



Activities and Accomplishments Report

FISCAL YEAR 2022





Table of Contents

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

The WFRC Council adopted goals for the agency for Fiscal Year 2022 (July 1, 2021 - June 30, 2022); this report highlights the activities and accomplishments of WFRC’s members, staff, and partners in working towards those goals. This report provides highlights organized by each of the four primary FY22 goals, followed by a detailed “completion report” for all of WFRC’s activities. Reporting on our activities and accomplishments associated with these goals is an element of the accountability that WFRC has as a public agency.

WFRC is proud of the work we’ve done to serve our communities and region, in close collaboration with our members and partners.

5 **Goal Number One**

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

12 **Goal Number Two**

Effectively administer ongoing plans and programs.

25 **Goal Number Three**

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

28 **Goal Number Four**

Strive for organizational excellence.

31 **FY2022 Unified Planning Work Program Completion Report**

Fiscal Year 2022 Goals

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

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

2. Develop and implement plans and programs.

- a. Refine the performance-based approach for WFRC plans and programs, to (i) monitor and share progress towards the adopted Wasatch Choice goals; (ii) streamline and further the utilization of performance measurement; (iii) use "access to opportunities" as a measure for planning and programming; and (iv) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.
- b. Continue refinement of the Wasatch Choice Regional Vision and development of the 2023-2050 Regional Transportation Plan (RTP), including enhanced consideration of (i) planning/environmental linkages; (ii) multi-modal project prioritization; (iii) policy approaches to complement planned investments; (iv) innovative funding and financing strategies; and (v) external forces and policies based on pandemic recovery, automation, shared mobility, and e-living parameters.
- c. Develop the 2023-2028 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2022).
- d. Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection Program (TLC) (project recommendations spring 2022).
- e. Implement the regional 2018-2023 Comprehensive Economic Development Strategy (CEDS), linking economic development with transportation and land use planning, working through the Wasatch Front Economic Development District (WFEDD).

MISSION STATEMENT

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

ROLES

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



Convener

We facilitate collaboration with our communities and partners.



Technical Expert

We are trusted subject-matter experts.



Planner

We proactively plan for the future of our region.



Implementer

We put visions and plans into action.

Wasatch Choice
2050 Regional Goals



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user-friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Ample parks, open spaces, and recreational opportunities



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

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

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

4. Strive for organizational excellence.

- a. Ensure accountability and transparency to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
- b. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback to employees through performance evaluations. Encourage priority professional development opportunities.
- c. Ensure compliance with applicable laws, regulations, and best practices.
- d. Adapt to a post-pandemic “new normal” in a way that strikes an appropriate balance between telecommuting for convenience in office work and gatherings, while maintaining the human connection from physical proximity.



Goal Number One

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

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

The WFRC area is a diverse mix of communities, from the metropolitan center of Salt Lake City, to suburban cities and towns, to areas that maintain a rural character. There is no one-size-fits-all approach to handling Utah's nation-leading population growth. Certain issues are truly regional in nature, such as our economy, mobility, and air quality. The Wasatch Choice Vision is our shared regional vision. But each part of the region has to develop approaches that best suit their needs and desires. Therefore, WFRC worked directly with communities all over the region. This included the following activities:

- WFRC, Mountainland Association of Governments (MAG), Utah Transit Authority (UTA) and the Governor's Office of Economic Opportunity (GOEO), in collaboration with the Utah League of Cities and Towns (ULCT) partnered to further assist communities in their efforts to plan for transit supportive communities in Wasatch Choice centers. New [station area planning requirements](#) in [House Bill 462](#) passed in 2022 to address Utah's housing needs. WFRC was able to negotiate a framework where local governments maintained their control over their local land use, while advancing shared goals. In general, the law requires a city that has a fixed-guideway public transit station (rail or BRT) to develop a Station Area Plan for that station and update its general plan and zoning to implement the Station Area Plan.

Further, we were able to secure **\$5 million in funding through GOEO** to WFRC and MAG to provide communities with technical assistance to develop and adopt their station area plans.

Station area plans support and are consistent with the goals of the Wasatch Choice Vision, in particular enhancing our choices for quality transportation, affordable housing, access to economic opportunities, and more. They elevate the importance of transit oriented communities to addressing tomorrow's growth while preserving today's quality of life.

- WFRC and the ULCT have been utilizing a **generous grant from Intermountain Healthcare (IHC) and Zions Bank**, to further support local governments in their efforts to create "Livable and Healthy Communities" (the first goal of the Wasatch Choice Vision). This gift from IHC further supports the partnership efforts of the Transportation and Land Use Connection (TLC) Program.

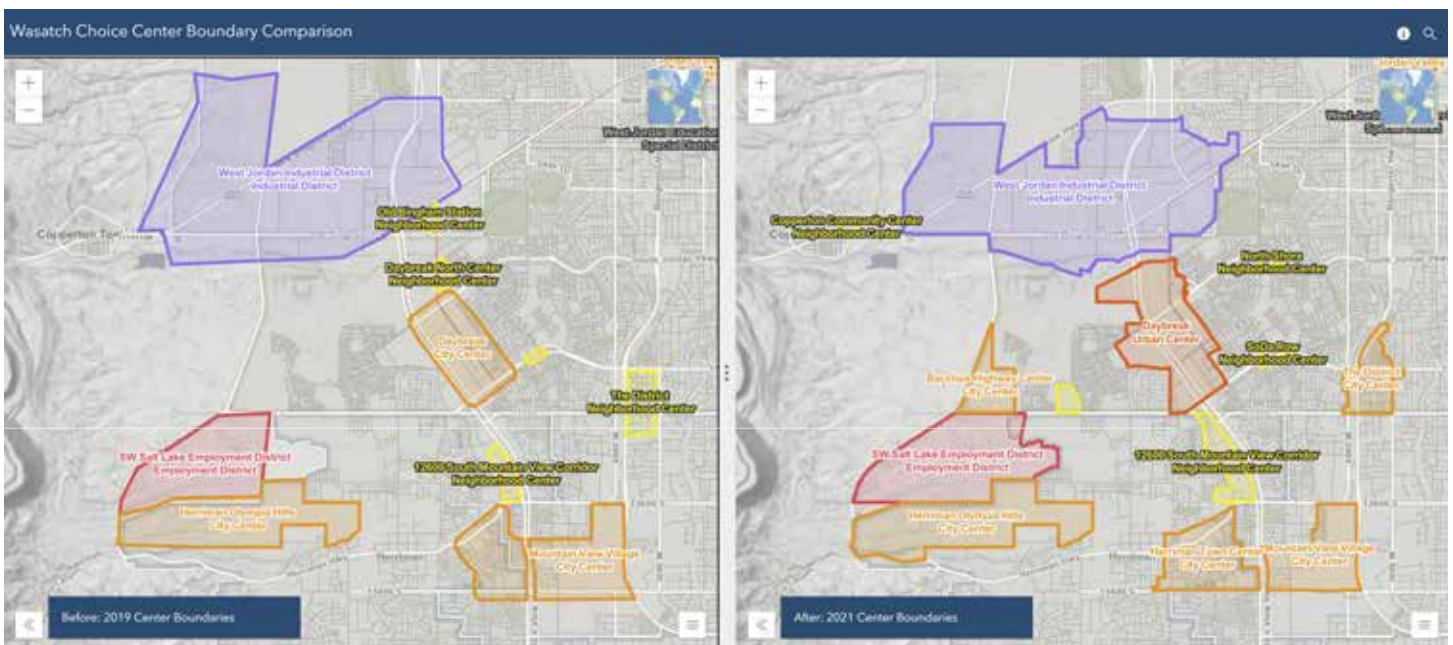


- **Hosted 10 Wasatch Choice Workshops in Fall 2021.** These workshops brought local leaders and staff from nearby communities in each part of the region together to discuss their common challenges that need to be addressed in order to effectively implement the shared Wasatch Choice Regional Vision. The workshops focused on refining the draft system of projects being developed for the Regional Transportation Plan (RTP), the transportation element of Wasatch Choice. These annual workshops will be held again in the Fall of 2022.
- Worked with community organizations, business organizations, and transportation agencies to **further regional collaboration around the Vision.** The [Wasatch Choice interactive map](#) was updated with additional information including a new Station Area Planning map. The large format Wasatch Choice Vision wall map was updated and copies were provided to many key partners (more copies are available for our communities!).

Wasatch Choice Centers Refinement

The Wasatch Choice Vision has been the shared regional vision for the Wasatch Front for over a decade. Built on community values through an extensive public input process, Wasatch Choice establishes a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front. Local communities provided initial input and direction on Wasatch Choice centers, including location, type, and anticipated time frame for development during the process of developing this Wasatch Choice Regional Vision and 2019-2050 Regional Transportation Plan.

Working with the cities, counties, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA), WFRC performed a region-wide [refinement to the Wasatch Choice Centers boundaries](#), to best align with the areas where existing conditions, foreseen land use opportunities, and local government support are most conducive to center development. WFRC staff gathered and used general plans, small area / station area plans, visioning studies, aerial imagery, and Google Street View imagery, in the initial review and refinement of center boundaries. The refined boundaries were then sent out to cities, counties, and other stakeholders (Military Installation Development Authority, University of Utah, etc.) for their review. Follow-up calls and meetings were held to collect and incorporate feedback from each party prior to finalization.



*Wasatch Choice Center Boundary Comparison, Southwest Salt Lake County
Left: 2019 Center Boundaries, Right: 2021 Center Boundaries*

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







- The [Wasatch Front Economic Development District \(WFEDD\)](#) provides a direct link for our local governments to apply for federal Economic Development Administration funding to create jobs and support economic development efforts.

The WFEDD successfully assisted seven communities along the Wasatch Front with strategic planning, economic development market studies, business training and development, and digital equity studies through funding of EDA (U.S Economic Development Administration) CARES grants. In addition, the WFEDD completed its own economic resilience study along with an annual update to the 5-year Comprehensive Economic Development Strategy. The WFEDD has been participating with the Governor’s Office of Planning and Budget and the other Associations of Governments to bring together a statewide economic development plan.

- The [Community Development Block Grant \(CDBG\)](#) provides funding to local communities to address the needs of low and moderate income populations and supports social service providers within Morgan, Tooele, and Weber Counties.

In the last year, CDBG has funded six projects ranging from a community center and first time home buyer assistance, to water/meter infrastructure improvements and fire equipment. These six projects, totaling just over \$1,000,000, will help to provide a gathering place in a low income community for people to recreate, reduce water waste by more accurately metering water and replacing aging infrastructure, and provide safety equipment in a low income community.

- As noted above, consistent with legislation and funding coming out of the legislative session in 2022, WFRC is working with partners UTA, GOEO, and MAG to provide technical assistance to communities responsible for creating and adopting [Station Area Plans](#) for station areas within their [boundaries](#).
- The [Transportation and Land Use Connection \(TLC\)](#) program provides planning technical assistance to local communities to achieve their goals and plan for their futures. TLC provides a critical link between the broader Wasatch Choice Regional Vision and the detailed opportunities and challenges at the local level. TLC is a partnership between WFRC, Salt Lake County, UDOT, and UTA. Here is a breakdown of over [120 projects](#) in over 60 communities in our region:

	Small Area and Transit Station Area Plans	43
	Ordinances	20
	Transportation/Active Transportation Master Plans	24
	Studies	22
	General Plan Updates	24
	Regional Visions	4

Examples of TLC Project Outcomes, 2014-2022



Town Center Market Study

With technical assistance from the TLC Program, North Salt Lake has planned extensively for its city center. All four of North Salt Lake's independent TLC awards address key components of the city center. The Town Center Plan (2014) established the City's vision for a vibrant, walkable central hub. Subsequent efforts, such as the Town Center Form-based Code (2017) and Town Center Branding and Wayfinding (2019), identified specific strategies related to ordinances, communication, and design to implement the vision for the center. Newly awarded this year, the Town Center Market Study (2022) will build on these efforts. The Market Study will help ensure that rapid development will accommodate market-supportive businesses that fit the City's vision. It also aims to identify data-driven recommendations regarding the allocation of redevelopment area funds for incentives and/or infrastructure. Ultimately, North Salt Lake wants all projects related to the center to support it as a true destination and gathering place for residents.

NORTH SALT LAKE

Total Project Funds:

\$40,000



TLC Award
\$30,100

Local Match
\$9,900

North Salt Lake, collaborating with Bountiful and Centerville for multi-jurisdictional technical assistance, has also utilized the TLC Program to plan for active transportation. The South Davis Active Transportation Plan (2018) established goals to connect neighborhoods and destinations, including centers, through safe walking and bicycling facilities.



North Salt Lake implements its plans for its city center through this multi-use building oriented to the street and paired with pedestrian-friendly infrastructure.



General Plan Update

The City of Bluffdale's current General Plan was adopted in 2014. Since then, the city has gained approximately 12,000 new residents who had not yet participated in the city's comprehensive land use planning efforts. The updated General Plan, awarded through TLC in 2020, comprehensively addresses modifications to the land use and transportation elements, examines its infrastructure's ability to serve the community currently and into the future, and enacts a new moderate-income housing element. The City explored areas in which higher-intensity centers could be located and investigated transit-supportive land uses, including potential high-density transit-oriented developments. Bluffdale recently adopted the General Plan on June 8, 2022.

BLUFFDALE CITY

Total Project Funds:

\$100,000



TLC Award
\$75,000

Local Match
\$25,000



Bluffdale's recently adopted General Plan utilized community engagement efforts to produce a plan that balances preservation of the city's agricultural and open spaces with support for housing and transportation options for a rapidly growing city.



Transit Corridor and Land Use Study

Herriman has utilized the TLC Program to pursue two independent projects, an Active Transportation Plan (ATP) and a Transit Corridor and Land Use Study. Because Herriman faced unprecedented growth, going from 21,785 to 55,144 people in just 10 years, planning for alternative transportation like biking, walking, and public transit became increasingly important for quality of life considerations. By developing an ATP, Herriman aimed to guide future active transportation investments, preserve the City’s core character while encouraging economic growth, enhance recreational opportunities, improve healthy living, improve air quality, and reduce congestion. The Transit Corridor and Land Use Study, awarded this most recent funding cycle, will investigate the ideal transportation modes for, and future land use options around, a corridor important for internal and external connectivity.

HERRIMAN CITY

Total Project Funds:

\$120,000

TLC Award
\$100,000

Local Match
\$20,000



Additionally, Salt Lake County’s newly awarded project, Southwest Waterways Visioning (with an award value of \$150,000), will produce a visioning plan for creek drainages and corridors in southwestern areas of Salt Lake County, including Herriman. The effort will look holistically at waterways from the Oquirrh and Wasatch foothills to the Jordan River and develop unique solutions across city boundaries. This vision will identify opportunities for active transportation, wildlife habitat, water quality, stormwater, green infrastructure, economic development, and land use.



Herriman’s Active Transportation Plan has led to the implementation of wide pedestrian and cyclist paths, such as those shown above near multi-family housing developments.



300 W Corridor Plan and Zoning Amendments

This plan helps implement a previous TLC project, the Ballpark Station Area Plan, as well as coordinates with infrastructure improvements that Salt Lake City has made in the area. For the Ballpark Station Area Plan, Salt Lake City (Redevelopment Agency and Transportation Division), the Utah Transit Authority, and the Bees Baseball team sought to improve the pedestrian/ bicyclist/user experience in the Ballpark neighborhood as well as improve connections to allow better access to the Ballpark and other area and neighborhood destinations. The proposed 300 W Corridor Plan and Zoning Amendments project will create a land use plan for the 300 West corridor and develop supportive zoning regulations to align future development with the redesigned and under-construction 300 West street between approximately 900 South and 2100 South. The corridor land use plan will identify uses that support the conversion of 300 West from an auto-oriented, high speed street to a livable street that provides grade separated bike paths, wider sidewalks, and other pedestrian improvements. Draft zoning regulations for the 300 West Transitional Area will also support the implementation of the Ballpark Station Area Plan.

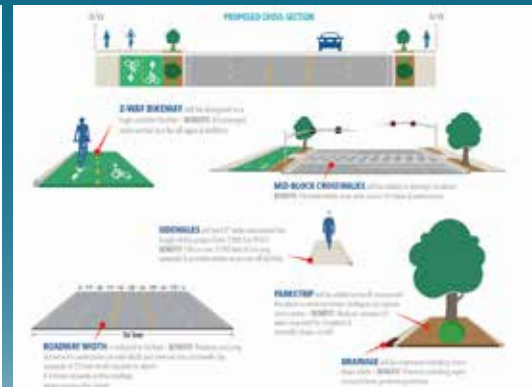
SALT LAKE CITY

Total Project Funds:

\$150,000

TLC Award
\$139,500

Local Match
\$10,500



The 300 W Corridor Plan and Zoning Amendments will rethink land uses along the corridor to support the transportation outcomes, such as those shown above.

Helped communities recovering and transitioning from the pandemic.

The WFEDD, in partnership with the U.S. Economic Development Administration (EDA), solicited applications from the WFRC/WFEDD region for EDA CARES Act Recovery Assistance Grants to assist cities, counties, and metropolitan service districts economically impacted by the COVID-19 pandemic. **\$400,000 was directed toward cities and counties** to assist them with economic recovery through strategic planning, economic development studies, broadband equity, and business education and training related to the pandemic recovery.

Example of WFEDD Project:



Tooele City | EDA CARES Local Business Training

Tooele City received a \$50,000 EDA CARES grant through the WFEDD to assist the local community with education and training in bookkeeping and business strategies and marketing. Tooele City staff coordinated efforts associated with this grant with Tooele Technical College as well as a local bookkeeping business, to offer trainings to business owners. There were three bookkeeping classes, a marketing class, a three-part Amazon e-commerce class, a digital advertising class, digital training resources for the Tooele Downtown Alliance, and a four-part series on digital business strategies and marketing. Each course was selected to help businesses transition into a digital economy and recover from the adverse effects of COVID-19. Across all trainings offered, 116 business owners were served. The final training series was recorded and provided online, further extending benefits to businesses in the community into the future.



Scenes from trainings conducted to provide Tooele City business owners business management courses

Example of CDBG Project:



Morgan City | Weber-Morgan Health Department Renovation

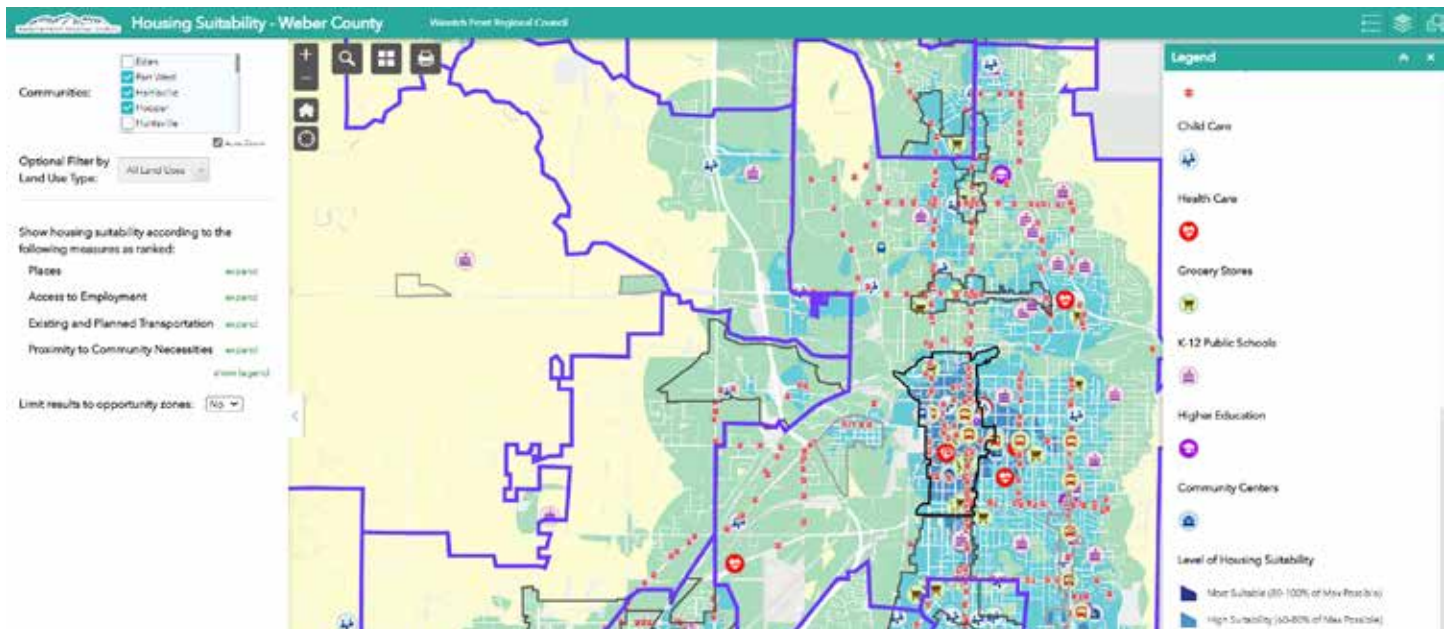
The Weber-Morgan Health Department received a \$462,300 CDBG Coronavirus CARES grant to renovate the basement of the Morgan City building to provide county health services to residents in Morgan County. The new facility will officially open in September 2022. Services offered will include food handling classes, services for women, children, and infants, immunizations, and more. Prior to Weber-Morgan Health Department opening this new office, the only physical office location for residents to receive health services was located in Weber County.



Exterior of the Morgan City Building, home of the new Weber-Morgan Health Department office in Morgan City.

WFRC supported the housing affordability work of local communities as they update their moderate income housing plans and align their general plans with regional/statewide transportation plans and population/employment projections, per [SB34](#) (passed in 2019) and [HB462](#) (passed in 2022).

- WFRC worked with our members and partners including local governments and state legislators, ULCT, Utah Association of Counties (UAC), Utah Chapter of the American Planning Association, Salt Lake Chamber and other chambers of commerce, and the Department of Workforce Services to **support statewide housing affordability efforts**. WFRC was a key collaborator on HB462, updating requirements for city moderate income housing planning. We continue to support our communities in doing this work.
- WFRC created and provided locally and regionally relevant information resources to member communities and partners in support of integrated approaches to land use and transportation decision making, in alignment with the intent of SB34. As part of the Fall 2021 Wasatch Choice working groups, the Analytics team led an update to the state GIS office’s [planning data resources webpage](#), bringing together into one list over 50 datasets stewarded by a wide spectrum of agencies. In addition, WFRC continued to host and update the **Data Resources for Coordinating Housing & Transportation** [interactive map](#) that provides preview and download of:
 - statewide population and employment projections data,
 - statewide mapping of “major transit investment corridors” and transit stations to assist in the development of transit-oriented development,
 - projects in the current 2019-2050 Regional Transportation Plan,
 - an Access to Opportunities (ATO) dataset that characterizes the landscape of access to the workplace by automobile and transit.
- As part of a TLC project with Weber County, WFRC created an [interactive map](#) that highlights the **Access to Opportunities** landscape specifically in relation to housing. The map allows users to select and prioritize a variety of factors, such as transit stations, childcare facilities, and job opportunities. Locations are analyzed based on how well they fit the criteria inputted by the user. The map then updates to display the most and least suitable places to locate housing based upon the selected criteria. For example, if a user selects light rail stations and schools as prioritized factors, then areas near both would score the highest, and areas without access to either would score the lowest. The map can be a tool for communities when planning for residential redevelopment, new development, and future land uses. The map will be expanded to provide similar information region-wide in FY23.



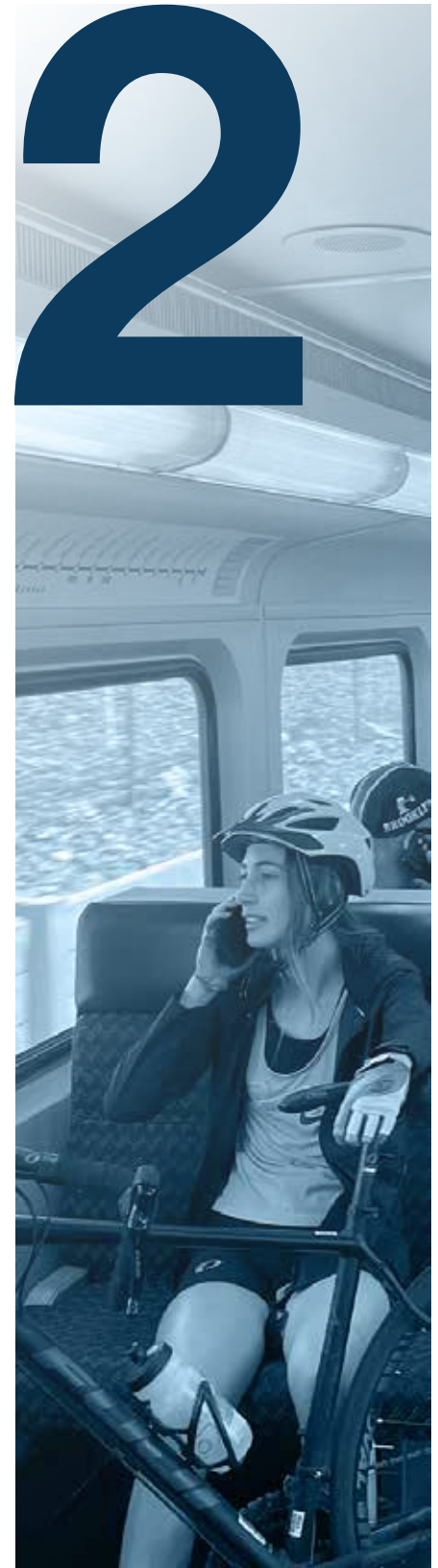
Housing Suitability Map focused on Weber County. Levels of housing suitability depicted in various shades.

Goal Number Two

Effectively administer ongoing plans and programs.

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

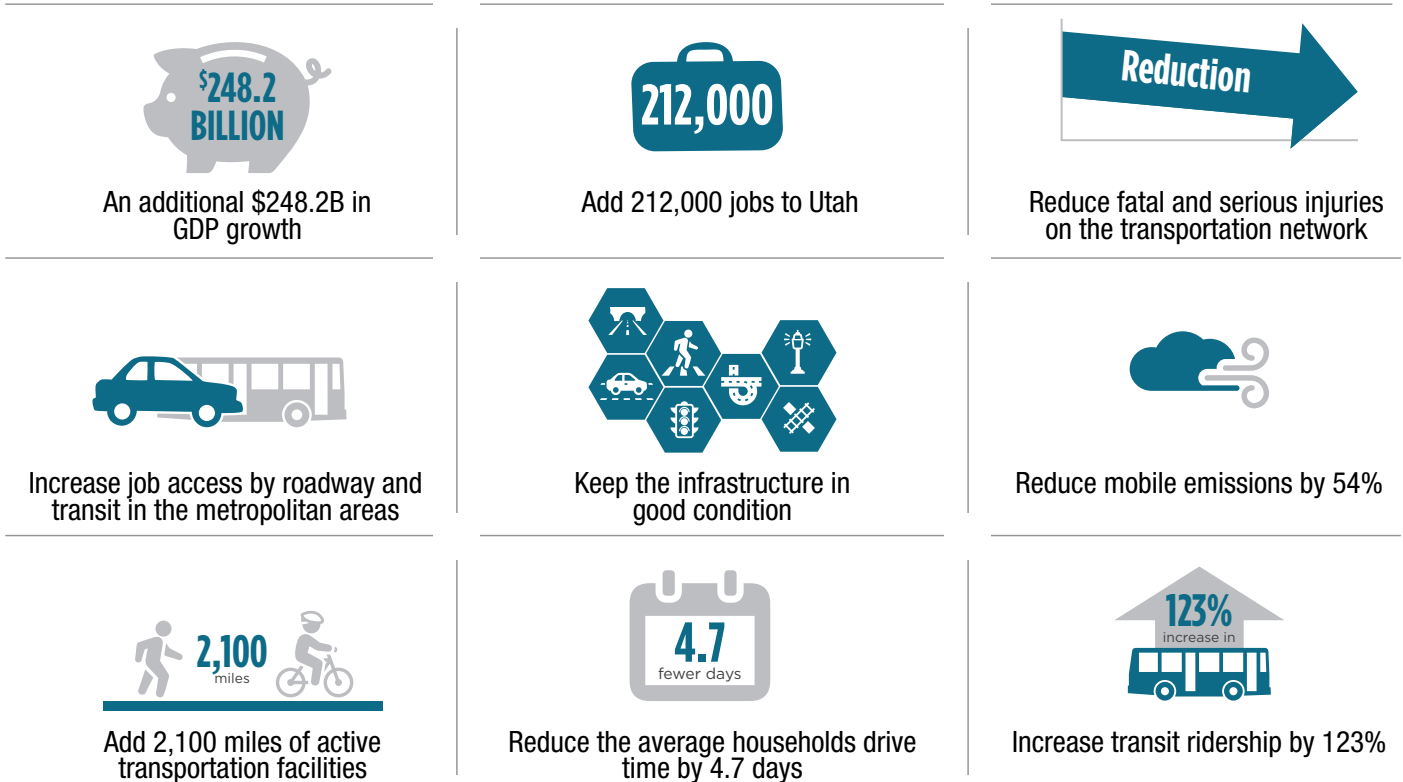
- **Utah’s Unified Transportation Plan** is a collaborative effort between transportation agencies across the state of Utah including UDOT, WFRC, MAG, Dixie MPO, Cache MPO, and UTA.
- Utah’s Unified Transportation Plan partners worked together to develop common goals, planning time horizons, performance measures, and financial assumptions so that their plans are consistent across the state while meeting local needs. UDOT, UTA, and the MPOs collaborate together to develop the statewide Unified Transportation Plan, while recognizing the distinct needs of different areas of the state.
- Utah is among the **fastest growing states in the country**. The way we grow and plan for the state’s future will determine the quality of life residents experience. Utah’s transportation agencies and local communities work together to ensure an excellent quality of life that includes good air quality, a vibrant economy, and affordable transportation choices for all Utahns.
- The **updated version** of the 2023-2050 Utah’s Unified Transportation Plan is on track for completion in mid-2023. This reflects the ongoing collaboration among Utah’s transportation agencies. Utah’s Unified Transportation Plan is built around four themes focusing on: a sound planning process, preservation of high quality of life, transportation choices for all residents, and the flexibility of our transportation system in the face of uncertainty.



Benefits of Utah's Unified Transportation Plan

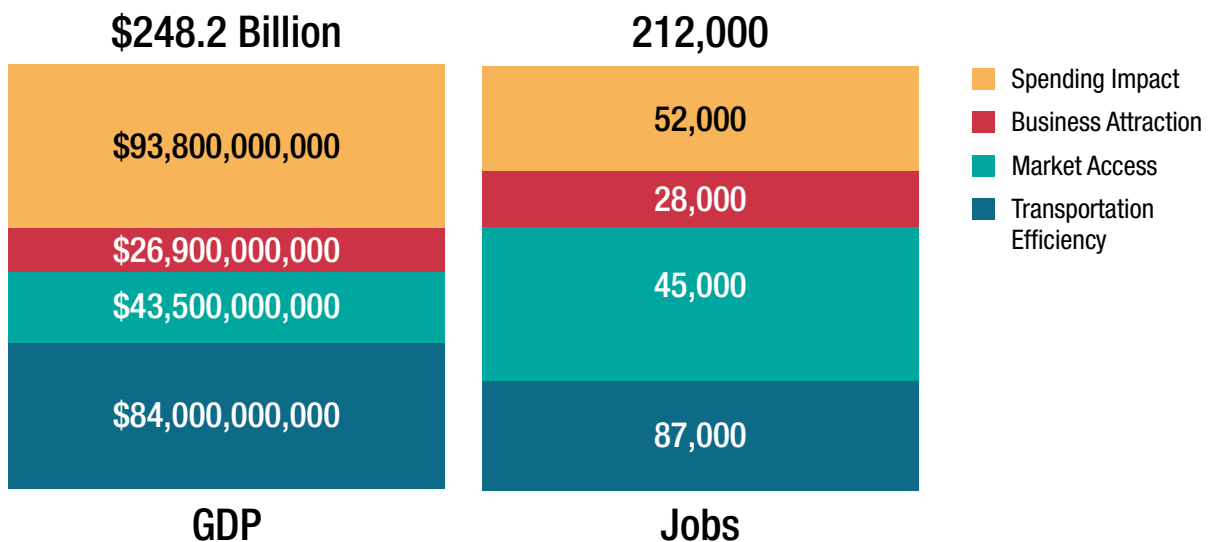
Implementing Utah's Unified Transportation Plan will have the following benefits:

OVER THE NEXT 30 YEARS

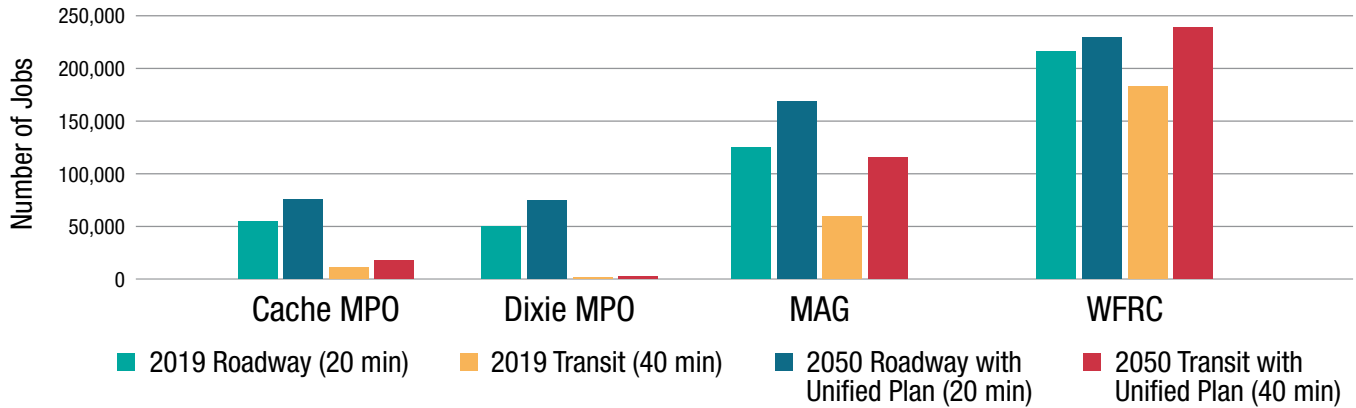


Source: unifiedplan.org

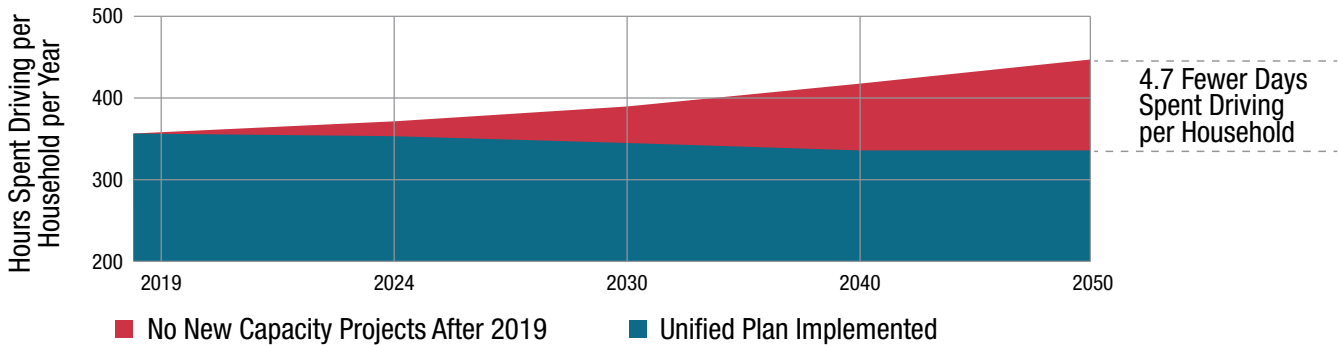
Economic Impact Created by Unified Plan Investment



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



Driving Time Saved by Implementing the Unified Plan



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



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



Invested in Preservation Now

SAVES UP TO

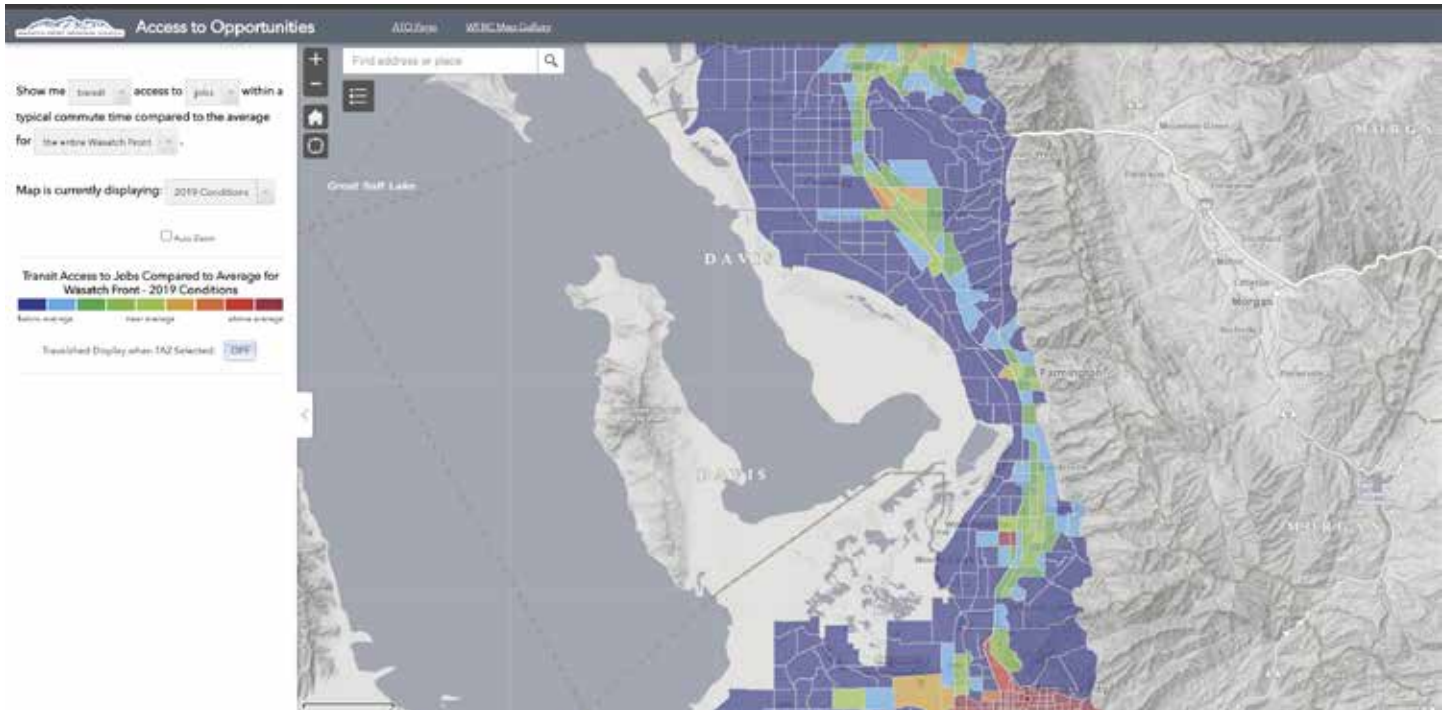


In Reconstruction in the Future

Refined the performance-based approach for WFRC plans and programs, to (i) monitor and share progress towards the adopted Wasatch Choice goals; (ii) streamline and further the utilization of performance measurement; (iii) use "access to opportunities" as a measure for planning and programming; and (iv) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.

- WFRC is continuing its monitoring the progress of the Wasatch Choice Regional Vision and its implementation by expanding the **State of Centers report** to include station area performance measures, focusing on housing, access to opportunities, economic development, and transportation elements.
- Through the development of the 2023-2050 RTP, WFRC refined our performance-based planning by reassessing "needed" projects to better align with our [Congestion Management Process](#), consider health, and strengthen alignment with our equity-related work. We continue to work with UDOT and UTA on developing, measuring, and meeting Federal performance targets.

- In 2022, WFRC advanced its use of **Access to Opportunities metrics** through the completion of two efforts. The first of these is the region-wide [Workplace Accessibility interactive map](#) that provides quick insight into our region’s workplace accessibility landscape for both auto and transit travel modes. The second ATO-related effort completed in FY22 was the ATO Project Impact Tool which uses GIS software to create a simple workplace accessibility change metric for individual small and medium scale transportation projects, and land use intensification changes. These tools allow WFRC to measure and utilize access to opportunities as a decision-making element across a broader range of planning contexts, such as RTP project prioritization. WFRC staff have presented them nationally and will be on the agenda at this year’s AMPO conference.



Access to Opportunities Map focused on Davis County, with transit access to jobs within a typical commute time depicted.

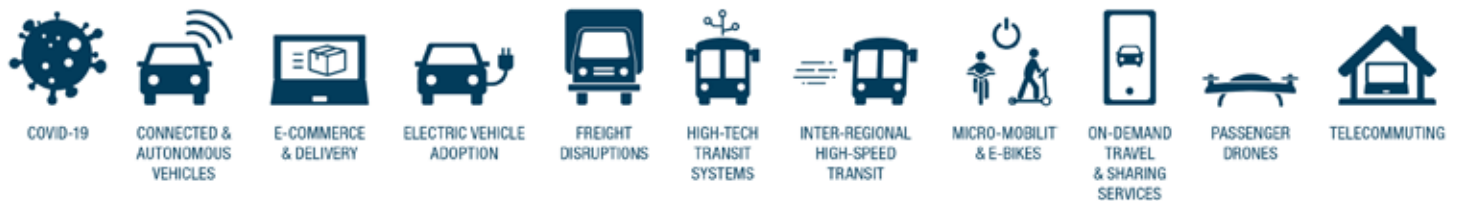
- Additionally in 2022, WFRC launched [new in-depth resources](#) to assess inclusion and opportunity for all within our work. WFRC committed to incorporating these principles in four areas: access to opportunities, community outreach, decision-making in our plans and policies, and within our agency. A new tool to help us succeed is a [map that identifies Equity Focus Areas](#) - census blocks where low-income or persons of color households are concentrated. Working with our Wasatch Choice Partners, WFRC began forming a **Wasatch Choice Community Advisory Committee** to enhance engagement with these communities, apply an inclusionary lens to the Wasatch Choice Regional Vision, and advise the partner agencies on transportation and land use decisions.



Continued refinement of the Wasatch Choice Regional Vision and development of the 2023-2050 RTP, including enhanced consideration of (i) planning/environmental linkages; (ii) multi-modal project prioritization; (iii) policy approaches to complement planned investments; (iv) innovative funding and financing strategies; and (v) external forces and policies based on pandemic recovery, automation, shared mobility, and e-living parameters.

- Key process goals for the Wasatch Choice Regional Vision and 2023-2050 RTP update:
 - Engage communities, partner agencies, stakeholders, and the public in the planning process.
 - Provide resources to help local communities implement the Wasatch Choice Regional Vision.
 - Explore policies, including changes in investment frameworks.
 - Coordinate regional transportation with local land use considerations and plans.
 - Utilize a performance-based approach to planning, including using performance measures to inform interim decisions.
- Enhanced consideration of:
 - Multi-modal project prioritization.
 - Use of “access to opportunities” as a measure for planning and programming.
- Enhanced coordination of external forces and policies:
 - The future is uncertain, and maybe even more so now than ever before, on the heels of a worldwide pandemic that has changed living and working, and technological advancements are taking place at an unprecedented rate.
 - WFRC has taken on reviewing external forces and policies, coordinating with stakeholders and partners, and is a leading agency in implementing these in the upcoming 2023-2050 RTP. External forces and future-thinking transportation policies – transportation technologies, shifts in market and consumer demand, and emerging policies – that may impact transportation, land use, and economic development decisions. This approach elevated the discussion of these planning uncertainties within the Region and what future impacts might be regionally and locally.
 - WFRC compiled a list of over 20 topic areas of external forces and policies. Utilizing peer groups consisting of staff from local governments, transportation partners, agencies, and businesses whose work is directly tied to, or may be heavily influenced by, the identified forces, WFRC identified influences and policies, developed consensus on which external forces were important to address, approximated the range of impacts from these forces, determined whether these influences and policies should be tested through simulated scenarios, and tested multiple future scenarios. Scenarios gauge the long-term effectiveness of the policies and prospective transportation projects by simulating how well they perform in the context of these external forces.

EXTERNAL FORCES



EXTERNAL POLICIES



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

Enhanced forecasting and modeling of travel behavior and land use markets, and development of maps and tools to display and analyze data.

One of the key roles played by WFRC is to **provide data and sophisticated modeling** to aid in decision-making. Key activities in FY22 included:

- Enhancement work on the current version 8.3.2 (February 2022 release) and forthcoming version 9.0 (beta expected Fall of 2022) of the travel demand model, which aim to further enhance the rigor with which transit, new transportation modes, urban form and land use, and external forces (telecommuting, e-retail, connected and autonomous vehicles, and intersection prioritization for transit) are incorporated into the model's projection of future travel patterns. Version 9.0 work in FY22 included a major update of the traffic analysis zone (TAZ) geographic areas and updates to the future road and transit networks. WFRC is the host agency for Interagency Modeling Director (funded jointly by MAG, UDOT, UTA, WFRC), who leads this model development effort as well as modeling coordination between transportation agencies across the state.
- Development of a preliminary regional housing and jobs forecast using the WFRC/MAG Real Estate Market Model (REMM) including a complete update of the REMM's base year to 2019. Related work included: releasing the [WFRC Housing Inventory Explorer](#), a web map with a detailed inventory of existing regional housing stock, housing characteristics, and both recent and long term trends; compiling, standardizing, and analyzing allowable development types and intensities in current city and county general plan and in Wasatch Choice Regional Vision centers; and processing the initial 2020 Census data release into user-friendly formats. The WFRC Analytics group provided and facilitated feedback to the University of Utah Gardner Policy Institute's work to update county-level population and employment forecasts.
- Providing land use and transportation modeling and mapping support to regional and local transportation plans and studies performed internally and by partner agencies and consultants. As part of this work a technical memorandum, with updated employment information for the Hill Air Force Base area was released to the travel modeling community.
- Developed a new web map-based viewer for the TAZ and city-level household and job forecasts, including graphing and commenting features.
- Updated traffic volume, congestion, and workplace accessibility projections and interactive maps. Analyzed and published anonymized, multimodal GPS/mobile device trip movement data licensed, together with transportation agency partners, from Streetlight.
- Completing an initial test of the new Wasatch Front Bike Model's ability to model the impact of additional bike infrastructure on bicycle ridership and trip patterns.
- Continued to participate in a partnership with UDOT, UTA, and Utah's three other MPOs to fund and implement a statewide Household Travel Survey in spring of 2023. RSG Inc. was hired through a competitive bid to lead stakeholder engagement, survey design, and survey implementation.

Map of the Month

The WFRC analytics team continued its [Map of the Month](#) series, highlighting more detailed regional information on diverse set of map-based topics, including: the in-progress RTP and TIP plans, regional housing inventory and trends, HB462 Station Area Plan requirements, Wasatch Choice centers, workplace ATO, and bike travel and safety, and updates to the Wasatch Choice interactive map. These and other map products were added to the [WFRC Map Gallery](#).

A Selection of FY22 Maps



[Station Area Planning](#)
(March 22)



[Wasatch Front Housing Inventory](#)
(Jan 22)



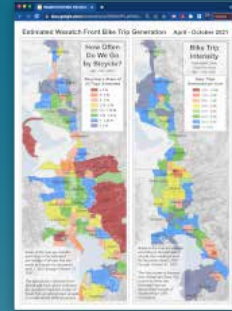
[Transportation Land Use Connection Projects](#)
(Aug 21)



[How Safe Do We Feel While Cycling?](#)
(May 22)



[Workplace Accessibility Web Map](#)
(July 21)



[Wasatch Front Bike Trip Generation](#)
(April 22)

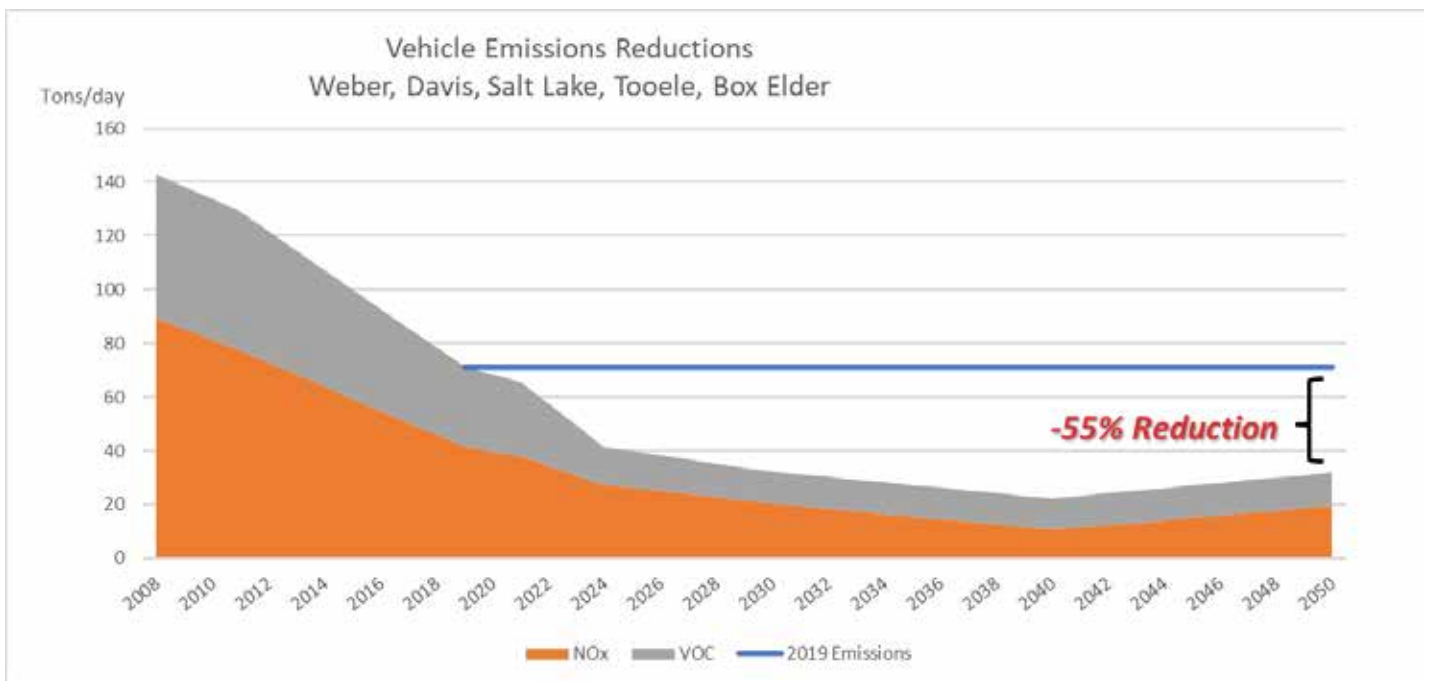
Participated in key transportation and growth-related projects and activities.

- Projects and studies, such as the I-15 Farmington to Salt Lake EIS, that seek to plan for areas and specific corridors are a critical way that the RTP is first implemented. These studies endeavor to coordinate transportation decisions with land use planning to maximize attainment of Wasatch Choice regional goals. In addition to the I-15 EIS, WFRC participated in a variety of roadway projects and studies including the Bangerter Highway Interchanges Environmental Studies, the SR-111 Environmental Study, and a variety of regional corridor studies.
- WFRC has **facilitated, or participated with partners on a variety of projects and studies** that range from major development plans (Point of the Mountain, Southwest Salt Lake County Vision, Northwest Quadrant/ Inland Port, Falcon Hill), regionally significant transit/land use analyses (FrontRunner Forward, Future of Light Rail, Ogden-Weber State University BRT (OGX), Davis-Salt Lake Connector, Midvalley Connector), multi-city active transportation plans, housing development and affordability, Central Wasatch Commission mountain transportation, regional parking analysis and other regional and local efforts. WFRC supports these efforts in a broad variety of ways. These include modeling and analytical support, convening stakeholders and decision-makers, and providing subject matter expertise.

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

- Utilizing approved technical criteria and information gathered during on-site field reviews, WFRC evaluated more than 15 projects for funding consideration through the **Congestion Mitigation Air Quality (CMAQ) Program**, which funds transportation-related air quality improvements. In consultation with the Trans Com Technical Advisory Committees, several of these projects were recommended for funding, including bicycle and pedestrian infrastructure, round-abouts, and transit improvements. Upon review and recommendation from Trans Com, the Regional Council approved these projects for funding.
- Through improved vehicle emission standards, transportation investments, such as transit and biking as detailed in Utah’s Unified Transportation Plan, and planned local land use, mobile source emissions will be dramatically reduced:

Projected Vehicle Emissions Reduced



2019-2050 Regional Transportation Plan (RTP) Amendments

WFRC develops the [Regional Transportation Plan \(RTP\)](#) for the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas. The RTP is a fiscally constrained plan for roadway, transit, and other transportation facility improvements over the next 20-30 years. Designed to meet the travel demand of a growing population, the RTP is developed in accordance with federal guidelines. It includes roadway, transit, and active transportation facilities paired with the appropriate land use that is identified, modeled, selected, and phased, with the help of region-wide transportation partners; local communities including planners, engineers, and elected officials; stakeholders; and the general public through an extensive planning process. WFRC coordinates closely with cities, counties, UDOT, and UTA to understand the needs of our transportation partners and communities.

Regional transportation planning is a dynamic process in which amendments to the RTP ensure the plan appropriately reflects the evolving nature of the transportation system. The RTP [amendment process](#) was updated in January of 2022 to address periodic requests to revise the Wasatch Front RTP and the Wasatch Choice Vision. There are three general sources for RTP or Wasatch Choice Vision amendment requests: (1) local request from city or county elected officials that usually involve collector roads, minor arterials, active transportation projects, and/or land use centers; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, UDOT, or UTA that require an amendment to the RTP for new projects or the phasing of existing projects due to funding changes.

This year, WFRC updated the three levels of our RTP amendment process:

- **Level 1, Staff Modification**, minor revisions can be amended by staff with no Council or Federal Highway Administration (FHWA) action, but does require WFRC Executive Director approval in coordination with FHWA and the Interagency Consultation Team.
- **Level 2, Board Modification for Non-Regionally Significant Projects**, requires Council action and review by the Interagency Consultation Team, city planners, elected officials, and WFRC committees. Requires a 30-day public comment period.
- **Level 3, Full Amendment for Regionally Significant Projects**, requires Council action and review by the Interagency Consultation Team, city planners, elected officials, and WFRC committees. Requires a 30-day public comment period, and an air quality conformity analysis.

Examples of Regional Transportation Plan Project Amendments:



Draper, Sandy, and West Jordan Active Transportation Plans

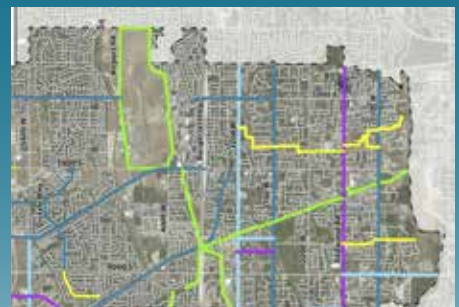
City-wide ATP for Draper, Sandy, and West Jordan were included in RTP Amendment #3 to identify new active transportation facilities, update existing bicycle facilities to higher comfort, identify intersections requiring safer crossings, and improve connections to existing and planned regional trails. The identified active transportation improvements will provide multi-modal transportation options for the communities, help move toward a complete active transportation network, and encourage healthy lifestyle choices. The Sandy Active Transportation Plan was Sandy's first-ever ATP! There were 41 total projects added to the regional active transportation map and project list. All three of these plans were facilitated through the TLC Program.



Draper's AT Plan



Sandy's AT Plan

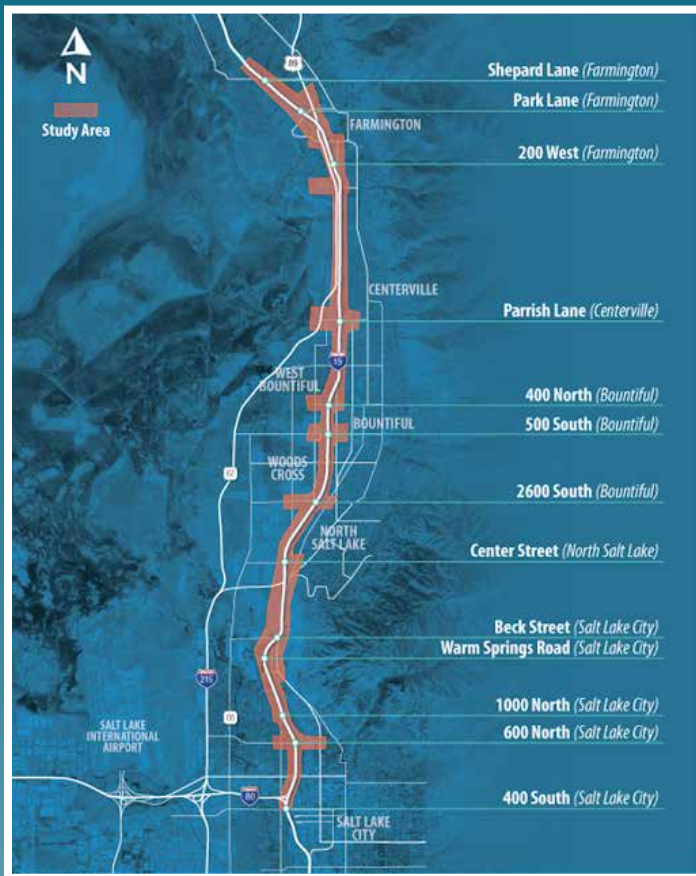


West Jordan's AT Plan



Environmental Impact Study (EIS) of the I-15 Corridor from 600 North to Farmington

The I-15 corridor between Salt Lake City and Farmington is one of the most heavily traveled corridors in Utah and experiences heavy delays, deteriorating infrastructure, limited connectivity, and safety issues. Nearly \$1.7 billion in funding was programmed to this corridor from the UDOT Transportation Investment Fund (TIF) for reconstruction and other improvements, and with this new funding the project was moved to RTP Phase 1, thought Amendment #4 to the RTP. These improvements will increase safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along the corridor from Farmington to Salt Lake City. To identify improvements, UDOT, with participation from WFRC and engagement of all the communities along the corridor, is leading an EIS of the I-15 corridor from 400 South in Salt Lake City to the US-89 interchange in Farmington. The purpose of the EIS is to determine how best to address population growth and the future transportation needs in the area for drivers, transit riders, bicyclists, and pedestrians.



Map of I-15 Study Corridor



UDOT I-15 EIS walk audit



UDOT I-15 EIS walk audit

Provided funding and technical support to communities.

WFRC is responsible for allocating **federal funding for priority transportation projects in our region**, primarily to local governments. In the fall, WFRC invited communities to apply for [Surface Transportation Program \(STP\)](#), [Congestion Mitigation and Air Quality Program \(CMAQ\)](#), and [Transportation Alternatives Program \(TAP\)](#) funding to help construct their priority transportation projects. Submitted concept reports were evaluated with local governments and other transportation professionals using technical criteria and information from field reviews. WFRC and partners utilized the successful hybrid approach developed in 2021 of having staff on-site and connecting the review team and local government representatives to view project locations in real time and discuss them virtually. After considering recommendations from the WFRC technical advisory committees, Trans Com recommended, and the Regional Council approved future funding for a number of projects across the region. Due to the passage of the federal Infrastructure Investment and Jobs Act (IIJA), additional funds were available to program.

WFRC funding support for local communities:

43 PROJECTS = \$63 MILLION

These WFRC funding programs are just part of the 2023-2028 [Transportation Improvement Program \(TIP\)](#) that identifies over \$7 billion in priority investments in roadway, transit, and active transportation infrastructure needed in the urbanized areas of Salt Lake, Davis, Weber, and southern Box Elder Counties. Throughout the year, WFRC worked in close collaboration with UDOT, UTA, cities, and counties to develop the TIP. **These investments are essential to a well-functioning transportation system**, which is the backbone of the economy and vital to improving overall quality of life (Tooele and Morgan Counties are included in UDOT's Statewide Transportation Improvement Program (STIP)).

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



Gathering public comments for the Transportation Improvement Program (TIP) at the Ogden Intermodal Transit Center.



500 West Extension in Clearfield City & Syracuse City

In partnership with Clearfield City, Syracuse City, UDOT, and WFRC, the existing collector street of 500 West was extended from 2010 South to Antelope Drive, providing a connection to the Freeport West Industrial Park. The project included a 60'-wide roadway, sidewalks, drought-tolerant landscaping, a full-movement signalized intersection at 500 West and Antelope Dr., and the decommissioning of the existing signal at the intersection of 300 West and Antelope Dr.



500 West Extension Project Map



Scenes from the 500 West Extension Project Site

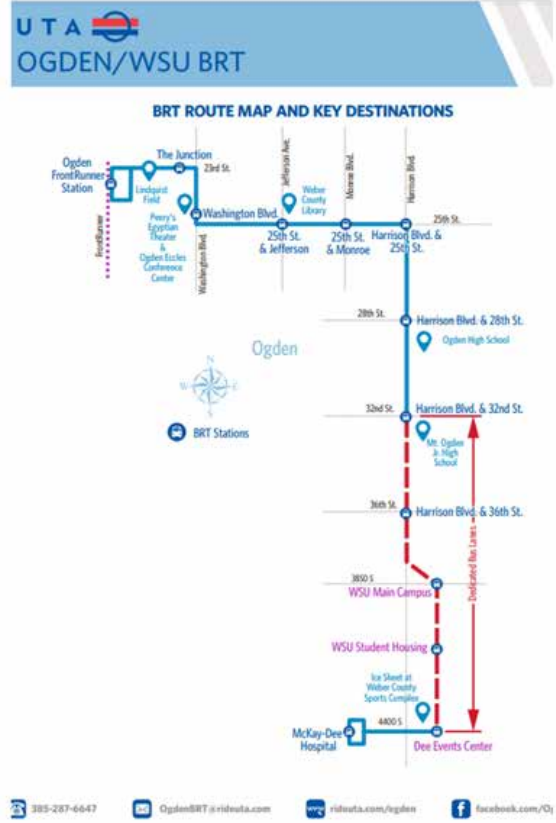
Design was completed by WCG Engineers and construction was done by Geneva Rock with construction management provided by CRS Engineers. Property was acquired from nine different owners and an easement was obtained from Rocky Mountain Power.

The project's largest challenges included utilizing the 1,300' of existing 60" storm drain line without confirmed locations, fulfilling the project's concrete needs during a concrete shortage, and getting roadside improvements completed with the cooperation of neighboring property users. Funding was made possible from federal funds through the WFRC and from the Davis County Council of Governments. The project is expected to be complete by the end of 2022.



Ogden Express (OGX) Bus Rapid Transit (BRT)

Bus Rapid Transit (BRT) combines the capacity and speed of light rail with the lower-cost construction of an integrated bus system, and is coming to Ogden. Like rail it has a fixed route, more robust stations, and a regular, more frequent schedule. Once complete, UTA's Ogden Express (also known as OGX) will provide riders a clean-air ride in an electric bus from the Ogden FrontRunner Station, through downtown, along dedicated bus lanes in the center of Harrison Boulevard and through the Weber State University campus, and to McKay-Dee Hospital. When operational, riders will be able to catch the bus every 10-15 minutes on weekdays and 15-30 minutes on weekends. The Ogden Express is scheduled to be operational by late 2023.



Construction along the new OGX BRT route

Map of the forthcoming OGX BRT



Goal Number Three

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

WFRC worked with our national associations and local partners to advance federal transportation policy and funding reauthorization in the Infrastructure Investment and Jobs Act (IIJA) with an eye toward long-term funding stability and a strong state, regional, and local voice.

Over Five Years, the Infrastructure Investment and Jobs Act will Deliver for Utah:

\$2.6 billion
for highways
and bridges

\$665 million
for public
transportation

\$36 million
for electric
vehicle charging

\$ millions more
in new and
expanded competitive
grant programs

Source: *The Bipartisan Infrastructure Law Will Deliver for Utah*, Prepared by the U.S. Department of Transportation, January 2022

- As various surface transportation reauthorization and infrastructure proposals made their way through Congress, WFRC worked closely with our transportation partners, our federal delegation, and national associations to share Utah’s joint [Federal Transportation Reauthorization Principles](#), and identify and advocate for important policy and funding provisions that would impact WFRC and Utah’s transportation system.
- The IIJA provides stability and growth in federal funding over the next five years, and creates opportunities to apply for discretionary grant programs.
- Utah Senator Mitt Romney was one of the primary negotiators of the IIJA, with the engagement of Utah’s transportation entities.

- WFRC has been engaged in **implementation** of the IIJA in several ways:
 1. Leading National Association of Regional Councils (NARC) and Association of Metropolitan Planning Organizations (AMPO) review working groups to provide feedback on IIJA implementation and rulemaking to the United States Department of Transportation (USDOT).
 2. Providing information to federal, state, and local partners on what the infrastructure bill means for Utah, and coordinating with these partners to identify key transportation projects eligible for discretionary grant funding, including providing timely information about current IIJA funding with WFRC Federal Funding Opportunity Notices.
 3. Working with partners to develop applications for discretionary grant programs.



WFRC meeting with Senator Mike Lee in Washington, D.C. in Spring 2022

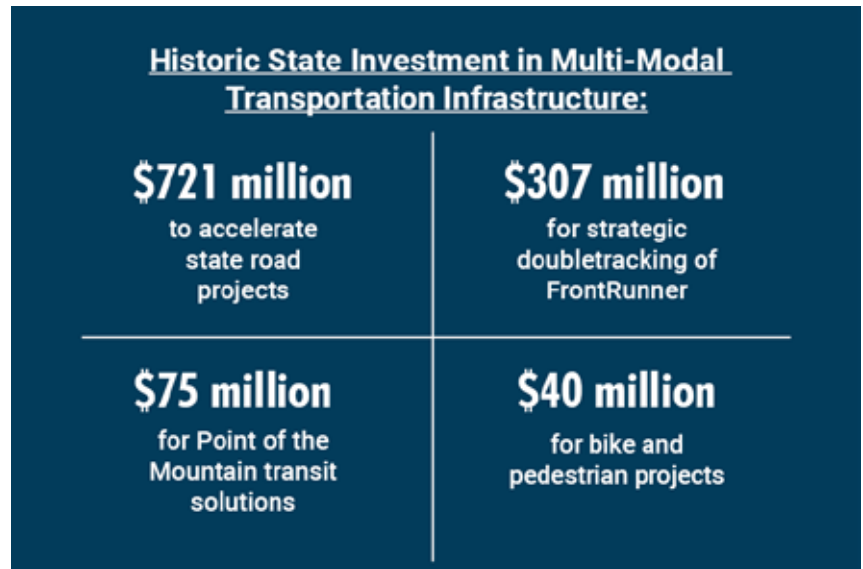


WFRC meeting with Senator Mitt Romney in Washington, D.C. in Spring 2022

WFRC worked closely with our state legislators, local elected officials, and our partners to help advance growth and transportation funding and policies during the 2021 interim and [2022 legislative sessions](#). Some of the key results include:

- Advancing shared goals of greater **housing affordability and availability**, access to opportunities, a sustainable environment, and transportation choices through adopting transit station area planning provisions for eligible communities. HB462, Housing Affordability Amendments, sponsored by Representative Steve Waldrip, allows for a city-led planning approach where communities determine how to meet these shared objectives without mandating specific zoning requirements. WFRC spearheaded the development of the Station Area Planning (SAP) provisions, along with ULCT and UTA. The state, through GOEO, is providing \$5 million to WFRC and MAG to provide technical assistance to local communities to develop their SAPs.
- **Housing and Transit Reinvestment Zone Act (HTRZs)** enable a portion of incremental tax revenue growth to be captured over a period of time to support development of housing and infrastructure around UTA FrontRunner stations and, under SB140, also Trax and BRT. SB140, championed by WFRC member Senator Wayne Harper, will allow for greater opportunity for utilization of this development tool to increase availability and affordability of housing and coordinated development, consistent with the Wasatch Choice Vision.

- FY22 was another year of **historic state investment in multimodal transportation infrastructure**, including \$1.2B in new General Fund one-time funding for roads, public transit, and active transportation. WFRC, along with its partners, championed investment in our multimodal transportation system, to advance the priorities identified in Utah's Unified Transportation Plan. Some key investments the Legislature and Governor appropriated include:



- o \$721 million to accelerate state road projects, relying on the professional planning and prioritization processes that are used to develop Utah's Unified Transportation Plan.
- o \$307 million for strategic doubletracking of FrontRunner. This includes \$232 million to replace previously authorized bonds. This funding saves the state interest costs, and rather than being needed for debt service costs it frees up future Transit Transportation Investment Funds (TTIF) for other transit projects throughout the state. It also includes an additional \$75 million in funding.
- o \$75 million for Point of the Mountain transit solutions.
- o \$40 million for regionally important active transportation projects. This brings the total in state funding over two years to an unprecedented \$75 million.
- Additional funding was set aside for **growth planning**, including \$1.65 million ongoing for technical planning assistance to the state's seven associations of government, as well as \$1 million to Governor's Office of Planning and Budget (GOPB) for a Statewide Growth Conversation. WFRC championed these investments. These appropriations reflect the importance of good planning, and aiding our local governments as they are challenged to meet the increasing demands on housing, transportation, and economic opportunity.

These accomplishments build on progress made in previous years to increase state and local growth and transportation funding, and to enhance the connection between transportation investment decisions and local land use and economic development.



Goal Number Four

Strive for organizational excellence.

Maintained budget stability and used resources prudently and efficiently.

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



Pictured above, various members and attendees of a hybrid WFRC Council Meeting held in-person and via Zoom

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

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

- WFRC has a wellness committee comprised of staff who work to plan and implement monthly activities to keep WFRC staff happy and healthy. In June of 2022, WFRC was awarded the **Innovation Award and Community Well-Being Award** from the statewide PEHP wellness committee.



The WFRC Wellness Team proudly displaying their two recent awards.

Adapt to a post-pandemic “new normal” in a way that strikes an appropriate balance between telecommuting for convenience in office work and gatherings, while maintaining the human connection from physical proximity.

- In March of 2022, after telecommuting successfully for two years, staff were elated to return to the WFRC office, albeit on a **new hybrid schedule** of meeting in person on Tuesdays and Thursdays, with the option to work remotely the rest of the week. Since then, WFRC has continued its focused regional support and productivity without missing a beat. WFRC embraces a “new normal” of leveraging both virtual and in-person options for their meetings to accommodate all audiences and will continue using both for public committee meetings, projects, partner meetings, and public open houses.
- We have been able to **hire four employees** to fill vacant positions in Communications, Financial and Human Resources, and Analytics groups, during the past year. After comprehensive national search processes, we are pleased to report that our hires are exceptional employees:
 - Michael Sobczak – Communications Manager
 - Marian Florence – Chief Financial Officer
 - Kevrine Wells – Accounting Specialist
 - Chris Day – Transportation Modeler



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

Thank you!

WFRC is proud of our work over the past year in close collaboration with our members and our public and private-sector partners and stakeholders, and we look forward to continuing that work in the years to come.



WASATCH FRONT REGIONAL COUNCIL



41 North Rio Grande Street
Salt Lake City, UT 84101



801.363.4250



wfrc@wfrc.org



wfrc.org



@WasatchFrontRegionalCouncil



@WasatchCouncil



WFRCvideo





WASATCH FRONT REGIONAL COUNCIL

FY2022 UNIFIED PLANNING WORK
PROGRAM COMPLETION REPORT

for the

OGDEN - LAYTON AND SALT LAKE - WEST VALLEY
URBANIZED AREAS

prepared for

Federal Highway Administration
and Federal Transit Administration

in cooperation with

Utah Department of Transportation
and Utah Transit Authority

July 2022

TABLE OF CONTENTS

A. ADMINISTRATION AND COORDINATION

A.1 Wasatch Front Regional Council.....	2
A.2 Utah Department of Transportation.....	2
A.3 Utah Transit Authority.....	3

B. TRANSIT PLANNING

B.1 UTA Transit Planning	4
B.2 Mobility Management	7

C. LONG RANGE PLANNING

C.1 Regional Transportation Plan.....	11
C.2 Growth Planning	20
C.3 Local Government Support.....	21

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 Transportation Management Systems	23
D.2 Plan Refinement and Special Studies.....	23
D.3 Transportation Improvement Program.....	25

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT Environmental Studies	27
E.2 UTA Environmental Studies	28

F. TRAVEL FORECASTING

G. TECHNICAL SUPPORT AND SERVICES

G.1 Air Quality Analysis and Coordination.....	31
G.2 Socioeconomic and Transportation Data.....	32
G.3 GIS and Database Management.....	33
G.4 Technical Support to Local Governments	35
G.5 Tooele Valley Rural Planning Organization.....	35
G.6 Morgan County-Ogden Valley Rural Planning Organization.....	35

H. PUBLIC INVOLVEMENT

I. COMMUNITY DEVELOPMENT

I.1 Community Development Block Grant (CDBG) Program.....	39
I.2 Economic Development	39

A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

On May 27, 2021, the Wasatch Front Regional Council (WFRC or Council) approved a budget and Unified Planning Work Program (UPWP) for FY2022. This document was prepared by Council staff in coordination with the Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT). Contracts between WFRC and UDOT and between WFRC and UTA were completed in 2021 for FY2022.

Regular meetings of the Council were held on the following dates: August 26, 2021, October 28, 2021, January 27, 2022, March 24, 2022, and May 26, 2022. The Regional Growth Committee (RGC) and the Active Transportation Committee both held five meetings during FY2022. The Transportation Coordinating Committee (Trans Com) held six meetings during FY2022. Agendas, supporting technical documentation and minutes were prepared for each meeting. Various other committees, including the Ogden-Layton and Salt Lake-West Valley Trans Com and RGC Technical Advisory Committees, met regularly throughout the fiscal year.

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

During the year the Council updated its Personnel policy to comply with best practices.

Council staff prepared and submitted monthly financial reports. An annual audit of the Council's financial records for FY2021 was completed in October 2021 and copies of this audit were distributed to appropriate agencies. The Council's audit of the financial records for FY2022 is expected to be completed in October 2022 whereupon copies will be distributed to the appropriate agencies.

A.2 UTAH DEPARTMENT OF TRANSPORTATION

The following items were completed by UDOT planning staff from July 1, 2021 through June 30, 2022:

- Assisted WFRC to complete and sign Federal Aid Agreements for Annual UPWP. Administered and monitored monthly expenditures by WFRC of PL, STP and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Monitored and approved for payment the submitted WFRC CPG invoices.
- Staff supported TACs, Trans Com, and Regional Growth Committee meetings.

- Performed Conformity Concurrency reviews on MPO conformity determinations.
- Assisted WFRC in interpreting and complying with updated air quality rules and regulations.
- Participated in Interagency Consultations with WFRC, DAQ, EPA, UTA, MAG, and FHWA regarding the PM 2.5 SIPs and the development of the new 8-hour Ozone SIP which includes the WFRC area.
- Coordinated with WFRC the submittal of the annual CMAQ report to the FHWA (submitted February, 2022). Coordinated with WFRC to complete CMAQ Performance Management Goals and Reporting Summary.
- Attended coordinating meetings of the Tooele Valley Rural Planning Organization (RPO), which is staffed by WFRC.
- Participated in the Unified Plan long-range planning process including all 4 MPOs, UDOT, and UTA. This includes work of the financial, active transportation, GIS, and external forces subcommittees.
- Continued to support the Interagency Modeling Coordinator position and collaborative modeling work.
- Jointly funded transportation and land use study projects through the Transportation and Land Use Connection and Technical Planning Assistance grant programs.
- Worked with active transportation staff to identify regionally-important active transportation projects.
- Continued work of joint interest through the Joint Projects Committee (see section D.2)

A.3 UTAH TRANSIT AUTHORITY

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

Documentation, Reports and Other Requirements

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

National Transit Database (NTD) Data Collection and Reports

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

B. TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

Service Planning Standards, Design Guidelines, and System Analysis

In August 2021 UTA On Demand became a permanent service in southern Salt Lake County after the success of the pilot from 2019-2021, including Covid restrictions. Flex routes in Herriman, Draper, and Riverton were replaced by the on-demand service and resources from those routes were repurposed to provide new connections and serve additional destinations in Sandy and Midvale. Some flex route service also replaced fixed-route bus, allowing UTA to preserve the same level of service or higher on these corridors with a reduced number of staff.

In December 2021 UTA On Demand service was introduced to the west side of Salt Lake City. This service was sponsored by the city as part of their Transit Master Plan and Funding Our Future efforts. During the first half of 2022, UTA Service Planning worked with Salt Lake City on additional service increases and participated in public outreach regarding these and other changes for August 2022 Change Day. Changes for August 2022 include new service changes as well as emergency changes that were implemented in April 2020 due to Covid that had not been through the public engagement process. During this time Service Planning has also worked on Small Area Studies to identify new markets and improvements throughout the service area. Substantial work has been done on the South Davis Small Area Study, and work has begun on the West Bench and Falcon Hill Small Area Studies.

In the spring of 2022 work began on the next Five Year Service Plan, including performance analysis of existing routes and identification of new transit markets based on both pre-Covid and 2021-2022 data. The Five Year Service Plan is currently expected to be approved in February 2023.

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

UTA is embarking on the development of an agency-wide long-range plan. The LRTP process kicked off in March of 2021, starting with a listening tour with municipal staff across the region. In FY22, Long Range and Strategic Planning staff met with nearly every city in UTA's service area. Data on each city's vision for their future, planned land use, and transportation were collected. Additionally, a procurement process to hire professional services to assist in the development of the plan is nearly complete.

Transit Financial Plan (TFP)/Financial Equity Analysis

UTA uses a spreadsheet model called the Transit Financial Plan (TFP) to track all costs and revenues as the basis for a Financial Equity Analysis tool. In FY22, a Financial Equity Analysis, that measures UTA's effectiveness at maintaining an equitable balance between each county's financial contribution and the level of service it receives, was performed as part of the Comprehensive Annual Financial Report.

UTA also uses a separate spreadsheet tool to test future scenarios of potential additional costs and revenues for projects in the regional transportation plan and its financial assumptions (Scenario Tool). In FY22, the scenario tool was updated with revised costs estimates and to better reflect the draft list of projects being considered for the 2023 Regional Transportation Plan.

UTA Wayfinding Signage and Bus Stop Improvement Program

The Customer Experience team along with Service Planning and Facilities continue to install new signage to improve and update system wayfinding. In FY22, 544 new bus stops signs were installed and three new rail stations were built with signage procured using the new design standards: Airport TRAX, Vineyard FrontRunner, and 600 South TRAX. Additionally, there have been a total of 80 ADA bus stop improvements and 42 other bus stop improvements (amenities) implemented.

Real-time Digital Signage for Bus

In 2022, UTA with funding support from a CMAQ grant will be piloting real-time digital bus departure information at select locations in Weber, Davis, and Salt Lake Counties. The pilot will include intermodal hub locations providing UTA customers with real-time bus departure information to help inform their travel decisions. The completion of the first phase of this implementation is expected in late summer 2022.

Mobile Trip Planning

UTA is entering the fourth year of its formal partnership with the Transit app company through a cooperative agreement. The Transit app provides the best options in the best layout, with real-time data for improved accuracy of transit trip building. In 2021, UTA entered into a formal agreement between Transit App integrated trip planning and UTA On Demand service powered by Via. The Transit app will now display VIA service as an option in building trips for customers. The app also displays third party first-last mile providers (i.e. Uber, Lyft, carshare, scooters, etc.) to allow UTA customers to plan an entire journey from door to door. UTA is in the process of procuring a new mobile ticketing provider that will enable integration of mobile ticketing and trip planning all in one place on the Transit app.

Transit Oriented Development (TOD)/Station Area Planning

UTA continues to work with regional and local partners, to plan and implement transit-oriented development (TOD) projects. Such projects are prepared first by envisioning and planning how station areas may improve to encourage TOD. During FY22, two station area plans were initiated, one at the Ballpark TRAX Station, and the other at the Farmington Fronrunner Station.

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

Active Transportation Planning

Following the First/Last Mile (FLM) Strategy Study of 2015, which developed comprehensive first and last mile strategies around major rail stations within the UTA system, UTA was awarded a TIGER grant from USDOT to implement some of the recommendations presented in the study. This TIGER grant has allowed for the implementation of hundreds of FLM facilities around service area transit stations and stops. In FY22, UTA made progress on a new effort focused on developing an Active Transportation Master Plan. This plan will focus on similar evaluation of first and last mile strategies, but will include all fixed route transit stations and bus stops. The main objective is designed to identify gaps and barriers for passengers accessing transit facilities using an active transportation mode in order to prioritize and improve connections. UTA also continues to support its partners on local and regional active transportation efforts and updates.

Emergency Preparedness Planning

Disaster training and exercise at the Utah Transit Authority (UTA) is a priority. In FY22, UTA conducted virtual Family Assistance Center and Reunification Center training with the NTSB, as well as an in-person Table Top (TTX) and a Full Scale (FSE) exercise with Fire and Police Departments in jurisdictions where UTA provides transportation services. While

some local jurisdictions have canceled emergency drills and trainings, UTA Emergency Management has participated with outside agencies where possible including a Salt Lake County Joint Information Center (JIC) Functional Exercise (FE), a Salt Lake County Reunification Center training, and monthly Utah Division of Emergency Management (UDEM) State Emergency Response Team (SERT) trainings.

UTA emergency management oversees and updates the Emergency Preparedness Plan (EPP), Emergency Operations Plan (EOP), Continuity of Operations Plan (COOP), and several service unit Emergency Response Plans (ERP). These plans are current with additional ERP's updated for FY22.

Additionally, to meet Department of Homeland Security National Incident Management System (NIMS) compliance UTA coordinated with the Utah Division of Emergency Management (DEM) State Training Officer and agreed that UTA employees identified as needing basic Incident Command System (ICS) training can meet requirements by taking the FEMA IS-100 and IS-200 courses. We initiated the format for UTA employees to complete these courses. Additionally, a team of UTA personnel, including supervisors with Service Units, attended an in-depth, federally approved, incident command training called BowMac. This two and a half week training was provided by the UTA Police Department. BowMac does not provide ICS certifications, it does provide a structured training for UTA personnel to better understand their place within an ICS structure for on scene response in the field. In FY22 we taught the first UTA iteration of the three-day training to UTA personnel.

While we attempt to put COVID in the rearview mirror, it has remained on our radar during FY22. It affected our customer/employee interaction as reflected by the Transportation Security Administration (TSA) mask mandates and multiple mandate extensions. The Security Directives and Emergency Amendment required mask use on public transportation through May 3, 2022. UTA complied with federal requirements. UTA continues to monitor world conditions regarding COVID.

Transit Agency Safety Plan

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

Rideshare Program Planning

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

Special Services/ADA Strategic Planning

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

Policies and procedures are regularly reviewed to assure a responsive and consistent paratransit service delivery system is in place. This transportation option is necessary for riders with disabilities who cannot independently access and use fixed routes for their transportation needs. UTA has also expanded its efforts to increase use of fixed route services by these

individuals through travel training activities and expanded disability-related training for UTA operators and staff on best practices for service riders with disabilities and seniors.

Regional Air Quality Initiatives

UTA continues to be involved with local and state air quality initiatives that are focused on promoting transit as an alternative transportation option to improve overall air quality along the Wasatch Front. UTA's new clean fuels Depot District facility is currently under construction. This new facility will provide bus services powered by EPA clean diesel technology, CNG, and electric buses.

UTA also continues to partner with Salt Lake County, Utah Division of Air Quality, and the University of Utah to install air quality monitors of UTA's electric buses to provide real time monitoring of criteria pollutants PM2.5, ozone, and nitrogen oxides to help develop strategies to improve air quality. Programs that UTA supported and promoted include PM 2.5 reduction through alternative fuels, the Clear the Air Challenge, and the Salt Lake Chamber's Clean Air Champion Program.

Transit Asset Management Plan

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

Travel Demand and TBEST Modeling

In FY22, with increasing staff levels of expertise, UTA performed many travel demand modeling analyses in-house. These include: a comparison of service scenarios that might lead to a desired percentage increase in ridership, how fare impacts ridership, a sensitivity test of various light rail system routing choices, and others. UTA staff participated in the regional interagency modeling technical committee and users group. UTA staff participated in travel demand model discussions on external forces, mode choice update, and FrontRunner ridership forecasts

B.2 MOBILITY MANAGEMENT

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

The Coordinated Human Service Public Transportation Plans were originally developed by the UTA Coordinated Mobility Department in 2017 for the Wasatch Front area. The Plans were updated and approved by the Local Coordinating Councils (LCCs) in 2022 for FFY 2022-2025. They cover the geographic areas of Weber, Davis, Salt Lake, and Utah counties. Other counties within the state have developed plans based on their Council of Governments area or county. The Coordinated Plans, which were created in collaboration with the local mobility councils and public outreach, identified various strategies to address needs in the region for transportation disadvantaged persons including seniors, individuals with disabilities, low-income people and veterans. They also identified the local resources currently available to assist the disadvantaged groups with their transportation needs.

UTA continues its outreach with the Local Coordinating Councils (LCC) to support seniors, individuals with disabilities, low-income individuals and veterans. This will remain a focus for Mobility Management. This outreach will include 5310 grant opportunities and targeted efforts to increase the participation of individuals with disabilities, seniors and veterans on the LCCs and in regional mobility decision making processes. This outreach will further coordination efforts, facilitate input on transportation needs, and provide educational opportunities about available transportation resources and how to access those resources.

The LCCs include state and local agencies, stakeholders, consumers, and transportation providers from each of the USDOT Urbanized Areas along the Wasatch Front. The mission of the LCCs is to “Foster, organize, and guide local and regional coordination efforts that directly or indirectly improve access and mobility for seniors, persons with disabilities, persons with low income, and/or veterans.” WFRC staff participates in the Davis/ Weber and Salt Lake Coordinating Councils and the Grant Management Advisory Team, in addition to providing other support as needed to UTA’s Mobility Management work.

Development of Local Coordinated Human Service Transportation Plans

The locally developed Coordinated Plans have been updated and approved by the LCCs for FFY 2022-2025. The plans will be used to guide the work of these Local Councils in increasing the coordination of human services transportation and improving mobility throughout the region, including allocation of FTA 5310 grant funding.

RidePilot Lite

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

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

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

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

UTA coordinates with BRAG as parts of Box Elder County are within the Ogden-Layton Urbanized Area. The UTA Coordinated Mobility Department participates on the BRAG Local Coordinating Council. Providers within the urbanized area in Box Elder County are included in the coordinated transportation activities and are encouraged to apply for FTA 5310 funds for projects included in their coordinated plan.

Ongoing Outreach to Underrepresented Populations

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

FTA 5310 Funding Administration

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

UTA Coordinated Mobility Department is the designated recipient for 5310 funds allocated to the three large urbanized areas of Utah. UTA’s role includes administering, managing, and programming these funds, and selecting and monitoring the implementation of funded projects. UTA also has a responsibility to ensure that all interested parties have a fair and equitable opportunity to apply; and if selected, receive a fair and equitable distribution of funds. Once funds are distributed, UTA is to

ensure that all selected grant recipients comply with guidelines as defined by the FTA and any state or local authority. UTA is also responsible to ensure that the project review and selection process will include a determination that subrecipient projects are consistent with the Coordinated Human Services Transportation Plan.

Management of the 5310 large urbanized program is a joint effort between FTA, WFRC, MAG, UTA, the Grant Management Advisory Team (GMAT), and the Local Coordinating Councils to promote efficient use of grant funds and to ensure their fair and equitable distribution.

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

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

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

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

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

This project could potentially benefit all paper voucher programs across the country. Additionally, there are other industries that could benefit from this type of application. Based on this large opportunity 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.

Comprehensive Specialized Transportation Plan Outcomes

During 2019 and 2020, a Comprehensive Specialized Transportation Plan was developed with consensus from key stakeholders, including the LCCs, across the Wasatch Front. It has identified human service transportation gaps for seniors and persons with disabilities and proposed transportation solutions. The plan will be a guide for a number of specialized transportation projects over the coming years. The below projects are related to the identified solutions in the plan.

UTA Donated Vehicle Program

Early in 2022 the Coordinated Mobility Department was assigned to administer UTA’s Donated Vehicle Program (DVP). The CM department has streamlined the donation process. A DVP page has been created on the rideuta.com website, www.rideuta.com/donatedvehicle, where organizations can submit a request for a vehicle. This request goes directly to the CM department where the request is prioritized based on the intended use of the vehicle and when the request was submitted.

Centralized Information Call Center/Crisis Ride Provider for Salt Lake County as Identified in the Comprehensive Specialized Transportation Plan

Salt Lake County specialized transportation stakeholders identified the need for a stronger centralized transportation information center as well as a crisis trip fund for same day trips for seniors and persons with disabilities. United Way 211 (UW211) applied and was awarded funds for crisis trips from the FTA 5310 Grant. The UTA CM Department worked on scoping the project with UW211. It is intended that crisis trips through this pilot program will begin in the fall of 2022.

Travel Training FTA 5310 Grant Awards and Transition to the UTA Community Outreach Department

The UTA CM Department applied for two Travel Training related grant requests, which were both awarded. One grant request was awarded for an additional Travel Trainer. With the development of the Department and the growing public need, the UTA CM Department felt it was time for personnel expansion to better serve the at-risk communities of the Wasatch Front.

The second award is for the development of focused rail safety messaging targeted towards those with disabilities. It was brought to the Department's attention that persons with disabilities face unique challenges at the UTA rail stations. The Travel Trainers will work with the UTA PR Department and the Rail Safety Department to develop a community outreach strategy for this project.

Over time, the UTA Travel Trainers have been involved with many communities/agencies within the UTA service area. Much of this outreach has involved working with the UTA Community Outreach Department. UTA decided it was the appropriate time to move the Travel Trainers to the Community Outreach Department, which they did in the spring of 2022

Electric Vehicles for the Coordinated Mobility Department

The CM Department requested and was awarded FTA 5310 Grant funds for 2 electric vehicles (sedans) and 2 electric vehicle (EV) charging stations to be placed at the UTA Meadowbrook 1 building. These vehicles will be used by the CM staff for their mobility management outreach efforts. These vehicles will give CM staff better transportation access as the UTA white fleet is nonexistent at the Meadowbrook facility. Also, this project is in line with the goals of UTA's Zero Emission Plan.

Paratransit Service Study

The UTA CM department was asked to assist with a scope of work for a paratransit service study Request for Proposal (RFP). The department's involvement was asked for because of "expansion of paratransit services" being identified in the Comprehensive Specialized Transportation Plan, which was developed under the CM Department. UTA is seeking a study to examine all possible paratransit service options as UTA expands its services including microtransit areas. A CM employee has helped write the scope. The RFP should be out by August of 2022. The CM Department is only one of many internal UTA partners working on this project and the project is not specific to the UTA CM Department. It is being mentioned due to its relationship to the CM Department plans.

C. LONG RANGE PLANNING

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

C.1 REGIONAL TRANSPORTATION PLAN

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

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

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

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

The process is organized into three stages:

Stage 1 – Understanding Future Variability and Policies

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

Stage 2 – Scenarios

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

Stage 3 – Phasing and Implementation Plan

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

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

The following provides background and information on the work accomplished during FY 2022 (portions of Stages 2 and 3 above).

Wasatch Choice Vision Goals

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

The 2019-2050 RTP is the transportation element of the Wasatch Choice Vision, our Region’s shared blueprint for regional transportation, local land use, and economic development. When adopted in May of 2023, the 2023-2050 RTP will replace the 2019-2050 RTP as the transportation element.

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

The Wasatch Choice Vision focuses on the following ten Regional Goals:

- Livable and healthy communities;
- Access to economic and educational opportunities;
- Manageable and reliable traffic conditions;
- Quality transportation choices;
- Safe, user friendly streets;

- Clean air;
- Housing choices and affordable living expenses;
- Fiscally responsible communities and infrastructure;
- Sustainable environment, including water, agricultural, and other natural resources; and
- Ample parks, open spaces, and recreational opportunities

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

External Forces and Potential Policies Literature Review

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

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

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

Peer Group Review

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

Following the conclusion of all the group meetings, results from the polls along with comments received during the meetings were examined and informed the second version of the guidebook, (written for a broader audience) and which external forces were used for sketch scenario planning.

Members of the four peer groups were consolidated for the Technical Peer Group who commented and provided input on the development and modeling of the RTP scenarios.

Scenarios

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

Resiliency

Through the development of the 2023-2050 Regional Transportation Plan (RTP), WFRC has been focusing on exploring and understanding external forces - such as transportation technologies and shifts in market and consumer demand that may impact transportation, land use, and economic development decisions. WFRC's overall objective is to understand the range of potential ways these external forces might affect transportation in order to collaboratively build a combined infrastructure and land use system that is resilient regardless of how these external forces shape our lives.

In addition, WFRC continued to address resiliency through targeted discussions on natural disasters, especially with the 5.7 magnitude earthquake occurring March 2020 in the Salt Lake City - West Valley City urbanized area. The COVID-19 pandemic has brought to light the importance of incorporating resilience into our technical tools and into the foundations of the 2023-2050 RTP. WFRC began internal discussion and outreach to FHWA and UDOT on developing a targeted stakeholder committee to determine how resiliency should be further integrated into the Plan. To that end, WFRC gathered a steering committee of local, state, and federal environmental agencies to review projects in the RTP. WFRC staff has also been in coordination with local water districts, particularly with the Jordan Valley Water Conservancy District and the Weber Basin Conservancy District which provide critical water supply to Wasatch Front to discuss specific challenges with water conservation and consumption as the region continues to grow. WFRC staff is developing an interactive tool to assess environmental vulnerabilities and conflicts of RTP projects.

Draft and Evaluate Preferred Scenario

From the 2nd quarter of 2021 through the 1st quarter of 2022, the WFRC staff developed the preferred scenario with the 2019-2050 RTP project lists for active transportation, transit, and roads and then updated them based on the updated project selection process which is rooted in the ten Wasatch Choice Vision goals.

A series of eight sub-regional vision workshops were held in October and November 2021 with community planners, engineers, economic development staff, city managers, and elected and appointed officials from cities and counties with attendance from FHWA, UDOT, UTA, ULCT, Envision Utah, the Point, and UCAIR. Each vision workshop included participation from four to nine local communities. The focus of these workshops was to gather local community input and evaluation of the draft preferred transportation projects. The WFRC staff facilitated virtual tabletop review of the

transportation projects by grouping a few adjacent local communities at the same table. This helped bring consensus among staff and elected officials within a community.

The WFRC staff, in consultation with UDOT and UTA staff, reviewed the input from these eight fall Wasatch Choice Workshops, comments from the visualization tool, input from stakeholder and outreach meetings, input from updated and developed local community transportation master plans, and model outputs from the Real Estate Market Model (REMM) and Travel Demand Model (TDM). The draft preferred vision was further refined through an iterative internal and external review process. Refinements to projects included project type, mode, alignment, and termini. Regionally significant land use centers, corridors, areas, and special districts types, intensity, location, and size were reviewed and adjusted on a separate but parallel process in order to ensure land use centers were accurately portrayed.

Phase Projects

During the second half of FY22, the WFRC staff reviewed the ten Wasatch Choice Goals with transportation partners and local communities to identify which goals should be used to evaluate the individual highway, transit, and active transportation projects within the endorsed Vision compared to each other.

Phasing criteria were based on the 2019-2050 RTP criteria and reviewed against WFRC's STP, CMAQ, and TAP funding programs, UDOT's TIF and TTIF prioritization process, and UTA's Five-Year Service Plan prioritization criteria. In addition, staff conducted an in-depth review of peer MPO planning prioritization criteria. The updated criteria sought to strengthen access to opportunities and equity within the evaluation criteria. Evaluation methodology and scoring was thoroughly reviewed and agreed upon with the transportation partners and local communities and the phasing criteria were then set.

Generally, there was consistency in evaluation criteria among transportation modes, with flexibility allowed to best fit each mode. WFRC staff assembled data on all projects and scored them based on primary and secondary criteria discussed above. Based on these scores, projects were identified in which 10-year phase they were needed (2023-2032, 2032-2042, and 2043-2050). Needs-based phase assignments were reviewed by the transportation partners and local communities in the spring of 2022.

Financial constraint will then be applied, and projects adjusted into a phase based on projected revenue by mode. The fourth and final series of workshops and initial public comment period is planned for the fall of 2022 to review the draft financially constrained 2023 RTP.

Financial Model

For the 2023-2050 RTP, WFRC, MAG, Dixie MPO, Cache MPO, UDOT, and UTA partnered to fund an update to the Unified Plan Financial Model with consultant assistance. This work was coordinated through the financial subcommittee for Utah's Unified Transportation Plan. The Unified Plan subcommittee, with consultant assistance, finalized revising financial assumptions, growth rates, revenue sources, and costs.

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

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

Transportation Partner, Stakeholders Meetings, and Workshops

WFRC staff met with all transportation partners to debrief on the 2019-2050 RTP and ensure successful coordination for the 2023-2050 RTP during the fall of 2019. Both UDOT Regions One and Two, along with the UDOT Planning Department, MAG, and UTA were given the opportunity to provide feedback on the 2019-2050 RTP and have an open discussion for improvements on the preferred scenario, phasing criteria, and draft needs and financial constraint of the 2023-2050 RTP process.

WFRC continued to meet annually with the University of Utah, Research Park, Weber State, Rio Tinto, Larry H. Miller Group (Daybreak), Salt Lake Community College, Point of the Mountain Development Commission, Inland Port Authority, Western Growth Association, National Audubon Society, Trails Foundation Northern Utah (TFNU) / Parley's Rails, Trails, and Tunnels (PRATT) / Bike Utah, Utah's for Better Transportation (UBET), and the Utah Institute of Transportation Engineers (ITE) chapter to provide an update and seek feedback on the 2023-2050 RTP.

Transportation partners have been involved in the development of identifying external forces related to transportation and land use for the 2023-2050 RTP. Coordination efforts with UDOT and UTA, on a weekly and bi-weekly time frame occurred during all of FY22 to coordinate on the projects within the preferred scenario, phasing criteria and scoring, and phasing. Leadership meetings with each UDOT Region occurred on a quarterly basis allowing for updates and feedback throughout the planning process.

Regional Growth Committee Technical Advisory Committees (RGC TACs) were utilized to provide updates and facilitate input and feedback from the local community planners. Interactive maps were sent out to the RGC TAC and the Trans Com TAC to facilitate input on the preferred scenario and the draft project phases.

In January 2022 WFRC staff held a community workshop with Title VI Environmental Justice organizations. The focus of this workshop was to look at future transportation investments in the region and have a discussion around the impacts to the communities these organizations serve. Title VI Environmental Justice populations are identified as the following, but not limited to, low-income, minority, persons with disabilities, and senior citizen groups.

WFRC staff also met with resource agencies in January 2022 to provide early identification of key concerns, mitigation strategies, and solutions development for projects included in the draft 2023-2050 RTP, which may affect programs, lands, or policies of resource agencies. Resource agencies included local, state, and federal environmental, water, energy, economic, education, cultural, and health agencies. WFRC also met separately with the Jordan Valley Water Conservancy District and the Weber Basin Conservancy District to discuss specific challenges to water resources as the region continues to grow.

WFRC's freight and local delivery stakeholder group reconvened in August 2021 to discuss different advancements in transportation planning + freight and maintain partnerships with freight companies and keep them up to date with the RTP process.

Website

WFRC staff began updating the organization's website to include the in-progress 2023-2050 RTP. These updates included information about external forces and policies, external forces scenario work, and public comment opportunities. WFRC staff also provided a robust update to the performance measures space on the website, including a detailed discussion on federal performance measures, regional transportation plan performance-based planning, open space analysis, access to opportunities, and the state of the centers. Updates to the website are done periodically by WFRC staff.

Performance Measures

The Wasatch Choice Vision goals and performance measures address accessibility, mobility, state of good repair, fiscal responsibility, safety, economic development, energy, livability, environment, air quality, and equity. The Long Range Planning and Analytics Groups at WFRC worked collaboratively to establish analysis and automation methods to make

the performance measure process more efficient. WFRC spent significant effort to operationalize access to opportunity measures to better link transportation, land use, and economic development. WFRC continued work on developing monitoring plans for the Wasatch Choice Vision, including observed, regulatory, and planning aspects of the regional transportation system, land use, and economic development aspects of the Regional Vision.

WFRC's performance-based planning and programming is rooted in federal performance measures being defined by FHWA and FTA.

The Regional Council is in the process of coordinating with UDOT and UTA to re-evaluate and update performance targets for each of the defined performance metrics. WFRC continues to incorporate federal requirements into regional planning and programming, and to collaborate with UDOT and UTA to ensure the plans and programs assist in meeting targets. WFRC collaborated with UDOT to update federal performance measure targets and reporting during FY22.

WFRC staff also completed an overhaul of the performance measure space on the WFRC website to make performance-related information easier to find and more transparent. This update includes information about federal performance measures, RTP performance-based planning, Wasatch Choice Vision centers performance analysis, and open space analysis.

Active Transportation Planning

The Regional Council has established an Active Transportation Committee (ATC) which met five times in FY22. This Committee, made up of elected officials and staff as well as representatives from MAG, UDOT, Utah Department of Health (UDOH), and UTA, advised the Transportation Coordination Committee (Trans Com) and the Regional Growth Committee (RGC) on bicycle and pedestrian issues. Specifically, the Committee reviewed and provided feedback on the 2023-2028 Transportation Alternative Program applications, discussed regional trail maintenance, toured Salt Lake City neighborhood bike infrastructure, provided input on RTP phasing criteria, heard from UDOT on active transportation outreach, promoted the Golden Spoke network of trails and ParkRx Utah, and heard from shared/micromobility providers and experienced new e-mobility devices. Additionally, the ATC approved and adopted Focus Areas for 2022 on planning bicycle and pedestrian infrastructure, funding construction of infrastructure that benefits underserved communities, educating the public about active transportation and its symbiotic relationship to transit, discussing share the road education for drivers, and coordinating on policies such as e-bike regulation. These adopted Focus Areas represent a targeted focus to move active transportation forward in a meaningful way.

The Active Transportation (AT) Planner participated in local planning efforts, in coordination with WFRC's Transportation and Land Use Connection Program, during FY22. The Planner also developed the bicycle portion of the RTP, as described in that section of the document. Additionally, the AT Planner participated in conference/event organizing committees for the Move Utah Summit, Pedestrian Safety Summit, and Golden Spoke Ride.

Presentations on advancing active transportation in the region were given at APA Fall Conference, UDOT Conference, Utah Bike Summit, and Legislative Transportation Interim Commission.

In 2020, WFRC worked with UDOT to develop a list of regionally important active transportation projects that were then scored through the UDOT statewide Transportation Investment Fund (TIF) AT prioritization process. This prioritized list was used to determine projects eligible to receive portions of the \$35 million one-time State Legislature funding authorized in 2021 and \$40 million one-time State Legislature funding authorized during the 2022 Legislative Session to construct active transportation facilities. Any projects that do not receive portions of the one-time appropriation are automatically eligible for funding consideration through TIF AT as programmed by the Transportation Commission.

Utah's Unified Transportation Plan

Utah's Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including the [Utah Department of Transportation \(UDOT\)](#), [Wasatch Front Regional Council \(WFRC\)](#), the [Mountainland Association of](#)

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

Increased Emphasis Areas

Safety

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

Freight

During FY22, various rail and freight planning activities were accomplished by WFRC in collaboration with UDOT and other partners. WFRC's freight and local delivery stakeholder group reconvened in August 2021 to discuss different advancements in transportation planning + freight and maintain partnerships with freighting companies and keep them up to date with the RTP process.

WFRC also acquired Streetlight data in partnership with UDOT and other transportation agencies across the state, which will help inform the MPO's understanding of goods and freight movement. UDOT began a freight modeling and data collection study that MPOs participated in.

New technological advancements and changes in distribution and delivery has been a key research area in the exploration of external forces with transportation partners. WFRC continues to respond to freight surveys from FHWA, AASHTO, and academic institutions. WFRC also will begin an urban freight and local delivery study to understand this continually changing landscape and what member communities can do to prepare for future growth in online shopping and delivery in the region

Local Plans

The WFRC staff has reviewed both comprehensive land use and transportation plans from the cities and counties throughout the Wasatch Front Region. The review of these plans has helped identify inconsistencies between the local plans and the RTP for both specific transportation projects (roadway, transit, and/or active transportation) and better aligning the Wasatch Choice Vision with the local future land use planning. WFRC staff started reviewing both the potential projects list and the land use updates with the local communities, UDOT, and UTA in FY21 and FY22, with continued refinement anticipated to take place throughout the planning process.

Equity

The WFRC staff worked to incorporate equity into the 2023-2050 RTP. This was done by hosting a Wasatch Choice Community Workshop to review the RTP projects and give feedback, review and update phasing criteria to include equity components in the project scoring, collecting human narratives to bring our transportation planning down to the human scale, and revisit and update equity analysis criteria. Focus areas include: creation of the Wasatch Choice Community Advisory Committee (see below), human scaling the RTP, benefits and impacts in the RTP, outreach to equity partners, education of transportation related equity issues, and service planning of transit.

During FY22, WFRC began a robust process of seeking individuals to interview across the region and provide their perspective of utilizing different transportation modes to access a variety of destinations within the regional transportation network. This work's purpose is to help share personal stories of how transportation impacts real lives across the Region. The effort will continue into FY23 and be included in the 2023-2050 RTP documentation.

WFRC, in partnership with other transportation agencies and Wasatch Choice partners, developed the Wasatch Choice Community Advisory Committee with the purpose of understanding transportation needs of historically underserved communities.

WFRC solicited applications for the committee in late FY22, will convene the committee four times in the upcoming fiscal year, provide compensation for committee members, and engage committee members on various transportation programs to increase community capacity building and engagement in long-range transportation planning and decision making processes.

RTP Amendment Process

During FY22, WFRC in consultation with UDOT, UTA, local communities, and FHWA, updated the amendment process for the RTP and the Wasatch Choice Vision.

The updates included modifying the process to codify consultation with the air quality Interagency Consultation Team (ICT), move the Wasatch Choice Vision Centers to a Level 1 amendment, and align project types within each amendment level to the federal air quality conformity determination guidance.

There are three general sources for RTP or Wasatch Choice Vision amendment requests: (1) local request from city or county elected officials that usually involve collector roads, minor arterials, general land use centers, or regionally significant centers; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, UDOT, and UTA that require an amendment to the RTP for specific projects or the phasing of existing projects.

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

Amendment #3 to the 2019-2050 RTP

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

Amendment #4 to the 2019-2050 RTP

The WFRC Executive Director approved, in consultation with the RGC Chair and Vice-chair, an updated the 2019-2050 RTP with Amendment #4. This amendment was a Level 1 - Staff Modification to the region-wide refinements to the Wasatch Choice Vision Centers. With the adoption of Senate Bill 34 (2019), many communities throughout the Region have revised or developed new visions and plans that warrant further refinement of the Wasatch Choice Vision for better alignment with communities' local visions. In addition, these boundary improvements will increase the accuracy of inputs into WFRC's models and the accuracy of population and employment projections and transportation forecasts.

C.2 GROWTH PLANNING

WFRC works to integrate land use and economic development considerations with its core transportation planning and programming functions. The Wasatch Choice Vision establishes a shared blueprint for how land use, transportation, and economic development change through the year 2050. Wasatch Choice seeks to advance regional goals (see Section C.1).

This vision is in turn translated into three component plans, 1) the Regional Transportation Plan (RTP), 2) the Comprehensive Economic Development Strategy, and 3) local general plans.

WFRC sets annual goals for the agency's planning work. Goal 1 for 2022 was to "Collaboratively advance the Wasatch Choice Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges." This section outlines the advancement of this goal..

1) Regional Transportation Planning

In the last year, WFRC has continued working with stakeholders and partners to develop the 2023-2050 Regional Transportation Plan. This has involved refining the Wasatch Choice centers and exploring transportation projects and policies that advance the Wasatch Choice goals.. This is discussed further in C.1.

2) Economic development activities

The Comprehensive Economic Development Strategy (CEDS) is an integrated component of WC2050. The four year CEDS was adopted in May 2019. One of the adopted goals in the CEDS is "access to jobs and educational opportunities" - consistent with the Wasatch Choice goal "access to economic and educational opportunities." For the CEDS this goal has been translated into metrics to help inform where economic development best improves access to opportunities (ATO). These activities are further detailed in I.2.

3) Local general plans

In 2022 WFRC continued its work assisting local governments including use of the partnership Transportation and Land Use Connection (TLC) program (which is partially funded by the FHWA Surface Transportation Program). Additional activities to support local planning and implementation of the Wasatch Choice Vision included the following.

WFRC, Mountainland AOG (MAG), UTA and the Governor's Office of Economic Opportunity partnered to further assist communities in their efforts to plan for transit supportive communities in the Wasatch Choice Centers. New station area planning requirements are addressed in House Bill 462 passed in 2022 to address Utah's housing needs.

WFRC and ULCT launched the "Your Land, Your Plan" initiative, funded by a generous grant from Intermountain Healthcare and Zions Bank, to support municipalities and public private partnerships to advance public real estate asset planning and management. The initiative will plan for built environments that enable healthy living and unlock the value of public real estate asset holdings to enhance planned changes to the built environment.

WFRC hosted 8 Wasatch Choice Workshops in Fall 2021. These workshops brought local leaders and staff from nearby communities in each part of the region together to discuss their in-common challenges that need to be addressed in order to effectively implement the shared Wasatch Choice Vision. The workshops focused on refining the draft system of projects being developed for the Regional Transportation Plan (the transportation element of Wasatch Choice).

Staff worked with community organizations, business organizations, and transportation agencies to further regional collaboration around the Vision.

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

Technical Advisory Committees

During FY2022, the WFRC continued to work closely with both of its Regional Growth Committee Technical Advisory Committees (RGC TAC). Agenda items for FY2022 included briefings and presentations on the new Wasatch Choice Resources, Implementation of the Wasatch Choice Vision, RTP amendments, TLC awards announcements, corridor preservation funds, small area meetings, legislative updates, comprehensive economic development strategies, fiscal year major planning efforts, active transportation planning, transportation improvement program projects, and updates from both the Utah Department of Transportation and the Utah Transit Authority

Corridor Preservation

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

C.3 LOCAL GOVERNMENT SUPPORT

Transportation and Land Use Connection Program

In fiscal year 2022, 16 projects received TLC funding, one of which includes multiple cities and three of which are the first independent award for those municipalities. The relationship with partners Salt Lake County, UDOT, and UTA continues to strengthen; their partnership provides TLC projects with key decision makers and helps define a path toward implementation. The TLC team also collaborated with UDOT in generating and awarding projects for statewide Technical Planning Assistance funding, enhancing the partnership and providing more support to member communities.

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

In FY 2022, WFRC received \$2.2 million in requests for funding, demonstrating the significant ongoing demand for WFRC and partner support in local planning efforts. Over the past several years, the TLC program has worked with communities on 128 projects. TLC project types include small area plans, transportation and active transportation master plans, ordinances updates, form-based codes, market analyses and more. The TLC program also offers in-house technical assistance to a few communities, utilizing WFRC expertise and stretching the available funds. To date these in-house projects have included general plans, ordinances, parking studies, housing affordability and accessibility studies, and transportation master plans.

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

Station Area Planning

Toward the end of the fiscal year, WFRC has been preparing an approach in response to recent station area planning legislation. HB462 gives WFRC the responsibility to certify each city's station area plans, and to provide technical assistance to communities to help them prepare their station area plans. The initial round of technical assistance will be available at the beginning of fiscal year 23. The WFRC has adopted a policy for certifying station area plans.

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

TSM/TDM Promotion

WFRC staff met with sponsors of 16 projects in the urban area funded under the Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) programsto recommend transportation system management (TSM) and transportation demand management (TDM) strategies appropriate for their respective projects. Access management, pedestrian and bicycle facility improvements, transit access, intersection improvements, and traffic signal coordination are examples of the strategies addressed at these meetings. UDOT staff also attended the orientation meetings and shared potential safety improvements that could be considered in the respective projects.

Congestion Management & Air Quality

Based on the air quality benefit/cost and other benefits, the WFRC Council selected qualified transportation projects valued at a total of \$10 million for CMAQ funds in 2022 after evaluating several candidate projects with a total value of \$49 million. The approved projects include a pedestrian bridge, expanded Green Bike operation, round-a-bouts, transit operation hub, and a multi-use school access trail.

Traffic Management Committee

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

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

Special District Planning

The 2023-2050 RTP took special consideration to include refinements to transportation and land use assumptions to incorporate planning at special districts including the Point of the Mountain, Northwest Quadrant/ Inland Port, and Falcon Hill. Direct coordination with the Point of the Mountain Commission and staff incorporated an emphasis in active transportation and transit projects serving this development along with a connected and integrated roadway network. Continued coordination with the Inland Port Authority in the northwest quadrant of Salt Lake City included review of employment and transportation infrastructure. WFRC staff coordinated with Hill Air Force Base (HAFB) on the development of the Hill AFB Compatible Use Plan (CUP) along with coordination with the Military Installation Development Authority (MIDA) on the Falcon Hill development to update the population, employment, and all three transportation modes within the 2023-2050 RTP.

Future of Light Rail Study

In FY22, UTA initiated and has been performing Phase 2 of the Future of Light Rail Study. A stakeholder workshop was held to prioritize system goals and provide investment choices to meet those goals. Four analysis scenarios were developed. Operating plans, simulations, and travel demand modeling were performed on each scenario. Results were reported using

evaluation criteria on reliability, ridership, access to jobs, and travel time. A second workshop with stakeholders was held near the end of the fiscal year to report and ask for more specific investment priorities. A fifth and final scenario that will become UTA's Light Rail Strategic Plan is in progress.

FrontRunner Forward Study

During FY22, UTA procured a FrontRunner Program Manager to further develop service ideas through design, environmental, and funding stages of project development, with the intention to produce a FrontRunner Business Plan. An initial package of investment and service proposals were developed. Subsequent developments outside UTA have led to a re-evaluation of this work. During the 2022 legislative session, the Utah Legislature passed a law that assigned the Utah Department of Transportation (UDOT) to oversee transit projects that include state-provided funds. Investment in FrontRunner was included in the law. Since then, a UDOT project manager has been assigned and is being briefed on the work done to date.

Park & Ride Master Plan Update

With changes in station area planning, attention being paid to active transportation, and reduced demand during the pandemic, UTA has decided not to update the Park and Ride Master Plan at this time.

I-15 Mobility Alliance

WFRC participated in the multi-state I-15 Mobility Alliance. Multiple workshops included high capacity transit and major infrastructure. Participants from these workshops included state, MPO, and transit agencies from California, Nevada, Arizona, and Utah. It is anticipated that this Alliance will continue coordination efforts into the following years.

Park & Ride Master Plan Update

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

Census 2020

WFRC Analytics staff processed the statewide 2020 Census Redistricting tract, block group, and block files to increase usability within GIS software. The updated files and metadata were provided to the Utah Geospatial Resource Center (State GIS office) and published at gis.utah.gov for public discovery and use. The resulting dataset is utilized to inform socioeconomic estimates and projections by Utah's transportation agencies. An additional dataset was created and similarly shared that summarizes racial/ethnic identification for each group recognized within the Census process. WFRC shared analysis on data quality anomalies related to housing unit counts in several Utah counties.

Zero Fare Transit Study

The WFRC, in partnership with MAG, UTA, and UDOT, kicked off a study to consider revising the transit fare structure in the region. The study is planned to be complete with final deliverables ready by the end of 2022.

Regional Active Transportation Count Program

The WFRC, in partnership with MAG, UTA, and UDOT, are kicking off an effort to organize and create a coordinated counter program in order to collaborate on a data hosting/sharing platform for the region that is based on industry best practices and is responsive to the data available locally for active transportation.

Unified Transportation Plan 2023-2050 Document Development

The Utah Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah. Every four years these agencies merge their data, research, experience, and expertise to develop a new plan designed to keep Utah transportation moving. This project will update the Utah's Unified Transportation Plan document to the current planning cycle for 2023-2050.

Other Planning Studies

In FY22, UTA outlined and began a program to look for ways to increase speed and reliability of its bus system. It's been named the Bus Network Optimization Program or BNOP. The program seeks to increase ridership by improving the customer experience and travel times. Data collection from operators and a workshop of various bus service staff have been completed, as well as research on creating a toolbox of solutions to various typical problems that cause delays.

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

The WFRC took the necessary steps to approve the 2022-2027 Transportation Improvement Program (TIP) in August 2021 along with the corresponding Air Quality Conformity Determination (Air Quality Memorandum 40a). Among other steps, this included a 30-day public comment period in July 2021. Along with the TIP approval, WFRC completed and approved the annual self-certification of the transportation planning process at its August 2021 meeting.

Monthly meetings between WFRC and UDOT staff members facilitated coordination on TIP/ STIP programming, modifications, and amendments. These included executive level meetings and program management level meetings. WFRC staff also met regularly with UTA for TIP coordination. In developing the 2022-2027 TIP, the WFRC staff worked with UDOT to ensure that funding for projects in the existing four funded years (2022, 2023, 2024, and 2025) within the Wasatch Front Region was financially constrained and projects were on schedule.

In the fall of 2021, WFRC staff sent a request for a "Letter of Intent" from potential sponsors wishing projects to be considered for the Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) Program, and Transportation Alternative Program (TAP). Following a staff review to determine eligibility, project applicants were directed to access a "Project Evaluation Concept Report", a "Project Cost Estimate Report", and an "Emission Analysis Form" (for CMAQ applications), on the WFRC website and complete the appropriate information. Once the project concept reports were received and reviewed for completeness, staff began the evaluation process. This process involved a spreadsheet scoring of the projects based on approved technical criteria, an onsite/ virtual field review of each project, and other professional measurements and considerations. This year, the on-site field review with virtual participation enabled staff from WFRC, UDOT, FHWA, UTA, and local governments to meet with each project sponsor to review the project concept, ask questions, and identify possible concerns, or alternate solutions.

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

Once the Regional Council approved the draft programs, staff went to work with staff from UDOT and UTA to prepare the draft 2023-2028 TIP for public review and comment. Included in the draft 2023-2028 TIP with the STP, CMAQ, and TAP programs are other federal-aid highway and state projects proposed by UDOT, and the federal transit projects proposed by UTA. The WFRC staff worked with these two agencies to compile the lists of other proposed projects for inclusion in the draft 2023-2028 TIP. The remainder of the TIP process and approval will occur in early FY2023.

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

During the early months of the 2022 federal fiscal year, WFRC staff worked with UDOT and UTA to compile a list of projects that received funds during the previous fiscal year (2021). This report of federal funds obligated was shared with Trans Com and the Regional Council. WFRC staff also prepared the annual summary report of CMAQ projects and submitted the report to UDOT for review and approval. UDOT then forwarded this to FHWA for their review and approval.

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT ENVIRONMENTAL STUDIES

Little Cottonwood Canyon (LCC) EIS

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

After the release of the Draft Alternatives Development and Screening Report during the summer 2020, UDOT spent the rest of the year gathering, reviewing and evaluating comments. During the spring of 2021 the Draft EIS was prepared and subsequently released for public comment during the summer of 2021.

As a participating agency to the project, WFRC staff reviewed the Draft EIS documents and submitted comments. In-person public open houses and a virtual public hearing were held and received an unprecedented number of comments, clearly illustrating the importance of Little Cottonwood Canyon and S.R. 210 to the community, the variety of stakeholders involved, and the challenges associated with identifying transportation solutions in the canyon and the communities through which S.R. 210 passes.

With continued review and analysis of comments to the Draft EIS, a revised version of the Draft EIS was prepared for additional agency and public comment. During the spring of 2022 WFRC assisted several jurisdictions navigate the alternatives in the LCC Draft EIS and the projects identified in the WFRC's Regional Transportation Plan.

Release of the LCC Final EIS is anticipated during the summer of 2022 followed by a Record of Decision (ROD) in the fall.

I-15 Farmington to Salt Lake City EIS

WFRC had the opportunity to coordinate with UDOT project team members to review and comment on the Purpose and Need document for the I-15 Farmington to Salt Lake City Environmental Impact Statement (EIS). Prior to developing the Purpose and Need, UDOT hosted two rounds of five Smart Growth Workshops with local communities and key stakeholders which included walk audits and workshops to evaluate conditions for pedestrian and bicycle use at strategic points along the project. It is anticipated that WFRC will remain a key stakeholder in the development of this EIS and will continue to remain engaged with multiple staff members participating and coordinating with the EIS team.

Bangerter Highway Corridor Interchange Environmental Studies

WFRC had the opportunity to work with the UDOT Bangerter Highway Corridor project team to provide input and track progress on the proposed free-way style changes to three intersections on Bangerter Highway at 13400 South, 9800 South, and 4700 South. UDOT developed draft environmental studies for these proposed freeway style interchanges and encouraged the public to review and provide feedback for these studies. It is anticipated that WFRC will remain a key partner in the development of these studies and will continue to remain engaged and coordinating with the UDOT project team as they look to complete additional environmental studies on the remaining at-grade Bangerter intersections from 4100 South to California Avenue.

E.2 UTA ENVIRONMENTAL STUDIES

Davis – Salt Lake City Community Connector

Based on technical analysis, coordination with stakeholders, and public outreach, it is recommended that the Davis-SLC Community Connector project will provide service between Farmington and the University of Utah. In FY22, UTA continued to coordinate with project partners to revise the definition of the project. It was determined to eliminate exclusive lanes. The base portion of the project (500 South in Bountiful to 200 South in Salt Lake City) is recommended to have enhanced stations, and some design work has been completed. On the extensions to Farmington and the University of Utah, there would be stop improvements rather than stations and no other capital improvements. A small area service planning study was conducted and microtransit service will open in August 2022 and replace pre-pandemic commuter routes.

Blue Line Alternatives Analysis/Point of the Mountain Transit

Following the transit study that was completed in FY21 identifying a locally preferred alternative (LPA) of Bus Rapid Transit (BRT) between the FrontRunner Draper Station on the north end and the FrontRunner Lehi Station, some elected officials called for a re-evaluation of some portions of the work. Much of FY22 has been occupied redefining the project to include more modes as alternatives in an environmental analysis. During the 2022 Utah Legislative Session, a law was passed to assign oversight and project management responsibilities for transit capital projects that receive state funding to the Utah Department of Transportation (UDOT).

F. TRAVEL FORECASTING

Wasatch Front Travel Demand Model Enhancements

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

In November 2021, WFRC and partners released version 8.3.2 of the TDM. This updated version includes the project additions and modifications through the third round of amendments to the WFRC and MAG 2019 Regional Transportation Plans. The 8.3.2 update included other noteworthy enhancements such as: addition of 'external force's parameters for connected and autonomous vehicles, eRetail utilization, and telecommuting; recalibration of transit ridership behavior to the 2019 UTA Onboard Survey; updated transit routes/schedule information and access/egress linkages; recalibration to the latest road volume information from UDOT; recalculated day or week, seasonal, and truck factors; and workplace Access To Opportunities metric calculations for free flow travel periods.,

During the remainder of FY22, WFRC continued model development work on the next major TDM release (v.9.0), anticipated to be released in early FY23.

WFRC continues to work with the region's travel model users group to apprise consultants, agencies, and researchers of anticipated new model enhancements and releases. WFRC staff recently participated with UDOT and UTA consultants selected for EIS and modeling/analysis work for major projects including freeway reconstruction and fixed guideway transit projects.

Travel Model Coordination

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

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

Ongoing Model Development

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

- **TAZ Boundary Updates** - WFRC completed a major overhaul to the TAZ boundaries, improving their alignment and size relative to recent development, the alignment of new roads and future planned roads, and agreement with city boundaries. TAZs were added to the Wasatch mountain and canyon areas to prepare for inclusion of these predominantly recreation areas in the WFRC modeling space. The new TAZ's will be officially released with the 9.0 version of the travel demand model in Spring of 2023I.
- **Travel Model Network Updates** - WFRC updated the travel model network to keep in concurrence with the existing system and the latest projects included in the draft 2023-2050 RTP. Centroid connectors were edited to ensure agreement with the additions and updated boundaries of the TAZs.

- **Mode Choice Update** - this is a two year project to update the mode choice model within the TDM. WFRC, working with its contractor, pursued two tracks to this project which focuses on the update of the TDM's most complex component, the Mode Choice submodel. Some early elements of the Mode Choice update project were included in the 8.3.2 model release. Still more are expected in v9.0 which will be adopted with the 2023 RTP in FY23. The final and most substantive Mode Choice updates will be released in a v9.1 model early in the 2027 RTP cycle.
- **Big Data Consultant** - WFRC and state transportation agency partners took delivery of a statewide TAZ-level origin-destinations dataset through a contract with StreetLight. This dataset will be used in support of the planned 2022/23 Household Travel Survey and has already been used for calibration and validation of the Wasatch Front travel demand model. Streetlight data was processed for several interactive maps that have been (April 2022 Bike Trip Generation), or will soon be (July 2022 Small District Trip) shared with stakeholders and the public via WFRC's Map of the Month series.

Model Application

WFRC continued to provide travel modeling application support to regional road and transit studies in FY22 including the South Davis County I-15 reconstruction project, the largest single project in both the current TIP and RTP.

Travel modeling support was provided for project evaluation within the in progress 2023-2050 Regional Transportation Plan, including exploration of external forces and policy change scenarios. This effort leveraged new modeling capabilities within the v8.3.2 model to explore and reflect potential future impacts of increased telecommuting, connected and autonomous vehicles, increased and online retail.

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

- A statewide traffic volume forecast map (including the new v8.3.2-based forecast) that allows users to interact with estimates and projections through 2050 together with the official RTP socio-economic forecast and RTP project map.
- Updated (v8.3.2) Volume-to-Capacity (V/C) ratio interactive map that depicts scenario-specific forecast results for V/C from the TDM.
- Updated Access to Opportunities interactive map (July 2022 Map of the Month) that summarizes workplace destination access using both TDM and land use model results for auto and transit.

Other

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

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

"What's New?" documentation was completed for the v8.3.2 version of the TDM, including extensive validation and comparison reports.

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

G. TECHNICAL SUPPORT AND SERVICES

G.1 AIR QUALITY ANALYSIS AND COORDINATION

Conformity

The 2050 WFRC Regional Transportation Plan was approved in May 2019 and there were not any amendments to the RTP completed in the last fiscal year requiring a conformity analysis. WFRC staff prepared Air Quality Memorandum 40b for the 2023-2028 TIP. Amendment #3 of the RTP and the corresponding Air Quality Memorandum 40 began public comment just prior to the close of FY21 and was completed and approved in FY22. Air Quality Memorandum 40a for the 2022-2027 TIP with the same public comment period as Memorandum 40 was also completed in FY22.

WFRC invested significant time creating MySQL code to prepare input data files for MOVES3. The current program uses the Cube travel demand model program to extract these input files. When completed, the MySQL code will be faster and more adaptable to coding modifications and improvements in the future.

Technical Support

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

Coordination

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

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

UDOT Air Quality Coordinator

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

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

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

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

In FY22, The WFRC Analytics group continued implementing recommendations from the August 2019 expert peer review of REMM and its related processes. In FY20, WFRC staff updated REMM's source code to version 3.x of the Python programming language and ported the new and archive code to WFRC Analytics' public Github repository. In FY22, work continued to focus on a major effort to update REMM's base year data to reflect the 2019-20 county tax assessor parcel database, and creating a more efficient update process is nearing completion.

For the first time, WFRC staff are using an in-house developed module for Urban Sim to assert larger in-process or very likely future development projects. This "in-the-pipeline" module is being used for developments that have a single-owner, good capital positioning, and local government support. In addition, a similar "pipeline jobs" capability is being used to assert non-market driven employment for large government contract employment increases expected at Hill Air Force Base, which is a situation where REMM is not capable of accurate job location on its own.

The team also developed automated processes for producing "progression metrics" and graphs and other visualization techniques that summarize the REMM model's performance -- at fine geographic scales -- across each model run. A major breakthrough was made in REMM result visualization through the construction of a custom web map that allows the household and job distribution forecast to be viewed graphically and geographically at different scales, across any set of future years, for any socio-economic variable. This effort, which includes a geographic-specific commenting function for stakeholders, will greatly improve the ability to understand the model's dynamics and to find forecast issues and make the appropriate adjustments. WFRC REMM modelers continued to participate in national land use model coordination groups organized by the National Association of Metropolitan Planning Organizations (AMPO).

In addition, WFRC's REMM enhancement work included:

- Continued reprocessing of job location data (count and sector) for 2020 from the Department of Workforce Services (DWS) unemployment insurance contributor database
- Renewed statement of compliance with Department of Workforce Services MOU conditions to allow access to this protected dataset through May of 2025
- Continued improvement to processes that standardize county assessor tax parcel data that are needed for new 2019 base years and for asserting new development in the 1-3 years since the current base year
- Continued updates to WFRC's Generalized Future Land Use (GFLU) layer that compiles and standardizes city and unincorporated area general plans into a region-wide GIS layer of allowable land uses and residential and commercial development intensity limits. This layer, together with the updated Wasatch Choice Center boundaries, guides and constrains future real estate development activity simulated with REMM
- Continued refinement of the process to inventory all housing units, informed primarily by the Tax Assessor parcel data, by type, size, value and year built. The first version of the Housing Unit Inventory dataset, proscribed by SB 164 passed during the 2021 general session of the state legislature, was released as a public facing web map (January 2022 Map of the Month) in partnership with the county assessors and the Utah Geographic Resource Center (UGRC), the state GIS office..

Other

WFRC staff from Analytics and Long Range Planning facilitated a significant set of boundary adjustments and additions to the Wasatch Choice Centers layer that was finalized and incorporated into WFRC public-facing maps in FY22 (September 2021 Map of the Month). This updated layer refined the Center areas through a process that looks at the existing build environment in the GIS parcels, aerial photography, and current general plans (GFLU). Local area maps of the resulting, more exacting updated layer were sent to WFRC area city planning staff for review and feedback.

G.3 GIS AND DATABASE MANAGEMENT

Geographic Information Systems (GIS) continued to serve WFRC's organizational and program area goals. WFRC's Analytics staff proactively responded to regional planning and data accessibility needs by building and sustaining information resources and interactive web map applications. GIS staff collaborated with program area staff, external partners, and stakeholders to visualize anticipated future conditions and deliver resources for decision-making.

Long Range Planning Support

WFRC staff provided significant GIS data and mapping support for the year-3 preparation activities relating to the 2023-2050 Regional Transportation Plan. For each of the four RTP outreach phases in FY22, interactive maps and detailed transportation project datasets were prepared by GIS staff. Each interactive map contained custom tools tailored to the outreach opportunity. Project datasets reflected hundreds of edits, including added, removed, and updated roadway, transit, and active transportation projects. The transportation project prioritization process was strongly informed by GIS-based analyses that scored projects based on spatial proximity metrics. Detailed maps were also prepared for virtual stakeholder and community partner workshops, including a web map displaying the preferred scenario, draft set of transportation projects for roadway, transit, and active transportation in the forthcoming RTP.

A significant effort was undertaken to refine the boundaries of the "Wasatch Choice Centers" - designated land use areas adopted as part of the 2019 RTP. Using parcel boundaries and future land use plans, these centers were adjusted and presented to city planners for review. These changes were accepted by cities, approved by the Regional Council, and implemented into the Wasatch Choice Poster and Wasatch Choice Interactive Map. Large-format (6' x 3') Wasatch Choice vision map posters, with the updated Center boundaries were provided to each of the primary partner agencies for display.

In addition, GIS support was provided for the Tooele Valley Rural Planning Organization (RPO) long-range plan. Interactive maps were built to allow for agency comments on the bicycle/pedestrian portion of the plan. A draft bicycle route phasing map was also prepared for RPO review.

Short Range Planning and Programming Support

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

Model Development Support

GIS resources strengthened the reach and impact of WFRC's models, specifically the travel demand model (TDM) and real estate market model (REMM). Analytics staff created custom tools and applications to display model inputs and outputs in new and interesting ways. The traffic congestion forecast map shows modeled future congestion conditions for major roads in the WFRC area for a variety of time frames. The continuous count station factors map allows the user to display model

factors for various selection options. The special generators map visualizes travel patterns to regional destinations that do not follow typical modeled traffic patterns. This map incorporated results from StreetLight “big data” zone queries.

For the land use model, REMM, a significant accomplishment in FY22 was the preparation of 2019 base year parcel data for usage in the model. This update involved scripting automated, GIS data standardization processes and performing manual reviews. A land use override layer referred to as the “policy layer” was also updated, using the generalized future land use GIS layer and up-and-coming pipeline projects data as references.

REMM distributes county-level forecasts for population and jobs to the much smaller Traffic Analysis Zones (TAZs). A new GIS web map was built to allow cities and other stakeholders to explore these forecasts and provide TAZ and city-level feedback and additional information that will be considered prior to finalizing the forecasts. The new web map greatly improves the ability for internal and external review, and will facilitate a higher level of engagement possibilities in the forecasting creation and adoption process.

Another major GIS accomplishment for model development was the creation of a housing unit inventory GIS layer. This dataset categorizes residential units in the WFRC area by type (ex. single-family, apartment, condo, townhome, etc.), value, and age, using recent parcel data and county assessor information. Creating this dataset is important as it is required for REMM. The interactive map’s visualization allows other housing-interested organizations to better understand existing housing units and their characteristics over time, at regional, city, and neighborhood levels, including buffers around rail transit stations.

Government Affairs / Communications

WFRC staff expanded their reach in GIS in regional government affairs and strategic communications. With the help of the long-range planning staff, WFRC GIS staff built a resource and web page focused on equity. This resource highlights the region’s history, effects of past policies, and ongoing planning efforts that aim for a more equitable future. It contains several interactive maps with historical data, demographic data, and supporting reference datasets.

In the government affairs space, GIS staff prepared several maps in support of transportation-related legislation and initiatives. Two sets of maps were built for transit station area planning bills. These resources were widely distributed and referenced by WFRC and its partners.

In Utah, regional bicycle and pedestrian needs have recently attracted additional attention. A road/route safety map was prepared to approximate the comfort level a typical adult user would experience on a bicycle. This map used a level of traffic stress dataset that was derived from GIS analysis of road characteristics. Also, WFRC staff created a unique ride tracking map for a regional bike ride event that was shared at the event and committee meetings.

Other GIS Accomplishments

- Interactive and static maps to help explain the new planning requirements established by the State legislature for cities with transit stations.
- Continued monthly “Map of the Month” newsletter series distributed to thousands of WFRC stakeholders. Topics included: Access to Opportunities, Transportation and Land Use Connection projects, Wasatch Choice Centers update, TIP Public Comment map, UTA’s 5 year transit plan, Wasatch Front Housing Inventory, RTP Preferred Scenario map, HB462 station area planning requirements, bicycle trip pattern, and bike safety.
- Supported WFRC’s Transportation and Land Use Connection program by providing data and mapping support
- Built a tool for Weber County to identify possible locations for affordable housing.
- Added 13 maps to the maps.wfrc.org map gallery.

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

WFRC fulfilled requests for service throughout FY2022. Support was provided to help in various subarea and corridor studies. Traffic and socioeconomic information and forecasts were provided to interested persons and agencies.

Assistance was provided on an as-needed basis to local municipalities, state agencies, school districts, and others. As stated in the Work Program, priority was given to services that assisted in implementation of supporting plans and local projects.

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

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

WFRC staff worked with the Tooele Valley RPO on updating the long range active transportation plan for the Valley. Staff also facilitated dialogue with UTA and UDOT about UTA's 5-year transit plan and UDOT's Northeast Area study. The RPO made recommendations regarding CMAQ funding UDOT allocates to the non-attainment portion of Tooele County. Staff facilitated discussion regarding near-term priorities and additional funding opportunities available through UDOT and via new discretionary grants resulting from the Infrastructure Investment and Jobs Act.

G.6 MORGAN COUNTY-OGDEN VALLEY RURAL PLANNING ORGANIZATION

In FY21, the Morgan County-Ogden Valley RPO voted to reform as the Morgan County RPO, with membership from Morgan County and Morgan City. WFRC, Morgan County, and Morgan City are in the process of establishing the reformed RPO. However, throughout FY22, staff has explored funding opportunities with Morgan County and Morgan City and local option sales tax options with Morgan County. Morgan County adopted two new local option sales taxes in late FY22. WFRC staff has also conducted outreach to several groups regarding trail and active transportation facility implementation and is involved in both the Morgan County Active Transportation Advisory Board and the Morgan County Active Transportation Implementation Plan. WFRC staff continues to help facilitate dialogue about emerging rural areas.

H. PUBLIC INVOLVEMENT

In fiscal year 2022, Wasatch Front Regional Council (WFRC) staff led and participated in numerous successful public involvement efforts including, but not limited to, the following.

Formal Public Comment Periods

A formal public comment period was held for the Draft 2022-2027 Transportation Improvement Program (TIP). WFRC placed public notices in local newspapers as well as distributed emails to interested people and groups, posted information on the WFRC website, and generated paid and organic social media ads to notify the public of the opportunity to comment. All comments were carefully detailed, summarized, responded to, and submitted to WFRC for consideration, prior to adoption of the 2022-2027 TIP.

Amendment#3 to the 2019-2050 RTP

A formal public comment opportunity was opened up during Regional Growth Committee meetings for Amendment #3 to the 2019-2050 RTP. Level 2 amendments - Board Modifications types of projects – do not require a 30-day comment period. Amendment #3 contains a Level 3 - Full Amendment type of project - and its 30-day comment period started June 26, 2021 and ended July 31, 2021.

Stakeholder Outreach Meetings and Workshops

WFRC sponsored two in-person open houses for the Draft 2022-2027 TIP in July of 2021. Representatives from WFRC, UDOT, and UTA were available to answer questions about the TIP projects.

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

Partner Events, Conferences, and Conventions

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

Local Elected Officials

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

Utah State Legislature

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

Congressional Delegation

WFRC staff met with and advised the members and staff of Utah's congressional delegation on transportation, land-use, and planning related issues. Specifically, WFRC staff reiterated the importance of a timely, sustainable, and long-term transportation reauthorization bill by providing the delegation with Utah's shared transportation reauthorization principles. Additionally, WFRC was able to communicate and coordinate with the delegation and staff on the state and local implementation of the federal Infrastructure Investment and Jobs Act.

Ongoing Presentation and Working Group Opportunities

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

Online Engagement Tools

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

Ongoing Website Updates

WFRC staff continues to provide subject-matter expertise to local governments and other stakeholders, including making a variety of resources and content available via wfrf.org. Of particular note, many resources tied to the regional Wasatch Choice Vision have been added over the course of the past year (see section G.3). Additionally, numerous general, committee, vision, plan, and program publications, as well as links to studies and data, are available in PDF and/or interactive formats on the website. WFRC also launched a new Federal Funding Opportunities webpage to inform community leaders and their staff of funding opportunities from the new Infrastructure Investment and Jobs Act.

Social Media and Email Campaigns

In an effort to communicate the needs and benefits of continued, regional effort to implement the Wasatch Choice Vision, including its core strategies, WFRC staff provides regular, relevant messaging and links to resources via its social media channels. These channels include Facebook, Twitter, LinkedIn, YouTube, and Constant Contact.

During fiscal year 2022, WFRC began uploading all Council and committee meeting videos to its YouTube channel, cross-linking them to the Council and committee respective webpage for ondemand viewing.

WFRC also prepares and distributes a monthly e-newsletter to a list of more than 3,000 recipients. This furthers the messaging around quality of life and continues to build relationships with cities, counties, transportation partners, community-based organizations, and the private sector. Supplementing the newsletter is a Government Affairs newsletter that is sent when the Utah State Legislature is in session, during the Summer Interim Session, and when important information is available to share.

Additionally, WFRC launched a new email campaign around Federal Funding Opportunities, derived in part from the Infrastructure Investment and Jobs Act. This campaign sends communications to a targeted list about new opportunities, what they are, their timelines, and how to apply.

Media Relations

WFRC staff worked with various media outlets to keep the public informed of opportunities to give input on WFRC's planning efforts and to tell the story of positive outcomes in the region. During fiscal year 2022, media ran dozens of news stories regarding the following topics:

- Wasatch Choice Vision
- Regional Transportation Plan
- Transportation Improvement Program
- Transportation funding
- Pandemic impacts on growth and other behaviors
- Bicycle safety
- Infrastructure Investment and Jobs Act

These media outlets included the Salt Lake Tribune, Deseret News, KUER NPR, Salt Lake City Weekly, Standard Examiner, KSL Newsradio, Utah Business, Building Salt Lake, and Fox 13, to name a few. . WFRC staff have tracked and documented all media and public outreach efforts.

I. COMMUNITY DEVELOPMENT

I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

The WFRC staff continued to administer the State Housing and Urban Development Division's federal CDBG program for Tooele, Weber (excluding Ogden City), and Morgan Counties. During FY2022, WFRC staff completed the 2022 annual update of the region's Consolidated Plan which sets goals and reviews the outcomes of the previous year's goals, and helps inform the five-year Consolidated Plan that was updated in FY2020.

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

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

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

I.2 ECONOMIC DEVELOPMENT

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

The District's annual objectives for 2022 are as follows:

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

Integration of Economic Development with Transportation and Land Use Efforts

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

The 2018-2023 CEDS focuses on four key strategies

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

Administer the Economic Development District and Staff the Committees

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

Staff spent significant time in 2020 and the first half of 2021 with local government partners on coordinated EDA applications to maximize and leverage the \$1.5B in CARES Act funding EDA received, which are now complete. Seven communities used this money to help small businesses with education and resilience awareness as well as updating local economic development strategies.. These funds were one time money and the EDA CARES Act funding was closed as of June 30, 2022. These funds assisted local communities to modify their economic development strategies to be more resilient, targeted, and equitable, and to enhance the resiliency of the region's Comprehensive Economic Development Strategy. An internal annual update to the 2018-2023 CEDS was also completed along with a more robust economic resilience section for the CEDS document. The process for the 5-year CEDS will begin in September 2022 and will be completed by September 2023.