FY27 WFRC Goals, Budget, and Unified Planning Work Program

WFRC

WASATCH FRONT REGIONAL COUNCIL

DATE:	May 21, 2026
AGENDA ITEM:	**6a**
SUBJECT:	**ACTION:** Approve FY27 WFRC Goals, Budget, and Unified Planning Work Program (UPWP)
PREPARED BY:	Marian Florence, Chief Financial Officer Wayne Bennion, Director of Short Range Planning Andrew Gruber, Executive Director

BACKGROUND:

Wasatch Front Regional Council (WFRC) has identified proposed agency goals and prepared a draft budget and Unified Planning Work Program (UPWP) that outline the objectives and activities that WFRC plans to undertake in fiscal year 2027.

WFRC staff prepared these materials for review by the WFRC Budget Committee on March 19, 2026 and May 14, 2026. The Regional Council then considered these items at its meeting on March 26, 2026. The Regional Council made these available for review by the public and by the County Councils of Governments (COGs).

The FY27 goals are unchanged from the draft reviewed by the Budget Committee and Council in March. The budget reflects updated estimates for WFRC's share of Federal Transit Administration funding as well as a recent award from the US Department of Transportation for the Regional Infrastructure Accelerator (RIA) program. The UPWP summary has been updated to include the RIA grant.

WFRC Goals

Each year WFRC adopts a high-level set of goals and priorities to help shape its activities for the next year. These goals are developed through review of the WFRC's adopted Mission & Roles, reflection on the agency activities and accomplishments for the previous year, and a discussion among the WFRC staff, in consultation with the WFRC Council leadership. The goals are not meant to be a comprehensive list of all of WFRC's activities, but rather to articulate priority activities for the agency in FY27. These goals are for WFRC as an organization; they are not intended to be goals for the condition of the region. The Wasatch Choice Vision goals, as adopted by the WFRC Council, serve that purpose. The WFRC Unified Planning Work Program (UPWP) comprehensively lists all of WFRC's anticipated activities.

The proposed WFRC FY27 high-level goals are as follows:

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

The FY27 proposed goals are similar to the [FY26 adopted goals](). This reflects the continuity in our organizational mission and roles, and the fact that most of our activities are ongoing and span multiple years.

Budget Overview

At WFRC, the original budget presented in the spring includes planned expenditures for ongoing work efforts and new projects, as well as funding projected for the coming fiscal year. The budget typically does not change dramatically year to year. The FY27 budget is projected to decrease 4% below the FY26 adopted budget for four primary reasons:

1. Includes one new program, a Regional Infrastructure Accelerator grant, awarded by USDOT to WFRC on April 28, with work anticipated to start in FY27.
2. Last year, we initially budgeted for the full Activity Based Model development project, and later adjusted to reflect only the first year of expenditures.
3. Completion of significant work in Station Area Planning.
4. Conclusion of the Roadway Safety Audits funded by the Safe Streets for All grant.

The largest expenditure in the budget is for employee compensation and benefits. Contractual expenditures – the second-largest expenditure – tend to vary year-to-year depending on current projects. The largest revenue source is from federal transportation formula funding. Expenditures and revenues are described below.

Expenditures:

The FY27 budget functions as a legal limit on expenditures, and of course we do not have to spend everything that is budgeted; in fact we routinely come in under budget. As we move towards and into FY27, we have the ability to make budget adjustments as may be warranted.

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

Consultant contracts represent the second-largest expenditure in the FY27 budget. The footnotes to the budget provide details of anticipated consulting contracts. The following are descriptions of three significant areas of consultant expense:

- The largest ongoing element of contractual expenditures (approximately $2.3M in FY26) are for planning and technical assistance on **Transportation and Land Use Connection** (TLC) program projects. TLC is funded with WFRC's federal STP funds and contributions from UDOT and UTA, as well as local matching funds. Some of the current TLC projects will not be completed before the end of FY26 and will be carried forward to FY27, with a budget amendment to be made in October 2026 when final accounting for FY26 is completed; this reflects the multi-year nature of the program. Much of the variation in the contractual line item reflects those TLC program consultant expenses, which are fully budgeted in one year and then often roll into the next.

- **Station Area Planning** funds, provided pursuant to HB462 (2022) through the Governor's Office of Economic Opportunity, are shared between MAG and WFRC to provide planning assistance to local communities as they develop the required Station Area Plans and update their general plans and zoning. A total of $5M was allocated beginning in FY23 to support communities in developing plans for the 127 station areas in Utah. Most of the station areas are located in the WFRC region, so WFRC awarded over $2M over the first three years of the program (FY23 - FY25) and estimates awards totaling $1.2M in FY26. The remaining funds ($500K) are now budgeted in FY27. This budget line will be amended in October 2026 to reflect actual awards in FY26 and include all remaining funds.

- **Activity Based Model Development** - WFRC, in coordination with UDOT, UTA and MAG, has begun work on a transition from a traditional trip-based representation of resident travel in the Wasatch Front regional travel demand model (WF TDM) to an activity-based model (ABM) approach. This shift aligns with the region's growing complexity in travel choices and behavior. The benefit will be a more precise and adaptable representation of travel, and enhanced modeling capabilities for new travel modes, travel patterns, and policies. In the future, the new ABM is expected to leverage a consortium software development model, to cost-share and realize model enhancements, funded jointly by other MPOs and DOTs at significant savings to WFRC. In FY26, WFRC's initial budget reflected the full project, then was revised to reflect only the first year. For FY27, the initial total budget estimate for year two of the three-year total is $352,500. WFRC's share is $169,200 (51% of the total).

- **Regional Infrastructure Accelerator Program grant** - WFRC was awarded a grant of $1,150,000 from the US Department of Transportation's Build America Bureau to provide support for the next phase of station area planning in our region. This collaborative, phased effort will deliver hands-on support and accelerate our member communities' Station Area Plan implementation by facilitating financing through available programs and public-private partnerships that are often key to creating successful station areas.

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

Revenues:

Federal transportation formula planning funds and Surface Transportation Program (STP) funds continue to be the majority of WFRC's operational revenue. WFRC also receives federal funding for the Small Cities Community Development Block Grant (CDBG) program and Wasatch Front Economic Development District (WFEDD) work. Federal funds from the US Department of Transportation will support work on the Regional Infrastructure Accelerator program.

State funding comes from the Utah Department of Transportation, the Governor's Office of Planning and Budget, the Governor's Office of Economic Opportunity, and the Utah Department of Commerce supporting planning and technical work in our area. In FY24, GOPB began funding a Local Administrative Advisor, providing administrative support to small Utah communities lacking administrative staff. WFRC also engages in numerous impactful studies each year, with financial support from our partners at UTA, UDOT and Mountainland Association of Governments (MAG) to gather and analyze data.

Consistent with WFRC policy, for FY27 the local county contributions increase by 2.87%, a factor representative of the change in the Consumer Price Index (CPI) averaged over the prior three completed WFRC fiscal years, July 1, 2022 through June 30, 2025. This funding supports the ongoing financial stability of WFRC.

Unified Planning Work Program

The UPWP details the work tasks that WFRC will pursue during FY27 in collaboration with cities, counties, UDOT, UTA, and other partners. Among the primary tasks are:

- assisting local communities with growth, transportation, and planning needs;
- completing development of the 2027-2055 Regional Transportation Plan, and continuing development of Utah's Unified Transportation Plan, and Wasatch Choice Vision for the region;
- continuing efforts to update and implement the Transportation Improvement Program;
- continuing to utilize and improve analytical capabilities; and
- engaging with community stakeholders and local, state, and federal officials.

EXHIBITS:
FY27 WFRC goals
Budget for FY27 and footnotes
FY27 UPWP summary

RECOMMENDATION AND MOTION:
WFRC staff recommends that Council make a motion to "approve the WFRC goals, Unified Planning Work Program, and budget for FY27."

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WFRC Fiscal Year **2027** Goals

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

REGIONAL PLANS

a. Develop the 2027-2055 Regional Transportation Plan (RTP) for roads, transit, and active transportation (as the transportation component of the Vision).
b. Develop the 2027-2055 Utah's Unified Transportation Plan, a coordinated, shared plan for future transportation investment statewide.
c. Develop the 2028-2033 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects.
d. Implement the 2023-2028 Comprehensive Economic Development Strategy (CEDS) by coordinating the location of regional economic activity with transportation and land use planning.
e. Support communities in updating and implementing their land use plans focusing on centers, housing options, and coordinating growth with transportation.

FUNDING & ASSISTANCE

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

RESOURCES

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

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

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

3. Strive for organizational excellence.

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

WFRC Mission and Roles

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

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

Convener - We facilitate collaboration with our communities and partners.

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

Technical Expert - We are trusted subject-matter experts.

» Build and use models and tools to analyze and understand the impact of potential transportation, land use, and economic development strategies.

» Share analyses and information to improve the understanding of how transportation, land use, and economic systems affect each other, and to aid in developing and implementing visions and plans in the region.

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

» Develop multi-modal transportation and interrelated land use and economic development visions and plans.

» Unify our planning efforts with our peers across the state.

» Collaborate with other organizations as they address local, regional, state, and national growth-related issues, plans, and policies that may directly or indirectly affect transportation on the Wasatch Front.

Implementer - We put visions and plans into action.

» Support local governments in their efforts to achieve local and regional goals.

» Provide technical assistance to communities that focuses on the interrelationship of transportation, land use, and economic development.

WFRC Fiscal Year **2027** Goals

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

REGIONAL PLANS

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b. Develop the 2027-2055 Utah's Unified Transportation Plan, a coordinated, shared plan for future transportation investment statewide ~~to coordinate a shared plan for transportation statewide~~.
c. Develop the 202~~7~~8-203~~2~~3 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects.
d. Implement the 2023-2028 Comprehensive Economic Development Strategy (CEDS) by coordinating ~~regional economic development,~~ the location of regional economic activity with transportation and land use planning.
e. Support communities in updating and implementing their land use plans focusing on centers, housing options, and coordinating growth with transportation.

FUNDING & ASSISTANCE

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

RESOURCES

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

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

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

3. Strive for organizational excellence.

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

WASATCH FRONT REGIONAL COUNCIL

Approved

FY 2027 Budget

Expenditure by Function/Line Item

Expenditure	June, 2025 **FY 2025** Actual	May, 2025 **FY 2026** Initial Budget	October, 2025 **FY 2026** Final Budget	YE estimate **FY 2026** Estimated	March, 2026 **FY 2027** Proposed Budget	Change from initial FY26 to proposed FY27		Footnotes
Salaries/Employee Benefits	5,335,480	6,212,348	6,212,348	6,061,502	6,327,864	115,516	2%	1
Contractual	4,982,024	4,907,390	8,083,226	4,414,722	4,439,531	-467,859	-10%	2
Audit and Accounting	19,500	20,000	20,000	20,000	20,600	600	3%	
Dues	29,897	35,700	35,700	35,700	35,700	0	0%	3
Equipment Maintenance	37,341	40,000	40,000	40,000	40,000	0	0%	4
Insurance	15,548	20,000	20,000	16,136	20,000	0	0%	5
Legal	0	20,000	20,000	16,000	20,000	0	0%	6
Printing and Publication	0	5,300	5,300	2,000	5,300	0	0%	7
Rent	457,984	490,176	490,176	460,700	490,176	0	0%	
Supplies/Software/Subscriptions	163,941	272,758	290,605	210,000	170,308	-102,450	-38%	8
Telephone/Data	39,171	50,000	50,000	50,000	50,000	0	0%	
Travel and Training	164,943	174,500	194,500	165,000	174,500	0	0%	9
Total Expenditures	11,245,829	12,248,172	15,461,855	11,491,760	11,793,979	-454,193	-4%	
Amounts expected to carry into next FY		24,018	239,311		17,121	-6,897	-29%	
TOTAL	**11,245,829**	**12,272,191**	**15,701,166**	**11,491,760**	**11,811,100**	-461,091	-4%	10

Expenditure by Program

Program	**FY 2025** Actual	**FY 2026** Initial Budget	**FY 2026** Final Budget	**FY 2026** Estimated	**FY 2027** Proposed Budget			
Consolidated Transportation Planning	5,276,421	6,637,153	6,724,802	5,343,360	6,857,853	220,700	3%	11
Transportation & Land Use Connectic	3,016,945	2,530,911	4,778,060	3,102,565	2,230,911	-300,000	-12%	12
Economic Development	120,593	140,000	140,000	140,000	140,000	0	0%	13
Local Government - Other	44,224	85,251	466,204	181,250	74,805	-10,446	-12%	14
Model Development	144,375	156,875	90,556	90,556	103,431	-53,444	-34%	15
Joint Projects	465,652	0	663,975	663,975	0	0	0%	16
Legislative Consulting	156,000	156,000	156,000	160,800	165,600	9,600	6%	2
Community Development Block Gran	50,000	50,000	50,000	50,000	50,000	0	0%	17
Mobility Management	1,714	5,000	5,000	2,500	5,000	0	0%	28
Tooele Valley RPO	8,630	10,000	16,813	14,000	10,000	0	0%	18
Morgan County RPO	9,000	9,000	9,000	9,000	9,000	0	0%	18
Community Impact Board	2,000	2,000	2,000	2,000	2,000	0	0%	19
Davis County Local Option Assistanc	10,000	10,000	10,000	10,000	10,000	0	0%	20
Station Area Planning	1,186,500	1,000,000	1,738,944	1,238,944	500,000	-500,000	-50%	21
Safe Streets for All	0	200,000	280,000	280,000	0	-200,000	-100%	22
Local Administrative Advisor	167,846	150,000	183,811	175,000	150,000	0	0%	23
Power District Transportation Study	457,932	0	10,000	4,309	0	0	0%	24
Mixed Use Centers: Visuals & Impact	127,996	0	23,501	23,501	0	0	0%	24
Activity Based Model		1,130,000	352,500		352,500	-777,500	-69%	25
Regional Infrastructure Accelerator					1,150,000	1,150,000	100%	26
TOTAL EXPENDITURES	**11,245,828**	**12,272,190**	**15,701,166**	**11,491,760**	**11,811,100**	-461,090	-4%	10

Source of Funds/Revenues

	FY 2025 Actual	FY 2026 Initial Budget	FY 2026 Final Budget	FY 2026 Estimated	FY 2027 Proposed Budget			
Federal Sources:								
Federal Highway Admin - PL	2,495,273	3,749,610	3,818,925	2,658,354	3,575,583	-174,027	-5%	27
Federal Highway Admin - STP	2,871,326	3,160,926	3,959,437	3,160,926	3,131,364	-29,562	-1%	28
Federal Highway Admin - SS4A	0	160,000	224,000	224,000	0	-160,000	-100%	22
Federal Transit Administration	977,152	980,438	993,740	993,740	1,018,875	38,437	4%	29
Dept. of Housing and Urban Develo	50,000	50,000	50,000	50,000	50,000	0	0%	17
Economic Development Administrat	60,296	70,000	70,000	70,000	70,000	0	0%	13
USDOT: Build America Bureau					1,150,000	1,150,000	100%	26
Total Federal Sources	**6,454,047**	**8,170,974**	**9,116,102**	**7,157,020**	**8,995,822**	824,848	10.09%	
State Sources:								
Utah GOPB	290,000	290,000	290,000	290,000	290,000	0	0%	30
GOPB Local Administrative Advisor	167,846	150,000	183,811	175,000	150,000	0	0%	23
Community Impact Board	2,000	2,000	2,000	2,000	2,000	0	0%	19
UDOT - TLC	334,271	315,000	636,601	355,872	315,000	0	0%	30
UDOT - Joint Projects	179,827	282,500	360,605	163,862	88,125	-194,375	-69%	16
UDOT - Model Development	105,000	105,000	50,000	50,000	50,000	-55,000	-52%	15
UDOT - Power District Transportatic	457,932	0	10,000	4,309	0	0		24
UT/Dept of Commerce	127,996	0	23,502	23,502	0	0		24
UT/GOEO - Station Area Planning	1,066,500	1,000,000	1,738,944	1,238,944	500,000	-500,000	-50%	21
Total State Sources	**2,731,372**	**2,144,500**	**3,295,463**	**2,303,489**	**1,395,125**	-749,375	-35%	
Local Sources:								
Dedicated Project Funds	793,117	701,000	1,760,347	701,341	313,483	-387,517	-55%	32
MAG - Joint Projects/Model Develop	173,717	243,975	206,699	206,699	123,931	-120,044	-49%	16
UTA - TLC	334,799	309,000	508,344	309,000	318,270	9,270	3%	31
UTA - Joint Projects	144,891	79,100	190,571	190,571	24,675	-54,425	-69%	16
UTA - Transit Sales Tax	243,754	235,000	235,000	235,000	240,000	5,000	2%	33
Local Contribution	370,132	388,640	388,640	388,640	399,794	11,154	3%	34
Total Local Sources	**2,060,410**	**1,956,715**	**3,289,601**	**2,031,251**	**1,420,153**	-536,562	-27%	
TOTAL SOURCES	**11,245,829**	**12,272,188**	**15,701,166**	**11,491,760**	**11,811,100**	-461,088	-4%	10

Local Contributions

County	FY 2025 Actual	FY 2026 Initial Budget	FY 2026 Final Budget	FY 2026 Estimated	FY 2027 Proposed Budget		
Box Elder, 1 voting member	15,210	15,971	15,971	15,971	16,429	2.87%	34
Davis, 4 voting members	81,126	85,182	85,182	85,182	87,627	2.87%	34
Morgan, 1 voting member	15,210	15,971	15,971	15,971	16,429	2.87%	34
Salt Lake, 8 voting members	162,250	170,363	170,363	170,363	175,252	2.87%	34
Tooele, 1 voting member	15,210	15,971	15,971	15,971	16,429	2.87%	34
Weber, 4 voting members	81,126	85,182	85,182	85,182	87,627	2.87%	34
TOTAL	370,132	388,640	388,640	388,640	399,793	2.87%	34

WASATCH FRONT REGIONAL COUNCIL

FY27 Proposed Budget Footnotes

1. The FY27 budget for salaries/benefits assumes: 1) full staffing for the existing 32 positions and potential additional limited staff to support priority activities; 2) salary and employee benefit cost adjustments, including COLA, group health insurance, and retirement benefits.
   For FY27, the overall budget for salaries/benefits includes increases for anticipated COLA/merit and health insurance, offset by reduced staff costs (in FY26 two positions required some overlap to properly transition staff responsibilities, leading to higher than usual staff expenses) and a reduction in required employer contributions projected by URS.

2. FY27 Contractual line includes anticipated activities and studies which support WFRC planning and technical work. The following is a partial, preliminary list provided for illustrative purposes; the specific contractual activities are continually refined throughout the year depending on need:

   - $100,000 – Resilience Planning for the RTP
   - $40,000 – Advanced Air Mobility
   - $30,000 – Utah's Unified Transportation Plan Financial Model
   - $40,000 – Active Transportation Academy II
   - $25,000 – Utah's Unified Transportation Plan document
   - $150,000 – Long- and Short-Range Planning studies
   - $20,000 – GIS technical work
   - $65,000 – Code Template Update project
   - $146,000 – Strategic Communications and Public Outreach
   - $352,500 – Activity Based Model Development (year 2 of 3)
   - $165,600 – State and federal legislative consulting
   - $1,530,431 – Transportation and Land Use Connection program
   - $500,000 – Station Area Planning (SAP)
   - $25,000 – Station Area Planning Implementation
   - $1,150,000 – Regional Infrastructure Accelerator grant

   The contractual line at WFRC varies significantly in different phases of the budgeting process. Our practice is to budget the full amount for a contractual project in the year that project begins, and if it is multi-year in nature, to carry forward the remaining amounts into the next fiscal year through budget updates.
   The overall decrease in the FY27 contractual line reflects budgeting for just one year of the Activity Based Model project rather than the full multi-year cost (footnote 25), the completion of significant work in Station Area Planning (SAP) (footnote 21), and the conclusion of the Roadway Safety Audit work funded by the Safe Streets for All grant (SS4A) (footnote 22). The initial proposed budget accounts for new projects anticipated in the coming fiscal year, and the annual October budget amendment (reflected here in the FY26 final budget)

expands to include any projects initiated during the current fiscal year and still in progress. For FY26, the final budget included significant funds in TLC program and joint projects carried forward from FY25, as well as notable new projects such as the Power District Transportation Study (completed FY26), initial work on the development of the new Activity Based Model (footnote 25), and ongoing work on Station Area Planning (footnote 21).
Some budgeted expenditures from FY26 will carry forward into FY27 and will be included in the October 2026 budget amendment, which is a customary practice reflecting the multi-year nature of much of WFRC's work.

3. Dues are for WFRC memberships to various professional organizations such as National Association of Regional Councils and Association of Metropolitan Planning Organizations as well as individual professional memberships for WFRC staff.

4. Equipment Maintenance costs reflect our contract for technology support services.

5. WFRC holds insurance through Utah Local Governments Trust; the FY27 estimate is not available yet, so the working budget number matches the FY26 budget.

6. WFRC budgets an amount each year for potential legal expenses.

7. Printing and Publications covers the printing of project reports and brochures, which are needed on a limited basis for distribution at meetings and conferences.

8. Supplies, Software and Subscriptions include accounting and GIS software, office supplies, subscriptions to professional publications, and other project materials. In FY26, WFRC budgeted $100K to purchase commercial origin-destination travel data to inform the travel model, which made the initial budget estimate higher than usual (actual expense came in lower than this estimate).

9. Travel and Training budgets reflect estimates based on FY26 anticipated actuals, and support WFRC staff attending and presenting at professional development conferences.

10. The overall initial WFRC budget is similar to the FY26 initial budget, reflecting the stable nature of our budgeting and our work. The decrease reflected here roughly equals the decrease in the contractual line (footnote 2). The decrease from the final FY26 budget to initial FY27 budget is due to the fact that the initial budget primarily reflects anticipated new projects or baseline ongoing efforts. It does not yet reflect projects that will carry forward from FY26 to FY27. The FY26 final budget reflected here includes all FY26 projects, plus projects that were budgeted in the previous fiscal year FY25 and carried forward to FY26; a similar amendment in October 2026 will be proposed to shift ongoing projects that will be carried forward from FY26 to FY27.

11. The Consolidated Transportation Planning Grant budget incorporates much of WFRC's core work; it reflects the FY27 Unified Planning Work Program and includes new and multi-year projects (the list in footnote 2 includes these projects), as well as annual employee

compensation and benefit adjustments (footnote 1), and indirect and direct non-salary administrative costs.

12. The Transportation and Land Use Connection (TLC) program budget reflects the multi-year nature of most of the TLC projects. Since the program's inception, Salt Lake County has contributed $300,000 per year to the TLC program in the Salt Lake area. In 2026, this support was eliminated from the Salt Lake County budget, resulting in a reduction to the TLC line item of $300,000. WFRC is absorbing this impact using other federal funding sources, so awards to communities and staff technical assistance work are unaffected. The FY26 final budget of $4.8M includes projects carried forward from FY25 and new program funds in FY26. All funds through FY26 have been awarded to ongoing multi-year projects. Estimated expenditures for FY26 are $3.1M, including work on projects that have been in process for a few years. The current FY27 budgeted figure of $2.2M represents the annual contributions to the program plus anticipated local match. These funds were awarded to new projects in March 2026. An amendment to the FY27 budget will be made in October 2026 after the close out of FY26 to reflect all ongoing projects that are expected to be completed in FY27 and beyond.

13. WFRC has applied for renewal of a three-year Planning Partnership grant from the Economic Development Administration (EDA) to support the Wasatch Front Economic Development District (WFEDD) from April 2026 to March 2029. WFRC anticipates a renewal of this funding, so it is included in the budget.

14. 'Local Government - Other' is an expense category that reflects a portion of WFRC's local support (see budget section "Local Sources"). WFRC uses local funds to provide the required matching funds in several programs, including the CPG and WFEDD, and to support projects and expenses that do not qualify for other funding. For example, WFRC may use these funds for planning projects in non-urbanized areas that do not qualify for the federal planning dollars allocated to WFRC as an MPO. Matching funds are budgeted in the programs they support, so as the budget for CPG goes up, the amount required in local match funds also increases, therefore decreasing the amount available in this line for other local uses.

15. WFRC partners with UDOT and Mountainland Association of Governments (MAG) for costs associated with Model Development, supporting both staff and limited outside consulting services. For FY26, WFRC and UDOT updated this agreement to reflect a decrease in the supporting services needed by UDOT. As a result, the budget reflects a decrease in funding from UDOT to WFRC.

16. Joint projects are those projects WFRC engages in that include support from UDOT, UTA and Mountainland Association of Governments (MAG). Specific new projects are not yet known for FY27; the budget will be amended for any projects that carry forward to or arise in FY27. Decreases in the UDOT, UTA, and MAG Joint Projects support lines reflect the updated budget approach for the Activity Based Model project in FY27 (footnote 25).

17. WFRC receives $50,000 each year from the Dept of Housing and Urban Development to assist small cities to apply for Community Development Block Grant (CDBG) funds.

18. WFRC staff provide administrative and technical support to Tooele Valley and Morgan County Rural Planning Organizations as they develop and implement transportation plans.

19. WFRC staff reviews applications and assists communities seeking support from the Community Impact Board.

20. WFRC staff annually assists Davis County in processing funding applications to utilize transportation sales tax revenue.

21. Station Area Planning funds, first provided in June 2022 pursuant to HB462 through the Governor's Office of Economic Opportunity, are shared between MAG and WFRC to provide planning assistance to local communities as they develop the required Station Area Plans and update their general plans and zoning. A total of $5M was allocated beginning in FY23 to support communities in developing plans for the 127 station areas in Utah. Most of the station areas are located in the WFRC region, so WFRC awarded over $2M over the first three years of the program (FY23 through FY25) and estimates awards totaling $1.2M in FY26. The remaining funds ($500,000) are now budgeted in FY27. This budget line will be amended in October 2026 to reflect actual awards in FY26 and include all remaining funds.

22. WFRC completed its Comprehensive Safety Action Plan (CSAP) in FY24 and was awarded an additional Safe Streets for All federal grant in January 2025 to conduct Roadway Safety Audits in the region. It is anticipated that this work will be completed in FY26.

23. Beginning in FY24, the Governor's Office of Planning and Budget (GOPB) provided $1.5M statewide to fund a Local Administrative Advisor (LAA) program. $150,000 was allocated to each Association of Governments (AOG) to hire an LAA, and funds were provided to the Utah League of Cities and Towns (ULCT) to administer the program. This program provides administrative support to small cities, towns and communities without administrative staff, largely to ensure the communities are operating in compliance with state law requirements. There are currently 16 communities in the WFRC region without this administrative staff, which are being supported by our LAA.

24. In the 2024 Legislative Session, funds were appropriated for the Utah Department of Transportation to grant directly to WFRC for the Power District Transportation Study. WFRC also received two grants to create visual resources for communities as they make plans for mixed use centers. Both projects were completed in early FY26.

25. WFRC, in coordination with UDOT, UTA and MAG, has begun work on a transition from a traditional trip-based representation of resident travel in the Wasatch Front regional travel demand model (WF TDM) to an activity-based model (ABM) approach. This shift aligns with the region's growing complexity in travel choices and behavior. The benefit will be a more precise and adaptable representation of travel, and enhanced modeling capabilities for new

travel modes, travel patterns, and policies. In the future, the new ABM is expected to leverage a consortium software development model, to cost-share and realize model enhancements, funded jointly by other MPOs and DOTs at significant savings to WFRC. In FY26, WFRC's initial budget reflected the full project, then was revised to reflect only the first year. For FY27, the initial total budget estimate for year two of the three-year total is $352,500 (footnote 2). WFRC's share is $169,200 (51% of the total).

26. Regional Infrastructure Accelerator Program grant - WFRC was awarded a grant of $1,150,000 from the US Department of Transportation's Build America Bureau to provide support for the next phase of station area planning in our region. This collaborative, phased effort will deliver hands-on support and accelerate our member communities' Station Area Plan implementation by facilitating financing through available programs and public-private partnerships that are often key to creating successful station areas.

27. The increase in Federal Highway Administration Metropolitan Planning "PL" funds from FY25 actual to FY26 budget included costs for consulting contracts that were not completed by the end of FY25 and were carried forward to the FY26 budget. The estimated FY26 expenditures are lower than anticipated due to staffing vacancies that were filled later in the year than expected and consulting contracts that are not expected to be completed by the end of FY26 and will carry forward into the next fiscal year, thus the proposed FY27 budget includes both new allocated funding and some carry forward from the previous year. Each year, WFRC uses a mix of PL, STP and other funds to support core work; in FY27, the balance requires slightly less PL.

28. Consistent with the regular practice of the WFRC Council, the FY27 budget continues to include a modest portion of the STP funding to support our overall planning work, and to support the TLC Program. For FY27-FY29, in order to meet demand for technical assistance in the area of local government planning support, and to replace a reduction in TLC-specific funding from Salt Lake County, the amount of STP funds will increase by $300,000 each year (from 3.6% to 4.7% of the total STP amount). WFRC also will use STP funds to support the development of the Activity Based Model (footnote 25). The FY26 estimated to be spent reflects some TLC projects that are not expected to be completed by the end of FY26 and will carry forward into FY27 (footnote 12). The Council typically amends its budget in October of each year when the final accounting is completed to include those contracts in process. This is a reflection of the multi-year nature of many of WFRC's projects.

29. Federal Transit Administration funding includes $1,013,875 in funds for the Consolidated Planning Grant (CPG) program and $5,000 for Mobility Management through UTA. This is the current estimate, and may be adjusted in the October amendment.

30. The Governor's Office of Planning and Budget has provided $140,000 each year as a match to the CPG program, to support WFRC's planning work. An additional $150,000 of ongoing funding was approved during the 2022 Utah State Legislative Session to support technical planning assistance for local communities.

31. Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) provide ongoing funding for the TLC program, at annual rates that are agreed upon by multi-year agreements ($315,000 from UDOT and $318,270 from UTA for FY27). The amended budget reflects dedicated UDOT/UTA funds for ongoing TLC projects that did not complete before the end of the prior fiscal year and were carried forward. An adjustment will be made in October 2026 to reflect these ongoing projects.

32. FY27 Dedicated Project Funds include:

    - $10,000 Local funds for Tooele Valley RPO
    - $9,000 Local funds for Morgan RPO
    - $284,483 Local match for TLC awarded projects
    - $10,000 Davis County technical assistance

    The decrease in this line is due to the adjustment to budgeting one year of ABM development funding, rather than the full multi-year amount as budgeted in FY26 (the ABM funding in this line item reflects the UTA, MAG, and UDOT partner contributions) (footnote 25). It also reflects the reduction in support from Salt Lake County for the TLC program. In October, this budget line will be amended to include carry-forward funds for dedicated projects that are ongoing including local matching funds for the TLC program and joint projects.

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

34. Consistent with the approach established by the Council during the FY18 budget process, the FY27 budget includes a 2.87% increase in local contributions. This increase represents a three-year average of the change in Consumer Price Index as measured from July 2022 through June 2025.

WASATCH FRONT REGIONAL COUNCIL

SUMMARY OF
FY 2027 UNIFIED PLANNING WORK PROGRAM
Ogden-Layton and Salt Lake City Urban Areas

A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

OBJECTIVES:

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

To provide administrative support.

ANTICIPATED PRODUCTS:

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

A.2 UTAH DEPARTMENT OF TRANSPORTATION

OBJECTIVE:

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

ANTICIPATED PRODUCTS:

- Review of the Transportation Improvement Program (TIP)
- Monitoring of WFRC's expenditures of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds
- Participation in WFRC's Trans Com and Regional Growth Committees and their supporting sub-committees
- Coordination in developing the 2027-2055 Utah's Unified Transportation Plan
- Assistance in developing the FY 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

A.3 UTAH TRANSIT AUTHORITY

OBJECTIVE:

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

ANTICIPATED PRODUCTS:

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

B. TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

OBJECTIVES:

To provide effective transit services within available resources.

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

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

To promote and implement technology that will enhance transit service.

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

To work with key agencies for more effective use of transportation resources that will serve persons with disabilities and 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

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

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

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.

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
- Potential paths forward for Station Area infrastructure financing
- Update to the inventory of community general plans
- Planning assistance and coordination, generally

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

OBJECTIVES:

To develop, maintain and improve a congestion management process for the 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

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 Oriented Development (TOD) Implementation
- 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

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

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

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

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

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

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

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

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

OBJECTIVES:

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

ANTICIPATED PRODUCTS:

- Assistance and information to local governments and others

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

OBJECTIVES:

To work with local governments, UDOT and UTA to provide a structured transportation planning process for Tooele Valley.
To update the Tooele Valley Regional Long Range Transportation Plan and advance transportation priorities for Tooele Valley.

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- Refinements to the Tooele Valley Regional Long Range Transportation Plan

- Updated priorities for consideration in the Statewide Transportation Improvement Program
- A public involvement process

G.6 MORGAN COUNTY RURAL PLANNING ORGANIZATION

OBJECTIVES:

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

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

To 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

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

I. COMMUNITY DEVELOPMENT

I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

Regionwide:

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

Municipality:

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

I.2 ECONOMIC DEVELOPMENT

OBJECTIVES:

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

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

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

ANTICIPATED PRODUCTS:

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

I.3 LOCAL ADMINISTRATIVE ASSISTANCE

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

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