transportation planning, rail and freight, safety, long range financial model, coordination and collaboration of the 2023-2050 Unified Plan, and Amendments to the 2019-2050 RTP.

C.1 REGIONAL TRANSPORTATION PLAN

Early in FY20, WFRC, in consultation with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), the Mountainland Association of Governments (MAG), local communities, and a variety of stakeholders, reviewed the Wasatch Choice Regional Vision and the 2019-2050 RTP planning process and collaboration efforts and looked ahead at the 2023-2050 RTP to assess what could be added, where more emphasis could be placed on existing items, and what could be removed. The following schedule was adopted for development of the Wasatch Choice Regional Vision and 2023-2050 RTP.

Wasatch Choice Regional Vision and 2023-2050 Regional Transportation Plan Process and Schedule

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

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

The process is organized into three stages:

Stage 1 – Understanding Future Variability and Policies

2020	1Q	*	Identify/research external forces and policies related to transportation and land use
	2Q	*	Peer review, screening, grouping, and evaluation tools for external forces and policies
	3Q	*	Develop sketch scenarios
		*	COVID-19 Recovery Strategies
	4Q	*	Engagement #1 – Recovery / Implementation / Resources / External Forces / Policies
		*	Develop and coordinate financial and phasing assumptions
		*	Coordination on additional planning factors

Stage 2 – Scenarios

2021	1Q	*	Scenarios test projects and policies considering external forces.
		*	Assess performance and resiliency
		*	Identify potential projects
	3Q	*	Develop sketch scenarios
		*	COVID19 Recovery Strategies
	4Q	*	Engagement #2 - Draft Preferred Scenario

Stage 3 – Phasing and Implementation Plan

2022	1Q	*	Finalize financial assumptions; land use forecasts; and project-level performance measures
	2Q	*	Engagement #3 - Finalize preferred scenario
	3Q	*	Draft phased and financially constrained projects
	4Q	*	Engagement #4 - Project Phasing
2023	1Q	*	Formal Public Comment Period
	2Q	*	Plan Final Approval
	3Q	*	5th Edition of Utah’s Unified Transportation Plan

Note: The time frames listed are approximate and overlap between the steps is anticipated.

The following provides background and information on the work accomplished during FY 2021 (portions of Stages 1 and 2 above).

Wasatch Choice Regional Vision Goals

Wasatch Choice has been a shared regional vision for the Wasatch Front for over a decade and a half. Building on community values through an extensive public input process, Wasatch Choice established a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front. With Utah’s rapid population growth, there is a strong need to work together to proactively plan for growth by implementing forward-thinking solutions now.

The 2019-2050 RTP is the transportation element of the Wasatch Choice Regional Vision, our Region’s shared blueprint for regional transportation, local land use, and economic development.

The Wasatch Choice Regional Vision better articulates how to make the vision a reality through recommended implementation strategies. The vision builds on the dynamic changes happening in local communities throughout the region.

The WC2050 Vision focuses on the following ten Regional Goals:

- 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 expenses;
- Fiscally responsible communities and infrastructure;
- Sustainable environment, including water, agricultural, and other natural resources; and
- Ample parks, open spaces, and recreational opportunities

These goals are used in the project selection process to develop the preferred scenario and to help guide the phasing of the Regional Transportation Plan. The criteria, weighting, and methodology utilizing these goals are slightly different by transportation mode.

External Forces and Potential Policies Literature Review

In order to prepare the region to be more resilient to change, both anticipated and unanticipated, WFRC staff identified 11 external forces that have the potential to influence future transportation and land use planning and implementation. Additionally, staff identified 12 potential policies that could help address the impacts of those 11 external forces, among other relevant issues.

External Force	Policy to Explore
Connected and Autonomous Vehicles	App Development
Electric Bike Adoption	Congestion Pricing
Electric Vehicle Adoption	Curbside Management
Freight Disruptions (new logistics)	Fare-Free Transit
High-Tech Transit Systems	Local Street Design Modifications
Internet Shopping	Managed Lanes
Inter-Regional High-Speed Transit	Micro-Transit
New Micro-Mobility Adoption	Modernization of Parking Regulation
On-Demand Travel and Sharing Services	Road Usage Charge
Drones	Street Connectivity
Telecommuting	Subsidized Electric Bicycle Purchases

Once the initial forces and policies were identified, staff performed a literature review for each force and policy and created a [guidebook](#). Summaries for external forces in the guidebook included key findings, key considerations, what we know with higher certainty, what we know with lower certainty, and COVID-19 resilience. Summaries for policies to explore in the guidebook included key findings, key considerations, pros / cons, barriers to implementation, and applicability to external forces.

Peer Group Review

In a spirit of collaboration, four peer groups were set up in 2020 to get feedback on the external forces and policies to explore. The group feedback was designed to inform which of the forces and policies WFRC should continue to engage with during the Wasatch Choice 2050 and Regional Transportation Plan planning processes. Group one was asked to look at the forces / policies with a local community lens, group two with an active transportation lens, group three with a transit and on-demand services lens, and group four with a roadway lens. Local experts from partner organizations, researchers, and local community staff were invited to participate in each group by attending two meetings, one for external forces and one for policy exploration. The guidebook was shared with all participants and they were asked to review prior to the meetings.

Following the conclusion of all the group meetings, results from the polls along with comments received during the meetings were examined and informed the second version of the guidebook, (written for a broader audience) and which external forces were used for sketch scenario planning. Members of the four peer groups were consolidated for the Technical Peer Group who commented and provided input on the development and modeling of the RTP scenarios.

Scenarios

Following initial research, WFRC determined potential ranges of implementation for these external forces and forward-thinking policies. Three future scenarios were created looking at transportation conditions in 2050 - Automation, Shared Mobility, and E-Living. Scenarios gauge the long-term effectiveness of the policies and prospective transportation projects by simulating how well they perform in the context of these external forces. These scenarios combined various external forces and considered them with high, medium, and low implementation ranges, allowing for comparison between the different scenarios. Additionally, WFRC polled the Joint Policy Advisory Committee (JPAC) and the Technical Peer Group on what they felt the implementation of the external forces would be in 2050. The three initial scenarios and the survey scenario were all modeled with the most current version of the Travel Demand Model (TDM) 8.3. This version of the TDM was modified (for testing purposes) to account for how the external forces would change travel behavior and demand. Technical documentation was done to provide further insight into each force's trends, provide rationale for ranges of implementation, and document integration of each force into the TDM environment. Finally, WFRC staff developed a "preferred" scenario after considering the results of all the model runs and survey inputs, which was also run through the Travel Demand Model. Draft results and changes of the combined external force scenarios and the policy results and changes can be accessed [online](#).

Resiliency

Through the development of the 2023-2050 Regional Transportation Plan (RTP), WFRC has been focusing on exploring and understanding external forces - such as transportation technologies and shifts in market and consumer demand that may impact transportation, land use, and economic development decisions. WFRC's overall objective is to understand the range of potential ways these external forces might affect transportation in order to collaboratively build a combined infrastructure and land use system that is resilient regardless of how these external forces shape our lives. In addition, WFRC continued to address resiliency through targeted discussions on natural disasters, especially with the 5.7 magnitude earthquake occurring March 2020 in the Salt Lake City - West Valley City urbanized area. The COVID-19 pandemic has brought to light the importance of incorporating resiliency into our technical tools and into the foundations of the 2023-2050 RTP. WFRC began internal discussion and outreach to FHWA and UDOT on developing a targeted stakeholder committee to determine how resiliency should be further integrated into the Plan.

Financial Model

For the 2023-2050 RTP, WFRC, MAG, UDOT, and UTA partnered to fund an update to the Unified Plan Financial Model with consultant assistance, including coordination with the Cache Metropolitan Planning Organization (Cache MPO) and the Dixie Metropolitan Planning Organization (Dixie MPO). This work was coordinated through the financial subcommittee for the Unified Plan. The Unified Plan subcommittee, with consultant assistance, has begun revising financial assumptions, growth rates, revenue sources, and costs.

A Transit Scenario Tool was integrated into the Unified Plan Financial Model for the 2019-2050 RTP. Working closely with UTA and MAG, WFRC facilitated creation of this Transit Scenario Tool, a financial model that projects all future costs from new transit projects as well as future revenue streams for UTA. The work effort focused on revising the Scenario Tool to better meet the needs of the MPOs, including updating data sources and costs, setting up the model to allow for scenario analysis, creating a dashboard to provide a summary, and developing an accounting system to identify the full lifecycle expense of transit projects over the life of the Plan, which includes capital, operating, and state of good repair costs. Discussion has occurred to update the Transit Scenario Tool with UTA and MAG for the 2023-2050 RTP.

The upcoming 2023-2050 version of the Financial Model will also incorporate Active Transportation costs and revenues, a first for the model. The Financial Model is expected to be finalized in the spring of 2022 and be utilized to financially constrain the long-range plans across the State.

Transportation Partner Meetings

WFRC staff met with all transportation partners to debrief on the 2019-2050 RTP and ensure successful coordination for the 2023-2050 RTP. Both UDOT Regions One and Two, along with the UDOT Planning Department, MAG, and UTA were given the opportunity to provide feedback on the 2019-2050 RTP and have an open discussion for improvements on the 2023-2050 RTP process. WFRC also met with the University of Utah for a debrief on the 2019-2050 RTP. Transportation partners have also been involved in the development of identifying external forces related to transportation and land use for the 2023-2050 RTP. Transportation partners participated and provided input in the peer review process and peer group meetings which were facilitated by WFRC staff.

Website

WFRC staff began updating the organization's website to include the in-progress 2023-2050 RTP. Updates and edits to both the 2019-2050 RTP and the 2019-2050 Utah's Unified Transportation Plan were also completed to include the most up to date content information. Updates to the website are done periodically by WFRC staff.

Performance Measures

The Wasatch Choice Regional Vision goals and performance measures address accessibility, mobility, state of good repair, fiscal responsibility, safety, economic development, energy, livability, environment, air quality, and equity. The Long Range Planning and Analytics Groups at WFRC worked collaboratively to establish analysis and automation methods to make the performance measure process more efficient. WFRC spent significant effort to operationalize access to opportunity measures to better link transportation, land use, and economic development. WFRC continued work on developing monitoring plans for the Wasatch Front Regional Vision, including observed, regulatory, and planning aspects of the regional transportation system, land use, and economic development aspects of the Regional Vision.

WFRC's performance-based planning and programming is rooted in federal performance measures being defined by FHWA and FTA. The Regional Council is in the process of coordinating with UDOT and UTA to establish both state and MPO targets for each of the defined performance metrics. WFRC continues to incorporate federal requirements into regional planning and programming, and to collaborate with UDOT and UTA to ensure the plans and programs assist in meeting targets. WFRC collaborated with UDOT to update federal performance measure targets and reporting during FY21.

Active Transportation Planning

The Regional Council has established an Active Transportation Committee (ATC) which met six times in FY21. This Committee, made up of elected officials and staff as well as representatives from MAG, UDOT, Utah Department of Health (UDOH), and UTA, advised the Transportation Coordination Committee (Trans Com) and the Regional Growth Committee (RGC) on bicycle and pedestrian issues. Specifically, the Committee reviewed and provided feedback on the 2022-2027 Transportation Alternative Program applications, discussed ways to keep the 2020 Bike Boom going, promoted a letter to the Governor and State Legislator urging investment in Healthy Communities via a safe, protected bicycle network, and began the reintroduction of Mobile Active Transportation Tours following a pause during the pandemic. Additionally, the ATC approved and adopted Focus Areas for 2021 focused on planning bicycle and pedestrian infrastructure, funding construction of infrastructure that benefit underserved communities, educating the public about active transportation and its symbiotic relationship to transit, and coordinating on policies such as e-bike regulation. These adopted Focus Areas represent a targeted focus to move active transportation forward in a meaningful way.

The Active Transportation (AT) Planner participated in local planning efforts, in coordination with WFRC's Transportation and Land Use Connection Program, during FY21. The Planner also coordinated Amendments to the 2019-2050 RTP with Salt Lake City, Sandy, Draper, West Jordan, and the Military Installation Development Authority (MIDA).

WFRC worked with UDOT to develop a list of regionally important active transportation projects that were then scored through the UDOT statewide Transportation Investment Fund (TIF) AT prioritization process. This prioritized list was used to determine projects eligible to receive portions of the \$35 million one-time State Legislature funding authorized during the 2021 Legislative Session to construct active transportation facilities. Any projects that do not receive portions of the one-appropriate are automatically eligible for funding consideration through TIF AT as programmed by the Transportation Commission. In addition to working with UDOT on the prioritized list, WFRC was involved in promoting Active, Healthy Communities, which led to the one-time \$35 million appropriation in [Senate Bill 2](#).

During FY21 the AT Planner organized Mobile Active Transportation Tours (MATT) for the Utah League of Cities and Towns Conference, coordinated with Bike Utah on a post-pandemic MATT in Daybreak, South Jordan, participated in the planning of the Pedestrian Safety Summit, and helped organize the fourth annual Golden Spoke Ride event along with partners.

Utah's Unified Transportation Plan

Utah's Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including the [Utah Department of Transportation \(UDOT\)](#), [Wasatch Front Regional Council \(WFRC\)](#), the [Mountainland Association of Governments \(MAG\)](#), [Dixie Metropolitan Planning Organization \(DMPO\)](#), [Cache Metropolitan Planning Organization \(CMPO\)](#), and [Utah Transit Authority \(UTA\)](#). Utah's Unified Plan partners worked together to develop common goals, planning time horizons, performance measures and financial assumptions so that their plans are consistent across the state while meeting local needs. WFRC staff chaired the Disruptive Forces and Active Transportation subcommittees, while actively participating in the Performance Measures, GIS, and Finance subcommittees. The Disruptive Forces subcommittees helped to refine external forces and policies research and priorities through participation in WFRC's peer groups and meeting twice during FY21. The Active Transportation subcommittee has focused on how to better consider and incorporate active transportation into the Unified Plan Financial Model and has begun gathering historic spending data on active transportation specific projects. Additionally, the subcommittee is working to define how active transportation projects should be phased within the Unified Plan.

Increased Emphasis Areas

Safety

The WFRC evaluated trends in safety data for locations and types of crashes to better inform the 2023-2050 RTP. WFRC staff coordinated with UDOT on incorporating the usRAP Star Rating Safety Tool to analyze safety for the 2023-2050 RTP. WFRC will continue to make this trend information, along with recommended strategies to reduce crashes, available to local agencies.

Freight

During FY21, various rail and freight planning activities were accomplished by UDOT in collaboration with MPO partners. The Freight Advisory Committee met on June 21, 2021 and have future planned quarterly meetings. UDOT began a freight modeling and data collection study that MPOs participated in. New technological advancements and changes in distribution and delivery has been a key research area in the exploration of external forces with transportation partners. WFRC continues to respond to freight surveys from FHWA, AASHTO, and academic institutions. In the fall of 2020 WFRC hosted a Local Delivery and Urban Freight Workshop to increase partnerships with freighting companies and keep them up to date with the RTP process.

Local Plans

The WFRC staff has reviewed both comprehensive land use and transportation plans from the cities and counties throughout the Wasatch Front Region. The review of these plans has helped identify inconsistencies between the local plans and the RTP for both specific transportation projects (roadway, transit, and/or active transportation) and better aligning the Wasatch Choice Regional Vision with the local future land use planning. WFRC staff started reviewing both the potential projects list and the land use updates with the local communities, UDOT, and UTA in FY21, with continued refinement anticipated to take place throughout the planning process.

Equity

The WFRC staff worked to incorporate equity into the 2023-2050 RTP. This was done by looking at the impacts the identified external forces and potential policies had on equity focus areas in the region. Focus areas that were started in FY21 and carried into FY22 will include; human scaling the RTP, benefits and impacts in the RTP, outreach to equity partners, education of transportation related equity issues, and service planning of transit.

RTP Amendment #2 and #3

During FY20, WFRC in consultation with UDOT, UTA, local communities, and FHWA, updated the [amendment process](#) for the RTP and the Wasatch Choice Regional Vision. This update established a process to address periodic requests to revise the RTP and the Wasatch Choice Regional Vision and will help reduce the time needed to review and determine whether an amendment should be made. There are three general sources for RTP or Wasatch Choice Regional Vision amendment requests: (1) local request from city or county elected officials that usually involve collector roads, minor arterials, general land use centers, or regionally significant centers; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, UDOT, and UTA that require an amendment to the RTP for specific projects or the phasing of existing projects.

Some minor modifications can be made by WFRC staff without action by the Regional Council. Others do not require a new air quality conformity finding but do need an opportunity for public comment and approval by the Regional Growth Committee (RGC). Finally, some changes are significant enough to require a new air quality conformity finding and a full 30-day public comment period before Regional Council approval.

Amendment #2 to the 2019-2050 RTP

The RGC updated the 2019-2050 RTP with Amendment #2. This amendment included three citywide Active Transportation Master Plan updates that fell within Level 2 - Board Modifications during the fall of 2020. No projects fell within Level 1 - Staff Modification or Level 3 - Full Amendment that required a 30-Day public comment or a revision to the Air Quality Conformity Analysis.

Amendment #3 to the 2019-2050 RTP

The WFRC Executive Director, RGC, and the Regional Council (pending public comment review in August 2021) updated (or will update) the 2019-2050 RTP with Amendment #3. This amendment, the largest in WFRC history, included one project that fell within Level 1 - Staff Modifications, eight projects that fell within Level 2 - Board Modifications, and 13 projects that fell within Level 3 - Full Amendment requiring a 30-Day public comment and a revision to the Air Quality Conformity Analysis during the Spring/Summer of 2021. It should be noted that the breadth of this amendment included land use, active transportation, transit, and roadway projects all to fulfill uniformity between local plans or the accelerated programming of funding.

C.2 GROWTH PLANNING

WFRC works to integrate land use and economic development considerations with its core transportation planning and programming functions. The Wasatch Choice Regional Vision establishes a shared blueprint for how land use, transportation, and economic development change through the year 2050. Wasatch Choice seeks to advance regional goals (see Section C.1). This vision is in turn translated into three component plans, 1) the Regional Transportation Plan (RTP), 2) the Comprehensive Economic Development Strategy, and 3) local general plans.

Goal 1 for 2021 was “Collaboratively advance the Wasatch Choice Regional Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.” This section outlines this advancement.

1) RTP modifications

In the last year, WFRC has continued working with stakeholders and partners to improve the resiliency of WFRC planning. This entails linking an exploration of external disruptive forces with the region’s shared vision Wasatch Choice 2050 (WC2050). This is discussed in C.1.

2) Economic development activities

- a. The Comprehensive Economic Development Strategy (CEDS) is an integrated component of WC2050. The CEDS was adopted in May 2019.
- b. One of the newly adopted goals is “access to jobs and educational opportunities.” This goal has been translated into metrics to help inform where economic development best improves access to opportunities (ATO). In the last year WFRC has kicked off efforts to streamline the use of the ATO metric in transportation planning.
- c. These activities are further detailed in I.2.

3) Local general plans

In 2021 WFRC finished working with the Wasatch Choice partners in the development of a new set of Wasatch Choice Resources to help local governments as they address key planning challenges faced in this unique time of both rapid population growth and significant uncertainty stemming from the Coronavirus.

New Wasatch Choice Resources

The new Wasatch Choice resources assist local governments in updating general plans and ordinances. The resources also help communities as they address Senate Bill 34 from 2019, which changed general plan requirements. That bill seeks to address housing affordability and also requires communities to dovetail their land use with local and regional transportation planning.

The resources include:

1. **TECHNICAL ASSISTANCE**, including staff and consultant assistance in updating general plans and zoning, offering training, or in performing market analyses or technical studies. The [Transportation and Land Use Connection \(TLC\) Program](#) is an example of a key source of assistance (a partnership program with WFRC, Salt Lake County, UDOT, and UTA). This is further outlined in C.3.
2. **PUBLIC ENGAGEMENT GUIDEBOOK**, including community engagement strategies such as process guides, or electronic resources to assist in reaching out and engaging a broad public.

3. **SOCIAL MEDIA GUIDEBOOK AND RESOURCES**, including packaged messages like videos or infographics that discuss growth-related issues, community options, and tradeoffs and unintended consequences of potential decisions. The Wasatch Choice coalition is now also working to help disseminate these communications.
4. **DATA RESOURCES**, to assist communities in understanding the outcomes of growth-related decisions.

Carrying Forward the Sustainable Communities Initiative

The WFRC staff along with other partner agencies provided support to Salt Lake County as a main contributor to the United States Department of Housing and Urban Development Sustainable Communities grant awarded in August 2010. This formal initiative ended in FY 2014. To carry on the work of the Sustainable Communities Initiative, WFRC launched the Transportation and Land Use Connection program with Salt Lake County. This partnership now includes UDOT and UTA.

Section C.3 outlines ongoing use of the Transportation and Land Use Connection (TLC) program. The TLC program continues to support local governments by funding projects that implement the Wasatch Choice Vision, coordinate land use and transportation, reduce travel demand, and increase access to opportunity.

Technical Advisory Committees

During FY2021, the WFRC continued to work closely with both of its Regional Growth Committee Technical Advisory Committees (RGC-TAC). Agenda items for FY2021 included briefings and presentations on the new Wasatch Choice Resources, Implementation of the Wasatch Choice Vision, RTP amendments, TLC awards announcements, corridor preservation funds, small area meetings, legislative updates, comprehensive economic development strategies, fiscal year major planning efforts, active transportation planning, transportation improvement program projects, and updates from both the Utah Department of Transportation and the Utah Transit Authority.

Corridor Preservation

Staff also continued to participate on the State Corridor Preservation Advisory Committee. This Committee makes corridor preservation purchase recommendations to the State Transportation Commission.

C.3 LOCAL GOVERNMENT SUPPORT

Transportation and Land Use Connection Program

In fiscal year 2021, 16 projects received TLC funding, four of which include multiple cities. The relationship with partners Salt Lake County, UDOT, and UTA continues to strengthen; their partnership provides TLC projects with key decision makers and helps define a path toward implementation. The TLC team also collaborated with UDOT in generating and awarding projects for statewide Technical Planning Assistance funding, enhancing the partnership and providing more support to our member communities.

The program helps communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit. This approach is consistent with the Wasatch Choice Regional Vision and helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.

In FY2021, WFRC received \$1.6 million in requests for funding, demonstrating the significant ongoing demand for WFRC and partner support in local planning efforts. Over the past several years, the TLC program has worked with communities on 112 projects. TLC project types include small area plans, transportation and active transportation master plans, ordinances updates, form-based codes, market analyses and more. The TLC program also offers in-house technical assistance to a few communities, utilizing WFRC expertise and stretching the available funds. To date these in-house projects have included general plans, ordinances, parking studies, and transportation master plans.

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

TSM/TDM Promotion

WFRC staff met with sponsors of urban area STP and CMAQ funded projects on Parrish Lane, Wasatch Blvd., Washington Blvd., 40th Street., 5300 South/ College Dr., West Harrisville Rd., and 3800 South near I-215 East to recommend transportation system management (TSM) and transportation demand management (TDM) strategies appropriate for their respective projects. Access management, pedestrian and bicycle facility improvements, transit access, intersection improvements, and traffic signal coordination are examples of the strategies addressed at these meetings. UDOT staff also attended the orientation meetings and shared potential safety improvements that could be considered in the respective projects.

Congestion Management & Air Quality

Based on the air quality benefit/cost, the WFRC Council selected qualified transportation projects valued at \$8.8 million for CMAQ funds in 2021 after evaluating several candidate projects with a total value of \$14.3 million. The approved projects include a park-and-ride lot, intersection operational improvements, electrified truck stop, and a transit operations hub.

Traffic Management Committee

The Salt Lake/West Valley traffic management technical committee is a subcommittee to WFRC's Trans Com technical advisory committee for this area. The subcommittee continued to help coordinate expanding and upgrading signal coordination, freeway traffic management, and traveler information systems in the Salt Lake/West Valley Area, as well as to address current operational issues.

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

Tooele Valley Transit Feasibility Study

UTA and project partners completed the Tooele Valley Transit Feasibility Study in early 2021. The study identified existing land use and transportation conditions. Evaluation of 4 future transit alternatives between Tooele Valley and Salt Lake City employment nodes were considered. The alternatives included 3 fixed-route bus mode options and 1 commuter rail option, which were all analyzed and performance-rated based on travel time, ridership, capital cost, operating cost, and annualized cost per rider. Several recommendations concluded the study with both short- and long-term implementation strategies for the potential 2050 transit solutions serving the Tooele Valley; which will require commitments and transit-conducive changes from land use and transportation authorities.

Service Choices Study

Service Choices is a public outreach and planning effort which used input collected from the community to guide future changes to the bus network. This study was completed by The Utah Transit Authority (UTA), in partnership with WFRC, the Utah Department of Transportation (UDOT), and Mountainland Association of Governments (MAG). A primary objective of this study was to develop a draft network bus plan for public review and feedback in the spring of 2020. The work was halted by the COVID-19 pandemic. Due to the changes and uncertainty brought about by the pandemic, it was determined

that the time was not right for presenting a proposed bus restructuring plan. The study also included suggestions for the planning process for UTA's high-frequency Core Route Network. In early 2021, the 2021 – 2025 Service plan was adopted by UTA's Board of Trustees. This plan incorporates, where feasible, many of the concepts developed during the Service Choices planning process. The plan also includes the Core Route Network concepts. This plan can be found at rideuta.com/serviceplan. The UTA Service Choices Final Summary Report, completed in June of 2020, can be found in the Reports and Documents section of the UTA website.

Future of Light Rail Transit Study

UTA completed Phase 1 of the Future of Light rail study. Results from Phase 1 were documented in an interim report and included an analysis of removing freight from corridor, a vehicle fleet strategy to guide replacement of aging cars, investigations of signal improvements to reduce delay, increasing ridership, and operating plans for newly planned projects. Instead of looking at each request separately, the study strives to plan future light rail service through a holistic approach to understand how these analyzed issues are related and how they might be implemented in phases with respect to time. UTA budgeted local funds for the study in 2020. Phase 2 of the study was budgeted for 2021 and began near the end of fiscal year 2021.

FrontRunner Implementation Strategy Study

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 a professional services strategy with the desired outcome to develop a set of projects that can be described and proposed for funding. The investments should enable some increase in peak service without necessarily building the entire scenario as described in the Future of FrontRunner study. UTA procured a consultant to provide planning level service designs to investigate the challenges and opportunities in the existing FrontRunner corridor and determine what investment would be needed to provide additional service. Subsequently, a FrontRunner Program Manager was also procured to further develop any service ideas through design, environmental, and funding stages of project development.

Station Access Policy

UTA understands that if TOD is to become a reality along the Wasatch Front, stations and station areas must be designed and managed to optimize access for pedestrians, bicycles, and other active modes of transportation. To that end, UTA is in the process of developing a policy that will provide a systematic approach for catchment area analysis, capital improvement prioritization, the design of infrastructure, and transportation demand management. This policy is scheduled to be completed by the end of 2021.

Park & Ride Master Plan Update

In 2014, a Park & Ride Master Plan was developed to plan for new, expansion and re-use of existing park & ride lots across UTA's service area. This document is still being updated in order to better reflect the existing and projected demand for park & ride and provide valuable data to the UTA Station Access policy.

Parking Modernization Initiative

In FY2021, WFRC, in collaboration with Mountainland Association of Governments, Ogden City, Salt Lake County, South Salt Lake City, the Utah Department of Transportation, and the Utah Transit Authority, completed the Parking Modernization Study and its two partnership city parking studies. This study seeks to provide local governments information to help them use parking more efficiently to reduce the footprint of development and provide positive benefits for transportation, the economy and air quality. The joint agencies also developed the scope for phase two of the Parking Modernization Study

Joint Projects Studies

The Joint Projects Committee (WFRC, MAG, UDOT, and UTA) was anticipating several new projects for this period. However, with the continuing COVID-19 pandemic, funding was not committed to new projects. However, significant progress was accomplished on several of the major joint projects that were already underway.

Micromobility Toolset Model Update project made progress through the development of a first version bike model, preparing bike facilities GIS layers, developing micro zones and associated socio-economic and land use attributes, automated processes to prepare the input datasets, and testing the model at various stages. While the bike model is complete, and shared with other user groups, bike data collection work continues to ensure more and better data to enhance the model.

Mode Choice Model Update work continued as well with the incorporation of urban form, transit and new modes. Throughout the year critical steps in the update were accomplished including an evaluation of the existing travel markets by mode, the design of the mode choice model structure, refinement of the data and model scripting, and convening of a Mode Choice Expert Panel Review. The destination choice module continues to be amended with an anticipated incorporation into the regional travel demand model in late 2021.

Data Resource Consulting continued through the year, including researching and learning about many big data sources available, the state of the industry and best practices. One specific data set called “StreetLight Data” was identified as the best data source for our regional and state needs. Analysis of the data continues including discussions with consultants who used the data to inform local projects. With considerable interest from transportation partners, a demonstration and educational training session was held. The project resulted in “StreetLight Data” being purchased with the capability of use by partners throughout the state.

Other Planning Studies

It is recognized that the need for other planning studies may arise in FY 2021. For example, analysis of operational improvements along certain corridors may occur. There may also be studies of transit options in additional corridors. Other possibilities are numerous. Consultant assistance may be required in some of these studies.

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

The WFRC took the necessary steps to approve the 2021-2026 Transportation Improvement Program (TIP) in August 2020 along with the corresponding Air Quality Conformity Determination (Air Quality Memorandum 40a). Among other steps, this included a 30-day public comment period in July 2020. Along with the TIP approval, WFRC completed and approved the annual self-certification of the transportation planning process at its August 2020 meeting. Monthly meetings between WFRC and UDOT staff members facilitated coordination on TIP/ STIP programming, modifications, and amendments. These

included executive level meetings and program management level meetings. WFRC staff also met regularly with UTA for TIP coordination. In developing the 2021-2026 TIP, the WFRC staff worked with UDOT to ensure that funding for projects in the existing four funded years (2021, 2022, 2023, and 2024) within the Wasatch Front Region was financially constrained and projects were on schedule.

In the fall of 2020, WFRC staff sent a request for a “Letter of Intent” from potential sponsors wishing projects to be considered for the Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) Program, and Transportation Alternative Program (TAP). Following a staff review to determine eligibility, project applicants were directed to access a “Project Evaluation Concept Report”, a “Project Cost Estimate Report”, and an “Emission Analysis Form” (for CMAQ applications), on the WFRC website and complete the appropriate information. Once the project concept reports were received and reviewed for completeness, staff began the evaluation process. This process involved a spreadsheet scoring of the projects based on approved technical criteria, an onsite/ virtual field review of each project, and other professional measurements and considerations. This year, the on-site field review with virtual participation enabled staff from WFRC, UDOT, FHWA, UTA, and local governments to meet with each project sponsor to review the project concept, ask questions, and identify possible concerns, or alternate solutions.

Due to the number of projects submitted, WFRC staff reviewed a presentation of the projects with the Trans Com Technical Advisory Committees (TACs) in February. This introduction provided the TAC members with the resources and time to understand the projects in better detail and enable them to make sound recommendations in their March meetings where the TACs discussed the projects and developed recommendations for the draft STP, CMAQ, and TAP programs. Their recommendations are based on data, sound engineering, and the project environment. Some of the factors discussed to enable a recommendation included: safety, project sponsor priorities, coordination with other projects, additional funding coordination, equity of funding distribution, complete systems, professional considerations, air quality benefits, and project cost. Following these meetings, the technical scoring and TAC recommendations were presented to each of the County Councils of Governments (COG) for their review and input. The project data and the TAC recommendations were then presented to the Transportation Coordinating Committee (Trans Com) for their review, discussion, and recommendation to the Wasatch Front Regional Council to include the proposed projects in the draft STP, CMAQ, and TAP programs.

Once the Regional Council approved the draft programs, staff went to work with staff from UDOT and UTA to prepare the draft 2022-2027 TIP for public review and comment. Included in the draft 2022-2027 TIP with the STP, CMAQ, and TAP programs are other federal-aid highway and state projects proposed by UDOT, and the federal transit projects proposed by UTA. The WFRC staff worked with these two agencies to compile the lists of other proposed projects for inclusion in the draft 2022-2027 TIP. The remainder of the TIP process and approval will occur in early FY2022.

In order to ensure that the TIP and Statewide Transportation Improvement Program (STIP) have all the necessary projects and to enhance proper TIP development, various meetings are held throughout the year between WFRC, UDOT, and UTA staff, as well individual project meetings throughout the region. WFRC staff also actively participates in monthly roadway and pavement management UDOT region meetings and the yearly region STIP workshops and the UDOT Commission workshops. WFRC staff also contact project sponsors and project managers on a regular basis to assist them in the project development process and minimize project delays.

During the early months of the 2021 federal fiscal year, WFRC staff worked with UDOT and UTA to compile a list of projects that received funds during the previous fiscal year (2020). This report of federal funds obligated was shared with Trans Com and the Regional Council. WFRC staff also prepared the annual summary report of CMAQ projects and submitted the report to UDOT for review and approval. UDOT then forwarded this to FHWA for their review and approval.

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT ENVIRONMENTAL STUDIES

Little Cottonwood Canyon (LCC) EIS

Over the past few years, as a participating agency to the UDOT-led Little Cottonwood Canyon (SR-210) EIS, WFRC provided assistance to UDOT by participating in agency scoping meetings, reviewing alternatives development, and coordinating with local governments.

In October 2019 UDOT released a Draft Purpose and Need Chapter for the LCC EIS. Comments on the Draft Purpose and Need included the desire to see a more robust discussion of pedestrian and bicyclist data, evaluation of the safety of biking and walking users on roadway throughout vs. only at trailheads or areas with on-street parking, and a thorough review of parking spaces and their uses, including the Utah Transit Authority's (UTA) Park-and-Ride lots both along Wasatch Boulevard and locations west.

During the winter of 2019 and spring of 2020 considerable technical analysis and two levels of screening culminated in the release of the Draft Alternatives Development and Screening Report. During summer 2020 the document was released for public comment. Two virtual public meetings and an additional in-person meeting were held to gather comments. As a participating agency to the project, WFRC staff reviewed the report documents and submitted comments. UDOT reviewed and evaluated comments through the remainder of 2020 and developed the Draft EIS during the spring of 2021. Release of the EIS is anticipated during the summer of 2021.

In addition to UDOT's EIS, the Central Wasatch Commission (CWC) spent the year pursuing a conceptual plan for a mountain transportation system, to serve the Central Wasatch Mountains, while integrating with the regional transportation system. The project established objectives and attributes to develop, analyze, and prioritize alternatives. During fall of 2020 the CWC Mountain Transportation Draft Alternatives Report was released. The report proposed a comprehensive year-round transportation system that includes the Salt Lake Valley, Big and Little Cottonwood Canyons, Parleys Canyon, and the Wasatch Back. With the document released for public comment, CWC also held stakeholder reviews and a CWC Commissioner Summit during the spring. While the CWC was ultimately unable to reach consensus on a specific alternative, they released a set of Pillars for Transportation Solutions in the Central Wasatch Mountains, to help inform the UDOT Little Cottonwood Canyon EIS. The Pillars include: Visitor Use Capacity; Watershed Protection; Traffic Demand Management, Parking and Bus (or other Transit Strategies); Integration into the Broader Regional Transportation Network; Year-Round Transit Service; and Long-Term Protection of Critical Areas through Federal Legislation.

E.2 UTA ENVIRONMENTAL STUDIES

Davis – Salt Lake City Community Connector

UTA is working in partnership with city and regional representatives to plan for public transportation improvements to support growth between southern Davis County and northern Salt Lake County. Building on the successes of routes 455 and 470 and aligning with the larger plan for transportation in the area (Wasatch Front 2019-2050 Regional Transportation Plan), the Davis-SLC Community Connector is a proposed Bus Rapid Transit (BRT) system connecting communities to opportunities including jobs, entertainment, and recreation.

Based on technical analysis, coordination with stakeholders, and public outreach, it is recommended that the Davis-SLC Community Connector project will provide service between Farmington and the University of Utah. The base portion of the project (500 South in Bountiful to 200 South in Salt Lake City) is recommended to have BRT high-end stations. In addition, exclusive lanes would be included in the project from approximately 2600 South to the U.S. 80 and I-15 interchange. On the extensions to Farmington and the University of Utah, there would be stop improvements rather than high-end stations and no other capital improvements. The next steps include updating the locally preferred alternative and fund-raising local dollars to support a future federal grant request.

Blue Line Alternatives Analysis/Point of the Mountain Transit

A transit study was completed in FY21 identifying a locally preferred alternative (LPA) of Bus Rapid Transit (BRT) between the FrontRunner Draper Station on the north end and the FrontRunner Lehi Station on the south end. This BRT will travel 10-miles, to 10-stations, crossing The Point development on the west side of I-15, head east across I-15 at 14600 South, then travel south in the UTA owned right-of-way on the east side of I-15 to the South Triumph Boulevard Station in Lehi, cross I-15 to the west, and end at the FrontRunner Lehi Station. Design refinements were made to the LPA in the first half of the 2021 calendar year. Upon completion of the refinements, the project will move into the environmental phase.

F. TRAVEL FORECASTING

Wasatch Front Travel Demand Model Enhancements

In collaboration with our partner agencies at Mountainland Association of Governments (MAG), UDOT, and UTA, WFRC completed work on version 8.3 of the official Wasatch Front Travel Demand Model (TDM) in August 2019. The TDM is built to run on the Cube Voyager software modeling platform and is used to inform forecasts of future travel patterns and volumes that help to shape the Regional Transportation Plan, as well as various transportation alternatives analyses and environmental studies.

In May 2020, WFRC and partners released version 8.3.1 of the TDM. This updated version includes the project additions and modifications expected within the first round of amendments to the WFRC and MAG 2019 Regional Transportation Plans. The 8.3.1 update included other noteworthy enhancements such as: road segment-level summary capabilities for simplifying and mapping model results coordinated statewide with Utah Department of Transportation (UDOT), the ability to automatically recalculate Traffic Analysis Zone (TAZ-base) Access To Opportunities metrics with every model run, and a refresh of the detailed Model Inputs document.

In FY21, WFRC began model development work on the next major TDM release (v.9.0), anticipated to be released in FY22.

WFRC continues to work with the region's travel model users group to apprise consultants, agencies, and researchers of anticipated new model enhancements and releases. WFRC staff recently participated in a kickoff meeting with the UDOT consultants selected for EIS and modeling work related to the Davis County I-15 reconstruction project, the largest single project in both the current TIP and RTP.

Travel Model Coordination

WFRC continued to host the Interagency Model Director (IMD) position that is co-funded by WFRC, UDOT, and MAG and charged with leading the coordination of model development and application across agencies. WFRC staff participated actively in monthly meetings of the Interagency Modeling Technical Committee and Interagency Modeling Policy Committee which meets approximately quarterly. The IMD led development efforts in the WFRC/MAG modeling space and other areas of the state.

The IMD led the coordination and technical effort to update the statewide traffic analysis zones (TAZs) which received a significant update to align with new and anticipated transportation facilities and land uses.

Model Development

Three travel model development projects, funded under addenda to the Joint Projects memorandum between UDOT, UTA, and MAG continued work. These are:

- **Micromobility Toolset** - A second cost function was added to the bike model to differentiate casual and more expert cyclists, differentiating their travel preferences and speeds. Long distance recreation bike trips were subdivided into road and mountain biking trailhead approaches. Additional work was completed to incorporate the iGraph open source network path finding algorithm in order to greatly decrease the computing run time of the bike model.
- **Mode Choice Update** - this is an 18-month project to update the mode choice model within the TDM. WFRC, working with its contractor, pursued two tracks to this project which focuses on the update of the TDM's most complex

component, the Mode Choice submodel. The first track of v9.0 related work completed this year included 1) hosting a Peer Review Meeting with attendees from three other MPOs (MTC, Portland Metro, and SACOG) and modeling experts from FHWA and FTA attending; and 2) significant data analysis and design related to the model's transit performance and treatment of urban form. Significant work was performed to recalibrate the v8.3.x model to the 2019 UTA onboard survey to improve transit use estimates from the model so that appropriate comparisons can be made as the v9.0 model approaches completion. While TDM 8.3.2 is expected to be completed in early FY22, most of the work in support of the release was completed in FY21.

- **Big Data Consultant** - In FY21 WFRC contributed funding and participated in selecting and utilizing a big data consultant under a contract held by UDOT. Utilizing that contract, the Joint Project partners purchased a 2019 custom statewide origin/destination product from StreetLight. This dataset will be delivered for 2022 as well in order to support the planned 2022/23 Household Travel Survey and enhancements to Utah's travel demand models. WFRC staff helped to evaluate products, negotiate terms and pricing, and created the analysis zones for the WFRC modeling space that will be used by StreetLight to create the statewide dataset.

Model Application

WFRC continued to provide travel modeling application support to several UTA transit studies that concluded successfully in FY21 including the Point of the Mountain Transit Study and the South Davis Community Connector BRT study. WFRC also assisted the lead consultant to the Southwest Salt Lake Transportation Study on travel demand modeling and socio-economic assumptions, creating a new tool to rebalance population and employment adjustments to reflect the subject-matter expert guidance for various project-specific scenarios.

Travel modeling support was provided for project evaluation for the 2019-2050 Regional Transportation Plan Amendment #3 and exploration of external forces and policy change scenarios relating to the in-progress 2023-2050 RTP. The latter effort included several newly developed modeling approaches to explore and reflect potential future impacts of external factors such as increased telecommuting, connected and autonomous vehicles, increased point-of-delivery retail and high-tech transit service. TDM support was also provided to a National Institute for Transportation and Communities funded economic impact study, led by the University of Utah, that sought to quantify the supply-chain costs that would result from a 7.0 magnitude earthquake along the Salt Lake City-area Wasatch fault.

WFRC created, released, and/or updated interactive maps related to travel and land use modeling. These include:

- A statewide traffic volume forecast map that allows users to interact with estimates and projections through 2050 together with the official RTP socio-economic forecast and RTP project map.
- A draft Volume-to-Capacity (V/C) ratio interactive map that depicts scenario-specific forecast results for V/C from the TDM.
- An Access to Opportunities interactive map that summarizes workplace destination access using both TDM and land use model results for auto and transit.
- A Wasatch Front-specific map viewer for the Census Bureau LEHD-LODES commuter origin-destination dataset, focusing on prospective city-level users trying to better understand their commuting inflow and outflow patterns.

Other

New graphics were created to convey WFRC's travel demand and land use modeling to decision makers and these were used in presentations to state and local elected officials.

WFRC continued to utilize commercially-available vehicle routing application programming interfaces (APIs) to capture travel speeds for future use in validating the WFTDM and other application areas.

WFRC staff continued to consult with UTA staff in support of use and application of the STOPS model.

Documentation was completed for the Life Cycle component of the v8.3.1 TDM.

The Real Estate Market Model (REMM) is WFRC's land use forecasting tool that supports the development of WFRC and MAG's forecasts for population, households, and employment. Activities to enhance REMM are covered in Section G.2.

G. TECHNICAL SUPPORT AND SERVICES

G.1 AIR QUALITY ANALYSIS AND COORDINATION

Conformity

The 2050 WFRC Regional Transportation Plan was approved in May 2019 and there were not any amendments to the RTP completed in the last fiscal year requiring a conformity analysis. WFRC staff prepared Air Quality Memorandum 39b for the 2021-2026 TIP. Amendment #3 of the RTP and the corresponding Air Quality Memorandum 40 began public comment just prior to the close of FY21 and will be reported in the FY22 Completion Report. Likewise, Air Quality Memorandum 40a with the same public comment period beginning near the close of FY21 will also be included in the FY22 Completion Report.

WFRC invested significant time updating file structures and organization as part of the upgrade process to applying the new MOVES3 vehicle emissions model. Considerable effort was also made to streamline the MOVES3 modeling process using MySQL coding.

Technical Support

WFRC continues to support the Utah Division of Air Quality in developing a State Implementation Plan (SIP) addressing ozone precursor emissions in the Northern Wasatch Front non-attainment area. WFRC provided to DAQ vehicle emission estimates for 2017 and 2023 to be used with the ozone SIP development.

Coordination

The Interagency Consultation Team (ICT) had five virtual meetings in the past fiscal year - September, November, February, April, and June. The ICT includes representatives from WFRC, MAG, Cache MPO, DAQ, UDOT, UTA, FHWA, FTA, and EPA. The ICT meets regularly to consult on air quality issues such as the modeling assumptions to be applied for SIP development, and review of conformity analysis documents. ICT members found that virtual meetings had the dual benefit of being more efficient and eliminating unnecessary vehicle emissions.

WFRC staff participated in several committees organized by other agencies that are promoting actions to improve air quality, such as the Governor's U-CAIR program and the Utah Clean Air Action Team (CAAT). WFRC also collaborates on air quality issues by regularly attending meetings of the Utah Air Quality Board.

Air Quality Report

WFRC staff reported air quality conditions and vehicle emission trends to the Wasatch Front Regional Council in October 2020.

UDOT Air Quality Coordinator

UDOT provides an Air Quality Coordinator who assists in coordinating transportation and air quality related issues between the MPO, UDOT, the Division of Air Quality, and the Environmental Protection Agency. The coordinator represents UDOT at meetings with DAQ and the Interagency Consultation Team. The coordinator also works with the MPO and DAQ in the development of SIP updates, the CMAQ project selection and review process, and the review of various air quality “hot spot” project analyses.

During the year UDOT reviewed and issued concurrency reports on conformity determinations prepared by WFRC and sent these reports to FHWA. UDOT reviewed and concurred with WFRC’s air quality conformity analyses.

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

WFRC continues to partner with our neighboring MPO, Mountainland Association of Governments (MAG) to develop and support a shared, regionwide land use model -- the Real Estate Market Model (REMM) that runs on Urban Sim 2.x software platform. This tool supports WFRC’s official traffic analysis zone-level socioeconomic projections that are packaged with the WF Travel Demand Model and are also available as GIS layers that can be viewed and downloaded.

In FY21, The WFRC Analytics group continued implementing recommendations from the August 2019 expert peer review of REMM and its related processes. In FY20, WFRC staff updated REMM’s source code to version 3.x of the Python programming language and ported the new and archive code to WFRC Analytics’ public Github repository. In FY21, work focused on a major effort to update REMM’s base year data to reflect the 2019-20 county tax assessor parcel database, and creating a more efficient update process is nearing completion. The team also developed automated processes for producing “progression metrics” and graphs that summarize the REMM model’s performance -- at fine geographic scales -- across each model run. This effort will greatly improve the ability to understand the model’s dynamics and to find issues and make the appropriate adjustments. WFRC REMM modelers were active participants in national land use model coordination groups organized by AMPO and participated in a technical exchange with the Utah Division of Water Resources modeling staff.

In addition to hosting the review panel, WFRC’s REMM enhancement work toward these ends included:

- Reprocessing job location data (count and sector) for 2019 from the Department of Workforce Services (DWS) unemployment insurance contributor database.
- Updating an MOU with DWS to allow access to this protected dataset through May of 2025.
- Working to improve processes to standardize county assessor tax parcel data that will be used to establish a new 2019 base year.
- Updating WFRC’s Generalized Future Land Use (GFLU) layer that compiles and standardizes city and unincorporated area general plans into a region-wide GIS layer of allowable land uses and residential and commercial development intensity limits. This layer guides and constrain future real estate development activity simulated with REMM.
- Developing a process to inventory all housing units by type, size, value and year built. The first version of the Housing Unit Inventory dataset, proscribed by SB 164 passed during the 2021 general session of the state legislature, is expected to be release late summer of 2021in partnership with the county assessors and the Utah Geographic Resource Center (UGRC), the state GIS office. Weber and Salt Lake County housing inventory datasets were completed with preliminary statistics in FY21.

Other

The Analytics team developed a new python-based Parcel-based Capacity Tool. This tool uses user-defined “area classes”, and user-specified parameters for each area class to sweep across the most current assessor tax parcel GIS layer looking for properties that meet the eligibility criteria defined for the class area in which they are found, and then developing residential units based on allowances from the GFLU layer of general plan information, and other prescribed parameters. The resulting re-/developable parcels can be mapped and summarized with respect to additional housing unit capacity for cities and other geographic areas of interest.

WFRC supported Gardner Policy Institute (GPI)’s efforts to create county-level population and employment forecasts and to use the resulting data as control totals for future years within REMM. The WFRC effort delivered updated workplace Access to Opportunity metrics (Household Access to Jobs by Auto) at the TAZ-level and GIS-based results of the new Parcel-based Capacity Tool analysis of redevelopment opportunities and remaining greenfield residential development. Similar methods were used to explore maximum development capacity using manipulations of the REMM model. These two approaches should prove fruitful ground for comparison and further understanding of both tools and the regional development capacity landscape.

The Parcel-Based Capacity tool was also used to analyze residential unit and commercial job spaces in proximity to Wasatch Choice Centers and Transit-oriented Development around rail and BRT stations.

WFRC staff from Analytics and Long Range Planning drafted a significant set of boundary adjustments and additions to the Wasatch Choice Centers layer in FY21. This updated layer refined the Center areas through a process that looks at the existing build environment in the GIS parcels, aerial photography, and current general plans (GFLU). Local area maps of the resulting, more exacting updated layer were sent to WFRC area city planning staff for review and feedback. The refined Wasatch Choice Centers layer is expected to be finalized in later summer 2021 and will be used as a policy layer component with REMM. The Analytics team presented to the Regional Growth Committee technical advisory subcommittees on Center refinements and WFRC’s socioeconomic forecasting process.

A new Python/Jupyter Notebook tool was developed to reallocate population, housing, and jobs by sector for travel demand analyses of project-specific future scenarios. This method is a great improvement on the efficiency and accuracy of manual reallocations and was first used to support the Southwest Salt Lake Transportation Study in Winter of 2021.

The Analytics team participated in future enrollment growth and land use plan discussions with Weber State University, the University of Utah, and Salt Lake Community College.

An archive of previous official WFRC RTP socioeconomic forecasts was compiled, going back to 2004.

G.3 GIS AND DATABASE MANAGEMENT

Geographic Information Systems (GIS) continued to serve WFRC’s organizational and program area goals. During a challenging year due to the COVID-19 pandemic, WFRC’s Analytics staff continued to use GIS to respond to regional planning and data accessibility needs by proactively building information resources and interactive web map applications. GIS staff worked collaboratively with program area staff, external partners, and stakeholders to visualize anticipated future conditions and deliver resources for decision-making.

Long Range Planning Support

WFRC staff provided GIS data and mapping support for the year-2 preparation activities relating to the 2023-2050 Regional Transportation Plan. A significant effort was undertaken to refine the boundaries of the “Wasatch Choice Centers” -- designated land use areas adopted as part of the 2019 RTP. Using parcel boundaries and future land use plans, these centers were adjusted and presented to city planners for review. The result will be the foundation for the centered land use areas and related analyses in support of the 2023 RTP.

Regional Transportation Plan and Utah Unified Plan maps and data were kept up-to-date with the approval of amendments to the Plan. The Wasatch Choice 2050 Vision poster and interactive map were also updated to reflect these edits and incorporate plan adjustments from UDOT and UTA.

Beginning with last year’s major data aggregation and transformation effort with UDOT and the Utah Geospatial Resource Center (the state GIS coordination office), a new interactive web map of Active Transportation GIS Data Resources was developed by WFRC. This map consists of existing features, planned features, bike and pedestrian demand, and level of traffic stress. These datasets were kept up-to-date as city active transportation plans were adopted.

Short Range Planning and Programming Support

GIS support aided in the development and public engagement processes of the annual Transportation Improvement Program (TIP). During the project application process, reference maps were created for committee presentations and on-site field reviews for CMAQ, STP, and TAP applications. For the annual draft TIP public comment period, an interactive map was built to provide a forum for public commenting. Improvements to this year’s map included automating the necessary data formatting, showing small projects as points, and adding previously missing transit projects.

Additionally, an effort was made to visualize road safety data for the WFRC area. United States Road Assessment Program (usRAP) data was linearly referenced, processed, and added to a new interactive map. This dataset and map will be used to evaluate the condition and safety needs of roads when preparing the 2023 RTP.

Model Development Support

Significant GIS work was accomplished to improve the capabilities and results of WFRC models (travel model, land use model, bike model). A generalized future land use map was developed to capture land use plans for the 50+ jurisdictions within the WFRC area. This dataset will replace the land use capacity layer (last updated in 2012) in the Real Estate Market Model (REMM). This map/dataset was used for several projects at WFRC and is proving to be a rich resource.

In addition to future land use GIS data, the REMM land use model also depends on GIS parcel data inputs to yield reliable results. Through exhaustive data work, the WFRC Analytics group formatted dozens of data elements across hundreds of thousands of parcels. Staff used Python notebooks and Pandas data structures to help process this data. This data work permitted WFRC to provide useful GIS housing data summaries to the University of Utah’s Gardner Policy Institute for their multi-family data collection.

GIS was also used for a thorough revision of traffic analysis zones (TAZ) for the travel demand model. Staff used GIS software to carefully split and draw new zones, using city boundaries, existing and planned roadway alignments, natural boundaries/constraints, and demographics as references. Additional analysis zones were created to better understand specific activity centers and recreation sites through the multi-agency license to statewide trip movements dataset from StreetLight.

New Interactive Maps

Several interactive maps were created or updated by the WFRC Analytics team this year. The Park and Trail Accessibility Map was produced in response to a well-received analysis of park and trail access. Due to the uncertainty of city sales tax revenues caused by the COVID-19 pandemic, the City-Level Sales Tax Trends Map was created using data reported by the Utah State Tax Commission. This map shows the year-over-year percent change in revenue by quarter and by industry category. The Street Connectivity Analysis Map visualizes several street connectivity metrics useful in planning and possible integration with the travel demand model.

The Access to Opportunities Map was built as a custom-coded application that shows job and household accessibility by car or public transit. The user can click any traffic analysis zone along the Wasatch Front and view current and projected job accessibility. Finally, the Commuter Flow Map was created to allow map users to see generally where Wasatch Front residents live and work. To build this interactive visualization, the WFRC Analytics group integrated a LEHD/LODES origin-destination dataset with city boundaries.

A new section was added to the existing Wasatch Choice 2050 Vision interactive map in order for users to view additional relevant datasets. This new ability to select and share a customized set of related maps was developed in partnership with UGRC and implemented by WFRC GIS staff. Additionally, the Transportation Improvement Program (TIP) interactive map was restructured to match UDOT project types. The Transportation and Land Use Connection (TLC) interactive map was also significantly updated to allow for the Program Lead to manage the source data, leading to more timely map updates depended on by consultants.

Access to Maps and Data

WFRC GIS staff continued to improve access to data and interactive maps, especially given the online/remote circumstances of the pandemic. The WFRC Analytics group created a "Map of the Month" series to highlight recent mapping efforts by WFRC and partners. These maps of the month can be found in WFRC's new map gallery and new Maps of the Month webpage. Building on last year's effort to augment WFRC's Open Data catalog, WFRC GIS staff added many of the planning-related datasets to the state GIS level to make them more widely available. Staff also took advantage of opportunities to virtually present and share new data and map resources with several Utah GIS user groups and to a national MPO GIS user group organized through the Association of Metropolitan Planning Organizations (AMPO).

To improve reliability, WFRC GIS staff invested time and attention into the GIS server that powers many of WFRC's web maps. Major hardware and software upgrades were performed, in addition to maintenance such as tuning services and database backups.

Other GIS Accomplishments

- Collaborated with UDOT and UGRC to publish an up-to-date web page of planning-related GIS and other data resources that is now available from Utah's State Geographic Information Database website.
- Responded to custom map requests for various entities such as the Central Wasatch Commission (CWC).
- Provided GIS and mapping support for national and state policy discussions.
- Performed address locating/geocoding for over 50,000 employers in the WFRC area.
- Converted the Wasatch Front area multimodal GIS network, formerly only available in an Esri geodatabase format, to the non-proprietary shapefile format.
- Prepared maps for the Point of the Mountain Commission's public engagement survey.

- Provided Transportation & Land Use Connection Plan support: workshop maps for the Hooper General Plan Update project.
- Reorganized Maps and Data section of wfrc.org webpage.

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

WFRC fulfilled requests for service throughout FY2021. Support was provided to help in various subarea and corridor studies. Traffic and socioeconomic information and forecasts were provided to interested persons and agencies. Assistance was provided on an as-needed basis to local municipalities, state agencies, school districts, and others. As stated in the Work Program, priority was given to services that assisted in implementation of supporting plans and local projects.

The WFRC staff attended Council of Governments and similar meetings in each county, providing information as requested and also seeking input on various plans and programs. WFRC staff contributed to discussions on transportation needs and priorities in various committees, such as multiple Chamber of Commerce committees.

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

WFRC staff coordinated RPO meetings that facilitated dialogue about studies evaluating options for both short and long term elements of the multimodal transportation system in Tooele Valley. These meetings also facilitated communication regarding current transportation projects and applications for the Congestion Mitigation Air Quality funds that UDOT administers for Northeast Tooele County.

G.6 MORGAN COUNTY-OGDEN VALLEY RURAL PLANNING ORGANIZATION

WFRC coordinated several RPO meetings with Morgan County, Morgan City, Weber County, and Huntsville Town, facilitating dialogue between the RPO members and UDOT, discussing ongoing projects, and providing technical assistance. In addition, staff explored funding opportunities and local option sales tax options with Morgan County, as well as conducted outreach to several groups regarding trail and active transportation facility implementation. The Morgan County-Ogden Valley RPO voted to reform as the Morgan County RPO, with membership from Morgan County and Morgan City.

H. PUBLIC INVOLVEMENT

In fiscal year 2021, Wasatch Front Regional Council (WFRC) staff led and participated in numerous successful public involvement efforts including, but not limited to, the following.

Formal Public Comment Periods

A formal public comment period was held for the Draft 2021-2026 Transportation Improvement Program (TIP). WFRC placed public notices in local newspapers as well as distributed emails to interested people and groups, posted information on the WFRC website, and generated organic social media ads to notify the public of the opportunity to comment. All comments were carefully detailed, summarized, responded to, and submitted to WFRC for consideration, prior to adoption of the 2021-2026 TIP.

Amendment #2 and #3 to the 2019-2050 RTP

A formal public comment opportunity was opened up during Regional Growth Committee meetings for both Amendment #2 and #3 to the 2019-2050 RTP. Level 2 amendments - Board Modifications types of projects – do not require a 30-day comment period. Amendment #3 contains a Level 3 - Full Amendment type of project - and its 30-day comment period started June 26, 2021.

Stakeholder Outreach Meetings and Workshops

WFRC sponsored two virtual open houses for the Draft 2021-2026 TIP in July of 2020, one via Zoom and one via Google Meet. Representatives from WFRC, UDOT, and UTA were available to answer questions about the TIP projects.

In addition, WFRC held ten Wasatch Choice Regional Vision Implementation workshops for each part of the region with transportation partners, key stakeholders, and local elected officials and staff to explore land use, economic development, and transportation challenges and opportunities in each area. These workshops also discussed changes to state law that affect both requirements in general plans and eligibility for transportation funding. Representatives from WFRC, ULCT, UDOT, and UTA were on hand to answer any questions regarding the Vision.

In the spring of 2021, WFRC staff met with key stakeholders from across the Wasatch Front. These stakeholders included the Utah's for Better Transportation (UBET), the University of Utah (U of U) campus planning, Salt Lake Community College (SLCC), Rio Tinto, the University of Utah faculty and students, and Weber State University (WSU). The focus of these outreach efforts was to provide an overview of the process for the 2023-2050 RTP and Wasatch Choice Vision and have an open dialogue with these stakeholders about their needs, land uses, growth, and connection to and within the region.

Partner Events, Conferences, and Conventions

WFRC both attended and engaged virtually or in-person at events, conferences and conventions hosted by our partners, including the American Planning Association (APA) Utah, Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), UDOT, the National Association of Regional Councils (NARC), and others. Information about the Wasatch Choice Regional Vision, Regional Transportation Plan (RTP), and/or Utah's Unified Transportation Plan were shared at the various conferences and conventions.

Local Elected Officials

WFRC staff members made formal presentations regarding the Wasatch Choice Regional Vision, plans, programs, and/ or other transportation related issues to the respective county councils of governments in Davis, Salt Lake, and Weber counties. In addition, WFRC representatives met with local elected officials in southern Box Elder, Morgan, and Tooele counties. Upon request, WFRC staff provided technical support and information to local elected officials regarding transportation planning and investments.

Utah State Legislature

WFRC staff members made formal and informal presentations regarding transportation related issues to state legislative committees. In addition, WFRC staff provided technical support and information to state policy makers as they considered additional funding for transportation investments and changes to existing transportation and land-use policies.

Congressional Delegation

WFRC staff met with and advised the members and staff of Utah's congressional delegation on transportation, land-use, and planning related issues. Specifically, WFRC staff reiterated the importance of a timely, sustainable, and long-term transportation reauthorization bill by providing the delegation with Utah's shared transportation reauthorization principles.

Ongoing Presentation and Working Group Opportunities

WFRC staff participates in a variety of events sponsored by partners or other relevant organizations. Where there is alignment between WFRC's mission and message and an organization's planned schedule of activities, WFRC staff have presented on a variety of topics, ranging from high-level policy topics around transportation and community planning/ visioning to specific agency activities, such as the Regional Transportation Plan or specific funding topics as examples. In addition, staff have sponsored WFRC-led small group engagement efforts such as ongoing meetings with the Wasatch Choice Partners and sub-regional meetings to engage local elected officials and staff in specific planning efforts.

Online Engagement Tools

WFRC staff successfully leveraged online engagement tools to educate the public and to solicit public comment on its plans and initiatives. For example, WFRC staff worked with UDOT to obtain GIS data for the TIP projects, creating an online interactive map that showcased the projects. WFRC also created a public comment layer so comments could be tied directly to the projects in a mapping environment.

Ongoing Website Updates

WFRC staff continues to provide subject-matter expertise to local governments and other stakeholders, including making a variety of resources and content available via wfrc.org. Of particular note, many resources tied to the regional Wasatch Choice Vision have been added over the course of the past year (see section G.3). Additionally, numerous general, committee, vision, plan, and program publications, as well as links to studies and data, are available in PDF and/or interactive formats on the website. To further enhance availability of resources, a plugin to the site enables real-time translation into Chinese (simplified), Croatian, Korean, Serbian, Spanish, and Vietnamese languages.

Social Media and Email Campaigns

In an effort to communicate the needs and benefits of continued, regional effort to implement the Wasatch Choice Vision, including its core strategies, WFRC staff provides regular, relevant messaging and links to resources via its social media channels. These channels include Facebook, Twitter and Constant Contact. WFRC also prepares and distributes a monthly e-newsletter to a list of more than 3,000 recipients. This furthers the messaging around quality of life and continues to build relationships with cities, counties, transportation partners, community-based organizations, and the private sector.

Media Relations

WFRC staff worked with various media outlets to keep the public informed of opportunities to give input on WFRC's planning efforts and to tell the story of positive outcomes in the region. During fiscal year 2021, media ran dozens of news stories regarding the following topics:

- Wasatch Choice Regional Vision
- Regional Transportation Plan
- Transportation Improvement Program
- Transportation funding
- Pandemic impacts on growth and other behaviors

These media outlets included ABC4, Deseret News, KSL, KUTV, Park Record, Salt Lake Tribune, Standard Examiner, Tooele Transcript, Utah Business, Utah Policy, and Utah Public Radio. WFRC staff have tracked and documented all media and public outreach efforts.

I. COMMUNITY DEVELOPMENT

I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

The WFRC staff continued to administer the State Housing and Urban Development Division's federal CDBG program for Tooele, Weber (excluding Ogden City), and Morgan Counties. During FY2021, WFRC staff completed the 2021 annual update of the region's Consolidated Plan which sets goals and reviews the outcomes of the previous year's goals, and helps inform the five-year Consolidated Plan that was updated in FY2020.

Staff worked closely with member jurisdictions in order to gain their feedback and ensure a better understanding of local needs for the Plan update. Staff also held introductory and grantee workshops to familiarize applicants with the CDBG program and application and contract requirements in order to ensure compliance with state and federal rules and regulations. Assistance was provided to prospective applicants, primarily cities and counties, during the CDBG application process, project development, survey development, and public hearings. Applicant projects were then reviewed to ensure Compliance.

Staff provided administrative assistance to the region's Regional Review Committee (RRC). Staff worked to ensure the Committee's membership was up to date, members were informed and actively participated in the CDBG program, policy, application process, etc. For example, the Committee is responsible for: reviewing projects to ensure they are eligible and meet regional goals and objectives, updating the region's rating and ranking criteria, updating regional goals, and ensuring project funding levels are consistent with the region's appropriation.

Lastly, in response to COVID-19, the CDBG Small Cities program received additional funding through the CARES Act. With leadership from the RRC, WFRC staff worked to administer those funds in an effort to mitigate impacts of COVID-19 and will continue to do so in FY2022.

I.2 ECONOMIC DEVELOPMENT

Staff administered the Wasatch Front Economic Development District (WFEDD) in order to better support the region's economic vitality and remain eligible for administrative funding from the U.S. Economic Development Administration (EDA). Staff began implementation of strategies and objectives contained within the region's 5-year 2018-2023 Comprehensive Economic Development Strategy (CEDS). The CEDS brings together public and private sectors to create an economic roadmap that strengthens regional economies and integrates economic development plans, programs, and activities with the Wasatch Choice for 2050 Vision and long-range transportation plan. Staff worked with local governments, elected officials, universities and area chambers of commerce organizations to align transportation, land use decisions and economic development in order to improve access to opportunities for residents in the region.

The District's annual objectives for 2020 are as follows:

1. Advance, update, and report on the 2018-2023 Comprehensive Economic Development Strategy;
2. Update and 2018-2023 Comprehensive Economic Development Strategy to include a more robust resilience plan to include not just natural disasters but resilience related to COVID.
3. Promote Wasatch Choice 2050 as a coordinated growth, quality of life, and economic development strategy;
4. Integrate state, regional, and local transportation decisions with economic development efforts to improve access between workforce, housing, and jobs; and,
5. Inform state, regional, and local stakeholders about economic development plans and strategies.

Integration of Economic Development with Transportation and Land Use Efforts

Since 2014, the WFEDD has continued to build on the work to implement and integrate economic development strategies into WFRC's long and short-range initiatives including the Wasatch Choice Regional Vision, Regional Transportation Plan, and Comprehensive Economic Development Strategy.

The 2018-2023 CEDS focuses on four key strategies

1. Link development with transportation and other infrastructure;
2. Create fiscally sustainable places;
3. Provide amenities; and,
4. Attract and retain businesses and encourage innovation.

Strategy 1 focuses on coordinating transportation, infrastructure, and land-use decisions to enhance household's access to jobs and educational opportunities and employers' access to the workforce and customers. Strategy 2 focuses on revenues and expenses that are balanced and sustainable for households, communities, and the region. Strategy 3 focuses on maintaining quality of life elements that attract skilled labor by encouraging more walkable cities, open space preservation, and improved air and water quality. Strategy 4 focuses on supporting and encouraging business retention, job creation, workforce development, and innovation by partnering and information sharing. The implementation of all four strategies relies on effective partnerships and continues to promote the importance of centered development.

Administer the Economic Development District and Staff the Committees

Staff administered the EDA grant and managed the Board and Strategy Committee membership, meetings, and awareness. Staff coordinated, integrated, and collaborated with the region's members and partners to achieve economies of scale, leverage resources, share data and analysis, and promote regional collaboration of strategic goals and objectives. COVID-19 changed the dynamic for regional economic development and the economic opportunities that were lost due to service and retail being affected considerably more than other industries. Conversations with partners became more important than ever before to come together and develop implementable steps to move our economy forward, including making sure everyone has access to opportunities.

Staff spent significant time in 2020 and the first half of 2021 with local government partners on coordinated EDA applications to maximize and leverage the \$1.5B in CARES Act funding EDA received. The additional funds will be used to offer technical assistance to local communities to modify their economic development strategies to be more resilient, targeted, and equitable, and to enhance the resiliency of the region's Comprehensive Economic Development Strategy. Staff is continuing to work with the EDA to update progress and cultivate new projects if there are more funds available in 2021.