



ACTIVITIES AND ACCOMPLISHMENTS REPORT

FY 2025



WFRC GOALS FOR FISCAL YEAR 2025

- 1.** Collaboratively advance the Wasatch Choice Vision as a framework for integrating transportation, land use, and economic development, to address growth-related opportunities and challenges, and maintain and enhance quality of life.
- 2.** Effectively administer ongoing plans and programs.
- 3.** Provide subject-matter expertise to federal, state, and local officials and policymakers.
- 4.** Strive for organizational excellence.

The full text of WFRC FY25 goals can be found at the end of this report.



\$52M

VALUE OF WFRC CAPITAL FUNDING AND
TECHNICAL ASSISTANCE AWARDED TO
COMMUNITIES

45

NUMBER OF WFRC COMMUNITIES DIRECTLY
ASSISTED WITH CAPITAL PROJECT FUNDING
OR TECHNICAL ASSISTANCE

172

INCREASE IN PLANNED CITY AND TOWN
CENTERS (2023 TO 2025, WFRC & MAG)

50,000+

NUMBER OF NEW HOMES IN CERTIFIED
STATION AREA PLANS



PLANNING TODAY, SHAPING TOMORROW

Planning for the future of our Region — across transportation and related issues of land use, economic development, air quality, and more — is a collaborative effort. As the designated Metropolitan Planning Organization (MPO) for Utah's northern Wasatch Front and an Association of Governments (AOG), the Wasatch Front Regional Council (WFRC) is responsible for coordinating this planning process. We also provide funding and technical assistance to help communities in the Region transform plans into reality.

For Fiscal Year 2025 (July 1, 2024 - June 30, 2025), the WFRC Council adopted a set of agency goals that guide our work. This report highlights the progress made by WFRC members, staff, and partners toward achieving these goals. These highlights are organized by our four primary FY25 goals, followed by a comprehensive "completion report" detailing WFRC's activities.

Sharing these accomplishments is one way we demonstrate the accountability that WFRC has as a public agency. WFRC is proud to work alongside our members and partners to serve and strengthen our communities and Region!

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.

Goal One

Collaboratively advance the **Wasatch Choice Vision** as a framework for integrating transportation, land use, and economic development, to address growth-related opportunities and challenges, and maintain and enhance quality of life.



SUPPORTING COMMUNITIES ACROSS THE WASATCH FRONT

The Wasatch Front is a diverse mix of communities, from the metropolitan centers of Salt Lake City and Ogden to suburban towns and rural communities. As rapid growth continues across the Wasatch Front, there is no one-size-fits-all approach.

Certain issues affect all of the Wasatch Front, such as transportation, economic vitality, housing affordability, and air quality. The **Wasatch Choice Vision** is the shared regional blueprint developed with our partners at Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Utah League of Cities and Towns (ULCT), Utah Association of Counties (UAC), the Governor's Office of Planning and Budget (GOPB), the Kem C. Gardner Policy Institute, Envision Utah, the Salt Lake Chamber, American Planning Association Utah (APA), and Salt Lake County. The Vision identifies the unique needs and aspirations of communities across the Region and maps a positive path forward.

WFRC has expanded our planning support to communities, thanks to state resources from GOPB. In partnership with the Governor's office, WFRC is working hard to support general planning, identify opportunities to enhance municipal codes, facilitate conversations around centers and development, and more.

Some examples include:

- Working with Roy City to develop a Water Element for their General Plan.
- Working with West Bountiful City to explore development possibilities that incorporate a variety of housing types.

As part of our agreement with GOPB, WFRC collaborated over the past year with other AOGs across the state to update the inventory of general plans within our Region. This effort helps us to identify areas where communities may benefit from additional technical assistance.

WFRC facilitated collaboration among local governments, transportation agencies, and other public and private sector stakeholders to further regional collaboration around the Wasatch Choice Vision.

WFRC proactively engages with our communities, residents, and stakeholders to ensure our plans and programs are as effective and comprehensive as possible and reflect the varying needs and priorities in our Region. These efforts include public open houses in accessible locations, 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 requested.

DELE FORMA AL FUTURO

Obtenga más información sobre los planes de inversión en transporte para su comunidad y región.

Deje sus comentarios hasta el 2 de agosto
wfrc.utah.gov/tip-comment

TRANSPORTATION IMPROVEMENT PROGRAM

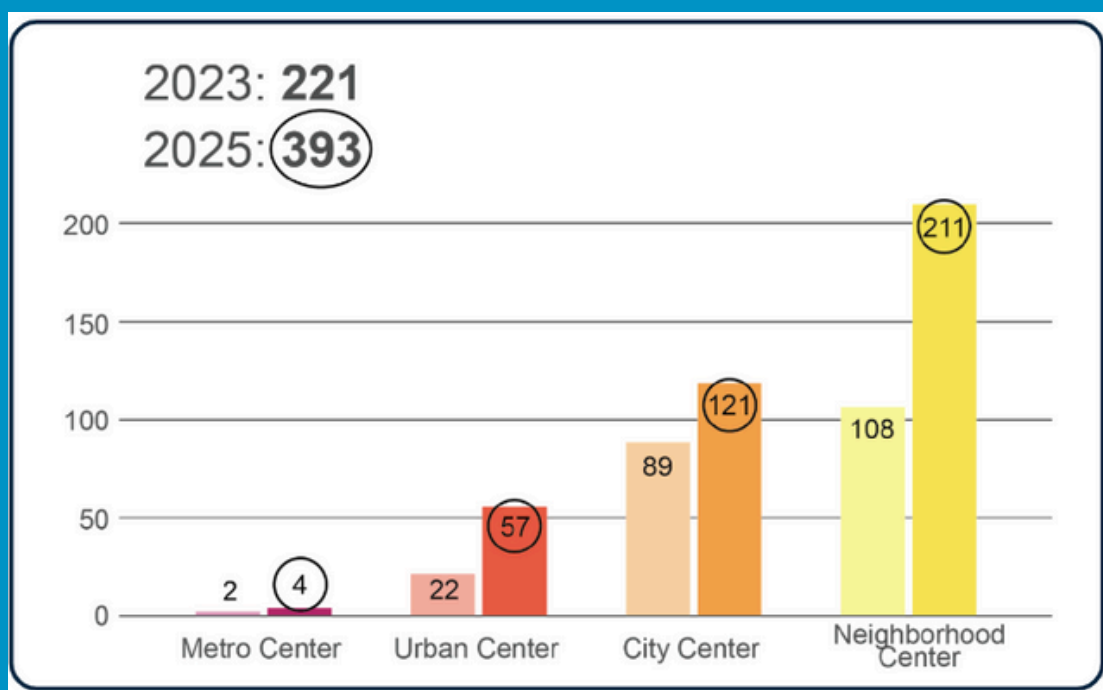
Spanish version of the TIP Open House public comment flyer.

WASATCH CHOICE VISION: DESIRED LAND USE UPDATE

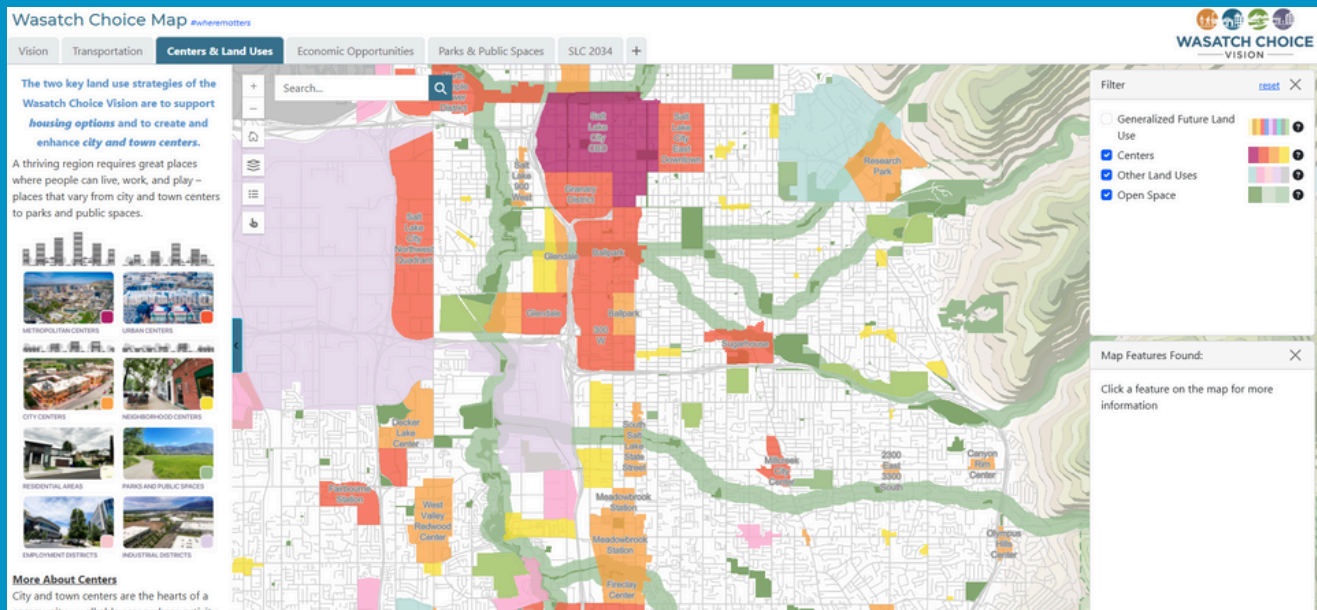
WFRC engaged communities across our region to update the Wasatch Choice Vision Land Use Map.

- The Wasatch Choice Vision coordinates our communities' land use aspirations and desired economic opportunities with regional transportation improvements. It provides a shared framework for communities and our Region to preserve and enhance quality of life, even as we face significant growth.
- The Vision features city and town centers as the dynamic hearts of our communities — walkable areas where activity is focused, with a more intense mix of places to live, work, and take advantage of infrastructure, amenities, and public spaces.
- Centers and other regionally significant land uses in the Vision are updated every two to four years to reflect the evolving local vision of each community.

Number of Planned City and Town Centers



The 2025 Wasatch Choice Vision Land Uses update process resulted in a 78% increase in planned centers in the WFRC and MAG regions from 2023.



The recently updated Centers and Land Uses map of the Wasatch Choice Vision.

Beginning last fall with eight Wasatch Choice Vision workshops, **WFRC worked with elected officials and staff from 63 communities, through several rounds of feedback, to finalize the 2025 update to the centers and regional land use layer.** The new refresh was adopted and incorporated into WFRC's interactive maps in May, and is informing the development of the 2027-2055 Regional Transportation Plan (RTP) and jobs and housing forecasts.

The four different levels of Wasatch Choice Vision centers — Metropolitan, Urban, City, and Neighborhood — enable communities to select the level of development that best aligns with their local land use objectives.

Creating more opportunities for growth to occur in centers will also help to preserve the character of existing suburban and rural neighborhoods.

Other types of regional land use — employment, education, industrial, traditional retail, and parks — were also refreshed as part of the 2025 Wasatch Choice Vision Land Use Map update.



WASATCH CHOICE VISION: CITY AND TOWN CENTER VISUALIZATION RESOURCES

WFRC developed detailed 3D digital images of mixed-use centers with data and information that highlight their beneficial economic impacts and quality of life benefits. These images can help community planners, elected officials, and residents visualize and understand different possibilities for creating centers as a strategic community development opportunity. The resources are designed to illustrate how the various elements of a center can be applied to create beneficial impacts for the community and region.

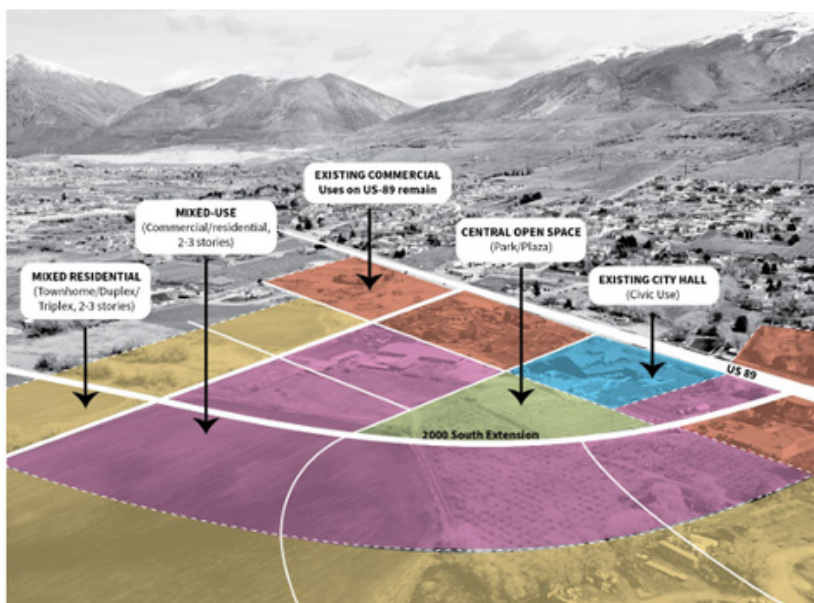
Funded by the Utah Land Use Training Fund through the Utah Department of Commerce, the images relate directly to the Wasatch Choice Vision while also being relevant statewide. The 3D visualization resources and corresponding performance metrics will provide communities in Utah with training and educational tools to support productive dialogue and informed decision-making about mixed-use centers. Images, narratives, 3D panoramas, and diagrams showing how centers can function across multiple communities are available at wasatchchoice.org/centers.

AWARD-WINNING VISION: TLC-SUPPORTED PLAN TO RECONNECT THE SALT LAKE VALLEY THROUGH GREENWAYS

WFRC is proud to share that the TLC program received an American Society of Landscape Architects (ASLA) award for the Seven Greenways Vision Plan. Led by Salt Lake County with Cottonwood Heights, Holladay, Midvale, Millcreek, Murray, Sandy, Salt Lake City, South Salt Lake, and the Seven Canyons Trust, the plan creates a shared vision to revitalize waterways and connect communities through greenways across the Salt Lake Valley over the next 100 years.



PERRY: HIGHWAY 89 MASTER PLAN



WFRC, in partnership with Box Elder County, Utah and UDOT, conducted this study to establish the form, function, and characteristics of US-89 in Perry, Utah. The Perry City US-89 Master Plan defines community-focused improvements that support the multiple uses and functions of the corridor. Highway 89 is both the main thoroughfare through the city and a barrier between the east and west sides of Perry.

The project included an extensive existing conditions report of current traffic patterns and identified opportunities for improved mobility and livability. The resulting Perry City Highway 89 Master Plan included not only a refined vision for the corridor, but a corridor agreement with UDOT.

OGDEN: MODERNIZING CODES & PLANS FOR GROWTH

Through the TLC Program, Ogden City has advanced projects that strengthen its built environment and infrastructure while promoting livability and economic growth. Efforts include a feasibility study on expanding downtown into the railyard, updates to parking and ordinance codes, and Station Area Plans around the city's bus rapid transit line, the Ogden Express (OGX). The city's latest award, "Zone Ogden," is updating zoning, subdivision, sign, and landmark regulations to create a unified, easy-to-use development code. Together, these projects give Ogden the tools to guide growth in ways that integrate transportation, land use, and economic development — advancing the Wasatch Choice Vision and enhancing quality of life.



"The Zone Ogden General Plan reflects The Ogden Way — planning with purpose, working together, and creating opportunity for everyone. With the support of the Transportation and Land Use Connection and the Wasatch Front Regional Council, we've developed a plan that honors our community's character while paving the way for growth and success for generations to come." - **Mayor Ben Nadolski, Ogden City**

COTTONWOOD HEIGHTS: ADVANCES COMMUNITY VISION

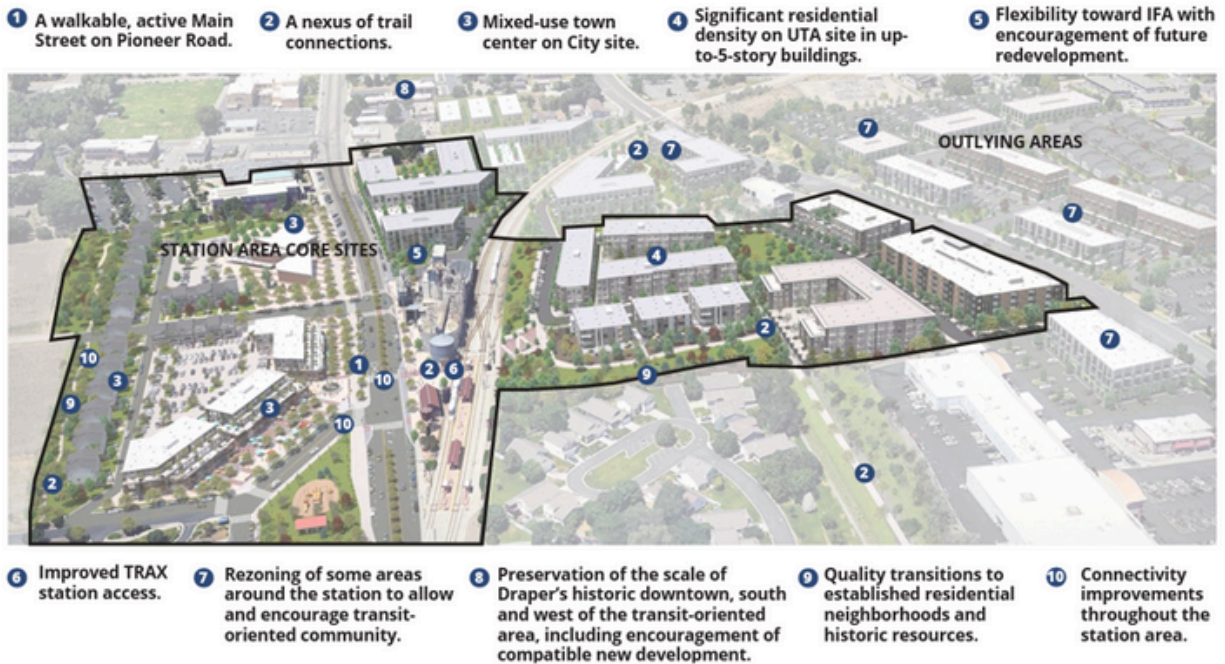


Through the TLC program, WFRC has supported Cottonwood Heights in advancing a community-wide vision focused on placemaking and connectivity. The nearly complete Town Center Master Plan envisions a vibrant central gathering space with amenities close to home, creating a hub that highlights the city's scenic setting.

Cottonwood Heights has also received TLC funding for a general plan update, three master plans, a corridor study, and a canal trail study. These investments show how TLC funding help communities implement the Wasatch Choice Vision on the ground.

"The TLC program has been instrumental in helping Cottonwood Heights shape a more connected, livable, and forward-thinking community. With funding and technical support from the TLC program, we've been able to undertake a series of transformative planning efforts that align our transportation infrastructure with land use goals. These projects, and several have not only enhanced our physical infrastructure but also improved our capacity to plan holistically, engage the community, and create places where people want to live, work, and play." - **Mayor Mike Weichers, Cottonwood Heights**

STATION AREA PLANS: CAPITALIZING ON OUR TRANSIT INVESTMENTS



Draper Town Center TRAX: Station Area Plan

Station Area Plans (SAPs) put the goals of the Wasatch Choice Vision into action, enhancing transportation choices, housing options, and access to economic opportunities. These plans help communities build transit-supportive neighborhoods that manage future growth while preserving quality of life today. WFRC, MAG, UTA, and the Governor's Office of Economic Opportunity (GOEO), in partnership with ULCT, have awarded over \$3.8 million in regional technical assistance since HB462 passed in spring 2022, helping communities complete planning for 60 station areas.

To date, WFRC has certified 49 Station Area Plans — 19 in the past year — with all cities hosting a station or significant station area engaged in planning. WFRC and MAG maintain an interactive map showing each station's planning status and linking to certified plans.

Eighteen SAP Certifications have been supported across nine cities:

- 1. Clearfield City:** Clearfield FrontRunner Station
- 2. Millcreek City:** Murray North Station
- 3. Murray City:** Murray North Station
- 4. West Bountiful City:** Woods Cross FrontRunner Station
- 5. South Jordan City:** 5600 W Old Bingham Hwy, Daybreak Parkway, South Jordan Downtown, South Jordan Parkway Stations
- 6. Sandy City:** Crescent View, Historic Sandy, Sandy Civic Center, Sandy Expo, South Jordan FrontRunner Stations
- 7. Draper City:** Draper Town Center Station
- 8. Taylorsville City:** Fore Lakes, West Atherton, East Atherton Stations
- 9. West Jordan City:** 5600 W Old Bingham Hwy Station

SANDY: STATION AREA PLAN INTEGRATES GROWTH AND TRANSIT PLANNING

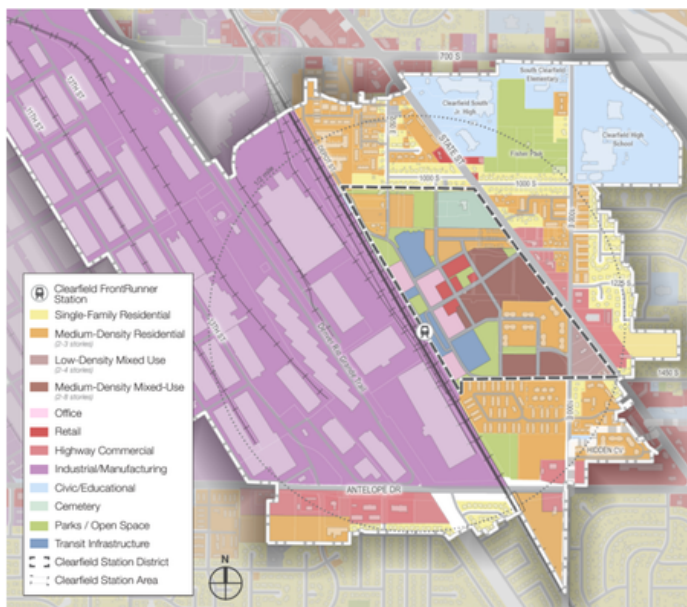
In 2022, Sandy City revised its comprehensive general plan to include five SAPs, integrating station planning with citywide strategies and anticipating over 6,000 additional housing units. This coordinated approach helped the city assess conditions, identify priorities, and plan for how all five stations function as a connected system.

Projects like East Village at the Sandy Civic Center Station showcase transit-oriented development, while the SAP process emphasized improving connections between stations and neighborhoods. By collaborating with partners such as WFRC, UDOT, UTA, and school districts, Sandy City demonstrates how local efforts advance the Wasatch Choice Vision by supporting transit-focused growth and cohesive communities.



"We appreciate WFRC for their expert help as we crafted this long-term plan over the course of about two years... Now we have a pathway for the future that will help manage growth and improve connectivity throughout our city and the region." - Mayor Monica Zoltanski

CLEARFIELD: ENHANCED PLANNING AROUND FRONTRUNNER



Clearfield City adopted its first Station Area Plan in 2019, then expanded it in 2024 after HB462 to cover a larger area around the FrontRunner station. The updated plan envisions an urban street network with landscaping, lighting, a bus loop, a curb-separated bike lane on Station Boulevard, and stronger connections to the Rio Grande Rail Trail and nearby hospital. They did this with technical assistance funding administered by WFRC.

The first phase of vertical construction — a 213-unit mixed-use project with retail and shared amenities — will begin in 2025. Clearfield City, UTA, and WFRC recently received the Strengthening the Economy Through Transportation award for this effort, highlighting how strong partnerships advance the Wasatch Choice Vision by linking transportation, housing, and economic development.

WFRC provided high-quality data, maps, tools, analysis, advice, and technical and financial resources.

Through resources like the WFRC Map Gallery (maps.wfrc.utah.gov), Open Data site (data.wfrc.utah.gov), and Map of the Month, WFRC equips local and regional partners with actionable information aligned with state and Wasatch Choice Vision priorities.

Recent accomplishments:

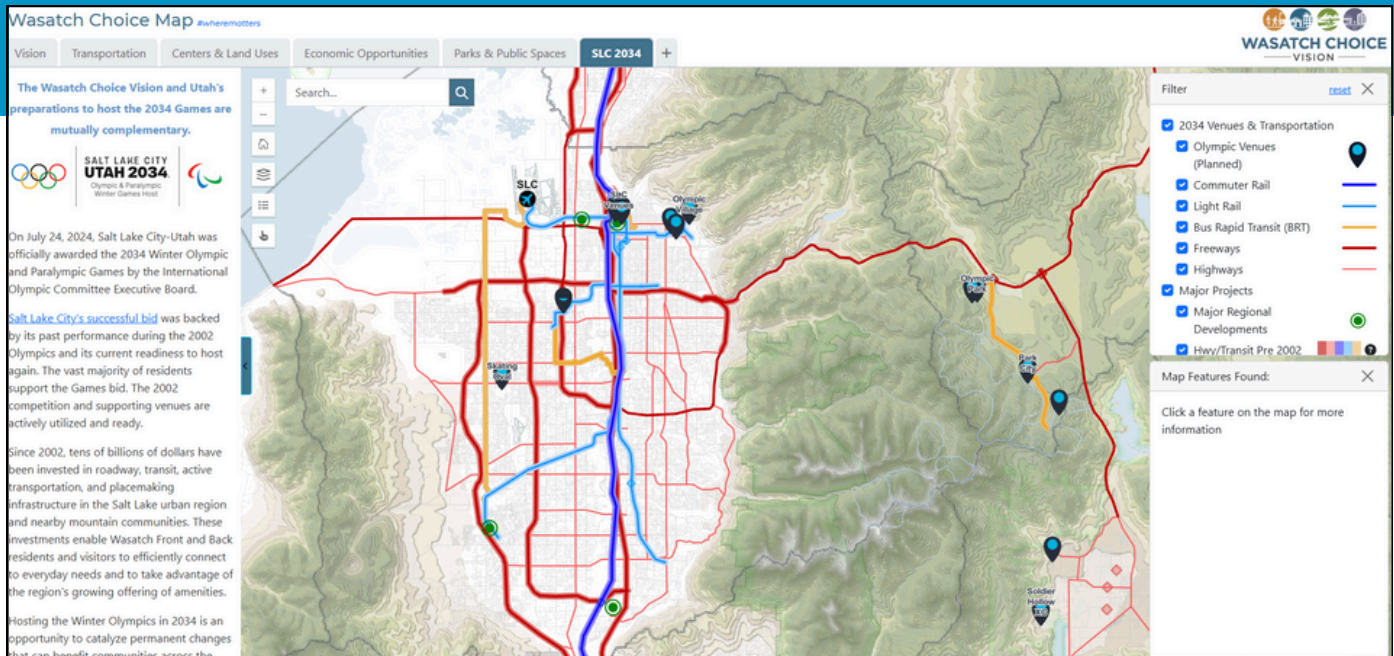
- Compiled statewide historic and estimated traffic volumes and regional origin-to-destination travel patterns.
- Provided statewide population and employment projections data and broadened the Housing Inventory Explorer tool coverage to include Tooele, Morgan, and southern Box Elder Counties, helping communities plan for growth.

- Mapped statewide housing and transportation redevelopment zone eligible areas and transit station area planning locations to support local development decisions.
- Highlighted projects in the current WFRC-area 2023-2050 Regional Transportation Plan, Transportation Improvement Program, and Transportation Land Use Connection program awards.

Updated the statewide methodology for characterizing workplace accessibility of jobs (or Access to Opportunities, ATO) by car, transit, and other modes, and refreshed ATO web maps for the Wasatch Front.

The WFRC Analytics Team continued its Map of the Month series, highlighting more detailed regional information across a diverse set of map-based topics, including updated Wasatch Choice Vision Centers and Land Uses, an expanded Housing Unit Inventory, updated Street Connectivity, updates to our Generalized Future Land Use dataset and map, and, in collaboration with the Utah Geospatial Resource Center, the creation and release of the Utah Bikeways application.





WASATCH CHOICE 2034 OLYMPIC GAMES MAP: VISUALIZING UTAH'S TRANSPORTATION PROJECTS IN THE LEAD-UP TO THE 2034 WINTER GAMES

WFRC partnered with UDOT, UTA, and local partners to add a new 2034 layer to the Wasatch Choice interactive map, highlighting the relationship between regional transportation projects and the timing of Utah hosting the 2034 Winter Olympic Games.

The map displays planned venues for the Games alongside major road and transit improvements that will serve spectators, volunteers, officials, and athletes. Users can explore past transportation investments from the 2002 Games, the enhancements made since then, and new projects scheduled for completion in time for 2034.

This innovative layer allows residents and stakeholders to see how long-term regional planning supports major events, inspiring community engagement and showcasing Utah's vision for a connected, accessible, and prepared transportation network.

UTAH BIKEWAYS MAP: THE FIRST-EVER STATE-WIDE RESOURCE OF BIKE INFRASTRUCTURE

WFRC partnered with the Utah Geospatial Resource Center (UGRC) and Utah's transportation planning agencies to develop bikeways.utah.gov, a new tool for exploring Utah's growing network of multi-use paths, bike lanes, and bike routes.

The interactive map helps residents and visitors discover bike-friendly options for both transportation and recreation. Users can view paved trails, on-street bikeways, and estimated comfort levels for riders of all experience levels. The site also allows the public to submit feedback to help keep information accurate and up to date.



Since launching in May, the platform has attracted 1,400 active users and more than 3,000 views, demonstrating strong interest in active transportation resources. This collaborative effort marks the first statewide resource to highlight Utah's bicycling network and support active transportation choices across the state.

TRANSIT FORECASTING MODEL : WFRC HOSTS NATIONAL TRAINING



In January, WFRC hosted 35 planners and data scientists from across the U.S., including eight from Utah agencies, for a three-day **Simplified Trips-on-Project Software (STOPS)** model training. The STOPS model is a streamlined transit ridership forecasting tool used by the Federal Transit Administration (FTA) to prioritize applications for transit project grants.

Forecasts developed from the STOPS model will continue to support Utah's transit funding requests for projects like FrontRunner double tracking, TRAX expansions, and additional bus rapid transit (BRT) routes.

Wasatch Front **REGIONAL TRANSPORTATION PLAN** 2023-2050

Goal Two

Effectively administer
ongoing plans and programs.



WASATCH CHOICE
— VISION —



WASATCH FRONT REGIONAL COUNCIL

UNIFIED PLAN FOR UTAH'S FUTURE

WFRC and its partners continued coordination of Utah's Unified Transportation Plan.

Utah is one of the fastest-growing states in the country, and planning for that growth is key to protecting our quality of life. To prepare for the future, WFRC collaborated with MAG, Cache MPO, Dixie MPO, UDOT, and UTA to develop the 2023-2050 Utah's Unified Transportation Plan. This statewide plan brings together all transportation modes — roads, transit, and active transportation — into one coordinated vision.

The **Unified Transportation Plan** aligns common goals, planning time horizons, performance measures, and financial assumptions and funding assumptions to meet local needs while ensuring consistency statewide.

It was built around the statewide transportation vision as a Pathway to Quality of Life. This Quality of Life Framework includes four main areas:

- Better mobility,
- Good health,
- Connected communities, and
- Strong economy.

The Unified Plan establishes a consistent, integrated planning framework statewide. In FY 2025, partners have worked to enhance this framework by establishing a common set of terms for better communication between partners and with stakeholders, enhancing and updating our shared financial model to reflect recent funding changes and up-to-date data, improving mapping tools to enhance ease of use, and developing a broader framework to explore new project ideas ("exploratory projects").

WFRC created a strategy for the four-year development of the next Wasatch Choice Vision and Regional Transportation Plan (RTP).

The next Wasatch Choice Vision and **Regional Transportation Plan (RTP)** coordinated with transportation partners, local communities, and stakeholders to update the following key processes and substantive goals:

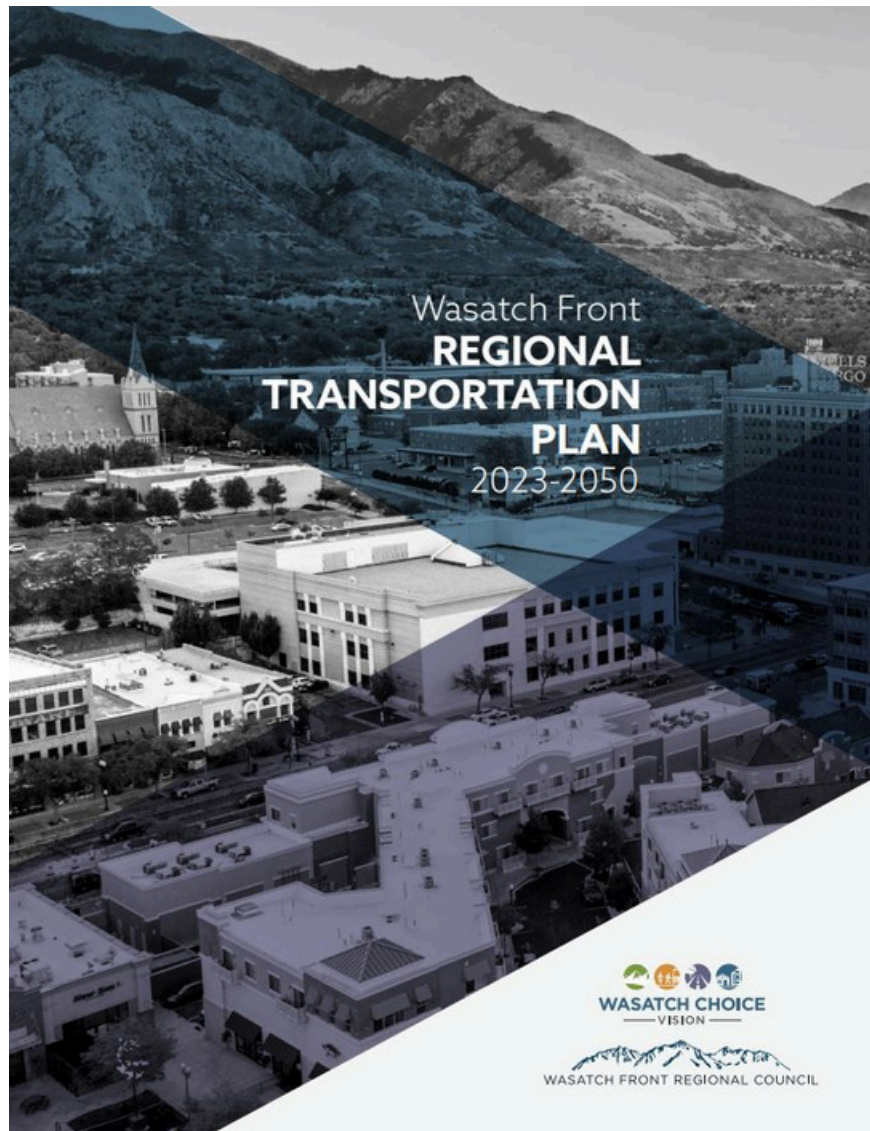
- **Regularly engage and communicate** with partner agencies, stakeholders, and the public.
- **Explore aspirational opportunities** for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs.
- **Coordinate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



WFRC Staff, Lieutenant Governor Deidre Henderson, and State Planning Director, Laura Hanson, at Maps on Hill 2025.

The 2023-2050 RTP was updated with 37 projects utilizing the RTP Amendment Process. Amendments #2 and #3 to the 2023-2050 RTP were multimodal and included all amendment levels and projects from local communities, the University of Utah, UDOT, and UTA. Project types included needs-based phasing updates, active transportation master plan updates, new FrontRunner grade-separated crossings updates, and updates aligning the I-15 Farmington to Salt Lake City and the Point of the Mountain Transit Environmental Studies.

A Congestion Management Process (CMP) Report was prepared to inform the RTP process regarding congestion trends and needs. The CMP Report identified congested roadway segments in 2055 using Travel Time Index as the performance measure.

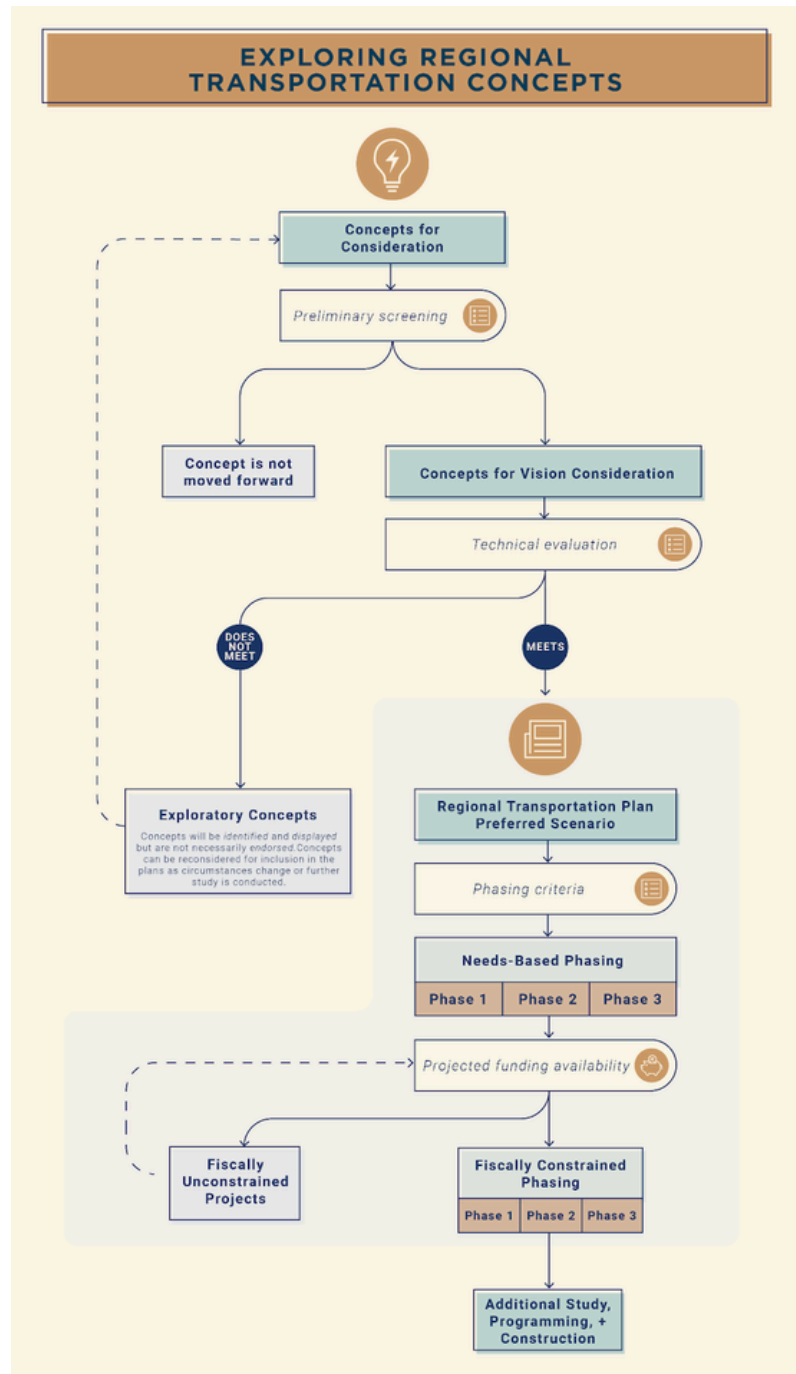


WFR 2023-2050 Regional Transportation Plan

WFRC, in collaboration with UDOT and UTA, has enhanced its planning process to include a new “exploratory” category.

Traditionally, the transportation planning process begins with developing a “preferred scenario” — a “vision” for the future transportation system, which considers multiple transportation ideas, scenarios, criteria, and projected future land uses. Regionally significant transportation projects are then phased (by time) based on when they are needed and balanced against anticipated future revenue, resulting in the official long-range transportation plan. This forms the basis for Utah’s Unified Transportation Plan, the Wasatch Choice Vision, and other regional visions and plans.

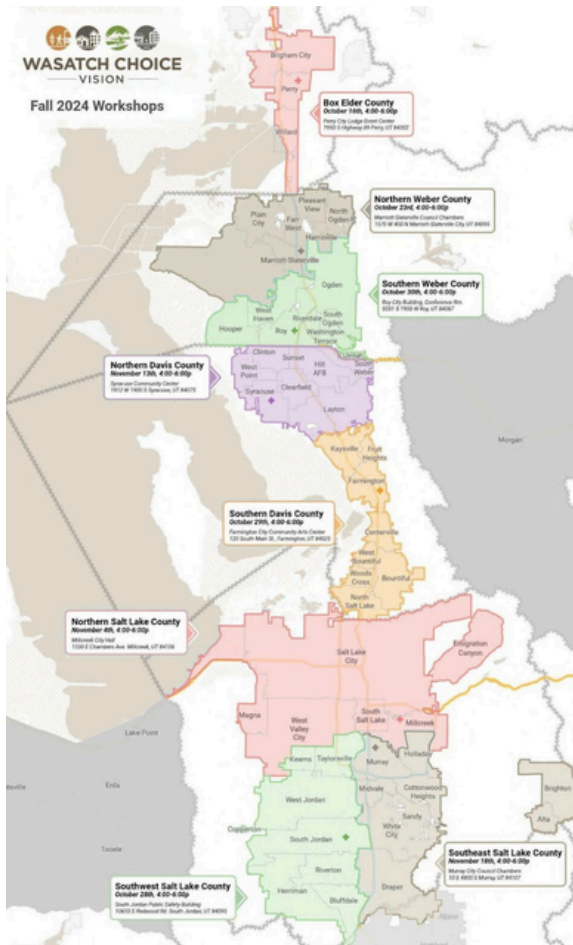
Given Utah’s growth, the WFRC Council and Regional Growth Committee set a policy direction for the development of the next transportation plans, to **“explore aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs.”**



The “exploratory” element enhances this process by considering additional ideas, informed by stakeholder input, that are balanced with pragmatic consideration of context and costs. The parameters for identifying concepts will be more flexible and qualitative. While exploratory concepts are not formally endorsed, they are documented and can inform future planning as conditions evolve or further analysis is conducted — supporting both aspirational thinking and practical implementation.

Eight **Wasatch Choice Vision workshops** were held in the fall of 2024 to gather input on the Wasatch Choice Vision's land use layer, including centers, and on the supporting transportation network, including transit, roads, and active transportation projects. These Workshops were hosted by WFRC, in partnership with UDOT and UTA, and brought together participants from local community elected officials and key staff from various communities across the Region. The Wasatch Choice Workshops are held annually, with the next round scheduled for the fall of 2025 and focusing on reviewing the Preferred Scenario of the 2027-2055 RTP.

Projects from the Fall Workshops went through a preliminary screening process created in collaboration with UDOT, UTA, and the Regional Growth Technical Advisory Committees (RGC TACs). Projects that moved through preliminary screening were then analyzed through a technical screening process using the Travel Demand Model (TDM), Access to Opportunity Project-Level Tool, and other GIS analyses. Projects that do not meet the technical screening criteria will be considered in the exploratory category of the 2027-2055 RTP.



Map of the Fall 2024 Wasatch Choice Vision workshops across the Region.



Regional leaders and community members participate in a Fall 2024 Wasatch Choice Vision workshop.

WFRC developed and adopted the 2025-2030 Transportation Improvement Program (TIP) and 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), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) funding to help construct their priority transportation projects.

The WFRC staff and the Technical Advisory Committees (TACs) — composed of the Region’s municipal engineers and other professionals representing their respective agency or municipality — used these reports, approved technical criteria, an on-site field review of each project, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, the TACs made recommendations to the Transportation Coordinating Committee (Trans Com) for their review, consideration, and recommendation to the WFRC Council for their approval of the new projects in each program.

These WFRC funding programs are one part of the 2025-2030 TIP that identifies over \$10 billion in priority investments in roadway, transit, and active transportation infrastructure needed in the urban areas of Salt Lake, Davis, Weber, and southern Box Elder Counties. (Communities in Tooele and Morgan Counties access these funding programs through UDOT.) Throughout the year, WFRC collaborated closely 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.

WFRC funding support for local communities:

33 PROJECTS = \$49.2 MILLION



Harrisville



MURRAY: VINE STREET GOES MULTIMODAL

Enhancements to Vine Street from 1300 East to the Van Winkle Expressway in Murray City were funded through WFR's [Surface Transportation Program](#) (STP). With many of the communities along the Wasatch Front, Murray is providing transportation choices for residents and visitors with roads, transit, and trails.

Vine Street is a major east-west collector that previously lacked continuous curbs, sidewalks, shoulders, and turn lanes at most cross streets. The goal of the project was to provide a safe and efficient "complete street" for multi-modal transportation.

The project included:

- Safe walking route to Woodstock Elementary School at Vine Street and 1300 East for students.
- Center turn lane to improve safety by eliminating stopped or slow-turning vehicles.
- Community engagement and surveying.
- Eliminated wide shoulders in favor of two-to-three-foot shoulders for snow storage and garbage cans.
- Five-foot bike lanes in both directions.
- Seven-foot curb-adjacent sidewalks.
- Three-eleven-foot lanes, one being a center turn.

By working closely with Murray City, the project has achieved its objectives and has been well-received by the community. A key takeaway for the city and the project team was the importance of early and continued public involvement and outreach.



State Street: Pedestrian signals and a HAWK crossing help residents cross the busy street safely.

FARMINGTON: SAFER ACCESS TO PARKS AND SCHOOLS

This local government project required improvements to two popular crossings for bicyclists and pedestrians in Farmington City. The first was an existing crosswalk at 200 West and 125 South. Because 200 West is an on/ off route to I-15 and runs between a city park, an elementary school yard, and a junior high school, users often park on either side of the road, requiring pedestrians, including children of all ages, to cross back and forth during after-school hours and weekends.

The second crossing is located on State Street and the Frontage Road, where a site distance restriction due to the I-15 overpass requires pedestrians to cross the road to access the pedestrian bridge. Both crosswalks are located in high-traffic areas within school zones, tourist and recreation areas, and see many pedestrians with varying degrees of skill and experience throughout the day.

TOOELE VALLEY: APPROVES LONG- RANGE TRANSPORTATION PLAN

Tooele Valley Rural Planning Organization adopted the 2024-2050 Tooele Valley Long-Range Transportation Plan (Plan). The Plan identifies needed road, transit, pedestrian, and bicycle infrastructure and services over the next several years and in the coming decades. A few examples include future phases of MidValley Highway, On Demand transit service expansion, and a multi-use path along Droubay Road. WFRC was glad to be able to provide support in this important effort.



MORGAN COUNTY: ADVANCING TRANSPORTATION AND COMMUNITY PLANNING



The Morgan County Rural Planning Organization (RPO), staffed by WFRC, worked with Morgan County, Morgan City, and UDOT to prioritize transportation investments using county corridor preservation funds and the third-quarter local option sales tax. These processes guide RPO members in reviewing and advancing projects to the Morgan County Council of Governments.

Through the TLC program, WFRC is helping Morgan City develop a parks and trails master plan and a downtown small area plan, while also supporting the County's Active Transportation Advisory Board. WFRC also launched a Long Range Planning effort with the RPO, to be completed in FY26 and incorporated into UDOT's 2027-2055 Long-Range Rural Transportation Plan.

WFRC provided additional funding and technical support to smaller communities in the Region.

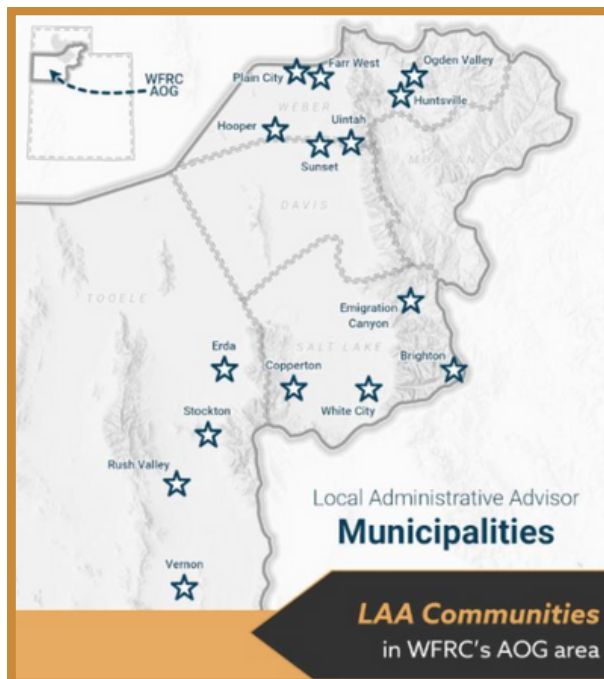
The **Community Development Block Grant (CDBG)** administered by WFRC provides funding to local communities to address the needs of low- and moderate-income populations, and support social service providers in Morgan, Tooele, and Weber Counties (other areas of our region self-administer their CDBG programs).

In the last year, CDBG has funded four projects, including park improvements, sewer/water infrastructure work, and sidewalk/safety improvements. These four projects, with a total cost of just over \$750,000, will enhance park access and amenities in a low-income community while replacing aging utility infrastructure.

The **Local Administrative Advisor (LAA)** program delivers proactive administrative support consistently to small cities and towns in the WFRC Region. The program launched in FY24 with the support of GOPB and ULCT, with the goal of improving efficiency and the effectiveness of local governments. A total of 15 communities received technical assistance to help meet the State of Utah's objectives around transparent and accessible government, water conservation, sustainable land use planning, and the provision of public safety and infrastructure services.

Over 95 projects were initiated in LAA municipalities in FY25, including grant acquisition assistance and the implementation of policies and procedures in multiple entities. Other notable projects include:

- With assistance from the LAA program in addressing delinquent reporting, over \$350,000 in American Rescue Plan Act (ARPA) funds within the WFRC Region were successfully retained and prevented from the U.S. Treasury recoupment.
- In preparation for the incorporation of the City of Ogden Valley, the LAA program partnered with the ULCT and over 100 local volunteers to develop a roadmap for new municipal governance, coordinating with multiple state agencies and delivering research to support both immediate and long-term governance needs.
- A white paper titled Considerations when Modifying Administrative/Executive Authorities was developed by the WFRC LAA program in collaboration with ULCT to help municipalities evaluate changes to executive and administrative authority under Utah Code, offering guidance on governance transitions and the responsibilities of elected officials.



WFRC collaborated with local governments and transportation agencies to develop the comprehensive safety action plan.

WFRC, working with local governments and partners, used a Safe Streets and Roads for All grant to prepare a regional roadway safety plan, which was adopted last year. The **Comprehensive Safety Action Plan (CSAP)** is being used to identify and prioritize safety improvements for TIP projects and RTP projects. A supplemental planning grant has also been awarded to prepare several Roadway Safety Audits to assist participating cities with specific safety improvement needs and strategies.



Brett McIlff (Utah Department of Health), Kip Billings (WFRC), and Jared Bowling (UDOT) present at the Zero Fatalities Safety Summit.

SAFETY BY DESIGN: WFRC EXPLORES ZERO FATALITIES SUCCESS ON HOBOKEN & JERSEY CITY TOUR



Staff from WFRC, Bike Utah, and the City of Hoboken on a transportation safety tour highlighting how street design improvements save lives.

WFRC staff, along with Bike Utah, organized a transportation safety tour in Hoboken and Jersey City, NJ, highlighting the effectiveness of street design in achieving an impressive eight-year record without a transportation-related fatality. The tour showcased how infrastructure improvements, such as separating bike lanes from traffic, have directly contributed to saving lives. Insights from this tour will help guide continued efforts to support safe and connected transportation planning in our Region.

WFRC participated in regionally significant transportation and growth-related projects and activities.

Projects and corridor studies are a critical first step in implementing the RTP, coordinating transportation decisions with land use to advance Wasatch Choice Vision goals. WFRC participates in and supports a wide range of projects.

WFRC contributes through modeling and analytical support, convening stakeholders and decision-makers, and providing subject-matter expertise to help integrate transportation, land use, and economic development.

Environmental Assessments & Corridor Studies:

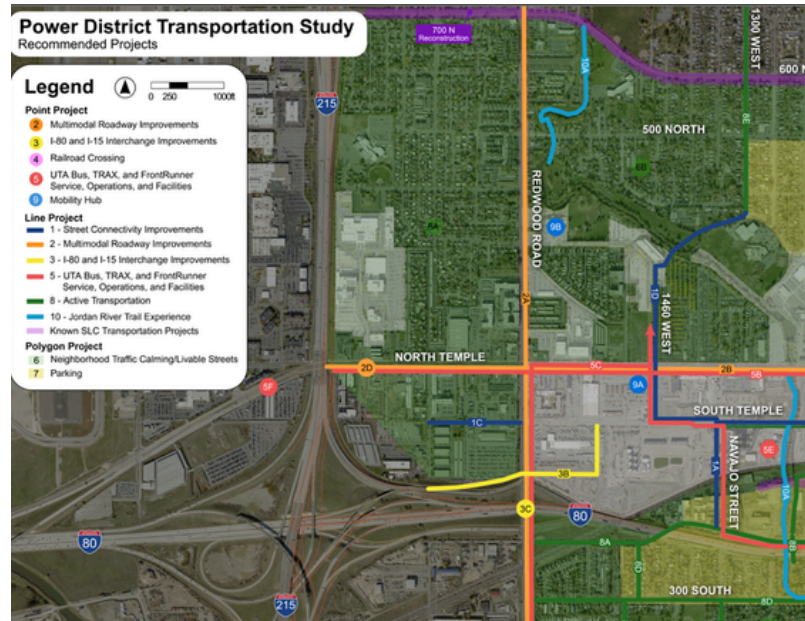
- Point of the Mountain Transit – Draper to Lehi EA
- I-84 Mountain Green EA
- North Utah County Point of the Mountain Freeway Study
- FrontRunner Forward / FrontRunner 2X
- Transit Fresh Look
- Power District Study



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POWER DISTRICT STUDY: INCREASING MOBILITY THROUGH COLLABORATION

The Power District, a nearly 100-acre site near the Utah State Fairpark and Jordan River in Salt Lake City, is strategically valuable for the State of Utah, with the potential to support significant economic and housing growth. It is also the proposed location for a Major League Baseball expansion to Utah. During the 2024 Utah Legislative Session, WFRC was provided an appropriation to complete a technical planning study to inform decision-making for the redevelopment of the site. Recognizing the importance of transportation accessibility for this redevelopment, WFRC partnered with Salt Lake City, UDOT, UTA, the Utah State Fairpark, and Larry H. Miller Real Estate to develop a transportation vision to enhance mobility within and around the Power District.



Completed at the end of FY25, the study identified multi-modal improvements to support mobility in the area, including new trail connections, improved street connectivity, and enhancements to the bus and rail network. Many of these improvements will be integrated with the development, such as a new mobility hub!

TRANSIT FRESH LOOK: WHAT IS POSSIBLE IN SOUTHWESTERN SALT LAKE COUNTY?



City, county, WFRC, UDOT, UTA, and other key stakeholders discuss transit options for southwest Salt Lake County at a Transit Fresh Look steering committee meeting.

The Transit Fresh Look aims to unite communities and agencies in southwestern Salt Lake County and northwestern Utah County around a shared vision for a desirable and feasible transit future. A steering committee of local elected officials, city staff, local businesses, and legislative stakeholders is working with transportation partners at UDOT, UTA, MAG, and WFRC. Collectively, these partners are developing a vision for South Jordan, West Jordan, Riverton, Herriman, Bluffdale, Lehi, Saratoga Springs, and Eagle Mountain.

The Transit Fresh Look has identified desired transit corridors and preliminary modes (the type of transit on each corridor), and is working through key options before being finalized in early FY26. Outcomes from the study will be integrated into the 2027-2055 Regional Transportation Plan, and a variety of additional implementation activities will follow.

WFRC enhanced forecasting and modeling of travel behavior and land use markets:

(i) incorporating updated information from the 2023-2024 Household Travel Survey; and (ii) improving modeling of transportation mode choices and the impact of urban form on travel behavior.

One of the key roles played by WFRC is to ensure that regional information resources and sophisticated modeling tools are in place and up-to-date to support transportation, land use, and economic decision-making.

Key activities in FY25 included:

- Completing and releasing Versions 9.0.1 and 9.1 of the Wasatch Front Travel Demand Model (TDM). Updates included the release of the first version of the VizTool, an integrated browser-based suite of visualization tools for reviewing model input and output datasets designed to support both long-range planning and project study work, changes to the roadway and transit networks to reflect RTP amendments, and technical upkeep of the modeling software.
- Working with partner agencies and private sector modeling consultants to develop an implementation plan for incorporating the emerging Activity-based Model (ABM) methodology for simulating household trip-making patterns into the Wasatch Front TDM for the next RTP cycle.
- Developing a semi-automated routine to 're-estimate' the Real Estate Market Model's consideration of recent regional trends in its land use projections.

Other related land use forecasting supporting work:

- Updating the [WFRC Housing Inventory Explorer](#);
- Compiling, standardizing, and publishing a map layer of allowable development types and intensities across current city and county general plans;
- Completing updates to the Wasatch Choice Vision centers and regionally significant land uses;
- Collecting input and feedback on the draft land use forecast from stakeholders, including cities, counties, major developers, and the public.
- Refreshing regionwide bikeway existing conditions data and developing a statewide [bikeways web map](#) that depicts the multiuse pathways and on-street bike infrastructure, and their level of traffic stress.
- 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. WFRC's Analytics staff provided statewide model-related supporting services to support interagency travel model development and coordination across agency planning managers and technical staff under a memorandum of agreement with UDOT and MAG across the state. This support included adding new maps and data resources pages within the [unifiedplan.org](#) website.

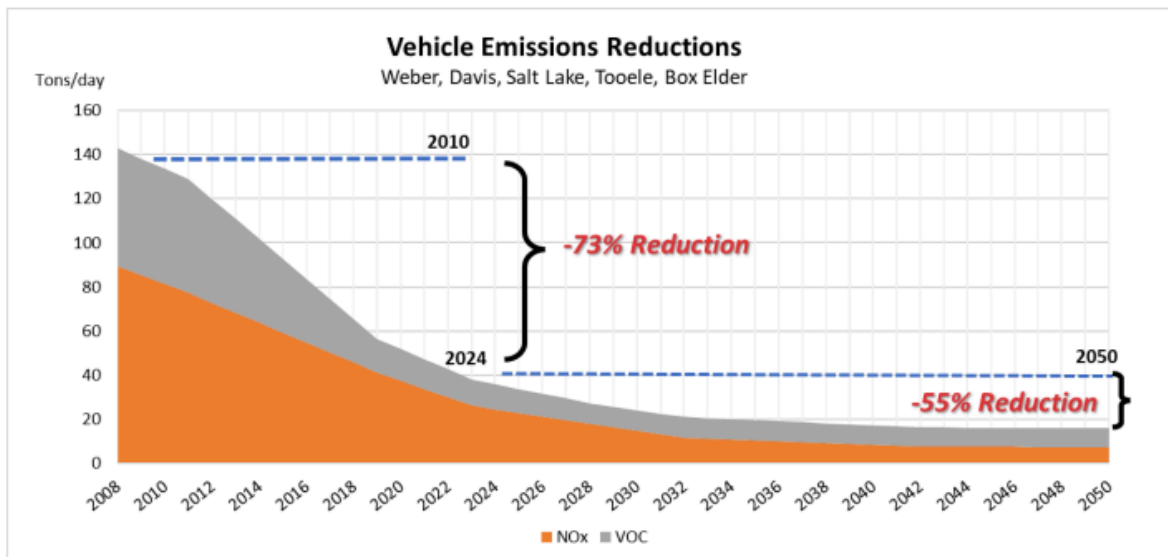
WFRC improved air quality by assisting communities and partners in their efforts to reduce emissions through transportation choices, development patterns, and technological changes. Worked with partners and other stakeholders to address ozone air quality conformity challenges.

Utilizing approved technical criteria and information gathered during on-site field reviews, WFRC evaluated more than 26 projects for funding consideration through the Congestion Mitigation Air Quality Program and the Carbon Reduction Program, which fund transportation-related air quality improvements.

In consultation with the Trans Com Technical Advisory Committees, several of these projects, including intersection improvements, roundabouts, bicycle and pedestrian facilities, and transit expansion, were recommended for funding. Upon review and recommendation from Trans Com, the Regional Council approved these projects for funding.

WFRC worked with the Governor's Office, Utah Division of Air Quality (UDAQ), and UDOT, as well as with peer agencies across the Intermountain West, and others, to address challenges with ozone emission standards and air quality conformity regulations. These efforts have had positive impacts in our shared dialogue with the Environmental Protection Agency, including when the EPA Administrator Lee Zeldin visited Utah in Spring 2025.

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 continue to be dramatically reduced.



Vehicle emission estimates based on the MOVES4 model.

WFRC continued the performance-based approach for WFRC plans and programs, including:

- (i) Monitored and shared progress towards the adopted Wasatch Choice Vision goals;
- (ii) Advanced the use of “access to opportunities,” locally, regionally, and nationally, as a goal and measure for planning and programming; and
- (iii) Fostered community and stakeholder engagement in transportation planning processes.

WFRC’s **Housing ATO Calculator** helps communities consider access to opportunities in their decisions about where to allow or encourage housing options.

WFRC has created a new performance monitoring program, which will launch in September 2025, to track the implementation of the Wasatch Choice Vision. The **Performance Dashboard** measures progress on the five key indicators across the Region and at city and county levels:

- 1. Access to Opportunities
- 2. Transportation Choices
- 3. Affordability: Home + Transportation
- 4. Park Availability
- 5. Strength of Our Centers

WFRC strengthened our performance-based planning in the development of the 2027-2055 RTP by creating an exploratory project category and preliminary screening criteria, and refining our project selection criteria. This process is detailed above and on the [2027-2055 RTP webpage](#).

In developing the RTP, WFRC now also utilizes a custom-built GIS tool to assess how project ideas might affect ATO.



Performance Dashboard coming in September 2025.

Working with Wasatch Choice Vision partners, WFRC continued facilitating the **Wasatch Choice Community Advisory Committee** to enhance engagement with communities from all corners of our Region and advise partner agencies on transportation and land use decisions. The Community Advisory Committee was engaged in the Regional Transportation Planning process, UTA's Five-Year Service Plan (5YSP) and Long Range Transit Plan (LRTP), and additional partner studies.

In FY25, this Committee:

- Added six new members.
- Improved meeting content and opportunities for engagement with the group after conducting a feedback exercise on what engagement tactics were best suited for the committee.
- Restructured the committee's agenda items to better align with our planning development cycle.



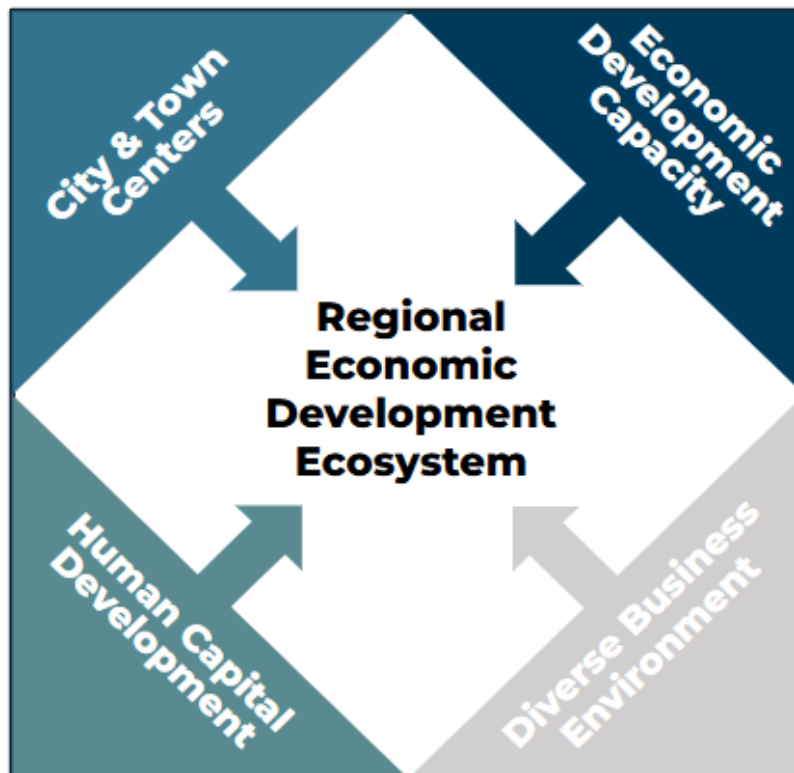
Wasatch Choice Vision Community Advisory Committee - August 2025.

WFRC helped to link economic opportunity with transportation and land use planning through the Wasatch Front Economic Development District (WFEDD) and the adopted 2023-2028 Regional Comprehensive Economic Development Strategy (CEDS).

The **Wasatch Front Economic Development District (WFEDD)** provides a direct link for local governments to apply for federal Economic Development Administration funding to create jobs and support economic development efforts. The adopted 2023-2028 Comprehensive Economic Development Strategy (CEDS), a collaborative effort among various stakeholders, including government agencies, private businesses, community organizations, and local communities, aims to actively link economic opportunities with land use planning and transportation, while acknowledging regional issues of growth, workforce development, and diversification of business types.

The WFEDD has been working to implement the tasks outlined in the CEDS that directly relate to the four key anchors with over 40 funding opportunities provided to WFEDD members, a 57% increase in new centers identified from 2023 to now, support of 21 county economic development projects and a labor force participation rate of approximately 82%, well over the goal of 78%.

The WFEDD will continue to pursue economic opportunities associated with the Wasatch Choice Vision and Utah's Coordinated Action Plan for Economic Vision 2030.



The four pillars that support the Region's economic development ecosystem.



Goal Three

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

PARTNERING FOR SUSTAINABLE INVESTMENT

WFRC has worked closely with our national associations, Utah's Congressional delegation, and Utah's transportation partners to advance federal transportation policy priorities, particularly with the upcoming Surface Transportation Reauthorization.

WFRC and our partners developed a set of shared principles and specific **MPO Policy Priorities** to aid our Congressional partners as they engage in reauthorization discussions.

Shared principles and priorities include:

- Provide long-term and timely reauthorization
- Authorize robust investment levels
- Enhance formula funding and evaluate discretionary programs
- Establish reliable funding mechanisms
- Streamline processes and improve project delivery
- Increase Metropolitan Planning Funds (PL)
- Increase Surface Transportation Block Grant Program (STBG) funding
- Continue funding for air quality improvements while streamlining program administration
- Maintain funding for Safe Streets and Roads for All (SS4A) and convert them to formula
- Maintain robust funding for the transit Capital Investment Grant (CIG) program



Going clockwise, Senator John Curtis (far left), USDOT Secretary Sean Duffy, UTA Trustee Carlton Christenson, UTA Trustee Beth Holbrook, Utah House Transportation Committee Chair Kay Christofferson, WFRC Executive Director Andrew Gruber, UDOT Executive Director Carlos Bracerias, UTA Trustee Jeff Acerson, Congresswoman Celeste Maloy.

FEDERAL SPOTLIGHT: SECRETARY DUFFY AND ADMINISTRATOR ZELDIN VISIT UTAH TO DISCUSS TRANSPORTATION PLANS AND INVESTMENTS

State leaders were thrilled to welcome U.S. Department of Transportation Secretary Sean Duffy and U.S. Environmental Protection Agency (EPA) Administrator Lee Zeldin to the Beehive State! With Secretary Duffy, we shared Utah's collaborative approach to planning and building transportation projects. [Utah's Unified Transportation Plan](#) gives Utahns real choices for how they get around.

The group was also able to spotlight a critical project for the region by welcoming the Secretary for a ride on the FrontRunner — highlighting double-tracking as a key investment for faster, more reliable service.

WFRC worked with Utah's Congressional delegation on federal transportation issues.

Members of WFRC leadership and staff, along with our partners at MAG, UDOT, and UTA, work regularly with each of Utah's congressional delegation members and their staff on transportation plans and projects, including in the Wasatch Choice Vision and Utah's Unified Transportation Plan. WFRC also regularly shares our common federal grant priorities, such as the FrontRunner strategic double-tracking project. We appreciate the collaboration with our congressional delegation to define and implement Utah's shared priorities.

WFRC also continues to implement the requirements of the Infrastructure Investment and Jobs Act (IIJA). The passage of the IIJA in 2021 continues to provide stability in federal transportation funding, in addition to providing competitive discretionary grant funding. WFRC has been engaged in implementation of the IIJA by working with national associations to share best practices, coordinating with partners to identify key transportation projects eligible for funding, and applying with or on behalf of our partners for regionally impactful grants.



WFRC with Congressman Mike Kennedy in Washington, D.C. - April 2025.



Leadership from WFRC and MAG with Congressman Burgess Owens in Washington, D.C. - February 2025.

SHARING THE UTAH WAY: WFRC HOSTS AMPO CONFERENCE IN SALT LAKE CITY

In September, WFRC hosted the Association of Metropolitan Planning Organizations (AMPO) Annual Conference that took place in downtown Salt Lake City, with tours around our Region.

Executive Director Andrew Gruber moderated the keynote session, featuring Lieutenant Governor Deidre Henderson, WFRC Chair Mayor Dawn Ramsey, and host city Mayor Erin Mendenhall. With an audience of urban planners and technical experts from around the country, the speakers reflected on the “Utah way” of collaborating, planning for the future, and caring for our communities.



REGIONAL LEADERSHIP CELEBRATED: COMMISSIONER BOB STEVENSON RECEIVES TOM BRADLEY AWARD AT NARC CONFERENCE



WFRC Council Vice Chair, Commissioner Bob Stevenson, was honored at the National Association of Regional Councils' Annual Conference with the Tom Bradley Award, recognizing his outstanding leadership and lifelong commitment to regional collaboration. From championing transportation investments to advocating for our Region at the state and national levels, Commissioner Stevenson truly embodies the spirit of public service that drives our communities forward.

WFRC continues to be a strong voice for multimodal transportation investment, solid planning, and appropriately balancing state, regional, and local approaches on Utah’s Capitol Hill — all in keeping with Utah’s Unified Transportation Plan and the Wasatch Choice Vision. WFRC coordinates a collaborative approach with our partners to that effort, while also communicating legislative impacts and opportunities for engagement with our members.

Over the past five years (2021-2025), the Utah Legislature has authorized over \$5 billion of new one-time and new ongoing funds to be invested in multimodal transportation programs — an investment that indicates the importance of transportation and infrastructure to Utah’s success.

These investments advance Utah’s Unified Transportation Plan, as Utah’s transportation partners continue to plan for, program, and construct additional roadway, transit, and active transportation projects across the state. WFRC worked closely with our state legislators, local elected officials, and partners to help advance growth and transportation funding, and policies.



President Stuart Adams and Speaker Mike Schultz meet with WFRC.

Key pieces of transportation-related legislation:

- HB502, Transportation and Infrastructure Funding Amendments (Teuscher/Cullimore) - makes changes to the "5th5th" local option sales tax, funds specific transportation projects, and creates an affordable housing grant program in Salt Lake County.
- SB26, Housing and Transit Reinvestment Zone (HTRZ) Amendments (Harper/Whyte) - makes clarifying changes to existing HTRZ statute, and creates a convention center reinvestment zone development tool.
- SB174, Transit and Transportation Governance Amendments (Harper/Christofferson) - clarifies roles at the Utah Transit Authority, and allows for enhanced collaboration with UDOT on transit capital development.
- SB195, Transportation Amendments (Harper/Christofferson) - a transportation omnibus that requires cities to amend their general plans to identify priority transportation connections; clarifies Station Area Planning (SAP) reporting requirements; requires Salt Lake City to develop a "mobility plan" and submit to UDOT for approval, and prohibits SLC from proceeding on projects unless they are included in the approved mobility plan; allows state TIF funds to be used for roadway and transit corridor preservation; requires UDOT to take responsibility to maintain state highway street lighting that is currently maintained by municipalities; and a dozen more policy changes.
- SB96, Advanced Air Mobility (Harper/Christofferson) - requires a public outreach campaign and technical assistance for local communities in developing advanced air mobility plans and policies.



WFRC 2025 Legislative Summary

Building on Previous Investment

Over the past four years (2021-2024), the Utah Legislature has authorized over \$5 billion of new one-time and ongoing funds for Utah's transportation partners to plan for, program, and construct additional roadway, transit, and active transportation projects across the state. Additionally, state, regional, and local stakeholders have worked together to authorize meaningful tools and policy changes to promote the connection between land use and transportation. The 2025 session did not lead to significant new transportation-related appropriations or policy shifts comparable to recent years but was an opportunity to reflect on the considerable amount of growth-related legislation and funding invested over the past few years. Now we can continue to utilize these tools and funds effectively and prudently, as we implement Utah's Unified Transportation Plan and the Wasatch Choice Vision.

Session Overview

- 962 bills and resolutions introduced, 582 passed
- \$30.8 Billion FY26 state budget appropriated
- Areas of focus: energy, economic development, higher education, tax relief, election reform, and housing

Notable Appropriations

- Transportation Investment Fund (TIF) sales tax earmark increase from 20.68% to 27.68%, backing out \$330M ongoing in General Funds (initially revenue neutral)
- \$70M transportation bond authorization for an Affordable Housing Grant Program in Salt Lake County
- \$400M+ for various local transportation projects
- Local Administrative Advisor Program (LAA) funding reduction
- \$20M ongoing to the state's Corridor Preservation Fund

Speaker Mike Schultz on the 2025 Legislative Session

"A wise person once said, 'The road to success is always under construction', and here in Utah, we know that is true in more ways than one... That's why this legislative session we are committed to building on past investments to keep our state moving. Over the last two years, the legislature has invested over \$3 Billion in statewide transportation infrastructure. These funds have gone to a variety of projects, including repairing and expanding state roads and highways, double-tracking FrontRunner, strengthening commuter rail, improving rural backcountry roads, and much more... These investments help Utah maintain an unsurpassed quality of life by ensuring that our transportation system is ready for the future. A robust transportation system supports our economic growth, helps you spend more time in our beautiful outdoors, and gets you home to your family safely, and efficiently. We're working together to build the infrastructure to keep our state moving today, and years to come."



For our comprehensive 2025 Legislative Session Wrap-Up, Bill Tracker, and Appropriations Tracker, see: wfrc.org/ga



Goal Four

Strive for **organizational
excellence.**

ACCOUNTABILITY EFFICIENCY & STABILITY

Ensured accountability, transparency, and communication to WERC's members and stakeholders.

Used resources prudently and efficiently. Maintained budget stability.

Regularly reviewed and ensured utilization of best practices and compliance with applicable laws and regulations.

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

Created and maintained a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provided meaningful, constructive feedback through performance evaluations. Encouraged priority professional development opportunities.

WFRC managers provided meaningful and constructive feedback to employees through performance evaluations, formal quarterly check-ins, and semiannual evaluations.

WFRC actively encourages professional development opportunities that expand personal and collective knowledge of policy, emerging concepts, and best practices, which help to improve WFRC's work and support of the Region.

Staff are diligent in their recertification of professional licenses and certifications and are frequent speakers and participants at numerous workshops, seminars, conferences, and training opportunities. Internally, WFRC organized and provided training to all staff members using CliftonStrengths to improve internal and external communication and build on professional and personal strengths.

WFRC hired two employees to fill vacant positions during the past year:

- **Johnnae Nardone** - Communications Manager
- **Samantha DeSeelhorst** - Transportation Planner



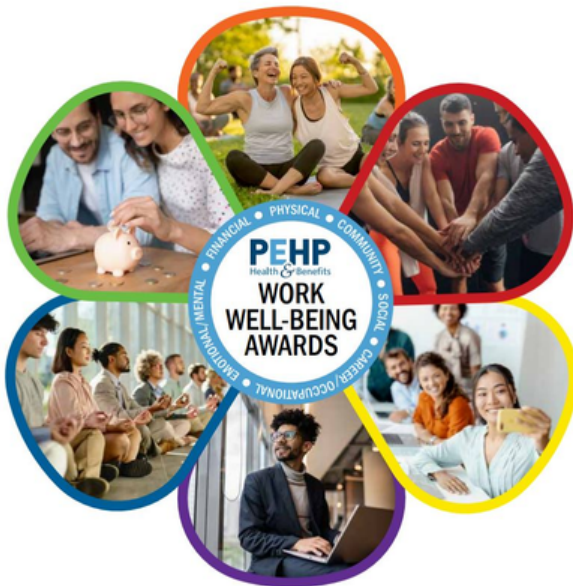
WFRC staff at the 2024 Utah Transportation Conference

IRON CARTOGRAPHER: SARAH LAWLESS TAKES HOME THE TROPHY AT UGIC CONFERENCE

Congratulations to Sarah Lawless, WFRC Data Scientist, who made the most of being selected to participate in the “Iron Cartographer” live map-making competition at the Utah Geographic Information Council (UGIC) state conference. In this mapping showdown modeled after the Iron Chef TV-cooking contest, participants had three hours to create an original map focused on Cache Valley — using only grayscale and one additional color of their choice. By a vote of conference attendees, Sarah was awarded first place! Her name now holds a permanent place on the traveling trophy, along with a year of bragging rights!



WELLNESS AT WORK: WFRC RECOGNIZED BY PEHP WELLNESS COUNCIL



We're excited to share that WFRC has been awarded first place in the Career Well-Being category by PEHP's Wellness Council! This recognition honors our work with CliftonStrengths and reflects our ongoing commitment to fostering a supportive and thriving workplace. A big congratulations to WFRC's Wellness Committee for leading the way and earning this recognition!

The PEHP 2024-25 Work Well-Being Awards program is designed to acknowledge and reward Wellness Councils who are working hard to create a healthy environment at their worksite.

THANK YOU!

WFRC's staff is proud of the work we were able to do over the past year in close collaboration with WFRC's members and our public and private-sector partners and stakeholders. We look forward to continuing that work in the years to come.

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







WASATCH FRONT REGIONAL COUNCIL

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

Fiscal Year 2025 Goals

1. Collaboratively advance the Wasatch Choice Vision as a framework for integrating transportation, land use, and economic development, to address growth-related opportunities and challenges, and maintain and enhance quality of life

- a. Support communities in their work to (i) update and enhance their general and station area plans; (ii) implement their envisioned Wasatch Choice Vision centers; (iii) integrate local and regional multimodal transportation, housing, land use, economic development, and open space; (iv) satisfy statutory requirements; (v) manage funding and other resource challenges; and (vi) consider community preferences and input.
- b. Provide high-quality regional and local data, tools, analysis, advice, and technical and financial resources.
- c. Facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.

2. Effectively administer ongoing plans and programs

- a. Begin development of the 2027-2050 Regional Transportation Plan (RTP) as the transportation element of the Wasatch Choice Vision, focusing on: (i) exploring aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs, and (ii) coordinating transportation with city and town centers, housing options, parks and public spaces, and economic opportunities.
- b. Develop the 2026-2031 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2025).
- c. Initiate coordination and development of the 2027-2050 Utah's Unified Transportation Plan.
- d. Continue the performance-based approach for WFRC plans and programs, including: (i) monitor and share progress towards the adopted Wasatch Choice Vision goals; (ii) advance the use of "access to opportunities," locally, regionally, and nationally, as a goal and measure for planning and programming; and (iii) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.
- e. Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Carbon Reduction Program (CRP), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), Local Administrative Advisor (LAA), Transportation and Land Use Connection Program (TLC), and Station Area Planning Technical Assistance (SAP).
- f. Promote economic opportunity, linked with transportation and land use planning, by implementing the 2023-28 Comprehensive Economic Development Strategy (CEDS).

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 FRONT REGIONAL COUNCIL

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

- a. Coordinate with local, regional, state, and federal government partners to compete for discretionary grant programs and effectively implement the Infrastructure Investment and Jobs Act (IIJA), prepare for the next transportation authorization act, and advance federal transportation policies and strategies.
- b. Engage in state and local policymaking activities that advance the Wasatch Choice Vision and Utah's Unified Transportation Plan.
- c. Evaluate infrastructure funding and financing strategies at the national, state, regional, and local levels.
- d. Communicate the needs and benefits of investment in Utah's multi-modal transportation system as reflected in Utah's Unified Transportation Plan.
- e. Collaborate with local governments and transportation agencies to implement the comprehensive transportation safety action plan.
- f. Enhance forecasting and modeling of travel demand and land use markets, including (i) incorporating updated information from the 2023 Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.
- g. Participate in regionally significant transportation and growth-related projects, studies and other activities.
- h. Improve air quality by assisting communities and partners in their efforts to reduce emissions through transportation choices, development patterns, and technological changes. Work with partners and other stakeholders to address ozone air quality conformity challenges.

4. Strive for organizational excellence

- a. Ensure accountability, transparency and communication to WFRC's members and stakeholders.
- b. Use resources prudently and efficiently. Maintain budget stability.
- c. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback through performance evaluations. Encourage priority professional development opportunities. Update employee compensation and performance evaluation practices as needed to ensure market competitiveness.
- d. Regularly review and ensure utilization of best practices and compliance with applicable laws and regulations.





WASATCH FRONT REGIONAL COUNCIL

FY2025 UNIFIED PLANNING WORK PROGRAM COMPLETION REPORT

for the

WFRC METROPOLITAN PLANNING AREA

prepared for

**Federal Highway Administration
and Federal Transit Administration**

in cooperation with

**Utah Department of Transportation
and Utah Transit Authority**

August 2025

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A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

On May 23, 2024, the Wasatch Front Regional Council (WFRC or Council) approved a budget and Unified Planning Work Program (UPWP) for FY2025. 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 2024 for FY2025.

Regular meetings of the Council were held on the following dates: August 22, 2024, October 24, 2024, January 23, 2025, March 27, 2025, and May 22, 2025. The Regional Growth Committee (RGC), the Transportation Coordinating Committee (Trans Com) and the Active Transportation Committee each held five meetings during FY2025. Agendas, supporting technical documentation and minutes were prepared for each meeting. Various other committees, including the Ogden-Layton and Salt Lake Trans Com and RGC Technical Advisory Committees, met regularly throughout the fiscal year.

WFRC 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 and Administrative and Accounting policy to comply with updated regulations and best practices.

Council staff prepared and submitted monthly financial reports. An annual audit of the Council's financial records for FY2024 was completed in October 2024 and copies of this audit were distributed to appropriate agencies. The Council's audit of the financial records for FY2025 is expected to be completed in October 2025 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, 2024 through June 30, 2025:

- 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 Concurrence reviews on MPO conformity determinations.
- Assisted WFRC in interpreting and complying with updated air quality rules and regulations.
- Participated in Interagency Consultations with WFRC, DAQ, EPA, UTA, MAG, FTA, and FHWA regarding the PM 2.5 SIPs and the development of the new 8-hour Ozone SIP which includes the WFRC area.
- Worked with WFRC staff to prepare for an expected air quality conformity freeze related to ozone.
- Coordinated with WFRC the submittal of the annual CMAQ report to the FHWA (submitted March 2025). 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 four 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.
- Worked with WFRC staff to explore context classification strategies through separate efforts at each agency.
- Collaborated with long-range planning staff in an update of UDOT's capacity project prioritization process.
- 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

UTA Moves 2050/Long Range Transit Plan (LRTP)

UTA's agency-wide, 30-year long range plan was adopted by the UTA Board of Trustees in the beginning of 2024. The LRTP focuses on understanding and planning for future needs of the communities that UTA serves. In response to major public outreach and needs assessment, a Plan Network and a Vision Network were developed. The Plan Network is a financially constrained, 3-phase investment and implementation prioritization plan for the system. The Vision Network is an unconstrained picture of a future UTA system that extends beyond projected 30-year funding availability. The LRTP is an ongoing UTA program which will be incorporated in the regional planning process and updated in sync with the 2027 Regional Transportation Plans.

Five Year Service Plan

UTA completed work on the 2025 Five Year Service Plan in December of 2024. This plan is intended as a guiding document for the next five years of UTA service improvements and to fulfill certain state-level statutory requirements.

The goals of the plan were to:

- Improve Employee Working Conditions
- Implement the Long-Range Transit Plan
- Respond to Community Feedback
- Optimize the System
- Restore Service

In order to fulfill these goals, UTA identified, vetted, and took to public comment network improvements that sum to over 680,000 additional hours of service across all five years of the plan. Starting in the late spring of 2025, UTA began working on the initial vetting process for the 2027 Five Year Service Plan. While this plan is not intended to be taken to the public until late 2025 or 2026, internal vetting is occurring for revisions and further plans in light of newly identified resource constraints and opportunities.

Service Implementation – April 2025 Service Changes

UTA implemented the first year of the 2025 Five Year Service Plan on April 7, 2025. UTA completed a full Title VI and public engagement for all proposed service changes. Improvements in Salt Lake County were primarily focused on the southern quadrant of the county, with Routes 126 and 219 providing new fixed route service to areas that were previously only served by UTA OnDemand. In Weber and Davis Counties, UTA restructured and improved frequency on services in Clearfield, Layton and Kaysville. Finally, in southern and central Utah County, UTA implemented new services with Route 823 and the West Provo OnDemand Zone.

In addition to the above service modifications, UTA also completed a clean restoration of service on Routes 39, 201 and 218. These routes are now operating at or above the level of service at which they operated prior to the Covid-19 Pandemic.

Service Design Standards

UTA completed work on the updated Service Design Standards, which were approved by the UTA Board of Trustees on March 26, 2025.

Wayfinding Signage & Bus Stop Improvement Program

The Customer Experience team along with Service Planning and Facilities continue to install new bus stop signage to improve and update system wayfinding. Phase I (FrontRunner) of the Wayfinding System signage was completed in 2024. For bus stop improvements, UTA had 186 ADA Bus Stop Improvements (Pads constructed), 69 new shelter installations, and 122 new bench installations.

Mobile Trip Planning

UTA continues to partner with the Transit app and Masabi as a mobile ticketing solution for UTA customers. For the fiscal year July 1, 2024 - June 30, 2025, UTA sold 1,019,812 tickets through the Transit app, up 21% from the previous year (842,513). Ticket revenue for the same fiscal year was \$3,997,246, up 16% from the previous year (\$3,441,608)

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 and catalyze TOD. As of July 2024, there have been 19 stations certified with a Station Area Plan and currently 46 stations in the active station area planning process.

Once a Station Area Plan is adopted by its Board of Trustees, UTA is able to proceed with the development of any properties that it controls within the respective station area. Currently, eight of these sites are active, with properties in some stage of the development process. Five sites include development phases either completed or under construction. Three sites are in planning with the respective cities and development partners. Three additional sites are being prepared for a request for proposal (RFP).

Active Transportation to Transit Plan

The Active Transportation to Transit Plan ("AT3P") Phase I was completed in the fall of 2023. The Plan has identified a framework to support comprehensive approaches to the quality, convenience, comfort, safety, and sense of dignity of using active transportation with transit. This framework guides evaluation of internal, external, physical, and non-physical elements which affect active transportation accessibility with transit. Additionally, a methodology and prioritization framework has been developed which uses quantitative data to assess need for active transportation improvements at systemwide stops and stations. UTA continues its ongoing collaboration with partners on local and regional active transportation efforts and updates.

Emergency Preparedness Planning

The Utah Transit Authority (UTA) Emergency Management Program (EMP) was actively involved within the UTA organization and with the many jurisdictions we serve in the public and private sectors.

UTA provided transportation presentations to the Local Emergency Planning Committees (LEPC) of Davis County, Utah County, and Tooele County. UTA also presented to the medical community at the annual Utah Disaster Advisory Committee (UDAC) conference regarding UTA capabilities to assist with patient transport and evacuation. Furthermore, UTA provided buses and personnel to help Ogden-Hinkley Airport with their FAA required triennial Full Scale Exercise (FSE). Our buses served as the mock aircraft fuselage for responder activities and our paratransit bus simulated the transportation of minor injury patients to local hospitals. Other trainings involved facilitating onsite training on TRAX trains with local police/SWAT teams and fire/heavy rescue departments.

As in previous years, UTA EMP participated monthly with the Utah Emergency Operations Center (EOC) State Emergency Response Team (SERT) drills as an Emergency Support Function (ESF) #1 – Transportation representative as well as participating in multiple partner jurisdiction planning, response, training, and exercise projects. UTA continues to actively participate in the Utah Traffic Incident Management Coalition.

UTA Emergency Management updated the Emergency Preparedness Plan (EPP) 10/2024, Emergency Operations Plan (EOP) 8/2024, Continuity of Operations Plan (COOP) 9/2024, and several service unit Emergency Response Plans (ERP). These plans remain current with the required updates.

Emergency management and response training included a TRAX light rail Table Top Exercise (TTX) and a Full Scale Exercise (FSE) with the South Jordan Fire and Police Departments preparatory to the opening of the new South Jordan Downtown Parkway Station platform. Also, to create best practices surrounding lithium-ion battery operated devices on our modes we conducted a Table Top Exercise (TTX) with multiple state and local partners to identify risks and hazards associated with lithium-ion battery fires. UTA stays in constant communication with the American Public Transportation Association (APTA) to gather information to create a safer environment for employees and customers.

With the authorization of the Utah Division of Emergency Management (UDEM), the UTA Emergency Manager taught the senior level FEMA Incident Command System (ICS) G0402 NIMS Overview for Senior Officials course to the UTA Executive Team. Additionally, ICS training IS-100 and IS-200 was assigned through the LMS to the UTA Director, Manager, and Supervisor staff for ICS certification and compliance.

UTA's 2024 Transportation Agency Safety Plan (TASP)

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

As required by the Bipartisan Infrastructure Law, Infrastructure Investment and Jobs Act, UTA has established a Joint Safety Committee (JSC) that consists of equal representation from frontline employees and management. UTA's Joint Safety Committee is engaged in setting

safety performance targets, recommending mitigations for reducing safety risks, making safety strategy improvements, and addressing safety deficiencies.

UTA is currently operating under the 2024 revision of the TASP, which has been reviewed and approved by the Joint Safety Committee, UTA Board of Directors, and the UDOT SSO Program Manager.

Rideshare Program Planning

The UTA Rideshare Department worked 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. The Department added accessible vehicles to its fleet to ensure everyone has access to this service. They additionally reached record levels of vanpool groups and participation, thus reducing congestion and improving air quality.

Special Services/ADA Strategic Planning

For work completed during the fiscal year July 1, 2024 through June 30, 2025, UTA Special Services provided ADA paratransit service throughout the UTA service area as well as operated Flex Routes to assist individuals with disabilities access to employment, education, life critical resources and everyday activities. The UTA Paratransit Forward study, which identified opportunities to enhance these services, was completed and presented to the UTA executives and Board. In April 2025 UTA had a large expansion of paratransit service in Salt Lake, Utah and Davis counties adding nearly fifty square miles of service coverage. UTA Special Services supported URSTA, the state transit association, through membership, participation on the URSTA Board, and associated conferences.

Transit Asset Management Plan

UTA has developed a comprehensive asset management system that is identifying current and future projects which will keep the existing system maintained and operating in a safe manner. The ability to successfully identify projects is continuously improved and refined as better and more accurate information is obtained from our stakeholders, both internal and external. UTA completed many projects during the past fiscal year and continues to schedule additional projects in the following categories for the next fiscal year, among others: grade crossing rehabilitations and replacements on the FrontRunner and TRAX systems, restraining rail replacements on the TRAX system, curved rail replacements on the FrontRunner system, traction power substation rehabilitations, FrontRunner and TRAX vehicle overhauls, facility rehabilitations, technician vehicle replacements, bus procurements, paratransit procurements, and vanpool vehicle replacements.

SRD Grant for Suicide Prevention

Last year, UTA installed Infrared Cameras at strategic locations to trigger alarms if trespassers are detected. There are 6 locations, 3 on TRAX and 3 on FrontRunner. These cameras trigger alarms and UTA dispatch that there is a person displaying pre-suicide behavior. Our dispatch teams respond by 1. alerting the operator to slow the train and 2. Dispatching police to intervene directly and help the trespasser remain. This has been successfully implemented on multiple occasions, very possibly preventing a fatality and allowing the people to seek help.

More Hope Poles have been installed guiding at risk trespassers to suicide prevention hotlines, thus expanding our efforts to reach people who are experiencing a crisis on our rail lines.

All cameras have been installed and are now actively providing warnings when a trespasser is detected.

Additional fencing has been erected to discourage people from entering the rail corridors.

The main task for the project now is data collection. Data is being collected and shared with FTA to determine the efficacy of these cameras at preventing suicides. We have had a number of successes as well as a number of failures. We are analyzing incidents to perfect the system. We have run a number of drills to help our dispatch teams react quickly to the alarms and we have expanded staff watching our security cameras to minimize our response time. If it is determined that these cameras are indeed effective, then this program may be implemented in other transit agencies nationwide.

Additionally, we are looking for ways to reach out to the community and provide help to people before they enter our track in a crisis. These efforts are in an exploratory stage.

Bus Speed and Reliability Program (BSRP)

The Bus Speed and Reliability Program (BSRP) is a continuous effort to improve the performance of UTA bus routes through cost-effective interventions that address speed and reliability issues where they exist. In the past year, UTA worked with consultant assistance to develop the foundations for a scalable, data-driven program while also working to pilot improvements to demonstrate the potential of this approach. The program focused on planning improvements for Route 850 in Utah County and establishing an inter-agency working group with UDOT Region 3 to partner on making improvements to the route. UTA also made plans and preparations to return Route 35 bus service to dedicated lanes on 3500 South in West Valley City in August 2025 and will measure the benefits and impacts of this resumption of service. Additional details about the program are available at <https://rideuta.com/bsrp>.

The 2024 On-Board Survey offers UTA and its partners a comprehensive overview of who our transit riders are, and how they ride the system. The information collected from our riders provides valuable information on fare usage across various fare types and user demographics. This data is crucial for assessing ensuring fairness across all user groups.

On-Board Survey

The On-Board Survey kicked off in the fall of 2023 when UTA awarded a consulting services contract. Surveys were administered on UTA fixed routes and On Demand between February 2024 and April 2024. The 2024 On-Board Survey was completed in January 2025.

Transit Signal Priority (TSP) Implementation

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

To date, we've installed 205 C-V2X TSP onboard units on UTA buses across all garages and bus projects that include TSP. In calendar year 2025, 113 new TSP onboard units are slated for installation: 25 for the 5600 West Project and 88 for other frequent bus routes.

Between July 1, 2025, and June 30, 2026, our work will center on completing Phase 2 and starting Phase 3 of the TSP deployment. Phase 2 will involve fully deploying TSP onboard units for frequent buses operating on state-owned roads from the Meadowbrook garage, plus finishing installations for relevant buses at the Ogden garage. We'll also install TSP units on new Mid-Valley Connector (MVX) buses.

Phase 3 will kick off with planning deployments for frequent buses on local (non-state) roads in Salt Lake City, Salt Lake County, Taylorsville, and other areas.

Microtransit Pilot Program Evaluations

The Innovative Mobility Solutions (IMS) department has contracted UTA On Demand microtransit services in four zones: Southern Salt Lake County, Salt Lake City Westside, West Provo/Orem, and Tooele County. The West Provo/Orem zone, which launched in April 2025, is the newest addition. IMS's strategic goal for these programs is to provide flexible, reliable, demand-responsive transportation that enhances quality of life. These shared-ride services expand access, improve accessible mobility options, and consistently deliver a high-quality customer experience, as evidenced by daily rider ratings.

For 2025-2026, UTA On Demand zones will continue to be evaluated using key performance indicators (KPIs) such as cost per rider, availability, utilization, and on-time pickup. Wait times have been reinstated as a KPI, with a target average of 15-20 minutes. UTA's microtransit ridership goal is a sustainable 10% annual increase per zone. Monthly reports are generated to highlight service performance and customer experience. Additionally, UTA's Long Range Transit Plan identifies potential new zones, should incremental funding become available.

B.2 MOBILITY MANAGEMENT

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

The LCCs include state and local agencies, stakeholders, consumers, and transportation providers from each of the USDOT Urbanized Areas along the Wasatch Front. The mission of the LCCs is to "Foster, organize, and guide local and regional coordination efforts that directly or indirectly improve access and mobility for seniors, persons with disabilities, persons with low income, and/or veterans."

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. This software is now being supported by a new vendor and will continue to support the 5310 subrecipients in vehicle reporting.

Sustainable & Local Coordinated Councils (LCCs)

UTA staff continues to work with the Local Coordinating Councils to improve outreach to their local communities. The FTA 5310 Grant Manager and Coordination Administrator oversee the outreach and guidance of obtaining funding for coordinated projects. Local Coordinating Councils help decide project priority and meet regularly. Through outreach, there are new 5310 applicants/LLC attendees due to current transportation challenges in some areas. A letter to recruit new attendees was written and emailed to potential new partners this last year. This effort will continue as 5 new agencies have been attending the LCC meetings with the intention of applying for FTA 5310 funds in 2026. 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.

Integration of updated Local Coordinated Human Services Transportation Plans

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

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

The UTA Coordinated Mobility Department participates on the BRAG Local Coordinating Council. Providers in Box Elder County are included in coordinated transportation activities and are encouraged to apply for FTA 5310 funds for projects included in their coordinated plan.

BRAG has spent awarded Out and About funds for a statewide voucher program and has been testing the eVoucher software under the direction of the CM IT Project Manager.

Ongoing Outreach to Underrepresented Populations

UTA Mobility Management provides continued outreach to seniors, persons with disabilities, and veterans. 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, etc. UTA Coordinated Mobility has two employees conducting extra outreach to Aging Adults. Trista Lawrence serves on the State Board of Aging. Christy Allen serves as the Transportation Member on the Utah Coalition On Aging (UCOA). These positions are ongoing for the time being.

FTA 5310 Funding Administration Grant Award Cycle

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.

The 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 opportunity to apply; and if selected, receive a fair 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 distribution.

The FTA 5310 Grant was opened for applications in January 2024. Subrecipients have been drawing down funds from their awards during the past year. Many of the projects should be completed by the end of year 2025.

5310 Grant Management

Acting as the pass through for 5310 Federal funds, the UTA Coordinated Mobility Department is continually in the process of managing subrecipients, overseeing grant compliance, and helping with the delivery of awarded vehicles/capital items. Vendors have caught up with vehicle orders. The CM department was able to deliver over 20 vans/accessible vehicles this last year.

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

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

The UTA Coordinated Mobility Department is involved in a public/private partnership electronic voucher (eVoucher) system that was awarded federal funds for development. This system includes a web-based interface that replaces the current paper voucher processes. The initial development and testing for this was completed by Q3 of 2022.

UTA piloted the eVoucher software that was completed in Phase I with Community Health Services of Florida and 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.

Though there were setbacks in the development of eVoucher Phase II, a new vendor was selected through a competitive process to finish the eVoucher Phase II project. A testable product was available by the end of 2024. BRAG and two other partners are helping test the eVoucher software under the direction of the CM IT Project Manager throughout 2025.

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 projects described below 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. Seven vehicles were awarded this year.

UTA Referral Call-in Line

Utah Transit Authority Coordinated Mobility has brought the referral line for aging adults and persons with disabilities in house at the request of the Utah Legislative Transportation Committee as identified in SB174 from the 2017 General Session of the Utah Legislature. The referral line aspect of the project has been implemented. This program will integrate temporary rides for customers waiting to be approved for eligibility with community organizations/paratransit services. The temporary rides will mostly be paid for from awarded grant funds. A third-party contract has been completed in 2025 with accessible transportation providers and rides have begun. Data is being collected to see the impacts of this program.

Travel Training and Development of a Resource Library

Though the Travel Trainers are no longer in the UTA CM department, the Travel Trainers applied for more funding during the application process in January 2024. The Travel Trainers have been awarded additional funds so they can continue to serve the growing number of customers seeking training, particularly for those in the community with specialized needs. An additional request to develop a Travel Training Resource Library to be publicly available was awarded funds and will be developed in 2025/2026. The resource library project has begun as a Request For Proposal has been posted for a contractor to help with this work.

SB 195 (2025) Study

The UTA Coordinated Mobility Department, in conjunction with UDOT, has begun a study related to human services transportation with an eye to consolidating these various services. This study will be under the guidance of the Transportation Interim Committee. A requirement of the Bill is to report to the Transportation Interim Committee no later than the November 2025 meeting, with a final recommendation reported to the Transportation Interim Committee in November 2026. UTA has developed a scope of work with UDOT that was posted for a Request For Proposal. A contractor has been selected. UDOT is currently negotiating the contract terms.

C. LONG-RANGE PLANNING

This section highlights development, collaboration, and coordination of the 2027-2055 Wasatch Front Regional Transportation Plan and Utah's Unified Transportation Plan; the RTP Amendment Process; Amendments #2 and #3 to the 2023-2050 RTP; the implementation of the first and second stages of the 2027-2055 Regional Transportation Plan development (C.1); the update to the Wasatch Choice Vision land use layer (C.2); and the work of the Transportation and Land Use Connection Program (TLC) and station area planning efforts (C.3).

C.1 REGIONAL TRANSPORTATION PLAN

WFRC initiated the 2027-2055 RTP process at the beginning of FY24 in consultation with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), the Mountainland Association of Governments (MAG), local communities, and a variety of stakeholders. The following process and schedule were adopted for development of the Wasatch Choice Vision and 2027-2055 RTP.

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

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

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

The process is organized into three stages:

Stage 1 – Explore Our Future

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

Stage 2 – Our Preferred Scenario

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

Stage 3 – Phasing and Implementation Plan

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

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

Explore Transportation Concepts

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

Enhancements to the transportation planning process and materials:

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

concepts can be reconsidered for inclusion in the plans as circumstances change or further study is conducted.

Utah's Unified Transportation Plan

Utah's Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC), the Mountainland Association of Governments (MAG), the Dixie Metropolitan Planning Organization (DMPO), the Cache Metropolitan Planning Organization (CMPO), and the Utah Transit Authority (UTA). Utah's Unified Transportation Plan partners worked together to develop common goals, planning time horizons, performance measures, and financial assumptions so that the plans are consistent across the state while meeting local needs. WFRC staff participates in the Policy and Coordination Committee, which oversees and provides guidance to the seven subcommittees. WFRC staff chairs the Finance, Communications, Active Transportation, and Modeling Subcommittees, while actively participating in the Technical and GIS Subcommittees.

The Finance Subcommittee has begun updating the Utah's Unified Transportation Plan Financial Model. Updates to the base transportation revenues and growth rates are being incorporated into the model for roadways, transit, and active transportation. Planning-level project cost assumptions, preservation/maintenance needs, operating costs, and new revenues will be updated prior to the final model release. The model is expected to be finalized at the end of 2025 and available for use to fiscally constrain the long-range plans across the State. The Communications Subcommittee will begin working on messaging and updates to the website in FY26. The Active Transportation Subcommittee focused on defining active transportation terms for use in the Unified Plan, including GIS schema. Utah's Unified Transportation Plan utilizes the established statewide travel demand model advisory committee. The Modeling Subcommittee focuses on the consistency, state of the practice, and data coordination statewide. The Technical Subcommittee has initiated coordinating performance measures, safety, data needs, external forces, terms and definitions, phasing, prioritization, interactive map updates, and economic impacts and benefits for the 2027-2055 Utah's Unified Transportation Plan. The GIS Subcommittee will update the GIS schema, data needs, and colors for the Utah's Unified Transportation Plan interactive map in FY26.

Regional Transportation Plan Amendment Process

The RTP is the regional transportation element of the [Wasatch Choice Vision](#). Periodically, adjustments are needed during the planning cycle due to things like changes in funding availability, changing local or state needs, modifications to land use, the outcomes of environmental analyses and other studies, or updated timelines on development of projects. The amendment process maintains the rigor of the planning process - including review of financial constraints, public input, and air quality conformity. The WFRC [RTP Amendment Process](#) has been updated and approved by the Regional Council and utilized since its original adoption in May 2023. WFRC approved Amendment #1 to the 2023-2050 RTP in FY24. Amendments #2 and #3 were approved in FY25, while Amendment #4 has been initiated in FY25 but will be approved in FY26. All amendments were developed in consultation with, and at the request of, transportation partner agencies and the municipalities in the Region.

Amendments #2, #3, and #4 to the 2023-2050 RTP

Amendment #2 to the 2023-2050 RTP included a total of 15 project requests, which were approved and incorporated into the 2023-2050 RTP in August 2024:

- Six Level 2 (board modifications of non-regionally significant projects) requests from local communities and UTA, comprised of one transit and five roadway projects; and
- Nine Level 1 (staff modifications) requests from local communities, all comprising active transportation projects.

The projects within [Amendment #2](#) received review by the Federal Highway Administration; Interagency Consultation Team; WFRC Technical Advisory Committees (TACs); and the Regional Growth Committee (RGC).

Amendment #3 to the 2023-2050 RTP included a total of 11 project/plan requests, which were approved and incorporated into the 2023-2050 RTP in May 2025:

- Five Level 2 (board modifications of non-regionally significant projects) requests from local communities, all comprising roadway projects; and
- Six Level 1 (staff modifications) requests from local communities and the University of Utah, comprising three active transportation projects, two mobility hubs, and an update to the Wasatch Choice Vision land use layer.

The projects within [Amendment #3](#) received review by the Federal Highway Administration; Interagency Consultation Team; WFRC Technical Advisory Committees (TACs); and Regional Growth Committee (RGC).

Financial Model

In connection with the 2027-2055 RTP, WFRC, MAG, Dixie MPO, Cache MPO, UDOT, and UTA partnered to fund a new version of Utah's Unified Transportation Plan Financial Model with consultant assistance. This work was coordinated through the Financial Subcommittee for Utah's Unified Transportation Plan. The new version will include enhanced transit and active transportation components along with more refined preservation and maintenance costs and assumptions. In FY24, a request for proposals (RFP) was realized and a consultant was contracted to begin work on the model. Significant progress has been made in FY25 on model development, including updating baseline revenues, expenditures, and associated growth rates. FY26 work will finalize that model and include new revenue sources, funds available for each agency to fiscally constrain their long range plans, statewide revenues by transportation mode, and expenditures related to operations, maintenance, and preservation. The model is expected to be completed in December of 2025 and used during the phasing stage of the RTP process in 2026.

Transportation Partner and Stakeholder Meetings

Transportation partners have been involved in the development of identifying transportation and land use updates for the 2027-2055 RTP. Coordination efforts with UDOT and UTA occurred during FY25 on the development and testing of strategies, partnership and review of community and stakeholder recommendations, review of the 2023-2050 RTP, and incorporation of various studies around the region for the 2027-2055 RTP. Other transportation partner coordination included amending the existing RTP and reviewing project selection criteria. A WFRC, MAG, UDOT, and UTA leadership meeting occurred to give guidance to the planning process for the Wasatch Choice Vision update and 2027-2055 RTP

update. Continued coordination with UDOT, UTA, and key stakeholders will happen during all three stages of the Wasatch Choice Vision and RTP process.

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

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

WFRC met and coordinated with the UIPA on a quarterly basis. The goal of these meetings is to find out what their development, land use and transportation needs and plans are for the future and how their plans coincide with the Wasatch Choice Vision and 2027-2055 RTP. WFRC will help ensure the areas the UIPA are developing and projected numbers will be included in the travel demand model (TDM) forecasts.

WFRC has been conducting outreach and education to city planners, elected officials, and key stakeholder groups on advanced air mobility (AAM). These outreach and education sessions include presentations at conferences and various meetings such as RGC, RGC TACs, Wasatch Choice Community Advisory Committee, and one-on-one with local communities. These meetings began the process of education and understanding what the future holds for AAM and to help WFRC staff understand and answer questions local community staff and elected officials have about AAM. WFRC staff have also worked with partner organizations and various cities to help coordinate the planning of vertiports and infrastructure needs related to AAM.

Interactive Map

The 2023-2050 RTP interactive map was updated for each individual project to help provide users with additional project information. When clicking on a line or point project, updated information includes a simplified project name, small naming convention changes, functional classifications for roads, and further improvements for an easier user experience.

The 2023-2050 RTP, Wasatch Choice Vision, and Utah's Unified Transportation Plan interactive maps were updated to capture changes included in Amendments #2 and 3 to the 2023-2050 RTP.

Air Quality Conformity Memorandum

WFRC prepared [Air Quality Memorandum #42](#), the conformity analysis for Amendment #1 to the 2023-2050 RTP. The conformity determinations for Amendment #2 and Amendment #3 did not require new regional emissions analyses (see section G.1).

Website

WFRC staff updated WFRC's website to incorporate the in-progress [2027-2055 RTP](#). These updates included information about the RTP process, information about how our Region is changing, draft project selection criteria, and public comment opportunities. The website will continually be updated throughout FY26 as progress is made on the 2027-2055 RTP.

Performance Measures

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

WFRC continues work on operationalizing access to opportunity measures to better link transportation, land use, and economic development. In FY25, this work focused on revising automated scripts with the travel demand model and to implement these scripts in all travel demand models used within the state, as well as getting ATO incorporated into state-wide economic development frameworks.

WFRC continued work on developing monitoring plans for the Wasatch Choice Vision, including aspects of the regional transportation system, land use, and economic development aspects of the Regional Vision. During FY25, WFRC developed a performance dashboard to track progress on five key indicators across the Region and at city and county levels. The five key indicators are workplace accessibility (access to opportunities), transportation choices, household expenses (housing plus transportation costs), park availability, and strength of centers. The dashboard will be expanded to include additional secondary metrics during FY26.

WFRC's performance-based planning and programming is rooted in federal performance measures defined by FHWA and FTA. The Regional Council coordinated with UDOT and UTA to stay abreast of how the state and region was meeting targets for each of the defined performance metrics. WFRC continues to incorporate federal requirements into regional planning and programming, and to collaborate with UDOT and UTA to ensure the plans and programs assist in meeting targets.

WFRC staff also completed an overhaul of the performance measure space on the WFRC website to make performance-related information easier to find and more transparent, as a new WFRC website is created.

Active Transportation Planning

The Regional Council has an Active Transportation Committee (ATC) which met five times in FY25. This Committee, made up of elected officials and staff as well as representatives from MAG, UDOT, Utah Department of Health (UDOH), and UTA, advised the Transportation Coordinating Committee (Trans Com) and the Regional Growth Committee (RGC) on bicycle and pedestrian issues. Specifically, the Committee reviewed and provided feedback on the federal fiscal year 2027 Transportation Alternative Program (TAP) applications, participated in the Utah Trail Network Vision process, provided feedback on Regional Transportation Plan project selection, reviewed state legislation affecting active transportation, learned about Vision Zero safety efforts of Hoboken and Jersey City, New Jersey, and promoted Utah Bike Month and the Golden Spoke Network of Trails.

WFRC collaborated with Bike Utah to conduct a transportation safety tour of two New Jersey cities based on their impeccable traffic safety record in recent years: Hoboken and Jersey City. Over 30 individuals from Utah joined the tour, composed of both local staff and elected officials. Meetings, along with biking and walking tours, were held with Hoboken and Jersey City staff and officials lending to an exchange of ideas and experience that can be brought to Utah to make streets safer.

During FY25, WFRC staff also continued to participate in local planning efforts, in coordination with WFRC's Transportation and Land Use Connection Program, processed Amendments #2 and #3 of the RTP, and participated in conference/event organizing committees for the Golden Spoke Ride and AMPO national conference. A regional set of facilities that connect Wasatch Choice Centers is also being explored with local communities and the effort is known as the Beehive Bikeways initiative.

Active transportation data collection, retention, and sharing has much room for improvement, and collaboration with partner agencies on this improvement is ongoing. WFRC, MAG, UTA, and UDOT finished developing an Active Transportation Count Program Guide that will inform the evolution of active transportation data collection and retention. The agencies and local jurisdictions are also collaborating on best practices for inventorying active transportation infrastructure resulting in a map with up-to-date information available to the public. This map officially launched in May of 2025 in an online platform and is available at bikeways.utah.gov.

Scenario / Strategy Development

Within Stage 1 of the Wasatch Choice Vision and 2027-2055 RTP development, staff developed a process to explore and test new, updates to, and aspirational roadway, transit, and active transportation projects. WFRC, in consultation with UDOT, UTA, and local communities tested:

- Local street optimization and enhancements - including street connectivity, reviewing volumes and needs, crossings of major barriers like highways and canals, and coordination with transit and active transportation;
- Freeway network optimization and enhancements - including high occupancy toll lanes network, adaptive ramp metering, reversible lanes, frontage roads, and new freeway connections review;
- Development of a robust enhanced bus network - increasing frequency and connectivity across the region;
- Aspirational look at a fixed guideway network - including light rail transit and bus rapid transit; and
- Implementation of the Beehive Bikeways network.

Initial strategies to test were developed in FY24 with testing continuing into FY25.

WFRC led the annual Fall 2024 Workshops, where roadway, transit, and active transportation ideas to run through the 2027-2055 RTP process were collected. These projects went through a preliminary screening process created in collaboration with UDOT, UTA, and the Regional Growth Technical Advisory Committees (RGC TACs). Projects that moved through preliminary screening were then analyzed through a technical screening process using the Travel Demand Model (TDM), the Access to Opportunity Project-Level Tool, and other GIS

analysis. Projects that do not meet the technical screening criteria will be considered in the exploratory category of the 2027-2055 RTP.

Increased Emphasis Areas

Safety

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

In Amendment #2 to the 2023-2050 RTP, UTA, Salt Lake City, and WFRC identified a location along the FrontRunner corridor for grade separated crossings to enhance safety for pedestrians, bicyclists, and road users. WFRC will continue to analyze information, along with recommended strategies to reduce crashes.

Freight

During FY25, various rail and freight planning activities were accomplished by WFRC in collaboration with UDOT, NASA, 47G, UIPA, and other partners. WFRC has started to coordinate further with the Utah Inland Port Authority on land use, population and employment growth, and new distribution and manufacturing centers.

New technological advancements and changes in distribution and delivery have been a key research area in the exploration of external forces with transportation partners. Advanced Air Mobility (AAM) has become a focus point of the state of Utah, and WFRC is coordinating with partners on timelines, vertiport infrastructure, and realistic capabilities and impact AAM will have on the Wasatch Front. WFRC continues to respond to freight surveys from FHWA, AASHTO, and academic institutions. WFRC has begun planning for an expanded 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. WFRC continued to participate in the Utah Freight Advisory Committee and provided feedback on a new study being completed by the UDOT Freight planning team.

Ensuring broad community engagement

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

The WCCAC convened six times in the previous fiscal year and engaged committee members on various transportation programs to increase community capacity building and engagement in long-range transportation planning and decision-making processes. The WCCAC will continue through FY26 with six planned meetings.

During FY25, the WCCAC learned about and provided feedback on the 2027-2055 RTP, Utah Trail Network, UTA's Long Range Transit Plan, UTA Customer Experience Plan, plus many other efforts. During FY24, the WCCAC participated in an RTP mapping exercise to provide

input for the 2027-2050 RTP. Comments received during this exercise were run through the preliminary and technical screening for the RTP.

Advanced Air Mobility and Aviation

WFRC is preparing and planning for Advanced Air Mobility (AAM). In FY24 Utah became one of the leaders in AAM with the announcement of the Air Logistics and Transportation Alliance (ALTA) in May 2024. In FY25, WFRC staff has been working closely with 47G and cities and counties in WFRC's area of coverage to talk about future plans for AAM in cargo delivery, passenger flight, and infrastructure plans.

WFRC is a partner agency in UDOT's Aeronautics Division AAM working groups, and provides feedback where needed. Continuing into FY26, WFRC will be coordinating with UDOT on Senate Bill 96, which directs UDOT to create a community outreach and education program as well as a policy toolkit for planners. These two programs will help the WFRC region and the state of Utah be more prepared for AAM in the coming years.

WFRC also met with the Director General of the Civil Aviation Authority of Thailand, Manat Chavanaprayoon. This meeting was held by 47G and allowed WFRC staff to learn how Thailand, a world leader in AAM, is incorporating AAM in their aviation planning.

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 for the Wasatch Front region. The Vision was developed collaboratively with local governments, transportation agencies, and many other partners. Wasatch Choice holistically addresses transportation, land use, economic opportunity, and parks and public spaces.

2025 Wasatch Choice Vision Land Use Layer Update

A formal amendment to update the 2023 Wasatch Choice Vision Land Use layer was reviewed during the May 2025 Wasatch Front Regional Council meeting. The update process began in 2024 as city leaders and staff shared their future land use and transportation aspirations at the annual Fall 2024 Workshops held throughout the region. The workshops were followed by substantial outreach and coordination with workshop participants and additional community planning staff to refine the land use layer, and confirm that workshop map comments appropriately represent each community's vision.

Throughout the update process, WFRC shared new visualization images depicting four Wasatch Choice center types. The centers, featured as regionally significant land uses in the Wasatch Choice Vision, include Neighborhood Center, City Center, Urban Center, and Metropolitan Center types. The images depict the essential ingredients of centers to achieve local and regional benefits, such as walkable and connected streets, mixed-uses with housing choices, increased access to opportunities, integrated public gathering spaces, and more transportation choices. Funded by the Utah Land Use Training Fund, these images will be

published on the Wasatchchoice.org website by August 2025.

The 2025 land use update resulted in a 58% increase in total centers, up from 199 total centers in 2023 to 315 in 2025. The Wasatch Choice Vision helps increase understanding of where communities want to grow, and how they would like for their current and future residents to connect to future jobs. The Land Use Layer will serve as the basis to forecast future population and jobs and will be utilized with transportation ideas as a preferred transportation scenario is developed for review during the annual Fall 2025 Workshops.

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 FY25, WFRC continued to work closely with both the Salt Lake City and Ogden-Layton Regional Growth Committee Technical Advisory Committees (RGC TACs). Agenda items for FY25 included local community highlights, the Comprehensive Safety Action Plan, briefings and presentations on the 2023-2050 RTP Amendments #2, #3, and #4, region-wide future land use map, Beehive Bikeways initiative, UTA's micromobility parking study, the Statewide Grid Study, follow ups to the Wasatch Choice Fall Workshops, 2027-2055 RTP project evaluation criteria and project development feedback, TLC project brainstorming and award announcements, Transportation Improvement Program recommendations, Transit Transportation Investment Fund (TTIF) and UDOT Transit Division information, legislative session updates, generalized future land use, bike facility update, and updates to the Wasatch Choice Vision land use layer.

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. The [2023-2050 RTP interactive map](#) includes the ability to view projects that need right-of-way and or corridor preservation needs.

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

C.3 LOCAL GOVERNMENT SUPPORT

Transportation and Land Use Connection Program

In fiscal year 2025, 13 projects received Transportation and Land Use Connection Program (TLC) funding. The relationship with partners Salt Lake County, UDOT, and UTA is critical to the year over year success of the program and the projects it funds; their partnership provides TLC projects with key decision makers and helps define a path toward implementation. The TLC team also collaborated with UDOT in generating and awarding projects for statewide Technical Planning Assistance funding, enhancing the partnership and providing more support to member communities.

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

Over the past decade, the TLC program has worked with communities on 168 projects. TLC project types include small area plans, transportation and active transportation master plans, ordinances updates, form-based codes, market analyses and more. The TLC program also offers in-house technical assistance to a few communities, utilizing WFRC expertise and stretching the available funds. To date these in-house projects have included general plans, ordinances, parking studies, housing affordability and accessibility studies, and transportation master plans.

Station Area Planning

In 2022, HB462 gave WFRC the responsibility to certify each city's station area plans, and to provide technical assistance to communities to help them prepare their station area plans. Staff worked over the past year to solidify a process for certifying station area plans, consistent with WFRC-adopted policy. Eighteen station areas were certified by the Wasatch Front Regional Council in fiscal year 2025. Additionally, staff continued work with partners including UTA, the Governor's Office of Economic Opportunity, and the Mountainland Association of Governments to provide technical assistance to cities at their request to produce station area plans. In the WFRC region, four projects were awarded this fiscal year that will produce plans for 8 stations. These projects are up and running, along with projects funded last year, and will result in station area plans consistent with state requirements and community vision.

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

TSM/TDM Promotion

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

Congestion Mitigation & Air Quality/Carbon Reduction Programs

Based on the air quality emission reduction/cost and other benefits, the WFRC Council selected qualified transportation projects valued at a total of \$9.5 million for CMAQ funds in 2025 after evaluating several candidate projects with a total value of \$72.6 million. The approved projects include transit expansion, roundabouts, intersection operational improvements, pedestrian facilities, and multi-use trails.

The new Carbon Reduction Program provides funds for transportation projects that reduce CO2 emissions. Similar to the CMAQ program, transportation projects were selected on a benefit/cost basis, but in this case the benefit was identified as CO2 emission reductions alone. The WFRC Council selected qualified projects valued at \$3.9M based on TAC member recommendations. The approved projects include new transit operations, intersection improvements, vanpools, and shared use paths.

Traffic Management Committee

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

Safety

In 2023 and 2024 WFRC led a collaborative regional roadway safety study effort with local governments, UDOT, UTA, and a consultant team to prepare a Comprehensive Safety Action Plan (CSAP). The CSAP was funded with a grant from the federal Safe Streets for All (SS4A) program. The completed CSAP meets the requirements for all local government jurisdictions in the WFRC area to be eligible to apply for SS4A implementation grants. The CSAP identifies roadway safety risk factors at the regional and local level, identifies the high risk network, and recommends safety improvement strategies. The [CSAP is posted on the WFRC website](#) and is being used to evaluate and prioritize projects in the WFRC RTP and TIP.

In FY 2025, WFRC was awarded a supplemental SS4A planning grant to conduct several roadway safety audits. Work on these audits is pending final federal approval. WFRC also

prepared an annual safety report describing fatality and serious injury trends and identifying safety improvement projects that have been implemented.

Congestion Management Process

As one of the initial steps in the new 2027-2055 RTP, a CMP Report 2027-2055 was prepared. The CMP Report identifies where added capacity is needed to mitigate future traffic congestion, and where Transportation System Management and Operation (TSMO) strategies are sufficient to relieve congestion. The CMP Report compared a 2055 No Build scenario to a 2055 CMP network. The 2055 CMP network included previously proposed transit improvements for 2055 plus simulated congestion relief from TSMO strategies.

Travel Time Index (TTI = Peak Travel Time / Free Flow Travel Time) was used to compare the congestion trend on freeways and arterials using four scenarios: 2023 Current, 2028 TIP, 2050 No Build, and 2050 CMP. Maps comparing the TTI trends were prepared for each scenario. Road segments that showed the most improvement in TTI from TSMO strategies were also identified as the best candidates for these investments.

The CMP Report also analyzed the congestion intensity of freeway and arterial roadway segments as a resource to prioritize capacity and operational improvements. To measure congestion intensity, Vehicle-Delay per Lane-Mile (VDpLM) was selected as the performance measure.

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

Transit Fresh Look

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

The Transit Fresh Look Fresh Look seeks to align the partners toward a common vision. It focuses on regional transit connections, and is exploring options not previously considered. It also is taking a problem-solving “what does it take” approach.

The project is in late stages and now includes a draft vision of a future transit network. This vision is being addressed both in the RTP process and locally. The next fiscal year will conclude the project with an implementation plan and a focus on launching near term next steps.

TRAX Forward

Over the past 12 months, the TRAX Forward Priority and Phasing planning effort has made significant progress in laying the groundwork for a system-wide modernization strategy. This included stakeholder engagement, synthesis of project data from multiple departments, and the development of a high-level project phasing timeline. The effort also produced internal coordination materials and marketing content, and identified the need for further scoping of

project elements and locations. Drawing from key sources such as the 10-Year Capital Plan, Future of Light Rail, and Tech Links, the team completed a high-level modernization review and began developing tools to support a targeted action plan for improving reliability, frequency, and service expansion across the TRAX system.

We have had a series of internal stakeholder meetings at various levels including Technical experts, Director level, and Executive levels. We have also been working on data gathering and analysis of UTA design information for track alignment data, station layouts, and vehicle design. We have also been gathering delay data and input from operations to analyze in the next phase of this program. "

Paratransit Forward Study

UTA was awarded an Areas of Persistent Poverty grant in 2023 to research potential improvements to Paratransit service. These funds were used to produce the Paratransit Forward Study, which was co-sponsored by the University of Utah and Via. Alternatives in the study are options rather than recommendations, and include concepts such as outsourcing certain Paratransit trips to transportation network companies (TNC), comingling Paratransit and On Demand services, reduced fare during peak hours, and scenarios for expansion of the Paratransit service area beyond ¾ mile of fixed-route services. The study was presented to UTA's Board of Trustees in May, 2025 and will be a helpful resource as UTA considers improvements to Paratransit service that are beyond requirements.

Fare Collection Technology Study

Ticket Vending Machines have been installed and are operational. On-board bus validator replacement is 70% complete, with full completion anticipated in Q4 2025. Platform validators have been manufactured, with installation set to begin in August 2025. Implementation of the new back-office system is underway to support rider and institutional account management and UTA customer service. Planning for future payment features, including open payment and mobile fare options, is in the early stages.

Regional Active Transportation Count Program

WFRC, in partnership with MAG, UTA, and UDOT, kicked off an effort to organize and create a coordinated count program in order to collaborate on a data collection, hosting/sharing program for the region that is based on industry best practices and is responsive to the data available locally for active transportation. The final report was issued in January 2025 outlining suggested roles and responsibilities for each partner. Currently, a pilot is being run by UDOT to implement the suggestions.

Parking Modernization WFRC, in partnership with MAG, UTA, and UDOT, finalized the Parking Modernization Phase 2 Initiative. Phase 2 focused on identification and implementation of solutions that were identified in phase 1. In FY24, Phase 3 began, focusing on parking approaches at UTA transit stations. This work, which culminated with the completion of the Transit Parking Guidebook and Tool, was concluded in FY25.

First-/Last-Mile Grant Application

WFRC, in partnership with MAG, UTA, and UDOT, received a \$25 million RAISE Discretionary Grant to support First-/Last-Mile Connections that improve communities' quality of life through access to opportunities and healthy transportation connections. However, the

award is under review by FHWA per the current Presidential Administration's orders. The award partners are awaiting word for when this project can proceed.

Context Sensitivity in Utah's Local and Regional Planning

WFRC, in partnership with MAG, UTA, and UDOT, completed a study to identify ways project partners and local jurisdictions can improve compatibility of transportation improvements and community contexts. WFRC presented the resulting context sensitivity framework at multiple local conferences and has been working to incorporate the framework into the 2027 RTP process and implement it on projects in the Region. This product came to be called "[Wasatch Choice Great Streets](#)."

Wasatch Choice Great Streets identifies ways to make decisions about street design and function in a way that complements the communities and places they serve. Great Streets includes a typology map and guidebook for the streets within each Wasatch Choice center. Great Streets is meant to be used collaboratively by partners throughout the Wasatch Front Region – local, regional, and state; public and private; large and small communities – to promote regional street planning and projects that reflect our shared values and balance our different needs.

Economic Impact of Transportation: Utah's Unified Transportation Plan

WFRC, in partnership with MAG, UTA, and UDOT, concluded a study in FY 2025 to understand the forecasted economic impacts and return on investments that would derive from the implementation of Utah's Unified Transportation Plan. This was a collaborative effort involving all the Unified Plan partners.

Power District Transportation Study

During the 2024 Utah Legislative Session, WFRC was given an appropriation to complete a technical planning study to inform decision-making for the redevelopment of a nearly 100-acre site situated near the Utah State Fairpark and Jordan River in Salt Lake City, known as "the Power District." The Power District is an area of strategic value for the State of Utah that could accommodate a significant amount of economic and housing growth and is the proposed location for Major League Baseball expansion to Utah. Transportation accessibility to this area is essential. The study included an analysis of existing conditions and land use changes, an assessment of multi-modal transportation infrastructure needs, and an event management plan. There were over 30 projects identified to support mobility in and around the study area, including new trail connections, improved street connectivity, and improvements to the bus and rail network. The work was completed in FY25.

9400 S Solutions Development Study

The Utah Department of Transportation (UDOT), in partnership with Sandy City, performed a Solutions Development Study for 9400 South from approximately 1300 East to Wasatch Boulevard. The goal is to identify year-round needs and solutions to understand and accommodate all users. The study team utilized information from past area studies as a starting point to work with area agencies and stakeholders to comprehensively address future transportation needs. The outcome of the study will help identify short- and long-term actions to improve and maintain 9400 South for people using any and all modes of transportation throughout the year. This [story map](#) discusses the project, what's being evaluated, and the project schedule. WFRC staff is providing input and feedback for the duration of the study.

Capitol Hill Solutions Development Study

The Utah Department of Transportation (UDOT) conducted a study to identify potential transportation solutions for people connecting to or traveling through and around the Capitol Hill area. The study considered existing and projected traffic data and travel patterns, local redevelopment plans, and regional travel needs. The outcome of this study was a list of potential transportation improvements throughout the study area designed to enhance mobility and optimize connections in the Capitol Hill area and its surroundings. WFRC staff provided input and feedback on this project for the duration of the study.

WEConnect

Salt Lake City has kicked off the West-East Connections (WEConnect) two-year process to identify and prioritize solutions for improving west-east connectivity within the City. This study will take a community-centered approach, ensuring those most affected by the division define the challenges and help shape the solutions. The study will evaluate transportation needs and recommend improvements for all modes, including driving, walking, bicycling, and public transit. The project kicked off with community engagement, a foundations report, and looking at existing conditions. The study is currently in process and is anticipated to finish with a map to realization in January/February of 2027. WFRC staff are involved on the Technical Advisory Committee and working closely with the study team.

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

The WFRC took the necessary steps to approve the 2025-2030 Transportation Improvement Program (TIP) in August 2024 along with the corresponding Air Quality Conformity Determination (Air Quality Memorandum 42a). Among other steps, this included a 30-day public comment period in July 2024. Along with the TIP approval, WFRC completed and approved the annual self-certification of the transportation planning process at its August 2024 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 2025-2030 TIP, the WFRC staff worked with UDOT to ensure that funding for projects in the existing four funded years (2025, 2026, 2027, and 2028) within the Wasatch Front Region was financially constrained and projects were on schedule.

In the fall of 2024, WFRC staff sent a request for a “Letter of Intent” from potential sponsors wishing projects to be considered for the Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) Program, Transportation Alternative Program (TAP), and the Carbon Reduction Program (CRP). Following a staff review to determine eligibility, project applicants were directed to access a “Project Evaluation Concept Report”, a “Project Cost Estimate Report”, and an “Emission Analysis Form” (for the CMAQ and CRP applications), on the WFRC website and complete the appropriate information. Once the project concept reports were received and reviewed for completeness, staff began the evaluation process. This process involved a spreadsheet scoring of the projects based on approved technical criteria, an onsite/ virtual field review of each project, and other professional measurements

and considerations. This year, the on-site field review with virtual participation enabled staff from WFRC, UDOT, FHWA, UTA, and local governments to meet with each project sponsor to review the project concept, ask questions, and identify possible concerns, or alternate solutions.

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

Once the Regional Council approved the draft programs, staff went to work with staff from UDOT and UTA to prepare the draft 2026-2031 TIP for public review and comment. Included in the draft 2026-2031 TIP with the STP, CMAQ, TAP, and CRP programs are other federal-aid highway and state projects proposed by UDOT, and the federal transit projects proposed by UTA. The WFRC staff worked with these two agencies to compile the lists of other proposed projects for inclusion in the draft 2026-2031 TIP. The remainder of the TIP process and approval will occur in early FY2026.

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 2025 federal fiscal year, WFRC staff worked with UDOT and UTA to compile a list of projects that received funds during the previous fiscal year (2024). This report of federal funds obligated was shared with Trans Com and the Regional Council. WFRC staff also prepared the annual summary report of CMAQ projects and submitted the report to UDOT for review and approval. UDOT then forwarded this to FHWA for their review and approval.

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT ENVIRONMENTAL STUDIES

I-15 Farmington to Salt Lake City EIS

WFRC had the opportunity to coordinate with UDOT project team members to review and comment on key documents produced for the [I-15 Farmington to Salt Lake City Environmental Impact Statement \(EIS\)](#). The Final EIS and Record of Decision were approved in October 2024.

I-84 Mountain Green Interchange Environmental Assessment

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

Big Cottonwood Canyon Environmental Study (BCC ES)

The Utah Department of Transportation (UDOT) is conducting an environmental study to evaluate tolling and enhanced bus service to address winter-time traffic congestion management in Big Cottonwood Canyon as directed by the Utah State Legislature in Senate Bill 2 (2023). The study is specifically looking at enhanced bus service, tolling, a mobility hub, and resort bus stops for the Canyon. The effort is anticipated to be wrapped up in the spring of 2026. WFRC Staff are involved in the Stakeholder Working Group for this effort and working closely with the study team.

Point of the Mountain Transit

In 2019, the study team developed and evaluated options for providing expanded high-capacity transit service in the Point of the Mountain area in southern Salt Lake County and northern Utah County.

In late 2020, the study team identified a Preferred Alternative defining the transit alignment and mode to meet the project's purpose and need. The Preferred Alternative was a 10-mile bus rapid transit (BRT) system connecting the FrontRunner Draper Station, the FrontRunner Lehi Station, and The Point development. In the 2022 legislative session, a bill was passed that required the project to evaluate both BRT and Rail for the corridor.

During the time period of June 2023 to July 2024 several activities advanced. In June 2023 a Transit Study Update was published that evaluated Light Rail Transit (LRT), BRT, and Diesel Multiple Unit (DMU) Trains for the project corridor. In December 2023 UDOT announced that the project would advance a phased approach, with LRT as the anticipated mode for the latter phase. All throughout this time UTA and UDOT have been working to advance environmental clearances. POM Transit advances under the oversight and direction of UDOT, and is managed by UTA.

E.2 UTA ENVIRONMENTAL STUDIES

Davis – Salt Lake City Community Connector

A categorical exclusion and preliminary design for the Davis-SLC Community Connector was ongoing during July 2024 through June 2025 and is expected to be completed by fall 2025. The project team will be applying for a Small Starts grant rating as part of the Capital Investment Grant Program from the Federal Transit Administration in August 2025. In addition to earmark funds, flex funds, Salt Lake County fourth quarter transportation funds, and TTIF funds that have been awarded to the project, the team is applying for Davis County 3rd quarter transportation funds for the project – due August 1, 2025. Final design will commence in late 2025 or early 2026.

5600 West Bus Route

UTA, in partnership with UDOT, has initiated an expansion of bus service on the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns. This project is the transit alternative for UDOT's Mountain View Corridor project and has been identified in the UTA Five-Year Service Plan to address the future growth in west Salt Lake County. This project's budget includes funding from state and federal sources.

The design for this route commenced in November 2024 and is anticipated to be completed by the end of 2025. Construction is scheduled to begin in early 2026, with revenue service anticipated in April 2027. The compressed natural gas (CNG) buses for the route entered production in the spring of 2025. Additionally, to support these new CNG vehicles, UTA is working to expand the CNG fueling building at the Depot District garage. The design for this facility expansion is near completion, with the procurement of a construction contractor planned to begin in the fall of 2025.

S-Line Extension

UTA, in collaboration with Salt Lake City, is extending the S-Line from the end of the line at Fairmont Station at 1040 East to the heart of the Sugar House business district at Highland Drive. This project budget is covered by state funds, including a legislative appropriation and a Transit Transportation Investment Fund (TTIF) grant.

During the last year, UTA completed negotiations with a progressive design builder to implement the project. The design kicked off in late September 2024. The scope of the project evolved during the project, allowing the alignment to be extended across Highland Drive. UTA, Salt Lake City, and UDOT have been working collaboratively to obtain additional TTIF funding to support the increased construction costs. As of June 2025, the 30% design phase for the project has been completed. Design will continue through 2025, with construction taking place in 2026.

TechLink Corridor Study

The study identified four transit corridors in downtown Salt Lake City between the Salt Lake City International Airport, the University of Utah at Research Park, and the Granary District to provide both improved transit access between the east and west sides of Salt Lake City and improved regional connectivity via UTA's transit system. The preferred alignment includes a new TRAX Orange line, realignment of the TRAX Red line, modifications to the TRAX Blue and Green line operations, and a small section of non-revenue rail for operational flexibility.

The TechLink team shared key findings with project partners and the public in August/September 2024; reviewed and refined recommendations, as needed, in August/September 2024; and presented the recommended preferred alternative to the UTA executive team and the project steering committee in September 2024. The next phase of the project – NEPA and preliminary design – will be managed by the Utah Department of Transportation beginning in fall 2025.

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 final release work on versions 9.1 (November 2024) and 9.1.1 (May 2025) of the official Wasatch Front Travel Demand Model (WF TDM). Version 9 was adopted by the Regional Council together with the 2023-2050 RTP in May of 2023. The WF 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.

Version 9 and its subreleases build on other recent enhancements such as: the addition of external force's parameters for connected and autonomous vehicles, ecommerce utilization, and telecommuting; recalibration of transit ridership behavior to the 2019 UTA Transit Onboard Survey; updated transit routes/schedule information and access/egress linkages; recalibration to the latest road volume information from UDOT; workplace Access To Opportunities metric calculations for congested and free flow travel periods, and roadway volume and transit ridership summary segments.

The updated versions released during this work plan year include transportation project additions and modifications through the third round of amendments to the WFRC RTP and the second amendment to MAG 2023 RTP.

The release of the VizTool, an extensive browser-based visualization tool for model inputs and results, designed for both planners and model users, was the most significant advancement in v9.1. Four webinars were held, attended by members of the Model Users Group and Interagency Modeling Technical Committee, to showcase different capability areas of the Viz Tool. Other enhancements in these two v9 updates include: the packaging of a custom Python library and environment with the TDM installer, a submodel for the Provo regional airport, a revised and expanded calculation of workplace accessibility (ATO) that is envisioned for statewide use, and the inclusion of an optional updated socioeconomic forecast for Utah County.

After the new workplace ATO methodology was prototyped in the WF TDM, the outcomes were presented to and approved by the Unified Plan Policy and Coordination and Policy committee and WFRC staff collaborated with UDOT staff to implement the new method in the five other Utah TDMs to achieve statewide implementation of ATO metric capability for the first time.

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

Travel Model Coordination

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 Analytics staff lead or actively participate with the Utah Model Users Group (MUG), the statewide Interagency Model Policy and Interagency Model Technical Committees, and the

recently organized Utah Data Scientists and Engineers in Transportation (uDEST) interest group that collaboratively explores automation and visualization techniques using python, R, and other programming tools.

Under the FY2025 Enterprise Modeling Services memorandum of agreement between WFRC, MAG, and UDOT, which took effect at the beginning of FY24, WFRC's modeling staff provide a range of tools, data products, and other technical services that seek to ensure a consistent approach to model development and applications across the state. Also under this agreement, WFRC staff have provided TDM training and advice to new and current technical staff at UDOT, MAG, and UTA in model development project scoping, consultant selection, and model application for larger regionally-significant projects including freeway reconstruction and fixed guideway transit, and land use studies.

Ongoing Model Development

- TDM v9.2 Development - while this version has not been completed and released, WFRC staff worked in FY25 to finish draft implementations of four significant updates to the trip-based model. These are:
 - Commuter-rail forecast investigations and enhancements for Utah County
 - Improved sensitivity to urban form in determining non-motorized tripshare, including the forecasting of an important variable – intersection density
 - Point-to-point utilization of microtransit (UTA's zone-based on-demand van service)
 - A python implementation of the pre-assignment network processor which will better position the TDM for the use of a truly multimodal network.
- Travel Model Network Updates - WFRC updated the travel model network to keep in concurrence with the existing highway and transit systems and the latest projects included in the adopted 2023-2050 RTP and amendments. The model's road volume and new transit ridership summary segments are used to aggregate and smooth raw model results into a more user-friendly format and are updated in cadence with the network links to best reflect the updated system. Minor updates were made to the summary segments and segment-level results processing.
- Web-based Viz Tool - the new vizTool is a web-based tool to visualize the inputs and results from the TDM in a browser (www or localhost), reading in model results stored locally (localhost) or stored on a web server. The tool provides an array of auto and transit results and socioeconomic data to be filtered and displayed in map, graph, and tabular formats and allows for comparisons between model scenarios. The vizTool is now fully integrated into the TDM and TDM workflow for model appliers and planning users in version 9.1 of the TDM. While the Viz Tool has its own release cycle for updates, it has been updated in cadence with TDM versioning to date. An example of the VizTool's capabilities is available at: <https://wfrc.utah.gov/viztool-ato/>.
- 2023 Household Travel Survey - WFRC and partners revisited the HTS weighting and are working with the survey consultant to make several adjustments as part of a small reweighting project that will improve application of the HTS to Utah's travel demand models. The data guide for the follow-on survey, including long distance trip questions,

was published to the statewide home for survey documentation: <https://unifiedplan.org/household-travel-surveys/>.

- Activity-based Model Implementation Framework - WFRC and partners revised the Mode Choice project to develop a business case for an ABM and then, subsequently, an implementation framework for an Activity-based Model (ABM). Several stakeholder sessions were conducted to gain input and approval for this direction and the final implementation framework document is posted on the updated models and forecasting website: <https://wfrc.utah.gov/programs/models-forecasting/>.

Model Application

WFRC continued to provide travel modeling application support to regional road and transit studies including running and sharing scenario results. Model runs and support were provided for the in-process RTP, the transit corridor feasibility internal study, and the Southwest Salt Lake County Transit Fresh Look study.

WFRC continues to provide and maintain interactive maps related to travel and land use modeling. These include:

- WFRC's housing and jobs (socioeconomic) forecast map, originally created for the Wasatch Front, was expanded to provide visualization of statewide TAZ-level datasets created by UDOT and Utah's four MPOs. This map framework also has capabilities to gather and display stakeholder comments on future draft forecasts. Its advanced mode provided a detailed comparison between the 2019 official forecasts and the draft 2023 forecasts.

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. The [Models and Forecasting web page](#) has been kept current with links to the v9.1.1 TDM documentation and many other resources. WFRC staff met with four prominent commercial providers of O/D data to keep current with market offerings.

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

G. TECHNICAL SUPPORT AND SERVICES

G.1 AIR QUALITY ANALYSIS AND COORDINATION

Conformity

WFRC staff prepared an updated regional emissions analysis (Air Quality Memorandum 42), and FHWA provided a conformity determination for Amendment #1 of the 2023-2050 WFRC Regional Transportation Plan in June 2024. Conformity for Amendment #2 and Amendment #3 were approved by FHWA on May 13, 2025 and May 29, 2025 respectively without a new regional emissions analysis. It was agreed by the Interagency Consultation Team that the regional emissions analysis for Air Quality Memorandum 42 is still valid because Amendments #2 and #3 did not involve new regionally significant facilities or significant changes to non-exempt facilities. Based on the analysis documented in this memo, all transportation projects within the amended 2023-2050 RTP conform to the State Implementation Plan or the Environmental Protection Agency interim conformity guidelines for all pollutants in applicable non-attainment or maintenance areas.

A draft Air Quality Memorandum 42b was prepared for the 2026-2031 Transportation Improvement Program (TIP) based on the amended 2023-2050 RTP. The draft 2026-2031 TIP and Memorandum 42b are out for public comment at the time of this writing.

Technical Support

WFRC continues to support the DAQ in developing a State Implementation Plan (SIP) addressing ozone precursor emissions in the Northern Wasatch Front non-attainment area. In addition, work continues by WFRC with State and Federal partners and peers from neighboring states to find solutions to regulatory restrictions stemming from ozone emission levels.

Coordination

The Interagency Consultation Team (ICT) includes representatives from WFRC, MAG, Cache MPO, DAQ, UDOT, UTA, FHWA, FTA, and EPA. The ICT is now holding monthly virtual meetings to discuss regional and project level conformity needs in each MPO area. Over the past few years, in response to FHWA recommendations for improved procedures for Interagency Consultation, WFRC introduced a more detailed process for amendments to the TIP and RTP. The improved procedures were successfully applied to recent amendments to the TIP and RTP resulting in greater involvement for ICT members.

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 Intermountain West MPO group. WFRC also collaborates on air quality issues by regularly attending meetings of the Utah Air Quality Board.

UDOT Air Quality Coordinator

UDOT provides an Air Quality Coordinator to assist in coordinating transportation and air quality related issues between the MPO, UDOT, the Division of Air Quality, and the Environmental Protection Agency. The coordinator represents UDOT at meetings with DAQ and the Interagency Consultation Team. The coordinator also works with the MPO and DAQ

in the development of SIP updates, the CMAQ project selection and review process, and the review of various air quality “hot spot” project analyses.

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

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

WFRC continues its partnership 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 the UrbanSim 2.x open source software platform. This tool supports WFRC’s official traffic analysis zone-level household and job (socioeconomic) projections that are packaged with the WF Travel Demand Model and are available as Geographic Information System (GIS) layers that can be viewed and downloaded.

In FY25, the WFRC Analytics group continued implementing recommendations from the August 2019 expert peer review of REMM and its related processes. This began In FY20, when 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. Building on that implemented recommendation, in FY25, a dedicated Python environment, with specific versions of all required libraries, was created to ensure reproducibility and prevent issues when recreating the REMM environment in the future. In FY25, work continued to focus on a major effort to update REMM’s base year data to reflect the year 2023. This involved updating the buildings database using the County Assessor Parcels, geocoding employment data from the Department of Workforce Services, allocating estimated population from GPI’s County level forecasts, and refining both the generalized future land use and Wasatch Choice centers layers.

WFRC staff use an in-house developed module for UrbanSim to assert larger *in-process* or *very likely* future development projects. This “in-the-pipeline” module is used to assert near term development or single-owner properties that have good capital positioning and local government support. In addition, a similar “pipeline jobs” capability is 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. Pipeline project and job information is gathered from public and private stakeholders utilizing online resources, one-on-one meetings, and the commenting function within the new Household and Job Forecast web map. Similar meetings were held in 2025 and are expected to continue into 2026 in preparation for 2027 RTP forecasting.

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 refining the re-estimation of REMM's location choice and price modules using residential MLS sales data obtained through the University of Utah Gardner Policy Institute and commercial real estate lease data. This process has been accomplished largely using a battery of statistical analysis automated in the python coding language utilizing advanced machine learning techniques, including random forests, genetic algorithms, and principal component analysis.
- Automated the iterative calibration process, in which each cycle involves adjusting model coefficients, executing six REMM runs, averaging the outputs, and comparing the results to control targets. This iterative process not only incorporates the newly re-estimated coefficients for the price and location choice models but also includes calibrated constants to account for unmodeled influences.
- Updated the REMM environment to include the geopandas python library, enabling geospatial enhancements to key modeling components. Notable improvements include the conversion of network-loaded travel volumes to parcel-level and the parcel-level distance calculations to nearby transit stops.
- Processed job location data (count and sector) from the Department of Workforce Services (DWS) unemployment insurance contributor database.
- Renewed annual statement of compliance with Department of Workforce Services and signed an updated MOU allowing access to this protected dataset through May of 2030.
- Continued improvement to processes that standardize county assessor tax parcel data that are needed for new base years and for asserting new development in the 1-3 years since the most recent base year.
- WFRC completed a comprehensive update of its Generalized Future Land Use (GFLU) layer, which is compiled and standardized from 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 newly updated Wasatch Choice Center boundaries (see below), guides and constrains future real estate development activity simulated with REMM.
- WFRC staff worked with cities and towns to update the geographic boundaries and attributes of the Wasatch Choice Centers data layer. This layer guides REMM in constraining and allocating mixed-use type growth in areas designated by cities in the WCV. A new type of center, named "retail district centers", was added to better describe and model areas focused on medium to heavy intensity retail-focused areas without planned residential housing additions.
- 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 WFRC Map of the Month) in partnership with the county assessors and the Utah Geographic Resource Center (UGRC), the state GIS office. The Housing Unit Inventory dataset was updated in Spring of 2025 to reflect January 2024 conditions. The inventory dataset and web application now contains the most recent data for southern Box Elder, Weber, Davis, Salt Lake, Morgan, Tooele, Utah, and Washington counties.

- Non-residential buildings and parcels were also processed and had their attributes updated using the 2024 Tax Assessor data.
- Census ACS and LODS data was processed to estimate the share of future household, population, and employment growth in the WFRC region.

G.3 GIS AND DATA 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.

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

- Wasatch Choice 'Centers and Land Uses' map (update)
- Housing and Transportation Reinvestment Zones (HTRZs, update)
- Utah Bikeways map (trails and on-street facilities)
- Wasatch Choice 'Access to Parks and Trails' map (update)
- Street Connectivity (update)
- Public comment map for the draft TIP
- Great Streets typology map for WC city and town centers
- Salt Lake City Olympic venues and transportation projects
- TLC planning technical assistance award map
- 2024 Taxable Sales data
- Updated Housing Unit Inventory web map and dataset
- The annual Golden Spoke regional trail ride
- Wasatch Front age cohort and household size distribution map

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

Long-Range Planning Support

WFRC staff provided GIS data and mapping support for the year-2 preparation activities relating to the 2027-2055 Regional Transportation Plan and its amendment process. The RTP and Wasatch Choice interactive maps were updated to reflect the current, adopted RTP project sets, including Amendments 2 and 3. Mapping support was provided for the Wasatch Choice Vision Fall Workshops exercises that focused on the update of the Wasatch Choice Centers and gathering ideas for transportation projects to test. The transportation project selection process continues to be informed by GIS-based analyses that score projects based on spatial proximity metrics, including the Project-level ATO impact tool which is used to score all roadway and transit projects in support of phasing prioritization analyses. The Project-level ATO tool's user interface and backend code was upgraded to improve speed, ease of use, and reflect the new workplace accessibility (ATO) methodology which utilized mode-specific distance decay functions.

WFRC's new RTP Project Viewer web map is designed to allow a diverse set of stakeholders to explore the transportation projects in the 2023-2050 RTP. It opens, by default, with a view of all projects, colored by the three project mode groups (roadway, transit, and active transportation). Users can toggle the map between a project mode coloring and a phasing period coloring and select just the modes and phases of their interest. Expanding the advanced filter within the map allows users to display projects meeting custom criteria with choices of project subcategories, phasing type, agency jurisdiction, cost, and rights-of-way needs. The map also has functionality that allows for project-specific public comment gathering during stakeholder engagement periods.

In addition, GIS support was provided to the Tooele Valley and Morgan County Rural Planning Organization (RPO) long-range plans.

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 evaluation process, reference maps were created for committee presentations and on-site field reviews for CMAQ, STP, TAP, and CRP applications. For the annual draft TIP public comment period, an interactive map was built to provide a forum for public commenting.

Model Development Support

GIS resources strengthen the capabilities, reach and impact of the Wasatch Front travel demand model (TDM), Real Estate Market Model (REMM), and Bike Model. Analytics staff develop and maintain custom tools and applications to display model inputs and outputs in new and interesting ways. The new VizTool for visualizing TDM inputs and results leverages web GIS tools and WFRC and MAG GIS layers to allow modelers and planners to efficiently explore scenario results in a web browser.

Other GIS Accomplishments

- Built map-based feedback web application for cities to submit new and updated city and town center boundaries.
- Updated WFRC's GIS layer of its planning area boundaries.
- Coordinated with cities to collect, aggregate, and standardize a GIS layer of on-street bicycle facilities and multiuse pathways, and future land use allowances from local general plans.
- Released a regional bikeways web map (bikeways.utah.gov) designed for mobile device and desktop display of bike facilities and their associated level of traffic stress. This new map is a partnership between WFRC, other Utah MPOs, and UGRC, the state GIS coordination office.
- Supported WFRC's Transportation and Land Use Connection program by providing data and mapping support.
- Added a SLC2034 tab to the Wasatch Choice Vision Map with venues and relevant recent and future transportation projects.
- Organized a regional planning GIS and other data resources session at the Utah League of Cities and Towns annual conference.
- Participated in the 2025 Maps on the Hill showcase in the state capitol rotunda.
- Participated in the USDOT BTS Active Transportation Data Model coordination efforts under the auspices of the Federal Geographic Information Committee.

- Hosted a national 3-day training for the FTA STOPS transit demand model.
- Represented regional government on the National Geospatial Advisory Committee.

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

WFRC fulfilled requests for service throughout FY 2025. 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

A major update of the Tooele Valley Regional Long Range Transportation Plan was adopted in September 2024. The plan addresses highway, transit, and active transportation needs. Travel demand modeling through UDOT assisted the RPO in assessing highway improvement needs, and plans for all modes were developed with stakeholder and public input. This update extends the horizon year to 2050, and considers the outcomes of recent transportation studies completed by UDOT and UTA. WFRC staff also facilitated dialogue regarding additional funding opportunities available through UDOT.

G.6 MORGAN COUNTY RURAL PLANNING ORGANIZATION

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

WFRC, Morgan City, and Morgan County began the update to the Morgan RPO Long-Range Plan in FY25 and expect completion in FY26. Road and active transportation projects, priority, evaluation criteria, and safety components will be reviewed and updated. The Morgan RPO reviewed the Wasatch Choice Vision land use layer and provided feedback and updates during the most recent update. The Morgan RPO Long-Range Plan will be incorporated into the UDOT Statewide 2027-2055 Long-Range Plan.

H. PUBLIC INVOLVEMENT

In fiscal year 2025, 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 2025-2030 Transportation Improvement Program (TIP). WFRC placed public notices in local newspapers as well as distributed emails to interested people and groups, shared information in the WFRC monthly newsletter, posted information on the WFRC website, and published social media posts to notify the public of the opportunity to comment. All comments were carefully detailed, summarized, responded to, and submitted to WFRC for consideration, prior to adoption of the 2025-2030 TIP.

Stakeholder Outreach Meetings and Workshops

WFRC sponsored two in-person open houses for the Draft 2025-2030 TIP in July of 2024. Representatives from WFRC, UDOT, and UTA were available to answer questions about the TIP projects.

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

Partner Events, Conferences, and Conventions

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

Utah State Legislature

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

Congressional Delegation

WFRC staff met with and advised the members and staff of Utah's congressional delegation on transportation, land use, and planning related issues. Additionally, WFRC was able to coordinate with the delegation and staff on the state and local implementation of the federal Infrastructure Investment and Jobs Act, and began preparations for the next surface transportation authorization.

Ongoing Presentation and Working Group Opportunities

WFRC staff participates in a variety of events sponsored by partners or other relevant organizations. Where there is alignment between WFRC's mission and message and an organization's planned schedule of activities, WFRC staff have presented on a variety of topics, ranging from high-level policy topics around transportation and community planning/visioning to specific agency activities, such as the Regional Transportation Plan or specific funding topics.

Online Engagement Tools

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

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 wfrc.utah.gov. Additionally, numerous general, committee, vision, plan, and program publications, as well as links to studies and data, are available in PDF and/or interactive formats on the website.

Social Media and Email Campaigns

In an effort to communicate the needs and benefits of continued, regional effort to implement the Wasatch Choice Vision, including its core strategies, WFRC staff provides regular, relevant messaging and links to resources via its social media channels (Facebook, X LinkedIn, YouTube) and via email lists.

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

WFRC also prepares and distributes a monthly e-newsletter to a list of more than 5,000 recipients. This furthers the messaging around quality of life and continues to build relationships with cities, counties, transportation partners, community-based organizations, and the private sector. Supplementing the newsletter is a Government Affairs newsletter that is sent periodically when the Utah State Legislature is in session, during the Summer Interim Session, and when important information is available to share. This past year, staff also began a monthly newsletter to communities with less than 10,000 people from our Local Administrative Advisor (see section I.3).

Media Relations

WFRC staff worked with various media outlets to keep the public informed of opportunities to give input on WFRC's planning efforts and to tell the story of positive outcomes in the region. During fiscal year 2025, WFRC was included in 200 different publications from local, regional, and national media outlets on a range of topics:

- Wasatch Choice Vision
- Regional Transportation Plan

- Transportation Improvement Program
- Transportation funding
- Bicycle safety
- Infrastructure Investment and Jobs Act
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant
- Golden Spoke Ride Event

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 FOX13, to name a few. WFRC staff has 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 FY2025, WFRC staff completed the 2025 annual update of the region's Consolidated Plan which sets goals and reviews the outcomes of the previous year's goals, and helps inform the five-year Consolidated Plan which was also updated in FY2025.

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

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

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

I.2 ECONOMIC DEVELOPMENT

With the support of WFRC staff, the Wasatch Front Economic Development District (WFEDD) committee has steered towards bolstering the region's economic vitality and ensuring continued eligibility for administrative funding from the U.S. Economic Development Administration (EDA). The focus remains on the implementation of the strategies and objectives outlined in the new 2023-2028 Comprehensive Economic Development Strategy (CEDS).

The CEDS serves as a unifying force, bringing together the public and private sectors in a shared economic roadmap. This comprehensive strategy not only strengthens regional economies but also integrates economic development plans, programs, and activities with the Wasatch Choice Vision, the long-range transportation plan, active transportation, amenities, and fiscal sustainability. In this endeavor, staff has been actively collaborating with local governments, elected officials, universities, and area chambers of commerce to align transportation, land use decisions, and economic development and enhance access to opportunities for residents in the region.

The WFEDD adopted the 5-year Comprehensive Economic Development Strategy (CEDS) in September, 2023 and the Economic Development Administration (EDA) gave full approval for the plan in October 2023. Along with the plan, the annual progress report was submitted in April 2024 to the EDA. This report, which looks at budget information as well as annual progress towards the CEDS, was reviewed by the EDA and the WFEDD was found to be in compliance with the requirements from the EDA. In addition to the reporting requirements due in April, the annual benchmark data has been a priority for the WFEDD staff to update and to provide an annual snapshot of the CEDS outcomes.

The WFEDD's annual objectives are as follows:

- Implement, update, and report on the Wasatch Front Regional Council/Wasatch Front Economic Development 2023-2028 Comprehensive Economic Development Strategy;
- Implement the key anchors and tasks within the 2023-2028 CEDS with a focus on City and Town Centers, Human Capital Development, Economic Development Capacity, and Diversification of the Business Environment which is intended to advance the economic development ecosystem for the next five years;
- Implement the new Regional Comprehensive Economic Development Strategy to include a more robust resilience plan to include not just natural disasters but economic resilience;
- Promote Wasatch Choice 2050 as a coordinated growth, quality of life, and economic development strategy;
- Integrate national, state, regional, and local transportation decisions with economic development efforts across the region to boost the economy at the local level and enhance overall quality of life.

I.3 LOCAL ADMINISTRATIVE ASSISTANCE

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

The annual objectives of the LAA Program are as follows:

1. Capacity Building: Enhance the administrative capabilities of qualifying local governments by providing targeted training and guidance to mayors, council members, and staff on Utah Code and public management best practices.
2. Enhancing Efficiency: Assist local governments in streamlining administrative processes, including personnel matters, budgeting, agenda setting, and policy development, to foster efficiency and effectiveness in public governance.

3. Goal Setting Support: Facilitate discussions with city leaders to establish clear goals and objectives for community development, ensuring alignment with the overall vision of the local government.
4. Project Management: Oversee the completion of work projects for communities, ensuring adherence to municipal policies and procedures, and obtaining approval from the local governing body as necessary.
5. Financial Management: Collaborate with local governments to establish and monitor budgets, ensuring compliance with state regulations and facilitating financial and technical assistance to achieve community goals.
6. Grant Facilitation: Provide support in identifying grant opportunities, completing grant compliance reports, and recommending strategies for securing financial assistance to support community programs and initiatives.
7. Community Engagement: Participate in city standing and ad hoc committees, attend and make presentations at city and town meetings to foster community engagement and transparency in governance.
8. Policy Compliance: Ensure that all work projects and assistance provided are in accordance with municipal policies, procedures, and state regulations, requiring attention to detail and thorough understanding of legal requirements.

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

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