

Annual Report

fiscal year 2026



Council Chair

Vice Chair



WFRC Council

WFRC
Executive Director

Working Together for a Thriving Region

Planning for the future of the Wasatch Front is a collaborative effort. As the designated Metropolitan Planning Organization (MPO) for Utah's northern Wasatch Front and an Association of Governments (AOG), the Wasatch Front Regional Council (WFRC) coordinates regional planning for transportation and related issues, including land use, economic development, housing, and air quality. We also provide funding, technical assistance, data, and other resources to help communities turn plans into action.

The choices we make today shape how people will move, live, work, and connect for decades to come. WFRC works alongside our members and partners to understand regional challenges, identify shared priorities, and help communities prepare for growth while supporting the quality of life that makes the Wasatch Front a great place to call home.

For fiscal year 2026 (July 1, 2025–June 30, 2026), the WFRC Council adopted three goals that guided our work: **collaboratively advancing the Wasatch Choice Vision, providing subject-matter expertise to officials and policymakers, and striving for organizational excellence.** This report highlights the progress made by WFRC members, staff, and partners toward those goals.

Sharing these accomplishments is one way we demonstrate our accountability as a public agency. They also show what is possible when local governments, agencies, and regional partners work together toward a shared future.

Note: If you'd like more detail on our fiscal year 2026 accomplishments, please see our **Completion Report**, which we submit annually to the U.S. Department of Transportation.

WFRC Fiscal Year 2026 Goals

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

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

3 Strive for organizational excellence.

GOAL ONE

Collaboratively Advance the Wasatch Choice Vision

to Accommodate Growth and Enhance Quality of Life

Communities across the Wasatch Front are growing in different ways, but they share a common opportunity: to shape growth in ways that **expand transportation choices, support economic prosperity, and preserve the qualities that make each community unique**. Through regional collaboration, technical expertise, and locally driven planning, WFRC helps communities prepare for that future.

This past year, WFRC advanced the **Wasatch Choice Vision** through long-range transportation planning, local planning support, improved transportation safety, and data and tools that help communities make informed decisions.

From regional transportation planning to neighborhood-scale projects, each effort reflects a **shared commitment to building a thriving Wasatch Front** — one community at a time.



WASATCH CHOICE

— VISION —

Utah is growing... and we have a plan. Our future quality of life depends on the choices we make today. Wasatch Choice Vision is our communities' shared vision for coordinated transportation investments, development patterns, and economic opportunities. Advancing the Wasatch Choice Vision will enhance the quality of life even as we grow.

KEY STRATEGIES

Key Wasatch Choice Vision strategies for a thriving region and communities:

- Transportation choices**
Provide people with real choices in how they get around — by driving, transit, biking, and walking — so people can easily reach their destinations.
- Housing options**
Support housing types and locations that meet the needs of all residents.
- Parks and public spaces**
Ensure ample and convenient parks, public spaces, and open land for gathering and recreating.
- City and town centers**
Create and enhance city and town centers as the hearts of our communities — walkable areas where activity is focused, with places to live, work, and play.

GOALS AND BENEFITS

The Vision is designed to improve quality of life now and for generations to come.

- Livable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user friendly streets
- Clean air
- Housing choices and affordable living expenses
- Fiscally responsible communities and infrastructure
- Sustainable environment
- Ample parks and public spaces

Scan to View the Interactive Vision Map
wasatchchoice.org

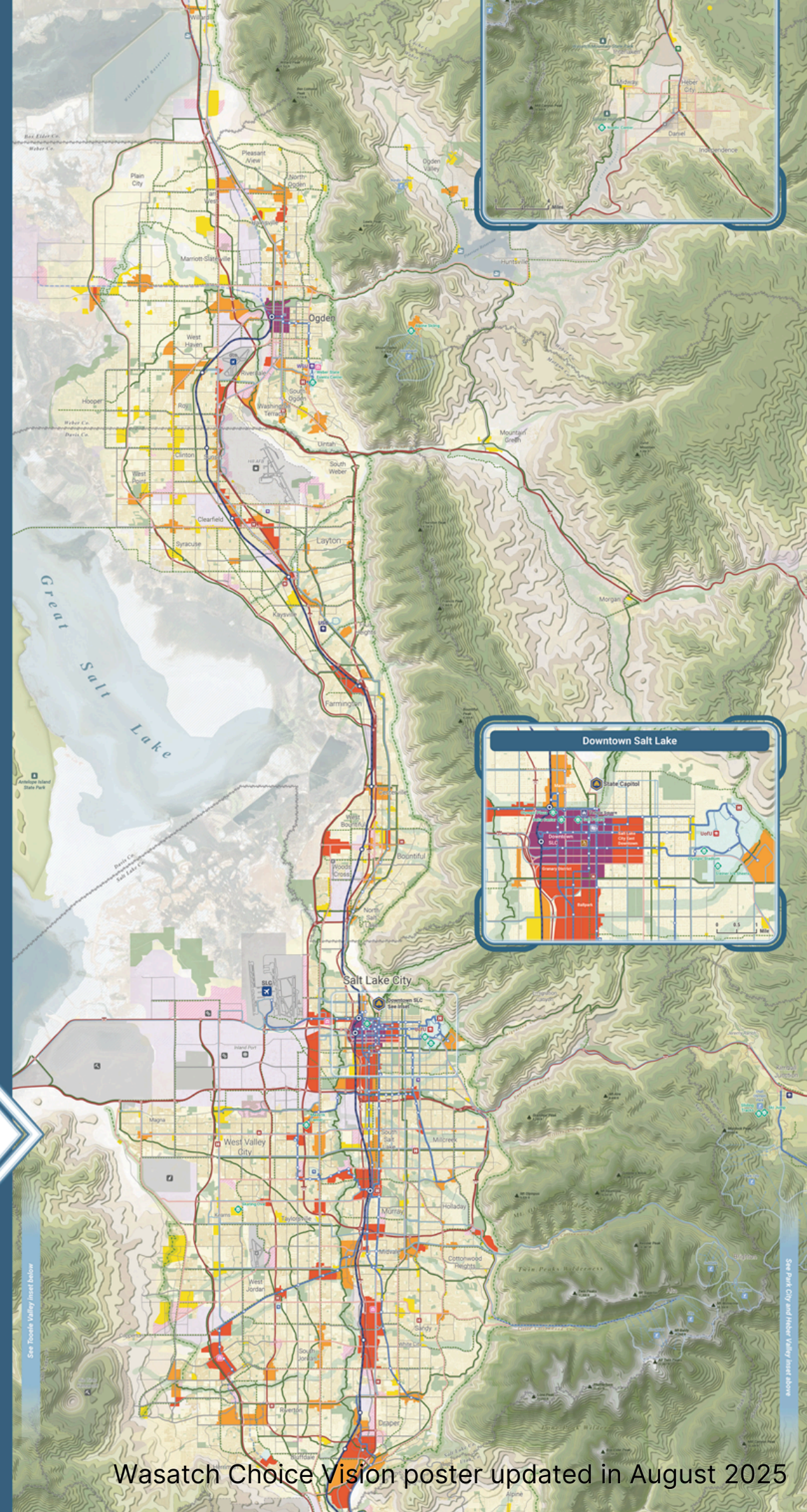
TRANSPORTATION CHOICES

As our region continues to grow, we need choices for how to move around.



CENTERS AND LAND USES

A thriving region requires great places where people can live, work, and play.



PLANNING FOR THE FUTURE

The **Wasatch Choice Vision** is the region's shared framework for coordinating transportation, land use, and economic development. It brings local governments, transportation agencies, and regional partners together around a common vision for how the Wasatch Front can grow while supporting mobility, housing, economic opportunity, and quality of life.

This was an important year for putting that Vision into action. WFRM advanced the **2027–2055 Regional Transportation Plan**, while communities across the region continued implementing the Wasatch Choice Vision through efforts such as **Station Area Planning**, which will help accommodate 108,000 additional housing units near transit. Together, these efforts connect long-range regional planning with the local decisions and investments that will shape the Wasatch Front for decades to come.

Wasatch Choice Vision poster updated in August 2025

Shaping Our Roads, Transit, and Trails

During fiscal year 2026, WFRC reached a key milestone in developing the **2027–2055 Regional Transportation Plan (RTP)** by releasing the **Preferred Scenario**. WFRC developed the Preferred Scenario in partnership with local governments, Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and community stakeholders (such as the Wasatch Choice Community Advisory Committee, natural resource agencies, community advocacy groups, universities and colleges, and large landholding entities). The Preferred Scenario identifies the transportation investments needed between now and 2055 to support the Wasatch Front's continued growth and serves as the foundation for the next phase of developing and adopting the Regional Transportation Plan.

The 2027–2055 RTP planning process also recognizes **Exploratory Concepts** — emerging transportation ideas that do not currently meet the evaluation criteria for inclusion in the RTP but remain part of the regional conversation as communities continue refining priorities.

By the Numbers

- **367** attendees at fall workshops
- **55** communities participated in fall workshops
- **24** stakeholder meetings

Next Up

- Project phasing based on need
- Project phasing based on projected funding availability
- Draft 2027–2055 RTP and Air Quality Conformity Analysis released for public comment
- RTP is anticipated to be adopted and published in May 2027



DID YOU KNOW?

Today's projects were born in the RTP decades prior.

Major transportation projects often begin as ideas decades before construction. Regional planning helps communities and transportation agencies look ahead to identify future needs and explore options together. By working together now, we can prepare for development and coordinate investments long before the first shovel hits the ground.

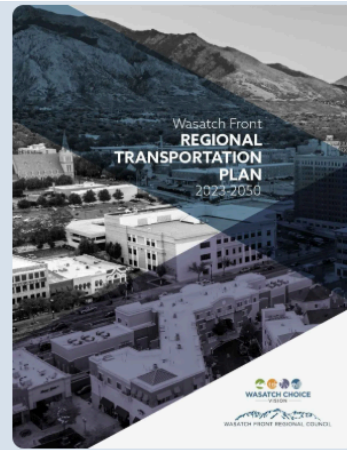
The Regional Transportation Plan is published every four years, with each year marking a distinct phase of its development.



In-Progress 2027–2055 RTP

WFRC, local communities, and our partners are currently collaborating to develop the 2027–2055 RTP.

[Learn more about the in-progress 2027–2055 RTP](#) →



Adopted 2023–2050 RTP

The 2023–2050 RTP was adopted in May 2023 and has been amended several times since adoption.

[Explore the adopted 2023–2050 RTP](#) →



Past RTPs

Past RTPs document earlier planning processes, providing a record of decisions, assumptions, and methodologies that informed prior transportation planning efforts.

[Research archived RTPs](#) →



WFRC staff and regional partners gather during the Northern Davis County Fall Workshop, held October 22, 2025, in Clearfield.

Transit Fresh Look Vision



This map represents a shared vision for future transit projects. Implementation of the vision, and its component projects, is not certain, and is dependent on subsequent steps, which include:

- **Funding:** The availability of the necessary capital for construction, and ongoing funding for operations and maintenance.
- **Land use:** Community development patterns that support transit ridership.
- **Analysis:** Detailed corridor-level analysis and station area plans, project engineering, completion of all mandatory environmental reviews.
- **Phasing:** Transit enhancements in a corridor may be implemented in phases, depending on resources and feasibility.

Transit Fresh Look: Reimagining Transit for a Rapidly Growing Area

WFRC, together with Mountainland Association of Governments (MAG), UTA, and UDOT, convened and facilitated a series of workshops with local governments and community stakeholders to create a refreshed vision for transit in southwest Salt Lake County and northwest Utah County. The **Transit Fresh Look Vision** establishes this shared vision and outlines paths forward to achieve it. This vision will be reflected in the **2027-2055 Regional Transportation Plan**.

By the Numbers

- **18** different organizations involved
- **11** corridor profiles were created that provide more detail and near-term steps for advancement

Next Up

- Advance priority corridors through future planning and project development
- Continue coordinating with partner communities to align land use and future transit investments

wfrc.utah.gov/studies

Midvalley Express: From Vision to Reality

The opening of the **Midvalley Express (MVX)** Bus Rapid Transit line demonstrates how regional planning becomes a real-world investment. Over 15 years ago, the corridor was identified in the **Regional Transportation Plan** as a priority for improving east-west travel. The project advanced into the **Transportation Improvement Program** through collaboration with UTA, UDOT, and local governments, securing the funding necessary to begin implementation.

MVX officially launched in April 2026, providing a vital east-west connection between **Murray, Taylorsville, and West Valley City**. By connecting residents to key destinations such as the Intermountain Medical Center, Salt Lake Community College, and seven Wasatch Choice Centers, MVX makes it easier to move across the valley and connect to the broader transit network with connections to both FrontRunner and TRAX.

MVX illustrates WFRC's role in moving transportation investments from long-range planning to funded projects that improve mobility and expand transportation choices.



Midvalley Express ribbon-cutting, April 28, 2026.



Tooele Valley
looking north to
Salt Lake City.

Rural Planning: Coordinating Local Priorities

WFRC provided administrative and technical support to the **Tooele Valley and Morgan County Rural Planning Organizations (RPOs)**, helping local leaders coordinate transportation priorities and prepare for future growth. The RPOs bring cities, counties, and transportation partners together to develop long-range transportation plans and identify priorities across roads, transit, and active transportation.

In **Tooele Valley**, WFRC supported continued implementation and updating of the region's long-range transportation plan and facilitated conversations about transportation funding opportunities. In **Morgan County**, WFRC worked with Morgan County, Morgan City, and UDOT on the long-range transportation plan update, while also supporting active transportation planning, trails, downtown planning, and discussions about corridor preservation and funding.



Morgan City
near 200 North
and 600 East

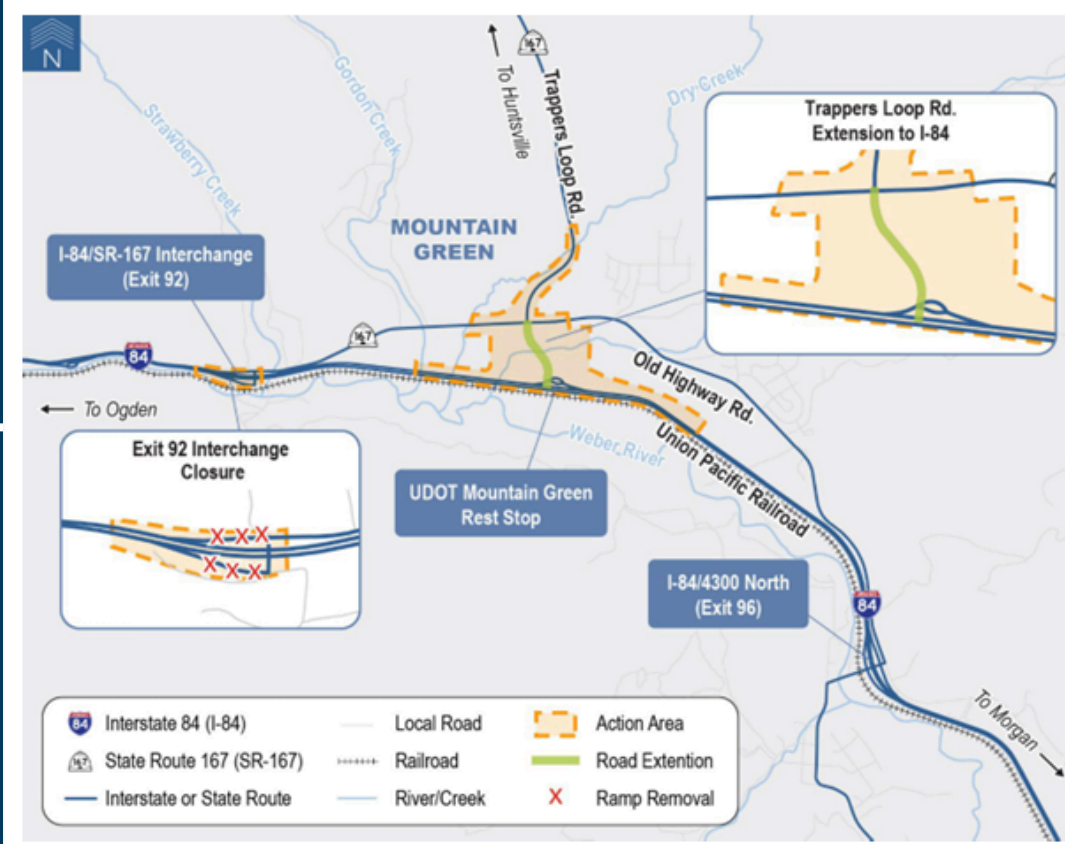
Morgan County: Mountain Green Interchange

The planned **I-84 Mountain Green Interchange** will improve connections in Mountain Green by providing a more direct route to popular recreation destinations north of the community and reducing the mixing of regional and local traffic on **SR-167/Old Highway Road**.

The project grew from local and regional transportation planning and is included in the **Morgan County Rural Planning Organization Long-Range Plan** and **Utah's Unified Transportation Plan**. UDOT led the environmental assessment, with WFRC and other partners supporting the process. Design and construction are anticipated between 2029 and 2032.



I-84; SR-167 Mountain Green Interchange
Morgan County



The map shows the project area in Mountain Green, Utah. It highlights the I-84 corridor, SR-167/Old Highway Road, and the proposed interchange. Key features include the Trappers Loop Rd. Extension to I-84, the Exit 92 Interchange Closure, the UDOT Mountain Green Rest Stop, and the I-84/4300 North (Exit 96). The map also shows local roads, railroads, and rivers/creeks. A legend identifies symbols for Interstate 84 (I-84), State Route 167 (SR-167), Interstate or State Route, Local Road, Railroad, River/Creek, Action Area, Road Extension, and Ramp Removal.

PROJECT OVERVIEW

The Utah Department of Transportation (UDOT) completed the I-84 Mountain Green environmental study in summer 2025 and selected the following action:

- Construct a new interchange on I-84 (forward compatible for future actions).
- Extend Trappers Loop Road from the Old Highway Road south to I-84.
- Add a signalized intersection at Trappers Loop Road and Old Highway Road.
- Close the I-84/SR-167 interchange (Exit 92), by removing the two ramps. North-south local connection will be maintained.
- Remove the westbound I-84 Mountain Green Rest Area.
- Accommodate future trail with the Cottonwood Creek box culvert on new extension.
- Replace bridges on I-84 over Cottonwood Creek.

BENEFITS

Improves system linkage in Mountain Green by providing a direct route to popular recreation destinations north of Mountain Green and prevents the continued mixing of regional and local traffic on SR-167/Old Highway Road.

SCHEDULE *(subject to change)*

- Environmental Study: **Completed Summer 2025** (PIN 16400)
- Property Acquisition & Final Design: **2029-2030**
- Construction: **2031-2032**

FUNDING	
Projected Cost (2031)	\$160,500,000

Region One

PIN: 23306

Last Updated: January 22, 2026



Rendering for Draper Town Center
Station Area Plan



Downtown Daybreak in South Jordan, outside
Ballpark at America First Square

TURNING PLANS INTO ACTION

Regional planning sets the destination. Local partnerships and targeted investments help us get there.

WFRC continued helping communities move from planning to implementation by connecting local priorities with technical assistance, funding opportunities, and transportation investments. Through the **Transportation Improvement Program**, WFRC helped prioritize and program transportation projects for funding. At the same time, the **Transportation and Land Use Connection** program and **Station Area Planning** technical assistance provided communities with the planning support needed to achieve their goals. Together, these efforts helped advance projects that improve mobility, strengthen neighborhoods, and support future growth.



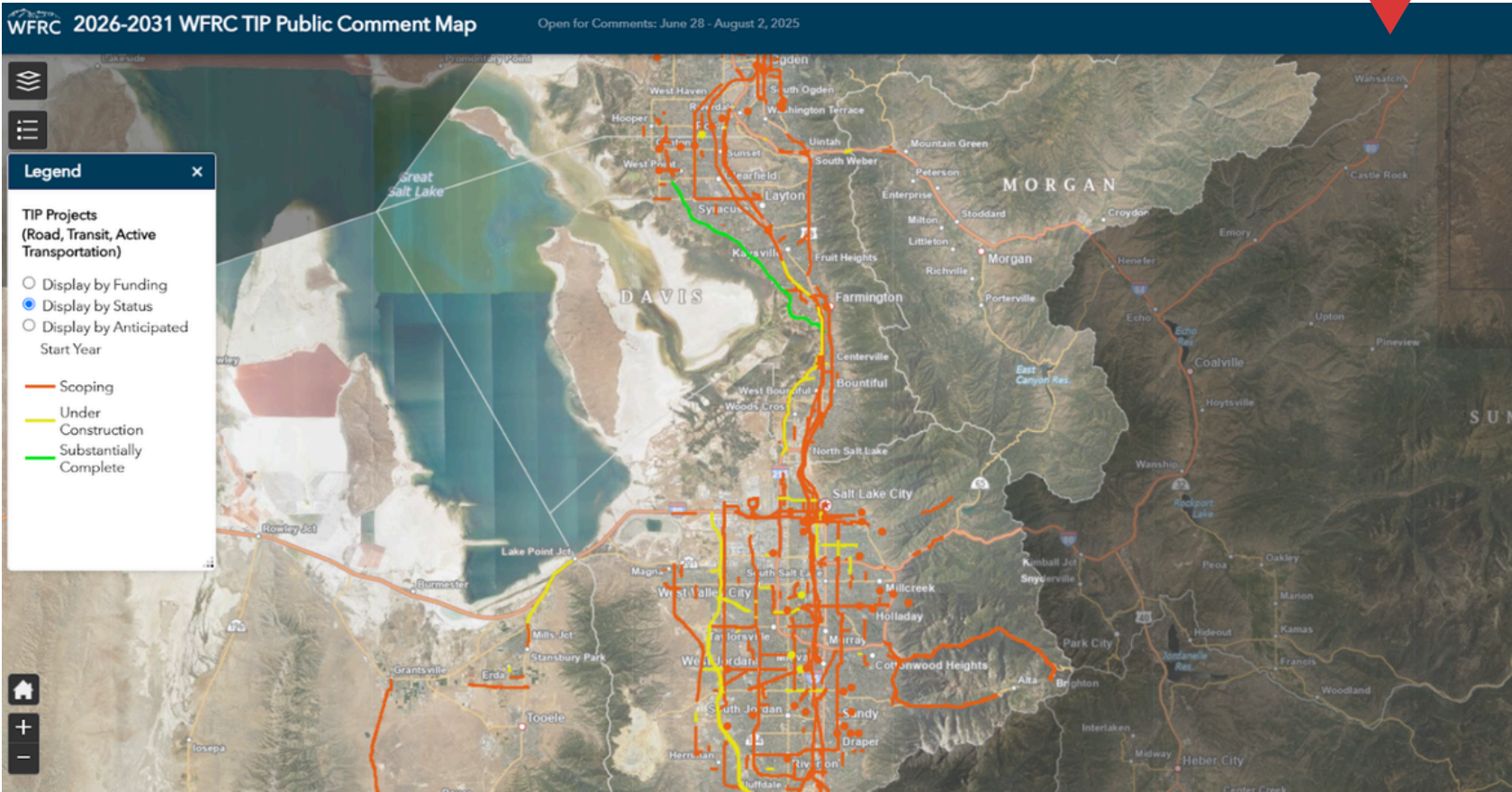
Transportation Improvement Program

The **Transportation Improvement Program (TIP)** bridges long-range planning and project delivery by identifying transportation investments that are ready to move forward over the next **six years**. Developed in partnership with UDOT, UTA, cities, and counties, the TIP includes roadway, transit, bicycle, pedestrian, and safety projects that improve mobility, preserve infrastructure, and strengthen communities across the Wasatch Front. WFRF staff led coordinated evaluation, funding recommendations, and public engagement to help ensure transportation investments reflect regional priorities and local needs — turning community priorities into transportation projects that improve everyday travel. Projects were evaluated using technical criteria and local input to help ensure investments improve safety, mobility, air quality, and align with the **Wasatch Choice Vision**.

By the Numbers

- **\$ 65,630,395** of federal transportation funding for **39 projects in 27 communities** was awarded by WFRF through the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) to advance locally sponsored projects
- The TIP in its entirety includes **800+** transportation projects — from federal, state, and local funding sources — in almost every city and town in the WFRF region

Transportation Improvement Program Public Comment Map 2026



wfrf.utah.gov/tip

Roy: Improving Safety Through Better Design

The intersection of 3100 West and 6000 South in Roy was identified as a priority for improvement through the city's Master Plan and programmed in the **Transportation Improvement Program**. The existing two-way stop-controlled intersection created challenges for north-south traffic movements and had experienced multiple crashes, including a fatal crash in 2022.

The city selected a single-lane roundabout to provide more effective traffic control while managing speeds and improving pedestrian crossings and sidewalks. The project demonstrates how local planning, regional programming, and targeted investment can work together to address safety needs and improve conditions for all users.

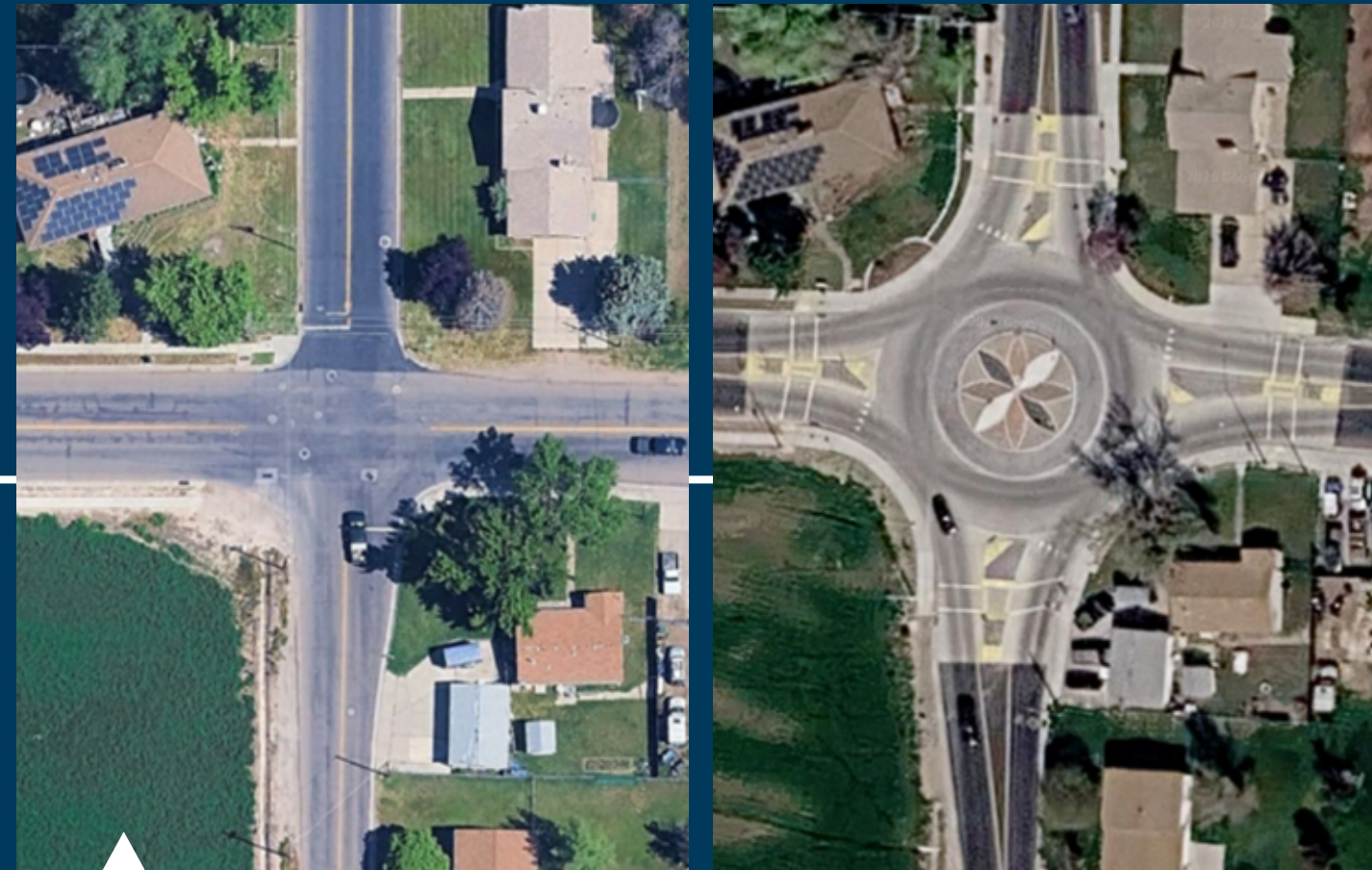
Programmed: 2021

Completed: Fiscal Year 2026

Total Project Cost: \$1,983,514

WFRC Funding Awarded: \$673,470

Local Match: \$1,261,139



Before-and-after images of the 3100 West & 6000 South roundabout project in Roy.

Kearns: Moving More Safely Along Cougar Lane

Cougar Lane is a key minor arterial in Kearns, connecting residents to destinations including **Kearns High School, Kearns Recreation Center, and the Utah Olympic Oval**. Carrying approximately 14,000 vehicles per day, the corridor was identified as a priority in the Kearns Master Transportation Plan because of congestion at 5400 South. The project was subsequently programmed in the **Transportation Improvement Program**, helping move the local priority toward implementation.

The project extended the second southbound lane past Kearns High Drive to reduce vehicle stacking at 5400 South and improve traffic flow. It also added a dedicated travel lane and shifted the existing bike lane behind the curb and gutter to create a shared-use path, along with improvements to drainage, traffic signals, and pedestrian crossings. Together, these upgrades create a safer, more efficient connection for people walking, biking, and driving through Kearns.

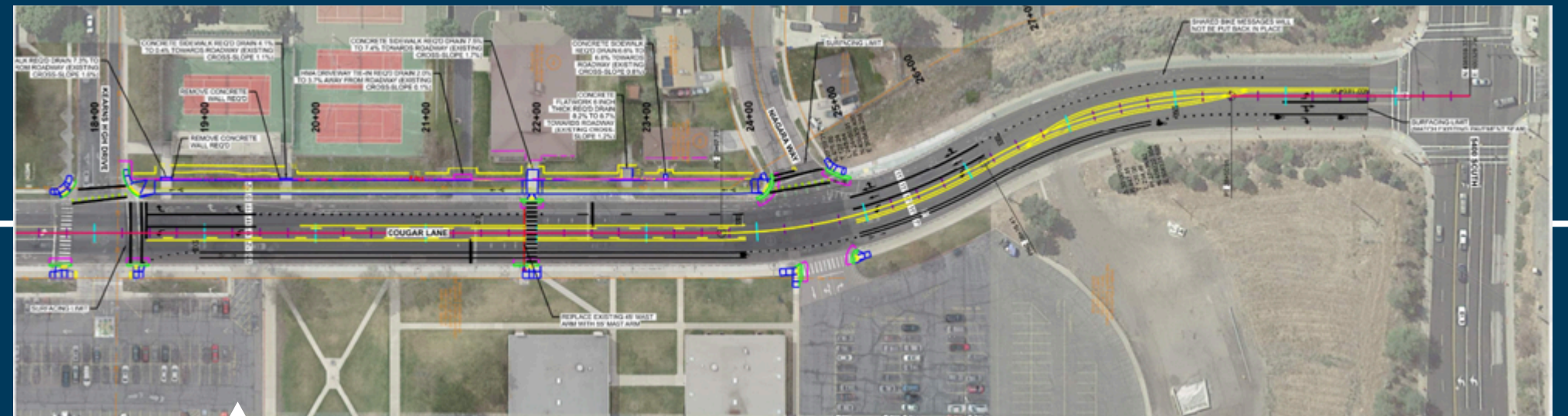
Programmed: 2019

Completed: Fiscal year 2026

Total Project Cost: \$2,804,000

WFRC funding awarded: \$2,114,169

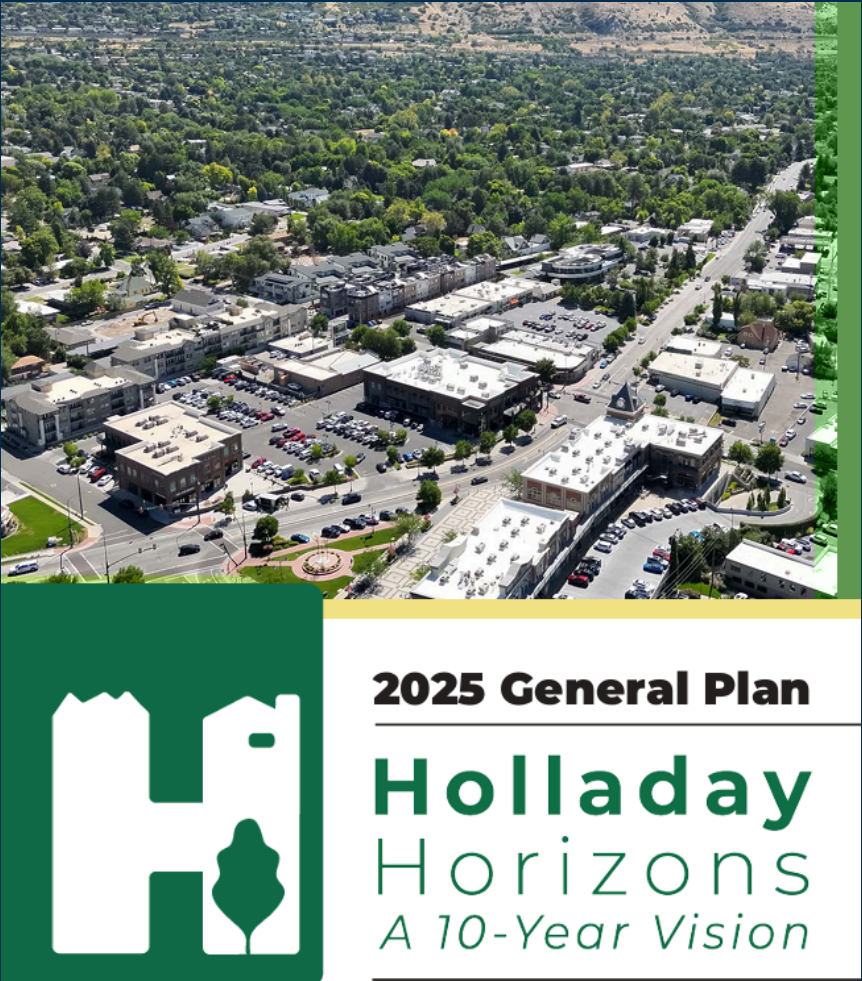
Local match: \$689,831



Aerial site plan of Cougar Lane project from 5400 South (on the right) to Kearns High Drive (on the left), highlighting property lines, setbacks, and the proposed roadway improvements, including lane stripping, curb, gutter, sidewalk, and bike path.

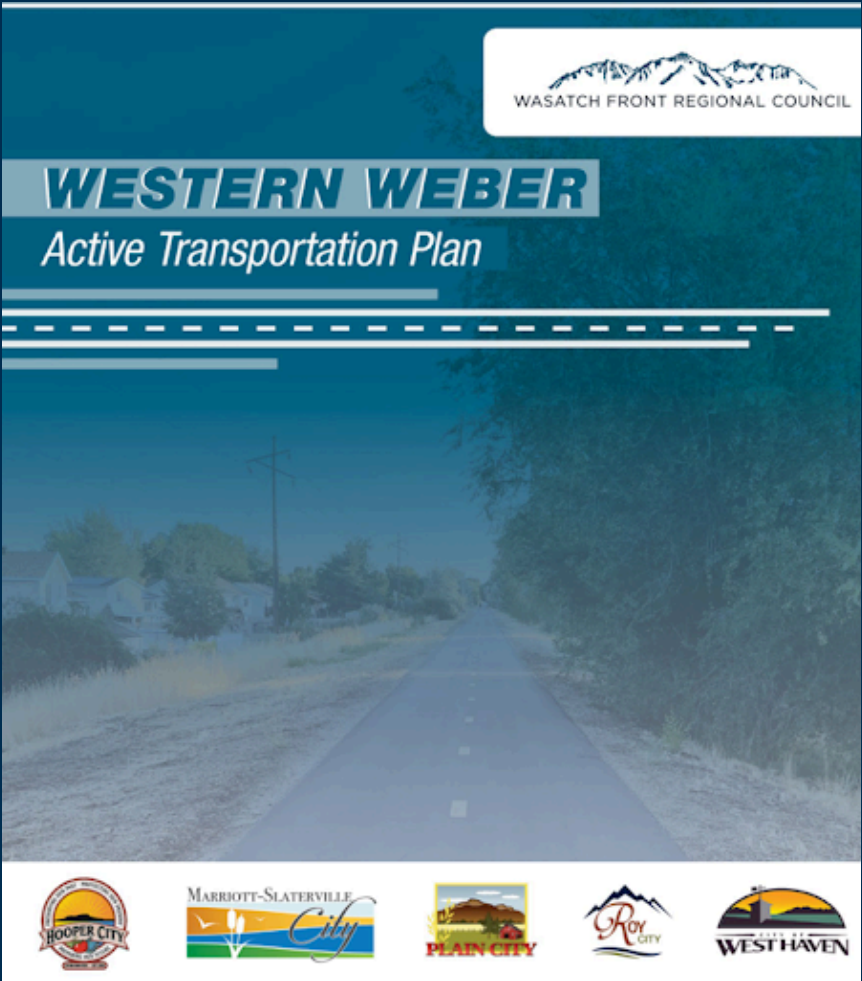
Transportation & Land Use Connection Program

Through the **Transportation and Land Use Connection (TLC)** program, WFRC awarded **15 planning projects totaling \$1.4 million** to help communities prepare for growth, strengthen downtowns, improve transportation connections, expand housing options, and create vibrant places to live and work. By providing planning assistance before development occurs, the TLC Program helps local governments make informed decisions that position projects for future investment and implementation while supporting the **Wasatch Choice Vision**.



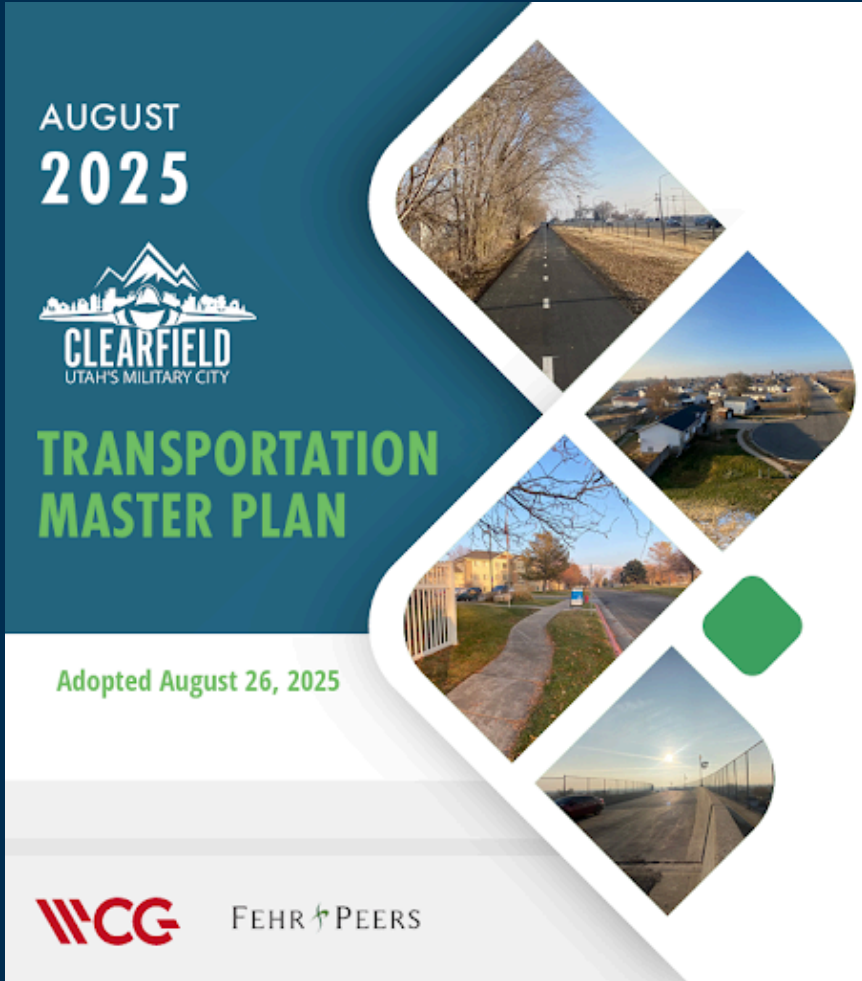
Holladay General Plan Update

Holladay has focused on enhancing its celebrated quality of life by adding centers and beautifying streets for decades. The city needed a new General Plan to reflect its vision for the future and guide next steps. The Transportation and Land Use Connection program supported the plan in 2023, and it was adopted this past year. The new plan reflects where Holladay wants to go and how it will get there, while providing residents with a modern, accessible online resource.



Western Weber Active Transportation Plan

The goal is to bring cities and Weber County together to create a comprehensive active transportation plan. The plan will combine existing plans and improvements, identify priorities that connect across city boundaries, and identify funding opportunities to help turn those projects into reality.



Clearfield Transportation Master Plan

Clearfield completed its Transportation Master Plan to guide future infrastructure, development, and redevelopment while considering land use and transportation networks. The plan supports better transportation choices, improved street connectivity, and coordination of public infrastructure to meet local and regional needs.

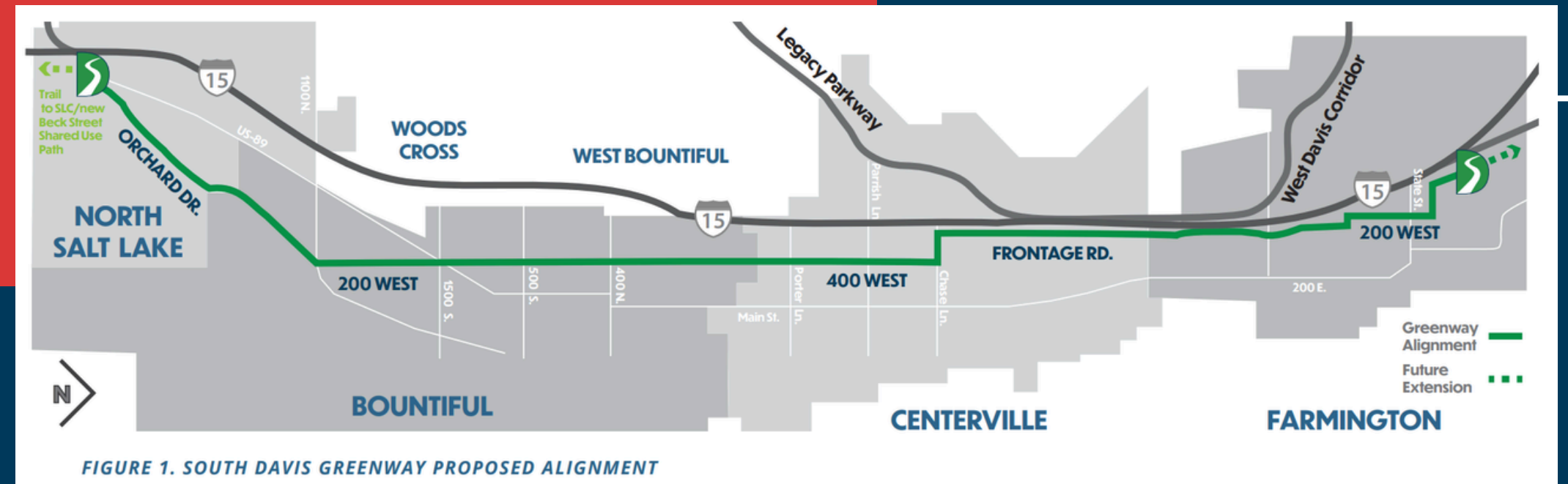


Working Together

South Davis Greenway

The South Davis Greenway is a proposed **10.8-mile paved shared-use path** connecting **North Salt Lake, Bountiful, Centerville, and Farmington** along a 12-foot path buffered by a 6-foot landscaped strip. Funded by the **Transportation and Land Use Connection** program and guided by a multi-jurisdictional steering committee, the feasibility study (led by Kimley-Horn and Associates, with Township+Range and Dig Studio) helps fill a major gap in active transportation on the east side of I-15 in south Davis County, where no separated regional facility currently exists. The project directly advances the **Wasatch Choice Vision's** goal of expanding transportation choices on three fronts: it introduces new protected multi-modal infrastructure to an underserved corridor, its design prioritizes safety for users of all ages and abilities, and it closes two identified gaps in the Utah Trail Network (UTN), elevating the corridor into the state's active transportation backbone.

With the study complete, focus now shifts to implementation. Each city council must formally adopt the plan; the steering committee will become a permanent coordinating committee led by North Salt Lake, and the team will coordinate phase one of implementation with UDOT on a slated I-15 Reconstruction Project. Partners are also preparing to pursue 2027 UTN programming funds and other grants, while Farmington explores a future extension study toward Fruit Heights.



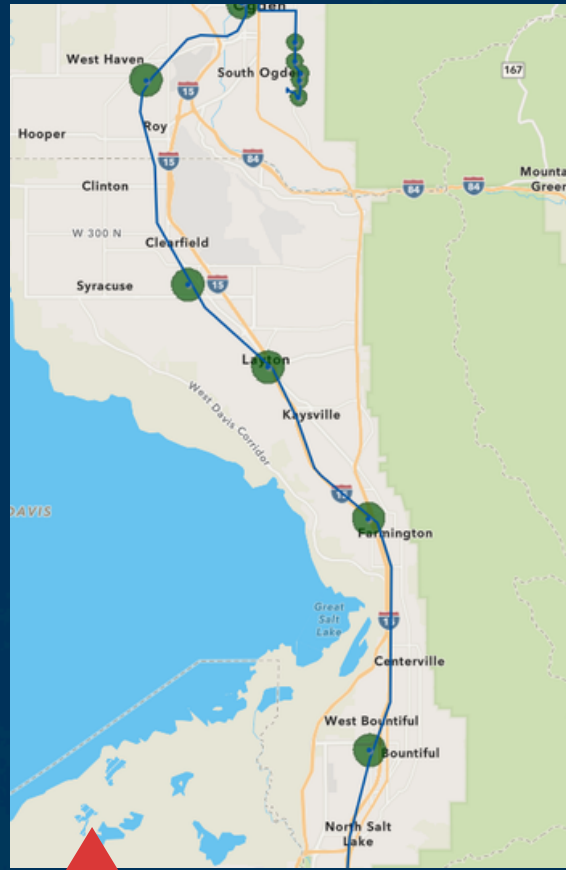
South Davis Greenway Proposed Alignment

Station Area Planning

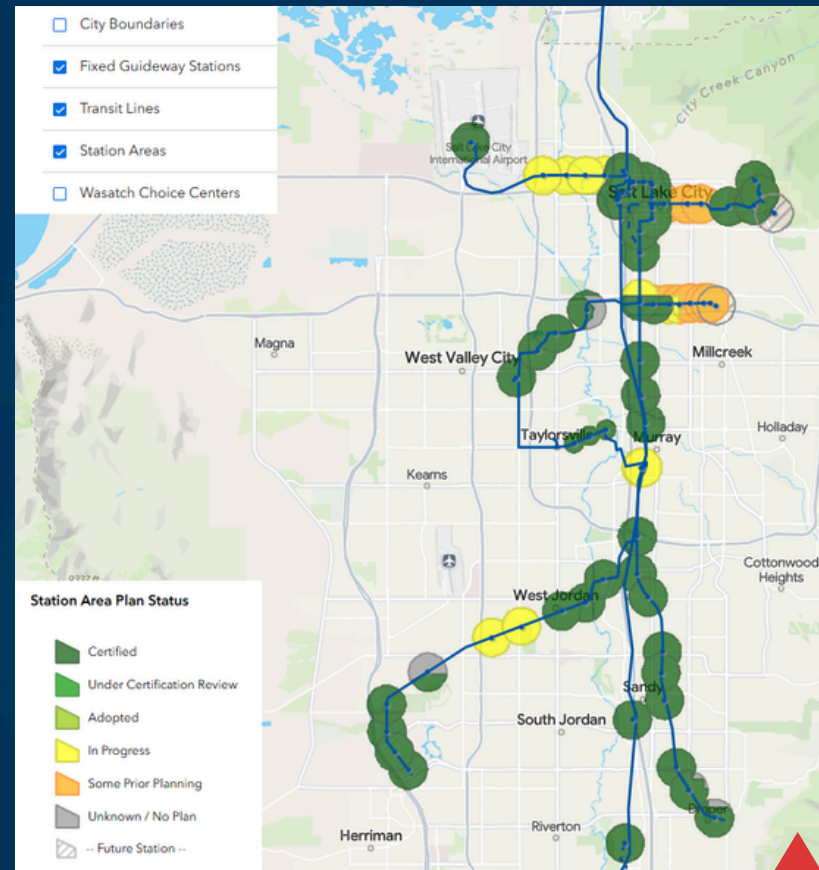
Communities across the Wasatch Front are making the most of existing and future transit investments through **Station Area Planning**. During fiscal year 2026, WFRC continued partnering with local governments and UTA to create vibrant, walkable places where housing, jobs, businesses, and transportation work together. The program also awarded **\$520,000** in funding to help communities move certified station area plans from vision to action, crafting ordinances that implement the plans and encourage transit-oriented development.

By the Numbers

- **29** communities participating in the Station Area Planning Program
- **56** station area plans certified this year, bringing the total to **100** certified plans
- Over **108,000** future homes planned within certified station areas to date
- **\$520,000** in technical assistance awards this year



Map of Station Area Plan Certification Progress in Davis & Weber Counties



Map of Station Area Plan Certification Progress in Salt Lake County

Draper FrontRunner rendering of Vista Station neighborhood.



FIGURE 47: DECKER LAKE DESIGN CONCEPT MAVERIK CENTER



West Valley City: Decker Lake TRAX rendering (Maverik Center)

South Salt Lake: Downtown Connect

South Salt Lake's Downtown Connect plan demonstrates how **Station Area Planning** can help communities build on existing transit investments. Centered around the **Central Pointe TRAX** and **South Salt Lake Streetcar** stations, the plan creates a long-term vision for a vibrant, mixed-use district with new housing, safer walking and biking connections, expanded public spaces, and stronger connections to Parley's Trail and the regional transit network. The plan also supports the city's approved Housing and Transit Reinvestment Zone (HTRZ), positioning the area for future redevelopment and investment.

By the Numbers:

- Approximately **242-acre** project
- **5,127** planned housing units, including approximately **640** affordable homes
- Connects transit, trails, housing, and economic development in one coordinated plan



Rendering of Central Pointe Station as part of Downtown Connect Station Area Plan.

National Recognition for Utah's Local Administrative Advisor Program

The Local Administrative Advisor (LAA) Program received a **2025 NADO Impact Award**, recognizing its outstanding contributions to regional planning, economic development, and community resilience. Presented by the National Association of Development Organizations (NADO), the award highlights innovative programs that create meaningful, lasting impacts in communities across the country.

Administered through a partnership between Utah's Associations of Governments and the Utah League of Cities and Towns, the LAA Program provides hands-on assistance to **145 cities and towns** that do not have full-time administrative staff. Local Administrative Advisors help communities navigate legislative requirements, develop policies, pursue grant funding, and strengthen local government capacity.

WFRC staff, along with our **Local Administrative Advisor**, represented the program at the awards reception in Salt Lake City, where organizations from across the country expressed interest in replicating Utah's collaborative model. The recognition reflects the impact of a statewide partnership dedicated to helping communities build local capacity and better serve their residents.



Madison Aviles, WFRC's Local Administrative Advisor, at the 2025 NADO Annual Training Conference in Salt Lake City, Utah.

Building Local Capacity in Plain City

Small communities often have big ambitions but limited staff capacity. Through WFRC's **Local Administrative Advisor (LAA)** program, we provided staffing and recruitment guidance to hire Plain City's **first part-time planner**, giving the city dedicated planning expertise to help guide growth, pursue funding opportunities, and manage community development.

By building local capacity — in addition to delivering individual projects — WFRC is helping communities across the Wasatch Front make informed decisions long after a planning effort is complete.



Lee Olsen Park and Plain City Hall, Fall 2020. Photo courtesy of Plain City.

Investing in Small Communities

For many small communities, even modest infrastructure improvements can make a big difference — but limited local resources often make those projects difficult to accomplish alone. Through the **Community Development Block Grant (CDBG)** Small Cities program, WFRC awards approximately **\$1 million** in federal funding each year to help eligible communities in **Morgan, Tooele, and Weber Counties** improve housing, public infrastructure, and quality of life, with a focus on benefiting residents with low and moderate incomes.

During fiscal year 2026, four projects received funding to address local priorities:

- **Washington Terrace** — Sewer rehabilitation
- **Wendover** — Water line replacement
- **Vernon** — Main Street reconstruction
- **Weber Housing Authority** — Emergency rental assistance

Whether replacing aging infrastructure, improving essential services, or helping families remain safely housed, these investments strengthen communities and improve everyday life for the people who call them home.



Washington Terrace Mayor Mark Allen cuts the ribbon for new CDBG-funded playground equipment in Washington Terrace (2025 project).



BUILDING SAFER & HEALTHIER COMMUNITIES

Safe, healthy communities are built through thoughtful planning, strong partnerships, and targeted investments. Throughout fiscal year 2026, WFRC worked with local governments and transportation partners to improve **roadway safety**, **expand active transportation opportunities**, **support cleaner air**, and give communities the tools and training to build transportation systems that work for everyone.





White City: April 10, 2026 Roadway Safety Audit at 10600 South.



wfrc.utah.gov/csap

Advancing Transportation Safety

Building on the WFRC-developed **Comprehensive Safety Action Plan (CSAP)**, WFRC partnered with several communities across the region to conduct **Roadway Safety Audits (RSAs)**, helping identify practical improvements that reduce crashes and make streets safer for people walking, biking, rolling, driving, and using transit. These efforts also positioned communities to pursue implementation funding through state and federal safety programs.

Why do Road Safety Audits matter?

One lesson we have learned through numerous RSAs and field visits is that the number of crashes does not always tell the whole story when it comes to safety. A low number of crashes does not necessarily mean a corridor or location is safe, just as high crash numbers are not the only indicator of a safety issue. When a multidisciplinary team of experts, including traffic/transportation engineers, police, fire department officials, local stakeholders, and community members, conducts an in-person safety audit, critical issues often surface that data alone cannot capture.

By the Numbers

- **10** Roadway Safety Audits completed
- More than **50** proven safety countermeasures implemented — a core strategy of the **CSAP**



DID YOU KNOW?

More people are killed or seriously injured in intersection crashes than in any other type of crash in the Wasatch Front.

The 2025 Annual Roadway Safety Report identifies intersection safety as the region's top roadway safety emphasis area. Because many intersections are owned and managed by local jurisdictions, communities can make a direct impact through targeted improvements such as safer crossings, better visibility, appropriate traffic control, and designs that reduce conflicts.

Supporting Active Transportation

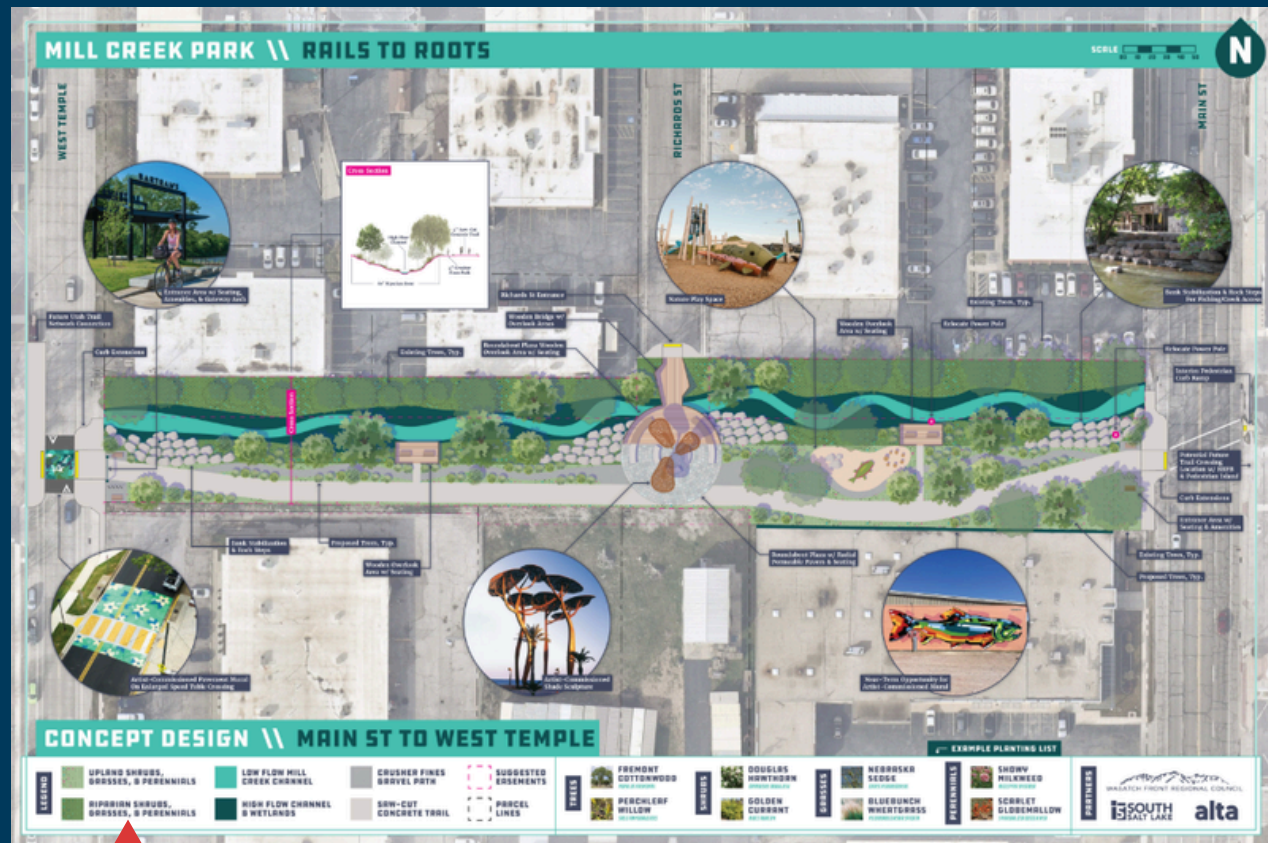
WFRC continued expanding opportunities for people to safely walk, bike, and roll throughout the Wasatch Front through three complementary efforts:

- **Beehive Bikeways Advancement Program** — Provided technical assistance to six communities advancing three Beehive Bikeway corridor concepts, helping move the vision for safe, low-stress bicycle networks toward implementation.
- **Utah Active Transportation Implementation Academy** — Gave elected officials and local staff practical information about active transportation facilities, planning, public involvement, and the economic, social, and health benefits of these investments.
- **Utah Bikeways Map** — Updated the statewide map to give planning staff and residents an improved way to explore existing bicycle facilities across Utah.

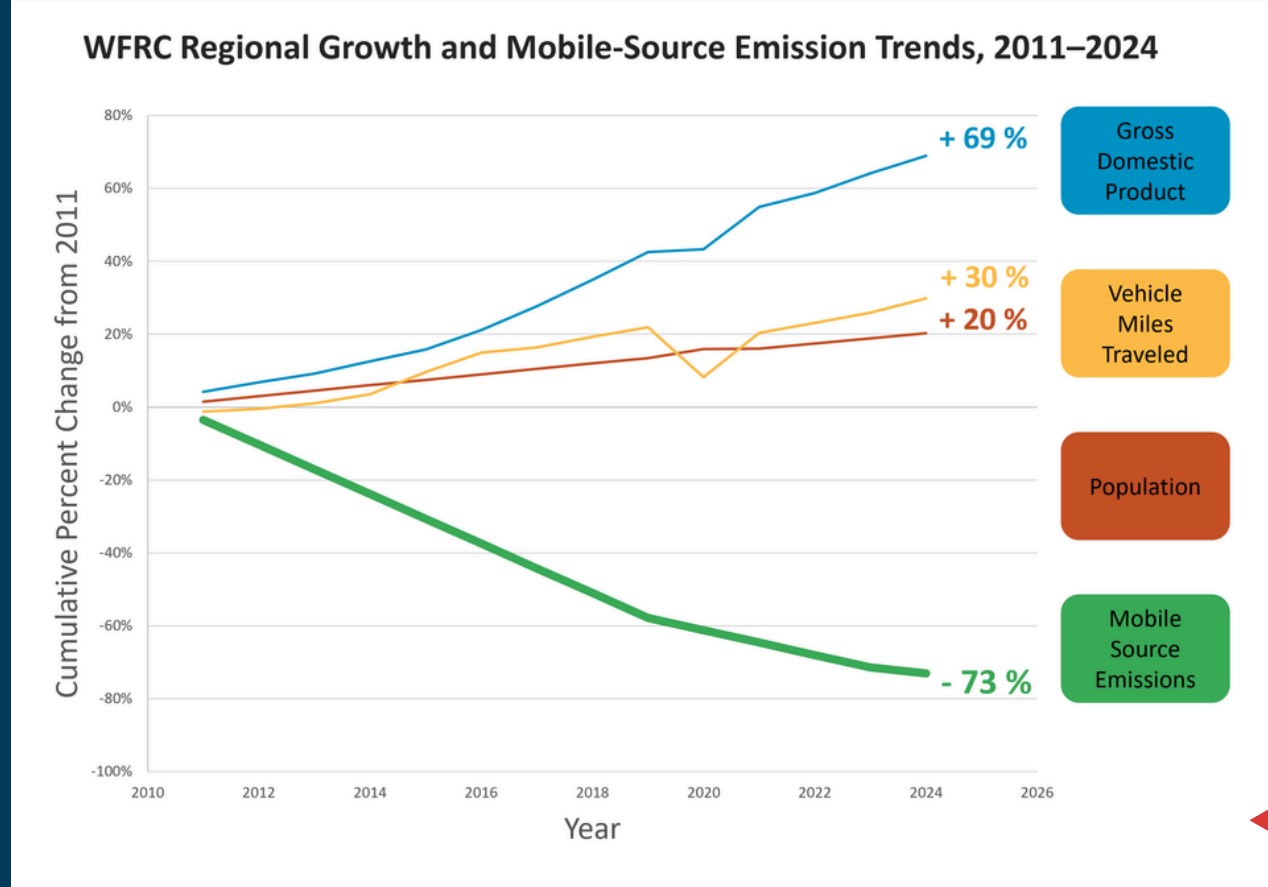
Staff, partners, and local communities also participated in the **Boulder Peer Exchange**, seeing innovative approaches to street design and land use firsthand and bringing back ideas that support thoughtful growth, improved safety, and enhanced connectivity throughout our region.

By the Numbers

- **Three** Beehive Bikeways pilot projects funded, involving **six** communities
- **12** individuals from **nine** communities or agencies participated in the Active Transportation Academy
- **20** cities submitted new multiuse trails and on-street bike lanes, totaling **25** miles of additional facilities, for inclusion in the Utah Bikeways web map as a result of the Spring 2026 outreach to WFRC area local active transportation contacts
- **25** individuals from **14** different organizations participated in the Boulder Peer Exchange



Mill Creek Trail Concept Plan developed for South Salt Lake as part of the Beehive Bikeways Advancement Program.



Achieving Cleaner Air

Transportation planning also plays an important role in protecting air quality. We continued coordinating with State ozone reduction efforts to help **ensure regional transportation investments remain consistent with federal air quality requirements** while supporting cleaner transportation options and healthier communities.

As a region, we have been making progress on reducing vehicle emissions over the past 15 years. This is in large part due to improved fuel and vehicle technology. City and Town Centers also help reduce vehicle emissions by facilitating shorter trips and providing residents with transportation choices — allowing people to walk, bike, or take transit.

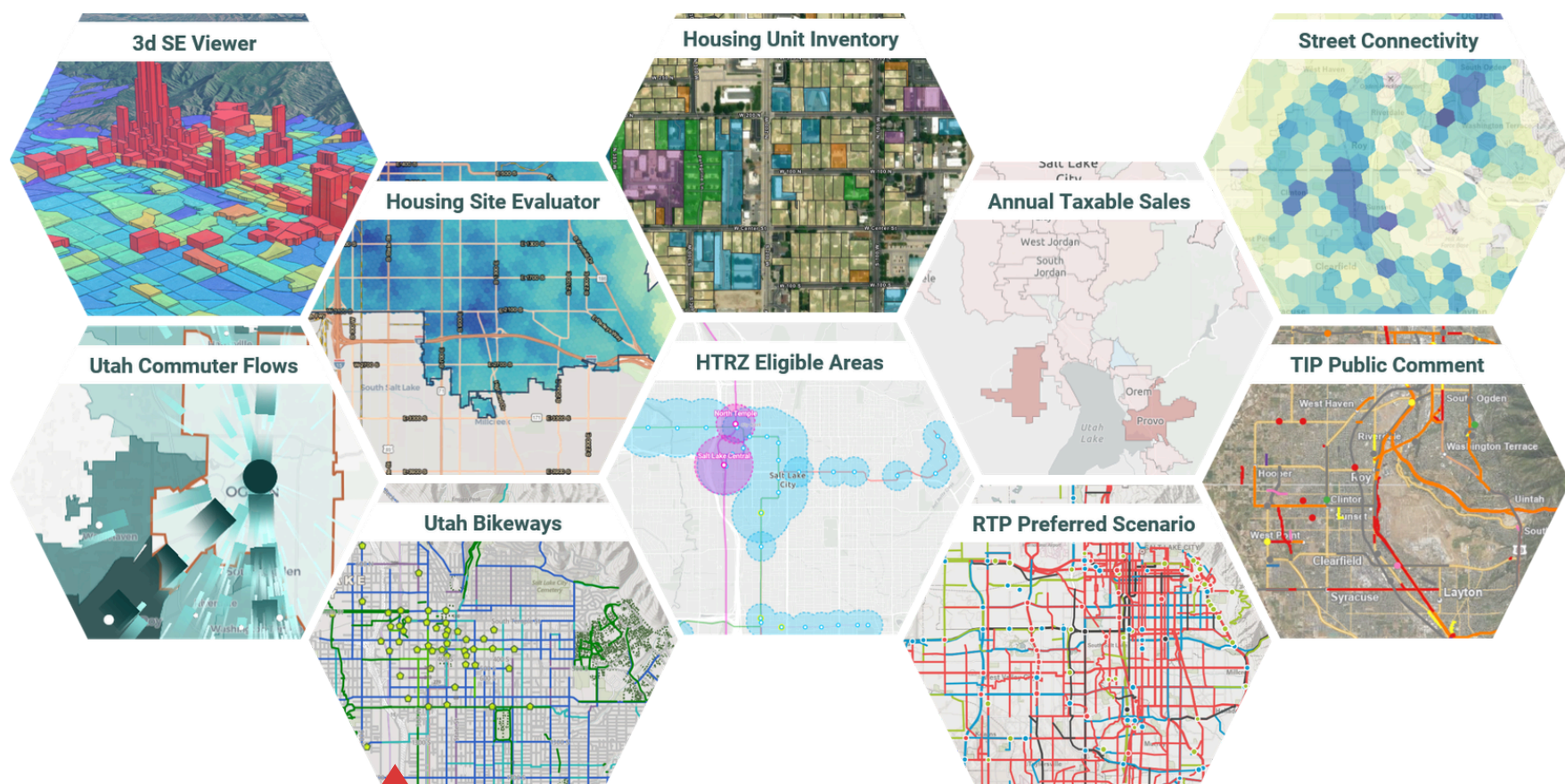
Sources: Vehicle miles traveled: Utah Department of Transportation; Gross domestic product: U.S. Bureau of Economic Analysis, GDP by County; Population: 2010 and 2020 Decennial Censuses and WFRC 2023 Population Forecast, with values for intervening years interpolated or extrapolated; Mobile-source emissions: WFRC regional emissions-modeling outputs.



EMPOWERING BETTER DECISIONS THROUGH DATA

Great planning and decision-making start with great information. WFRC continues to **expand data resources, analyze regional patterns and trends, and develop tools to support forecasting and provide important context** for advancing transportation, housing, and economic development. By turning complex information into accessible maps, models, and online tools, WFRC helps communities and transportation agencies understand today's conditions while preparing for tomorrow's opportunities.





Featured maps from WFRC's Map Gallery.

maps.wfrc.utah.gov



Understanding Our Region

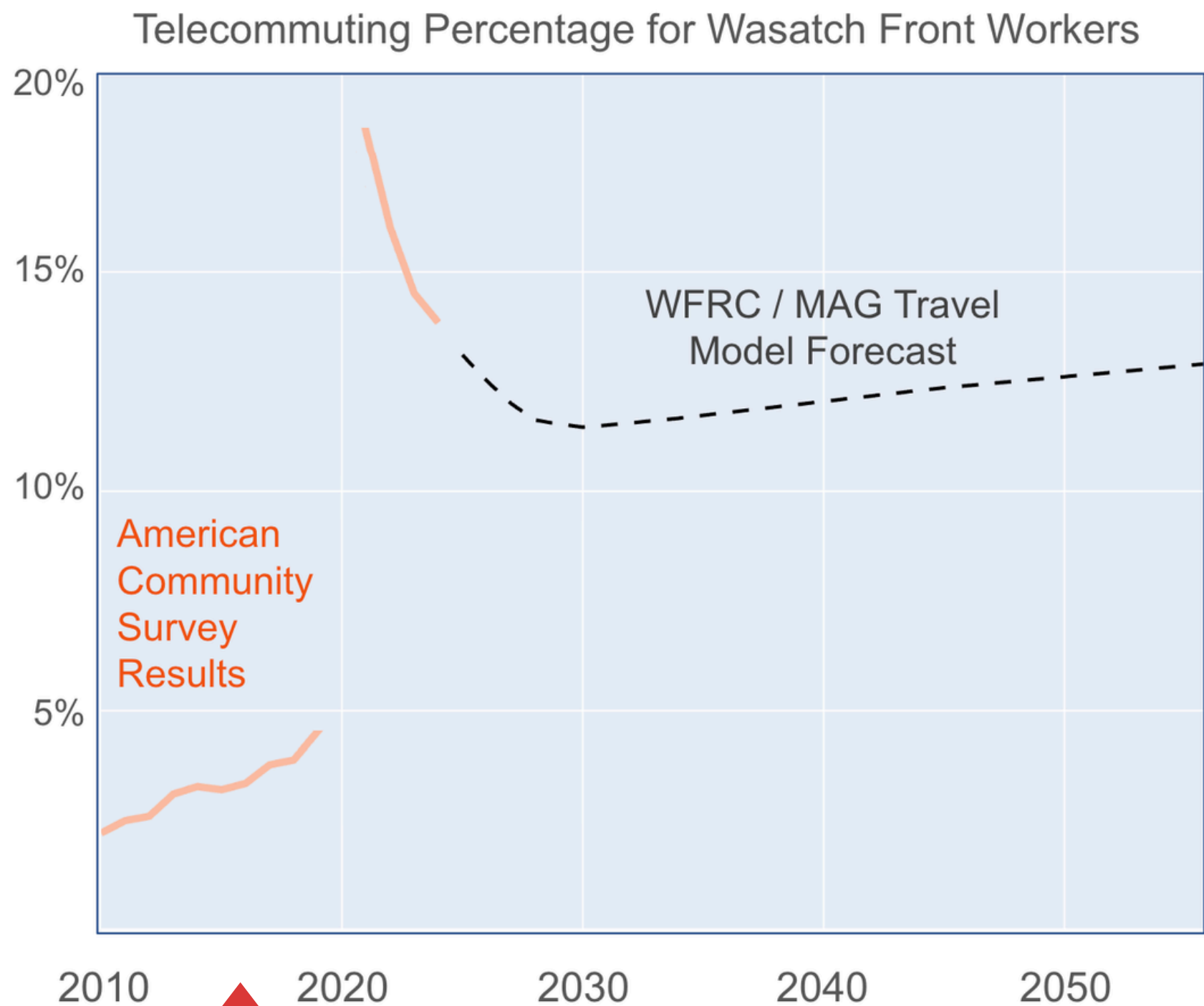
Communities rely on accurate, up-to-date information to guide decisions about growth and infrastructure investments. Toward this aim, we enhanced several public-facing planning tools, including the **Housing Site Evaluator, Commuter Flow Tool, Opportunity Zones 2.0 Overlay, public comment maps, and our Household and Employment Forecast review tools.** Together, these resources help local governments, developers, and planners evaluate development opportunities, understand travel patterns, and visualize how communities are changing.



DID YOU KNOW?

WFRC has 46 regional datasets you can download right now.

Updated this past year, our data site includes information on population and employment forecasts, transportation and travel patterns, housing and land use, access to opportunities, and regional transportation investments, among other topics, giving stakeholders and the general public a common data foundation to support analysis and work in related fields.



The forecast for the percentage of workers who telecommute (non-self-employed remote workers) was updated to reflect post-COVID trends from the Census Bureau's annual American Community Survey (ACS) (1-year product). No ACS data was collected for 2020.

Forecasting Tomorrow

Behind every **Regional Transportation Plan** is WFRC's sophisticated transportation and land use forecasting process. Over the past year, WFRC continued advancing its regional **Travel Demand Model**, completing major development for Version 10, which will be officially released with the adoption of the **2027-2055 Regional Transportation Plan** in May of 2027.

Major enhancements in Version 10:

- Reestimation to reflect regional travel patterns in the 2023 household travel survey, including teleworking trends and assumptions (see graph to the left)
- Commercial vehicle trip-making updates using the LOCUS truck fleet movement dataset
- Commuter rail travel: station-level ridership recalibration
- Sensitivity of non-motorized trip-making to urban form
- Incorporation of UTA On-Demand service (microtransit)
- Updated auto-ownership and value-of-time model components
- 2027-2055 transportation projects and household and jobs forecast

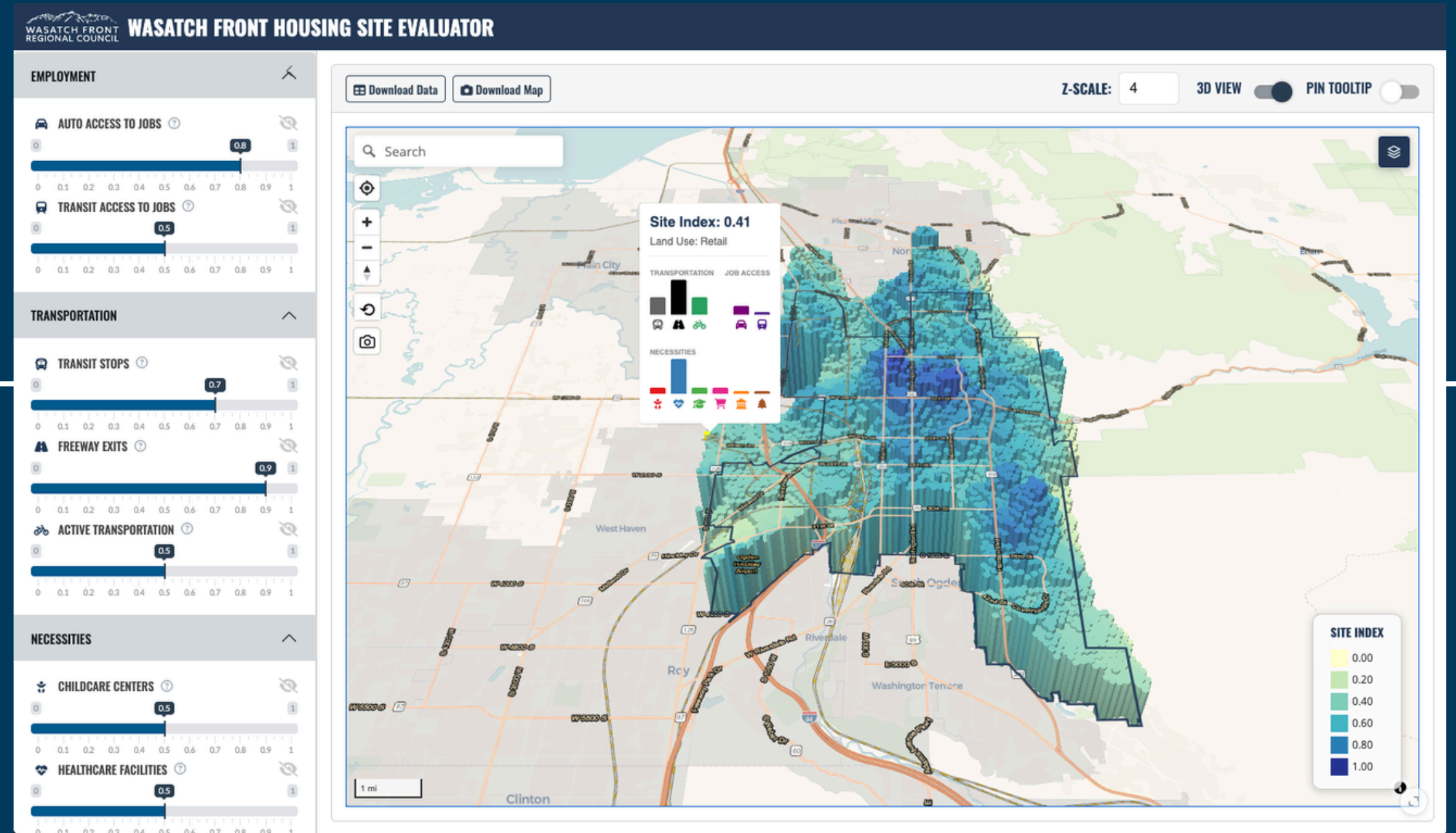
Staff also began development of our next-generation model of household travel, using ActivitySim, an **Activity-Based Model (ABM)** framework developed by a consortium of peer MPOs and state DOT partners. When complete, the ABM will provide a more realistic representation of how people and households make travel decisions throughout the day — including where and when they travel, which travel options they use, and how multiple trips are linked together — enabling more detailed analysis and accurate forecasts. This will help stakeholders better evaluate transportation investments and growth scenarios, understand impacts across different communities, and plan for the region's future transportation needs.

wfrc.utah.gov/forecasting

Data That Drives Decisions

WFRC's **Housing Site Evaluator** helps communities plan and consider the pros and cons of different residential development locations. It identifies locations where residents can easily get to needs and amenities, including the number of accessible jobs by car and transit, schools, grocery stores, and healthcare services. Locations with higher accessibility make for better quality of life for current and future residents.

The Ogden City Council used the Housing Site Evaluator to review two parcels of land that the school district was considering for disposal as surplus. The two sites received different housing site scores, helping demonstrate that one property was better suited for housing development because it offered greater access to jobs, schools, stores, and open space.



Screenshot of the Housing Site Evaluator in Ogden City weighting the access to opportunity factors of suitability in a three-dimensional format.



CONNECTING PEOPLE TO THE WORK

Essential to planning is people's understanding of the choices before them and having **meaningful opportunities to participate**. This past year, WFRM expanded how it shared information, gathered input, and connected regional planning to the needs of local communities.



WFRC, UDOT, and UTA staff at the July 2025 Ogden Area TIP Open House.



WFRC's new website launched in January 2026 with a more modern look and feel and an easier-to-use menu.

Ensuring Meaningful Public Engagement

WFRC gave renewed attention to its communications and public involvement efforts by launching a **new website**, developing a **Strategic Communications Plan**, updating the **Public Participation Plan**, and refining how community input is gathered through changes to the **Wasatch Choice Community Advisory Committee**.

WFRC also introduced the **Centers Work!** effort, helping local leaders and their staff better understand the benefits and opportunities of planning for and building City and Town Centers. Together, these efforts made planning information more accessible, improved participation, and deepened connections between regional planning and local communities.

wfrc.utah.gov/engage



Working Together

Centers Work!: Building Support for Utah's Communities

Helping communities create great places requires more than good planning — it requires public understanding and local support. During the fall of 2025, WFRC partnered with the Mountainland Association of Governments and the Utah League of Cities and Towns to launch **Centers Work!**, a regional communications effort highlighting how City and Town Centers help address housing needs, strengthen local economies, improve transportation choices, and become the hearts of our communities.

Rather than focusing on planning concepts alone, the communications effort showcased **real communities, real progress, and real benefits** through videos, webinars, conference presentations, social media, earned media, and a dedicated resource hub. It also introduced new visualization tools and the Missing Middle Housing Toolkit, giving local officials practical resources to help advance community-led planning.

Effort Highlights

- Reached nearly **5,000** professionals through **16** conference presentations
- Engaged more than **170** elected officials and municipal staff through two webinars
- Generated strong engagement through videos, social media, and earned media, including a Deseret News op-ed highlighting how communities are using Centers to address growth challenges



A graphic shared on social media about the benefits of City and Town Centers.

GOAL TWO

Provide Subject-Matter Expertise to Federal, State, and Local Officials and Policymakers

This past year, WFRC brought together federal, state, regional, and local partners to coordinate planning, shape transportation policy, and advance transportation investments. Guided by **Utah's Unified Transportation Plan** and the **Wasatch Choice Vision**, WFRC works with transportation partners and policymakers to advance shared priorities and bring a regional perspective to legislative discussions.

Throughout the legislative process — **in Utah and Washington, DC** — WFRC also kept members informed about emerging issues, legislative developments, and opportunities to participate in shaping transportation policy and investment. Our technical expertise and collaborative leadership helped ensure local priorities were reflected in state and national decisions.



Maps on the Hill at the State Capitol Building

Councilmember Shane Marshall (Spanish Fork), Mayor Monica Zoltanski (Sandy), Miranda Jones Cox (WFRC), Andrew Gruber (WFRC), Mayor Kate Bradshaw (Bountiful), and Mayor Mark Shepherd (Clearfield) at Local Officials Day on January 21, 2026.



Providing Trusted Leadership for Transportation Policy and Investment on Capitol Hill

Major efforts included:

- Advancing Utah's transportation partner reauthorization priorities and Utah's MPO reauthorization priorities with our congressional delegation in developing the next **Surface Transportation Reauthorization Act**.
- Supporting our congressional partners in developing legislation that meets Utah's transportation needs: PATH Act, BUILD Hubs, Streamline Transit Projects Act, and others.
- Coordinating with our peers across the country through the **National Association of Regional Councils** and the **Association of Metropolitan Planning Organizations** as Congress looks to advance the next reauthorization bill.
- Working with our peers in the Intermountain West to address burdensome air quality regulatory challenges, which have ultimately been modified by the Environmental Protection Agency.
- Leading the **Joint Policy Advisory Committee (JPAC)** to coordinate statewide transportation planning, policy, and legislative priorities.
- Supporting policymakers and local governments throughout the legislative session and interim periods by providing technical analysis, data, and regional expertise.
- Providing regional leadership through the Governor's **BUILD Coordinating Council**, including leading the Robust Strategy Working Group on Centers to advance City and Town Centers across the state.
- Collaboratively developing **Utah's Unified Transportation Plan**, bringing together state, regional, and local partners to establish shared transportation priorities.



DID YOU KNOW?

WFRC also serves as the Wasatch Front Economic Development District (WFEDD).

Designated by the U.S. Economic Development Administration, the District helps coordinate regional economic development, align public and private partners, and strengthen communities' ability to compete for federal funding and investment.

WFRC and MAG with Congressman Mike Kennedy.



Andrew Gruber (WFRC), Miranda Jones Cox (WFRC), Representative Kay Christofferson, and Senator Wayne Harper.



Notable State Legislation and Appropriations

The Utah Legislature continues to invest in Utah’s transportation system, and WFRC worked closely with our state legislators, local elected officials, and partners to help advance the best outcomes for key proposed growth- and transportation-related funding and policies:

- **Additional Transit Capital Investment:** Starting in fiscal year 2029, 5% of growth in state sales tax revenue above a fiscal year 2028 baseline will be transferred to the Transit Transportation Investment Fund (TTIF) to provide additional long-term funding statewide.
- **Local Administrative Advisor (LAA) Program Funding:** Restored \$500,000 in previously cut funding to the LAA program, which provides technical assistance (planning, grant administration, compliance, etc.) to small and rural communities that lack technical in-house staff.
- **SB197, Transportation Funding and Governance Amendments** (Harper / Christofferson): restructured the governance of UTA with a new seven-member Transit Commission, and increased funding to the TTIF (mentioned above).
- **SB242, Transportation Amendments** (Harper / Christofferson): a transportation omnibus that amends required “highway reduction strategies” in Salt Lake City, modifies distribution of the “5th 5th” local option sales taxes in certain counties, allows funds from the Transportation Investment Fund and Active Transportation Investment Fund to support transit and trail corridor preservation, and increases commuter rail bonding authority as a backstop for federal funds.
- **HB492, Transportation, Infrastructure, and Housing Amendments** (Roberts / Cullimore): Expands the state’s role in funding regional infrastructure to support housing development by establishing a \$100M loan fund and \$150M grant program for local projects.

wfrc.utah.gov/ga

2026 Legislative Summary

Session at a Glance

With over 541 bills passed and a \$31.6B approved state budget, the 2026 Utah Legislative Session will significantly impact policy and funding for transportation, housing, and regional infrastructure. Notable actions included: restructuring the governance of the Utah Transit Authority, establishing an additional long-term funding mechanism for transit capital investment, reducing the gas tax temporarily, adjusting local option sales tax distributions, and authorizing new state participation in infrastructure to support housing development.

In the months ahead, Wasatch Front Regional Council will work with our state and local governments, transportation partners, and other stakeholders to plan for and implement these changes.

Get the complete summary.

Notable Appropriations & Budget Actions

Additional Transit Capital Investment

- Starting FY29, 5% of growth in state sales tax revenue above a FY28 baseline will be transferred into the state Transit Transportation Investment Fund (TTIF).
- Provides long-term funding for transit capital investments statewide.
- While increased funding is modest initially, the amount will grow with the economy and may support planning and constructing projects such as FrontRunner 2X.

Cottonwood Canyon Transportation Improvements

- Authorizes use of \$150 million in existing Cottonwood Canyons Transportation Investment Funds.
- Implements Phase 1 mobility improvements for Big and Little Cottonwood Canyons.
- Supports enhanced bus service, tolling infrastructure, mobility hubs, and resort bus stops beginning in FY26.

Regional Infrastructure to Unlock Housing

- Provides funding to local governments for system-level infrastructure needed to enable housing development, such as water, sewer, stormwater, and multimodal transportation.
- \$100M revolving loan fund statewide, and up to \$150M in bonding for regional infrastructure grants in Salt Lake County.

Salt Lake County Convention Center Revitalization

- \$5M annually for 30 years (~\$150M) from local option sales tax funds to support bonding, plus \$50M one-time.
- Supports redevelopment and infrastructure for/around the Salt Lake County Convention Center.

Local Administrative Advisor (LAA) Program Restoration

- Restores previous cut of \$500,000, ongoing (annual) funding.
- Provides technical assistance to small and rural communities that lack technical in-house staff.
- Supports local governments statewide with planning, grant administration, city governance, and compliance.

UDOT Budgetary Impacts

- With a tight budget year, legislators funded various priorities with alternative sources, including appropriating from UDOT’s existing funds (Transportation Fund (TF), Transportation Investment Fund (TIF)).
- ~\$130M in impact to UDOT’s budget/program.
- The collective impact of these appropriations will require UDOT to delay some projects.

For more, visit: wfrc.utah.gov/ga

2026 Legislative Summary postcard

Positioning Communities for Future Investment

Communities are best positioned for investment when planning happens before opportunities arise. The **Wasatch Front Economic Development District (WFEDD)** worked with the Mountainland Association of Governments, Utah's Associations of Governments, cities, counties, and regional partners to help inform the Governor's **Opportunity Zone 2.0** designations.

Rather than starting from scratch, recommendations focused on places where communities had already established a shared vision for growth through the **Wasatch Choice Vision, City and Town Centers**, and **Station Area Plans**. By aligning Opportunity Zone designations with local and regional priorities, the effort helps attract private investment to places prepared to support new housing, jobs, infrastructure, and redevelopment.

Project Highlights

- There are 147 total eligible zones across the State of Utah. Of those, 76 are within the WFR region and 30 within the MAG region.
- We worked to provide information about how the zones align with the Wasatch Choice Vision to the Governor's Office of Economic Development (GOED) for their consideration as they evaluate eligible zones.



This is an example of a thriving development from Opportunity Zones 1.0 in the Granary District in Salt Lake City. Opportunity Zones 2.0 will be compiled by the Governor's Office of Economic Development and sent to Governor Cox for consideration and submission to the Department of the Treasury in October. Photo courtesy of [Building Salt Lake](#).

Opening the Door to Homeownership

WFRC, the **Utah League of Cities and Towns**, and **Mountainland Association of Governments** partnered to host a statewide webinar exploring practical ways cities can expand homeownership opportunities.

The discussion highlighted townhomes, condominiums, and other missing middle housing types that provide attainable, for-sale options while supporting vibrant neighborhood and city centers. By sharing successful local strategies, the webinar equipped communities with ideas to help address Utah's growing housing needs.



Townhome development in Daybreak, South Jordan — an example of missing middle housing.

Senator Wayne Harper addresses the WFRC Council on key legislative topics and priorities relevant to the Wasatch Front region during the January 22, 2026, Council meeting.



Sharing Knowledge & Building Capacity

Throughout the year, WFRC brought together elected officials, transportation agencies, local governments, and technical experts to share knowledge, explore emerging issues, and build stronger partnerships.

In particular, our **Council, committee, and advisory meetings** provide a regular forum for this regional learning and coordination, bringing a variety of perspectives together to address the transportation, housing, and growth challenges facing the Wasatch Front.

By the Numbers

- **75** Council, Committee, and Technical Advisory Committee meetings convened annually
- **17** conference presentations
- **3** webinars:
 - Transportation Improvement Program Public Comment Online Open House
 - WFRC 101 Webinar: Learn How We Support Your Communities
 - How Cities Can Expand Opportunities for Homeownership: Tools, Partnerships, and Case Studies Beyond Single-Family Housing (with ULCT)

wfrc.utah.gov/committees



Members of WFRC's Analytics team present at the Modeling Mobility Conference in Minneapolis, Minnesota, on September 17, 2025.

Federal Transit Administrator Visits Utah

Utah's transportation partners and business community came together to welcome **Federal Transit Administrator Mark Molinaro** to Utah and discuss priorities for the next surface transportation reauthorization.

During his visit, Administrator Molinaro rode FrontRunner, highlighting the importance of **FrontRunner 2X** as Utah's top transportation priority for expanding capacity, improving reliability, and supporting continued growth along the Wasatch Front.

FrontRunner 2X project will:

- Double-track in 11 strategic locations
- Add one new station
- Realign track in one location
- Add 10 new trainsets

Therefore increasing train frequency and travel time reliability.



WFRC Chair, Mayor Dawn Ramsey, former Federal Transit Administrator Marc Molinaro, and Congressman Burgess Owens during Administrator Molinaro's visit to Utah to discuss transportation priorities and federal investment in FrontRunner 2X.

GOAL THREE

Strive for Organizational Excellence

Strong communities depend on strong organizations. WFRG continued investing in its people, resources, and practices to **ensure the organization remains accountable, responsible, and prepared to serve a growing region**. From welcoming new staff and maintaining financial stability to recognizing professional excellence, these efforts support a healthy, high-performing organization that can meet the needs of its members and partners.



FY26 WFRC Goals, Budget, and Unified Planning Work Program



wfrc.utah.gov/budget

Responsible Stewardship

WFRC remained committed to accountability, transparency, and responsible use of public resources. The organization maintained a stable budget and operated in accordance with applicable laws and best practices.

These practices help ensure WFRC uses its resources prudently while maintaining the financial stability needed to plan, partner, and serve the region for years to come.



DID YOU KNOW?

WFRC maintains an **\$11M** annual budget and continues its more than **25-year streak of unqualified audit** opinions, with no audit adjustments or deficiencies noted to management.

Building Organizational Capacity

Serving a fast-growing region requires investment in people and expertise. This past year, WFRC welcomed **four new team members** whose experience enhances the organization's capacity in transportation planning, data analysis, community planning, and technical services. Their expertise adds new perspectives and capabilities to better support local governments and regional partners.



Pukar Bhandari
Data Scientist

With over three years of specialized experience in travel demand modeling, geospatial analysis, and economic impact assessment, Pukar combines technical expertise in R, Python, and transportation modeling software to support data-driven public decision-making processes that advance accessibility and community well-being.



Fariba Soltani
Transportation Analyst

Fariba's research experience exploring transportation behavior, pedestrian safety, transit operations, and the relationship between travel patterns and air quality provides a solid foundation for her work with safety analysis and transportation initiatives throughout the Wasatch Front.



Joel Temple
Transportation Planner

Joel's experience with metropolitan planning organizations, municipal and transportation planning, and international development strengthens our Long-Range Transportation Plan efforts and collaboration with local governments and state partners.



Paulo Aguilera
Community Planner

Drawing on eight years of private sector experience in community planning, active transportation, and GIS, Paulo is passionate about creating spaces that improve mobility and quality of life for everyone in our region.

Celebrating Excellence

WFRC's greatest strength is its people. This year, the expertise, leadership, and dedication of our staff were recognized through professional honors and organizational awards that reflect our commitment to serving the Wasatch Front.



Award-Winning Mapping Expertise

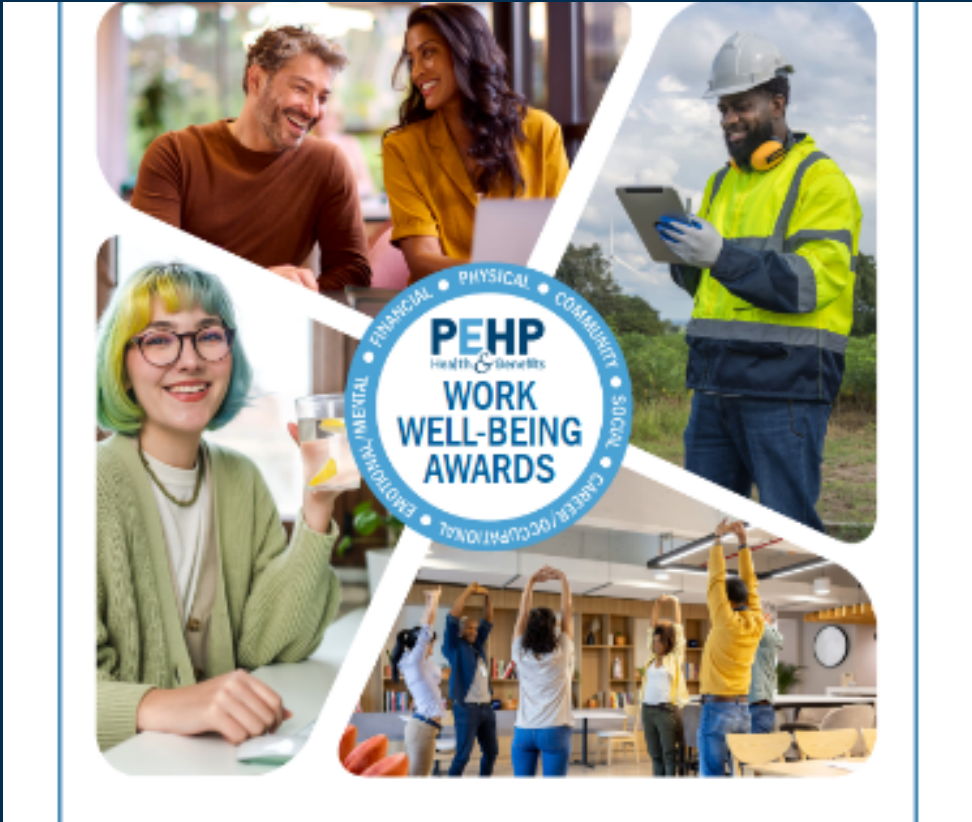
For the second consecutive year, **Sarah Lawless**, WFRC's Data Scientist & GIS Lead, won the **Iron Cartographer** competition at the Utah Geographic Information Council Conference. The annual challenge gives contestants just two hours to produce a professional-quality map, testing technical skill, creativity, and the ability to communicate complex information visually.

Sarah's achievement reflects the expertise behind WFRC's maps, data tools, and visualizations that help local leaders make informed decisions about transportation, housing, and growth.



Ted Knowlton Named FAICP

WFRC's Deputy Director and Chief Planner **Ted Knowlton** was inducted into the **American Institute of Certified Planners College of Fellows (FAICP)**, the profession's highest honor. The distinction recognizes his decades of leadership and lasting contributions to transportation planning, regional collaboration, and community development in Utah and across the nation.



Supporting Employee Well-Being

WFRC proudly earned **first place in the Financial Wellness Category** of PEHP's Work Well-Being Awards in recognition of employee financial well-being support.



It's Our Home.

We do this work with you because it's our home too.

For more than 50 years, WFRC has helped communities address challenges that cross city and county boundaries. This report shows what is possible when local governments, transportation agencies, state and federal partners, businesses, and residents bring their expertise and priorities together.

The plans we make, partnerships we build, and investments we advance today will shape how people move, live, work, and connect across the Wasatch Front for years to come. Together, we can prepare for that future while preserving what makes this region an incredible place to call home.

Thank you to our member communities, agency partners, elected officials, stakeholders, and residents for your continued collaboration and trust.

*If you'd like to go deeper into any of the accomplishments, please see our **[Completion Report](#)**.*



WFRC staff, fall 2025

Looking Ahead

As the Wasatch Front continues to grow, WFRC will build on this year's accomplishments by advancing the plans, tools, investments, and partnerships that help communities prepare for the future.



Greenfield Development Scenarios coming winter 2027.

The next statewide transportation plan will be published in fall 2027.

UTAH'S UNIFIED TRANSPORTATION PLAN

In the coming year, WFRC will:

- **Complete the 2027–2055 Regional Transportation Plan** and continue funding transportation projects through the **Transportation Improvement Program**.
- **Update the Wasatch Choice Vision** and **Utah's Unified Transportation Plan** with regional and statewide partners.
- Engage in the development of the next **Surface Transportation Reauthorization Bill** in Congress, advancing Utah's interests in Washington, DC.
- **Complete the first phase of a new Activity-Based Model (ABM)** to better understand how people travel and improve transportation forecasting.
- **Continue Station Area Planning** through a Regional Infrastructure Accelerator Grant, helping communities move from planning toward implementation.
- **Expand public engagement and communications** to make regional planning information more accessible and actionable.
- **Partner with the Governor's Office of Planning and Budget and Utah Land Use Training Fund** on Greenfield Visualization resources and a statewide Development Code Refresh.
- **Develop new planning tools** that help cities and towns understand growth and make informed decisions about transportation, housing, and land use.

WFRC Fiscal Year 2026 Goals

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

REGIONAL PLANS

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

FUNDING & ASSISTANCE

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

RESOURCES

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

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

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

3. Strive for organizational excellence.

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



WFRC Mission and Roles

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

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



Convener - We facilitate collaboration with our communities and partners.

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



Technical Expert - We are trusted subject-matter experts.

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



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

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



Implementer - We put visions and plans into action.

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





From Traverse Mountain in Draper at sunset



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