



WASATCH FRONT REGIONAL COUNCIL

FY27 WFRC

Unified Planning Work Program

FOR THE WFRC METROPOLITAN AREA

DRAFT

In cooperation with:



July 1, 2026 - June 30, 2027



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Mark Shepherd, Mayor, Clearfield
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Jason Brown, Envision Utah
Laura Hanson, State Planning Coordinator, GOPB

Partners

Matthew Gray, Utah Transit Authority, Strategic Planner II
Alivia Vaughns, Utah Transit Authority, Strategic Planner I
Hayden Jones, Utah Transit Authority, Intern
Andrea Olson, Utah Department of Transportation, Planning Director
Kelly Lund, Federal Highway Administration, Transportation Planner
Peter Hadley, Federal Transit Administration, Community Planner

PURPOSE

The Unified Planning Work Program (UPWP) is developed to describe all planning activities of the Wasatch Front Regional Council (WFRC) and its partner agencies, especially the efforts within the WFRC Metropolitan Planning Area (MPA), devoted to planning an effective regional transportation system. Figure 1 shows the MPA boundaries, as well as the three adjusted Urban Area boundaries within the MPA based on the year 2020 Census.

The FY 2027 UPWP focuses on the transportation and transportation-related planning activities for the MPA scheduled for completion by WFRC, the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) between July 1, 2026, and June 30, 2027. The UPWP addresses multiple modes, including transit, highway, and active transportation. It provides for assisting municipalities in implementing the Wasatch Choice Vision; refining land use and travel demand modeling; developing the 2027-2055 Regional Transportation Plan (RTP); developing the six-year Transportation Improvement Program (TIP); continuing an interagency process to assess air quality and conformity of transportation plans with air quality standards; engaging the public in meaningful ways to participate in the regional planning process; and providing technical support and services to other transportation agencies and local governments in the region. The UPWP also describes the WFRC's collaborative efforts in various studies, Community Development Block Grants, and economic development planning for the region. Importantly, many of the planning activities described in the UPWP illustrate how the regional transportation planning process addresses federal requirements contained in the Infrastructure Investment and Jobs Act.

By entering into this Agreement, the WFRC MPO certifies that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws and is in full compliance with Executive Order 14173, 'Ending Illegal Discrimination and Restoring Merit-Based Opportunity.

FORMAT

The format for the 2027 UPWP is similar to the 2026 UPWP. Each work task includes a summary of objectives, anticipated products, background information, a statement of the work planned for FY 2027, responsible agencies, and level of effort in terms of months and funding. A UPWP completion report, describing all work accomplished in FY 2026 will be prepared by October 1, 2026.

COORDINATION

The WFRC coordinates the overall transportation planning process for the WFRC Metropolitan Planning Area. As the designated Metropolitan Planning Organization (MPO) for this Area, the WFRC reviews and approves the UPWP, determines policy regarding the RTP and the TIP, and approves each. WFRC also determines conformity of the RTP and TIP with the State Implementation Plan for air quality (SIP). The WFRC and the Utah Transportation Commission are approval authorities for the use of federal transportation funds in the Metropolitan Planning Area.

The WFRC formed two committees to study regional transportation issues in depth and make policy recommendations to the full Council.

The Regional Growth Committee (RGC) is responsible for the Regional Transportation Plan and for developing long-term growth strategies related to transportation. The Transportation Coordinating Committee (Trans Com) oversees short-range transportation planning, programming of projects in the TIP, and other project-related studies and issues. Both the RGC and Trans Com work in close coordination with local governments throughout the region, UDOT, UTA, and other stakeholders.

Most of the detailed discussion of transportation, growth, and air quality issues and coordination takes place within the RGC and Trans Com. The RGC, Trans Com and their subordinate technical committees provide a forum for coordination among the primary planning and implementing agencies in the area. Membership and representation on the RGC and Trans Com are similar and include the following:

- Elected local government officials appointed by the Wasatch Front Regional Council and by County Councils of Government
- The Utah Department of Transportation (UDOT)
- The Utah Transportation Commission
- The Utah Transit Authority (UTA) and its Board of Trustees
- The Utah Air Quality Board and Division of Air Quality (DAQ)
- The Federal Highway Administration (FHWA)
- Agencies, stakeholders and other parties involved in the transportation and growth planning process
- The Mountainland Association of Governments (MAG)

In addition to these two Committees, in 2012 the Regional Growth Committee established the Active Transportation Committee (ATC), which provides input to RGC and Trans Com regarding active transportation matters. The ATC discusses relevant studies of regional significance, including first/last mile transit connections, provides input on the Transportation Alternatives Program (TAP) and the Transportation and Land Use Connection Program (TLC), makes recommendations on regional priority projects and performance measures, and provides a forum for general coordination for bicycle and pedestrian issues, concerns, and projects. The Committee meets five times a year and consists of municipal and county elected officials from Box Elder, Weber, Morgan, Davis, Salt Lake, Tooele, and Utah Counties and representatives from UDOT, UTA, Utah Department of Health, and Bike Utah.

In 2002, a Joint Policy Advisory Committee (JPAC) was established to facilitate communication and coordination between WFRC and the Mountainland Association of Governments (MAG), which is the MPO for the Provo-Orem Urban Area in Utah County. As transportation and land use patterns have become increasingly interconnected between Salt Lake County and Utah County, this committee has proven valuable in collaborating on issues of common concern. In 2007, JPAC was expanded to also include the Dixie and Cache MPOs, making JPAC a forum to discuss transportation planning issues state-wide. JPAC meets four times a year and is composed of elected officials from WFRC and MAG, UTA Board members, State Transportation Commissioners, and staff representatives for the four MPOs, UTA, and UDOT. Among the issues they address are transportation funding needs, major project selection processes, state and federal legislation, and coordination among transportation plans.

Coordination at the technical level is provided by four Transportation Technical Advisory Committees, two that support the Regional Growth Committee and two that support Trans Com. The technical committees are organized geographically for the Salt Lake City Urban Area, and for the combined Ogden-Layton and Brigham City Urban Areas. These committees include representatives from each community and county, UDOT, UTA, DAQ, and other involved agencies. The technical committees provide a forum for discussing issues as they relate to plans, programs, and individual projects and effectively establish communication and coordination on a technical level. The Regional Growth Committee technical committees include primarily local planners, while the Trans Com technical committees mostly include local engineers.

The transportation planning process is coordinated and inter-related with the overall comprehensive planning process for the area. Major areas where coordination is necessary and effective are the development of county, city or neighborhood master plans, area-wide and local housing programs, area and state-wide programs for air pollution control, recreation planning, economic development, water resources and other state, area-wide, and local plans. The coordination with transportation-related activities is provided through the WFRC, which is the area-wide intergovernmental review agency, and its advisory committees. WFRC increased the amount of interaction with County Councils of Government in order to further coordination of local plans and desires with regional transportation plans and programs.

CONSOLIDATED PLANNING GRANT

Beginning with Fiscal Year 2004 (July 1, 2003 – June 30, 2004), Metropolitan Planning Organizations (MPOs) in the state of Utah have received federal metropolitan transportation planning funds via a Consolidated Planning Grant (CPG). The aspects of this process are currently as follows:

- The approved UPWP allocates federal transportation planning funds to individual work items in the Work Program performed by WFRC and is the basis for the CPG.
- WFRC transportation planning tasks are funded through an annual CPG that combines Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) metropolitan transportation planning funds.
- UDOT and UTA federal transportation planning funds are not included in the CPG; however, metropolitan transportation planning activities by UDOT and UTA are included in the UPWP with other appropriate sources of federal funding shown when available.
- The FTA transfers FTA Section 5303 funds allocated for metropolitan transportation planning in the UPWP to FHWA.
- FHWA consolidates the transferred FTA funds with Metropolitan Planning (PL) and Surface Transportation Program (STP) funds allocated for metropolitan transportation planning in the UPWP and makes a CPG to the UDOT.
- UDOT administers the CPG through a contract with WFRC and reimburses WFRC monthly for transportation planning activities in the UPWP.
- The UPWP includes additional WFRC work efforts not funded through the CPG.

Planning work outside the planning area boundary is funded with local monies.

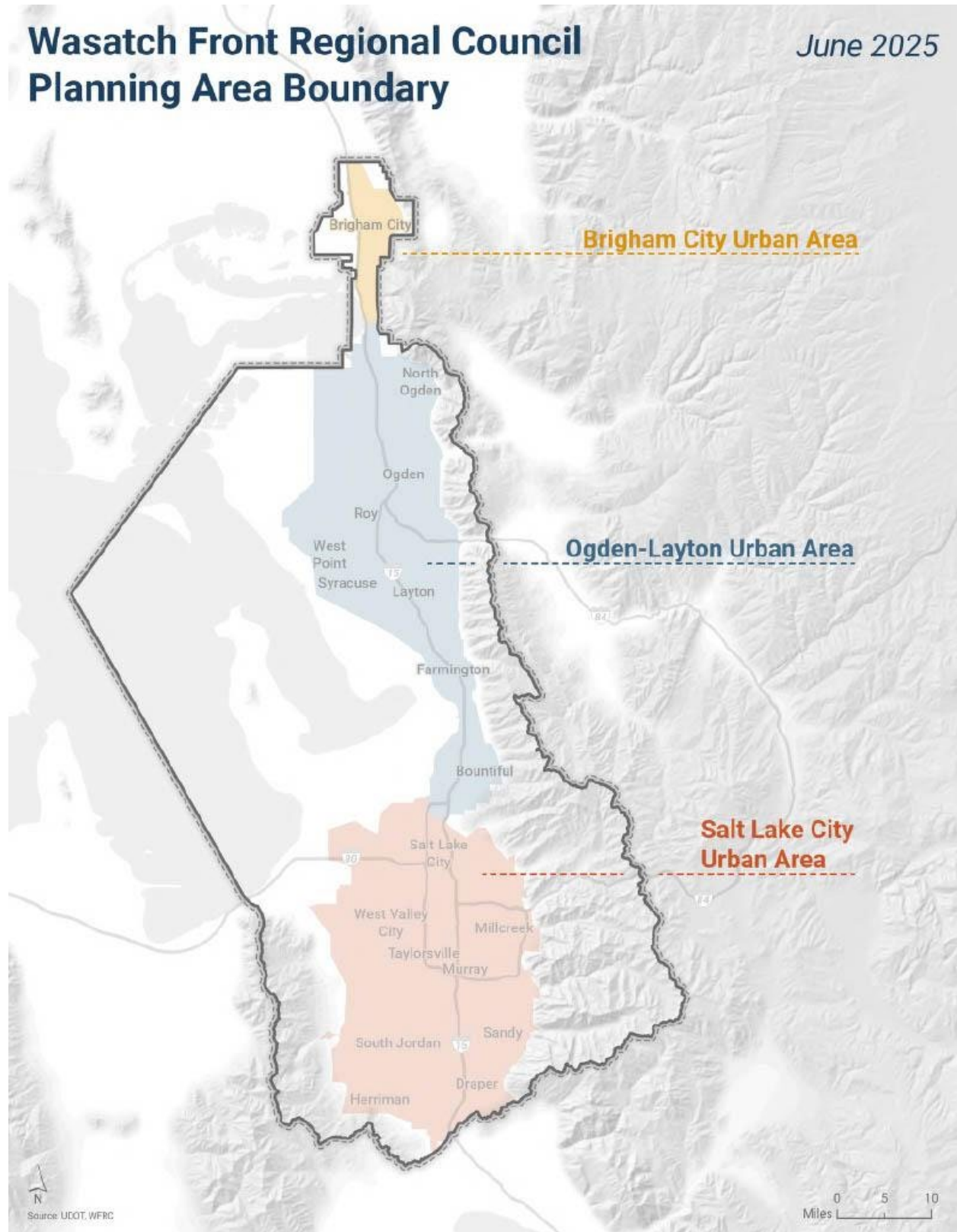
WORK PROGRAM AMENDMENTS

It is anticipated that changes to this UPWP may be required during execution of the Work Program and budget. In the past, such changes have resulted from:

- Changes in staff composition and work assignments
- Emergence of new work items and revision of approved work items
- Revised revenue and expense projections

Should significant changes emerge during FY 2027, WFRC will submit an amended UPWP for federal approval.

Figure 1. **WFRC METROPOLITAN PLANNING AREA AND URBAN AREAS**

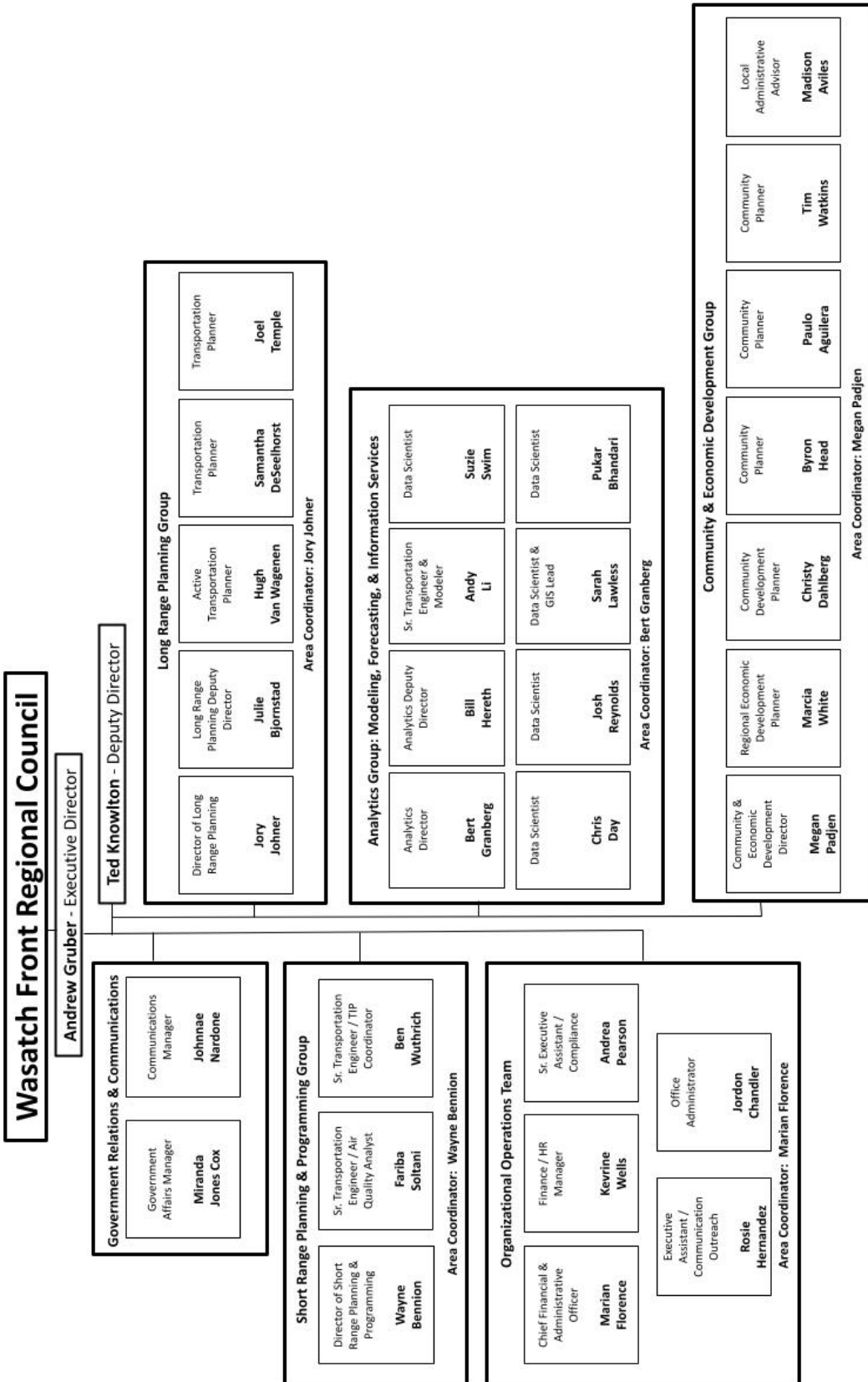


STAFFING

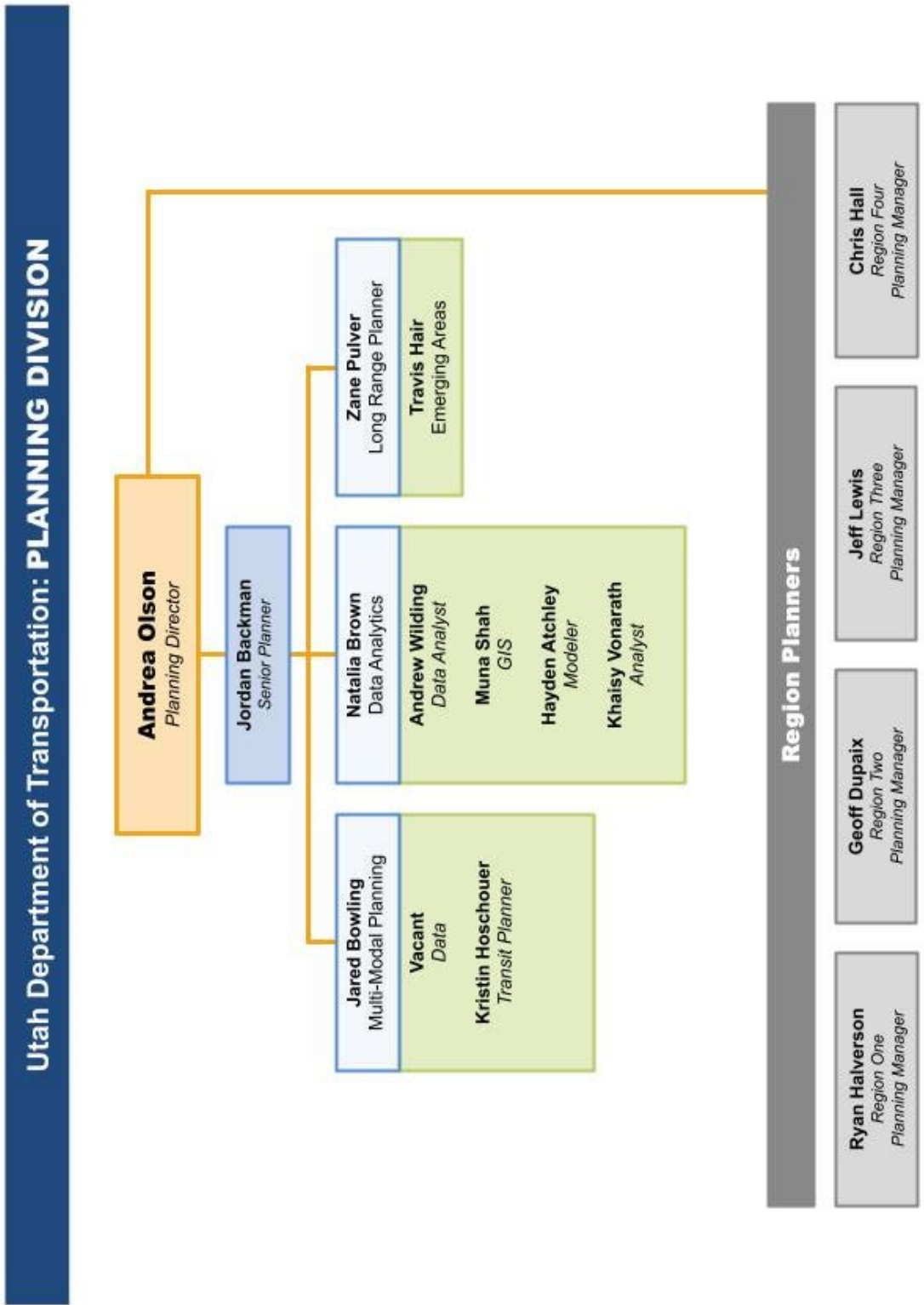
Consultants will be under contract with WFRC during FY 2027 to accomplish some of the work identified in the UPWP, including assistance in local government planning support, travel and land use model development and applications, public involvement efforts, and in several planning studies, and these are noted in the applicable work items. The agency or agencies responsible for completion of each task are shown near the end of each UPWP task. This is followed by tables that show resources committed to each task in person-months, and to the extent available, the cost of each task, and the sources of funding.

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

Wasatch Front Regional Council (WFRC) Staff Organization



WASATCH FRONT REGIONAL COUNCIL



PLANNING FACTORS

Planning Factors are established by Congress as enumerated in 23 USC 134(h)(1). These areas merit particular attention as they have been identified as issues of concern nationally. Specific efforts anticipated by WFRC, UDOT, and UTA staff to address these issues are highlighted below with references to the work program section(s) where they are described.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - WFRC will continue to further integrate economic development into the transportation planning and programming process. (C.1, C.2, D.3, I.2)
2. Increase the safety of the transportation system for motorized and non-motorized users.
 - In collaboration with local governments, UDOT, and UTA, WFRC has developed a Comprehensive Safety Action Plan for the region and will be assisting these agencies in implementing the Action Plan for the region. (D.1)
 - Safety data is being more fully integrated into development of the Regional Transportation Plan and the Transportation Improvement Program. (C.1, D.1)
3. Increase the security of the transportation system for motorized and non-motorized users.
 - UTA will continue to update and implement various security plans and training. (B.1)
 - WFRC, UDOT, and UTA will further coordinate with local municipalities and other state agencies in continued development of plans to address security issues in the transportation planning process. (C.1)
4. Increase accessibility and mobility of people and freight.
 - In planning and programming of projects, accessibility and mobility are key considerations in the regional process. (B.1, B.2, C.1, D.3)
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - WFRC will work with UDOT, UTA, and others to evaluate proposed transportation facilities with regard to environmental protection, community/neighborhood preservation, and other NEPA factors. (C.1, D.2, E.1, E.2)
 - Several efforts are anticipated to foster implementation of the Wasatch Choice Vision goals. (C.2, C.3)
 - Discussions with local and state governments will identify how to achieve more consistency among regional, local, and state plans and patterns. (C.1, C.2)
6. Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.
 - UTA, UDOT, and WFRC will work to integrate highway, transit, and active transportation modes as plans and projects are developed. (B.1, C.1, D.2, D.3)

7. Promote efficient system management and operation.
 - WFRC staff will continue to collaborate with UDOT, UTA, and local governments in evaluation and promotion of Transportation System Management and Transportation Demand Management strategies such as Intelligent Transportation Systems and ridesharing. Staff participates in traffic management efforts that facilitate interaction between planning and operations. (D.1)
8. Emphasize the preservation of the existing transportation system.
 - The RTP identifies funding for system preservation. (C.1)
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
 - WFRC staff will continue to prepare with partners for transportation impacts of, and responses to, potential natural and man-made disasters. (C.1)
10. Enhance travel and tourism.
 - WFRC will continue to partner with various agencies to enhance travel and tourism in the region. (C.1)

PRIORITIES and FY 2027 COMPLETED WORK EFFORTS

Priorities in FY 2027 for the work of the Wasatch Front Regional Council are identified in the [FY 2027 Goals](#), which the Regional Council is anticipated to adopt along with the FY 2027 Unified Planning Work Program on May 28, 2026.

Much of the work of the Wasatch Front Regional Council during FY 2027 described in this document is ongoing, or continues from year to year. The following are specific work efforts that are also described in this document which are expected to be completed during fiscal year 2027.

Section A.1

FY 2028 Unified Planning Work Program, Goals, and Budget
FY 2026 Completion Report, Activities and Accomplishments Report, and Audit

Section B.1

UTA Wayfinding Plan Phase III

Section C.3

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

Section D.2

Parking Design and Policy Guide
West-East Connections Study

Section D.3

2027-2032 Transportation Improvement Program
2028-2033 Surface Transportation Program, 2028-2033 Congestion Mitigation Air Quality Program, 2029 Transportation Alternatives Program, and 2029 Carbon Reduction Program

Section G.3

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

A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

OBJECTIVES:

To provide work program and personnel management, interagency coordination, and financial management and control.

To provide administrative support.

ANTICIPATED PRODUCTS:

- Self-certification of the Transportation Planning Process
- Regular meetings of the Wasatch Front Regional Council (WFRC) and its advisory committees and documentation of those meetings
- Coordination with partner agencies, including Mountainland Association of Governments, Utah Transit Authority (UTA), Utah Department of Transportation (UDOT), State Division of Air Quality (DAQ), other MPOs, Utah League of Cities and Towns, Utah Association of Counties, Chambers of Commerce, Envision Utah, Governor's Office of Planning and Budget, and others
- Monthly Financial Reports
- Annual Audit
- Annual Contract between WFRC and UDOT, WFRC and UTA
- End of year Unified Planning Work Program (UPWP) completion report, and Activities and Accomplishments report
- Fiscal Year (FY) 2027 UPWP and budget amendments
- FY 2028 Goals, Unified Planning Work Program and budget

BACKGROUND:

WFRC was designated as the MPO for the Salt Lake and Ogden Urbanized Areas in 1973 (described in Purpose section above). As the MPO, WFRC is responsible for coordinating and administering all transportation planning programs in the region.

The Council has 21 voting members including 19 locally elected mayors, council members, or commissioners, one representative from Utah Department of Transportation (UDOT) and one representative from Utah Transit Authority (UTA). The Council also has six non-voting members representing Utah League of Cities and Towns, Utah Association of Counties, Envision Utah, Utah House of Representatives, Utah State Senate, and the State Planning Office.

WFRC established the committee structure discussed in the coordination section of the UPWP to oversee the planning process. In addition, financial management, Equal Employment Opportunity (EEO), Disadvantaged Business Enterprise (DBE) and other procedures have been established for administering the programs. The DBE procedures include working with UDOT to meet state DBE goals. An ongoing transportation planning agreement has been signed by WFRC, UDOT, and UTA.

WORK STATEMENT:

Administration and coordination of the Unified Planning Work Program (UPWP) and transportation planning involve three main activities: direct administration of transportation programs, non-salaried costs related to the UPWP, and the UPWP's share of WFRC's indirect administrative costs.

Direct administration, budgeted at \$633,126, will include supporting WFRC's transportation committees (like the Regional Growth Committee, Trans Com, and Active Transportation Committee), preparing work programs and budgets, ensuring coordination with agencies such as UDOT, UTA, and local governments, preparing agendas and minutes, facilitating the annual joint certification of the planning process with UDOT, providing information for U.S. DOT modal agencies' reviews, preparing the annual UPWP, updating UDOT and UTA contracts, creating completion reports and other required certifications, and managing personnel performance plans and secretarial support.

Direct non-salaried costs total \$353,622 and cover expenditures directly attributable to UPWP programs. These include regional and out-of-region travel (including training), software/maintenance fees, supplies, publication costs, the single audit, and public notices.

Indirect costs, totaling \$922,253, are costs associated with WFRC management not directly tied to a single program. They are allocated based on direct months and include salaries and fringe benefits for the Executive Director and CFO/CAO's management time, accounting and HR staff, management secretarial support, general publications/communications, administrative training/travel, and necessary non-salaried costs (e.g., rent, utilities, equipment, software, and the annual audit of finances and internal controls).

Oversight of WFRC financial management and audit functions is provided by the WFRC Budget Committee composed of representation from each of the counties.

RESPONSIBLE AGENCY:

WFRC

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal CPG	Non-Federal	Total
WFRC	41.25	590,263	42,863	633,126

A.2 UTAH DEPARTMENT OF TRANSPORTATION

OBJECTIVE:

To coordinate with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), DAQ, UTA, and WFRC in managing the Salt Lake and Ogden-Layton Area transportation planning process.

ANTICIPATED PRODUCTS:

- Review of the Transportation Improvement Program (TIP)
- Monitoring of WFRC's expenditures of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds
- Participation in WFRC's Trans Com and Regional Growth Committees and their supporting sub-committees
- Coordination in developing the 2027-2055 Utah's Unified Transportation Plan
- Assistance in developing the FY 2028 UPWP
- Coordination of CMAQ Performance Plans with WFRC
- Coordination with the Transportation and Land Use Connection Program
- Participation in special studies in the region
- Implementation of corridor plans that include local communities' transportation solutions
- Implementation of state legislative directives
- Coordination regarding air quality and transportation planning

BACKGROUND:

UDOT receives federal funding, a portion of which is then sub-allocated to WFRC. The UDOT Planning Division has a full-time staff of 18 employees. Funding for the UDOT Planning staff is provided primarily through Statewide Planning and Research funds and a separate Planning Work Program is prepared annually by UDOT and submitted to FHWA for review and approval.

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

WORK STATEMENT:

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

UDOT Planning dedicates staff time each year to coordination with the four UDOT Regions and with the four MPOs in Utah. UDOT Planning is responsible for development, maintenance, and application of the statewide travel demand model and looks forward to

continued work with our MPO partners in enhancing all models statewide through the Household Travel Survey (see section F). UDOT Planning provides expertise across the state in rail and freight planning issues and will work with our WFRC partners in completing the UDOT Freight Plan as well as coordination on other freight issues.

The Utah's Unified Transportation Plan (UUTP) partners look forward to beginning coordination for the 2027-2055 UUTP. UDOT and WFRC are key players in this process, along with UTA and other MPO partners. This planning effort is in addition to working together on the WFRC RTP as well as rural transportation planning in WFRC's AOG area.

UDOT Planning staff will continue to participate in or manage corridor studies and other special planning-related studies within the MPO planning areas. We have achieved great success in working together on the Transportation Land Use Connection grant program and administering the Technical Planning Assistance grant program as a joint effort. These studies may include coordinating travel demand modeling, joint corridor planning, preparing air quality studies or reports, economic development planning, Geographic Information Systems (GIS) analysis, performance measures, and others.

RESPONSIBLE AGENCY:

UDOT

LEVEL OF EFFORT FY 2026:

<u>Planning Activities in the WFRC Region</u>	<u>Person Months</u> *
Long Range Planning	12
Air Quality	4
Traffic Modeling	4
<u>Studies, Freight, UPWP</u>	<u>6</u>
Total	26

* All staffing figures and percentage of time allocated in this section are estimates.

A.3 UTAH TRANSIT AUTHORITY

OBJECTIVE:

To coordinate transit planning with the Wasatch Front Regional Council, UDOT, cities, counties, FTA, FHWA, DAQ and other stakeholders throughout the Utah Transit Authority service area.

ANTICIPATED PRODUCTS:

- Annual Grants Status Report
- Interlocal Cooperative Agreements
- Grant Applications
- Grants Management Committee Recommendations
- FTA 5310 Program Management Plan
- Documentation for Audits
- FTA Annual Certifications and Assurances
- Title VI Report
- Project Concept Reports for CMAQ, STP and TAP
- Dissemination of Grant Opportunities Information
- Collection and Distribution of Grants Financial Information
- Participation in Technical and Other Planning Meetings
- National Transit Database (NTD) Data Collection and Reports

WORK STATEMENT:

The Utah Transit Authority was organized under the provisions of the Utah Transit District Act in 1970.

For over 50 years, the UTA has expanded from a small bus company operating less than 90 buses traveling 3 million miles to the current system that provides nearly 24 million miles of bus and rail service. UTA is a multimodal transportation company that employs more than 2,500 people with 1,000 direct operators of bus, light rail and commuter rail services that are committed to provide safe and effective transportation.

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

Documentation, Reports and Other Requirements

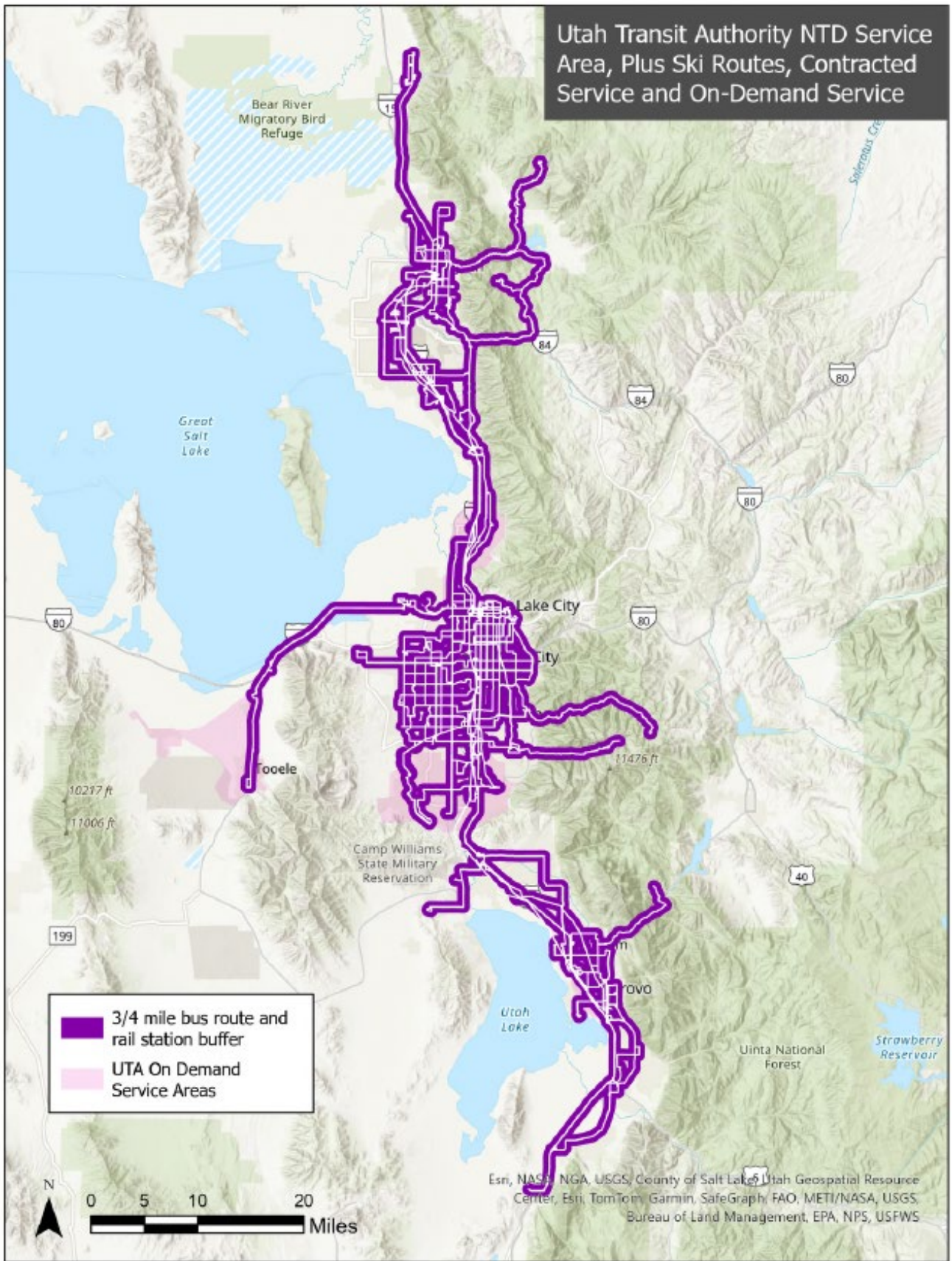
UTA prepares documentation to comply with all federal, state and local administrative requirements under this work item. These include the Unified Planning Work Program, Completion Reports, Annual Grants Status Report, Interlocal Agreements, Grant Applications, audit documentation, FTA Triennial Review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

National Transit Database (NTD) Data Collection and Reports

UTA will continue to collect data and perform surveys of the UTA system. Ridership reports are prepared monthly and reliability reports on the transit system will continue to be produced. All data needed for the National Transit Database (NTD) will be collected and electronically input into the federal NTD program.

RESPONSIBLE AGENCY:

UTA



B. TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

OBJECTIVES:

To provide effective transit services within available resources.

To actively participate in transportation studies, community developments and master plan efforts to incorporate transit elements.

To improve multi-modal transportation options for the region in cooperation with WFRC, UDOT, and other stakeholders.

To promote and implement technology that will enhance transit service.

To plan and implement safety and security measures to increase comfort levels of current and future customers.

To work with key agencies for more effective use of transportation resources that will serve persons with disabilities and seniors in the service area.

To promote ridesharing, telecommuting, flextime, bicycling, walking and discount programs to encourage more efficient use of the transportation system.

To encourage and work with stakeholders on transit-oriented developments and more transit-supportive land use.

ANTICIPATED PRODUCTS:

- Service Implementation
- TRAX Forward Program
- UTA On Demand Microtransit Expansion
- Transportation Agency Safety Plan
- Bus Stop Implementation
- Wayfinding Signage and Bus Stop Improvement Program
- Mobile Trip Planning
- Transit Oriented Development (TOD)/Station Area Planning
- Emergency Preparedness Planning
- Rideshare Program Planning
- Special Services/American Disability Act (ADA) Planning
- Transit Asset Management Plan
- Community Health and Wellness Initiatives
- Travel Demand Modeling
- SRD Grant for Suicide Prevention

BACKGROUND:

Several UTA departments contribute to the work included in the UPWP. Planning for major capital projects includes: concept development and feasibility studies, environmental work, public hearings and open houses, service planning for bus/rail interfaces, and data collection from various departments at UTA. Further, GIS plays an important role in work associated with service changes, routing detours for the bus system, rights-of-way and other project-related work.

Members of UTA's strategic planning staff, along with business unit service planners will continue to coordinate the transit objectives of the regional transportation plan with agency needs that fall outside of the regional conversations through these efforts.

Financial planning plays a key role in the planning and construction of any of the UTA capital projects. A Transit Financial Plan (TFP), annual Operating and Capital Budgets, and Financial Analysis work is a continuing process.

WORK STATEMENT:

Service Implementation

The following changes are proposed for implementation in April 2027:

- Service optimization within Brigham City, including the streamlining of Route 630. This adjustment will enable UTA to reallocate resources and increase service frequency from every 60 minutes to every 30 minutes.
- Establishment of a Brigham City Innovative Mobility Zone to replace Flex Route F638, thereby improving overall transit coverage.
- Extension of the S-Line and addition of a new station.

Preparatory activities will include identifying locations for end-of-line and restroom facilities for new or modified routes, developing communication and public information strategies, and updating stop and station signage across the UTA system.

New Infrastructure Openings and Projects

Several new infrastructure projects are scheduled to open in 2026-27, including:

- Midvalley Express (MVX) - April 2026
- On-going SGR projects -
- S-Line Extension - April 2027
- Operator Restrooms (2/year)
- EOL improvements 1940 West State Offices
- On-going coordination of long-term detours for 600/700 North (SLC) and University Avenue Viaduct in Provo

Support for Upcoming Projects

Service Planning will provide support for the following projects during the planning, design, and/or construction phases:

- 5600 West Line
- Davis-Salt Lake Community Connector
- Big/Little Cottonwood Canyon Ski Service
- FrontRunner 2X

TRAX Forward Program

As the Salt Lake Valley continues to grow and evolve, UTA remains committed to providing sustainable, desirable, and efficient transportation options that meet the needs of our vibrant community. After more than 25 years in service, UTA now seeks to modernize the TRAX Light Rail system to meet these evolving needs and step into the future with a resilient system that will continue to serve the region for generations to come. TRAX Forward refers to the unified program of system-wide improvements and modernization projects, aligning UTA's efforts around providing services that respond to evolving travel patterns and technology, resiliency and reliability and a world-class customer experience through a targeted series of investments.

Work that will be taking place on the TRAX Forward Program in the next fiscal year includes the finalization of the program pamphlet, completion of a program cost estimating database, definition of program priorities and phasing (Project Tiers) definition, updating the UTA webpage, and creating concept plans, design and construction estimates for the first tier of projects within the program.

UTA On Demand Microtransit Expansion

The Innovative Mobility Solutions (IMS) department has contracted UTA On Demand microtransit services in four zones: Southern Salt Lake County, Salt Lake City Westside, West Provo/Orem, and Tooele County. IMS's strategic goal for these programs is to provide flexible, reliable, demand-responsive transportation that enhances quality of life. These shared-ride services expand access, improve accessible mobility options, and consistently deliver a high-quality customer experience, as evidenced by daily rider ratings.

From July 2026 through June 2027, UTA On Demand zones will continue to be evaluated using key performance indicators (KPIs) including cost per rider, availability, utilization, wait time, and on-time pickup. UTA has established a sustainable ridership growth goal of 2% to 10% annually per zone.

Additionally, as part of the Long-Range Transit Plan, UTA intends to launch a new zone in Northern Utah County. The future zone will provide connections to FrontRunner stations in Lehi and American Fork, as well as local destinations within Lehi, American Fork, Eagle Mountain, and Saratoga Springs. This expansion is tentatively scheduled for the August 2026 Change Day, pending board approval and new sponsorship agreements.

UTA's 2027 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) for identifying and mitigating hazards. The TASP is updated yearly in accordance with the Federal Transportation Administration (FTA) regulations and the Utah Department of Transportation (UDOT) State Safety Oversight (SSO) Program Standards.

As required by the Bipartisan Infrastructure Law, the Infrastructure Investment and Jobs Act, UTA has established a Joint Labor Management Safety Committee (JLMSC) 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 strategy improvements, and addressing safety deficiencies.

UTA is currently operating under the 2024 version of the TASP, which has been reviewed and approved by the Joint Safety Committee, UTA Board of Directors, and UDOT SSO Program Manager. A 2025, and 2026 version of the TASP has been updated with current regulations and provided to the Agency in a draft form due to the JLMSC not approving the most up to date revisions. The JLMSC continues to meet and work in coordination with the SSO to establish an approval for the current revisions.

UTA is working on an update for 2027. By October of 2026, the safety department will complete a full review of updates in 49 CFR. In November 2026 a redline will be distributed to stakeholders for comments or changes. In December 2026 a final version will be sent to UTA's State Safety Oversight for conditional review, accountable executive signatures, seeking approval from the committee and finally the board. In January 2027 if approved it will be distributed to the organization. The process will begin again in 2027.

Bus Stop Implementation

In 2026 it is expected that UTA will complete construction of one hundred (100) new or upgraded bus stops.

Wayfinding Signage and Bus Stop Improvement Program

Phase III of the Wayfinding plan is expected to be completed in 2026. This includes adding new line diagrams and new directional signs at all Green Line TRAX Stations.

Mobile Trip Planning

UTA recently renewed its contract with Transit for three years. In 2026 GTFIS-RT Service Alerts are expected to launch.

Transit Oriented Development (TOD)/ Station Area Planning

UTA will continue to work with regional and local partners to plan and establish transit-oriented communities and developments. During the 2022 legislative session, HB462 required all cities with a fixed-guideway transit station to complete and adopt Station Area Plans to prepare station areas for optimal development. Per the Station Area Planning process, UTA and MPOs assist municipalities to develop a preferred vision, a concept plan, and an implementation plan. Cities with completed Station Area Plans make significant strides toward development, including programming infrastructure improvements, identifying funding mechanisms, and creating partnerships with the development community.

UTA anticipates multiple development projects starting in 2026 and will seek additional partnerships with cities and private development firms to implement the shared vision and Station Area Plans around key transit hubs. UTA will be pursuing joint development opportunities at development-ready sites with completed Station Area Plans.

UTA will also undertake a comprehensive strategic economic planning process to categorize and prioritize transit-oriented development opportunities along its Frontrunner corridor in alignment with completed Station Area Plans.

Emergency Preparedness Planning

The Utah Transit Authority (UTA) and its partner jurisdictions have forecast multiple training and exercise activities for fiscal year July 1, 2026 – June 30, 2027. Please note that training and exercise dates may change due to unforeseen circumstances.

UTA joins forces with federal, state, and local partner jurisdictions for transportation agency preparedness and response. UTA follows the National Preparedness Goal regarding a whole community approach for emergency capabilities. UTA pursues this goal with accurate plan development for man-made and natural disaster response.

UTA emergency management has coordinated with the Utah Department of Public Safety/Division of Emergency Management (DEM) to conduct an Incident Command System (ICS) 300 “Intermediate ICS for Expanding Incidents” in October of 2026 for upper management personnel at UTA.

An Incident Command System (ICS) 400 “Advanced ICS Command and General Staff – Complex Incidents” course will also be provided by DEM for UTA in November of 2026 to complement and fulfill the advanced ICS training for UTA supervisory personnel.

2026-2027 will bring multi-jurisdictional/multi-agency exercises to UTA. Each mode (Light Rail, Commuter Rail, and Bus) conduct discussion-based and, based upon construction project completion, operation-based exercises. During this fiscal year period, TRAX light rail is eyeing the completion of the S-Line eastward extension. FrontRunner is also pursuing double-tracking projects which require training and exercise for local response agencies. The risks posed by lithium-ion batteries in our Midvalley Express (MVX), Ogden Express (OGX), Tooele UTA on Demand, and Utah Valley Express (UVX) hybrid bus services require ongoing Electric Vehicle (EV) awareness training for our partner jurisdiction fire departments. UTA leads the state in lithium-ion battery fire awareness, training, and exercise.

UTA emergency management is engaged in planning and exercise in coordination with the Utah Disaster Advisory Committee (UDAC). This healthcare group meets bi-monthly to discuss planning for a catastrophic earthquake on the Wasatch Front. November of 2026 UDAC will hold its annual discussion-based exercise.

During FY 2027, the UTA Emergency Management Program Manager will oversee scheduled updates of the Emergency Preparedness Plan (EPP), Emergency Operations Plan (EOP), Continuity of Operations Plan (COOP), and service unit Emergency Response Plans (ERP). New Emergency Response Plans will also be created for the opening of two new facilities at UTA.

Rideshare Program Planning

The UTA Rideshare Department will continue to promote transportation demand management strategies throughout the Wasatch Front by engaging with companies, agencies, and individuals to support carpool and vanpool matching, flextime, telecommuting, and bicycle program initiatives. In addition, the department will pursue enhancements to customer-facing systems to improve the overall user experience and will evaluate new and emerging technologies to strengthen safety for customers and UTA assets.

Special Services/ADA Strategic Planning

To ensure compliance with the Americans with Disabilities Act (ADA), UTA continues to provide services, programs, and facilities that are accessible to individuals with disabilities. UTA operates ADA Paratransit service to provide a safety net for individuals with disabilities ensuring access to employment, services, and other opportunities. UTA will continue these operations throughout the next year. In 2026, UTA will issue a Request for Proposals

regarding contracted Paratransit and Flex Route service in the northern and southern areas of the UTA district.

UTA relies on guidance and feedback on disability-related issues from its Committee on Accessible Transportation (CAT) as well as other public transit stakeholders from the disability community. The CAT adds valuable and on-going advice to UTA as it plans for integrated, as well as specialized services. The Committee offers support to decisions about FTA grant programs that assist in funding vehicles for paratransit (Section 5310) and implementing Flex Routes and other issues regarding accessibility to UTA public transit services. UTA recognizes, values, and plans for all current and future riders. This feedback is a valuable resource to UTA in addressing accessibility issues throughout its system.

Policies and procedures are regularly reviewed to assure that a responsive and consistent paratransit service delivery system is in place. This transportation option is necessary for riders with disabilities who cannot independently access and use fixed routes for their transportation needs.

UTA continues its efforts to increase the use of fixed route services by these individuals through travel training activities and expanded disability-related training for UTA operators and staff on best practices for service riders with disabilities and seniors.

Transit Asset Management (TAM) Plan

UTA has developed a comprehensive asset management system that is identifying current and future projects which will keep the existing system maintained and operating in a safe manner. The ability to successfully identify projects is continuously improved and refined as better and more accurate information is obtained from our stakeholders, both internal and external. During the next fiscal year, upcoming projects include, among others: grade crossing rehabilitations and replacements on FrontRunner and TRAX systems, curved rail replacement on FrontRunner and the TRAX system, 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.

Community Health and Wellness Initiatives

Agency-Wide Waste Stream Assessment and Diversion Strategy

Identify, document, and track all Utah Transit Authority waste streams to develop a comprehensive understanding of material flows. Use this analysis to identify opportunities to expand reuse and recycling, reduce landfill disposal, and improve overall waste diversion performance across UTA operations.

Centralized Livability Data Management System

Develop and implement a centralized repository for livability performance data. This system will support consistent data collection, improve tracking and reporting efficiency, and enable more informed decision-making across livability initiatives.

Public Livability Education and Transparency Initiative

Enhance UTA's public-facing livability communications to improve transparency and rider engagement. This effort will focus on clearly communicating UTA's livability goals, progress, and long-term vision for building a more livable transportation system along the Wasatch Front.

Water Stewardship and Conservation Partnership Program

Collaborate with local water conservancy districts and utility partners to evaluate UTA's water use practices. Identify and implement operational and behavioral changes that reduce overall water consumption and strengthen UTA's role as a responsible steward of regional water resources.

Travel Demand Modeling

The WFRC/MAG regional travel demand model (TDM) is a model used to evaluate future transportation projects including transit. The TDM is integrated with the Real Estate Market Model (REMM), which forecasts future demographics and land use patterns, allowing UTA to tailor the creation of new routes and services based on projected growth patterns. UTA coordinates with WFRC and MAG on ridership, access to opportunities metrics, and other projections, that inform how project implementation and phasing is incorporated into regional transportation plans. UTA continues to develop and utilize TDM resources in-house in its Planning Department, up-to-date versions of the model, and participate in the interagency modeling technical and policy committees.

SRD Grant for Suicide Prevention

Thermal and Radar cameras were installed in 2022 in a few strategic locations where suicide attempts are common. Trains will be notified of a potential suicide risk on their route so they can react and UTA will dispatch police out to the area to intervene and help the vulnerable individual. UTA will be testing the response time of the police when an at-risk trespasser is identified on the track. Additional Hope Poles will be installed at the problematic areas. A map of incidents occurring on the FrontRunner line is being created within the study timeframe (2022-2024).

Video technicians tracking false and true alarms has proved invaluable and critical to the success of the project. The data from the alarm manager will be collected and shared with the team as well. It was determined that there are not sufficient federal funds to install additional cameras.

UTA is looking into partnering with Live On! Utah to provide suicide prevention advertising.

The final study report is being composed and will be completed by September of this year, and UTA will then present the findings.

RESPONSIBLE AGENCY:

UTA

B.2 MOBILITY MANAGEMENT

OBJECTIVES:

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

To actively engage in outreach to seniors, individuals with disabilities, persons with low income, and veterans, and to those agencies that perform work on their behalf.

To increase coordination between human service transportation providers through technology and policy initiatives in order to maximize the transportation options available to seniors, individuals with disabilities, persons with low income, and veterans.

ANTICIPATED PRODUCTS:

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

WORK STATEMENT:

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

In coordination with the LCCs, the Coordinated Human Service Public Transportation Plans are nearly updated for the Wasatch Front area, which includes Weber, Davis, Salt Lake, and Utah counties. Other counties within the state have developed plans based on their Association of Governments area or county.

The Coordinated Plans were created in collaboration with the local mobility councils and with public outreach to identify various strategies to address needs in the region for persons including seniors, people with disabilities, low-income people and veterans. They also identified the local resources currently available to assist these groups with their transportation needs. UTA continues its outreach with the Local Coordinating Councils (LCC) to support seniors, people with disabilities, low-income individuals and veterans. This will remain a focus for Mobility Management. This outreach will include 5310 grant opportunities and targeted efforts to increase the participation of individuals with disabilities, seniors and veterans on the LCCs and in regional mobility decision making processes. This outreach will further coordination efforts, facilitate input on transportation needs, and provide educational opportunities about available transportation resources and how to access those resources.

The Local Coordinating Councils for Community Specialized Transportation (LCCs) include state and local agencies, stakeholders, consumers, and transportation providers from each of the Census-designated Urban 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 in Davis, Tooele, Salt Lake, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects

UTA staff continues to work with the Local Coordinating Councils to improve outreach to their local communities. The FTA 5310 grant manager and Coordination Administrator oversee the outreach and guidance of obtaining funding for coordinated projects. Local Coordinating Councils (LCCs) help decide project priority and meet regularly. Through outreach, there are new 5310 applicants/LLC attendees due to current transportation challenges in some areas. Some of these new attendees are applying for FTA 5310 grant funds in the current application cycle which began January 1, 2026.

Integration of the updated Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans

The Local Coordinated Human Service Transportation Plans are contained in the Regional Transportation Plans. The Coordination Administrator has been working with the LCCs to get feedback and input for the Plan updates. New and ongoing projects have been identified. Once 5310 funding has been awarded, these projects from the plans will be implemented.

Coordination with Bear River Association of Governments (BRAG) mobility management in Box Elder County

UTA coordinates with BRAG due to the region’s proximity to UTA services. Box Elder County is no longer within the Ogden Layton Urbanized Area due to FTA drawing new Urbanized Area (UZA) boundaries based on the 2020 census records. UTA is working with the Mobility Manager for BRAG and will continue to attend the BRAG LCC meetings.

Ongoing outreach to disabled and senior populations

UTA Mobility Management continually provides outreach to seniors, individuals with disabilities, veterans, and low-income populations. Outreach is achieved through: public Local Coordinating Councils, participation on the UTA Committee on Accessible Transportation (CAT), participation on the United Way 211 Council, public event tables, speaking at community organizations, outreach for survey feedback, working with government agencies, partnerships with non-profit organizations, Travel Training, etc. UTA

Coordinated Mobility has two employees conducting extra outreach to Aging Adults. Trista Lawrence serves on the State Board of Aging. Christy Allen serves as the Transportation Member on the Utah Coalition On Aging (UCOA). These positions are ongoing for the time being. Some new and ongoing strategies for outreach have involved the Utah Transit Authority(UTA) Public Relations team. They coordinate with the CM team as well as our community partners posting information and awareness updates on social media.

FTA 5310 Funding Administration

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

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

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

Currently, the 5310 Grant application period is open to the public. Qualifying non-profits and agencies are welcome to apply for funding. The LCCs will help determine how the funds are awarded in each UZA. Once FTA has approved the awards (summer 2026), Grant Agreements will be sent to each awardee and then those organizations will begin drawing down their awarded funds for their Specialized Transportation projects to serve the community.

Electronic voucher (eVoucher) program

The UTA Coordinated Mobility Department is involved in a public/private partnership electronic voucher (eVoucher) system that was awarded federal funds for development. This system includes a web-based interface that replaces the current paper voucher processes.

The contractor for eVoucher, Kinetec, has completed development of the software. It has been tested by three of our community partners. The software is now ready for real world implementation. For this year (2026), UTA was able to secure funding for hosting so that partner organizations can use awarded 5310 funds to start voucher programs of their own at no cost to them.

Effectiveness of voucher programs has been proven in both rural and urbanized areas of Utah, but they are administratively burdensome. These projects lay the foundation and show the need and simplicity of an electronic voucher implementation.

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

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

UTA Coordinated Mobility sees the opportunity to work more closely with UDOT through URSTA to improve coordination of the 5310/5311 Grant requests and projects.

URSTA is a transportation organization that involves both the urbanized and rural areas across the state. The goal is to target areas without services and provide the citizens of the state with transportation options. UTA meets regularly and will continue to meet regularly with UDOT.

UDOT is conducting a statewide study in 2026 thru 2027. The funding was awarded from UDOT planning funds in September 2024. UDOT, UTA and URSTA will work collaboratively to compile a statewide transportation providers resource list, identify statewide gaps in specialized transportation and proposals to fill those gaps.

UTA Referral Call-in Line

Utah Transit Authority Coordinated Mobility has brought the referral line for aging adults and persons with disabilities in house at the request of the Utah Legislative Transportation Committee as identified in SB174 from the 2017 General Session of the Utah Legislature. Since the Referral Line was established, 556 calls have been received. This program will integrate temporary trips for customers waiting to be approved for eligibility with community organizations/paratransit services.

Temporary Trips Pilot

The 5310 Grant currently funds the temporary trips pilot. Service agreements were signed with three providers for these trips. This pilot will continue into 2026/2027. UTA is applying for funds for the project in the current grant application period. Also, more provider agreements will be made to improve service times. As this pilot has been implemented, a huge need has been discovered. Funding cuts to Health and Human Services has stranded a number of seniors as there are no other transportation funds out in the community to tap into. Department of Aging funds have been expended and there is no financial relief in sight. As this is a pilot, we have nuanced some of the qualifications so the maximum number of seniors and persons with disabilities can receive life critical transportation trips. Since beginning to provide temporary trips in July of 2025, over 1,000 trips have been provided to nearly 300 individuals.

Travel Training and Development of a Resource Library

Though the Travel Trainers are no longer in the UTA CM department, the Travel Trainers applied for more funding during the application process in January 2024. The Travel Trainers have been awarded additional funds so they can continue to serve the growing number of customers seeking training, particularly for those in the community with specialized needs. An additional request to develop a Travel Training Resource Library to be publicly available

was awarded funds. Due to internal budget issues at UTA, the Travel Training Resource Library will be developed and completed in 2026 before the award funds expire.

SB 195 (2025) Mobility Study

The UTA Coordinated Mobility Department, in conjunction with UDOT, began a study related to human services transportation with an eye to consolidating these various services. This study is under the guidance of the Transportation Interim Committee. A general scope of the plan was presented to the Committee in November 2025. Many meetings and much work has already been conducted for this study and will continue on through November 2026 when it's due for final presentation to the Committee.

Mobility Meals (possible pilot)

At APTA Mobility Conference, UTA heard about a program that purchases food subscriptions from grocery stores/Walmart so seniors and persons with disabilities can order food and goods and have them delivered to their home thus freeing up transportation trips for other needs. This has saved thousands of human service transportation dollars. After speaking with FTA Region 8, UTA will be applying for 5310 grant funds in hope of receiving an award for this program. If awarded, this pilot will begin in fall of 2026.

RESPONSIBLE AGENCIES:

UTA, WFRC

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal Transit Administration Funds	Total
WFRC	.19	4,191	4,191

C. LONG-RANGE PLANNING

C.1 REGIONAL TRANSPORTATION PLAN

OBJECTIVES:

To continue to cooperate and coordinate with Utah's three other Metropolitan Planning Organizations (MPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), local governments, and other interested agencies and stakeholders for:

- Amendments to the WFRC Regional Transportation Plan: 2023-2050 (2023-2050 RTP),
- Development and adoption of the WFRC Regional Transportation Plan: 2027-2055 (2027-2055 RTP), and
- Initial development of the Utah's Unified Transportation Plan: 2027-2055 (2027-2055 UUTP).

To review, discuss, and incorporate all existing and new federal requirements found in national surface transportation authorization legislation, including the Infrastructure Investment and Jobs Act (IIJA).

To continue to develop and refine WFRC's regional transportation planning process to ensure that the Wasatch Choice Vision is incorporated into the overall 2027-2055 RTP process with local communities, transportation partners, stakeholders, and the public.

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

To increase access to transit services by people walking or biking through transportation-partner-coordinated identification and funding of priority first-/last-mile infrastructure projects.

To continue to refine RTP performance measures, to evaluate individual and system-level improvements throughout the 2027-2055 RTP development process, to set appropriate performance measure targets, and monitor progress towards the Wasatch Choice Vision.

To develop shared approaches to address new local and regional technologies and external uncertainties, including advanced air mobility and resiliency.

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

To increase and coordinate efforts in planning related to safety for all road users with the most relevant and up to date data and tools, especially as it relates to vulnerable road users such as pedestrians and cyclists.

To coordinate and increase emphasis with transportation partners and key stakeholders for statewide, regional, and local freight issues.

To plan for transportation while understanding the effects of and impacts upon land use, regional development patterns, and economic development.

ANTICIPATED PRODUCTS:

- Potential Amendment to the 2023-2050 RTP
- Development and adoption of the 2027-2055 RTP, including enhanced consideration of the following:
 - Modifications to funding and financing strategies
 - Exploratory transportation concepts
 - Multi-modal project evaluation and development of a preferred scenario
 - Needs-based phasing criteria, scoring, and project assignment
 - Policy approaches to complement planned investments
 - Planning and environmental linkages, including risk and resiliency
 - Safety data and tools
 - Regional and local freight focus
- Development of the 2027-2055 UUTP, coordinated among Utah's four MPOs, FHWA, FTA, UDOT, UTA, and other interested agencies

BACKGROUND:

The key process goals for the Wasatch Choice Vision and 2027-2055 RTP are:

- 1) Regularly engage and communicate with partner agencies, local communities, stakeholders, and the public.
- 2) Explore aspirational concepts 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 our 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.

A high-level, four-year overview of the 2027-2055 RTP development schedule includes the following:

- Year 1 - Exploring Our Future
- Year 2 - Our Preferred Scenario
- Year 3 - Phasing and Implementation Plan
- Year 4 - Plan Adoption

WORK STATEMENT:

During FY 2027, WFRC staff will work on the major tasks summarized below.

Needs-Based and Fiscally-Constrained Phasing

WFRC will phase projects within the Preferred Scenario for the 2027-2055 RTP in a two-tiered phasing process, first looking at when a project is needed and then when revenue is expected to be available to fund the construction of a project. WFRC worked in close collaboration with UDOT, UTA, and local communities to define the criteria, weighing, and methodology for phasing, which vary slightly by transportation mode. Technical tools, such as the regional Travel Demand Model (TDM) and the Real Estate Market Model (REMM), are used to inform the project scoring and placement within the Plan's near- and long-term time horizons. Needs-based phasing will be completed in early FY27 with fiscally constrained phasing to be completed in mid FY27.

Continued Coordination

WFRC will continue to coordinate its planning efforts and process with FTA, FHWA, UDOT, UTA, and Utah's three other MPOs through various means, including the Joint Policy Advisory Committee (JPAC), the UUTP Policy and Coordination Committee, and other formal and informal sub-committee meetings. WFRC staff will also continue to work with state and federal planning and regulatory agencies, as well as school and water districts, through an established Resource Agency Stakeholder group; business associations; local freight and trucking industries; and other interested organizations to receive input on specific regional transportation needs, potential solutions, and a preferred scenario. Important highway-, transit-, and active-transportation-related factors such as economic vitality, regional competitiveness, increased safety, accessibility (including access to opportunities), mobility options for people and freight, integration and connectivity of the transportation system, and the preservation of existing facilities will be addressed as part of the 2027-2055 RTP. Homeland security issues and safety concerns will also be coordinated with the State of Utah.

An emphasis area for coordination will continue to be with the Mountainland Association of Governments (MAG) as the Provo-Orem Urban Area is contiguous to the Salt Lake City Urban Area and WFRC and MAG share one travel demand model. The two MPOs will continue to coordinate in the development of their respective RTPs, with regard to public process, technical process, and substantive considerations. Additional coordination areas with MAG include performance measures, the Wasatch Choice Vision, the Active Transportation Committee, and the Community Advisory Committee.

Federal Planning Requirements

WFRC staff will continue implementing federal requirements for developing the 2027-2055 RTP. For example, work will continue to address the "improve the resiliency and reliability of the transportation system" and "enhance travel and tourism" planning factors. In addition, federal transportation planning requirements in areas such as performance measurement, public participation, system preservation, management and operations strategies, homeland security, mitigation planning, safety planning, freight movement, corridor preservation, financial analysis, human services transportation, economic development, and coordination between land use and transportation will help guide and be incorporated into the 2027-2055 RTP.

Security

WFRC will continue to consider local planned growth and economic development patterns, and partner with State and local security agencies in addressing transportation-related security issues within the region. Work efforts will include coordination with UTA, UDOT, the Utah Department of Emergency Services, and the Utah Department of Public Safety's branch for Homeland Security in promoting consistency between transportation improvements and addressing transportation-related security issues within the region.

Resiliency

The 2027-2055 RTP will include a more detailed examination of the effects and impacts of external forces to the transportation system and land use, whether due to disruptive technologies, transit innovations, and/or natural disasters. In FY 2027, WFRC will continue to explore the implementation of forward-thinking transportation policies. Throughout the 2027-2055 RTP process, WFRC will continue to improve the incorporation of resiliency.

Active Transportation Plan

In FY 2027, WFRC will complete needs based and fiscally constrained phasing of the 2027-2055 RTP Active Transportation projects. This includes incorporation of the Utah Trail Network vision projects developed by UDOT.

WFRC will also plan, along with MAG and Bike Utah, an out-of-state peer tour for local elected officials and staff to experience other communities' successes in land use and transportation integration. The exact location has not been determined at the time of writing.

WFRC will continue to find ways to provide resources to communities to advance regional Beehive Bikeways, which are safe, family-friendly bike routes connecting Wasatch Choice Centers.

WFRC will pursue partner funding to continue the Utah Active Transportation Implementation Academy, which trains local elected officials and staff on the fundamentals of active transportation planning and project construction.

WFRC will continue to accrue and publish the most up-to-date data regarding existing bicycle infrastructure, which is displayed at the website bikeways.utah.gov. This is a coordinated effort with UDOT, MAG, UGRC, DMPO, and Cache MPO.

WFRC will partner with the Jordan River Commission, MAG, UTA, and other organizations to plan and execute the annual Golden Spoke Bike Ride. This event will take place in May of 2027 and exposes the public to the separated family-friendly trail system accessible to large portions of the population.

Goals and Performance Measures

WFRC has ensured the integration of the 2027-2055 UUTP performance measures and federal legislation by refining and adopting ten Wasatch Choice Vision Goals, which inform plan development and provide the basis for measuring and quantifying the effectiveness of the 2027-2055 RTP. Through the development of the 2027-2055 RTP, WFRC will refine the performance-based planning process and continue to monitor implementation of the Wasatch Choice Vision, with special focus on needs-based phasing during FY 2027.

Performance measures provide a format for ongoing monitoring of targeted improvements. WFRC has been developing a regional performance monitoring framework of five key indicators to track over time. In FY 2027, work will begin to expand this framework to include additional supportive indicators and tools for communities to improve metrics.

WFRC's performance-based planning and programming is rooted in federal performance measures that have been defined by FHWA and FTA. WFRC incorporates federal performance measure requirements into regional planning and programming, and collaborates with UDOT and UTA to ensure the plans and programs assist in meeting and reporting targets. In FY 2027, WFRC will continue this coordination with UDOT and UTA to evaluate system performance, update both state and MPO targets for each of the defined performance metrics, and prepare the framework for reporting to be included within the 2027-2055 RTP.

Safety

WFRC worked closely with UDOT safety staff to apply the United States Road Assessment Program (usRAP) as the safety analysis and planning tool for the 2027-2055 RTP. This safety analysis tool combines the crash history and the roadway attributes of discrete segments. The usRAP generates two useful results: 1) a star rating for the segment and 2) a recommended safety mitigation strategy based on a benefit/cost analysis.

The star rating system highlights roadway segments that may be lacking in safety attributes when compared to other roadway segments with similar operating characteristics and will be incorporated as one of the performance measures for project evaluation in the 2027-2055 RTP. A benefit of utilizing usRAP analysis is that this evaluates vulnerable road user (cyclist and pedestrian) safety in addition to analyzing vehicle safety on each roadway segment, ultimately improving safety for all road users. However, not all roadways are given a vulnerable road user star rating and, therefore, cannot be applied to all projects in the RTP.

WFRC is working to strengthen transit safety in the 2027-2055 RTP, which could include improvements to existing at-grade crossings or new separated crossings of barriers for fixed guideway transit, for pedestrians and bicycles, and safety measures along bus routes.

WFRC completed a Comprehensive Safety Action Plan (CSAP) for the region in late FY 2024. Staff intend to incorporate recommendations, including both strategies and specific projects, into the development of the 2027-2055 RTP.

Community Work

WFRC, through its Council of elected officials and other community leaders, is committed to ensuring broad engagement and participation in WFRC planning and decision-making processes.

Additionally, all residents of the Wasatch Front should have access to the opportunities that are important to lead a productive, healthy, and fulfilling life. WFRC employs an Access to Opportunities framework as a primary lens to evaluate transportation, land use, and economic development initiatives. Providing access to opportunities is core to WFRC's work. Accessibility means people are able to easily, efficiently, and safely reach key destinations including jobs, schools, healthcare, childcare, parks, places of worship, and grocery stores. Access to opportunities can be increased by providing quality transportation options and by coordinating housing, land use, and economic development with transportation. This can

have significant impacts on overall community livability, while promoting individual and family upward economic mobility.

Freight Planning

WFRC staff continues to be an active participant of the UDOT Freight Advisory Committee, a collaboration of public and private freight partners. WFRC has also established and convened a freight stakeholder group to obtain a better understanding of transportation challenges freight industries face in the region, build on and leverage relationships that promote professional networking between groups that have parallel interests in safe, secure, cost-effective, and environmentally sensitive goods movement. The members will also be involved in the 2027-2055 RTP process, and the freight advisory group will build better partnerships with local delivery, warehousing, and freight industry groups. WFRC staff will continue to convene this group and utilize the partnerships with future project planning.

Education and Outreach

As an important part of the development of the 2027-2055 RTP, staff will work to provide periodic updates and timely information to elected officials through presentations to various Technical Advisory Committees (TACs), the Regional Growth Committee (RGC), the Wasatch Front Regional Council (WFRC), the County Councils of Governments (COG), various city councils and county commissions, stakeholders including universities, large landholders, and other groups interested in transportation, and the public.

WFRC convenes annual fall workshops inviting mayors, county commissioners, city/county councils, planning commissions, city managers, planners, engineers, economic development staff, and other interested stakeholder groups. In the Fall of 2026, the workshops will consist of presenting both the draft needs and fiscal constraint phasing of the 2027-2055 RTP projects across the three modes. Invited participants will give feedback on the draft, which will inform the final plan to be adopted in May of 2027.

A public comment period for the 2027-2055 RTP will be held in early 2027. This opportunity will be shared through all of WFRC's communications outlets, in line with the Public Participation Plan.

WFRC staff will present at conferences including the American Planning Association (APA), the Utah League of Cities and Towns (ULCT), and the Utah Transportation Conference on topics related to the Wasatch Choice Vision and the RTP.

Local Plans

WFRC staff will continue to review both comprehensive land use and transportation master plans from the cities, counties, and partner transportation agency plans throughout the Wasatch Front Region and incorporate regionally significant transportation projects in the 2027-2055 RTP. As the 2027-2055 RTP is refined, the UTA 5-year Service Plan and in progress Long-Range Transit Plan will be continually referenced for consistency between projects where possible. Additionally, the results of the completed Transit Fresh Look Study will be accounted for as projects in the 2027-2055 RTP are finalized. Incorporation of more specific area and corridor studies will also be reviewed and regionally significant projects will be included in the 2027-2055 RTP.

Amendments to the 2023-2050 RTP

Periodically, local communities or transportation partners request amendments to the RTP. An online application is available at wfrc.utah.gov along with the RTP Amendment Process and previous amendments. Amendment #1 was approved May 23, 2024; Amendment #2 was approved on August 15, 2024; Amendment #3 was approved on May 15, 2025; and Amendment #4 was approved on October 23, 2025. It is anticipated that board modifications or full amendments could take place to the 2023-2050 RTP in the first quarter of FY 2027.

Utah’s Unified Transportation Plan

Utah’s Unified Transportation Plan (UUTP) has been prepared in 2007, 2011, 2015, 2019, and in 2023 including the transportation plans for all the urbanized areas in the state along with the state-wide plans for non-urbanized areas. In FY 2027, WFRC will continue coordination efforts for the 2027-2055 UUTP, including leading the completion of the statewide transportation planning financial model as part of the Financial subcommittee. WFRC will also participate in or lead the Policy and Coordinating, GIS, Modeling, Technical, Active Transportation, and Communication subcommittees.

WFRC continues to co-chair the Active Transportation subcommittee of the UUTP and will focus on cost estimating for construction and maintenance of different active transportation infrastructure. The group will also coordinate with the GIS and Communications subcommittees as the plan gets closer to publication.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	79.36	1,069,064	77,631	1,146,695

C.2 GROWTH PLANNING

OBJECTIVES:

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

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

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

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

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

To continue to promote awareness of regional and long-term issues and solutions related to the WFRC adopted Regional Goals and the Wasatch Choice Vision.

To identify actions in addition to - and that optimize - transportation capacity improvements.

To identify priority transportation corridors for which corridor preservation activities are needed, participate in UDOT's (Revolving Loan Fund) Corridor Preservation Advisory Council and Local Corridor Preservation Fund processes, and assist local governments with corridor preservation tools and implementation of corridor preservation measures.

To improve the resiliency of the region's economic, environmental and social systems by addressing external forces and uncertainties.

To utilize a performance-based approach to planning, including using performance measures to inform interim decisions.

ANTICIPATED PRODUCTS:

- Update of the Wasatch Choice Vision integrated transportation, land use, and economic opportunity regional blueprint.
- Assistance to local governments in their coordinated planning efforts, including preservation of transportation corridors.

BACKGROUND:

During FY 2023 the Wasatch Choice Vision was adopted as a map-based growth concept, preferred transportation scenario, and set of key strategies. It was then used, in turn, to be the foundation for the 2023-2050 RTP.

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

Unified Economic Opportunity Commission

The Commission develops, directs, and coordinates Utah's statewide and regional economic development strategies. In addition, the Commission informs policy decisions and builds consensus. Outcomes from this work are likely to affect various agencies and potentially the Utah Legislative session.

The Commission has several subcommittees and working groups specializing in various components of Utah's economic development strategy. One of the subcommittees is the Working Group on Growth & Transportation. WFRC participates on this committee and coordinates with its outcomes.

Recent State Housing Legislation

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

House Bill 462 (2022)

HB 462 creates new and modifies existing requirements for certain municipalities. The bill's moderate-income housing plan provisions apply to the same list of cities as SB 34 (see below) applied to. Station Area Plan requirements through this legislation now apply to cities with a fixed transit guideway stop in their jurisdictions. Most of these station areas are in Wasatch Choice Vision designated centers.

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

Senate Bill 34 (2019)

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

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

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

These guidelines are voluntary. WFRC assists communities in understanding the extent to which they are meeting these guidelines and in turn improving regional quality of life.

WORK STATEMENT:

During fiscal year 2027 (FY 2027), WFRC staff will develop the preferred scenario for 2055 for the Wasatch Choice Vision. This is the suite of needed transportation improvements coupled with the desired framework of inter-related land use changes. In FY 2027, WFRC will prioritize these improvements. WFRC will also assist communities in their efforts to address the transportation-related elements of House Bill 462 (2022) and Senate Bill 34 (2019, Housing).

HB462 Station Area Planning Assistance and Certification Review

See section C.3.

SB34 Implementation

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

Road planning within Context of the Wasatch Choice Vision: “Great Streets”

In FY 2027, WFRC will continue working with UDOT, UTA, MAG and local governments on an initiative to improve the fit between planned regional facilities and local activity centers designated in the Wasatch Choice Vision. The initiative is the Wasatch Choice Great Streets - which is a framework plan that identifies which streets should collaboratively be considered to support activity centers, and a starting design approach for those streets. This work will be addressed by WFRC within the Regional Transportation Plan, and by UDOT in the Solutions Development program that follows (an intermediate step between RTP and Project Development).

WFRC and partners including UDOT and UTA, will also work directly with local governments via the Transportation and Land Use Connection Program (see section C.3) to refine plans for activity centers to improve the fit with planned roadway modifications. This will include road/ land use context planning, especially rights-of-way that are locally owned.

A primary objective of this initiative is to have a system that provides safety for all users. A good fit between road and context will also support more economic opportunity that in turn helps residents access more opportunities.

The objective is not “every road for every user”, but rather to allow increased customization of facility operation and design to better support its context and vice versa (context shifts to better fit facilities).

Parks and Public Spaces

WFRC staff is continuing to work with local communities to nurture conversations about regionally significant open space connections, engender parks and open space that support the Wasatch Choice Vision centers-based growth concepts, and learn about additional

regional green infrastructure needs and opportunities. Outcomes of these plans are being incorporated into the Wasatch Choice Vision during the current four-year planning cycle.

Progress Monitoring

In FY 2026, WFRC will launch a set of progress measures to track shared progress towards implementing the Wasatch Choice Vision. Refinement and dissemination of the assessment is anticipated in FY 2027. The progress monitoring system will highlight progress in advancing the five key strategies of the Wasatch Choice Vision. WFRC will also update the State of the Centers, first published in FY 2020, and will continue to work with UDOT and UTA to understand and report progress towards federal performance measures (see also section C.1)

Other Growth Planning Efforts

WFRC staff members hold regular meetings to address a wide range of growth-related issues and concerns. WFRC will continue to participate in a variety of general growth-related planning efforts throughout the region which are coordinated by state and local agencies, private and non-profit organizations, and others. These include convening the Wasatch Choice Vision partners, programs and projects administered by the Utah Quality Growth Commission, the Governor’s Office of Planning and Budget, Envision Utah, various chambers of commerce, and local jurisdictions.

RESPONSIBLE AGENCIES:

WFRC, UTA, UDOT

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	13.00	253,973	18,443	272,416

C.3 LOCAL GOVERNMENT PLANNING SUPPORT

OBJECTIVES:

To provide support to cities, counties, and other planning agencies as they incorporate the Wasatch Choice Vision into their plans, supporting local planning efforts that shape development in ways that encourage alternative modes of transportation, producing less travel demand.

To provide assistance to local governments in the area of planning through WFRC programs such as the Transportation and Land Use Connection (TLC) and Station Area Planning (SAP).

ANTICIPATED PRODUCTS:

- The TLC program administration and technical assistance
- SAP technical assistance and certification
- Update to the inventory of community general plans
- Planning assistance and coordination, generally

BACKGROUND:

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

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

Transportation and Land Use Connection Program

The TLC program supports local governments in their planning efforts, implementing the Wasatch Choice Vision. TLC helps with the proper and timely integration of regional transportation with local land use decisions. Resources available to cities and counties in the region include both direct WFRC staff and qualified consultant assistance. TLC goals are as follows:

- Maximize the value of investment in public infrastructure.
- Enhance access to opportunities.
- Increase travel options to optimize mobility.
- Create communities with opportunities to live, work, and play.

TLC is funded from multiple partner sources, including FHWA Urban Surface Transportation Program funds totaling \$1,313,158; \$315,000 from the Utah Department of Transportation; and \$318,270 from the Utah Transit Authority.

Project examples include:

- Multi-jurisdictional plans and projects
- Small Area Plans
- Ordinance updates and assistance
- Transportation and Active Transportation Plans
- Special studies (e.g. parking and market analyses)
- General Plans
- Other project types that directly shape future community development through public policy, partnerships, or public investments

Station Area Planning

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

The SAP goals are as follows:

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

The legislation allowed the Governor's Office of Economic Opportunity (GOEO) to provide \$5,000,000 in funding from the Industrial Assistance Account for activities in connection with station area planning, administered by the applicable metropolitan planning organization (MPO) in partnership with UTA. This generous award of funds highlights the value the legislature and GOEO places on meaningful community planning and will allow WFRC and MAG to provide the necessary assistance to communities to accommodate this legislative directive. Assistance may take the form of consultant time, or MPO and Utah Transit Authority (UTA) staff time, depending on project needs.

WORK STATEMENT:

WFRC, UDOT, and UTA planning staffs will continue to support transportation master plans and special studies as requested by individual cities or counties. Each agency's staff has a variety of technical skills that can assist local governments with regional aspects of their planning work. It is anticipated that additional opportunities to assist local governments with the preparation of their plans and other studies will manifest themselves during FY 2027.

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

Finally, in partnership with the Governor's Office of Planning and Budget (GOPB), the WFRC Community and Economic Development (CED) team will support planning needs of the region, funded with \$150,000 of GOPB funds. These efforts will contribute to CED activities,

such as TLC and SAP technical assistance, general plan support, and helping communities plan for additional housing and jobs with a focus on access to opportunities and implementation of the Wasatch Choice Vision. The CED team will also create an inventory of general plans within the WFRC region.

Transportation and Land Use Connection Program

In FY 2027 the CED team will work with communities to kick off planning efforts which are competitively awarded funding in the spring of 2026, accept and evaluate applications for FY 2028 funds, as well as continue to guide projects awarded in prior years to successful outcomes. Many of the above efforts utilize consultant assistance. The team will also continue to work to support communities by providing technical assistance directly. All TLC funded projects can be found and tracked in the [TLC Interactive Map](#).

The CED team will also work to develop resources for Centers implementation to better assist cities in incorporating the Wasatch Choice Vision into their plans and ordinances.

Station Area Planning

In FY 2027, WFRC will continue to work with partners to accept applications and award technical assistance to cities to produce SAPs, working with communities to ensure that their plans meet the requirements of the legislation. WFRC and MAG will continue to provide technical assistance for station area planning and SAP implementation in partnership with GOEO and the Utah Transit Authority. In addition to administering technical assistance, WFRC will work to certify submitted station area plans according to the process adopted by WFRC, working to ensure cities complete those SAPs with a 2026 deadline.

RESPONSIBLE AGENCIES:

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

LEVEL OF EFFORT FY 2027:

Agency	Months	Federal CPG	Federal STP	Non-Federal	Total
WFRC	65.78	333,690	341,815	263,122	938,627
Consultant TLC			900,842	629,589	1,530,431
Consultant SAP				500,000	500,000

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

OBJECTIVES:

To develop, maintain and improve a congestion management process for the WFRC Metropolitan Planning Area that is integrated with the urban transportation planning process.

To continue partnerships with UDOT, UTA, cities and counties regarding expansion of both transportation demand management and transportation system management programs including Intelligent Transportation Systems (ITS) technologies.

To incorporate safety into the urban transportation planning process through emphasis at all levels of planning and programming.

ANTICIPATED PRODUCTS:

- A Congestion Management Process (CMP)
- Road Safety Audits of select corridors
- Promotion of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies
- Incorporation of Congestion Management in the RTP and TIP
- Incorporation of UDOT's Pavement and Bridge Management System results in the Transportation Improvement Program (TIP)
- Incorporation of Safety Improvements in the RTP and TIP
- Comprehensive Safety Action Plan

BACKGROUND:

WFRC's Congestion Management Process (CMP) focuses on improving the efficiency of the existing transportation system including both system management (TSM) and demand management (TDM) strategies. Increasing the capacity of the transportation system is considered after congestion management strategies have been applied. The performance measure "vehicle delay per lane mile" is used to identify congested locations where these strategies can be applied, or where additional capacity is warranted. These congestion strategies are also reviewed for individual urban Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) projects at the orientation meeting that initiates the implementation phase of each project. The CMP helps ensure that best use is made of limited transportation funds, and that the most cost-effective projects are promoted.

Safety planning efforts by WFRC embrace the FHWA Safe System approach to safe roads. Safe roads are designed and operated to:

1. Prevent Crashes
2. Minimize impacts on the human body
 - a. Separate users spatially
 - b. Separate users in time
 - c. Increase attentiveness and awareness

- d. Manage speed
- e. Manage vehicle mass
- f. Manipulate crash angles

Safe roadways include all aspects of the roadway system including design, construction, maintenance, and operation. Even before design is the planning process, and safety considerations are included in the RTP and TIP project selection processes. In April 2024, WFRC completed a region-wide [Comprehensive Safety Action Plan](#) (CSAP) with a grant from the Safe Streets for All program. The CSAP identifies road segments with safety needs and includes safety system strategies recommended by FHWA. Developed in collaboration with the counties and cities within WFRC's MPO and AOG areas as well as UDOT and UTA, this plan qualifies local jurisdictions to apply for SS4A implementation and demonstration grants, and several of WFRC's municipal planning partners have been awarded grants based on the adopted CSAP.

WORK STATEMENT:

Congestion Management Process (CMP)

WFRC staff will continue to refine its Congestion Management Process, potentially including refinement of performance measures, identification of congestion in the region and its causes, and further evaluation of various TSM and TDM strategies.

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

Intelligent Transportation Systems Program

Work will continue in assisting with coordination of intelligent transportation system (ITS) activities in the WFRC region. These activities occur within the state-wide ITS. Coordination will primarily be accomplished through the traffic management technical sub-committee of the WFRC Salt Lake Urban Area Trans Com Technical Advisory Committee. The sub-committee will continue to meet to address operational issues and plan for development and expansion of ITS.

Some of the focus will be on expanding the use of automated traffic signal performance measures which greatly increase the ability to improve signal operations more rapidly and efficiently.

Transportation Demand Management Programs

UDOT will continue to guide the implementation of the TravelWise program, including partnering with UTA and private businesses to promote TDM strategies (see <https://travelwise.utah.gov/> for examples). UDOT will meet with individual employers to help them encourage their employees to reduce single occupant vehicle travel. The TravelWise program will also provide training on implementing TDM strategies.

In addition to its transit services, UTA has a rideshare program that includes over 400 vanpools and a carpool matching service. UTA will continue to meet with companies, agencies, and individuals on carpool and vanpool matching, discounted pass programs, flextime, telecommuting, and bike programs.

Safety Planning

WFRC staff will continue to coordinate with local governments, UDOT, and UTA in regard to evaluation of safety needs and implementation of safety improvements. This work will utilize and build from the CSAP described above. The CSAP is being used to identify and evaluate recommended safety improvements for TIP projects. Efforts will be continued to visit with each Urban STP project sponsor to encourage consideration of CSAP recommendations in the project design. WFRC staff will also report roadway safety improvements and trends regularly to Regional Council committees as part of the commitments made in the Comprehensive Safety Action Plan.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	3.56	52,070	3,781	55,851

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

OBJECTIVES:

To analyze and recommend long-term policies and short to medium range actions for implementation of the Regional Transportation Plan.

To conduct special studies of highway and transit systems as they relate to the Regional Transportation Plan and UTA, UDOT, or local plans and projects.

ANTICIPATED PRODUCTS:

- UTA Facility Micromobility Study
- Transit Signal Priority (TSP) Implementation
- Bus Speed and Reliability Program
- Next Generation Fare Collection System
- West Weber Corridor
- West-East Connections Study (WE Connect)
- Salt Lake Inland Port Transportation Study
- Joint Projects Studies
- Other Planning Studies

WORK STATEMENT:

The UTA Facility Micromobility Study

The UTA Facility Micromobility Study looks at industry best practices and develops a standardization of experience for micromobility users at UTA fixed rail systems, predominantly for users who are parking and picking up shared micromobility vehicles. The guidance will include recommendations for parking design and policy to provide ease of parking for micromobility users and maintain safe transit ingress and egress for all users. The Guide is anticipated to be completed in July 2026.

Transit Signal Priority (TSP) Implementation

The Innovative Mobility Solutions (IMS) department's 2021 TSP Master Plan aims to enhance the customer experience, boost operational efficiency, and prepare UTA for future connected vehicle technologies. Ultimately, IMS's TSP efforts are strategically focused on delivering faster and more reliable buses for customers.

To date, we've installed 303 C-V2X TSP onboard units. This covers all existing, relevant UTA buses across all garages and bus projects that include TSP. In calendar year 2026, 62 new TSP onboard units are slated for installation on new buses expected to arrive in late summer 2026.

From July 2026 through June 2027, the project will focus on Phase 3 of the TSP deployment. Key activities include measuring results against the established baseline and planning hardware installations for new buses. An upcoming modeling and TSP optimization study will help identify and address any remaining performance gaps. With all UDOT intersections expected to be TSP-equipped by this time, the project will also support potential new

partnerships with local road owners in Salt Lake City, Taylorsville, Salt Lake County, and other municipalities.

Bus Speed and Reliability Program (BSRP)

BSRP is a continuous program intended to improve the customer experience and bus route performance across the frequent fixed-route bus network through quick, cost-effective improvements. UTA continues to work with UDOT and other agency partners to identify and implement pilot projects with measurable benefits to bus travel times and on-time performance. The program is currently focused on specific routes to maximize impact of projects but is intended for expansion across the entire frequent bus network.

During the upcoming fiscal year, UTA will pilot signal priority and small-scale infrastructure improvements along Route 850 (State Street in Utah County) in collaboration with UDOT to demonstrate proof of concept for the program. UTA will also broaden coordination with UDOT to address high-priority locations on other frequent routes. UTA is continuing to develop program scope, data analysis, and staff functions to grow this effort into a formalized and scalable program.

Next Generation Fare Collection System

The Next Generation Fare Collection System is a modernization initiative that upgrades how riders pay for transit, introducing more flexible, secure, and convenient fare payment options across the UTA system. UTA has partnered with Scheidt & Bachmann “S&B” as its contracted systems integrator to deliver the system. Ticket vending machines and bus validators have been installed and are operational. Platform validator installations are about 50% complete with full completion anticipated in Q2 2026. In Q3 of 2026, S&B will take over UTA’s existing back-office system, which currently supports fare payment operations behind the scenes, as well as customer-facing tools and interfaces. In Q4 of 2026, UTA will introduce open payment, allowing customers to pay fare directly with a contactless card by tapping on a fare validator. UTA is currently planning its next generation mobile fare payment solution, with additional details to be shared later this year.

West Weber Corridor

UDOT, in partnership with Weber County, Utah Inland Port Authority, WFRC, and others will refresh the 2009 ‘North Legacy Highway’ study from 4000 South (Weber County) into Box Elder County. During the next several months, representatives from these groups will evaluate needs and consider options in Western Weber for addressing mobility in western Weber County.

West-East Connections Study (WE Connect)

Salt Lake City is undertaking a study, funded by the US Department of Transportation (USDOT), to identify and prioritize solutions that will improve west-east connectivity across the physical divide between Westside and Eastside neighborhoods. These physical barriers include downtown infrastructure, Interstate 15, Union Pacific Railroad, and FrontRunner commuter rail. The multi-year planning effort will analyze transportation needs across roadway, active transportation, and transit modes, engage directly with residents and stakeholders, and recommend infrastructure improvements. WFRC is engaging in this effort by participating on the study’s Technical Advisory Committee alongside other transportation

agencies. It is anticipated that the study will continue through FY 2026 and conclude in FY 2027.

Joint Projects Studies

The Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) each recognize that the long- and short-range transportation plans and projects across the Wasatch Front often require significant cooperation and coordination among their respective agencies. Several years ago, these agencies established the Joint Projects Committee, which meets regularly to discuss common needs and issues that would be beneficial to jointly study.

Potential joint projects studies during FY 2027 include a statewide well-being survey, a freeway-based transit study, and transit land use evaluation. Other projects may be included during the program period as they are identified and resources are available. Consultant assistance may be required in some of these studies.

Salt Lake Inland Port Transportation Study

WFRC, in conjunction with Salt Lake City, UDOT, and the Utah Inland Port Authority, will complete the Salt Lake Inland Port Transportation Study in FY 2027. The purpose of this study is to evaluate existing and future transportation opportunities and constraints, and to develop an implementable plan to guide road connectivity and multimodal transportation investments within an area of Salt Lake County that is a major center of freight and manufacturing.

Other Planning Studies

It is recognized that the need for other planning studies may arise in FY 2027. During the past few years, UDOT has been leading a solutions development process, which aims to capture the unique context of an area or corridor and develop a set of solutions to address the transportation needs.

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

RESPONSIBLE AGENCIES:

WFRC, UTA, UDOT

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal CPG	Non-federal	Total
WFRC	3.85	81,932	5,950	87,882
Consultant		438,181	31,819	557,882

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVES:

To develop a financially constrained Transportation Improvement Program (TIP) that covers a broad range of transportation improvements and conforms with the State Implementation Plan for air quality (SIP).

To prepare and maintain the urban Surface Transportation Program, the Congestion Mitigation Air Quality Program, the Transportation Alternatives Program, and the Carbon Reduction Program for the WFRC Metropolitan Planning Area.

ANTICIPATED PRODUCTS:

- A TIP development process that will help coordinate the implementation of the Regional Transportation Plan (RTP) for highways, transit, and active transportation, meet the short range needs of the area, and provide for the maintenance and operation of the existing transportation system
- Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) program, Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP)
- A six-year Transportation Improvement Program containing highway, transit, and other modal projects programmed for the region
- Support for project implementation and completion
- Listings of obligations of federal highway and transit funds for fiscal year 2026

BACKGROUND:

Each metropolitan planning organization (MPO) is required, under 49 U.S.C. 5303(j) , to develop a Transportation Improvement Program (TIP)—a list of upcoming, funded transportation projects—covering a period of at least four years. WFRC carries out this responsibility in cooperation with local governments, UDOT, UTA for the Metropolitan Planning Area. The TIP includes capital and non-capital projects to implement long-range highway, transit, and active transportation (bicycle and pedestrian facilities) plans, help meet short-range transportation needs, and provide for maintenance and operation of the existing transportation system. The TIP documents all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, as well as non-federally funded projects that are consistent with the Regional Transportation Plan (RTP). WFRC has also developed policies to guide the development and approval of the TIP and project selection process in accordance with requirements of the Infrastructure Investment and Jobs Act (IIJA). The WFRC TIP includes four funded years plus two years of projects in concept development for a total of six years.

WFRC and the local governments have worked together to develop methods and procedures for evaluating, prioritizing, and selecting STP, CMAQ, TAP, and CRP projects to be included in the TIP. The evaluation and prioritization process for these four programs involves a competitive project selection process. WFRC staff is continuously reviewing and identifying methods to improve the evaluation and technical scoring of projects eligible for the programs listed above.

The prioritization of urban STP projects considers parameters such as benefits and costs, mobility, safety needs, economic benefits, system preservation, active transportation, access to opportunities, and system and demand management strategies. The prioritization for CMAQ projects considers primarily air quality benefits compared to the cost of the project. Included as part of that calculation is the duration of the benefit. The majority of the TAP funds are used to help fund both larger and smaller bicycle and pedestrian capital improvements including safe routes to school infrastructure projects. The CRP program primarily identifies projects and strategies for safe, reliable, and cost-effective options to reduce carbon dioxide emissions.

For all other federal and state highway funds, a workshop is held annually in each UDOT Region to identify projects to recommend to the programs. In preparation for this workshop, each region holds a monthly Programming Management or Roadway Management Committee meeting to discuss the needs, concerns, and priorities of the roadway network throughout their region. Pavement preservation and maintenance, chokepoints, safety, traffic operations, asset management, and new capacity are among the needs the regions evaluate as they recommend priorities. WFRC staff participates at the meetings and provides the regions with information and local government concerns. UDOT's Programming Section and the State Transportation Commission consider the recommendations of the regions in the development of these programs.

WFRC works with UTA to identify transit projects to include in the TIP. Projects are selected based on the priorities and needs established in the Regional Transportation Plan, the UTA Five-Year Service Plan and UTA's Long Range Transit Plan.

WFRC continues to incrementally improve its performance-based approach in regard to programming STP, CMAQ, TAP, and CRP funds. A CMAQ performance plan has been developed. In addition, the TIP includes a description of the anticipated effect of the TIP in achieving the performance targets that are in the RTP. Part of this work includes continued coordination of Transportation Improvement Program/ Statewide Transportation Improvement Program (STIP) project selection with performance measures identified in the Statewide and Regional Transportation Plans.

WORK STATEMENT:

WFRC-Administered Federal Programs

WFRC will continue to monitor the progress of STP, CMAQ, TAP, and CRP projects and provide assistance to sponsors in moving their projects to completion. In the fall WFRC will request letters of intent from potential sponsors, followed by concept reports during the winter. Field reviews of each project submitted will be conducted in February or March. Using input from the field reviews, the technical criteria approved by Trans Com, and other relevant professional considerations, WFRC staff will work with the Trans Com Technical Advisory Committees to evaluate and recommend projects that will be consistent with the Regional Transportation Plan and best meet the objectives of the programs. In the spring of 2027 these recommendations will be presented to Trans Com, whose role is to review and recommend action by the Regional Council at the Council's May meeting for new projects to add to the draft 2028-2033 programs.

- *Congestion Mitigation/Air Quality Program (CMAQ)*

In addition to the work described above, an estimate of the air quality benefits of each project will be made and documented in the TIP. UDOT and WFRC will track CMAQ funds, coordinate tracking for project funding with UTA, and prepare an annual CMAQ report that will be submitted to FHWA. Programming policies will be consistent with the objectives of the Regional Transportation Plan and the State Air Quality Implementation Plan (SIP). In coordination with UDOT, the CMAQ Performance Plan will also be updated.

Approval of 2027-2032 Transportation Improvement Program (TIP)

After a public comment period in July, the Regional Council will take action to approve the 2027-2032 TIP in August 2026. The TIP will then be submitted to the State for its approval and to the State Transportation Commission for incorporation into the STIP, which will then be submitted by UDOT to FHWA and FTA for their approval.

The report documenting this TIP will address all the criteria listed in the metropolitan planning regulations. Requirements to be addressed include the financial plan, project selection criteria, implementation of Transportation Control Measures (TCMs) and ADA-plan projects, performance-based programming, public comment, and the conformity analysis.

Review of the TIP by WFRC and the local County Councils of Governments satisfies local review requirements of the intergovernmental review process for both transit and highway projects.

The Regional Council will take the appropriate action to modify the current TIP as necessary until a new TIP is approved. WFRC staff will follow the established modification process to determine the actions necessary to amend or modify the TIP. Monthly coordination meetings of WFRC, UDOT Regions, and UDOT programming staff will continue to facilitate timely modifications to the TIP.

Development of 2028-2033 Transportation Improvement Program

Midway through FY 2027, WFRC will begin preparing the 2028-2033 TIP. All transportation improvement projects planned for the region will be compiled into a comprehensive multimodal TIP. These projects will be based on the various prioritization processes in place and will encompass projects from all funding sources over the next six years.

The highway portions of the TIP will be compiled primarily from the STP, CMAQ, TAP, and CRP Programs discussed above and the federal and state highway programs managed by UDOT. WFRC will work with UDOT to ensure that projects in the WFRC MPA are considered for funding with the National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and remaining authorized highway transportation programs, such as Interstate Maintenance, National Highway System, and other funds that UDOT manages.

The transit portions of the TIP will be developed in cooperation with UTA and UDOT. UTA will assist WFRC in preparing the transit section of the TIP and in coordinating projects for inclusion in the STIP. The TIP will be developed through consideration of projects and assumptions identified in UTA's 5-year Service Plan, with emphasis on financial constraint. This effort will be made early enough in the year to allow for adequate review by the UTA Board of Trustees as well as by the elected officials from the area. UTA's financial capacity

to implement these projects will be analyzed in developing the program of projects to be included in the TIP.

As has been the case in past years, a substantial amount of effort will be devoted to obtaining input on all modes in the TIP from the public and local elected officials. Media notifications will be prepared and one or more open houses will be held. In addition, an interactive map and tables for identifying projects will be available at wfrc.utah.gov.

In addition to project identification and programming, WFRC will work closely with UDOT, UTA, and local government project sponsors to identify, monitor, and report performance measures on programs and projects to ensure that the objectives of each program are implemented and utilized in the most effective manner to meet the prescribed federal recommendations.

The draft 2028-2033 TIP will be reviewed for consistency with the State Implementation Plan (SIP) for air quality with regard to the implementation of Transportation Control Measures (TCM) as part of work item G.1. Also, the State Division of Air Quality will be given the opportunity to review and comment on the TIP and the air quality conformity analysis.

List of Obligations

At the end of the 2026 federal fiscal year, WFRC staff will work with UDOT and UTA to compile a list of projects that received federal funds during the fiscal year. Staff will then present the information to Trans Com and the Regional Council. They will also make the information available on the Council website for interested public.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal CPG	Non-federal	Total
WFRC	19.70	386,170	28,042	414,212

E. PROJECT COORDINATION AND SUPPORT

E.1 HIGHWAY NEPA STUDIES

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

- West Davis Corridor State Environmental Study (SES)
- Other NEPA Studies

BACKGROUND:

WFRC staff has participated on several NEPA study teams and will continue to provide support for the following highway NEPA studies.

WORK STATEMENT:

West Davis Corridor SES

UDOT will work with local communities and stakeholders to complete an Environmental Impact Statement (EIS) on the West Davis Corridor (SR-177) from 1800 North (Davis County) to 4000 South (Weber County), ultimately allowing for the extension of the West Davis Corridor for an additional 3.1 miles. They will identify new grade separated interchanges, review the alignment, and evaluate environmental, social, and other impacts. A final SES is anticipated by the end of the calendar year 2026.

Other NEPA Studies

During FY 2027, there is potential for NEPA work to begin on other highway projects. NEPA work is most likely to occur on additional projects in phase one of the RTP. WFRC is prepared to participate on project steering committees for this NEPA work, and provide assistance to UDOT in coordination of consultant modeling, review of technical documents, addressing comments to the project documents and coordination with local governments.

RESPONSIBLE AGENCIES:

UDOT, WFRC

LEVEL OF EFFORT FY 2027:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	.80	12,183	885	13,068

E.2 TRANSIT NEPA STUDIES

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

- Davis - SLC Community Connector
- S-Line Extension
- 5600 West Bus Route
- Orange Line Implementation and Red Line Realignment
- Other NEPA Studies

BACKGROUND:

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

WORK STATEMENT:

Davis – SLC Community Connector

The Davis-SLC Community Connector is intended to increase mobility, connectivity, and travel choices for communities in southern Davis County and neighborhoods in downtown and northern Salt Lake City. The project will increase frequency and quality of service by implementing 15-minute headways along a currently-popular bus route that serves southern Davis County into downtown Salt Lake City as well as the University of Utah. The Project will also enhance transit connections to the FrontRunner regional commuter rail network, to both the Farmington and North Temple (Salt Lake City) stations.

Final design will be completed by early to mid-2027. Procurement of a contractor and construction of the project will proceed once final design is completed. The final project will include 18 battery electric buses, 39 stations, and 76 platforms.

UTA should learn by summer 2026 if the project is included in the FY 2027 Annual Report and President's Budget for possible FTA CIG Small Starts funding. If applicable, UTA will know by early to mid-2027 if FTA has allocated FY2027 funds to the project. Funding match commitments with project partners have been finalized for the final design and construction portion of the project.

S-Line Extension

UTA, in collaboration with Salt Lake City, is extending the S-Line from the end of the line at Fairmont Station at 1040 East to the heart of the Sugar House business district at Highland Drive. The project includes a quarter-mile double track extension, a new station at the Sugar House Shopping Center, and roadway upgrades, including new/upgraded traffic signals.

Design will be completed early 2026, and construction is scheduled to begin in April 2026. The extension is anticipated to be in revenue service by August 2027. Funding for this project is coming from state and local sources.

5600 West Bus Route

UTA, in partnership with UDOT, has initiated an expansion of bus service on the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns. This project is the transit alternative for UDOT’s Mountain View Corridor project and has been identified in the UTA Five-Year Service Plan to address the future growth of west Salt Lake County. It includes 22 new enhanced bus stops and four new park-and-rides along the 5600 West Corridor. Design will be completed in the spring of 2026, and construction will take place in 2027. Revenue service is scheduled to begin in April 2028. This project is funded by several grants, including Low-No, CMAQ, and a federal earmark, with local match from the state.

Orange Line Implementation and Red Line Realignment NEPA Clearance and Preliminary Design (formerly known as TechLink TRAX Study)

Key activities anticipated to be completed during FY 2027 for the TRAX Orange Line Implementation/Red Line Realignment project include: Finalizing refinements to the Preferred Alternative alignment and station locations, identifying the environmental footprint, starting an FTA NEPA document, and completing 10% conceptual design. UDOT and UTA will also perform updated transit operational modeling and FTA STOP ridership modeling to support a future CIG application. Work during this time will also include targeted public outreach and stakeholder engagement.

Other NEPA Studies

In FY 2026 there is potential for NEPA work to begin on other transit projects. WFRC is prepared to participate on project steering committees and provide assistance to UTA in coordination of consultant modeling, review of technical documents, addressing comments to the project documents and coordination with local governments.

RESPONSIBLE AGENCIES:

UTA, WFRC, UDOT

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	.30	4,732	344	5,075

F. TRAVEL DEMAND AND SOCIOECONOMIC FORECASTING

OBJECTIVES:

To develop and maintain the Wasatch Front Travel Demand Model (WF TDM) and Real Estate Market Model (REMM), including associated input data, to best support regional planning analysis and decision-making.

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

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

To increase modeling coordination and team building across the Wasatch Front and broader Utah TDM user community.

To implement best practices in model development and application given available resources.

ANTICIPATED PRODUCTS:

- Continued stakeholder engagement in modeling decisions through meetings of the existing Interagency Model Policy Committee, Interagency Model Technical Committee, and statewide Model User Group.
- Updated transportation networks and transportation analysis zone (TAZ) boundaries utilized by the WF TDM
- Transportation and land use scenario analysis (model application) in support of the Regional Transportation Plan, Congestion Management Process, Transportation Improvement Program, and Wasatch Choice Vision
- Finalization and adoption of version 10 of WF TDM, which includes mode choice-related updates, freight model updates, integration with visualization and comparison web tools, and updated calibration to the 2023 base year's road and transit conditions and household travel survey
- Updated web-based TDM documentation for v10
- Initial required input data products for the Activity-based Model (ABM) that will replace the current trip-based models for household trip-making
- Continued implementation of peer review panel recommendations (August 2019) for enhancements to REMM model structure, input data, visualization of results, model transparency, and collaboration with other MPOs
- Utilization of REMM, and community stakeholder input, to finalize and adopt the transportation analysis zone-level 2027-2055 household and job forecast. Finalization of the new county-level REMM submodel for the Brigham City, Perry, and Willard area of Box Elder County REMM.
- Technical support for WF TDM, REMM, and other model application and various transportation projects

BACKGROUND:

The Wasatch Front travel demand and land use models are core technical tools supporting the Regional Transportation Plan and transportation studies across the region. They are used to evaluate system-wide scenarios, analyze the relationship between land use and transportation, and support major project reviews. Their usability depends on accurate data, sound methods aligned with industry best practices, and consistent application.

WFRC has maintained regional travel demand models since the mid-1970s, making updates regularly to reflect current travel behavior, technical best practices, and ever-evolving regional systems. Recent work has focused on improving the quality and communication of results. In recent years, WFRC and partner agencies developed an activity-based model (ABM) framework to model household travel. The ABM implementation project, kicked off in early 2026, is expected to be a three-year model development and integration effort. Both the trip-based model and the ABM are anticipated to be available in 2029 to support the 2031–2060 RTP, with the ABM targeted as the primary planning support tool.

WFRC's land use modeling work began in the late 1990s and evolved into the Urban Sim-based Real Estate Market Model (REMM) in 2011. REMM has produced reliable results for recent socioeconomic forecasts and continues to support transportation modeling and planning.

The WF TDM and REMM are developed and maintained in coordination with regional and statewide partners, including MAG MPO, UDOT, and UTA. WFRC also provides statewide travel modeling technical support, and shared tools that promote consistency across Utah's travel model areas.

WORK STATEMENT:

FY 2027 travel demand model work will focus in three areas: 1) continuing work to prepare WF TDM v10.0 for adoption with the 2027-2055 RTP, 2) working with partner agencies and consultant team on phase 1 of a multi-year implementation of an activity-based model component for the WF TDM, beginning with zone and network systems and population synthesis; and 3) further enhancing the ability of WFRC and its partners and stakeholders to visualize model performance and results in standard reports and web-based dashboards and maps.

Land use model work will consist of three main work areas. These are 1) refinement of the existing UrbanSim-based REMM model logic, process, and parameterization; 2) refining model inputs and creating the 2023 base-year data sets; and 3) finalizing the 2027-2055 household and job socioeconomic forecast, including integrating stakeholder feedback, for adoption with the 2027-2055 RTP.

WFRC will continue to support project analyses included in the Regional Transportation Plan and Transportation Improvement Program. This analysis includes tasks such as preparing data and other inputs for TDM and REMM modeling, running models, developing sketch tools to analyze land use capacities, performing reasonableness checks of the output, calculating performance measures and other post-model results (including air quality model inputs), post-processing of model data, visualizing model inputs and results, and communicating results to

various audiences. Tasks may also include other technical analysis and help, such as model user support and training, quality control and review of forecasts as requested by project managers.

Additional Outreach to Utah Transportation Modeling Professionals

WFRC will continue to develop and share best practice guidance for the use of both the WF TDM and REMM models and their respective results, as well as documentation describing the methodologies and quality control tests/reports employed to build the latest model releases. Input and output data sets from both models will continue to be published as web maps and datasets. All documentation and data will be accessible from the wfrc.utah.gov (soon to be wfrc.utah.gov) website. WFRC will continue to assist in organizing the travel and land use modeling user group that meets quarterly.

In addition, WFRC coordinates regularly with transportation project managers at UDOT, UTA, and other stakeholders to encourage preliminary consultation meetings with the WFRC modeling team prior to use of the model for environmental and other project studies. A communications brief has been developed that establishes preliminary consultation and ongoing communication as a best practice for successful use of the models.

RESPONSIBLE AGENCIES:

WFRC, MAG, UDOT, UTA

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal CPG	Federal STP	Non-federal	Total
WFRC	72.45	718,548		270,419	988,967
Consultant		34,961	169,200	198,339	402,500

G. TECHNICAL SUPPORT AND SERVICES

G.1 AIR QUALITY ANALYSIS AND COORDINATION

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

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

BACKGROUND:

The 1990 Clean Air Act Amendments as well as transportation planning regulations have created strong relationships between state-wide transportation planning and air quality planning. A sound and achievable air quality strategy as defined in the State Implementation Plan (SIP) is the cornerstone of this integrated planning requirement. The WFRC, UDOT and U.S. Department of Transportation (USDOT) must demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) conform to the goals, objectives, and broad intentions of the SIP. In the Metropolitan Planning Area, where growth is strong and economic development is well diversified, challenging policy issues need to be addressed for the public to continue making strides in cleaning the air and enjoying efficient mobility.

Two main objectives must be met to satisfy the air quality interests in transportation planning. First, a SIP needs to be developed to show how the region will meet the required air quality standards through controls on sources of pollution, including transportation sources. Second, transportation improvements must conform to the goals and objectives of the air quality plan (SIP) for the region. The air quality plan determines the quantity of emissions allowed from each source group (transportation, industry, area, and non-road mobile sources), and transportation plans and programs must stay within the transportation sector's emission limit for the region to attain and maintain healthy air quality. Out of this process (commonly referred to as "conformity"), priority must be placed on measures that effectively move people and goods without compromising air quality requirements.

WFRC staff works closely with the Environmental Protection Agency (EPA), FHWA, FTA, UDOT, UTA, Mountainland Association of Governments, and the State Division of Air Quality (DAQ) via the Interagency Consultation Team (ICT) according to the consultation procedures defined in the Conformity SIP which has been approved by EPA. Any refinements to the regional travel model and other planning assumptions are incorporated into new conformity determinations as this information becomes available.

WFRC has updated the Amendment Process for the RTP to involve the ICT directly in reviewing the proposed amendments and recommended level of conformity analysis. Level 1 amendments involve strictly exempt projects as defined in the Conformity Rule and do not require a new emissions analysis or FHWA/FTA written approval. Level 2 amendments involve projects that are not exempt and are not regionally significant. Level 2 amendments do not require a new emissions analysis but do require written approval from FHWA/FTA regarding air quality conformity. Level 3 amendments involve a new or significant change to a regionally significant project such as a principal arterial or fixed guideway transit project. Level 3 amendments require an updated regional emissions analysis and written approval from FHWA/FTA.

Similar to the RTP amendment procedures described above, WFRC also revised the TIP amendment procedures to be more fully in harmony with regulations described in CFR93. TIP amendments often arise on a monthly basis to deal with cost variations and minor scope changes to projects. The new TIP amendment process involves the ICT in communications and reviews of the proposed changes and provides a forum to meet and discuss amendments as needed.

Conformity determinations for the Plan and TIP are required for four non-attainment or maintenance areas in the Wasatch Front Region: PM10 in Salt Lake County and Ogden; PM2.5 in the Salt Lake PM2.5 Non-attainment Area which includes Davis and Salt Lake Counties and portions of Weber, Box Elder, and Tooele Counties; and ozone in the Northern Wasatch Front Ozone Non-attainment Area including Davis and Salt Lake Counties and portions of Weber and Tooele Counties. The Salt Lake City and Ogden CO maintenance areas were designated as attainment areas by EPA in 2020 and 2021, respectively.

WORK STATEMENT:

Conformity of Plans and Programs

WFRC will prepare a conformity analysis for the 2027-2055 RTP, the 2027-2032 TIP, and for any amendments to the 2023-2050 RTP. The updated WFRC travel demand model version 9.x will be used to analyze the RTP, and it is anticipated that vehicle emissions will be estimated with MOVES5.0 with updated computing methods compatible with the updated travel demand model. The Utah Statewide Travel Model or USTM that UDOT maintains will be used to collect the travel characteristics and forecasts for areas which are within nonattainment areas, but which are not part of the WFRC urban area travel model.

Transportation project-level conformity will be the responsibility of project sponsors during the appropriate environmental analysis stage. UDOT and UTA, as sponsors of many projects, will be responsible to review and coordinate project level conformity analysis performed for each project. Emphasis in this area will consist of verifying appropriate analysis methodologies using the new MOVES model and applying accurate and consistent background emission levels to be used for project level analysis. WFRC will assist in this area to the extent appropriate when requested by UDOT and individual project sponsors. DAQ will also need to be involved to provide background emission data from its monitoring network.

Technical Support

During the 2027 fiscal year, WFRC and DAQ will continue their coordination on any inventory work necessary to support SIP development.

Developing SIPs, conformity analysis and transportation plans and programs will include preparing socioeconomic inputs, vehicle fleet data, emission rates, background emission concentrations, analysis of the effectiveness of new programs, and updated data collection and processing methods. WFRC will continue to emphasize the importance of supporting these planning efforts as part of the consultation procedures defined in the SIP.

Coordination

The Conformity SIP calls for the creation of an Interagency Consultation Team (ICT) responsible for technical and policy recommendations regarding transportation conformity issues. Following the consultation procedures defined in the Conformity SIP, and as a member of the ICT, WFRC staff will continue to address air quality conformity, SIP development, and other issues that arise as part of the transportation and air quality planning processes. ICT meetings will be scheduled monthly. As mentioned previously, the ICT will be involved with determining the appropriate level of conformity analysis for proposed TIP and RTP amendments.

Air Quality Performance Measures

WFRC staff prepared a CMAQ performance plan and emission targets in 2020 and submitted this to FHWA officials. The CMAQ Performance Plan and targets were updated in 2024 and WFRC is planning on updating them again in the first several months of FY2027. WFRC staff also reports on air quality conditions and trends, and conformity status to the Regional Council or its committees in conjunction with presentations on the RTP and TIP or as requested. WFRC will continue coordination efforts with UDOT to comply with the new FHWA performance measure requirements and target setting for the CMAQ program.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	11.75	144,241	10,474	154,715

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

OBJECTIVES:

To develop, verify and maintain socioeconomic estimate and forecast data at county, place, and Transportation Analysis Zone (TAZ) levels.

To maintain various input or related databases that support the Wasatch Front Travel Demand Model (WF TDM), the regional Real Estate Market Model (REMM), and studies/plans prepared by WFRC and others, including, but not limited to, existing and historical socioeconomic and transportation data.

To perform analysis to assist regional planning efforts, such as the Wasatch Choice Vision, the Regional Transportation Plan, and the Transportation Improvement Program.

To coordinate with the US Census Bureau in support of the data products that are accessible and utilized within this region.

To collect, process, and analyze highway, transit, and active transportation data.

ANTICIPATED PRODUCTS:

- Transportation Analysis Zone (TAZ) and city-scale household and job forecasts – GIS-ready datasets and interactive web maps that support long range planning in transportation and other fields. The official household and jobs forecasts are expected to be adopted with the RTP in May 2027.
- Inputs to short-range programming, long-range planning, and air quality analyses
- Traffic volume, roadway travel speeds, and transit ridership, including but not limited to, annual observed statistics, forecasted projections, and adjusted counts from permanent recorders, coverage stations and professional judgement/quality control

BACKGROUND:

In cooperation with state and local agencies, WFRC has developed and maintained socioeconomic projections since 1976. These projections of population and other demographic characteristics are key inputs to travel demand modeling and other WFRC planning tools and processes, and are also used by other public agencies and the private sector.

Projections are prepared for a 25–30 year planning horizon at the transportation analysis zone (TAZ) level and other geographic scales. WFRC and MAG use the Wasatch Front Real Estate Market Model (REMM) to support the development of the official long-range socioeconomic forecast. REMM incorporates accessibility from the current and future transportation system, represented by congested travel times as one of the variables influencing new development activity and the future distribution of households and jobs.

Model outputs are reviewed for reasonableness and consistency, post-processed as needed, and shared with cities, counties, and major land use stakeholders for review and comment.

Feedback is incorporated into the final projections. A projections set is finalized as part of the four-year RTP process, supported by public comment and community input.

WFRC also works to improve the visibility and accessibility of its projections to support ongoing feedback and broader use. WFRC's partnership with the University of Utah's Gardner Policy Institute (GPI) provides the county-level employment, population, and household control totals. This results in a July 1 base-year employment estimate, by generalized job sector.

To support biennial July 1 population, household, housing unit, and employment estimates at city and TAZ levels, WFRC uses multiple data sources including county parcel data, GPI estimates, Wasatch Choice Vision centers, local general plans, and building permits, and continues to explore additional sources such as the Census Bureau's LEHD-LODES data to improve forecast accuracy.

WORK STATEMENT:

Socioeconomic Data Collection

Maintenance of the input data sets for the REMM model is an ongoing process. WFRC and MAG staff continue to refine methods for streamlining and simplifying the process of keeping input data for base and incremental years up-to-date. WFRC will work to incorporate the latest observed transportation data, observed/estimated/forecasted US Census and Utah [State] Population Committee demographic data (from GPI), County Assessor tax parcel data, local general plans, official employment databases, anticipated real estate development projects, and relevant commercial data products into its REMM-supported forecast, TDM work, and related information products.

Transportation Data Collection

UDOT continues Highway Performance Monitoring System (HPMS) data collection, including annual reporting to the USDOT. Additional data for the management systems described in section D.1 will be collected as determined by the individual systems and as resources allow. The traffic database and monitoring system are published in web-based tools to improve access to all data. The coordination of data collection and reporting efforts with local governments will continue to be refined.

UTA will continue to monitor commuter parking along the Wasatch Front by periodically counting the number of cars in park and ride locations, to determine parking needs. National Transit Database (NTD) data collection is on-going as well as onboard transit surveys (every 4-5 years), automated boarding and alighting ridership counts, wheelchair and bicycle usage, and schedule reliability reports. UTA makes a subset of this data available on its www.rideuta.com/data portal.

WFRC will continue to provide public-facing dashboards, project and dataset documentation, and protected trip-level data for the 2023 Statewide Household Travel Survey on behalf of project partners: UDOT, UTA and the state's three other MPOs.

WFRC collaborates with UDOT, UTA, and other Utah MPOs to, as needed, procure and produce information products from licensed, commercial travel datasets (derived from location-based services, connected vehicles, and freight monitoring systems). These information products highlight travel patterns and trends within the region and are used to

calibrate travel demand models. WFRC and MAG gather a limited set of travel time data from commercial mapping application programming interfaces (APIs) for a defined set of trips across the region in order to assist with travel model calibration.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	7.00	118,868	8,632	127,499

G.3 GIS AND DATA MANAGEMENT

OBJECTIVES:

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

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

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

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

ANTICIPATED PRODUCTS:

- Updated geospatial datasets, spatial analysis, and interactive maps in support of the Wasatch Choice Vision, Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and Transportation and Land Use Connection (TLC) program goals and activities
- Up-to-date GIS input datasets for the WF TDM and REMM models, including continued updates to base year parcels, housing and employment information, and local land use policy and plans, and to the processes designed to support keeping these input datasets current
- Updated GIS map layers and interactive web maps depicting mobility, access to opportunities, and other key regional performance metrics from the Wasatch Front Travel Demand Model (WF TDM) and Real Estate Market Model (REMM) land use model
- Continuation of WFRC's Map of the Month for WFRC's newsletter series
- Authoritative geospatial datasets that are appropriately accessible to both internal and external users in a variety of data formats including streaming web connections
- Updated existing and planned bicycle facilities GIS layers available at bikeways.utah.gov.
- Updated map-based, online public commenting sites for transportation project plans
- Various, updated existing conditions map layers for the region
- Technical documentation/metadata for authoritative geospatial datasets

BACKGROUND:

Geographic Information Systems (GIS)-based work at WFRC delivers high-quality data and mapping services that support the agency's mission, stakeholder needs, and regional goals. GIS plays a central role in sustaining and refining the Wasatch Choice Vision, the four-year RTP cycle, the TIP, travel demand and land use models, regional performance monitoring, and other planning processes.

Using desktop and web-based tools, WFRC GIS staff support informed decision-making by stewarding data, computing metrics, and creating maps and applications that help visualize complex information.

A key strategy is making accurate GIS data and tools widely accessible. To that end, WFRC maintains an Open Data website with more than 40 publicly available datasets, including household and employment forecasts, transportation projects, and system performance data. Additional datasets will be added to support regional performance monitoring and evolving partner and community needs.

WORK STATEMENT:

WFRC will build on and expand its use of Geographic Information Systems (GIS) to provide essential regional context, strengthen transportation and land use modeling, and support WFRC program areas. GIS-based work will focus on developing and maintaining high-value regional information resources, analyzing emerging trends and issues, and clearly communicating key findings to diverse audiences through high-quality static and interactive maps.

GIS work planned in FY 2027 is organized into three focus areas: 1) sustaining and enhancing core information resources that deliver ongoing value through regular updates to current conditions and future plans (including the RTP, TIP, CEDS, and local land use data); 2) advancing analysis of new and evolving topics relevant to transportation planning and the WFRC region; and 3) strengthening the visibility, usability, and reach of GIS-based information through the Open Data portal, map gallery, wfrc.utah.gov website, and regional communications.

Housing Unit Inventory Update

WFRC GIS staff will continue to work with County Assessor tax parcel data to update the housing unit inventory dataset and Housing Inventory Explorer web map. The housing unit inventory dataset is a primary input to the REMM land use model but also serves as a regional information resource related to housing and land use policy discussion.

Partner Agency Coordination

WFRC will continue its collaborative relationships with GIS departments at agencies such as UDOT, UTA, and MAG, as well as with other partners including the state-level Utah Geospatial Resource Center and city and county GIS staff.

Automated, web service-based data sharing of transportation, land use, socioeconomic, and active transportation data will continue to be a product emphasis. In addition, WFRC will continue to provide as-needed GIS support to special UDOT and UTA projects.

RESPONSIBLE AGENCIES:

WFRC, UTA, UDOT

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	17.20	225,441	16,371	241,811
Consultant		18,646	1,354	20,000

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

OBJECTIVES:

To provide assistance to state and local agencies, as well as the public in developing projects, plans, and programs which are part of or relate to the transportation system.

ANTICIPATED PRODUCTS:

- Assistance and information to local governments and others

BACKGROUND:

Requests for information on current and future travel demand, present and forecast levels of population and employment activity, and a variety of other areas are often received by WFRC staff. This information is provided to federal, state and local agencies and various individuals, groups, and businesses. The planning staff also participates in corridor studies, project study teams, and environmental study teams where particular expertise is needed or key elements of plans are involved.

WFRC is the primary source of small area population and employment statistics for the area. The information is in demand and service is often provided to interpret that information for various purposes. Traffic and socioeconomic forecasts, as well as recent employment and population statistics are also available on the WFRC website.

WORK STATEMENT:

It is expected that WFRC, UDOT and UTA will continue to provide a significant level of assistance. The staff will maintain the practice of making the information, which is produced through the planning process, available to all those who have an interest. In addition, the staff will continue to take an active part in special studies, project study teams, environmental analysis teams, and other efforts which link the plans being produced with the projects, policies, and controls being implemented.

This service will be provided within budget limitations and may require the setting of priorities. Top priority will be given to those activities that support the implementation of approved plans and programs and contribute to the development of companion plans or programs. In the cases where giving service will directly support the implementation of priority projects, technical support will be a priority item in the work program. In other cases, providing information and assistance will be done in a manner so as not to detract from the completion of the remainder of the work program.

Included in the category of technical support is furnishing travel demand and socioeconomic information for design teams, corridor studies, environmental studies, local master plans, and a variety of other state and local endeavors.

WFRC will continue to respond to requests from private concerns, government agencies or anyone interested in Census data products.

WFRC staff will attend Council of Governments and other pertinent meetings and events in the region in order to share information and receive input on plans, programs, and studies. Such attendance facilitates staff ability to provide timely and meaningful assistance.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal-CPG	Non-Federal	Total
WFRC	2.09	31,704	11,087	42,790

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

OBJECTIVES:

To work with local governments, UDOT and UTA to provide a structured transportation planning process for Tooele Valley.

To update the Tooele Valley Regional Long Range Transportation Plan and advance transportation priorities for Tooele Valley.

To provide a public involvement process.

ANTICIPATED PRODUCTS:

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

BACKGROUND:

In November 2004, Grantsville City, Tooele City, Tooele County, and WFRC signed an interlocal agreement establishing the Tooele Valley Rural Planning Organization (RPO) in order to cooperatively plan transportation system improvements and priorities. The RPO has helped facilitate UDOT and UTA consultation with local officials.

A major update of the Tooele Valley Regional Long Range Transportation Plan was adopted in September 2024. The plan addresses highway, transit, and active transportation needs. Studies led by UDOT and UTA assisted the RPO in assessing highway and transit improvement needs, and plans for all modes were developed with stakeholder and public input.

WORK STATEMENT:

Coordination

WFRC staff will continue to provide administrative and technical support for the Tooele Valley RPO, which meets about four times a year. Local governments, UDOT, UTA, and WFRC staff will raise and discuss transportation issues of importance to the Tooele Valley. Regional Council staff will also continue to work with UDOT in facilitating the RPO's participation in the Congestion Mitigation Air Quality (CMAQ) funding process for the area.

Long Range Plan

WFRC staff will work with the RPO to refine the Tooele Valley Regional Long Range Transportation Plan, including review of local transportation plans and the UDOT-led Tooele Valley Connectivity Study, as well as public input.

Near and Mid-Term Priorities

WFRC staff will continue to gather and evaluate information with the RPO in order to assist in updating near and mid-term priorities. WFRC will also participate in local and state efforts to move highway, transit, and active transportation projects forward.

Air Quality

Since portions of Tooele County are designated as non-attainment for ozone, WFRC staff will continue to assist the RPO as necessary so that they can pursue regionally significant projects. This will primarily involve analyzing transportation plans to ensure conformity with the State Implementation Plan (SIP) for air quality. WFRC staff will also participate in SIP development.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Non-Federal	Total
WFRC	.50	8,203	8,203

G.6 MORGAN COUNTY RURAL PLANNING ORGANIZATION

OBJECTIVES:

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

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

To work with UDOT to incorporate the Morgan County RPO Long-Range Transportation Plan into the 2027-2055 Statewide Rural Long-Range Transportation Plan.

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- Morgan County RPO 2027-2055 Long-Range Transportation Plan
- Updated priorities for consideration in the STIP
- A public involvement process

BACKGROUND:

The Morgan County RPO decided to change membership and to focus more wholly on Morgan County and Morgan City in 2021, which removed the Ogden Valley portion of Weber County from the RPO. The RPO has assisted Morgan County and Morgan City in the establishment of a corridor preservation prioritization process and the implementation of three local option sales tax quarters. The 2019 Long-Range Transportation Plan led to the establishment of the Morgan County Trails Advisory Committee and the development of the Morgan County Active Transportation Plan. The RPO and members have been involved in safety audits, land use plan updates, and updates to the Wasatch Choice Vision.

WORK STATEMENT:

Coordination

WFRC staff will provide administrative and technical support for the Morgan County RPO. The RPO will meet about four times per year and about eight times a year as a technical working group for the Morgan County Council of Governments (COG). Morgan City, Morgan County, UDOT, WFRC staff, and local stakeholders and residents will raise and discuss transportation issues of importance to the Morgan County area. The RPO will coordinate with the Morgan County COG to implement the corridor preservation planning process and the prioritization process for local option sales tax revenue. The RPO will continue to provide guidance related to funding and provide assistance to the Morgan County Trails Advisory Committee.

Long-Range Plan

WFRC staff will work with the RPO to develop the Morgan County RPO 2027-2055 Long-Range Transportation Plan to reflect the outcomes of transportation studies and other updated highway, transit, and active transportation plans.

WFRC will provide support to the RPO as funding opportunities are considered or implemented to advance projects in the Plan. Support will also be given as local governments pursue studies of various transportation corridors and issues, as needed.

Near- and Mid-Term Priorities

WFRC staff will continue to gather information and evaluate it with the RPO in order to assist in updating near- and mid-term priorities. WFRC will also help coordinate local and state efforts in moving highway, transit, and active transportation projects forward. Input regarding transportation needs and plans will be sought as appropriate from the public, elected officials, local planners and engineers, environmental groups, chambers of commerce, and other interest groups.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Non-Federal	Total
WFRC	.40	7,665	7,665

H. PUBLIC INVOLVEMENT

OBJECTIVES:

To provide early, ongoing, and two-way communication with elected and appointed government officials, other government agencies, and the general public regarding Wasatch Front Regional Council (WFRC) projects, plans, studies, and processes.

To provide a variety of forums in which this communication can occur, such as public events, written communication, email campaigns, website pages, social media posts, news media, online interactive maps and/or visualization tools, and others. To be performed in coordination with the Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), Envision Utah, Utah League of Cities and Towns (ULCT), and local government staff, to ensure that the public is well informed about the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Wasatch Choice Vision (WCV), Transportation and Land Use Connection (TLC) program, Wasatch Front Economic Development District (WFEDD), and other plans and programs.

To comply with the public involvement provisions of the Infrastructure Investment and Jobs Act federal legislation and the requirements of Title VI.

ANTICIPATED PRODUCTS:

- Public events, including:
 - Project-specific and other online, in-person, or hybrid open houses and workshops, many of which will be held in conjunction with other public agencies, including UDOT, UTA, etc.
- Top-level communications content and marketing materials, in both English and Spanish formats (digital/hard copy)
- Regular and ongoing communication and outreach through email campaigns, websites, and social media.
- General and program-specific print materials, maps, and videos
- Speaking engagements with stakeholder groups
- Briefings to the news media
- Presentations to the legislature
- Presentations at transportation, land use, economic development, planning, and partner and industry conferences
- Distribution of the statewide Utah's Unified Transportation Plan

BACKGROUND:

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

WORK STATEMENT:

One of the requirements of the Infrastructure Investment and Jobs Act is to provide an opportunity for the public to comment and input regarding the RTP and TIP. The metropolitan transportation planning process needs to address the concerns of individuals, groups, public/private agencies, and transportation providers. The process also needs to provide for the dissemination of current information and meeting notices, complete public access to key decisions, and public involvement in plan development processes. Citizen and agency comments on plan proposals must be documented and evaluated, and appropriate responses must be made.

UDOT and UTA also have very active public involvement processes that utilize large email distribution lists, flyers on buses, press releases and direct coordination with community leaders. WFRC, UDOT, and UTA each maintain current information regarding planning and environmental studies, as well as other products on their websites, or make information available through links to external websites.

WFRC representatives routinely attend and display RTP and TIP information and maps at open houses, which are held throughout the region. UDOT and UTA representatives generally attend WFRC open houses as well.

UDOT and UTA projects are also given an opportunity for elected officials and public review within the TIP process in July of each year. Both UDOT's and UTA's websites are available for current information regarding major capital development projects.

WFRC established public involvement policies and procedures in 1994 and updates the Public Participation Plan every four years. It will be updated this year, 2027.

WFRC Public Involvement

WFRC's Public Participation Plan encourages early and ongoing public participation and input during the development of plans, studies, projects, and programs. Public participation efforts will continue to be coordinated with UDOT, UTA, and MAG. It is anticipated that these agencies will continue to disseminate jointly prepared state-wide and regional information regarding the most recent long-range RTP and Utah's Unified Transportation Plan.

WFRC has expanded its efforts to receive input from the public. The public involvement process focuses on a proactive outreach program and timely information exchange between WFRC, citizen groups, interested individuals, news media, and other public and private agencies. WFRC will continue this effort by identifying government agencies, private groups, and individuals who have expressed an interest in the transportation planning process. The outreach efforts will include, but not be limited to, community organizations, chambers of commerce, neighborhood associations, transit union representatives, elected officials, senior groups, other government agencies, other groups as listed in 23 CFR 450.316, and the general public.

One of the key issues will be to ensure that the input and comments received through the public involvement process are presented to the decision-makers early enough to be considered in the process. To this end, time will be taken during the discussion of the TIP, Conformity Determination, and RTP with the Transportation Coordinating Committee (Trans Com), Regional Growth Committee (RGC), and/ or Council to make the members aware of

feedback received from the public. The timing and process of presenting input to decision-makers will also continue to be discussed. WFRC's staff will prepare responses to all comments received and provide them or summaries of them to Trans Com, RGC, and Council members, as appropriate. Many of the comments and responses can be found on the WFRC website. In the update of the Wasatch Choice Vision and the development of the TIP and the RTP, drafts of the documents will be made available at the beginning of the public review process. In addition to making the documents available, public meetings will be held by WFRC, UDOT, and UTA, in conjunction with the development of the TIP and RTP.

The WFRC public communication process will include methods such as the preparation and dissemination of brochures and the continued development of WFRC's website. To ensure transparency, the website provides links to all federally required products, including agreements, plans, programs, and processes, as well as federal approval, when provided. The website will be updated regularly and include information regarding WFRC; its committees, including meeting minutes and information; visions and plans, including the RTP and Wasatch Choice Vision; programs, including the TIP, TLC, WFEDD, and CDBG; maps and data; studies; public involvement; and contact information. WFRC also uses other electronic communications outlets, such Facebook, LinkedIn, Instagram, YouTube and posting to Utah's Public Notice website.

WFRC's staff will continue to participate in a variety of public meetings, including public open houses on specific projects. These meetings will provide another opportunity to inform and gather input from the public on regional plans and programs. WFRC's staff will also actively seek out opportunities to make presentations to interested groups and organizations and actively participate with them regarding transportation-related matters.

WFRC's staff may host public meetings, open houses, and workshops online, in person, or in a hybrid format. When a public meeting or event is hosted online, an effort to accommodate individuals without access to a computer is made (e.g., a call-in option).

Anyone in need of assistance with joining a meeting is encouraged to call the WFRC office at 801-363-4250. The public may visit wfrc.utah.gov/public-participation to read WFRC's public involvement and outreach procedures and plans, and reach out to WFRC's office to view upcoming meeting agendas and to request outreach and meeting materials in hard copy format. Public meeting notices are also available at utah.gov/pmn.

WFRC will keep a log of all public involvement events and comments to document these efforts.

WFRC will make regular use of a communications consultant, which it has retained, to advise the agency in its public involvement efforts.

UTA Public Involvement

Public hearings and workshops will be held by UTA as needed for project and environmental studies and fare changes. Open houses will continue to be held during the planning and development of projects. Information on service and fare changes and capital projects is available on UTA's website, rideuta.com. Hearings/open houses are advertised in newspapers of general circulation, including a newspaper serving Hispanic populations, and direct mail notices are sent to an extensive list of city and county officials, interested citizens, agencies, senior centers, libraries, community groups, universities, media, and private

transportation providers. UTA will also continue to use social media to obtain feedback from the public or to conduct virtual open houses and chats.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal CPG	Non-Federal	Total
WFRC	48.20	628,586	45,645	674,232
Consultant		136,116	9,884	146,000

I. COMMUNITY DEVELOPMENT

I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

Regionwide:

- Updated regional Annual Action Plan for the Wasatch Front Region
- Updated Rating and Ranking Criteria to comply with local and regional goals and priorities for funding
- Assistance to the Regional Review Committee (RRC) for meetings, consolidated plan information, and Rating and Ranking Criteria.
- Assistance to the State CDBG policy committee representative for the region in order to better facilitate representation of local interests with state agencies
- Assistance to the Councils of Governments from Morgan, Tooele, and Weber Counties along with other local elected officials to familiarize and inform them of program requirements and responsibilities
- Technical assistance to any interested entity to ensure access and participation in the program. Assistance may be provided not only to municipalities, but also to non-profit agencies, social service providers, local special service improvement districts, and other organizations
- Coordination between the State, as the program administrator, and each local entity (applicants) to ensure program awareness and compliance

Municipality:

- Assistance to jurisdictions in updating their capital improvement plans that prioritize needs and identify projects to help mitigate the needs
- Promotion of community and public service-related activities such as the Continuum of Care program, the State's Plan to End Chronic Homelessness, and planning for affordable housing

BACKGROUND:

The Community Development Block Grant Small Cities Program provides funding to communities to plan for and implement projects that benefit low to moderate-income persons within their community. For a number of years, the Wasatch Front Regional Council has been a connecting link between the Utah Division of Housing and Community Development (HCD) and communities seeking assistance through the small cities CDBG program. Each year the Regional Review Committee, consisting of two members from each eligible county, updates the priorities and policies for the next cycle.

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

WORK STATEMENT:

WFRC will follow the annual schedule outlined below in administering the CDBG program.

July - August:

- July 1st begins a new program year

September - October:

- Work commences on the regional Consolidated Plan
- Regional goals and objectives are identified to help determine funding priorities
- Rating and ranking criteria are revised and adopted by the Regional Review Committee (RRC)

November - December:

- How-to-apply workshops are announced and held
- Public hearing period takes place

January - February:

- Capital investment plans are garnered from each city and county
- WFRC works to ensure all applications are complete
- Online applications due to State Housing and Community Development Division in Webgrants software program
- The RRC ranks and rates applications to determine funding levels
- Draft consolidated plan will be presented for public comment and eventual adoption

March - April:

- Consolidated Plan/Annual Action Plan goes through a final review period and is turned into HCD
- Grantees attend the grantee workshop

May - June:

- Final applications are prepared with assistance from WFRC
- Work begins on the consolidated plan update
- Work commences on the Rating and Ranking Criteria

RESPONSIBLE AGENCIES:

WFRC, Utah Division of Housing and Community Development, Jurisdictions that make up the small cities program in the Wasatch Front, WFRC is currently sponsored by Tooele County.

LEVEL OF EFFORT FY 2027:

Agency	Person Months	HUD	Non-federal	Total
WFRC	3.42	42,917	1,561	44,478

I.2 ECONOMIC DEVELOPMENT

OBJECTIVES:

To continue to administer the Wasatch Front Economic Development District (WFEDD) in order to better support the region and remain eligible for funding from the U.S. Economic Development Administration (EDA).

To annually update the region's 5-Year Regional Comprehensive Economic Development Strategy (CEDS), a study that brings together public and private sectors to create an economic roadmap that strengthens regional economies.

To integrate economic development plans, programs, and activities with WFRC, including the transportation planning process and Wasatch Choice Vision.

ANTICIPATED PRODUCTS:

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

BACKGROUND:

With the creation and federal designation of the Wasatch Front Economic Development District in 2014, the five counties in the WFRC region are eligible to apply for EDA funding.

The primary objectives of the Wasatch Front Economic Development District are to 1) assist the region in applying for planning grants from EDA to further regional economic activities and coordinate economic plans; and 2) update the Comprehensive Economic Development Strategy as required by EDA.

The CEDS identifies and describes the region's economic strengths, weaknesses, opportunities, and challenges. It also identifies a regional vision, goals, objectives, constraints to those goals and objectives, priority programs and projects for implementation, action plans to achieve priority programs and projects, and outlines the standards for an annual evaluation process for updating the CEDS as described in the EDA CEDS guidelines.

Economic development is a key component of a livable community and of the Wasatch Choice Vision. The WFEDD developed the 2023-2028 CEDS to align with the goals of this Vision. WFEDD works closely with activities related to implementing the Vision.

WORK STATEMENT:

A key work component of the WFEDD and the CEDS to use the Wasatch Choice Vision as an overarching guide and to collaborate with other economic development agencies, cities, counties and state agencies.

The regional Comprehensive Economic Development Strategy promotes coordination and shared economic strengths or needs, identifies federal funding for economic opportunities for the region and funding for new types of businesses and industry sets that focuses on adding jobs. The 2023-2028 5-Year Regional Comprehensive Economic Development Strategy (CEDS) strategies and tasks have begun and the tasks will be prioritized and implemented through 2028.

Recently, the Governor's Office of Planning and Budget, along with the Governor's Office of Economic Opportunity coordinated a statewide economic development strategy with all seven Associations of Governments in the State of Utah. The WFEDD will continue to assist in implementing the components of the Statewide 2030 Coordinated Economic Action Plan.

Integrating Transportation, Land Use, and Economic Development

The Wasatch Front Regional Council has identified three key strategies to help the economy thrive. As a Metropolitan Planning Organization, Association of Governments and Economic Development District, the following three strategies are prioritized in the Wasatch Choice Vision, Regional Transportation Plan, Comprehensive Economic Development Strategy, and other long- and short-range efforts. The objectives and activities listed in the CEDS facilitate the connection between transportation, land use, and economic development.

WFRC will perform the following tasks and work to ensure the district remains eligible for designation and funding from EDA.

1. Administration

a. Administer the Grant

- i. Ensure EDA regulations are met through open discourse.
- ii. Submit planning grant application.
- iii. Complete reporting and eligibility requirements (key milestone)

b. Manage and Support the District/Board/Committee/Region

- i. Maintain Governing Board and Strategy Committee membership composition.
- ii. Ensure members are involved, updated, and informed.
- iii. Provide information about the EDD on the WFRC website such as funding, meetings, projects, goals, objectives, and other related information.
- iv. Provide training and technical assistance in order to further economic development activities consistent with regional strategic goals and objectives (key milestone).

2. Planning

a. Managing and maintaining the CEDS.

- i. Encourage EDD members to participate in the implementation of the Regional 5-Year 2023-2028 CEDS.
- ii. Promote and promulgate the CEDS (deliverable).
- iii. Gather economic goals, needs, strategies, and plans in order to update and assist with the implementation of the CEDS.
- iv. Coordinate the CEDS with the state-wide vision, regional vision, and the regional transportation plan (key milestone).

3. Coordinate, Integrate, and Collaborate

- a. Collaborate to achieve economies of scale and to leverage financial resources.

- b. Share data and analysis related to economic development and the CEDS.
- c. Assist eligible entities in making EDA grant applications that promote regional collaboration or regional strategic goals and objectives.
- d. Work with other WFRC programs and activities to integrate, coordinate, and measure how well economic development is integrated (key milestone).
- e. Work with key partners and stakeholders such as other EDDs, Chambers of Commerce, and local government economic directors to promote regional economic development activities, plans, and projects.
- f. Continue to promote planning efforts that integrate housing, land use, transportation, economic and workforce development.

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal EDA	Non-Federal	Total
WFRC	6.85	53,700	53,700	107,401
Consultant		5,000	5,000	10,000

I.3 LOCAL ADMINISTRATIVE ASSISTANCE

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

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

BACKGROUND:

In the 2023 General Legislative Session, the Utah League of Cities & Towns (ULCT) lobbied the State Legislature on behalf of the 145 cities and towns in Utah who did not have full-time administrative staff. Small cities and towns lack the revenue to hire administrative staff but have many of the same needs and obligations as larger cities. The Legislature and Governor Cox supported the ULCT request, and funds were allocated to create the Local Administrative Advisor (LAA) position.

The position is housed regionally in each of the state's seven Associations of Governments (AOGs), and each LAA assists small communities to improve the efficiency and the effectiveness of the local government. Additional administrative support helps small municipalities 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 LAA municipalities in the WFRC region include: Brighton, Copperton, Erda, Emigration Canyon, Farr West, Hooper, Huntsville, Ogden Valley, Plain City, Rush Valley, Stockton, Sunset, Uintah, Vernon, and White City.

WORK STATEMENT:

Small cities and towns that require administrative assistance may receive services such as the following:

- Updating ordinances to align with state code
- Optimizing revenue sources and expenditures
- Promoting best practices
- Creating long-term strategic plans & policies to fulfill them
- Advising city and town leaders and staff on applicable statutes, policies, and procedures for compliance with local, state, and federal law
- Recommending strategies for financial and technical assistance in helping to facilitate grants of all types, including, if needed, completing grant compliance reports
- Training elected/appointed officials and staff on applicable Utah Code statutes
- Supporting newly formed municipalities through the incorporation process

RESPONSIBLE AGENCIES:

WFRC

LEVEL OF EFFORT FY 2027:

Agency	Person Months	Federal-CPG	Non-federal	Total
WFRC	12.00		128,483	128,483

LIST OF ACRONYMS

AA	Alternatives Analysis
ACS	American Community Survey
ADA	Americans with Disabilities Act
AOG	Association of Governments
APC	Automated Passenger Counting
ATC	Active Transportation Committee
ATMS	Advanced Traffic Management System
AVL	Automated Vehicle Location
BEBR	Bureau of Economic and Business Research
BMS	Bridge Management System
BRAG	Bear River Association of Governments
BRT	Bus Rapid Transit
CAT	Committee on Accessible Transportation
CDBG	Community Development Block Grant
CEDS	Comprehensive Economic Development Strategy
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
COG	Council of Governments – Counties
CPG	Consolidated Planning Grant
CSAP	Comprehensive Safety Action Plan
DAQ	Division of Air Quality
DBE	Disadvantaged Business Enterprise
DCED	Department of Community and Economic Development
DEIS	Draft Environmental Impact Statement
DESHS	Department of Emergency Services and Homeland Security
DMU	Diesel Multiple Unit
DSPD	State Division of Services for People with Disabilities
EDA	Economic Development Administration
EDD	Economic Development District
EDMS	Electronic Document Management System
EEO	Equal Employment Opportunity
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST	Fixing America’s Surface Transportation Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
GIS	Geographic Information System
GMAT	Grants Management Advisory Team
GOED	Governor’s Office of Economic Development
GOEO	Governor’s Office of Economic Opportunity
GOPB	Governor’s Office of Planning and Budget
GPS	Global Positioning System
HAFB	Hill Air Force Base
HOV	High Occupancy Vehicle

HPMS	Highway Performance Monitoring System
HUD	U.S. Department of Housing and Urban Development
IJJA	Infrastructure Investment and Jobs Act
IT	Information Technology
ICT	Interagency Consultation Team
ITS	Intelligent Transportation System
JARC	Job Access and Reverse Commute
JPAC	Joint Policy Advisory Committee
LCC	Local Coordinating Council
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LTAP	Local Technical Assistance Program
MAG	Mountainland Association of Governments
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Protection Agency
NO _x	Oxides of Nitrogen
NTD	National Transit Database
OATS	Ogden-Layton Area Transportation Technical Subcommittee
PE	Preliminary Engineering
PMS	Pavement Management System
PM ₁₀	Particulate Matter < 10 microns
PM _{2.5}	Particulate Matter < 2.5 microns
RCR	Regional Commuter Rail
REMM	Real Estate Market Model
RFP	Request for Proposals
RFQ	Request for Qualifications
RGC	Regional Growth Committee
ROD	Record of Decision
ROW	Right-of-Way
RPO	Rural Planning Organization
RTP	Regional Transportation Plan
SIP	State Air Quality Implementation Plan
SLATS	Salt Lake Area Transportation Technical Subcommittee
SLC	Salt Lake City
SOV	Single Occupant Vehicle
SPWP	Statewide Planning Work Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TAZ	Transportation Analysis Zone
TCM	Traffic Control Measure
TDM	Transportation Demand Management
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TLC	Transportation and Land Use Connection Program
TMA	Transportation Management Area
TOD	Transit-Oriented Development

Trans Com	Transportation Coordinating Committee
TSM	Transportation System Management
UAM	Urban Airshed Model
UCATS	Utah Collaborative Active Transportation Study
UCSP	Utah Comprehensive Safety Plan
UDOT	Utah Department of Transportation
UGRC	Utah Geospatial Resource Center
UPWP	Unified Planning Work Program
UrbanSim	Urban Simulation Land Use Model
USDOT	U.S. Department of Transportation
USRP	Utah State Rail Plan
UTA	Utah Transit Authority
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WFEDD	Wasatch Front Economic Development District
WFRC	Wasatch Front Regional Council
WSU	Weber State University

FINANCIAL CHARTS AND TABLES

LEVEL OF EFFORT (PERSON MONTHS) FY 2027		
Section	Title	WFRC
A.1	WFRC Administration	41.25
A.2	UDOT	
A.3	UTA Administration	
B.1	UTA Transit Planning	
B.2	Mobility Management	.19
C.1	Long Range Transportation Plan	79.36
C.2	Growth Planning	13.00
C.3	Planning Support to Local Governments	65.78
D.1	Management Systems	3.56
D.2.	Plan Refinement and Special Studies	3.85
D.3	Transportation Improvement Program	19.70
E.1	UDOT Environmental Studies	.80
E.2	UTA Environmental Studies	.30
F	Travel Forecasting	72.45
G.1	Air Quality Analysis and Coordination	11.75
G.2	Data Collection and Analysis	7.0
G.3	GIS and Database Management	17.20
G.4	Technical Support to Local Governments	2.09
G.5	Tooele Valley RPO	.50
G.6	Morgan County RPO	.40
H	Public Involvement	48.20
I.1	CDBG Program	3.42
I.2	Economic Development	6.85
I.3	Local Administrative Assistance	12.00
Total		409.65

LEVEL OF EFFORT (FUNDING) FY 2027		
Section	Title	WFRC
A.1	WFRC Administration	1,909,000
A.2	UDOT	
A.3	UTA Administration	
B.1	UTA Transit Planning	
B.2	Mobility Management	4,191
C.1	Regional Transportation Plan	1,146,695
C.2	Growth Planning	272,476
C.3	Planning Support to Local Governments	2,969,058
D.1	Management Systems	55,851
D.2.	Plan Refinement and Special Studies	557,882
D.3	Transportation Improvement Program	414,212
E.1	UDOT Environmental Studies	13,068
E.2	UTA Environmental Studies	5,075
F	Travel Forecasting	1,391,467
G.1	Air Quality Analysis and Coordination	154,715
G.2	Data Collection and Analysis	127,499
G.3	GIS and Database Management	261,811
G.4	Technical Support to Local Governments	42,790
G.5	Tooele Valley RPO	8,203
G.6	Morgan County RPO	7,665
H	Public Involvement	820,232
I.1	CDBG Program (including CIB 2k)	44,478
I.2	Economic Development	117,401
I.3	Local Administrative Assistance	128,483
	Total	10,472,193

WFRC SUMMARY OF DIRECT NON-SALARY COSTS FY 2027	
Travel	82,500
Training	89,000
Printing & Publications	5,300
Dues & Subscriptions	35,200
Supplies, Software, Sponsorships	119,808
Carry Forward to next FY	18,814
Total	353,622

WFRC INDIRECT COST BUDGET FY 2027	
Salary & Fringe	230,477
Training	2,000
Travel	1,000
Rent	490,176
Telephone/Data	50,000
Supplies/Software	50,500
Equipment Maintenance	40,000
Legal	20,000
Audit & Accounting	17,600
Dues & Subscriptions	500
Insurance	20,000
Total	922,253

WFRC INDIRECT COST ALLOCATION FY 2027			
Program	Months	Percent	Costs
Consolidated Planning Grant	327.76	81.83	754,641
Transit Support	8.50	2.38	21,959
Tooele Valley RPO	.50	.13	1,241
Model Development	5.30	1.20	11,051
CIB	.12	.03	236
CDBG	3.30	.70	6,491
Morgan County RPO	.40	.13	1,159
Economic Development	6.85	1.76	16,245
Mobility Management	.19	.07	634
Davis County Local Option Assistance	.45	.14	1,329
Transportation and Land Use Connection	44.28	9.52	87,834
Local Administrative Assistance	12.00	2.11	19,434
Total	409.65	100.00	922,253



WASATCH FRONT REGIONAL COUNCIL

wfrc.utah.gov | 41 North Rio Grande Street, Salt Lake City, Utah 84101 | 801-363-4250