



FY2026 WFRC Unified Planning Work Program Completion Report *FOR THE WFRC METROPOLITAN AREA*

Prepared for:



U.S. Department of Transportation
**Federal Highway
Administration**



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In cooperation with:



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A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

On May 22, 2025, the Wasatch Front Regional Council (WFRC or Council) approved a budget and Unified Planning Work Program (UPWP) for FY26. 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 2025 for FY26.

Regular meetings of the Council were held on the following dates: August 28, 2025, October 23, 2025, January 22, 2026, March 26, 2026, and May 28, 2026. The Regional Growth Committee (RGC), the Transportation Coordinating Committee (Trans Com) and the Active Transportation Committee each held five meetings during FY26. Agendas, supporting technical documentation and minutes were prepared for each meeting. Various other committees, including the Ogden-Layton and Salt Lake Trans Com and RGC Technical Advisory Committees, met regularly throughout the fiscal year.

WFRC maintained coordination with partner agencies, including Mountainland Association of Governments (MAG), UTA, UDOT, and various state and local entities. Agreements with UTA and MAG provide technical assistance for transportation modeling, supported by a multi-agency Models Advisory Committee. WFRC staff regularly participate in the Joint Policy Advisory Committee (JPAC), which coordinates regional transportation planning, as well as the MAG Regional Planning Committee, UTA Board, and State Transportation Commission meetings.

Council staff prepared and submitted monthly financial reports. An annual audit of the Council's financial records for FY25 was completed in October 2025 and copies of this audit were distributed to appropriate agencies. The Council's audit of the financial records for FY26 is expected to be completed in October 2026 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, 2025 through June 30, 2026:

- 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, FTA, 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 March 2026). 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.
- Attended coordinating meetings of the Morgan County RPO, which is staffed by WFRC.
- Worked with WFRC staff to coordinate RPO planning efforts with UDOT's Long Range Plan for rural Utah.
- Participated in the Unified Plan long-range planning process including all four MPOs, UDOT, and UTA. This includes work of the financial, active transportation, GIS, and external forces subcommittees.
- Continued to work with WFRC under the Enterprise Travel Demand Modeling Support Services agreement and other collaborative modeling work.
- Worked with WFRC staff to explore context classification strategies through separate efforts at each agency.
- Worked with WFRC and other planning partners in the Transit Fresh Look study, identifying a transit vision for southwest Salt Lake County and northwest Utah County.
- 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 Implementation

The following changes were implemented:

- MVX BRT service launched in April 2026
- Changes to Salt Lake County routes to improve connections with the new MVX service and network enhancements

Microtransit Pilot Program Evaluation

The Innovative Mobility Solutions (IMS) department manages UTA On Demand microtransit services across five active zones: Southern Salt Lake County, South Davis County, Salt Lake City Westside, West Provo/Orem, and Tooele County. These shared-ride programs focus on providing flexible, accessible, and high-quality transportation. The West Provo/Orem zone is the newest one that was launched in August 2025.

Bus Stop Implementation

UTA completed construction of 107 new or upgraded bus stops.

Wayfinding Signage & Bus Stop Improvement Program

Signage from Phase II, Part 1 of the Wayfinding plan has been fabricated and is currently being installed. Installation is expected to be completed by July 31. This includes adding new line diagrams and new directional signs at all Blue Line TRAX Stations.

Mobile Trip Planning

This project is complete. UTA has a contract with the Transit app for Royale features and launched the automatic detour detection feature.

Emergency Preparedness Planning

The Utah Transit Authority's Emergency Management Program witnessed a flurry of activity between July 1, 2025, and June 30, 2026, as we coordinated efforts with our federal, state, and local partners. Using the National Preparedness Goal as a guide, UTA pursues a whole community tactic to assist response agencies with UTA resources. UTA realizes its emergency management objectives through viable plan development for man-made and natural disasters.

The Utah Transit Authority (UTA) and its partner jurisdictions completed numerous training and exercise activities for fiscal year July 1, 2025, through June 30, 2026.

July 30, 2025, UTA partnered with Salt Lake City Fire Department, vendor LN Curtis, and extinguisher agent manufacturer eFireX to conduct a live fire drill educating UTA personnel and First Responders from across the Wasatch Front on the hazards and behavior of lithium-ion battery fires.

August 4, 2025, South Jordan Fire Department Heavy Rescue participated in a TRAX light rail train familiarization and rescue lift training at the Jordan River Service Unit. Ruben Garcia

with the UTA Safety Department is invaluable when scheduling and executing Heavy Rescue training with local fire departments and TRAX.

September 3, 2025, UTA partnered with South Jordan Fire Department and the Utah Army National Guard 85th Civil Support Team (CST) to conduct a Table Top Exercise (TTX) preparatory to the FRA required CFR 239.103 bi-annual Full Scale Exercise (FSE). The exercise scenario involved a terrorist attack on the FrontRunner Commuter Rail. Following this TTX, UTA conducted two, in-person familiarization trainings on the South Jordan FR platform educating firefighters about how to safely respond to a commuter rail incident.

September 21, 2025, in compliance with CFR 239.103, UTA conducted a FSE with the South Jordan Fire Department, Unified Fire Department (Salt Lake County), and the Utah Army National Guard 85th Civil Support Team (CST). The scenario involved the discovery of multiple unattended backpacks found on the FrontRunner that contained/emitted hazardous gaseous fumes.

October 3, 2025, UTA Paratransit and its Utah County contractor (United Way) participated in the Northern Utah County Intermountain Health (American Fork Hospital/Orem Hospital) Full Scale Exercise patient evacuation and transport.

October 8, 2025, UTA Paratransit and its Utah County contractor (United Way) participated in the Southern Utah County Intermountain Health (Spanish Fork Hospital) Full Scale Exercise patient evacuation and transport.

November 5, 2025, Utah Targeted Event Readiness Forum (TERF) TTX involves UTA's resources for response and patient transportation. When notified of a disaster, UTA may participate in crisis resource management in a partnership with the medical community. As occurred with Primary Children's Hospital in 2024, Intermountain Medical Center in Murray called on UTA August 14, 2025, to be on standby for a possible hospital evacuation. Fortunately, the full evacuation did not occur, but Ryan Taylor with UTA Paratransit had prepared 17 buses and operators within twenty minutes of the initial call.

November 20, 2025, UTA contributed to the Davis County Shake, Rattle, and Roll Earthquake FSE with ham radio responses and simulated bus bridge deployment.

February 24, 2026, UTA contracted with the Energy Security Agency for a Seminar to examine real-world hazards, response challenges, and coordinated tactics specific to the new UTA Midvalley Express (MVX) electric bus route. This two-hour seminar brought in over 90 viewers from first responder agencies, UTA departments, and private sector partners across the state.

March 17&27&31, 2026, UTA conducted three separate FSE with fire departments from the jurisdictions where the MVX will operate. This included West Valley City FD, Taylorsville FD (Unified Fire), and Murray FD. Also, in attendance were fire fighters from South Jordan FD and South Salt Lake FD. In addition, UTA personnel attended. Gillig sent their representative from Tucson, Arizona to provide training on the first day specific to the Gillig bus.

May 15, 2026, UTA provided two emergency management presentations at the Utah Emergency Managers Association Conference (UEMA).

May 20, 2026, UTA Safety Department and Emergency Management participate by invitation in a discussion with the American Public Transportation Association (APTA) panel regarding lithium-ion battery safety for transit agencies.

May 28, 2026, UTA contributed to the SLC Int Airport FSE as a player for bus resources.

June 16, 2026, UTA participated in the West Jordan City TTX preparatory to the summer rodeo event and then provided a UTA presentation to their citizen preparedness group the evening of June 25, 2026.

For additional public outreach in the community, UTA Emergency Management provided presentations regarding resource capabilities to the Salt Lake County (11/10/25), Box Elder County (11/12/25), and Weber County (2/4/26) Local Emergency Planning Committees (LEPC).

On May 22, 2026, UTA coordinated with the State of Utah Division of Emergency Management for the annual update to their Emergency Support Function (1 Transportation) plan and evacuation plan.

UTA Emergency Management Program Manager continues to oversee scheduled updates of the Emergency Preparedness Plan (EPP) (11/20/2025), Emergency Operations Plan (EOP), Continuity of Operations Plan (COOP), and service unit Emergency Response Plans (ERP). These are living documents and are reviewed as situational awareness and threat/risk assessments are updated.

UTA's 2026 Transportation Agency Safety Plan (TASP)

UTA's Transportation Agency Safety Plan (TASP) serves as the governing safety document for all transit modes operated by UTA and is structured around Safety Management Systems (SMS) principles for identifying and mitigating hazards. The TASP is updated yearly in accordance with Federal Transportation Administration (FTA) regulations and the Utah Department of Transportation (UDOT) State Safety Oversight (SSO) Program Procedures and Standards.

As required by the Bipartisan Infrastructure Law, Infrastructure Investment and Jobs Act, UTA has established a Joint Safety Committee (JSC) that consists of equal representation from frontline employees and management. UTA's Joint Safety Committee is engaged in setting safety performance targets, recommending mitigations for reducing safety risks, making safety strategy improvements, and addressing safety deficiencies.

UTA is currently operating under the 2026 revision of the TASP, which has been reviewed and approved by the Joint Safety Committee, Transit Commission, and the UDOT SSO Program Manager.

Transit Asset Management Plan

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

more accurate information is obtained from our stakeholders, both internal and external. During the past fiscal year, completed projects include, among others: grade crossing rehabilitations and replacements on FrontRunner and TRAX systems (5 locations), curved rail replacement on FrontRunner and TRAX systems, interlocking and OCS wire replacements on the TRAX system, traction power substation rehabilitations, FrontRunner and TRAX vehicle overhauls, facility rehabilitations, technician vehicle replacements, bus procurements, vanpool procurements, and paratransit vehicle procurements.

The largest rail infrastructure projects included the completion of the half-life rehab of Traction Power Substations built in 1999, replacement of Rice Interlocking, the replacement and electrification of 450 East Interlocking, rail destressing and tamping in Tunnel and Quick Interlockings as well as the Draper Siding, repair of OCS pole foundations in multiple locations, the replacement of rail and switches in Yellowstone Interlocking, and the replacement of Union Interlocking – the only location in the light rail system where all rail lines meet.

Community Health and Wellness Initiatives

UTA's Board of Trustees made community wellbeing an integral part of the organization's strategic priorities, with the goal of "moving Utahns to a better quality of life".

- Completed UTA's first Health and Wellness Plan, establishing agency-wide goals and strategies to improve near and long-term stewardship.
- Conducted energy audits at the Warm Springs and Jordan River Rail Service Centers in partnership with Rocky Mountain Power's WattSmart Program.
- Improved energy efficiency at the Warm Springs Rail Service Center by replacing more than 2,500 fluorescent lamps with LED lighting, installing daylight harvesting controls, occupancy sensors, and lighting timers to reduce energy use.
- Expanded outreach by developing a health and wellness webpage for rideuta.com, creating educational resources for schools, and collaborating with Communications to share initiatives through UTA's social media channels.
- Partnered with the Central Utah Water Conservancy District to conduct outdoor water-use assessments at UTA properties, identifying opportunities to conserve water and improve irrigation efficiency.
- Updated UTA's WattSmart Energy Plan in partnership with Rocky Mountain Power to identify and prioritize future energy efficiency projects.

B.2 MOBILITY MANAGEMENT

UTA Coordinated Mobility (CM) staff plan and support 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 LCCs include state and local agencies, stakeholders, consumers, and transportation providers from each of the USDOT 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."

Local Coordinating Councils (LCCs)

New agencies began attending the LCC meetings during the last fiscal year. Some of these agencies applied for FTA 5310 Grant funds in April of 2026. Attendance at the LCC meetings continues to increase as more agencies that qualify for FTA 5310 funds have had funding cuts, limiting their services to their clients.

Updated Local Coordinated Human Services Transportation Plans

Updating the Local Coordinated Human Service Transportation plans for Weber, Davis, Salt Lake and Utah counties was facilitated by UTA at Local Coordinated Council meetings in 2025 with final update completed in spring of 2026. The Coordinated Plans are created in collaboration with the local mobility councils to identify various strategies to address needs in the region for transportation disadvantaged persons including seniors, people with disabilities, low-income people and veterans. They also identify the local resources currently available to assist these disadvantaged groups with their transportation needs. The Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties will be integrated into the Regional Transportation Plans.

Updates have been completed to the Local Coordinated Human Service Transportation Plans for the three UZAs across the Wasatch Front. Final formatting of the plans will be done by July 1, 2026. The plans will be presented to the LCCs at the August 2026 LCC meetings for final approval.

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

BRAG testing of the eVoucher software has been completed. There are no longer any communities within the BRAG region included in the Urbanized Areas of the Wasatch Front. After the last census numbers were calculated, FTA redrew some of the Utah UZA boundaries. These new alignments placed Brigham City in rural Utah boundaries which are served by the UDOT FTA 5310 Grant program.

Ongoing Outreach to Disabled and Senior Populations

UTA Mobility Management conducted five LCC meetings this past year. The Department also participated at the UTA CAT Committee meetings as well as the annual ADA Celebration. The UTA FTA 5310 Grant program was a featured speaker at a Utah Foundation meeting. Other tabling events have been attended. Trista Lawrence and Christy Allen continue to serve in their respective positions on the Utah Board of Aging and Utah Coalition on Aging (UCOA).

FTA 5310 Funding Administration

The Notice of Funding Opportunity (NOFO) for FTA 5310 Grant fund applications for Federal Fiscal Years 2025 & 2026 was publicly posted in December 2025. Applications for funds for the three UZAs of Utah were accepted through the end of February 2026. Grant awards were decided at the April LCC meetings by the meeting attendees and the Grant Management Advisory Team (GMAT). The grant applications have been submitted to FTA Region 8 for approval. Spending of awarded funds should begin in the fall of 2026.

5310 Grant Management

Acting as the pass through for 5310 Federal funds, the UTA Coordinated Mobility Department is continually in the process of managing subrecipients, overseeing grant compliance, and

helping with the delivery of awarded vehicles/capital items. Vendors have caught up with vehicle orders. The CM department was able to deliver over 20 vans/accessible vehicles this last year.

The Coordinated Mobility Department is working diligently to close older federal grant awards as quickly as possible. The UTA CM staff was able to close six FTA 5310 grants in the past year. The 5310 two-year grant cycle is now on schedule, and site visits have been conducted with the subrecipients. The CM staff is working with FTA Region 8 to consolidate our grants moving forward, so there won't be as many close outs needed. The consolidation of the grant awards will also streamline the reporting process, thus making less ongoing work for staff.

The Coordinated Mobility Department (CM) has closed all but three outstanding grants. The CM Department anticipates that the last of the outstanding grants will be closed by the end of the 2026 calendar year. Only two grants have been submitted for the current funding cycles. The CM Department and FTA Region 8 are hoping the consolidation will help make grant management easier for both parties.

Electronic Voucher (eVoucher) Program

The eVoucher software has been tested. Grant applications for the FTA 5310 funds included some requests for voucher funds that will be managed through the software.

Collaborative work with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA)

UDOT has been leading a statewide human services study. The funding was awarded from UDOT planning funds in September 2024, and the intent is to compile a statewide transportation providers resource list, identify statewide gaps in specialized transportation and proposals to fill those gaps.

The contracting company of Felsburg, Holt & Ullevig is performing the majority of the work for the plan. Regular meetings with the involved partners have taken place. Community outreach meetings in the rural areas of Utah have been conducted. This study will be completed in 2027.

UTA Referral Call-in Line

A third-party contract has been completed in 2025 with accessible transportation providers and rides have begun. Data is being collected to see the impacts of this program. This project is overseen by CM Mobility Management. Currently, there are four organizations providing temporary trips for this pilot. More funds for this service were awarded in April 2026 from the FTA 5310 Grant.

Travel Training and Development of a Resource Library

The video production portion of the resource library project has been completed. Final edits are being made. The library will go online in 2027.

FTA 5310 Grant funds were awarded to Travel Training in April 2026 to continue to expand their services across the three UZAs.

SB 195 (2025) Study

The study is being written and managed by Felsburg, Holt & Ullevig. The scope of the study was developed with the contractor, UTA and UDOT in the fall of 2025. Regular meetings have been conducted by the partners to monitor the progress of the study. Involvement of community partners has begun through a number of outreach meetings. A report update was presented to Senator Harper in April 2026.

C. LONG-RANGE PLANNING

This section highlights development, collaboration, and coordination of the 2027-2055 Wasatch Front Regional Transportation Plan (RTP) and Utah's Unified Transportation Plan (UUTP); the RTP Amendment Process; Amendments #4 and #5 to the 2023-2050 RTP; the implementation of the 2027-2055 RTP development (C.1); the update to the population, household, and job forecast derived from the Wasatch Choice Vision (C.2); and the work of the Transportation and Land Use Connection Program (TLC) and station area planning efforts (C.3).

C.1 REGIONAL TRANSPORTATION PLAN

WFRC initiated the 2027-2055 RTP process at the beginning of FY24 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. The following process and schedule were adopted for development of the Wasatch Choice Vision and 2027-2055 RTP.

Wasatch Choice Vision and 2027-2055 Regional Transportation Plan Process and Schedule

Key process and substantive goals for the Wasatch Choice Vision and 2027-2055 RTP:

1. Regularly engage and communicate with partner agencies, stakeholders, and the public.
2. Explore aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs.
3. Coordinate transportation with city and town centers, housing options, parks and public spaces, and economic opportunities.
4. Identify strategies to increase the resiliency of the WFRC Region in the face of future uncertainty and dynamic external forces.
5. Explore policy approaches that optimize the performance of the transportation system.
6. Forecast and measure impacts on quality of life to inform decision-making.
7. Plan a balanced transportation system, including new projects, system enhancements, maintenance and operations, while maintaining funding flexibility to respond to changing circumstances.

The process is organized into three stages:

Stage 1 – Explore Our Future

- | | | |
|------|----|--|
| 2024 | 1Q | * External forces and policies efforts including: review, enhancement, and evaluation |
| | | * Beehive Bikeways and Utah Trail Network |
| | 2Q | * Develop Multi-modal Transportation and Land Use Scenarios |
| | 3Q | * Initiate financial and phasing assumptions |
| | 4Q | * Engagement #1: Explore Our Future (External Forces/Policies/Scenarios/Aspirational Projects) |
| | | * Coordination on additional planning factors |

Stage 2 – Our Preferred Scenario

- | | | |
|------|----|--|
| 2025 | 1Q | * Refine city and town centers |
| | | * Assess performance of projects and policies |
| | | * Identify potential projects for Preferred Scenario |
| | 2Q | * Draft Preferred Scenario |
| | | * Review Preferred Scenario projects through Great Streets framework |
| | 4Q | * Engagement #2: Draft Preferred Scenario |
| | | * Finalize financial assumptions; land use forecasts; phasing criteria |

Stage 3 – Phasing and Implementation Plan

- | | | |
|------|----|---|
| 2026 | 1Q | * Finalize project-level performance measures |
| | | * Needs based phasing assessment |
| | 2Q | * Draft phased and financially constrained projects |
| | 4Q | * Engagement #3: Project Phasing |
| 2027 | 1Q | * Formal Public Comment Period |
| | 2Q | * Plan Final Approval |
| | 3Q | * 6 th Edition of Utah's Unified Transportation Plan |
| | 4Q | * Engagement #4 |

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

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), the Wasatch Front Regional Council (WFRC), the Mountainland Association of Governments (MAG), the Dixie Metropolitan Planning Organization (DMPO), the Cache Metropolitan Planning Organization (CMPO), and the 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 the plans are consistent across the state while meeting local needs. WFRC staff participates in the Policy and Coordination Committee, which oversees and provides guidance to the six subcommittees. WFRC staff chairs the Finance, Communications, Active Transportation, and Modeling Subcommittees, while actively participating in the Technical and GIS Subcommittees.

The Finance Subcommittee updated Utah's Unified Transportation Plan Financial Model in the winter of 2026 and it is available for use to fiscally constrain the long-range plans across the state. Updates to the base transportation revenues and growth rates have been incorporated into the model for roadways, transit, and active transportation. Planning-level project cost assumptions, preservation/maintenance needs, operating costs, and new revenues have been updated in the final model release. The Communications Subcommittee has begun working on messaging and updates to the website with an anticipated final update in FY27. The Active Transportation Subcommittee focused on how to incorporate the newly identified Utah Trail Network into the Unified Plan, including how to phase projects. Utah's Unified Transportation Plan Modeling Subcommittee utilizes the established statewide Interagency Modeling Technical and Policy Committees. These Committees focus on the consistency, state of the practice, and data coordination statewide. The Technical

Subcommittee updated terms, definitions, and phasing years, and has initiated coordinating performance measures, safety, data needs, external forces, prioritization, interactive map updates, and economic impacts and benefits for the 2027-2055 Utah's Unified Transportation Plan. The GIS Subcommittee will update the GIS schema, data needs, and colors for the Utah's Unified Transportation Plan interactive map in FY27.

Regional Transportation Plan Amendment Process

The RTP is the regional transportation element of the [Wasatch Choice Vision](#). Periodically, adjustments are needed during the planning cycle due to things like changes in funding availability, changing local or state needs, modifications to land use, the outcomes of environmental analyses and other studies, or updated timelines on development of projects. The amendment process maintains the rigor of the planning process - including review of financial constraints, public input, and air quality conformity. The WFRC [RTP Amendment Process](#) has been updated and approved by the Regional Council and utilized since the RTP's original adoption in May 2023. WFRC approved Amendment #1 to the 2023-2050 RTP in FY24, Amendments #2 and #3 were approved in FY25 and Amendment #4 was approved in FY26. WFRC has initiated Amendment #5 in FY26 but it is not expected to be approved until October 2026. All amendments were developed in consultation with, and at the request of, transportation partner agencies and the municipalities in the Region.

Amendments #4 and #5 to the 2023-2050 RTP

Amendment #4 to the 2023-2050 RTP included a total of three project requests, which were approved and incorporated into the 2023-2050 RTP in October 2025:

- Three Level 3 (full amendments of non-exempt regionally significant projects) requests from UDOT, comprised of three roadway projects;

The projects within [Amendment #4](#) received review by the Federal Highway Administration; Interagency Consultation Team; WFRC Technical Advisory Committees (TACs); the Regional Growth Committee (RGC); the Wasatch Front Regional Council; and had a 30-day public comment period.

Amendment #5 to the 2023-2050 RTP included one project, and is expected to be approved and incorporated into the 2023-2050 RTP in October 2026:

- One Level 3 (full amendments of non-exempt regionally significant project) requests from UDOT roadway project.

Financial Model

In connection with the 2027-2055 RTP, WFRC, MAG, Dixie MPO, Cache MPO, UDOT, and UTA partnered to fund a new version of Utah's Unified Transportation Plan Financial Model with consultant assistance. This work was coordinated through the Financial Subcommittee for Utah's Unified Transportation Plan. The new version will include enhanced transit and active transportation components along with more refined preservation and maintenance costs and assumptions. Significant progress was made in FY25 on model development, including updating baseline revenues, expenditures, and associated growth rates. FY26 work was finalized to the model that included new revenue sources, funds available for each agency to fiscally constrain their long-range plans, statewide revenues by transportation mode, and expenditures related to operations, maintenance, and preservation. The model will be used during the phasing stage of the RTP process in FY27.

Transportation Partner and Stakeholder Meetings

Transportation partners have been involved in the development of identifying transportation and land use updates for the 2027-2055 RTP. Coordination efforts with UDOT and UTA occurred during FY26 on the development of the preferred scenario, partnership and review of community and stakeholder recommendations, and incorporation of various studies around the region for the 2027-2055 RTP. Other transportation partner coordination included amending the existing RTP and reviewing phasing criteria and weighting. Multiple WFRC, UDOT, and UTA leadership meetings occurred to review the preferred scenario for the 2027-2055 RTP. Continued coordination with UDOT, UTA, and key stakeholders will happen during the final stage of the Wasatch Choice Vision and RTP process.

WFRC continued to meet annually with the business community including Chamber of Commerce groups like the Utah Chamber, the South Valley Chamber, and the Ogden-Weber Chamber; community advisory groups like Trails Foundation Northern Utah (TFNU); Parley's Rails, Trails, and Tunnels (PRATT); Bike Utah; Utahns for Better Transportation (UBET); universities such as the University of Utah/Research Park, Salt Lake Community College, and Weber State University; and key land holding groups such as Rio Tinto, Larry H. Miller Group (Daybreak), Smith Entertainment, the Point of the Mountain Development Commission, the Utah Inland Port Authority (UIPA), PRI/FRI/SLR (Church of Jesus Christ of Latter-Day Saints land holding groups), and local, regional, state, and federal resource agencies.

The Regional Growth Committee Technical Advisory Committees (RGC TACs) were utilized to provide updates and facilitate input and feedback from local community planners.

WFRC meets and coordinates with the UIPA on a regular basis. The goal of these meetings is to find out what their development, land use and transportation needs and plans are for the future and how their plans coincide with the Wasatch Choice Vision and 2027-2055 RTP. WFRC is currently leading a multi-agency study of the UIPA's Northwest Quadrant project area, working with UIPA, UDOT, UTA, and Salt Lake City to assess future transportation needs. This project includes outreach to local land owners, rail operators, and adjacent cities.

WFRC has been raising awareness and providing outreach to city planners, elected officials, and key stakeholder groups on advanced air mobility (AAM) to increase education and understanding of what the future holds for AAM and to help WFRC staff understand and answer questions local community staff and elected officials have about AAM. WFRC staff have also worked with partner organizations and various cities to help coordinate the planning of vertiports and infrastructure needs related to AAM. WFRC is currently engaged with UDOT on an AAM Working Group and other AAM stakeholder groups.

Interactive Map

The 2027-2055 RTP interactive map was utilized for feedback and input from partners, stakeholders, and the general public.

The 2023-2050 RTP, Wasatch Choice Vision, and Utah's Unified Transportation Plan interactive maps were updated to capture changes included in Amendment #4 to the 2023-2050 RTP.

Air Quality Conformity Memorandum

WFRC prepared [Air Quality Memorandum #43](#), the conformity analysis for Amendment #4 to the 2023-2050 RTP.

It is expected that an updated Air Quality Memorandum #44 will be developed for Amendment #5 to the 2023-2050 RTP in the Fall of 2026 and Air Quality Memorandum #45 will be developed for the 2027-2055 RTP in the Spring of 2027.

Website

WFRC staff updated WFRC's website to incorporate the in-progress [2027-2055 RTP](#). These updates included information about the RTP process, information about how our Region is changing, draft project selection criteria, and public comment opportunities. The website will continually be updated throughout FY27 as progress is made on the 2027-2055 RTP.

Performance Measures

The [Wasatch Choice Vision performance measures](#) address the [ten goals](#) of the Vision. The Long-Range Planning and Analytics Groups at WFRC work collaboratively to establish analysis and automation methods to make the performance measure process more efficient.

WFRC continues work on operationalizing access to opportunity measures to better link transportation, land use, and economic development. In FY26, this work focused on improving the project-level ATO impact tool.

WFRC continued work on developing monitoring plans for the Wasatch Choice Vision, including aspects of the regional transportation system, land use, and economic development aspects of the Regional Vision. During FY25, WFRC developed a [performance dashboard](#) to track progress on five key indicators across the Region and at city and county levels. The five key indicators are workplace accessibility (access to opportunities), transportation choices, household expenses (housing plus transportation costs), park availability, and strength of centers. In FY26, the dashboard was expanded to include mapping capabilities, refine data, and obtain broader buy-in.

WFRC's performance-based [planning and programming is rooted in federal performance measures](#) defined by FHWA and FTA. WFRC coordinated with UDOT and UTA to stay abreast of how the state and region were meeting 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 staff also completed an overhaul of the performance measure space on the WFRC website to make performance-related information easier to find and more transparent, as the new WFRC website was created.

Active Transportation Planning

The WFRC Regional Council has an Active Transportation Committee (ATC) which met five times in FY26. 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 Coordinating Committee (Trans Com) and the Regional Growth

Committee (RGC) on bicycle and pedestrian issues. Specifically, the Committee reviewed and provided feedback on the FFY28 Transportation Alternative Program (TAP) applications, participated in the Utah Trail Network Vision process, provided feedback on Regional Transportation Plan preferred scenario, reviewed state legislation affecting active transportation, visited Boulder, CO in a Peer Tour, and promoted Utah Bike Month and the Golden Spoke Bike Ride annual event.

WFRC collaborated with Bike Utah to conduct a transportation peer tour of Boulder, Colorado, to experience and understand how their transportation systems interact with their land use patterns. About 20 individuals from Utah joined the tour, composed of local staff, elected officials and non-profit representatives. Meetings, along with biking and walking tours, were held with the City of Boulder, County of Boulder, Town of Superior, DRCOG, and Boulder Bicycle staff and officials, lending to an exchange of ideas and experience that can be brought to Utah to make communities safer, more resilient, and fiscally efficient.

During FY26, WFRC staff also continued to participate in local planning efforts, in coordination with WFRC's Transportation and Land Use Connection Program. Additionally, staff participated in conference/event organizing committees for the Golden Spoke Ride and the AMPO national conference. The Beehive Bikeways, a regional set of facilities that connect Wasatch Choice Centers, are being advanced through three pilot projects in cooperation with six local communities. Staff also continued to collaborate with the UDOT Trails Division on selection and prioritization of Utah Trail Network projects within the WFRC region.

Active transportation data collection, retention, and sharing has much room for improvement, and collaboration with partner agencies on this improvement is ongoing. The partner agencies and local jurisdictions are collaborating on best practices for inventorying active transportation infrastructure resulting in a map with up-to-date information available to the public online at bikeways.utah.gov. Outreach to local communities for up-to-date facility information was carried out in the Spring of 2026.

Along with the transportation partners, WFRC led a pilot program called the Utah Active Transportation Implementation Academy, which provided information to elected officials and local staff about the fundamentals of active transportation facilities, planning, public involvement, and culture, along with economic, social and health benefits for communities.

Preferred Scenario Development

Within Stage 2 of the Wasatch Choice Vision and 2027-2055 RTP development, staff developed a process to perform preliminary screening and technical evaluation to identify projects that would not be moving forward, would be considered as Exploratory Concepts, and would be considered as part of the Preferred Scenario to the 2027-2055 RTP. The Preferred Scenario includes roadway, transit, and active transportation projects needed by the RTP horizon year. A detailed description of Exploratory Concepts can be found earlier in this document. The process was developed in consultation with transportation partners, the RGC, and respective Technical Advisory Committees.

A public comment period was also held from April 13 through May 13, providing the opportunity for the public at large to review the draft preferred scenario. Over 2,600 comments were received and addressed.

Exploratory Transportation Concepts

WFRC, in collaboration with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the three other MPOs in Utah, has enhanced its long-range planning process to include a new “Exploratory Concepts” category. The established [transportation planning process starts](#) with developing a “preferred scenario” that functions as a “vision” for the future transportation system, which considers multiple transportation ideas, scenarios, criteria, and projected future land uses. The regionally significant transportation projects in that scenario are then phased (by time) based on when they are needed. Fiscal constraints are then applied based on reasonably anticipated future revenues. This results in the official long-range transportation plan(s), which strike a balance between being aspirational and pragmatic. This process is the basis for [Utah’s Unified Transportation Plan](#), the [Wasatch Choice Vision](#), and other regional visions and plans.

Enhancements to the transportation planning process and materials:

- Explore **aspirational** concepts for multimodal transportation choices for state and local roads, transit, and active transportation – projects and strategies – balanced with **pragmatic** consideration of context and costs.
- Concepts would be identified through the established transportation planning process and through stakeholder input. The parameters for identifying concepts would be flexible and qualitative.
- There would be a clear separation between *exploratory concepts* and the *official needs-based and fiscally constrained plans* (Unified/long-range/Regional Transportation Plans). The *products* are distinct, but with an integrated *process*.
- Exploratory concepts that are not included in the official plans would be *identified* and *displayed* but not necessarily *endorsed* by the transportation agencies. Those concepts can be reconsidered for inclusion in the plans as circumstances change or further study is conducted.

Needs-Based Phasing

Within Stage 3 of the Wasatch Choice Vision and 2027-2055 RTP development, staff developed a process to score and evaluate projects to determine the timeframe in which projects would be needed within the RTP time horizon. Roadways, transit, and active transportation scoring was based on the Wasatch Choice Vision goals, with criteria weighting influenced by feedback from RGC, ATC, and the TACs. A first draft of needs-based phasing of projects was developed, placing projects in one of Phase 1 (2027-2036), Phase 2 (2037-2046), or Phase 3 (2047-2055).

Increased Emphasis Areas

Safety

WFRC led a collaborative regional roadway safety study effort with local governments, UDOT, UTA, and a consultant team to prepare a [Comprehensive Safety Action Plan \(CSAP\)](#) (see section D.1). The data and projects from the CSAP will be used in conjunction with updated USrap data to create new safety projects in the WFRC region.

Freight

During FY26, WFRC continued to collaborate with UDOT, NASA, 47G, UIPA, and other partners on freight-related topics. WFRC has strengthened its coordination with the Utah

Inland Port Authority on land use, population and employment growth, and new distribution and manufacturing centers. In addition, WFRC started a Salt Lake Inland Port Transportation Study in partnership with UIPA, UDOT, and Salt Lake City to analyze and plan for the transportation needs related to the build out of an inland port area in the northwest quadrant of Salt Lake City.

New technological advancements and changes in distribution and delivery have been a key research area in the exploration of external forces with transportation partners. Advanced Air Mobility (AAM) has become a focus point of the state of Utah, and WFRC is coordinating with partners on timelines, vertiport infrastructure, and realistic capabilities and impact AAM will have on the Wasatch Front. WFRC continues to respond to freight surveys from FHWA, AASHTO, and academic institutions. WFRC continued to participate in the Utah Freight Advisory Committee and provided feedback on a new study being completed by the UDOT Freight planning team. This participation in the Utah Freight Advisory Committee informed the UDOT Freight Plan which will continue to be developed and refined. Projects from the UDOT Freight Plan may prove to be regionally significant enough for inclusion in the RTP.

Ensuring broad community engagement

WFRC, in partnership with Wasatch Choice Vision partners, formed the Wasatch Choice Community Advisory Committee (WCCAC) to enhance engagement with communities from all corners of the Region in our planning processes, consider varying needs and perspectives, and provide input to transportation agencies on transportation and land use decisions.

The WCCAC convened four times in the previous fiscal year and engaged committee members on various transportation programs to increase community capacity building and engagement in long-range transportation planning and decision-making processes.

During FY26, the WCCAC learned about and provided feedback on the 2027-2055 RTP, Utah Trail Network, UTA's Long Range Transit Plan, UTA Customer Experience Plan, plus many other efforts. During FY26, the WCCAC participated in an RTP mapping exercise to provide input for the 2027-2055 RTP. Comments received during this exercise were run through the preliminary and technical screening for the RTP.

Advanced Air Mobility and Aviation

WFRC is preparing and planning for Advanced Air Mobility (AAM). In FY24 Utah became one of the leaders in AAM with the announcement of the Air Logistics and Transportation Alliance (ALTA) in May 2024. In FY26, WFRC staff has been working closely with 47G and cities and counties in WFRC's area of coverage to talk about future plans for AAM in cargo delivery, passenger flight, and infrastructure plans.

WFRC is a partner agency in UDOT's Aeronautics Division AAM working groups, and provides feedback where needed. Continuing into FY27, WFRC will be coordinating with UDOT on Senate Bill 96, which directs UDOT to create a community outreach and education program as well as a policy toolkit for planners. WFRC is currently engaged with UDOT on an AAM Working Group and other AAM stakeholder groups. WFRC met with other MPOs outside of Utah to help understand how AAM is being planned in other states and metropolitan areas. These programs will help the WFRC region and the state of Utah be more prepared for AAM in the coming years.

C.2 GROWTH PLANNING

WFRC integrates land use and economic development considerations with its core transportation planning and programming functions. The Wasatch Choice Vision establishes a shared blueprint for how land use, transportation, and economic development, and parks/public spaces should be coordinated through the year 2050 for the Wasatch Front region. The Vision is developed collaboratively with local governments, transportation agencies, and many other partners.

2025 Wasatch Choice Vision Land Use Layer Update

A formal amendment to update the 2023 Wasatch Choice Vision Land Use layer was reviewed during the May 2025 Wasatch Front Regional Council meeting. The 2025 land use update resulted in a 58% increase in total centers, up from 199 total centers in 2023 to 315 in 2025. The Wasatch Choice Vision helps increase understanding of where communities want to grow, and how they would like to connect residents with jobs. The Land Use Layer is currently being used to forecast future population and jobs. WFRC is reviewing a draft forecast with communities and stakeholders. This work will be finalized in early fall 2026.

Section C.3 outlines ongoing use of the TLC program, which 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 FY26, WFRC continued to work closely with both the Salt Lake City and Ogden-Layton Regional Growth Committee Technical Advisory Committees (RGC TACs). Agenda items for FY26 included local community highlights, briefings and presentations on the 2027-2055 RTP Preferred Scenario - including phasing criteria, Amendment #4 of the 2023-2050 RTP, statewide housing updates, Beehive Bikeways, UTA's on-board survey, the Population and Employment Forecasts, follow ups to the Wasatch Choice Fall Workshops, TLC opportunities, Station Area planning implementation, and award announcements, Transportation Improvement Program recommendations, Transit Transportation Investment Fund (TTIF), legislative session updates, generalized future land use, and the Wasatch Choice Great Streets Framework.

Corridor Preservation

Staff continued to participate on the State Corridor Preservation Advisory Council. This Council makes corridor preservation purchase recommendations to the State Transportation Commission for the use of Transportation Corridor Preservation Revolving Loan Fund monies. The [2023-2050 RTP interactive map](#) includes the ability to view projects that need right-of-way and or corridor preservation needs.

WFRC staff coordinated with Salt Lake, Davis, and Weber Counties on local community corridor preservation fund evaluation and programming. Discussions at the Regional Growth Committee took place including information shared by UDOT on the statewide process.

C.3 LOCAL GOVERNMENT SUPPORT

Transportation and Land Use Connection Program

In fiscal year 2026, 15 projects received Transportation and Land Use Connection Program (TLC) funding. The relationship with partners Salt Lake County, UDOT, and UTA is critical to the year over year success of the program and the projects it funds; 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 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 Vision and helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.

Over the past decade, the TLC program has worked with communities on 183 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, housing affordability and accessibility studies, and transportation master plans.

Station Area Planning

In 2022, HB462 gave WFRC the responsibility to certify each city's station area plans, and to provide technical assistance to communities to help them prepare their station area plans. Staff worked over the past year to solidify a process for certifying station area plans, consistent with WFRC-adopted policy. The Wasatch Front Regional Council certified 39 plans for station areas in fiscal year 2026. Additionally, staff continued work with partners including UTA, the Governor's Office of Economic Development, and the Mountainland Association of Governments to provide technical assistance to cities at their request to produce station area plans. In the WFRC region, three projects were awarded this fiscal year that will produce plans for three station areas. These projects are up and running, along with projects funded last year, and will result in station area plans consistent with state requirements and community vision.

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

TSM/TDM Promotion

WFRC staff met with sponsors of eight projects in the urban area funded under the Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) programs 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 twelve orientation meetings and shared potential safety improvements that could be considered in the respective projects.

Congestion Mitigation & Air Quality/Carbon Reduction Programs

Based on the air quality emission reduction/cost and other benefits, the WFRC Council selected qualified transportation projects valued at a total of \$14.7 million for CMAQ funds in 2026 after evaluating several candidate projects with a total value of \$64.6 million. The approved projects include transit expansion, roundabouts, intersection operational improvements, pedestrian facilities, and multi-use trails.

The Carbon Reduction Program provides funds for transportation projects that reduce CO2 emissions. Similar to the CMAQ program, transportation projects were selected on a benefit/cost basis, but in this case the benefit was identified as CO2 emission reductions alone. The WFRC Council selected qualified projects valued at \$4.5M after evaluating several candidate projects with a total value of \$49 million based on TAC member recommendations. The approved projects include new transit operations, intersection improvements, vanpools, and shared use paths.

Traffic Management Committee

The Salt Lake Area 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 Area, as well as to address current operational issues.

Safety

In 2023 and 2024, WFRC led a collaborative regional effort with local governments, UDOT, UTA, and a consultant team to prepare a Comprehensive Safety Action Plan (CSAP). The CSAP provides a valuable resource to help reduce roadway fatalities and serious injuries by analyzing safety needs, identifying high-crash and high-risk locations, identifying contributing crash factors, and recommending safety strategies and countermeasures. The CSAP was funded with a grant from the federal Safe Streets for All (SS4A) program and enables all local governments in the WFRC area to be eligible to apply for SS4A implementation grants. The [CSAP](#) is being used to evaluate and prioritize projects in the WFRC RTP and TIP.

In FY 2024, WFRC was awarded a supplemental SS4A planning grant to conduct several roadway safety audits. After the grant agreement was completed work began on these audits

in the fall of 2025. Activities led by the consultant team with participation by WFRC included coordination with local governments; stakeholder engagement; review of crash and roadway data; and multidisciplinary field reviews. The RSAs have resulted in safety assessment maps, crash and safety analysis summaries, field review documentation, recommended short-, medium-, and long-term safety improvements, and benefit-cost evaluations. WFRC is available to provide assistance to local agencies to support implementation of RSA recommendations and pursue funding opportunities.

WFRC also prepared an annual safety report describing fatality and serious injury trends and identifying safety improvement projects that have been implemented. The report helps track CSAP implementation progress, monitor key crash risk factors, and identify continued safety focus areas for WFRC and partner agencies.

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

Active Transportation To Transit Plan (AT3P)

The Active Transportation Program seeks to advance the findings of the 2023 UTA Active Transportation to Transit Plan (AT3P) by identifying avenues for improving systemwide active transportation accessibility to and from stops and stations. The Micromobility Parking study effort is a result of these findings. The Micromobility Parking Study aims to standardize the experience of micromobility users (i.e., scooters, bicycles, etc.) at UTA fixed rail systems for those who are parking and/or picking up micromobility vehicles. Study deliverables include 3 different elements. Element 1 includes recommendations for parking design and policy to provide ease of parking for micromobility users and maintain safe transit ingress and egress for all users. This work was completed in FY26. Element 2 is a part of the broader Active Transportation Program Implementation efforts and includes Scooter Parking Capital Project Pilot at UTA TRAX Ballpark station. Funding for implementation of this pilot was earmarked for FY26-27. Element 3 is a part of the broader Active Transportation Program Implementation efforts and includes a Scooter Parking Pilot at the UTA FrontRunner North Temple station. Implementation for this pilot is slated for 2026, in coordination with Salt Lake City Transportation Department. The Micromobility Parking study effort is anticipated to be completed in FY27.

Transit Signal Priority (TSP) Implementation

In partnership with UDOT to equip intersections with Transit Signal Priority (TSP) throughout Utah, the Innovative Mobility Solutions (IMS) department is adding 21 new TSP onboard units to new buses arriving this fall, building on the 303 units already active. Guided by UTA's 2021 TSP Master Plan, this collaboration focuses on delivering faster, more reliable bus service, boosting operational efficiency, and preparing UTA for future connected vehicle technologies.

Transit Fresh Look

Southwest Salt Lake County (SWSLCo) and Northwest Utah County (NWUTCo) are among the fastest growing areas in the United States. While the transportation system is periodically re-considered by the cities, counties, UTA, and UDOT through the Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments (MAG) Regional Transportation Plans (RTP), these partners worked to take a fresh look at the vision for transportation in their area given the rapidity of the growth and change.

The Transit Fresh Look Fresh Look sought to align the partners toward a common vision. It focused on regional transit connections, and explored options not previously considered. It also implemented a problem-solving “what does it take” approach.

The Transit Fresh Look effort concluded in December 2025 with the completion of the Vision Map and Corridor Profiles. With these deliverables complete, the partnership can turn toward action steps for implementation.

Active Transportation Education Curriculum

This pilot course, in partnership with MAG, UTA, and UDOT, was tailored for working professionals and elected officials seeking to enhance their expertise in implementing active transportation solutions within their communities. The curriculum was structured over nine weeks to optimize learning while accommodating busy professional schedules.

The course format included three in-person sessions held within the WFRC region, supplemented by virtual meetings lasting approximately two hours every other week. During alternate weeks, instructors assigned a brief, 30-minute task consisting of short questions and reflections based on participants' observations in their own communities.

First-/Last-Mile Grant Application

WFRC, in partnership with MAG, UTA, and UDOT, received a \$25 million RAISE Discretionary Grant to support First-/Last-Mile Connections that improve communities' quality of life through access to opportunities and healthy transportation connections. After a lengthy review, FHWA gave UDOT, as the lead applicant, permission to proceed with entering into the federal agreement. As of this writing, the agreement has been submitted to FHWA and is awaiting approval to proceed to next steps of project design and construction.

Context Sensitivity in Utah's Local and Regional Planning

WFRC, MAG, UTA, and UDOT are partners in the development of the [Wasatch Choice Great Streets](#) planning framework. “Great Streets” refers to context sensitivity. Great Streets are those that fit city/ town center context in a way that improves safety for users, supports transportation choices, and increases economic activity. In FY 26, WFRC and the partners of Great Streets have worked with local governments to update the Great Streets Planning Framework.

The Great Streets framework improves planning predictability for all parties that affect street design and function. It articulates a shared design starting point for each type of street (a “typology”). This doesn't dictate the eventual outcome, but reduces guesswork by providing an agreed-upon starting point for discussion about changes that would improve street context sensitivity. WFRC will also use the Great Streets regional map to inform the Regional Transportation Plan.

9400 South Solutions Development Study

During FY 2026, the Utah Department of Transportation (UDOT), in partnership with Sandy City, performed a Solutions Development Study for 9400 South from approximately 1300 East to Wasatch Boulevard. The goal was to identify year-round needs and solutions to understand and accommodate all users. The study team utilized information from past area studies as a starting point to work with area agencies and stakeholders to comprehensively address future

transportation needs. The study helps identify short- and long-term actions to improve and maintain 9400 South for people using any and all modes of transportation throughout the year. Information regarding the project can be found on the [UDOT website](#), including a project overview, intersection potential solutions, and a survey asking for input on priorities, goals, challenges/needs, and corridor potential solutions. WFRC staff is providing input and feedback for the duration of the study.

WEConnect

Salt Lake City is currently working on the West-East Connections (WEConnect) Study– a two-year process to identify and prioritize solutions for improving west-east connectivity within the City. This study will take a community-centered approach, ensuring those most affected by the division define the challenges and help shape the solutions. The study will evaluate transportation needs and recommend improvements for all modes, including driving, walking, bicycling, and public transit. The project initialized with community engagement, a foundations report, and looking at existing conditions. The next phase of the study focused on organizing and screening the various connectivity strategies suggested by the community, as well as evaluating these strategies through qualitative and quantitative frameworks. The study is currently in process and is anticipated to be completed January/February of 2027 with policy- and project-based strategies. WFRC staff are involved on the Technical Advisory Committee and working closely with the study team.

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

The WFRC took the necessary steps to approve the 2026-2031 Transportation Improvement Program (TIP) in August 2025 along with the corresponding Air Quality Conformity Determination (Air Quality Memorandum 42b). Among other steps, this included a 30-day public comment period in July 2025. Along with the TIP approval, WFRC completed and approved the annual self-certification of the transportation planning process at its August 2025 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 2026-2031 TIP, the WFRC staff worked with UDOT to ensure that funding for projects in the existing four funded years (2026, 2027, 2028, and 2029) within the Wasatch Front Region was financially constrained and projects were on schedule.

In the fall of 2025, 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, Transportation Alternative Program (TAP), and the Carbon Reduction Program (CRP). 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 the CMAQ and CRP 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, TAP, and CRP 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, funding distribution, complete systems, professional considerations, air quality benefits, and project cost. 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, TAP, CRP programs.

Once the Regional Council approved the draft programs, staff went to work with staff from UDOT and UTA to prepare the draft 2027-2032 TIP for public review and comment. Included in the draft 2027-2032 TIP with the STP, CMAQ, TAP, and CRP 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 2027-2032 TIP. The remainder of the TIP process and approval will occur in early FY27.

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 as 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 2026 federal fiscal year, WFRC staff worked with UDOT and UTA to compile a list of projects that received funds during the previous fiscal year (2025). 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

I-84 Mountain Green Interchange Environmental Assessment

The I-84 Mountain Green Interchange Environmental Assessment (EA) began in spring 2024 and will continue through the beginning of FY26. The purpose of the EA is to evaluate improvements to roadway network linkages and to assess ways to reduce out-of-direction travel in the Mountain Green area of Morgan County.

Big Cottonwood Canyon Environmental Assessment (BCC EA)

The Utah Department of Transportation (UDOT) conducted an environmental assessment to evaluate tolling and enhanced bus service to address winter-time traffic congestion in Big Cottonwood Canyon as directed by the Utah State Legislature in Senate Bill 2 (2023). The assessment reviewed enhanced bus service, tolling, a mobility hub, and resort bus stops for the Canyon, improvements which are collectively referred to as the “Proposed Action.” The effort concluded in the spring of 2026, with UDOT identifying the Proposed Action as the selected alternative, and issuing a decision on the Environmental Assessment, which is a Finding of No Significant Impact (FONSI). WFRC staff was involved in the Stakeholder Working Group for this effort and worked closely with the study team. With the EA completed, next steps include design, bus service procurement, permitting, property acquisition, construction, and eventual final implementation.

West Davis Corridor Extension State Environmental Study

UDOT has been conducting a State Environmental Study (SES) to evaluate the extension of State Route 177 (SR-177) from 1800 North in West Point to approximately 4000 South in West Haven. The purpose of this SES is to continue efforts to meet current and future transportation needs in western Davis and Weber Counties. Environmental resources in the area will be evaluated as part of the study. The study is expected to last through late 2026 at which time it is anticipated to have developed a preferred alternative.

E.2 UTA ENVIRONMENTAL STUDIES

Davis – Salt Lake City Community Connector

NEPA clearance and preliminary design for this corridor-based BRT (no exclusive bus lanes) system between Farmington City in South Davis County and Salt Lake City was completed for FTA review in August 2025. FTA approval was received by UTA in December 2025. Once operating, expected by mid-2029, the project will include 18 new buses, 40 stations, and 77 platforms.

UTA requested a rating for the project from the FTA CIG Small Starts grant program in August 2025. The project received a medium-high rating from FTA in April 2026, making it eligible for Small Starts funding. The House Appropriations Committee included the project in the FY2027 Transportation, Housing and Urban Development appropriations bill in June 2026.

F. TRAVEL FORECASTING

Wasatch Front Travel Demand Model Enhancements

In collaboration with partner agencies Mountainland Association of Governments (MAG), UDOT, UTA, and other statewide modeling partners, WFRC continued development work on the next versions of the official Wasatch Front Travel Demand Model (WF TDM). The WF TDM informs forecasting of future travel patterns and volumes that help shape the Regional Transportation Plan, transportation alternatives analyses, environmental studies, air quality conformity work, and other regional planning efforts.

During FY26, WFRC staff finalized and released version 9.2 of the WF TDM. Staff also advanced development of TDM version 10, which will become the official model release for the 2027-2055 RTP. Version 10 work included technical enhancements, estimation, calibration, validation, and model sensitivity testing. Technical enhancements were made to improve the model's representation of microtransit, regional rail ridership, urban form's impact on non-motorized travel, commercial vehicle movements, home-based work destination choice runtime, household disaggregation, auto ownership, as well as refinement of documentation presentation and content. Estimation and calibration inputs now include the 2023 household survey, 2024 onboard transit surveys, and recent observed counts from continuous roadway traffic count stations and automated transit boarding counters. The 2023 household travel survey dataset was reweighted to provide separate products for trip-based and activity-based model needs and to incorporate methodology and reference data updates.

WFRC also continued coordination and began active work on version 11 of the TDM, which will incorporate an activity-based model for all household travel using the open-source ActivitySim ABM modeling platform. Phase 1 work, to be completed in FY26 and FY27, will produce a minimum viable working model. Toward this end, WFRC and partners completed a competitive bid process to award a multiyear consultant support contract for the ActivitySim implementation. Kickoff and initial model design meetings were held for planning managers and technical staff. Analytics staff delivered preliminary input datasets for transportation analysis zones and micro level analysis zones (TAZs and MAZs) as well as a MAZ-level synthetic population controlled to identified key demographic variables.

For each TDM release, additional details, model documentation, and validation reports are documented and available at: <https://wfrc.utah.gov/wftdm-docs>.

Travel Model Coordination

WFRC continued to work with regional and statewide modeling partners through the Model Users Group, interagency modeling committees, consultant teams, and partner agency coordination meetings.

Under the FY26 Enterprise Modeling Services memorandum of agreement between WFRC, MAG, and UDOT, WFRC's modeling staff provided a range of tools, data products, and other technical services to UDOT, UTA, and other MPOs.

Other Model-related Development

- Travel Model Network Updates - WFRC updated the travel model network to keep in concurrence with the existing highway and transit systems and the latest projects

included in the adopted 2023-2050 RTP and amendments. Work was begun to incorporate true-shape roadway centerlines to improve consistency between source GIS data and the travel model network. Minor updates were made to TDM summary segments and segment-level results processing.

- Web-based Viz Tool - the WF TDM vizTool is a web-based tool to visualize the inputs and results from the TDM in a browser (www or localhost), reading in model results stored locally (localhost) or stored on a web server. The tool provides an array of auto and transit results and socioeconomic data to be filtered and displayed in map, graph, and tabular formats and allows for comparisons between model scenarios. The vizTool is fully integrated into the TDM and TDM workflow for model appliers and planning users in version 9.x and 10.x of the TDM. While the vizTool has its own release cycle for updates, it has been updated in cadence with TDM versioning to date. An example of the VizTool's capabilities is available at: <https://wfrc.utah.gov/viztool-wftdm-v10-beta/>.

Model Application

WFRC continued to provide travel modeling support for regional planning, environmental analysis, air quality planning, and public communication. Staff supported Ozone SIP planning through travel model and MOVES-related work for Weber, Davis, Salt Lake, and Tooele counties, including model runs, preliminary analysis, and reporting for DAQ. WFRC also supported RTP development with traffic and transit volume forecast results for the RTP's preferred projects scenario, VMT analysis, and enhancements to internal model result visualization tools for the RTP.

Staff participated in WF TDM modeling coordination and application work related to transportation planning studies including: the Southwest Salt Lake Transit Fresh Look Study, the Power District transportation study, and the Inland Port transportation study.

Other

WFRC continued to utilize commercially-available origin-destination datasets (most recently LOCUS commercial and personal vehicle data) and vehicle routing application programming interfaces (APIs) to capture travel speeds for future use in validating the WFTDM and other application areas. The [Models and Forecasting web page](#) has been kept current with links to the v9.x TDM documentation and related other resources.

The Real Estate Market Model (REMM) is WFRC's land use forecasting tool that supports the development of WFRC and MAG 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

WFRC staff prepared an updated regional emissions analysis (Air Quality Memorandum 43), and FHWA provided a conformity determination for Amendment #4 of the 2023-2050 WFRC Regional Transportation Plan in October 2025. Based on the analysis documented in this memo, all transportation projects within the amended 2023-2050 RTP conform to the State Implementation Plan or the Environmental Protection Agency interim conformity guidelines for all pollutants in applicable non-attainment or maintenance areas.

A draft Air Quality Memorandum 43a was prepared for the 2027-2032 Transportation Improvement Program (TIP) based on the amended 2023-2050 RTP. The draft 2027-2032 TIP and Memorandum 43a are out for public comment at the time of this writing.

Technical Support

WFRC continued to support the DAQ in developing a State Implementation Plan (SIP) addressing ozone precursor emissions in the Northern Wasatch Front non-attainment area. This support primarily included technical analysis for the on-road mobile source emissions inventory and Motor Vehicle Emissions Budget (MVEB) for the Northern Wasatch Front ozone nonattainment area. In addition, work continues by WFRC with State and Federal partners and peers from neighboring states to find solutions to regulatory restrictions stemming from ozone emission levels.

Coordination

The Interagency Consultation Team (ICT) includes representatives from WFRC, MAG, Cache MPO, DAQ, UDOT, UTA, FHWA, FTA, and EPA. The ICT is now holding monthly virtual meetings as needed to discuss regional and project level conformity needs in each MPO area. Recently improved procedures for involving the ICT more formally in RTP and TIP amendment processes were successfully applied to recent amendments to the TIP and RTP resulting in greater involvement for ICT members.

WFRC staff participated in committees organized by other agencies that are promoting actions to improve air quality, such as the Governor's U-CAIR program and the Intermountain West MPO group. WFRC also collaborates on air quality issues by regularly attending meetings of the Utah Air Quality Board.

UDOT Air Quality Coordinator

UDOT provides an Air Quality Coordinator to assist 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 commented about WFRC's air quality conformity analyses.

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

WFRC continued its partnership with MAG to develop and support the Real Estate Market Model (REMM), a shared regionwide land use model that supports WFRC's official transportation analysis zone-level household and job socioeconomic forecast expected to be adopted with the RTP in May of 2027. These forecast products will be packaged with the WF Travel Demand Model and made available separately as GIS layers, web maps, and downloadable datasets.

WFRC continued socioeconomic forecast development in preparation for the 2027 RTP cycle. Staff prepared a preliminary household and jobs forecast and developed a web application for local government review that included functionality to enable geographically specific comments. The preliminary forecast and review application were presented to the Regional Growth Committee Technical Advisory Committees. A short informational video was made for the forecast review process, and a reminder campaign was implemented to support local government participation, including the release of a 3D viewer for the preliminary forecast. WFRC received over 300 comments from cities, and these comments were adjudicated, resulting in changes to REMM inputs and the "in-the-pipeline" development database.

A college enrollment forecast was prepared to better account for campus-specific student population trends, including full-time online students. WFRC also refined housing units, jobs, attractions, and related land use variables used in forecasting and transportation and land use planning analysis.

Other REMM-related work in FY26 included: developing a phasing timeline for the Wasatch Choice city and town centers that are used to inform REMM assumptions, reprocessing County Assessor parcel and development data, and preparation of REMM "in-the-pipeline" development project data for major development areas including Daybreak, The Point, and the Power District.

Staff provided housing-in-centers data to the Governor's Office of Planning and Budget, prepared housing information for station area planning, updated the Housing Site Evaluator destination accessibility web application, and developed other Housing and Transportation-related datasets and indicators.

WFRC REMM modelers continued to participate in national land use model coordination groups organized by the national Association of Metropolitan Planning Organizations (AMPO).

G.3 GIS AND DATA MANAGEMENT

Geographic Information Systems continued to serve WFRC's organizational and program area goals in FY26. WFRC Analytics staff provided GIS, mapping, and data management

support for long-range planning, socioeconomic forecasting, travel modeling, public engagement, regional coordination, and partner agency data needs.

GIS data work was the foundation of WFRC's development of a new Regional Progress Indicators dashboard and related temporal datasets that included metrics for auto and transit workplace accessibility, housing and transportation costs, centers population, park and trail access, and access to frequent and basic transit service. This was the first major effort to build and sustain consistent temporal datasets of existing conditions for the region.

Topics in the Map of the Month series in WFRC's monthly newsletter this past year have included:

- City-level map viewer for Census LEHD-LODES commuter flows
- RTP Preferred Scenario public comment map
- Housing Site Evaluator interactive map
- Regional projects for Olympics 2034 readiness
- bikeways.utah.gov web map and golden spoke bike month event
- Utah traffic volume forecast
- Updated county-level household and jobs projections (GPI)
- Utah Trail Network vision map
- Updated WFRC Map Gallery
- Generalized Future Land Use, aggregated general plans
- TIP Public Comment map

These and other map and data resources can be discovered and accessed in WFRC's Map gallery (maps.wfrc.utah.gov) and open data catalog (data.wfrc.utah.gov).

Long-Range Planning Support

WFRC staff provided GIS data and mapping support for development of the 2027-2055 Regional Transportation Plan and related public engagement activities. Some examples include staff reviewed, refined, and updated RTP project information; prepared the RTP Preferred Scenario Public Comment web map; added Phase 1 needed transit stations to RTP-related mapping products; and coordinated with partners on the data standard for the Unified Transportation Plan GIS layers and web app.

WFRC also supported Wasatch Choice centers and transit station-related planning data and layers used in web tools that address the Wasatch Choice Vision, housing resources, transportation, and growth. The Wasatch Choice Vision map's principal themes and layers were updated to reflect changes to plans and existing conditions.

Other Planning and Programming Support

GIS support was provided for short-range planning and partner agency needs, including updates to the TIP Public Comment Map, Housing and Transit Reinvestment Zones (HTRZs) map to reflect 2025 and 2026 changes to Utah HTRZ eligibility criteria, Title VI table updates, roadway safety ratings (usRAP), residential housing inventory, and local land use planning requests. In addition, GIS support was provided to the Tooele Valley and Morgan County Rural Planning Organization (RPO) long-range plans. Staff also supported partner agencies

through data model proposals, shared GIS workflows, and coordination with Utah Geospatial Resource Center (UGRC), UDOT, UTA, cities, counties, and other MPOs.

WFRC continued active transportation data development and coordination. Staff updated bikeway data across the region, adding over 25 miles of new multiuse paths and onstreet bikeways, with direct input from over 25 cities. The Analytics group participated in the national GATIS active transportation data model development process led by the Bureau of Transportation Statistics.

Model Development Support

GIS resources continued to support WFRC's travel demand model, REMM, and socioeconomic forecasting tools. Staff designed and began work toward completing a new set of microzones to be used in the ABM's modeling of non-motorized travel. The Regional Commuter Flow map, updated in spring 2026, provides a user-friendly way to explore jobs-housing balance and commute flows for cities, counties, and legislative districts. The web map was custom-built from the Census LEHD-LODES time series dataset, which also supports visualization of a key input used for travel model validation. A related interactive map prototype was created to make the LEHD-LODES available for transit station and route analysis.

Other GIS Accomplishments

- Supported regional GIS collaboration and professional development by hosting the Salt Lake GIS Users Group, presenting at the Utah Geographic Information Council conference, and participating in the 2026 Maps on the Hill. The Analytics Director chaired three meetings of the National Geospatial Advisory Committee.
- Staff maintained GIS infrastructure, now largely cloud hosted and archived GIS server datasets.
- Updated the city-level sales tax trends interactive map that includes transportation related sales tax revenue trends.
- Built hexagon-based datasets for the 6 variables of placemaking for a forthcoming UTA transit suitability land use map that can also serve as STBG project prioritization map layers for accessibility scoring.
- Provided support for Opportunity Zone 2.0 tract selection

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

WFRC fulfilled requests for service throughout FY 2026. 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 Chamber of Commerce committees.

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

WFRC staff facilitated four meetings of the Tooele Valley Rural Planning Organization. In September 2025, the RPO provided comments on the Tooele Valley Connectivity Study led by UDOT. The study analyzes forecast travel in the Valley and recommends strategies and projects to improve mobility and support development. In the spring of 2026, the RPO used this and other information to identify highway needs out to 2055 and develop draft phasing for the next update to the Tooele Valley Regional Long Range Transportation Plan. The RPO also recommended two projects for Congestion Mitigation Air Quality funds administered by UDOT, and discussed local transportation plans and related planning efforts.

G.6 MORGAN COUNTY RURAL PLANNING ORGANIZATION

WFRC, with Morgan County, Morgan City, and UDOT, re-established the Morgan County RPO in FY23. WFRC facilitated dialogue with the RPO about local option sales tax and corridor preservation prioritization, long-range plan updates, and funding opportunities available through UDOT and via new discretionary grant programs. WFRC staff has also worked with UDOT and Morgan City to develop a State Street Study. Staff is involved in both the Morgan County Active Transportation Advisory Board and the Morgan County Active Transportation Implementation Plan, and continues to help facilitate dialogue about emerging rural areas.

WFRC, Morgan City, and Morgan County began the update to the Morgan RPO Long-Range Plan in FY25 and expect completion in early FY27. Road, active transportation, and transit projects, priority, evaluation criteria, and safety components will be reviewed and updated. The Morgan RPO reviewed the population, employment, and household forecasts and provided feedback and updates. Portions of the Morgan RPO Long-Range Plan will be incorporated into the UDOT Statewide 2027-2055 Long-Range Plan.

H. PUBLIC INVOLVEMENT

In fiscal year 2026, WFRC staff led and participated in numerous successful public involvement efforts including, but not limited to, the following.

Formal Public Comment Periods

Formal public comment periods were held for the Draft 2026-2031 Transportation Improvement Program (TIP) and the Draft Preferred Scenario for the 2027-2055 Regional Transportation Plan (RTP). For each of these comment periods, WFRC sent a press release, shared information in the WFRC monthly newsletter, posted information on the WFRC website, and published social media posts to notify the public of the opportunity to comment. All comments were carefully reviewed and shared with WFRC for consideration.

Stakeholder Outreach Meetings and Workshops

WFRC sponsored two in-person open houses for the Draft 2026-2031 TIP in July of 2025. Representatives from WFRC, UDOT, and UTA were available to answer questions about the TIP projects.

In addition, WFRC held eight Wasatch Choice Vision Fall Workshops including each part of the region with transportation partners, key stakeholders, and local elected officials and staff to get input on development of future active transportation, roadways, transit, and land use. Feedback from the workshops and stakeholder meetings was reviewed in detail by WFRC staff.

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 Association of Counties (UAC), Utah League of Cities and Towns (ULCT), the National Association of Regional Councils (NARC), Association of Metropolitan Planning Organizations (AMPO), Utah Transportation Conference and others. Information about the Wasatch Choice Vision, RTP, and/or Utah's Unified Transportation Plan were shared at the various conferences and conventions.

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. Additionally, WFRC was able to coordinate with the delegation and staff in preparation for the next surface transportation authorization, with the Infrastructure Investment and Jobs Act (IIJA) set to expire on September 30, 2026.

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.

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 and provided a traditional form for general comments, giving the public two formats to provide comment.

New Website and Ongoing Updates

WFRC was proud to launch a new website in December of 2025. The new site has simplified navigation, more readily accessible content, and a welcoming homepage. Staff continues to provide subject-matter expertise to local governments and other stakeholders, including making a variety of resources and content available via wfrc.utah.gov. 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.

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 (Facebook, LinkedIn, Instagram, and YouTube) and via email lists.

WFRC hosts all Council and committee meeting videos on its YouTube channel, cross-linking them to the Council and committee respective webpage for on-demand viewing.

WFRC also prepares and distributes a monthly e-newsletter to a list of more than 5,000 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. Supplementing the newsletter is a Government Affairs newsletter that is sent periodically when the Utah State Legislature is in session, during the Summer Interim Session, and when important information is available to share. Staff also prepares and distributes a monthly newsletter to communities with less than 10,000 people from our Local Administrative Advisor (see section I.3).

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 2026, WFRC was included in several different publications from local, regional, and national media outlets on a range of topics:

- Wasatch Choice Vision
- Regional Transportation Plan
- Transportation Improvement Program
- Transportation funding
- Bicycle safety
- Infrastructure Investment and Jobs Act
- Golden Spoke Ride Event

These media outlets included the Salt Lake Tribune, Deseret News, Salt Lake City Weekly, Standard Examiner, KSL Newsradio, Utah Construction and Design Magazine, and FOX13, to name a few. WFRC staff tracks communications and participation metrics, as well as media coverage.

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 FY26, WFRC staff completed the 2026 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 which was updated in FY25.

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.

Staff is also working with the state to identify potential strategies to ease some of the burdens of applying for the grant in order to increase participation in the program.

I.2 ECONOMIC DEVELOPMENT

The Wasatch Front Economic Development District (WFEDD) Committee continued its work to support economic vitality across the region, strengthen partnerships, and maintain eligibility for administrative funding from the U.S. Economic Development Administration (EDA). Much of the year's work focused on making progress on implementing the strategies, goals, and actions included in the 2023 to 2028 Comprehensive Economic Development Strategy (CEDS).

The CEDS continues to serve as a shared economic roadmap for the region. It brings together public and private partners around common priorities. It connects economic development to the Wasatch Choice Vision, the long-range transportation plan, active transportation, community amenities, housing, jobs, and fiscal responsibility. During the year, staff worked with local governments, elected officials, universities, chambers of commerce, state partners, and other regional stakeholders to better connect transportation decisions, land-use planning, housing opportunities, workforce needs, and economic development.

Comprehensive Economic Development Strategy (CEDS)

A major area of progress was the continued implementation of the 2023 to 2028 CEDS. Since the plan was adopted by the WFEDD in September 2023 and approved by the EDA in October 2023, staff have focused on implementing the CEDS. This included work on key CEDS strategies and goals, including:

- City and town centers
- Human capital development
- Economic development capacity
- Diversification of the business environment for economic resilience

Annual Report and Partnership Planning Grant

Staff also continued to track progress through regional benchmark data, ongoing coordination with partners, and annual reporting. The WFEDD submitted its Annual Report to the EDA. The report included budget information, updates on CEDS implementation, progress on key strategies and goals, and annual benchmark data. Through this reporting process, the WFEDD continued to meet EDA requirements and document the region's progress. WFEDD and WFRC staff also submitted a three-year Partnership Planning Grant application to the EDA to support continued CEDS implementation, build regional economic development capacity, and strengthen coordinated planning across the Wasatch Front.

Opportunity Zones 2.0

The WFEDD coordinated with the Governor's Office of Economic Opportunity, cities, and counties to identify key areas for prospective Opportunity Zones 2.0. This work focused on places that overlap with the Wasatch Choice Vision, including city and town centers, transit areas, and areas with potential for housing, jobs, infrastructure investment, and economic opportunity. These efforts helped connect economic development tools with local priorities and the region's long-term vision for growth.

The WFEDD's annual objectives continue to focus on:

- Implementing, updating, and reporting on the 2023 to 2028 CEDS
- Advancing key CEDS strategies related to city and town centers, human capital development, economic development capacity, and business diversification
- Strengthening the region's economic development ecosystem
- Improving resilience planning for economic changes

WFEDD also continued to promote the Wasatch Choice Vision through quarterly meetings and targeted emails as a coordinated strategy for growth, quality of life, transportation, housing, and economic development. Through this work, WFEDD and WFRC staff continued to help connect transportation investments with economic development efforts, support local economies, expand access to opportunity, and improve quality of life for residents across the Wasatch Front.

I.3 LOCAL ADMINISTRATIVE ASSISTANCE

The purpose of the Local Administrative Advisor (LAA) program is to improve the efficiency and effectiveness of local governments. Smaller cities and towns now receive proactive administrative support on a consistent basis. These small cities and towns lack the revenue to hire administrative staff but have many of the same needs and obligations as larger cities. Additional administrative support helps these communities meet the State of Utah's objectives around transparent and accessible government, water conservation, land use planning, and the provision of public safety and infrastructure services.

The annual objectives of the LAA Program are as follows:

1. **Capacity Building:** Enhance the administrative capabilities of qualifying local governments by providing targeted training and guidance to mayors, council members, and staff on Utah Code and public management best practices.
2. **Enhancing Efficiency:** Assist local governments in streamlining administrative processes, including personnel matters, budgeting, agenda setting, and policy development, to foster efficiency and effectiveness in public governance.
3. **Goal Setting Support:** Facilitate discussions with city leaders to establish clear goals and objectives for community development, ensuring alignment with the overall vision of the local government.
4. **Project Management:** Oversee the completion of work projects for communities, ensuring adherence to municipal policies and procedures, and obtaining approval from the local governing body as necessary.
5. **Financial Management:** Collaborate with local governments to establish and monitor budgets, ensuring compliance with state regulations and facilitating financial and technical assistance to achieve community goals.
6. **Grant Facilitation:** Provide support in identifying grant opportunities, completing grant compliance reports, and recommending strategies for securing financial assistance to support community programs and initiatives.
7. **Community Engagement:** Participate in city standing and ad hoc committees, attend and make presentations at city and town meetings to foster community engagement and transparency in governance.
8. **Policy Compliance:** Ensure that all work projects and assistance provided are in accordance with municipal policies, procedures, and state regulations, requiring attention to detail and thorough understanding of legal requirements.

Over the past year, staff have worked closely with member jurisdictions to continue the implementation of the Local Administrative Advisor program, focusing on building strong, collaborative relationships with elected officials, appointed leaders, and entity staff. Both proactive and responsive support has been provided to cities and towns, helping to advance the LAA annual objectives across the sixteen municipalities served within the WFRC region.

Staff assisted LAA municipalities on statutory requirements such as: the Moderate Income Housing Annual Report, Government Data Privacy Act implementation, and General Plan updates.



WASATCH FRONT REGIONAL COUNCIL

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