WASATCH FRONT REGIONAL COUNCIL



Activities and Accomplishments Report

FISCAL YEAR 2019



WASATCH FRONT REGIONAL COUNCIL

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Goals and Priorities

Collaboratively develop and implement the Wasatch Choice 2050 Vision for regional transportation, land use, and economic development.

- **Adopt the 2019-2050 Regional Transportation Plan** (RTP), including the prioritization of road, transit, and active transportation projects by phase, financial constraints, and land use and development assumptions (adopt spring/summer 2019).
- **Develop the 2019-2050 Utah's Unified Transportation Plan**, in collaboration with transportation agency partners (adopt summer/fall 2019).
- **Develop the 2020-2025 Transportation Improvement Program** (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2019).
- **Adopt an updated regional Comprehensive Economic Development Strategy** (CEDS), working through the Wasatch Front Economic Development District (WFEDD) (adopt spring 2019).
- **Implement Wasatch Choice 2050 Vision by providing resources and technical support to communities** through programs, including Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Program, Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection Program (TLC) (approve awards spring/summer 2019).
- **Refine the performance-based approach for WFRC plans and programs**, including measures, targets, progress monitoring, and reporting, based on the adopted Wasatch Choice 2050 goals.
  - » Enhance use of "access to opportunity" as a measure for planning and programming.

FISCAL YEAR 2019 GOALS

Goal Number One
Collaboratively develop and implement the Wasatch Choice 2050 Vision for regional transportation, land use, and economic development.

Goal Number Two
Advance transportation, land use, and economic development policy-making and projects.

Goal Number Three
Strive for organizational excellence.

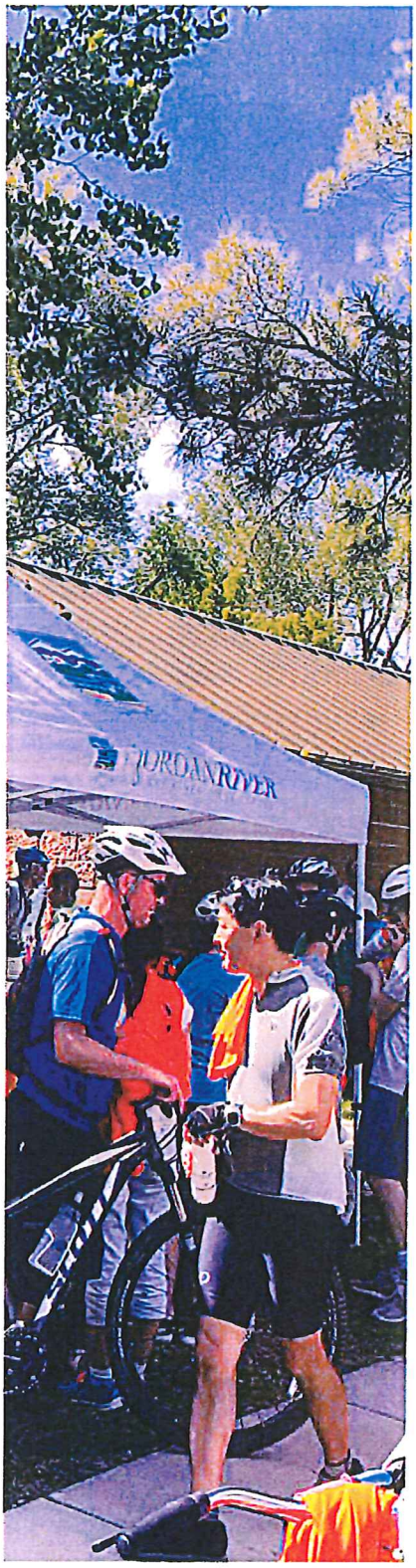
Advance transportation, land use, and economic development policy-making and projects.

- **Provide subject-matter expertise to federal, state, and local officials and policymakers** regarding transportation funding and policy, as well as related land use and economic development considerations. Promote approaches and outcomes that are consistent with WFRC's organizational mission, e.g., collaboration; multi-modal solutions; integration of transportation, land use, and economic development; and strong local and regional voice in decision-making. Key subject areas include the following.
  - » Impacts of growth on transportation and housing.
  - » Implementation of Senate Bill 136.
  - » Reauthorization of federal transportation funding and policies.
  - » Potential timing and impact of disruptive trends (e.g., demographics, land use, and markets) and technologies (e.g. connected, autonomous, shared, and electric mobility options).
- **Engage and inform stakeholders regarding the challenges and opportunities of growth.** Convene communities and partners, provide high-quality data and analysis, collaboratively develop strategies, and support communities with technical and financial resources.
- **Participate in transportation-related projects and studies** including, but not limited to, the Point of the Mountain Development Commission, Central Wasatch Commission, Box Elder Transit Analysis, Ogden BRT/TOD, Davis-SLC Bus Rapid Transit, and Northwest Quadrant/Inland Port.
- **Improve air quality** by assisting communities and partners in their efforts to reduce mobile source emissions.

Strive for organizational excellence.

- Move **WFRC offices** to a more central, accessible location (fall 2018).
- Create a work environment that maximizes the job satisfaction, productivity, and retention of an **excellent staff.** Ensure that the employee performance evaluation process provides meaningful constructive feedback to employees and identifies priority professional development opportunities and expectations.
- Continuously improve the quality, impact, and awareness of WFRC's **technical and analytical capabilities,** and utilize those capabilities to help our region and communities.
- Maintain **budget** stability and use resources prudently and efficiently.
- Ensure **compliance** with applicable laws, regulations, and best practices.

WASATCH FRONT REGIONAL COUNCIL



WASATCH FRONT REGIONAL COUNCIL

Executive Summary

Mission: 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.

Transportation planning in the region is a collaborative effort. As the designated Metropolitan Planning Organization (MPO) for the Wasatch Front, the Wasatch Front Regional Council (WFRC) is responsible for coordinating this transportation planning process. WFRC achieved several important milestones this past year and accomplished the goals adopted by the Council.

FY19 GOAL 1: COLLABORATIVELY DEVELOP AND IMPLEMENT THE WASATCH CHOICE 2050 VISION FOR REGIONAL TRANSPORTATION, LAND USE, AND ECONOMIC DEVELOPMENT.

WFRC has a strong track record of collaboratively developing long- and short-range plans and programs with its transportation partners, local governments, and stakeholders. Additionally, the organization works hand-in-hand with local communities to develop and implement those plans and programs.

Developed the Wasatch Choice 2050 Vision

Utah is growing... and we have a plan. Our future quality of life depends on the choices we make today. The Wasatch Choice 2050 Vision is our communities' shared vision for transportation investments, development patterns, and economic opportunities. The Wasatch Choice 2050 Vision and key strategies show how advancing the Vision can enhance quality of life even as we grow. The Vision is rooted in these four *key strategies:*

1. Provide transportation choices
2. Support housing options
3. Preserve open space
4. Link economic development with transportation and housing decisions

In FY19, WFRC continued to work closely with key partners to develop the Wasatch Choice Vision, including the local governments in the WFRC area along with the Utah League of Cities and Towns and the Utah Association of Counties; transportation agencies including the Utah Department of Transportation,

the Utah Transit Authority, and the Mountainland Association of Governments; academic institutions including the Kem C. Gardner Policy Institute and the Metropolitan Research Center at the University of Utah; and other private and community based organizations such as Envision Utah and the Chambers of Commerce.

Adopted the 2019-2050 Regional Transportation Plan

The Regional Transportation Plan (RTP) is where the Region's future transportation system is born. The 2019-2050 RTP is a long-range blueprint that sets forth the strategy for regional transportation investments for all modes of transportation. The 2019-2050 RTP is the transportation element of the Wasatch Choice 2050 Vision, the region's shared blueprint for regional transportation, local land use, and economic development.

WFRC developed the 2019-2050 RTP over a four-year period in partnership with cities and counties, transportation agencies, community organizations, local stakeholders, and residents. The 2019-2050 RTP is informed by technical modeling and forecasting to help us understand how the RTP will help us collectively achieve regional quality of life goals. This planning process is coordinated with statewide transportation partners to develop common goals, planning time horizons, performance measures, and financial assumptions, which collectively form Utah's Unified Transportation Plan, which will be updated and finalized in Fall 2019.

Updated every four years, the 2019-2050 RTP lives within an anticipated budget. Against these constraints, particular transportation projects are prioritized to build the most important projects first. The 2019-2050 RTP prioritizes approximately $50 billion in transportation spending between now and 2050, in order to keep our existing roadway and transit system in a state of good repair, and to construct and operate new roadways, transit services, and active transportation facilities.

Developed the 2020-2025 Transportation Improvement Program

Totaling more than $4 billion in vital transportation funding, the 2020-2025 Transportation Improvement Program (TIP) identifies investments in roadway, transit, and active transportation infrastructure needed in the urbanized areas of Salt Lake, Davis, Weber, and southern Box Elder Counties. Throughout the year, WFRC worked in close collaboration with UDOT, UTA, cities, and counties across the Wasatch Front to develop the TIP. The TIP helps the region meet current transportation needs while simultaneously addressing critical future priorities.

Finalized the 2018-2023 Comprehensive Economic Development Strategy

In FY19, the Wasatch Front Economic Development District (WFEDD) finalized the 2018-2023 Comprehensive Economic Development Strategy (CEDS). The CEDS analyzes the region's economic conditions; outlines strengths, weaknesses, opportunities, and challenges; and highlights activities that promote economic vitality. It is part of the region's broader Wasatch Choice Vision for growth and development and helps link economic development with both transportation and housing decisions. The CEDS is based on these four key strategies:

1. Link development with transportation and other infrastructure
2. Create fiscally sustainable places
3. Provide amenities
4. Attract and retain businesses and encourage innovation

Provided funding and technical assistance to local governments in our region

During the fall and winter of 2018, WFRC assisted dozens of our communities and provided technical assistance and approximately $40 million in funding though its programs:

- Surface Transportation Program (STP)
- Congestion Mitigation/Air Quality (CMAQ) Program
- Transportation Alternatives Program (TAP)

- Transportation and Land Use Connection (TLC) Program
- Community Development Block Grant (CDBG) Program

These programs are all competitively awarded, based on established criteria that are designed to promote the region's goals and Wasatch Choice 2050 Vision.

Engaged with partners, stakeholders and the public

In additional to extensive analysis, modeling, and professional efforts, WFRC proactively engages with its partner agencies, stakeholders, and the public to ensure that its plans and programs are as effective and inclusive as possible. This collaboration, outreach and engagement is utilized throughout the processes of developing and adopting the Regional Transportation Plan, Transportation Improvement Program Comprehensive Economic Development Strategy, and other WFRC plans and programs.

These efforts have included hosting a series of sub-regional workshops all over the region to engage key local government stakeholders (mayors, commissioners, council members, planning commissioners, and key staff); public open houses in accessible locations; social media; traditional media coverage; online tools such as interactive maps and visualization tools, in English and Spanish. These efforts resulted in significant input from partners and stakeholders as well as hundreds of public comments, all of which are factored into WFRC's plans, programs, and priorities.

GOAL 2: ADVANCE TRANSPORTATION, LAND USE, AND ECONOMIC DEVELOPMENT POLICY-MAKING AND PROJECTS.

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

FY19 was another significant year in policymaking for addressing growth-related issues, and continuing the integrated consideration of transportation, land use, housing, and economic development. WFRC members and staff were engaged in and helped to shape these policies in a way that will have a meaningful impact while respecting the roles and authorities of the different stakeholders.

- SB34 – enhanced integration of transportation, housing, and economic development
- SB72 – enhanced flexibility for local option transportation funds and use of state transportation funding
- State tax reform
- Federal transportation policy and funding reauthorization





Participated in key transportation-related projects and studies

WFRC was engaged in numerous important transportation-related projects in studies in FY19, providing policy support and technical analysis, including:

- Little Cottonwood Canyon EIS
- Point of the Mountain visioning
- Inland Port analysis
- Mountain View/5600 West Corridor EIS
- I-80/I-215 Parley's Interchange EIS
- UTA Service Choices Study
- TOD System Plan
- Future of FrontRunner Rail Study
- Ogden-Weber State Bus Rapid Transit Corridor
- South Davis–Salt Lake City Bus Rapid Transit Community Connector
- Box Elder-Cache-Weber County Transit Analysis
- Tooele Valley Rural Planning Organization
- Morgan County-Ogden Valley Rural Planning Organization

GOAL 3: STRIVE FOR ORGANIZATIONAL EXCELLENCE.

FY19 represented WFRC's 50th anniversary serving this region. Founded in 1969, WFRC has for half a century brought together key stakeholders across the region to plan for the future and to enhance quality of life.

Moved to a new office and sold old office

During the past year, WFRC completed the long-anticipated office move to a more central location which is served by multiple modes of transportation. Early on, WFRC with the support of Axis Architects and Layton Construction collectively refined a detailed office design space plan. A collaborative value-engineering process was completed with all of the project team members including the Cicero Group property owner, and a final budget was developed.

Through this process the WFRC Budget Committee was fully engaged in WFRC's options. In selecting and moving to a new office, WFRC has endeavored to appropriately balance prudence and vision. We have successfully fulfilled both of those priorities.

WFRC's new office is helping us to fulfill our role as a regional convener. WFRC also successfully sold the old office building, with ideal timing related to the move, and deposited the net proceeds into an interest-bearing capital infrastructure fund. The office move was completed without disrupting WFRC's completion of critical work during the year.



Maintain budget stability and use resources prudently and efficiently

For the past 23 years, WFRC has received unqualified audit opinions with no audit adjustments or deficiencies noted to management. This year was no exception. The quality of WFRC's financial records provide assurances to organizations that make funding available for the programs.

Enhanced WFRC's technical and analytical capabilities

During FY19, WFRC advanced its continual effort to utilize the most effective technical and analytical tools and capabilities, including:

- Updating the Wasatch Front Travel Demand Model, which is relied upon by MAG, UDOT, UTA, cities, counties, and private sector stakeholders and the foundation for transportation forecasting.
- Enhanced use of Access to Opportunities accessibility analysis for transportation planning and project prioritization.
- Improved GIS mapping, display and analytical capabilities.
- Creation of an open data portal with publicly available datasets including transportation projects, employment and population projections, and land use.
- One-stop shopping for mapping and data for local development of general plans in compliance with new state legislative requirements under SB34.

Productive and excellent staff

WFRC's staff worked hard in FY19 to produce the work described in this report, in close collaboration with our partners and stakeholders – and did so while moving offices. WFRC staff is committed to excellence in their work, as well as to professional development, to ensure we are utilizing best practices and provided value to the region.

WFRC staff are proud of the work we are able to do in serving our communities, region and state!

Goal Number One

Collaboratively develop and implement the Wasatch Choice 2050 Vision for regional transportation, land use, and economic development.

The Wasatch Choice Vision has been a shared regional vision for the Wasatch Front region for over a decade. Building on community values through an extensive public input process, the Wasatch Choice Vision establishes a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances Utahns' overall quality of life.

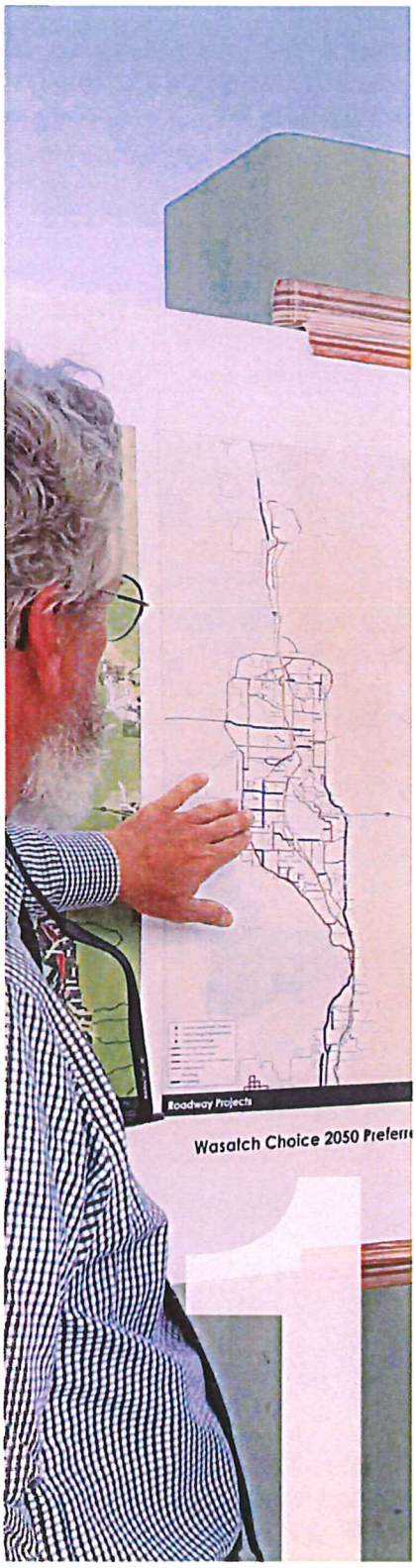
Wasatch Choice 2050 Vision updates the existing regional vision and extends its outlook from 2040 to 2050. It better articulates how to make the Vision a reality through recommended implementation strategies. The Vision builds on the dynamic changes happening in local communities throughout the region.

The population along the Wasatch Front will increase significantly in the coming decades. WFRC's work to collaboratively bring local communities, transportation agencies, stakeholder groups, and the public together to proactively plan for the future is vitally important today and for future generations.

In an effort to achieve the regional goals previously adopted by WFRC in 2016, WFRC developed the following four key strategies which represent the overarching themes in the Wasatch Choice Vision 2050 Vision.

- **Provide transportation choices:** Help us have real options for how we choose to get around and increase the number of easily reached destinations.
- **Support housing options:** Support housing types and locations that we can afford and work best for our lives.
- **Preserve open space:** Preserve sufficient and easily accessible open lands that provide us with recreational opportunities.
- **Link economic development with transportation and housing decisions:** Create a synergy between these key building blocks:
  - Enable shorter and less expensive travel to afford us more time and money
  - Efficiently utilize infrastructure to save taxpayer dollars
  - Provide housing options and increase housing affordability
  - Improve the air we breathe by reducing auto emissions

Over the past year, WFRC worked diligently to provide subject-matter expertise regarding transportation, land use, and economic development on behalf of local communities in the development of the Wasatch Choice 2050 Vision. In an effort to assist communities in their communication efforts with their constituencies, WFRC created original content tailored for a city/county



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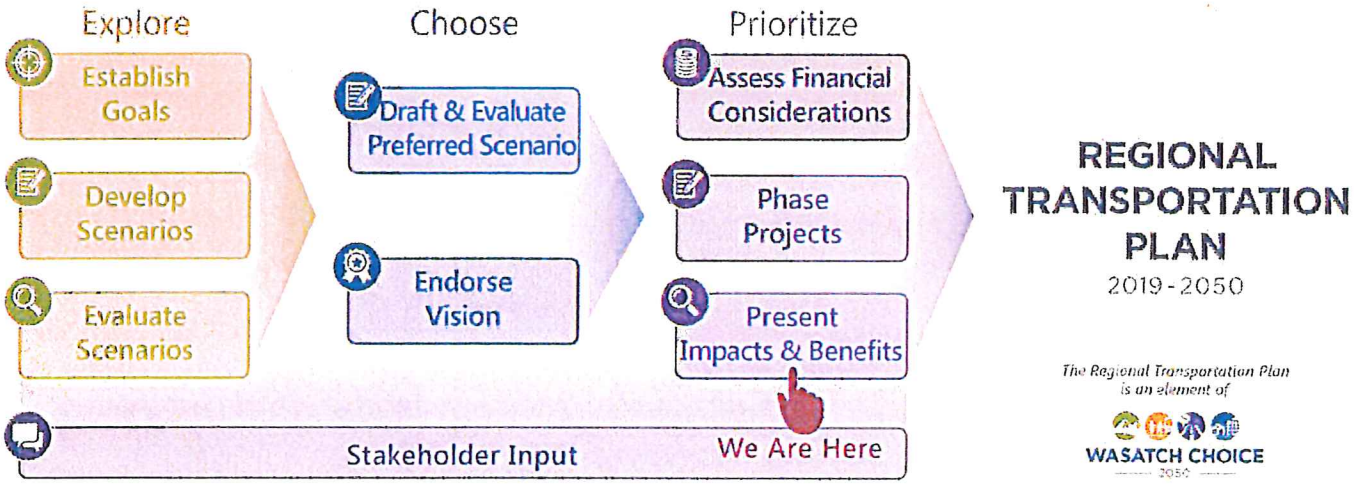
newsletters, mayor's messages, website, mass email, and social media posts. This information was then distributed to the communications leads for each city and county in WFRC's region, relevant organizations, and chambers of commerce for dissemination via their respective communication outlets. Utilizing the existing means through which cities, counties, and organizations already communicate with their residents, members, and businesses significantly amplified WFRC's ability to reach more stakeholders and solicit feedback.

Sub Goal 1A

Adopt the 2019-2050 Regional Transportation Plan (RTP), including the prioritization of road, transit, and active transportation projects by phase, financial constraints, and land use and development assumptions (adopt spring/summer 2019).

Regional Transportation Plan, Wasatch Choice 2050, and 2019-2050 RTP Vision

In FY19, WFRC used the ten Wasatch Choice 2050 goals to evaluate projects to create a needs-based, phased 2019-2050 Regional Transportation Plan (RTP). WFRC, along with the other Metropolitan Planning Organizations (MPOs), UDOT, and UTA, developed a statewide financial model that was used to financially constrain the 2019-2050 RTP. WFRC utilized the Regional Growth Committee Technical Advisory Committees (RGC TACs), along with the transportation partners, to provide input on the project scoring criteria. Seven subregional area workshops were held for local governments to comment on the financially constrained 2019-2050 RTP, which coincided with a public comment period via the online, interactive map during October and November 2018. A second public comment period was held for the draft 2019-2050 RTP document, reflecting many of the comments made during the first comment period, and supporting air quality conformity report in February and March 2019, prior to final Council approval on May 23, 2019. The Federal Highway Administration (FHWA) and FTA made a conformity finding for the 2019-2050 RTP and Air Quality Conformity Memorandum #39 on June 17, 2019. Throughout this process, the 2019-2050 RTP website was updated to reflect the current stage of development and adoption.



While the analytic team's output is crucial to the RTP technical process, WFRC also considers stakeholder feedback as an important input. WFRC staff devoted significant time toward meeting with regional stakeholders and transportation groups this past year. Refer to page 9 for more information.

WFRC is constantly considering innovative ways to engage stakeholders in the planning process. In an effort to refine the WC2050 Draft Vision and successfully obtain stakeholder input, WFRC created its second online visualization tool, in both English and Spanish formats. Through the use of the tool, stakeholders were able to evaluate the Draft Vision and provide feedback on the proposed transportation projects, land use, and economic development areas. Made available during the eight-week public comment period, this tool facilitated unprecedented public engagement, and was covered by major media outlets, including Building Salt Lake, Deseret News, Good4Utah, and The Salt Lake Tribune.

WFRC, in close coordination with UDOT and UTA, reviewed input received from the Vision workshops, extensive stakeholder and outreach meetings, and visualization tool, as well as model outputs from the TDM and Real Estate Market Model (REMM). The Draft Vision was further refined through iterative internal and external review processes utilizing the feedback received, as well as various forms of data.

Financial Model

For the 2019-2050 RTP, WFRC, MAG, UDOT, and UTA partnered to update of the 2015-2040 Unified Transportation Plan Financial Model with consultant assistance, including coordination with the Cache Metropolitan Planning Organization (Cache MPO) and the Dixie Metropolitan Planning Organization (Dixie MPO). This work was coordinated through the financial sub-committee to Utah's Unified Transportation Plan. The financial model and subcommittee was utilized to revise financial assumptions, growth rates, revenue sources, and costs.

Working closely with UTA and MAG, WFRC coordinated to create a Transit Scenario Tool (TST), a financial model that projects all future costs from new transit projects as well as future revenue streams for UTA. The work effort focused on revising the TST to better meet the needs of the MPOs, including updating data sources and cost, setting up the model to allow for scenario analysis, creating a dashboard to provide a summary, and developing an accounting system to identify the full lifecycle expense of transit projects over the life of the Plan, which includes capital, operating, and state of good repair costs. The Scenario Tool, which include the new Transit Transportation Investment Fund (TTIF), was integrated into the Unified Transportation Plan Financial Model for the 2019-2050 RTP. The multimodal financial model was used to financially constrain the 2019-2050 RTP so that it reflects and prioritizes reasonably anticipated available revenues.

Phasing of the Wasatch Choice Vision and 2019-2050 RTP

Following work done in FY18 to develop criteria for the 2019-2050 RTP, needs-based project phasing was reviewed by local communities and transportation partners at a RGC TAC in July 2018. Subsequent to the RGC TAC input and using the financial model to anticipate future revenues, roadway and transit projects were phased based on financial constraints. The phasing timelines were looked at in approximate ten-year increments: 2019-2030 (phase 1), 2031-2040 (phase 2), and 2041-2050 (phase 3). A fourth, "unfunded" phase identified projects that are needed but not projected to have available funding within the 31-year funding horizon. Active transportation projects were identified within those ten-year increments based on need, but not based on financial constraints. Land use "centers" identified in the Wasatch Choice 2050 Vision were phased in the same ten-year time horizons (phases) based on input from local communities and their anticipation and reasonability of when the land use development would be completed.

Transportation Partner Meetings

Coordinating and gathering input on the regionally significant projects from transportation partners is key to the success of the Wasatch Choice 2050 and 2019-2050 RTP. WFRC worked closely with UDOT Regions One and Two, the UDOT Planning Department, UTA Business Units, UTA Strategic Planning Department, and other key staff determining the timing of the needed and financially constrained projects throughout FY19. WFRC also held executive- and management-level coordination meetings with UDOT, UTA, and MAG to discuss the Wasatch Choice 2050 and 2019-2050 RTP process and coordinate overall on Wasatch Front long-range planning.

Stakeholder Outreach

The following is only a partial list of the stakeholders WFRC has worked with over the past year:

Public sector entities including county councils or commissions for every county in WFRC region; city elected officials, planning commissioners, and staff for every city in WFRC region; Davis County Health Services; Governor's Office of Economic Development; Jordan River Commission; Kem C. Gardner Policy Institute; PSC commissioners; State Area Authority on Aging; State of Utah School and Institutional Trust Lands Administration; Tooele County Health Department; Tooele County School District; UCMA; UDOT; University of Utah; UTA; Utah Association of Counties; Utah Department of Workforce Services; Utah Division of Indian Affairs; Utah League of Cities and Towns; Utah State Department of Natural Resources; Utah State Legislature, multiple committees and members; Utah State Tax Commission; Utah State Tourism Department, and more.

Private/community entities including American Planning Association; American Public Works Association; Bike Utah; Breathe Utah; Davis, Ogden-Weber, Salt Lake and other Chambers of Commerce; Disability Law Center; Disability Rights Action Coalition; Economic Development Cooperation of Utah; Envision Utah; League of Women Voters; National Association for the Advancement of Colored People; private sector transportation companies; multiple community-based organizations in WFRC region; TURN Community Services, Inc.; United Way; Urban Land Institute; Utah Community Action Program; Utah Foundation; Utah Trucking Association; Weber Association of Human Services, and more.

Community organizations that support and represent the disabled, senior citizens, minority populations, at risk or vulnerable populations, victims of domestic violence, and homeless and mental health providers were also contacted and encouraged to continue to provide feedback.

Document and Website

WFRC prepared the 2019-2050 RTP written document which compiled the four-year planning process for the Wasatch Choice 2050 Vision and 2019-2050 RTP. A summary of this planning process can also be found at *wfrc.org*. A public comment period was held for the draft 2019-2050 RTP document and RTP-supporting Air Quality Conformity Memorandum in February and March 2019 and included an updated interactive map of the financially constrained transportation projects and Wasatch Choice 2050 regionally significant land uses.

The 2019-2050 RTP website is the backbone for providing information to local communities, transportation partners, stakeholders, and the public. WFRC continues to update the website and utilizes the website in all stages of the planning process. The landing page of the 2019-2050 RTP web page houses the document and the final interactive map of projects and centers.

Rail and Freight

During FY19, UDOT and the MPO partners have collaborated on multiple rail and freight planning activities. Presentations about freight mobility in Utah have continued to academic institutions, the UDOT Annual Conference, and elected officials, including to the Transportation Interim Committee of the Utah State Legislature. The Freight Advisory Committee met twice–December 10, 2018 and May 30, 2019. UDOT has continued its work on truck parking in Utah by updating its inventory and coordinating with the National Association of Truck Stop Operators (NATSO). Further, with new chain-up laws, UDOT has inventoried all roadway segments requiring chains, along with all chain-up locations. The UDOT Railroad and Freight Planner served on the Interim Port Exploratory Committee during 2018. UDOT and the MPOs continue to respond to freight surveys from FHWA, American Association of State Highway and Transportation Officials (AASHTO), and academic institutions. Finally, UDOT continues to participate in the I-15 Mobility Alliance and the Western States Freight Coalition.

Technical Advisory Committees

During FY19, the WFRC continued to work closely with both of its Regional Growth Committee Technical Advisory Committees (RGC TAC). These TAC's are comprised of the city and county planners and engineers from around the region. Agenda items for FY19 included briefings and presentations on TLC awards announcements, corridor preservation funds, small area meetings, legislative updates, comprehensive economic development strategies, fiscal year major planning efforts, active transportation planning, transportation improvement program projects, and updates from both the Utah Department of Transportation and the Utah Transit Authority.

Active Transportation

In January, the Active Transportation Committee (ATC) adopted updated goals for 2019. The five goals are:



Regional Plan: update shared Regional Bicycle Routes Plan/Map



Local Plans: cities and counties adopt Local Active Transportation Plans that align with Regional Priority Plan/Map



Build: fund and construct priority projects through

- Shared awareness of and advocacy for funding opportunities
- Partnering across agencies



Educate: build support for active transportation through effective engagement and outreach with a special focus on health-related benefits of AT both for individuals and society



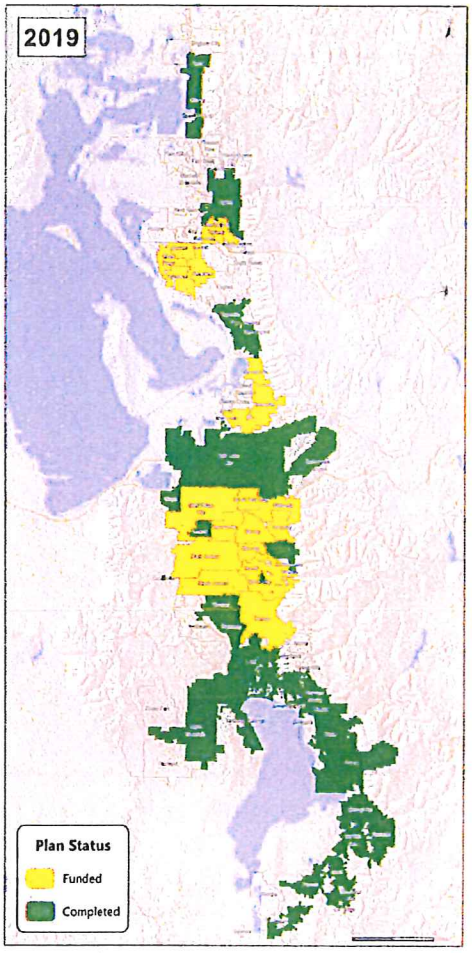
Coordinate: collaborate on technical issues of

- Shared mobility device regulation
- Data collection, e.g. bicycle/pedestrian counts

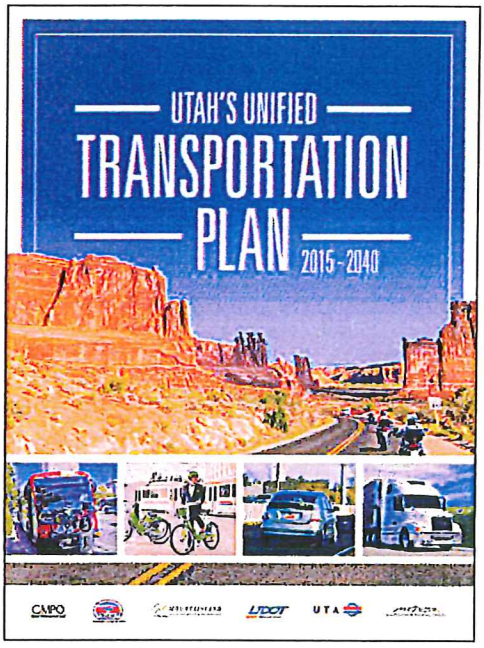
Relevant agenda items for the ATC during FY19 included Transportation Improvement Program funded projects, Safe Routes to School, Salt Lake City Temporary Dockless Ordinance, Tooele Valley Shared Use Pathway, GreenBike Expansion, TIGER project construction, Provo City dockless mobility provider selection, and 2019-2050 RTP adoption. WFRC also supported a Mobile Active Transportation Tour (MATT) in Boise, ID that was attended by several mayors and staff from local communities within the Region.

The inaugural Move Utah Summit was held on September 26, 2018, in Salt Lake City. Under the theme of *Active, Healthy, Connected Communities*, the elected officials, local staff, health educators, and the public from across Utah discussed and learned about the undeniable link between health outcomes and the design of our transportation and land use patterns. WFRC, along with it's partners, is committed to improving the mobility and ability of the Region's citizens to travel in a way that produces positive health outcomes.

On November 29, 2018, the annual Utah Pedestrian Summit was held in Kearns. The event brought together community design, health and safety officials, and advocates to share experiences, opportunities, and successes in improving pedestrian experience in Utah communities. Conference topics focused on pedestrian safety, safe routes to school, ADA accessibility, engineering, design, health, and enforcement opportunities to make walking more comfortable and inviting. UDOT, along with MPO partners, are committed to improving the pedestrian environment.



Wasatch Front Active Transportation Plans.



WFRC continues to work with local governments to update the Bicycle Base Plan, which includes local as well as regional routes. WFRC collaborated directly with UDOT Regions One and Two to refine and identify the correct active transportation facilities on UDOT-owned roadways for the 2019-2050 RTP. There is also an ad hoc committee with representatives from WFRC, UDOT, Salt Lake County, Salt Lake City, and the University of Utah that meets to collaborate and coordinate on active transportation plans and implementation.

WFRC worked with local Active Transportation Committees within Box Elder, Weber, and Davis Counties to coordinate map updates and recommend funding projects to improve walking and biking within the Region. Staff worked with communities to encourage applications to the TLC program to fund Active Transportation Plans. Community engagement was successful with Millcreek, Holladay, Murray, Midvale, Taylorsville, Cottonwood Heights, Sandy, Draper, Clearfield, Syracuse, West Point, Clinton, Sunset, and South Weber Cities being awarded assistance through TLC to develop new plans In addition, the South Ogden, Riverdale, and Washington Terrace Active Transportation Plan (funded by the Transportation Alternatives Program—TAP) was started in FY19.

Sub Goal 1B

Develop the 2019-2050 Utah's Unified Transportation Plan in collaboration with transportation agency partners (adopt summer/fall 2019).

Utah's Unified Transportation Plan

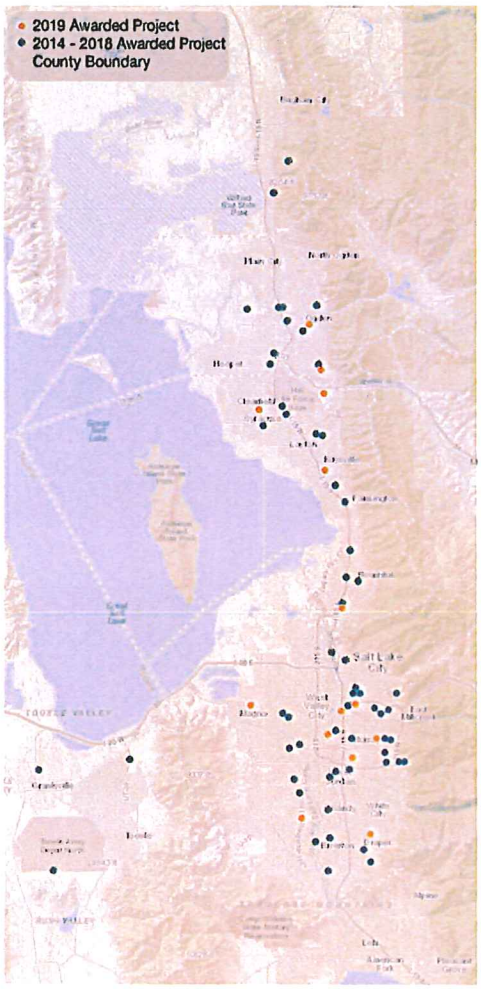
UDOT, UTA, MAG, and Utah's other MPOs to continue to develop the 2019-2050 Utah's Unified Transportation Plan. Utah's transportation agencies know that planning and implementing transportation improvements cannot happen in a vacuum. Proper planning requires not only coordination, but also collaboration. Utah's Unified Transportation Plan, the first-of-its-kind nationally, is founded upon principles of good stewardship. The plan identifies investments in road, transit, and active transportation infrastructure that are needed across Utah to stay ahead of future growth and take care of infrastructure investments already made. Utah's Unified Transportation Plan does not presume that resources are unlimited. Instead, it carefully prioritizes the most critical construction and maintenance needs, providing a blueprint for continuing a track record of sound leadership and prudent investment.

The state's transportation agencies are working together to develop the 2019-2050 Utah's Unified Transportation Plan. This will be the fourth iteration of the plan, with each agency using shared growth projections, time horizons, and financial assumptions to assemble complementary regional transportation plans that integrate seamlessly. The transportation agencies have created subcommittees dedicated to addressing specific elements, including active transportation, communications, finance, GIS, performance measurement, and safety. Periodic meetings by the Policy and Coordinating Committee were held to determine progress. The 2019-2050 Utah's Unified Transportation Plan is on schedule to be completed by the fall of 2019.

This significant interagency collaboration helps to ensure taxpayer dollars are being used efficiently to meet Utah's priority transportation needs.

The Utah Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including Utah Department of Transportation (UDOT), Wasatch Front Regional Council, Mountainland Association of Governments, Dixie Metropolitan Planning Organization, Cache Metropolitan Planning Organization, and Utah Transit Authority.

The Unified Plan partners work together to develop common goals, planning time horizons, performance measures, and financial assumptions so that their plans are consistent across the state while meeting local needs. Then UDOT, UTA, and the MPOs all agree on which projects and needs to include in the Unified Plan, as well as timing, funding and how to measure their effectiveness in meeting shared objectives.



Unified Transportation Plan Financial Model Update

As part of the ongoing effort to support the Utah's Unified Transportation Plan, WFRC continued to participate in improvements to the Unified Transportation Plan Financial Model. Numerous aspects of the model associated with both transit and roadway construction, operations, and maintenance were reviewed, refined, tested, and used in the development of the 2019-2050 Regional Transportation Plan.

GIS and Database Management

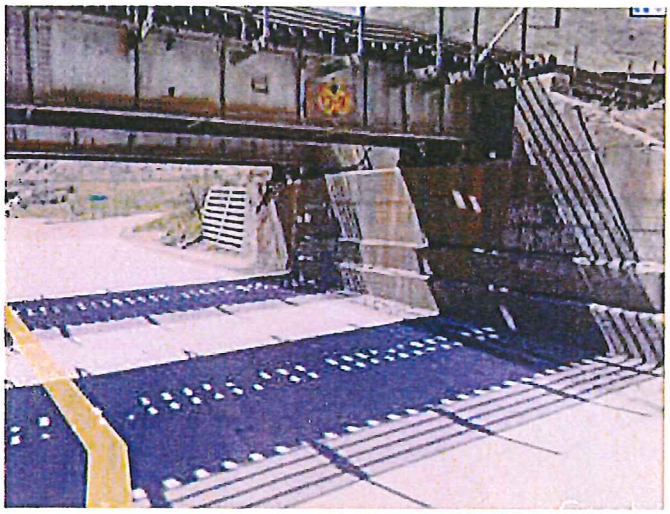
For the Unified Transportation Plan, WFRC GIS staff transformed all of the future transportation project data from the newly adopted RTP into the comprehensive GIS data standard developed with the Unified Transportation Plan GIS Committee.

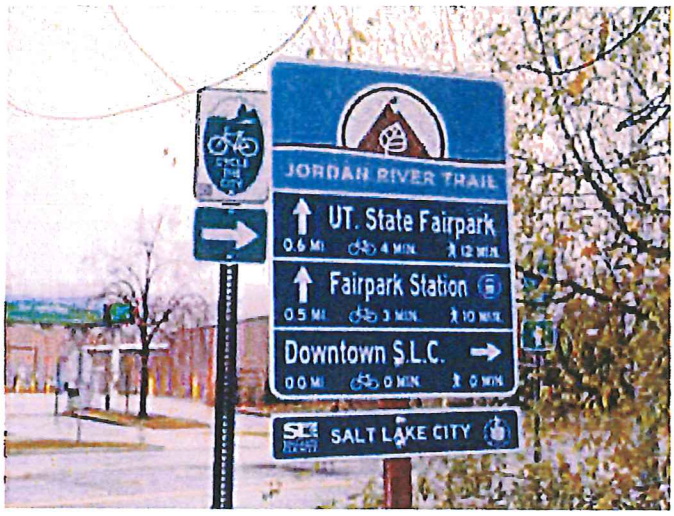
Sub Goal 1C

Develop the 2020-2025 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2019).

Developed the 2020-2025 TIP

Totaling more than $4 billion in vital transportation funding, the 2019-2025 TIP identifies investments in roadway, transit, and active transportation infrastructure needed in the Salt Lake-West Valley and the Ogden-Layton urbanized areas. The 2019-2025 TIP helps the region meet current transportation needs while simultaneously addressing critical future priorities. It is updated every year and identifies projects funded with federal, state, and local resources for the next six years. Major capacity projects in the TIP are selected from the RTP. Throughout the year, WFRC worked in close collaboration with UDOT, UTA, and cities and counties across the Wasatch Front to develop the 2019-2025 TIP.







With over $4 billion in transportation infrastructure priorities identified in the TIP, it is important to engage the public meaningfully. WFRC leveraged a variety of innovative communication tools to augment the opportunity for comment and the public responded.

Working with UDOT and UTA, WFRC obtained GIS data for the Draft 2020-2025 TIP projects and created an online interactive map that allowed members of the public to easily access project information and comment directly on the map. Made available during the five-week public comment period and covered by multiple major newspapers in the Region, this tool facilitated successful public engagement. All comments submitted to WFRC for consideration are carefully reviewed prior to the adoption of the 2020-2025 TIP.

In addition to utilizing online and traditional media, WFRC sponsored two in-person public open houses for the Draft 2020-2025 TIP. Representatives from WFRC, UDOT, and UTA were available to answer questions about TIP projects at the open houses held at the Ogden Intermodal Center and the Salt Lake Central Station. These two locations were strategically selected to meet with people while they were using various forms of transportation to travel.

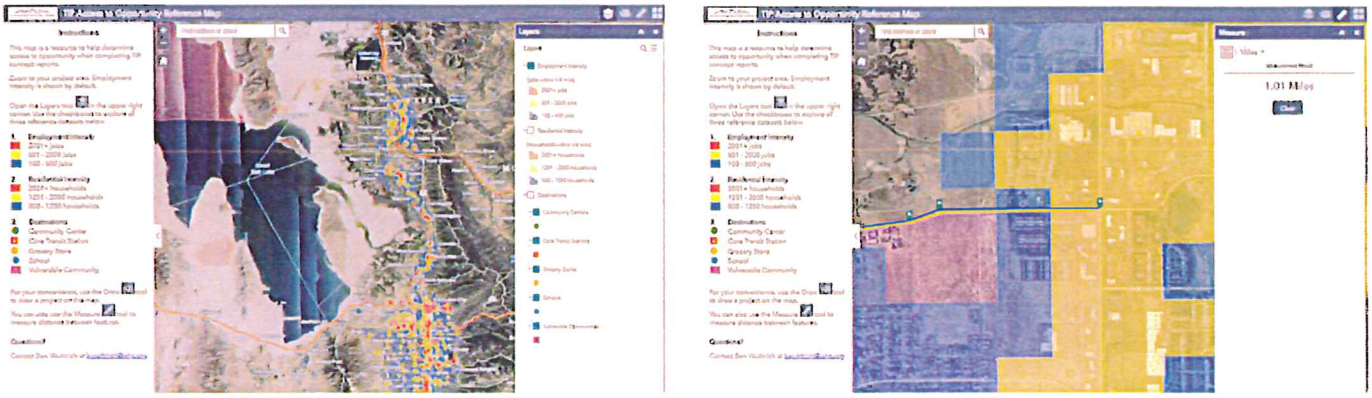


Online Engagement Tools

WFRC staff successfully leveraged online engagement tools, such as public comment layers on an interactive map, to educate the public and to solicit public comment. For example, working with UDOT, WFRC staff obtained GIS data for the TIP projects and created an online interactive map showcasing the data and an added public comment layer. Staff pitched the TIP information to local reporters to garner media coverage about the tool. Consequently, WFRC received over 300 public comments via the interactive map, email, and social media.

GIS and Database Management

For the Transportation Improvement Program, maps were created for committee presentations and field visits. In support of evaluating project concepts, an interactive map was built for applicants to self-analyze how projects proposed in their area would score according to a new Access to Opportunities prioritization criterium.



Project evaluation tools

Sub Goal 1D

Adopt an updated regional Comprehensive Economic Development Strategy (CEDS), working through the Wasatch Front Economic Development District (WFEDD) (adopted spring 2019).

Staff administered the Wasatch Front Economic Development District (WFEDD) in order to better support the Region's economic vitality and remain eligible for administrative funding from the U.S. Economic Development Administration (EDA). Staff completed the update of the Region's five-year 2018-2023 Comprehensive Economic Development Strategy (CEDS), a study that brings together public and private sectors to create an economic roadmap that strengthens regional economies and integrates economic development plans, programs, and activities with the Wasatch Choice for 2050 Vision and long-range transportation plan. The completed 2018-2023 CEDS was submitted to the EDA on June 1, 2019 and was approved on June 24 2019, with the Economic Development Administration stating, *"Congratulations. We have reviewed and accepted your CEDS document and encourage you to continue to use it as a tool for the Wasatch Front. It was a comprehensive analysis that addresses many of the issues that will face Utah in the coming years, as the state continues to grow in population. We also appreciate that you were able to weave the CEDS into the Wasatch Choice 2050 process."*

The WFEDD's developed annual objectives for 2019 as follows:

- Complete, adopt, and report on the 2018-2023 CEDS
- Promote Wasatch Choice 2050 as a coordinated growth, quality of life, and economic development strategy
- Integrate state, regional, and local transportation decisions with economic development efforts to improve access between workforce, housing, and jobs
- Inform state, regional, and local stakeholders about economic development plans and strategies.

Administer the Economic Development District and Staff our Committees

Staff administered the grant and managed the Board and Strategy Committee membership, meetings, and awareness. Staff coordinated, integrated, and collaborated with the Region's members and partners to achieve economies of scale, leverage resources, share data and analysis, and promote regional collaboration of strategic goals and objectives.

Integration of Economic Development with Transportation and Land Use Efforts

The WFEDD has continued to build on the work since 2014 to implement and integrate economic development strategies into WFRC's long-and short-range initiatives including the Wasatch Choice 2050 Vision, RTP, and CEDS. The 2018-2023 CEDS focuses on four key strategies:

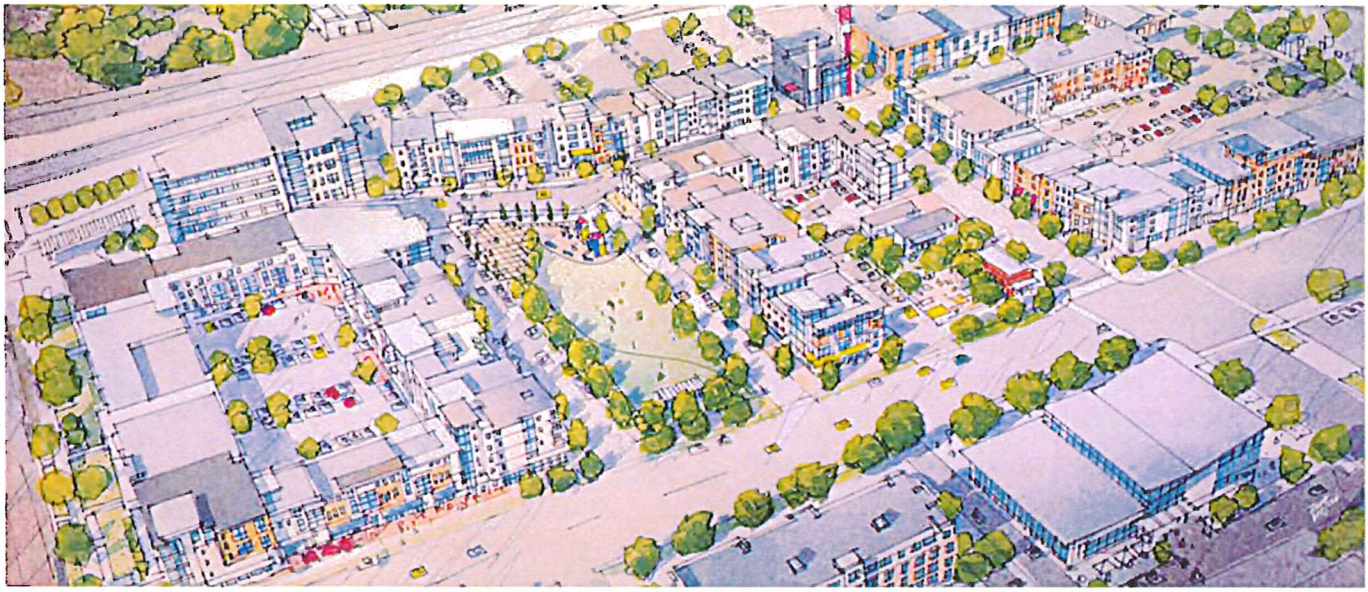
Strategy 1 Link development with transportation and other infrastructure	Focuses on coordinating transportation, infrastructure, and land-use decisions to enhance household access to jobs and educational opportunities and employer access to the workforce and customers.
Strategy 2 Create fiscally sustainable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

Sub Goal 1E

Implement Wasatch Choice 2050 Vision by providing resources and technical support to communities through programs, including Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Program, Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection (TLC) Program (approve awards spring/summer 2019).

Supporting local communities is a top priority for WFRC, which is able to provide tens of millions of dollars directly to cities and counties to help meet their needs through the competitive process just described. The **STP** provides funding that may be used for any federal-aid highway, public road bridge, and transit capital projects. The annual apportionments for the STP funds are projected to be approximately $20.5 million in the Salt Lake/West Valley and $11 million in the Ogden/Layton urbanized areas through the year 2025. These funds have been allocated to projects selected through the process previously described. The **CMAQ** program funds projects that improve air quality, including public transportation, bicycle or pedestrian facilities, ridesharing, traffic signal coordination, etc. In fiscal year 2019, WFRC funded about $7 million worth of projects through the CMAQ program. The **TAP** funds active transportation and non-motorized forms of transportation, including sidewalks, trails, bike lanes, etc. WFRC staff worked closely with local communities to understand their active transportation-related priorities. As a result, WFRC funded future projects such as filling gaps in a multi-use trail in North Salt Lake and a new sidewalk in Magna to improve safety for elementary school students.

During the fall and winter of 2018, WFRC solicited projects and corresponding data for funding through WFRC's STP, CMAQ, and TAP. In the spring of 2019, the Transportation Coordinating Committee (Trans Com) and the TACs reviewed the projects



and developed recommendations. As part of the selection process, WFRC scored projects based on approved technical criteria, conducted an on-site field review of each project, and shared other professional considerations. The field review enabled staff from WFRC, Federal Highway Administration (FHWA), UDOT, UTA, and local governments to meet with each project sponsor on-site to review the project concept, ask questions, and identify possible concerns or alternative solutions.

During FY2019, WFRC was able to work with **Transportation and Land Use Connection (TLC) program** partners to enhance the available funding. The relationship with regional transportation agencies and Salt Lake County, UDOT, and UTA provides TLC projects with partnerships with key decision makers and helps define a path toward implementation. The program announced the fifth year of projects in March and has begun kicking those off.

In FY2019 about $2.15 million was requested, demonstrating increasing program demand, and indicating the success of the program. Over the past **six** years, the TLC program has worked with communities on **79** projects. TLC project types, including small area plans, transportation and active transportation master plans, ordinances updates, form-based codes, market analyses, and more. The TLC program also offers technical assistance to a few communities which utilize our in-house expertise. To date these projects have included **small area master plans, ordinance writing, parking studies, active transportation master plans, and more. We are currently working with North Salt Lake on form-based zoning for their Town Center, and with the Town of Alta on a Commercial Core Prioritization Plan.**

Mission: The Transportation and Land Use Connection program supports local governments in their planning efforts, implementing the Wasatch Choice Vision.

Goals:

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

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.

The WFRC staff continued to administer the State Housing and Urban Development Division's federal **CDBG** program for Tooele, Weber, and Morgan Counties. During FY2019, WFRC staff completed the 2019 annual update of the Region's Consolidated Plan. 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.

WFRC worked with the Regional Review Committee (RRC), to ensure the Committee's membership was up to date and members were informed and actively participated in the CDBG program, policy, application process, etc. The RRC is responsible for reviewing projects to ensure they are eligible and meet regional goals and objectives, updating the rating and ranking criteria, updating regional goals, and ensuring project costs are consistent with the available funding. CDBG staff also worked closely with the RRC to update the Committee's bylaws.

Sub Goal 1F

Refine the performance-based approach for WFRC plans and programs, including measures, targets, progress monitoring, and reporting, based on the adopted Wasatch Choice 2050 goals.

- *Enhance use of "access to opportunity" as a measure for planning and programming*

Performance Measures

To ensure integration of local priorities and federal legislation, WFRC refined the Wasatch Choice 2050 and 2019-2050 RTP goals and performance measures. The updated RTP goals have informed plan development and prioritization and provided the basis for measuring and quantifying how effective the 2019-2050 RTP is in improving the quality of life in the Region. The goals and performance measures address accessibility, mobility, state of good repair, fiscal responsibility, safety, economic development, energy, livability, environment, air quality, and equity. The Long Range Planning and Analytics Groups at WFRC worked collaboratively to establish analysis and automation methods to make the performance measures process more efficient. WFRC spent significant effort to operationalize access to opportunities measures to better link transportation, land use, and economic development. For example, an access to opportunity criterion was approved by Trans Com as part of the technical scoring for Surface Transportation Program projects. During FY18, a performance-based planning system was implemented to determine draft needs for the 2019-2050 RTP. During FY19, these needs were financially constrained and regional metrics were run to determine the performance of the system. WFRC also began work on developing monitoring plans for our regional transportation system, implementation of the RTP, and land use centers. Development and analysis for these monitoring plans will continue in FY20.

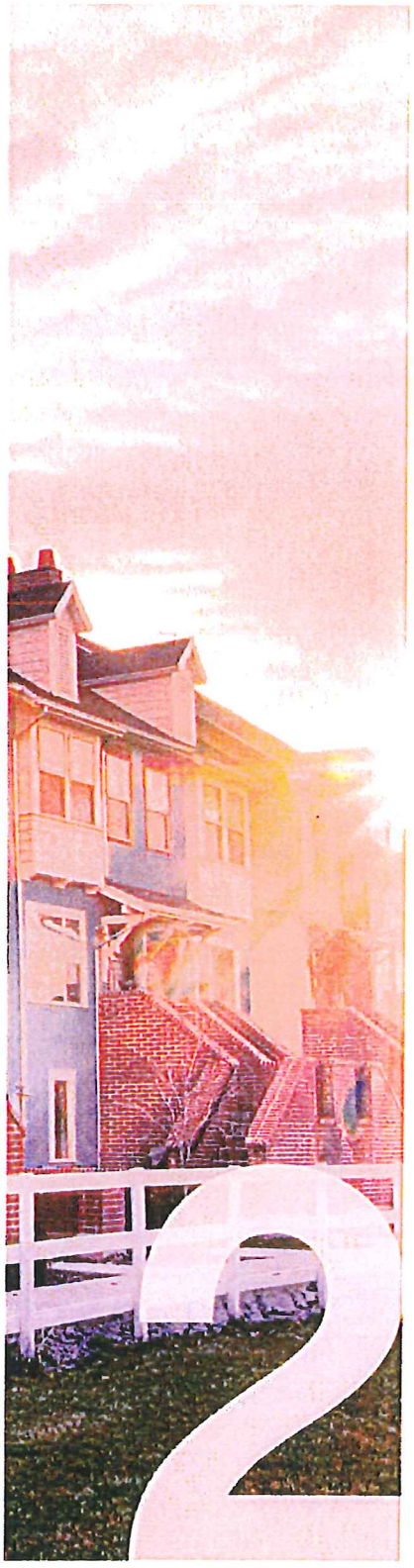
WFRC's performance-based planning and programming is rooted in federal performance measures being defined by FHWA and FTA. WFRC is in the process of coordinating with UDOT and UTA to establish both state and MPO targets for each of the defined performance metrics. WFRC continues to incorporate federal requirements into regional planning and programming and collaborate with UDOT and UTA to ensure the plans and programs assist in meeting targets. WFRC included federal performance measures targets, reporting, and discussion of how the plan improves the transportation system in the 2019-2050 RTP and how the Transportation Improvement Program addresses the performance measures.

In late FY19, staff began to focus on monitoring local progress toward meeting the shared Wasatch Choice 2050 Vision. Centers-based performance is a key initiative of FY20.

GIS and Database Management

In each phase of the development of the RTP, WFRC GIS staff produced performance metrics to forecast conditions in 2050. These metrics were refined over time and displayed on WFRC's website, at workshops, and on interactive maps for public information and feedback. Additionally, WFRC's approach to performance-based planning influenced the use of related phasing criteria to prioritize projects. For each transportation mode, projects were evaluated and ranked by metrics tied to the ten Wasatch Choice 2050 goals. For example, roadway projects that served and integrated with Wasatch Choice 2050 centers and other transportation modes were awarded additional points in evaluation.

Throughout the RTP development process, WFRC prepared paper maps for community workshops and created interactive maps for public comment and feedback. Municipalities and communities were presented with these GIS resources to guide plan development and revisions. The final GIS products of the plan—the roadway project, transit project, active transportation project, and land use datasets—were made available in a custom interactive map and on WFRC's data.wfrc.org open data portal as well.



Goal Number **Two**

Advance transportation, land use, and economic development policy-making and projects.

Sub Goal 2A

Provide subject-matter expertise to federal, state, and local officials and policymakers regarding transportation funding and policy, as well as related land use and economic development considerations. Promote approaches and outcomes that are consistent with WFRC's organizational mission, e.g., collaboration; multi-modal solutions; integration of transportation, land use, and economic development; and strong local and regional voice in decision-making. Key subject areas include the following.

- *Impacts of growth on transportation and housing*
- *Implementation of Senate Bill 136*
- *Reauthorization of federal transportation funding and policies*
- *Potential timing and impact of disruptive trends (e.g., demographics, land use, and markets) and technologies (e.g. connected, autonomous, shared, and electric mobility options)*

FY19 was another significant year at the local, state and federal levels for addressing growth-related issues, and continuing the integrated consideration of transportation, land use, housing, and economic development. WFRC members and staff were engaged in and helped to shape these policies in a way that will have a meaningful impact while respecting the roles and authorities of the different stakeholders.

During the state legislative session, WFRC worked on numerous key bills that related or had a nexus to transportation. This work included preparing analyses, offering testimony, negotiating provisions, drafting amendments, and continually collaborating with partners and sharing information with members.

WFRC's government relations manager updated the bill tracker weekly, as well as distributed legislative emails to WFRC's partners during and after the session. Additionally, WFRC hosted weekly legislative update meetings to provide the opportunity for members and partners to ask questions and share information. WFRC staff created a governmental affairs website page to continue to provide and promote information sharing. During the interim, WFRC will continue to participate, present, and provide information to the transportation and related legislative committee meetings.

WASATCH FRONT REGIONAL COUNCIL

WFRC members and staff made formal and informal presentations regarding transportation and related issues to legislative caucuses, legislative committees, partner meetings, COGs, industry gatherings, conferences, etc.

SB 34 (Affordable Housing Modifications) passed during the 2019 Legislative Session. This bill updated planning requirements of a city and county general plan. It requires enhanced coordination of the three planning elements: transportation, land use, and moderate income housing. WFRC was centrally involved in the development, drafting, negotiation, passage, and implementation of that bill.

The stage for passage of SB34 was actually set the year before, with the creation of the Commission on Housing Affordability. WFRC worked closely with our members, partner organizations such as ULCT, UAC, UDOT, and UTA, as well as with the Commission's co-chairs to shape policy. As the policies were developed, WFRC engaged with our partners to defend local control of land use, and enhance the tie of transportation, land use, and economic development.

During the legislative session, WFRC was deeply involved in the process of drafting and negotiating SB34, particularly in modifying the required elements of local general plans to enhance consideration of regional transportation plans, correlate with population and employment projections, require development of active transportation plans, enhance coordination of housing with transportation, as well as limiting the use of state transportation (TIF/TTIF) funds in communities that have not complied with the requirement to develop moderate income housing plans. WFRC collaborated with our partner transportation agencies, local government organizations, key legislators, the Governor's Office, and other entities such as developers, housing advocates, and chambers of commerce. WFRC helped to ensure that the provisions of SB34 were both productive and not onerous on local governments. WFRC also emphasized the need for and maintained good communication with our members and stakeholders about the development of the legislation, and WFRC was regarded during the session as a conduit for providing timely and thorough analysis and information about the progress of the legislation. WFRC testified numerous times throughout the session. WFRC functioned as an advisor and stakeholder for key legislators who have trust in WFRC and rely on our knowledge and counsel.

After the passage of SB34, and the conclusion of the session, WFRC continued to be directly engaged in implementation of the reforms and modifications. This included coordinating the efforts of WFRC staff, in close collaboration with our partners,



of resources needed by local communities to implement SB34. WFRC also coordinated with leadership for ULCT, UDOT, UTA, and the State Department of Workforce Services on the implementation of SB34.

WFRC staff developed a one-stop resource for the transportation related elements of SB34. This interactive map summarizes and clearly articulates key language, and matches city jurisdictional boundaries with employment and population projection data, access to opportunities, and short/long range active transportation, road, and transit projects. View all of this data from the main page of our website *(wfrc.org)*.

SB 72 (Transportation Task Force): In fiscal year 2019, WFRC continued to support transportation and related land use and economic development policy-making and projects. In the 2019 legislative session, WFRC worked intimately on the development and passage of SB72, which was a follow-up bill to the passage of SB136 in 2018. SB72 was the product of the work of a Transportation and Tax Task Force, created by SB136. That Task Force met throughout the interim period and considered methods to provide optimal governance, funding, and policy for transportation investments. WFRC was deeply involved in shaping the work and outcomes of the Task Force, which led to SB72. That legislation made several significant modifications and updates, such as increasing the flexibility and consistency in the use of local option transportation sales taxes, allowing state infrastructure funds to be utilized on active transportation projects, and further updating the UTA board nominations process.

WFRC also worked directly with UDOT staff leadership as they continued the process of implementing the reforms made by SB136 in 2018, particularly the modification of the prioritization criteria for the expenditure of state infrastructure funding, to give consideration to land use and economic development. WFRC continues to assist UDOT to implement the reforms in ways that achieve best outcomes and protect local control.

State Tax Reform: WFRC staff members participated in legislative caucuses and state legislative committees and task forces, including the extensive discussion of state tax reform. This included collaborating with key local government and transportation partners to evaluate and communicate the potential impacts of various tax reform approaches on state and local transportation funding.



Federal transportation policy and funding reauthorization: WFRC members and staff participated in national dialogue about the upcoming reauthorization of federal transportation policy and funding legislation. This included active engagement through national associations, as well as discussions with Utah's congressional delegation, key committees of jurisdiction, and federal agencies.

Engagement with local elected officials: WFRC is continually engaged with our city and county partners in legislative discussion and development of plans and programs. We participated in roundtable discussions on local transportation issues and opportunities, the Regional Transportation Plan (RTP) and Utah's Unified Transportation Plan, state and federal transportation policy, and other critical transportation needs and issues. WFRC staff members met with local elected officials from all of our member cities and counties throughout the year to share information and seek feedback on items including:

- Wasatch Choice 2050 Vision
- The 2019-2050 long-range Regional Transportation Plan
- The 2020-2025 Transportation Improvement Program
- The 2019-2023 Comprehensive Economic Development Strategy
- New legislation impacting local governments and the work we do including SB34 Affordable Housing Modifications
- SB72 Transportation Governance and Funding Revisions

Sub Goal 2B

Engage and inform stakeholders regarding the challenges and opportunities of growth. Convene communities and partners, provide high-quality data and analysis, collaboratively develop strategies, and support communities with technical and financial resources.

Growth Planning

WFRC works to integrate land use and economic development considerations with its core transportation planning and programming functions. In the four-year planning cycle of the RTP, staff has updated the Region's shared vision—the Wasatch Choice 2050. Wasatch Choice 2050 carries on the tradition of Wasatch Choice for 2040 with a few notable differences.

1) Wasatch Choice 2050 is a from-scratch vision, asking communities how they want to develop out to 2050 while they think about overall quality of life outcomes and how decisions in the spheres of land use, transportation, and economic development should relate to each other.

    a. This involves newly established regional goals (see Section C.1).

    b. Local plans are being compared to alternative scenarios.

2) The scale of Wasatch Choice 2050 is based on sub-regional building blocks. Rather than a regional-scale (only) conversation, scenarios and growth conversations are being held in a few cities at a time. Scenarios and performance measures are reported on this sub-regional basis.

3) Economic development has been substantially elevated.

    a. The Comprehensive Economic Development Strategy (CEDS) has been integrated with Wasatch Choice 2050. The CEDS was adopted in May 2019.

    b. The Vision includes job centers that are not necessarily traditional mixed-use development centers.

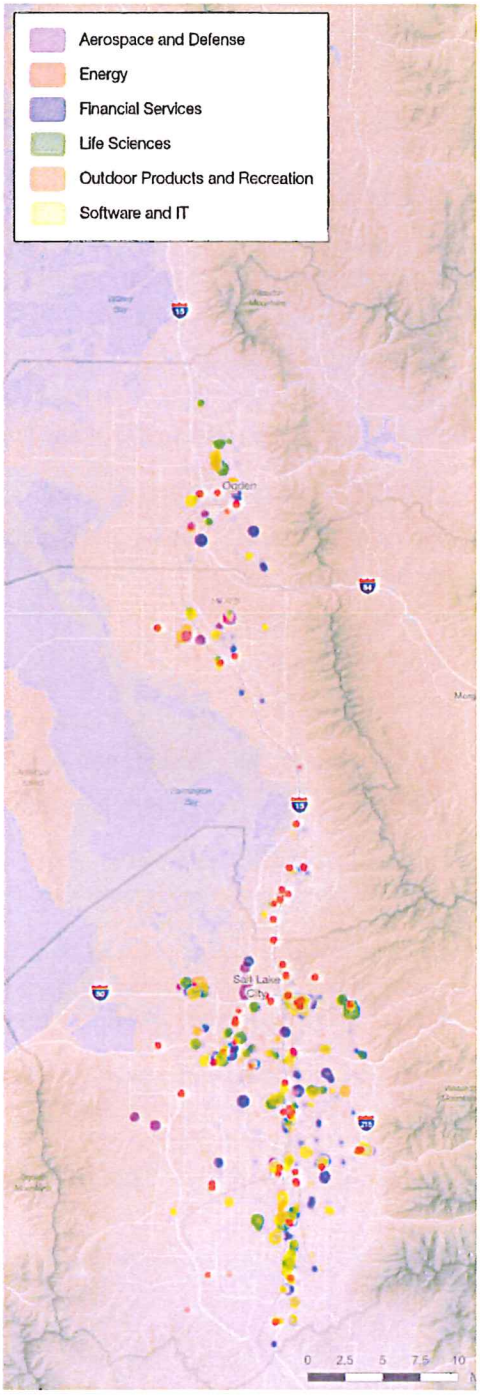
    c. One of the newly adopted goals is "access to jobs and educational opportunities." This goal is being translated into various metrics to help answer the ease with which economic interaction can take place.

4) Open space is a clearly articulated need.

    a. Cross-community open space and land preservation ideas have been mapped and implementation is being discussed.

5) The Vision is fully integrated with two planning efforts, the 2019-2050 RTP and the 2018-2023 CEDS. Both of these can be considered elements of the overall vision of Wasatch Choice 2050.

    a. For example, integration stems from the exploration of transportation project ideas together with land use visioning in the Wasatch Choice 2050 process.



Economic clusters

b. Integration is also illustrated in the effort to improve complementarity between land use, transportation, and infrastructure ideas within smaller areas like corridors.

6) The needs of vulnerable communities have been explicitly considered in the development of Wasatch Choice 2050.

Socioeconomic and Transportation Data

WFRC has established a working relationship with the Gardner Policy Institute to jointly develop and review small area population, household, and group quarters estimates on an annual basis. Data for July 1, 2018 was released in April 2019. Employment data from the Department of Workforce Services was collected and processed for use in the REMM.

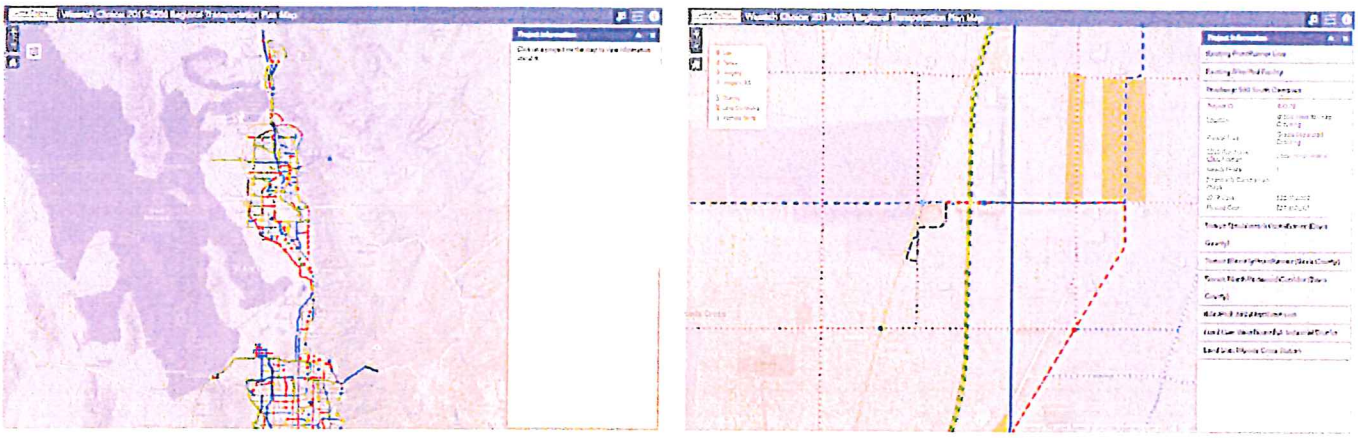
Small area (TAZ and city area) socioeconomic projections, based on the preferred land use and transportation scenario developed as part of the 2019-2050 Regional Transportation Plan, were made accessible via public-facing web services and the data.wfrc.org open data portal. Variables, at both the TAZ and larger 'City Area' geographies, include:

- Population (excluding group quarters)
- Household Count (excluding group quarters)
- Total Jobs
  - Industrial Jobs
  - Office Jobs
  - Retail Jobs
- Typical Jobs (sums Industrial, Office, & Retail Jobs)
- Non-typical Jobs (sums agriculture, construction, and mining jobs).

Key regional datasets used as inputs for both the REMM and the Travel Demand Model were collected, compiled, analyzed, and put into place as base data for the WFRC models.

WFRC models were used to analyze the performance of the various Wasatch Choice Vision and Regional Transportation Plan scenarios, project selection metrics, and phasing criteria. Online GIS was used to produce interactive maps for review of, and comment on, various phases of scenario development and analysis.

In addition to producing and utilizing the Wasatch Front Travel Demand Model (WFTDM) to support RTP travel forecasts and air quality conformity, WFRC staff collaborated with several project-based modeling analyses. These include: South Davis BRT, Ogden BRT, and the Future of FrontRunner transit studies, as well as the Point of the Mountain visioning effort. WFRC encouraged and participated in pre-modeling meeting with consultants using the 8.3 beta version of the WFTDM.

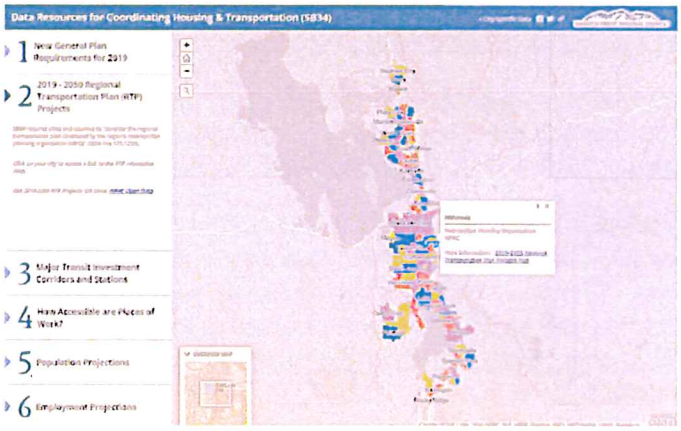


Travel demand model

WFRC analyzed and revised Census Tract and Block Group boundaries for the US Census Bureau for inclusion in the 2020 Census. WFRC is also represented on the State of Utah's Complete Count Committee for the Census.

GIS and Database Management

WFRC staff used GIS capabilities to visualize anticipated future conditions and deliver resources for decision-making. Following the passage of SB 34 in 2019, an extensive set of map resources, including an interactive map, were quickly prepared to assist communities in modifying their general plans to meet new standards. Visualization of household and employment data was used to better convey "access to opportunities" using GIS outputs from the REMM land use model. Additionally, GIS analysis improvements were made to the travel model using Python programming.



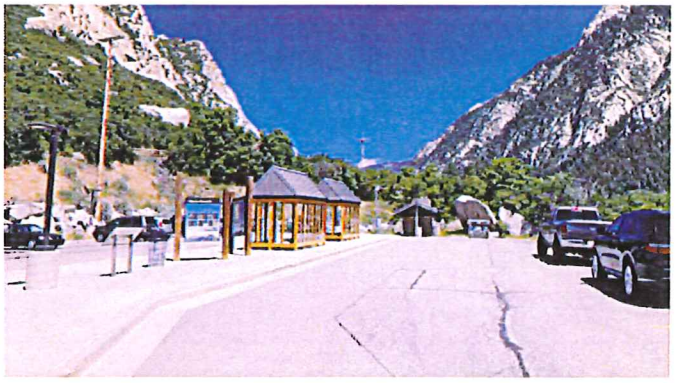
SB 34 data

Sub Goal 2C

Participate in transportation-related projects and studies including, but not limited to, the Point of the Mountain Development Commission, Central Wasatch Commission, Box Elder Transit Analysis, Ogden BRT/TOD, Davis-SLC Bus Rapid Transit, and Northwest Quadrant/Inland Port.

WFRC participates in regionally significant projects and studies to assist in the identification, definition, and resolution of community challenges of mutual interest and concern in transportation, land use, economic development, and other regional topics. Upon completion, the recommendations from these studies are often incorporated into RTPs, TIPs, and city general plans, as well as act as a resource for the development of final plans for major transportation projects.

UDOT Environmental Studies





Little Cottonwood Canyon EIS

As a participating agency to the UDOT-led Little Cottonwood Canyon (SR-210) EIS, WFRC provided assistance to UDOT by reviewing initial alternatives development and screening methodology documents, participating in agency scoping meetings, and coordinating with local governments.

During a more detailed review of the project area it was identified that regional mobility and equity between the canyons indicated a need for a robust approach that was beyond the scope and immediate needs of LCC alone. UDOT revised the EIS and released a revised notice of intent (NOI) on the Federal Register to address the immediate challenges going forward including traffic congestion at key intersections, avalanche mitigation, trailhead parking, and Wasatch Blvd. improvements for mobility of commuters and neighborhoods.

With a more refined scope for the EIS, UDOT opened the public comment period, which was ultimately extended to accommodate public comment, and held a very well attended public scoping meeting. The formal comment period ended June 14, 2019. A Draft EIS is anticipated in winter 2019 spring 2020.

To consider longer term needs, a Cottonwood Canon Transportation Action Plan (CCTAP) co-managed by the Central Wasatch Commission and UDOT was started. The project will engage stakeholders, establish a discussion of transportation goals, develop of selection criteria, measure, and prioritize. The study will provide a prioritized list of actions for future improvements for implementation, to address long-term transportation needs. The study will include, but is not limited to tolling, water quality, traffic congestion, transit, and pedestrian and bike facilities.

Point of the Mountain

The rapidly emerging Point of the Mountain (PotM) area, located in southern Salt Lake and northern Utah counties, is well situated to become a powerful economic generator with an emphasis on growing a high-tech economy. Central to maximizing opportunities in this area is transformation of the Utah State Prison site in Draper into a catalytic development center. The Utah State Legislature created the PotM Development Commission to identify ways to maximize the development and economic opportunities in this area.

WFRC staff worked closely with the Envision Utah, the PotM Development Commission's lead consultant agency, as well as UDOT, UTA, MAG, and other stakeholders in a three-phase vision development process. Phase One consisted of small group meetings and public workshops, Phase Two shaped the illustrative vision, and Phase Three identified and recommended various funding strategies and mechanisms.

WFRC, UDOT, UTA, and MAG conducted a transportation analysis to analyze the components of the vision, identify how the essential elements can be incorporated into future planning efforts, vet and incorporate priority project into the RTP, and lead presentations to the Commission. WFRC has also supported UTA and the transportation partners in advancing the Draper Light Rail Extension Alternative Analysis.

Mountain View/5600 West Corridor EIS

UDOT and UTA, in consultation with WFRC and the Utahns for Better Transportation (UBET), have updated the transit component of the Mountain View Corridor/5600 West Environmental Study that was completed in the mid-2000's. This route will have extended hours of service, higher frequencies during the peak periods, and enhanced amenities at the bus stations and is included in the 2019-2050 RTP in phase one. UDOT and UTA are refining the cost estimates, preserving corridor, working to finalize the environmental study, and amend their interlocal agreement.

I-80/I-215 Parley's Interchange EIS

In order to address safety issues, as well as current and future travel demand, UDOT initiated an environmental study of the I-80/I-215 Parley's Interchange, with WFRC as a participating agency. The EIS team developed four conceptual alternatives and moved forward two alternatives to be screened. Currently, UDOT is working to finalize the environmental study and it is anticipated that the EIS will be released for public review in September/October 2019.

UTA Studies

UTA Service Choices Study

The Service Choices Study, conducted in partnership with WFRC, MAG, UDOT, and UTA, seeks to define, identify, and implement the Region's desired type of bus service—exploring where and to what degree bus service is coverage-based or ridership-based. The effort is based on extensive stakeholder involvement to define the desired approach in each area. From this definition of preferred service characteristics, UTA will develop modifications to the bus system. UTA has done extensive outreach to local officials, planners; the public and WFRC will continue to work with UTA to integrate results into WFRC planning efforts.

TOD System (Analysis Tool) Plan

UTA along with the WFRC, MAG, and UDOT partnered together to create a system analysis tool to help identify, analyze, and prioritize areas around rail stations for transit-oriented-development. Completed in early 2019, this tool provides a quantitative look on how the region's stations compare against one another for agencies, stakeholders, the legislature, and the public. Key metrics going into the model include variables grouped into the categories of: municipal support, accessibility, market strength, and affordable housing need. While the main purpose of the tool was to highlight places which are most suitable for development in the short-term, other lenses of long-term catalytic investment benefit and ability to generate affordable housing were also included to give a more holistic view. The UTA board used this tool as a resource to select the remaining three TOD sites the agency is currently legally able to joint venture at this time. These sites were: Salt Lake Central/ North Temple Stations, Clearfield Station, and Ogden Central Station. Going forward, it is hoped that the model can be designed to be easier to use and informative for communities hoping to assess their readiness for TOD.

Future of FrontRunner Study

The Future of FrontRunner Study investigated and recommended a phased approach to implement realistic incremental improvements that will at first improve operational efficiencies and then increase capacity to accommodate future growth in commuter rail ridership. The study considered existing conditions, federal safety requirements, and benefits and costs of various scenarios based on levels of investment.

The study analyzed five future scenarios. Each scenario included graduated capital improvements, operations simulations to assure the scenario performed to an acceptable on-time performance, and a ridership forecast based on new station-to-station travel times.



The scenarios include:

- **Future Baseline –** no other improvements other than the required implementation of Positive Train Control.
- **Minimum Investment –** capital investments to improve the performance of the system and add Vineyard Station and the Payson Extension, which are included in earlier phases of the long-range transportation plans.
- **Medium Investment –** add double track and systems required to provide 15-minute headway service.
- **High Investment -** electrify the system.
- **Very High Investment –** double track as much as possible, add at least three infill stations, and extend rail to Brigham City.

The study was led by UTA and was completed in the fall of 2018.

Ogden/Weber State University Transit Project Environmental Assessment (EA)

The Ogden/Weber State University Transit Project was issued a FONSI (Finding of No Significant Impact) for the project in FY19 by FTA. The Ogden/Weber State University (WSU) Bus Rapid Transit (BRT) is a 5.3-mile project connecting from the Ogden FrontRunner commuter rail station to Weber State University and McKay Dee Hospital. This project is the result of many years of planning and public outreach and first appeared in the Wasatch Front Regional Council's Long Range Transportation Plan in 2004. UTA in partnership with Ogden City, Weber County, Weber State University, IHC (McKay-Dee Hospital), UDOT, and WFRC have moved into the Final Design of the BRT and are identifying funding with an construction expected to start in 2020.

South Davis – Salt Lake City Community Connector Documented Categorical Exclusion and Advanced Conceptual Engineering

UTA completed the Davis-SLC Community Connector Study (August 2014), which identified a Locally Preferred Alternative (LPA) consisting of a Bus Rapid Transit (BRT) from Salt Lake City to the Woods Cross FrontRunner Station. The 12-mile project includes 5.6 miles of dedicated guideway, 5 center stations, 17 side stations, bike/ped improvements, transit signal priority and queue jumping, and enhanced stations with lighting and off-board fare collection.

For next steps, UTA will lead architectural/engineering design work and environmental services for the project, and develop a Documented Categorical Exclusion (DCE). A scope of work has been developed for the project, with an anticipated kick-off date in 2019. Project stakeholders include representatives from WFRC, UDOT, Salt Lake City, North Salt Lake, Bountiful, Davis County, and Salt Lake County. The project will lead a public review process, prepare the DCE and required documentation for approvals, maintain records of the decision-making process, and prepare preliminary architecture and engineering of fixed guideways, structures, drainage, utility relocations, stations, street reconstruction, and signals. WFRC will conduct travel demand modeling services required for the project.

Box Elder-Cache-Weber County Transit Analysis

Box Elder County, in collaboration with participant cities and counties, UTA, Cache Valley Transit District, DOT, WFRC, and Bear River Association of Governments, began in FY19 a transit analysis that will identify current and future transit needs and priorities, and evaluate potential solutions for people traveling to, from, and between Box Elder County, Cache Valley, northern Weber County, and further south through the Wasatch Front. The analysis is considering a range of transit solutions, including types, spans of service, and frequencies for each proposed transit investment. The objective of the analysis is to evaluate and recommend transit services to meet the demands of population growth, continue supporting economic development opportunities, and maintain regional mobility along the Wasatch Front and Cache Valley.

Joint Projects Studies

The Joint Projects Committee (WFRC, MAG, UDOT, and UTA) committed to the scope, schedule, and budget for several new projects. Project agreement will be drafted and signed for work to being in the summer/fall of 2019.

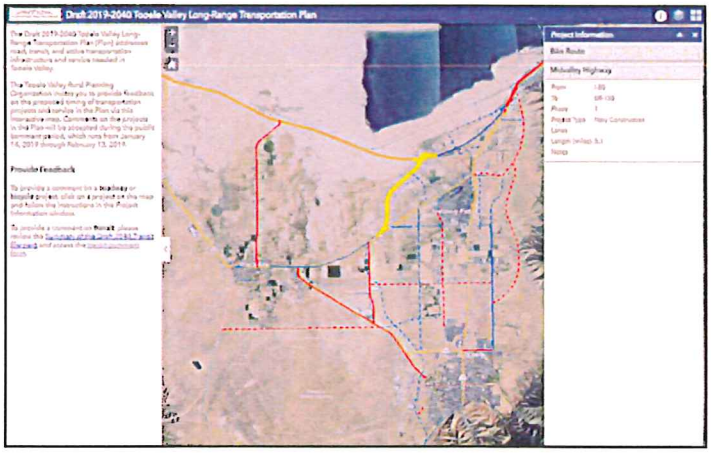
Technical Support to Local Governments

WFRC fulfilled requests for service throughout FY19. Support was provided to help in studies such as Davis—Salt Lake Community Connector and the Future of Commuter Rail. 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. 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 multiple Chamber of Commerce committees.

Tooele Valley Rural Planning Organization

WFRC supported Grantsville, Tooele City, and Tooele County in obtaining public input on and finalizing the update to the Long Range Transportation Plan for Tooele Valley. Staff coordinated several RPO meetings in facilitating this update, and discussed ongoing projects and upcoming studies.



WFRC GIS staff produced materials for the public comment period for the Tooele Valley RPO long-range transportation plan, including an interactive map and display maps for a public open house. As part of WFRC's Association of Governments, Tooele Valley was included in the Wasatch Choice 2050 Vision. Centers and land use types were developed by WFRC staff in coordination with the RPO.

Morgan County-Ogden Valley Rural Planning Organization

WFRC, in conjunction with UDOT, Morgan County, Weber County, Morgan City, and Huntsville City, established the Morgan County-Ogden Valley (MCOV) RPO in January 2018. The RPO provides a structured transportation planning process for the area. Throughout FY19, staff worked with UDOT and the RPO in creating a prioritized, long-range transportation plan. The RPO began FY19 by conducting public outreach and presenting a draft list of projects. The RPO refined project scopes and cost estimations and developed a prioritized list of projects. Staff have worked closely with UDOT in incorporating the priorities of the RPO into the state-wide long-range plan. The RPO has also provided technical assistance to local communities in understanding funding opportunities, planning resources, local option sales tax implementation, and corridor preservation.

As part of WFRC's Association of Governments, Morgan County and Ogden Valley were included in the Wasatch Choice 2050 Vision. Centers and land use types were developed by WFRC staff in coordination with the RPO.

Sub Goal 2D

Improve air quality by assisting communities and partners in their efforts to reduce mobile source emissions.

Good air quality is essential to quality of life. WFRC understands the impact of vehicle emissions and works tirelessly to mitigate those impacts where possible. On staff is an air quality expert who conducts regular analyses to ensure the RTP and its amendments, as well as the TIP, comply with the State Implementation Plan (SIP) for air quality. WFRC continues to support the Utah Division of Air Quality (DAQ) to develop the section of the SIP that addresses PM2.5 emissions in the Salt Lake nonattainment area. Specific support included detailed vehicle emission estimates for several analysis years. The DAQ will use this new information, along with inputs from other pollution sources, to determine if the Salt Lake area can continue to attain the PM2.5 standard.

The Interagency Consultation Team (ICT), including representatives from Cache MPO, DAQ, EPA, FHWA, FTA, MAG, UDOT, UTA, and WFRC, held three meetings in FY19. The ICT will continue to meet quarterly to consult on air quality issues, such as the revision and approval of the PM10 and PM2.5 maintenance plans, as well as the review of conformity analysis documents.

WFRC participated in several committees organized by partnering agencies to promote actions to improve air quality, such as UCAIR and the Utah Clean Air Action Team (CAAT). WFRC also collaborated on air quality issues by regularly attending the Utah Air Quality Board meetings.

Goal Number Three

Strive for organizational excellence.

Wasatch Front Regional Council celebrated 50 years of serving the region on March 28, 2019.

Sub Goal 3A

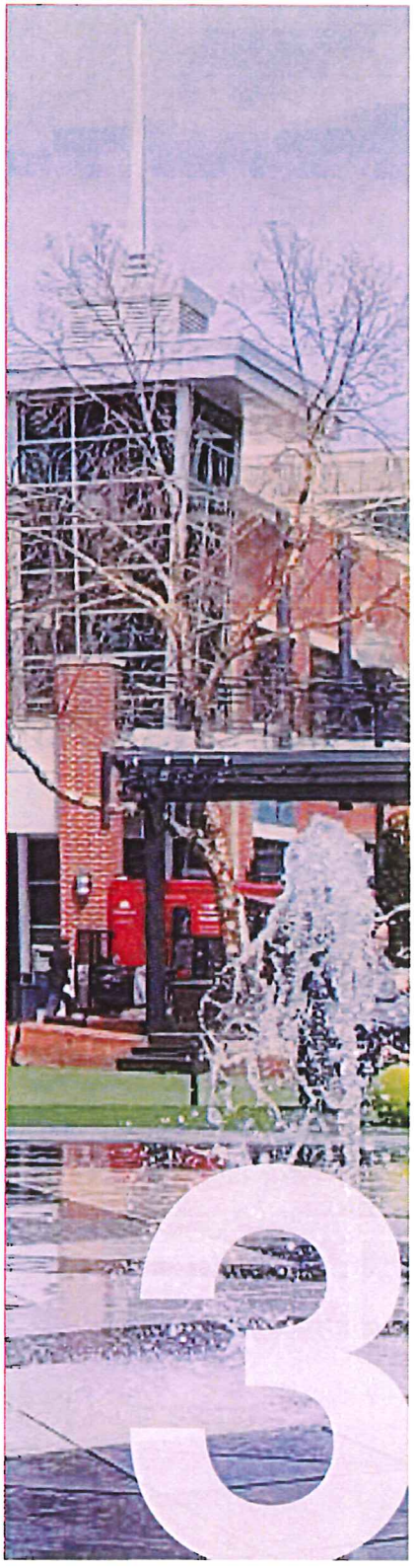
Moved the WFRC offices to a more central, accessible location.

During the past year, WFRC completed the long anticipated office move to a more central location served by multiple modes of transportation, in downtown Salt Lake City.

Early on with Axis Architects and Layton Construction under contract, WFRC staff collectively refined a detailed office design space plan. A collaborative value engineering process was completed with all of the project team members including the Cicero Group property owner, and a final budget was developed. Through this process the Budget Committee was fully engaged in WFRC's options.



Construction was quickly underway starting with the demolition of previous tenant offices. Final construction drawings were approved and the new WFRC office swiftly took shape. Concurrent with construction WFRC initiated the process to hire a furniture vendor, reviewing numerous proposals and selecting Quick Turn Concepts, to assist. Again each WFRC staff team worked collaboratively with the furniture vendor to develop and finalize the distinct furniture configuration of their individual and collective group spaces.



WASATCH FRONT REGIONAL COUNCIL

During the move, disruption was kept to a minimum, with the computer network being reconnected within 24 hours. Staff were able to occupy their workspaces almost immediately. The new space, while being more centrally located and served by multiple modes of transportation, features abundant natural light, multiple meeting spaces with audio and video conferencing capabilities, as well as room for expansion of the staff in the future.

WFRC's new office design, construction, furnishings purchase, and relocation were completed on time and within the budget established by the Council.

WFRC was also successful in selling the long-held old office property

With the successful move to a new office location, celebration of the Council's 50th anniversary, and sale of the old office property, the WFRC office move is complete.

In selecting and moving to a new office, WFRC has endeavored to appropriately balance prudence and vision. We have successfully fulfilled both of those priorities. The WFRC Budget Committee was involved at every stage of the process, offering guidance, oversight, and encouragement. Thanks to you!

Sub Goal 3B

Create a work environment that maximizes the job satisfaction, productivity, and retention of an excellent staff. Ensure that the employee performance evaluation process provides meaningful constructive feedback to employees and identifies priority professional development opportunities and expectations.

WFRC is committed to providing a work environment that maximizes the job satisfaction, productivity, and retention of an excellent staff. Staff is encouraged to assist in creating such an environment by contributing to discussion regarding workplace issues, policies, and procedures.

The staff who provide administrative support at WFRC are the lifeblood of the agency. Without them, the important work of WFRC's various committees would not be completed. WFRC manages this work, including meeting agendas and minutes, action items, announcements, etc. for its committees, which include the following:

- Wasatch Front Regional Council
- Active Transportation Committee
- Budget Committee
- Joint Policy Advisory Committee
- Regional Growth Committee
- Regional Growth Committee Technical Advisory Committee
- Transportation Coordinating Committee
- Transportation Coordinating Committee Technical Advisory Committee
- Wasatch Front Economic Development District Strategy Committee

Additionally, WFRC provides administrative assistance and manages similar meeting documentation for external committees, including the following:

- Morgan County-Ogden Valley Rural Planning Organization
- Tooele Valley Rural Planning Organization
- Utah Communications Authority Regional Advisory Committee

Twice a year in June and December employees do a self evaluation on multiple areas regarding their position within WFRC. After the employee evaluates themselves their supervisor will also evaluate the employee in those same areas. They will then meet to discuss the evaluation and make goals for the next six months.

WFRC is committed and encourages all employees to enhance their professional development by going to trainings and conferences that will strengthen and further their knowledge.

Additionally, WFRC organizes and provides quarterly trainings to all staff members on different topics that are important in the workplace. These topics include People Skills, Life Skills, and Stress Management. In FY19 our staff attended the following trainings:

- Time Management 101
- Are You Listening?
- Assertive Communication
- Developing an Outward Mindset

This supported WFRC's goal to attract and retain quality staff members at their highest level of performance.

Sub Goal 3C

Continuously improve the quality, impact, and awareness of WFRC's technical and analytical capabilities, and use those capabilities to help our Region and communities.

Travel Forecasting

Updating the Wasatch Front Travel Demand Model to version 8.3 (expected to be released in August 2019), was a major effort within the Analytics Group. Improvements were made including:

- Recalibrating the model
- Enhanced High Occupancy & Tolling (HOT) lane modeling capability
- Modernizing the model's user interface
- Refreshing the roadway and transit networks utilized by the model
- Refining methods for reporting and visualizing model results upon standardized segments
- Defined in collaboration with other statewide planning partners

The WFRC Analytics Group further advanced its TAZ-based Access To Opportunities (ATO) workplace accessibility analysis that were used, as were other WFTDM and REMM derived output, to support the definition and calculation of performance metrics for the 2019 RTP. Similarly, several GIS datasets were finalized to inform WFRC's FY19 STP prioritization scoring process, including a 'commute intensity' GIS layer that summed jobs and households within a quarter mile of each city block-sized grid cell across the Region. All of the ATO datasets produced are available for preview, download, and use as GIS web services from *http://data.wfrc.org/search?q=ATO*.

WFRC staff provided technical support and advice to the implementation of a UDOT FHWA-awarded grant that will build the Region's first multimodal network analysis GIS dataset from local data sources. Completion of this dataset will open new ATO-type metric possibilities for multiple modes, including transit, bike, and hybrid trip modes, when the project is expected to complete in the fall of 2020.

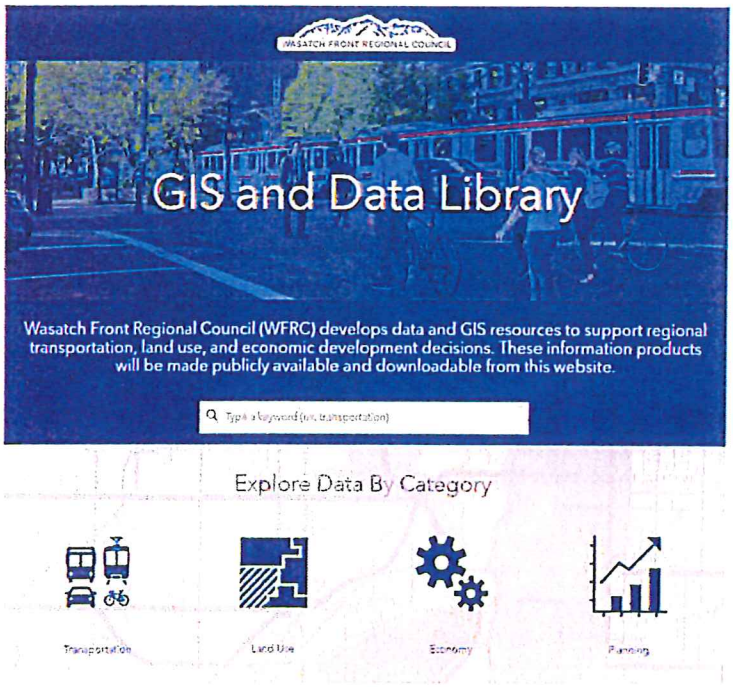
WFRC contracted with Metroanalytics, Inc. to review projections for overall plausibility and incorporated the feedback they provided into the final forecast products. WFRC authored draft technical documentation for REMM that captures the methods, dependencies, calibration, and predictive capabilities. This documentation will be shared for an August 2019 expert review panel composed of external MPO staff, consultants, and federal agency staff. The work to organize and invite review panelists began this year.

In an improvement to the past manual, GPS methods for validating WFTDM travel speeds, commercially available vehicle routing APIs were used to capture travel speeds within the WFRC/MAG model space for the first time. The two MPOs partnered to collect travel times between 138 origin/destination pairs (TAZ centroids that represented typical trip patterns) over eight weeks at 18 different times of day focused on peak periods. As this proved extremely economical due to automated, scheduled API requests, WFRC will continue ongoing collection, although at lower volumes, API travel times for future use with the WFTDM, and other application areas.

WFRC, with MAG, UDOT, and UTA, as partners, participated in the Interagency Model Policy Committee and the Interagency Model Technical Committees wherein coordination and joint project funding decisions were recommended and made, including the decision to fund:

- The development of a micro-mobility project prioritization tool
- A major update to the WFTDM's mode choice component
- A consulting contract for advice on 'new data' opportunities in the years prior to the completion of the 2022 household travel survey

Work on these three projects will intensify in FY20. However, procurement review was completed in FY19 for the micro-mobility tool implementation plan and an initial review and recommendations for the mode choice update project were received from RSG, Inc. (on consulting contract), the Federal Highway Administration, and Federal Transit Authority.



GIS And Database Management

GIS staff in WFRC's analytics group worked to improve access to data and service delivery. Following the lead of UDOT and other government organizations, WFRC created a data download site accessible from the WFRC website. This self-service "Open Data" portal contains over 50 datasets available to the public, including RTP projects, employment and population projections, and categorized land use. As internal and external resources, interactive maps were heavily used for obtaining feedback and providing useful, authoritative information.

Improvements in map display and production were also achieved. For the adopted RTP document, twenty maps were created using newer, more modern GIS software, which allowed for more customized map labeling and displays. To complement the completed document, an interactive map was built, showing planned transportation projects and land use types. This interactive map implemented custom web map tools built by the state GIS department, AGRC.

Also, WFRC collaboratively developed a Wasatch Choice 2050 Vision poster with input from WFRC leadership, graphic designers, and GIS staff. This poster won the Citizen Engagement map award at the annual Utah Geographic Information Council Conference in May 2019. The poster will be distributed to cities along the Wasatch Front to help them plan toward the Wasatch Choice 2050 Vision.

Sub Goal 3D

Maintain budget stability and use resources prudently and efficiently.

For the past 23 years, WFRC has received unqualified audit opinions with no audit adjustments or deficiencies noted to management. This year was no exception. The quality of WFRC's financial records provide certain assurances to organizations that make funding available for the programs.

It is important that WFRC not only has sufficient resources to operate for the current fiscal year, but also a sustainable financial plan for the future. Staff routinely evaluate long-term financial projections that include federal funding levels as defined in the Fixing America's Surface Transportation (FAST) Act and other anticipated funding sources.

Sub Goal 3E

Ensure compliance with applicable laws, regulations, and best practices.

WFRC continually strives to operate in a manner that ensures transparency, accountability, efficiently, and compliance with applicable laws, rules and best practices.

Last year WFRC appointed a staff member to be the Compliance Administrator whose function is to ensure that WFRC is in compliance with the reporting requirements of the Federal Audit Clearinghouse, Utah State Auditors Office, Utah Public Notice website, Utah Transparency, etc.

Thank you!

The staff at WFRC appreciate the opportunity to work with its members, collaborate with its partners, assist local communities, and ultimately contribute to a high-quality of life for residents living throughout the Wasatch Front region.

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