Mountainland Metropolitan Planning Organization

Unified Planning Work Program

Mountainland Association of Governments
Regional Planning Department
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www.mountainland.org

Updated to reflect the correct funding as July 16, 2016
Adopted May 7, 2015
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ACKNOWLEDGEMENT

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Regional Planning Committee:

The July 1, 2015 to June 30, 2016 (FY-16) Unified Planning Work Program describes the transportation planning work undertaken by Mountainland Metropolitan Planning Organization Staff, Utah Department of Transportation Staff and the Utah Transit Authority Staff within the Mountainland MPO planning area.

The Work Program is an annual budget. It illustrates to our members, Federal Highway Administration, Federal Transit Administration, and the general public where our planning resources are allocated. It describes the planned work, budget, and funding sources to develop an integrated and coordinated transportation planning process that will accommodate Utah County's population doubling from 561,000 in 2014 to over 1 Million people by the year 2040. In comparison Salt Lake County has 1 million people living there today.

This FY-16 $2,708,000 budget is 16% less when compared to last year’s $3,223,000 budget with a $515,000 decrease from FY-15. This is primarily due to a decrease in pass-through contracts and special studies requests.

This budget proposes to spend approximately $392,000 or 13% on new special studies including the South County Transit Study, Travel Demand Modeling Contract, and Joint Planning Studies with WFRC, UDOT, and UTA. In addition it proposes to spend $722,000 or 27% on roll over studies from the previous years.

It also proposes to spend the remaining $1,526,000 or 56% of the total budget on twelve full time equivalent MAG staff. Last year’s FY-15 budgeted amount for staff was $1,523,000. Staff will work on Air Quality Conformity, Financial Planning, Travel Demand Modeling, Census projections, Active Transportation Projects, and manage studies.

Revenue for this $2.7 million budget is approximately 93% federal funds from the United States Department of Transportation while 7% is local funds from UTA, UDOT and our local governments.

If you have any questions, please contact Steve Johnson, Chief Financial Officer, or me.

Respectfully,

Shawn Seager
Regional Planning Director
EXECUTIVE SUMMARY

INTRODUCTION
The annual Work Program describes the transportation planning work by the MPO, UDOT, and UTA. The program gives a general overview of the planning work to be accomplished over the next year by describing the planned work, budget, and sources of funding. The MPO combines its annual planning funds from FHWA and FTA under the Consolidated Planning Grant administered by the Federal Highway Administration. This grant allows flexibility in funding and carrying projects and programs forward between fiscal years. The funds combined in the grant are administered by UDOT who has the responsibility of managing and monitoring how the funds are used. New federal funds plus local matching funds for staff is $1,562,358. New federal funds with local match for New Studies & Contracts $392,143. Rollover funds from previous years of $721,982 local match paid and Planning Opportunities Contingency Carry Forward Funds with local match $31,076. This Work Program is valid from July 1, 2015 to June 30, 2016 and includes 12 full time equivalent staff.

PROGRAM FUNDING CATEGORIES

- **SECTION A - Program Management:** Covers the general management and administrative activities.

- **SECTION B - Planning Activities:** Includes in house planning documents and studies, long and short range transportation plans and programs, technical assistance and interaction with the community’s technical and planning staffs, public involvement and input, linking transportation and land use, bicycle and pedestrian facilities planning, congestion management, safety and environmental planning, and transit planning.

- **SECTION C - Air Quality:** Includes TIP and long range transportation plan conformity determinations, assists with the preparation of SIPs, and air quality analysis activities.

- **SECTION D - Modeling & Forecasting:** Includes travel demand activities, forecasting of socio-economic data, and other transportation/land use related modeling.

- **SECTION E - Financial Planning:** Includes programming funds for the Unified Planning Work Program, Metropolitan Transportation Plan, and Transportation Improvement Program.

- **SECTION F - New MPO Studies & Contracts:** Includes studies and contracts started in FY-2014-2015. The funding is for new studies that have been placed in the CPG.

- **SECTION G - Rollover Studies & Contracts:** Includes studies and contracts from previous years that have continued into the 2015-2016 UPWP.

- **SECTION H - Planning Opportunities Contingency:** This category will allow the MPO to respond positive to planning opportunities when appropriate.
SECTION A  ❖  PROGRAM MANAGEMENT

$86,000 OF THE MPO’S TOTAL STAFF FUNDS

This section includes organizational management, human resource management, administrative activities, interagency coordination, and financial management of the MPO.

MOUNTAINLAND METROPOLITAN PLANNING ORGANIZATION PRODUCTS
- Development of the Unified Planning Work Program
- Attendance and staff support at Executive Council, Mountainland MPO Regional Planning Committee, Mountainland MPO Finance Committee, Mountainland MPO Technical Advisory Committee, Utah Valley Active Transportation Committee, and Advisory Committees
- Attendance at conferences, workshops, and seminars
- Development of the monthly financial reports
- Staff Annual audit
- Development of contracts and agreements
- Development of the 2014-15 Work Program yearend report for FWHA, UDOT, FTA, UTA, and UDAQ, due October 1, 2015

UTAH DEPARTMENT OF TRANSPORTATION PRODUCTS
- UDOT review and coordination of plans and programs developed by Mountainland.
- UDOT monitoring of the Consolidated Planning Grant expenditures by Mountainland.
- Assistance to Mountainland in developing the annual Unified Planning Work Program.
- Participate in special studies
- Participate and support MPO’s Regional Planning, Congestion Management Process, Technical Advisory Committees, and Public Outreach Meetings
- ITS coordination/deployment
- SIP development (Attainment SIPs (PM2.5 and Ozone) thru the Interagency SIP Development Work Committees
- HPMS and VMT yearly updates
- Recommendations of pedestrian and traffic safety issues to be included in the planning process

UTAH TRANSIT AUTHORITY PROGRAM MANAGEMENT PRODUCTS
- Transit Section of this Unified Planning Work Program
- Financial Strategies in the Transit Development Program (TDP)
- UTA TIP/STIP for Utah County
- Evaluation of Strategies for the Timpanogos Business Unit Plan
- Coordinate the Regional Long Range Plan transit visions with MPOs, UDOT and transportation partners
- Special Planning Studies including: the North Utah County Study and Orem State Street Master Plan
- National Transit Database (NTD)
- Equity Studies and Economic Forecasts
- Reliability and Ridership Reports
- Modeling
• On Board Passenger Surveys as needed
• Interlocal Agreements
• Federal and State Requirements
• Federal Grant Submissions
• State and Federal Audits
• Emergency Preparedness and Safety Program
• ADA Compliance
• Title VI Compliance Evaluations of Service and Fare Changes
• Completion of an FTA Title VI Report
• TDM (Rideshare) Reports
• Public Information and Open Houses
• Technical Meetings
• Mobility Management Meetings

SECTION B  ❖  PLANNING ACTIVITIES

$1,091,100 OF THE MPO’S TOTAL STAFF FUNDS

This section includes both long and short range transportation planning projects and studies, public participation, transportation management, transit planning, transportation and land use, bicycle and pedestrian facilities planning, technical engineering assistance, safety and environmental planning, community and environmental impact analysis, and interaction with the community’s technical and planning staffs.

REGIONAL TRANSPORTATION DOCUMENTATION AND WEB PRESENCE OF THE UPDATE

18% OF PLANNING ACTIVITIES FUNDS

• Wasatch Front Central Corridor Study

PUBLIC PARTICIPATION PRODUCTS

13% OF PLANNING ACTIVITIES FUNDS

• Work to make Web site more user-friendly for the public:
  ▪ Develop a user friendly informational web page and survey for the RTP
  ▪ Provide planning documents in Spanish when requested
  ▪ Develop a complaint process to assist in addressing any Title VI/ nondiscrimination related complaints that may be received. This process will be amended into the public participation plan and posted on the web page.
• Organize the Transportation and Community Planning Open Houses
• Produce, mailing lists, surveys and committee meeting minutes
• Partner with other transportation agencies for open houses
• Publish TransPlan40 in English and Spanish
• Publish Special Study Brochures
• Publish Meetings/Open Houses information on the Utah State Public Notice Website

TRANSPORTATION MANAGEMENT SYSTEMS PRODUCTS

12% OF PLANNING ACTIVITIES FUNDS

• Work cooperatively with UDOT to define one Congestion Management Process which addresses all capacity increasing projects identified in the Regional Transportation Plan.
- Identify and monitor most congested corridors
- Continue integration of the CMP with TIP selection process
- Participate in the Regional ITS sub-committee

**Transit Planning Products**  
**15% of Planning Activities Funds**

- Develop Regional Transit Plan
- Continue Transit programming for the TIP
- Continue to work with UTA on the design and implementation toward construction of BRT for the Provo and Orem area
- Further develop Intermodal Center projects in Provo and Orem
- Continue Mobility Management process and the Utah County Regional Coordinating Council
- Work with the Utah County Coordination Council and mobility manager to establish a one-call center to coordinate services
- Begin the South Utah County Transit Study
- Participate with UTA on transit finance issues and future project development

**Linking Transportation and Land Use Products**  
**11% of Planning Activities Funds**

- Help communities identify how transportation decisions affect land use, growth patterns, and related community impacts on both regional and local scales.
- Explain how land use patterns affect peoples’ travel patterns and the overall performance of the transportation system.
- Inform elected and appointed officials as well as the public of the various transportation planning processes (including statewide planning, metropolitan planning, corridor planning/alternatives analysis, the NEPA process, subarea planning, and project development) and how land use considerations can be integrated into these processes.
- Assist in local comprehensive planning and land use regulatory activities, and describe how the process and outcomes of these activities can support local and regional transportation objectives.
- Describe methods that are available for implementing coordinated transportation and land use strategies.
- Identify and assist with analytical tools that are available for measuring and forecasting the impacts of transportation and land use decisions.

**Bicycle and Pedestrian Planning Products**  
**15% of Planning Activities Funds**

- Distribute the 2015-2016 Utah Valley Bicycle Guide
- Manage City Bicycle Pedestrian Plan updates
- Facilitate the development of bicycle pedestrian facilities with UDOT on State Routes

**Corridor Preservation Assistance**  
**3% of Planning Activities Funds**

- Update Application Procedures to reflect changes to state law and adopted practices by the MPO
- Create agreement with UDOT on State Routes that require Local Corridor Preservation funds so that State Projects can repay the local fund.

**Technical Assistance Products**  
**15% of Planning Activities Funds**

- Continue to support and use of various tools being developed by UDOT (UPLAN) to
leverage information management and enhance the transportation planning process in the state of Utah

- Provide assistance and information with regional data sets
- Provide self-certification training to the elected officials to better understand the requirements of the legislation to which they are certifying adherence
- Include appropriate credit references and disclaimer statements on all future products and reports that are completed with SFR and PL funding
- Develop presentations for specific cities, special interest group, and industry
- Develop travel time reports
- Continue staff support and management of transportation studies
- Develop Employment data
- Continue to create and distribute demographic information to elected officials technical staff and public
- Continue development of Web Mapping Applications

### SECTION B - MPO Planning Activities

<table>
<thead>
<tr>
<th>Planning Activity</th>
<th>Approximate %</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Transportation Documentation</td>
<td>18%</td>
<td>$196,398</td>
</tr>
<tr>
<td>Public Participation</td>
<td>13%</td>
<td>$141,843</td>
</tr>
<tr>
<td>Transportation Management</td>
<td>12%</td>
<td>$130,932</td>
</tr>
<tr>
<td>Transit Planning</td>
<td>15%</td>
<td>$163,665</td>
</tr>
<tr>
<td>Linking Transportation &amp; Land Use</td>
<td>11%</td>
<td>$120,021</td>
</tr>
<tr>
<td>Bicycle &amp; Pedestrian Planning</td>
<td>13%</td>
<td>$141,843</td>
</tr>
<tr>
<td>Corridor Preservation Assistance</td>
<td>3%</td>
<td>$32,733</td>
</tr>
<tr>
<td>Technical Assistance</td>
<td>15%</td>
<td>$163,665</td>
</tr>
<tr>
<td><strong>Planning Activities Total</strong></td>
<td><strong>$1,091,100</strong></td>
<td></td>
</tr>
</tbody>
</table>

### SECTION C  ❖  AIR QUALITY

$172,014 of the MPO’s Total Staff Funds

MPO staff prepares MTP and TIP conformity determination reports, assists with the preparation of State Implementation Plans (SIP) for air quality, and air quality analysis activities.

#### Air Quality Products

- Work with the Interagency Consultation Team to explore viable strategies to address the PM2.5 and PM10 concerns in Utah County and throughout the state and focus funding on the most cost effectively address that non-attainment issue
- Development of transportation control measures and projected air quality impacts
- Modeled travel speeds and VMT
- Conformity determinations for the transportation plan and TIP
- Technical support to other agencies and consultants
- SIP preparation and mobile source data
- Support to the Mobile Source Forum and Dust Forum
- Support to the AMPO (Association of MPOs) Air Quality Technical Sub-Committee
- Participate in the FHWA and EPA AQ & Transportation summit group.
- Testing and Implementation of Mobile models
- Annual CM/AQ air quality impacts report
SECTION D  ❖ MODELING & FORECASTING

$108,471 OF THE MPO’S TOTAL STAFF FUNDS

Travel demand modeling coordinates the development of socio-economic forecasts for modeling needs, and other transportation/land use related travel demand modeling.

MODELING & FORECASTING PRODUCTS
- Databases for model inputs including socio-economic data and highway and transit networks
- Model setup and forecasted travel demand volumes
- Travel time monitoring data
- Evacuation Strategy for Emergencies and Disasters

SECTION E  ❖ FINANCIAL PLANNING

$104,773 OF THE MPO’S TOTAL STAFF FUNDS

This section includes the programming of funds for transportation projects and improvements, the Work Program, Metropolitan Transportation Plan, and Transportation Improvement Program.

FINANCIAL PLANNING PRODUCTS
- Coordination with UDOT and UTA for their individual activities and studies for the Work Program
- Completion and adoption of Work Program by the Regional Planning Committee
- Address financial status and equity Transportation Improvement Program
- Updated project cost estimates, status and project descriptions
- Track TIP projects for yearly report
- Assemble and track the annual list of projects document. This document will reflect the status of all of the projects programmed in year one of the previous STIP and distributed to all local jurisdictions and make available on the MAG website by March 1st each year
- Work with UDOT to provide appropriate access to UTA and MAG to ePM so that they can input their TIP information which would provide a tool for better communication.
- Evaluate the benefits of updating the TIP on the same frequency as the rest of the state
- Enhance the UPWP to describe more fully the discrete planning activities and show levels of efforts and dedicated budgets for each

SECTION F  ❖ New MPO STUDIES AND CONTRACTS

Section F covers all new transportation studies and contracts in the MPO billed through the CPG. Jurisdictions and agency(s) requesting a study provide the local cash match for federal funds. As of 30 April 2015,

- Travel Demand Modeling $57,218
- South County Transit Study $250,000
- Joint Planning Studies - UDOT, UTA and WFRC $50,000
- Bike/Ped Technical Assistance Program $25,000
- Public Participation $9,925 $392,143

For study details see New MPO Studies and Contracts - Section F in the Work Program.

**SECTION G  ❖  ROLLOVER STUDIES AND CONTRACTS**

This section contains studies and contracts started in previous years and will continue in 2015-2016. Local match for the following studies/contracts was been received when started.

The amount of funding shown for each study or contract is the approximate amount that is available as of July 16, 2015*.

<table>
<thead>
<tr>
<th>Rollover Studies &amp; Contracts</th>
<th>Available Funds as of July 16, 2015*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Demand Model$</td>
<td>$24,450</td>
</tr>
<tr>
<td>Saratoga Springs Bike/Ped</td>
<td>79,768</td>
</tr>
<tr>
<td>Air Quality</td>
<td>30,000</td>
</tr>
<tr>
<td>Eagle Mountain Bike/Ped</td>
<td>29,798</td>
</tr>
<tr>
<td>Public Participation</td>
<td>11,136</td>
</tr>
<tr>
<td>Joint Planning Studies with UDOT, UTA, WFRC</td>
<td>10,079</td>
</tr>
<tr>
<td>American Fork-Meadows Connection</td>
<td>70,000</td>
</tr>
<tr>
<td>I-15/Provo 820 North Interchange</td>
<td>300,000</td>
</tr>
<tr>
<td>South County Trail Plan</td>
<td>160,000</td>
</tr>
<tr>
<td>Bike/Ped Technical Assistance Program</td>
<td>6,747</td>
</tr>
<tr>
<td>2015-2016 Rollover Funds</td>
<td>$721,982</td>
</tr>
</tbody>
</table>

For more information on federal funds and local match see studies' detail, pages 42-43

* The amount of funding shown is the approximate amount that is available as of July 16, 2015

**SECTION H  ❖  PLANNING OPPORTUNITIES CONTINGENCY**

Staff will have the opportunity to participate in planning opportunities yet to be identified. Funding as of 1 July 2015 $31,076.
INTRODUCTION

UNIFIED PLANNING WORK PROGRAM

The annual Unified Planning Work Program (Work Program) describes the transportation planning work undertaken by Mountainland Metropolitan Planning Organization (MPO), Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) within the Mountainland MPO planning area from July 1, 2015 to June 30, 2016. The Work Program illustrates to member jurisdictions, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the public that planning resources are allocated following regional needs. This program describes the planned work, budget, and funding sources.

METROPOLITAN PLANNING ORGANIZATION

Mountainland Association of Governments (MAG) is the designated Metropolitan Planning Organization (MPO) for the Provo/Orem Urbanized Area, otherwise known as the Mountainland MPO. The MPO is the forum for cooperative transportation decision-making and is responsible, together with the state, Department of Transportation for conducting the continuing, cooperative, and comprehensive planning process, known as the 3-C planning process. The transportation planning activities performed by the MPO include highway/road, bicycle/pedestrian, transit planning, traffic modeling, air quality, public participation, the linking of transportation and land use, and other governmental coordination.

FUNDING

The MPO acts as a conduit for various federal funds for planning, programming and implementation. Funding sources directly available to the MPO for these activities include; Provo/Orem Urban Surface Transportation Program (STP) funds general transportation funding distributed to MPO based on the population of the Provo/Orem Urbanized Area which runs from North Eagle Mountain to Payson, MAG Small Urban STP funds (general transportation funding distributed to MPO based on the population of Santaquin and South Eagle Mountain). Transportation Alternatives Program (TAP) funds (funds for pedestrian, trails, bike, and other alternative forms of transportation distributed to MPO based on the latest population estimates of the MPO municipalities, Congestion Mitigation/Air Quality Program (CM/AQ and CM/AQ-FMz2) funds (projects that improve air quality. All four funding sources are available for projects to all members of the Mountainland MPO through an application process. Other federal funds the MPO receives and uses for planning related activities and transit planning work come from Planning (PL) and Federal Transit Planning (FTA 5305) funds. The MPO also receives some State Funds for Local Planning Assistance (LPA) and studies.

GEOGRAPHICAL LOCATION

The Mountainland MPO area encompasses all municipalities in Utah County and the contiguous unincorporated areas between municipalities. The MPO is bounded on the north by the Salt Lake/Utah County line. The MPO area is restricted by the Wasatch Mountains on the east. These mountains have such a steep western face; it is unlikely that any major development will occur higher than the foothills. The southern boundary of the MPO is the Utah/Juab County line. Finally, the western boundary reaches to the community boundaries of Cedar Fort, Fairfield, Eagle Mountain, and Saratoga Springs to the Utah/Juab County line. (See the Mountainland MPO Area Map)

INTERAGENCY COORDINATION

This Work Program is prepared in cooperation with the MPO planning staff, UDOT and UTA under the direction of the Mountainland Regional Planning Committee. This Work Program is submitted to FHWA, FTA, and Utah Division of Air Quality (UDAQ) for comment.

LOCAL AGENCIES WITH PRODUCT RESPONSIBILITIES

- Mountainland MPO
- Utah Department of Transportation
- Utah Transit Authority

FEDERAL AGENCIES WITH OVERSIGHT RESPONSIBILITIES

- Federal Highway Administration
- Federal Transit Administration
- US Environmental Protection Agency
INTRODUCTION

Mountainland Metropolitan Planning Area

Map Produced by Cory Ivers - Chief Cartographer
Map Production Date: April 2013
**WORK PROGRAM OUTLINES THE MPO PLANNING PROCESS**

The Work Program outlines the various transportation planning activities and products that comprise the MPO planning process. Other work items come to the forefront as conditions and needs change in the MPO area. The Work Program outlines the purpose of each of the planning activities and a description of the proposed work to be performed within the MPO for one year.

**PLANNING INTER-RELATIONSHIPS**

Mountainland Association of Governments is a comprehensive, regional planning agency with direct responsibilities in the following planning and service areas:

- **Regional Planning**
  - Transportation/Transit
  - Air Quality Conformity
  - Community Impacts
  - Geographic Information Systems
  - Travel Demand Modeling

- **Aging and Adult Services**
  - Aging Services
  - Social Services Block Grant
  - Retired and Senior Volunteer

- **Economic Development**
  - Economic Development District
  - Revolving Loan Fund

- **Community Development**
  - Community Development Block Grant
    - Utah County CDBG
    - Summit & Wasatch CDBG
  - Community Assistance
  - Rural Community Development
  - Affordable Housing
  - Pre-Disaster Mitigation Planning

**MPO ORGANIZATION AND MANAGEMENT**

Mountainland Association of Governments’ Executive Council is the governing board and final policy-making body of the Association. This body approves working budgets and staff policies. It is comprised of mayors, commissioners, and county council members of member jurisdictions within the Association’s boundaries of Summit, Utah, and Wasatch Counties.

The Mountainland Regional Planning Committee is the MPO board of directors. It was established to supervise all transportation planning and air quality matters for Utah County. The Regional Planning Committee reviews and approves the Work Program, the MPO’s Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), air quality policy, and all other urban transportation plans and programs for the Utah County metropolitan area. They also direct the regional planning staff functions. The MPO board is made up of an elected representative from each municipality in Utah County, Utah County Commissioners, Utah Department of Transportation Commissioner, Utah Transit Authority, and Utah Air Quality board member one member from the House and Senate. The Federal Highway Administration, Utah County Legislative Delegation, and Utah Motor Carriers Association are invited to participate at meetings as non-voting members. The public is also welcome.

The Mountainland MPO Technical Advisory Committee (MPO TAC) advises and makes recommendations to the Mountainland Regional Planning Committee on technical transportation and land use issues. This committee includes engineers, planners, and technicians who serve as staff to local, state, and federal government. Local governments may appoint members to fit their needs and members can attend when issues of interest are discussed. The MPO staff serves as liaison between the advisory and policy committees.

**PLANNING AGENCY COORDINATION**

This Work Program incorporates all planning work done by the Mountainland MPO and the other agencies, transportation stakeholders within the MPO boundary for transportation and air quality issues. This includes the Regional Planning Department of the Mountainland MPO, the planning section of UTA’s Capital Development Department and the planning section of UDOT’s Program Development Group, and UDOT Region 3. The financial charts and work items in the work program outline each agency’s responsibilities and the funding proposed to carry out these activities. The staffs of these agencies, including the MPO are multi-disciplinary in nature and include engineers, planners, statisticians, technical writers, and graphic illustrators. Staff organizational charts of each agency are on pages 51-53.
PROGRAM FUNDING CATEGORIES

- **SECTION A - Program Management:** Covers the general management and administrative activities.

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- **SECTION C - Air Quality:** Includes TIP and long range transportation plan conformity determinations, assists with the preparation of SIP’s, and air quality analysis activities.

- **SECTION D - Modeling & Forecasting:** Includes travel demand activities, forecasting of socio-economic data, and other transportation/land use related modeling.

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- **SECTION H - Planning Opportunities Contingency:** This category will allow the MPO to respond positive to planning opportunities when appropriate.

### Staff Funding Categories

![Staff Funding Categories Pie Chart]

- **Planning Activities**: 70%
- **Finance Planning**: 7%
- **Program Management**: 5%
- **Modeling & Forecasting**: 7%
- **Air Quality**: 11%
SECTION A

PROGRAM MANAGEMENT

$86,000 OF THE MPO’S TOTAL STAFF FUNDS

MOUNTAINLAND METROPOLITAN PLANNING ORGANIZATION

PURPOSE

The program gives a general overview of the planning work to be accomplished over the next year by describing the planned work, budget, and sources of funding. The MPO combines its annual planning funds from FHWA and FTA under the Consolidated Planning Grant administered by the Federal Highway Administration. This grant allows flexibility in funding and carrying projects and programs forward between fiscal years. The funds combined in the grant are administrated by UDOT who has the responsibility of managing and monitoring how the funds are used. New federal funds plus local matching funds for staff is $1,562,358. New federal funds with local match for New Studies & Contracts $592,143. Rollover funds from previous years of $721,982 local match paid and Planning Opportunities Contingency Carry Forward Funds with local match $31,076. This Work Program is valid from July 1, 2015 to June 30, 2016.

PLANNING EMPHASIS AREAS

With the renewed focus on transportation planning brought about by the Moving Ahead for Progress in the 21st Century (MAP-21), Transportation Secretary Foxx, the Federal Highway Administration (FHWA) and Federal Transit Administration’s (FTA) Offices of Planning jointly issued new Planning Emphasis Areas (PEAs) in April of 2014. PEAs are planning topical areas that USDOT wants to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs. The planning emphasis areas for Federal FY-2015 include:

MAP-21 IMPLEMENTATION

Transition to Performance Based Planning and Programming.

- The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes
- UDOT, UTA, CMPO, DMPO, WFRC, and MAG have developed joint goals and performance measures to facilitate continuing, comprehensive, and cooperative planning for the multi-modal transportation network in Utah. These include:

<table>
<thead>
<tr>
<th>KEY OBJECTIVES</th>
<th>KEY PERFORMANCE MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Reduce the number of fatal and serious injuries on the transportation system</td>
<td>Fatalities + Serious Injuries per capita</td>
</tr>
<tr>
<td>2. Invest in asset maintenance sufficient to eliminate financial losses due to lack of proper maintenance.</td>
<td>Money Saved Due to Proper Maintenance</td>
</tr>
<tr>
<td>3. Reduce emissions that adversely affect health, quality of life, and the economy</td>
<td>Key mobile source ozone and PM2.5 emissions</td>
</tr>
<tr>
<td>4. Increase the number of jobs and services that Utahns can reach within a certain travel time</td>
<td>Same as objective</td>
</tr>
<tr>
<td>5. Increase the share of trips using non-SOV modes</td>
<td>Commute Mode Split Percentages</td>
</tr>
<tr>
<td>6. Reduce the likelihood of driving long distances daily</td>
<td>Vehicle Miles Traveled per capita</td>
</tr>
</tbody>
</table>

MODELS OF REGIONAL PLANNING COOPERATION

Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.

- MAG will continue to coordinate with the UDOT, UTA, WFRC, Dixie and Cache...
MPO's to produce the 3rd edition of Utah's Unified Transportation Plan

- MAG will continue to partner with WFRC, UDOT and UTA in the continued development of our Joint Travel Demand and Land Use Models

MAG, UDOT, UTA and WFRC will jointly manage the Wasatch Front Central Corridor Study to understand how the I-15 Corridor from Ogden to Provo functions in the year 2050 and what set of policies and projects are needed to ensure its acceptable performance.

**Ladders of Opportunity**

Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

- Staff will continue to analyze the recently completed Fair Housing Equity Assessment and the Utah County Regional Analysis of Impediments to fair housing and understand if enhanced transit service can link concentrations of underserved populations to jobs and services

**Work Program Management**

Program Management functions are outlined in this section. They include: preparation of the annual Work Program, budget, quarterly progress reports, and joint annual certification of the MPO planning process.

The office space square footage occupied by the Regional Planning staff in the Mountainland AOG building is eligible for use as in-kind match for federal funds appropriate for this MPO staff cost. The annual cost per square footage is calculated and claimed to reduce the amount of municipal funds needed to match federal funds.

After the Regional Planning Committee adopts the Work Program, the financial portion of the program is incorporated into the annual MAG budget for approval by Mountainland's Executive Council.

**MPO Regional Planning Committee (RPC) and Technical Advisory Committee (TAC) Support:** Staff provides organizational and logistical support to the RPC and TAC at the direction of the Mountainland Regional Planning Committee. Meetings announcements and agendas are distributed approximately 5-7 days prior to the meetings. Agendas are posted in the Mountainland office, Mountainland website, and the Utah Public Notice website. All meetings are open to the public.

- Mountainland MPO Regional Planning Committee: meets the first Thursday of the month.
- Mountainland MPO Technical Advisory Committee: meets approximately 10 days prior to Regional Planning meeting.
- Utah Valley Trails Committee: meets the third Thursday of the month.
- Joint Planning Advisory Committee (JPAC): meets the first Thursday of the month.
- MPO Finance Committee: meets monthly when needed.

**Staff Training:** Staff attends training, workshops, participates in regional and national forums, and conferences sponsored by various agencies. Generally, each year, one out-of-area trip and one in area training is planned for each MPO staff member. Trips are subject to budget constraints.

**MPO Agreements and Contracts:** Contracts are updated, if needed, annually between UTA and UDOT. A Consultation Procedures MOA was signed with UDAQ in 2000 and is reviewed yearly. Local cash match agreements are negotiated prior to any study/contract starting.

Additional Agreements:

- Resolution - Urban Transportation Planning Process Certification
- UDOT and UTA Memorandum of Understanding
- Certifications and Assurances for Federal Transit Administration Assistance Programs
- Consolidated Planning Grant Contract (In effect since 2003)

**Direct Cost:** Direct cost allocates the costs required to support staff activities in the Work Program. Direct costs are divided among the various work categories and funding sources. Direct costs include:

- Staff Salaries
- Fringe Benefits
- Travel: travel expenses both inside and outside the region; conference registration and other fees associated with attendance at approved functions

- Office Expenses: supplies; subscriptions; repair and maintenance of equipment, and copy costs by outside services.

- Copy/Printing Costs: in house reproductions of documents and handouts for meetings

- Communications: telephones; mobile phones and related programs, postage; supplies and maintenance for postage meter

- Space Cost: utilities; maintenance; janitorial costs; any needed rental/repairs; and common business park fees

- Equipment / Office Furniture: upgrade of office equipment and furniture, bike counters

- Other: legal fees to include advice on contracts, personnel matters; any possible liability for the agency; liability insurance; membership/professional fees; meetings expenses, document/brochure printing, and advertising

- Data Processing: maintenance licenses/contracts; software; computer repairs, and aerial photography data

- Annual Mountainland AOG audit by outside firms

**Indirect Administration Cost:** this procedure allocates the costs of Administration (Executive Director, Accounting Department, and their secretarial services) across the Association’s various funding programs.

**Programmed & In Kind:** funds from other sources used as match to the CPG.

### MPO Program Management Products

- Development of the Unified Planning Work Program

- Attendance staff support at Executive Council, Mountainland MPO Regional Planning Committee, Mountainland MPO Finance Committee, Mountainland MPO Technical Advisory Committee, Utah Valley Active Transportation, and Advisory Committees

- Attendance at conferences, workshops, and seminars

- Development of the monthly financial reports

- Support of annual audit

- Development of contracts and agreements

- Development of the 2014-15 Work Program year-end report for FHWA, UDOT, FTA, UTA, and UDAQ, due October 1, 2015

### MAG Staff Funding Expenses

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff Salaries (12 FTEs)</td>
<td>$816,225</td>
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<tr>
<td>Fringe Benefits</td>
<td>$393,416</td>
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<td>Travel</td>
<td>$50,606</td>
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<td>Office Expense</td>
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<td>Copy / Printing Costs</td>
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<td>Communications</td>
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<td>Space Costs</td>
<td>$11,835</td>
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<tr>
<td>Equipment / Office Furniture</td>
<td>$16,100</td>
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<tr>
<td>Other</td>
<td>$16,325</td>
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<tr>
<td>Data Processing</td>
<td>$27,752</td>
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<tr>
<td>Audit</td>
<td>$7,346</td>
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<tr>
<td>Indirect Costs - Administration &amp; Accounting</td>
<td>$151,002</td>
</tr>
<tr>
<td>Programmed &amp; In Kind</td>
<td>$52,162</td>
</tr>
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**Sub-Total** $1,562,358

**New Studies** $392,143

**Rollover Studies** $753,058

**Grand Total** $2,707,559

**Utah Department of Transportation**

**Background and Objectives**

UDOT receives federal from the Highway Trust Fund (federal gas tax PL, STP, CMAQ, TAP, FTA), which are then passed through to Mountainland MPO as well as the other three MPO’s in the state. Administration of these funds carries with it the responsibility of reviewing and monitoring their use. UDOT, through a
Stewardship Agreement with the Federal Highway Administration and the Federal Transit Administration, has responsibility for oversight, monitoring progress, and ensuring compliance with federal regulations. UDOT staff supports the technical and policy processes of the Mountainland MPO and assists in developing this annual Unified Planning Work Program. UDOT assists Mountainland MPO with required contracts and agreements and manages the UDOT Planning Section staff. UDOT will coordinate this financial management process with the Mountainland MPO, FHWA, FTA, UDAQ, and UTA.

WORK STATEMENT
UDOT will continue to assist the Mountainland MPO by jointly developing work programs, coordinating and reviewing plans and programs for compliance with federal regulations, monitoring expenditures of federal money, and participating in the technical and policy processes. UDOT Planning Section work will also be managed under this work item.

UDOT PLANNING STAFF SUPPORT TO UDOT REGIONS AND LOCAL AREA MPOs
UDOT’s Planning Department supports the MPO’s in implementing their Unified Planning Work Program. The Planning Departments overall manpower goal is to dedicate 5% human resources time to direct MPO Coordination.

Other focus areas of human resources budgets servicing MPO needs includes: Long Range Planning, Traffic Modeling, Air Quality Conformity, and Corridor Planning.

MPO Coordination
Assist the MPO in developing annual Work Program, oversight of metropolitan planning program administration, including financial tracking. Participate and support the MPO’s Regional Planning, Congestion Management Process, Technical Advisory Committees, and public outreach meetings, as needed. UDOT Planning will consult with the Mountainland MPO staff to support efforts to address FTA / FHWA Planning Emphasis Areas and will also focus on the following:

- **MPO Coordination**: UDOT’s staff attend congestion management systems meetings, technical advisory committees, policy committee meetings, and public outreach meetings as needed.

- **Air Quality**: UDOT Supports interagency coordination between UDAQ and EPA. MPOs for SIP development. Coordinate air quality conformity determinations reviews on Metropolitan Transportation Plan and Transportation Improvement Program. Coordinate annual CM/AQ reports to FHWA.

- **System Administration**: UDOT orchestrates coordinated reviews of Functional Classification of Area Highways and to publish/maintain Statewide Functional Classification Map.

- **Modeling**: UDOT Staff support, coordinate, and offer training for travel demand modeling and traffic simulation modeling. Coordinate efforts to collect traffic counting data.

UDOT PROGRAM MANAGEMENT PRODUCTS
- UDOT review and coordination of plans and programs developed by Mountainland.
- UDOT monitoring of the Consolidated Planning Grant expenditures by Mountainland.
- Assistance to Mountainland in developing the annual Unified Planning Work Program.
- Participate in special studies
- ITS coordination/deployment
- SIP development (Attainment SIPs (PM2.5 and Ozone) thru the Interagency SIP Development Work Committees
- HPMS and VMT yearly updates
- Recommendations of pedestrian and traffic safety issues to be included in the planning process

Utah Transit Authority

OBJECTIVES
Utah Transit Authority’s overall objective within the next year (July 1, 2015 to June 30, 2016) is to provide transit services that are convenient, cost effective, and provide mobility options for a growing diverse population in Utah County. The transit services, a good alternative to the single occupant vehicle, will reduce congestion and
improve air quality. According to the American Public Transit Association, transit use rose by 200 million rides during the current sluggish economy and is the second highest ridership total since 1957.

The main service planning work in the upcoming year is the Bus-Rail interface work with FrontRunner Commuter Rail South. The feeder bus system and Utah County transit service will be fine-tuned throughout the next two years. Strategic planning of transit investments and cooperating with other transportation entities are keys to economic well-being, and a cleaner, less congested environment for the Wasatch Front area. Mountainland Association of Governments (MAG) and the Utah Department of Transportation (UDOT), Utah County, its municipalities and other stakeholders participate with UTA in attaining livability and sustainability goals.

The Timpanogos Business Unit Strategic Plan serves as the guide for operating and marketing the Utah Transit Authority in Utah County. This Plan identifies the need for increased transit service in the next five years. It also details solutions for meeting those needs, including the implementation of commuter rail and feeder buses to serve the rail system, and improvements to the bus system for a regional network of transit services. The Regional Long Range Plan identifies transit solutions beyond the five years of the Business Unit Strategic Plan.

The State of Utah has a 2014 population of 2,900,871 with 551,891 persons residing in Utah County. Utah County’s increase in population was 40.2% from the 2000 to the 2010 Census, making it one of the fastest growing counties in Utah.

By 2040, nearly 1.1 million people are projected to live in Utah Valley, nearly doubling the population over the next 20 years. Much of this new growth will take place in areas not currently served by UTA. Increased traffic and the resulting air pollution, traffic congestion, time lost due to congestion, along with the cost and consumption of fuel will continue to be major issues as population continues to increase. All transportation systems will need to work together to serve the needs of the increasing population.

**UTA’s commitment includes strategic planning to:**

- Evaluate and provide quality transit services within available resources

- Coordinate planning of all transit modes for interconnectivity and regional service

- Participate with planning partners to address population growth throughout Utah County

- Identify resources necessary to refine and implement the Timpanogos Business Unit Strategic Plan

- Apply new technologies to improve the value and operational efficiencies of the service

- Analyze bus and rail services to ensure efficiency and cost effectiveness

- Evaluate the effectiveness and cost of service for disadvantaged populations including people with disabilities, senior citizens, minorities, and low income

- Assist in the development of a Human Services Transportation Coordinated Plan

- Evaluate the effectiveness of route deviation service.

**Utah Transit Authority Program Management Products**

- Transit Section of this Unified Planning Work Program

- Financial Strategies in the Transit Development Program (TDP)

- UTA TIP/STIP for Utah County

- Evaluation of Strategies for the Timpanogos Business Unit Plan

- Coordinate the Regional Long Range Plan transit visions with MPOs, UDOT and transportation partners

- Special Planning Studies including: the North Utah County Study and Orem State Street Master Plan

- National Transit Database (NTD)

- Equity Studies and Economic Forecasts

- Reliability and Ridership Reports

- Modeling

- On Board Passenger Surveys as needed

- Interlocal Agreements

- Federal and State Requirements

- Federal Grant Submissions

- State and Federal Audits
• Emergency Preparedness and Safety Program
• ADA Compliance
• Title VI Compliance Evaluations of Service and Fare Changes
• Completion of an FTA Title VI Report
• TDM (Rideshare) Reports
• Public Information and Open Houses
• Technical Meetings
• Mobility Management Meetings
SECTION B
PLANNING ACTIVITIES

PURPOSE
This section includes both long and short range transportation planning activities, projects, studies, public participation, transportation management, transit planning, transportation and land use analysis, bicycle and pedestrian facilities planning, technical engineering assistance, safety and security, environmental planning, community and environmental impact analysis, and interaction with the community’s technical and planning staffs.

Staff monitors the progress of all projects/studies and participates on all study related committees.

REGIONAL TRANSPORTATION DOCUMENTATION AND WEB PRESENCE OF THE UPDATE
18% OF PLANNING ACTIVITIES

WORK STATEMENT
Coordination with Wasatch Front Regional Council UTA and UDOT will continue with weekly coordination meetings on the development of the 2015 - 2040 Utah’s Unified Transportation Plan including:

- Design and development of the 3rd edition of Utah’s Unified Transportation Plan Printed brochure and Web Presence as well as the MAG Regional Transportation Plan.

WASATCH FRONT CENTRAL CORRIDOR STUDY
Manage with WFRC, UTA and UDOT to a set of consultants working on the Wasatch Front Central Corridor Study. This multi-modal planning study will address mobility needs along and parallel to the I-15 corridor on the Wasatch Front from Provo to Ogden. This Plan will establish goals, objectives, and performance metrics for the corridor; update and enhance existing models to understand travel markets and demand; create short-term solutions that incorporate a range of mobility improvements for a 2020 horizon year; develop long-term investment packages to meet the established goals and metrics by a 2050 horizon year.

PUBLIC PARTICIPATION
13% OF PLANNING ACTIVITIES

PURPOSE
Mountainland MPO recognizes its responsibility and opportunity to inform and solicit the public and other agencies of its programs and plans by incorporating public input into all planning activities. Citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties can and do comment on proposed plans in the early stages of development and throughout the completion of the plans. Draft and final copies of plans are available at the Mountainland office and web site.

Participation from government, business, special interest groups, minority organizations, and citizens is actively sought when selecting and planning transportation projects and setting objectives. MPO staff routinely briefs elected officials, Chambers of Commerce, schools and university classes, and business organizations.

WORK STATEMENT
MPO staff follows the Mountainland MPO Public Participation Plan in all planning processes. During the year the staff and member agencies identify methods and procedures to ensure that the regional transportation planning process and the transportation improvement program comply with Title VI of the Civil Rights Act of 1964.

Many members of the Mountainland staff speak a foreign language, such as: Spanish, French, Latvian, Russian, Mandarin Chinese, Fijian, Hindi, Greek, German, and we contract with InterWest Interpreting for American Sign Language.

MPO staff informally evaluates the Public Participation Program to examine what has been done to date, how successful it has been, and what needs to be improved.
MPO staff uses the latest Census and other data to identify residential, employment, and transportation patterns of low-income, elderly, disabled, and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. The staff strives to improve its public participation process by eliminating participation barriers, and engaging target populations.

Every year the MPO sponsors Transportation and Community Planning Open House(s) with UTA, UDOT, and the municipalities within the MPO. An open house allows the public to voice their opinions through written comments, one-on-one exchanges, and group discussions. These exchanges detect the changes the public would like to see in the coming years and incorporates their comments into proposed plans and reports. All interested citizens, local elected officials, identified minority groups, public agencies, private transportation providers, and segments of the community affected by transportation plans, programs and projects are invited.

MPO sponsored studies require extensive public participate from start to finish. All stakeholders are invited to attend workshops, focus groups, open houses, and meetings. An easily to read visual brochure of the final report is also required.

All committee meetings are open to the public.

**Public Participation Opportunities**

- Mountainland Regional Planning Committee
- Mountainland Technical Advisory Committee
- Utah Valley Bicycle and Pedestrian Committee
- Joint Policy Advisory Committee
- Staff participates with local, private and community organizations to discuss transportation issues
- Staff participates in modeling and GIS coordination committees
- Other project specific technical committees, public committees, and focus groups as needed
- The regional long range transportation plan is update every four years and is available for comment throughout the year and 30-days prior to adoption.
- The Transportation Improvement Program and other plans are made available for a 30-day public comment period prior to adoption.
- Transportation and Community Planning Open Houses are held annually with UTA, UDOT, and municipalities within the MPO are invited to participate. The Regional Transportation Plan Brochure is available for attendees.

**Mountainland MPO Public Participation Products**

- Work to make Web site more user friendly for the public:
  - Develop a user friendly informational web page and survey for the RTP
  - Provide planning documents in Spanish when requested
  - Develop a complaint process to assist in addressing any Title VI/nondiscrimination related complaints that may be received.
- Organize the Transportation and Community Planning Open Houses
- Produce press releases, media contacts, newsletter, mailing lists, surveys and committee meeting minutes
- Partner with other transportation agencies for open houses
- Publish TransPlan40 in English and Spanish
- Special Study Brochures
- Publish Meetings/Open Houses information on the Utah State Website

**UDOT Public Participation Products**

- Attend transportation public open houses
- Attend public involvement functions as needed

**UTA Public Participation Process**

UTA's public relations and marketing department is committed to providing an open, transparent and productive public involvement process. Each year, UTA and its Timpanogos Business Unit are represented at numerous public hearings and meetings, including the annual MAG transportation open houses.

Public hearings are conducted in conjunction with proposed major service changes and proposed fare adjustments. Before the annual
A program of projects grant application is submitted, an opportunity is given for public input into projects through the Transportation Improvement Program, Statewide Transportation Improvement Program process and UTA’s public hearing process. The public hearing notices are published in newspapers of local circulation. Electronic notification of service change and fare change hearings is sent to those who have expressed interest. Notices are also placed on the Utah public notice website and the UTA website and promoted through UTA’s social media channels.

The UTA has launched several new online tools to provide more information and convenience for its riders. The new tools include a new and improved mobile trip planning application, a revamped website, an online newsroom and social media hub, an app center, and a carpool matching database. UTA’s mobile trip planner application can be accessed via any web-enabled smart phone or mobile device by pointing the device’s web browser to www.uta2go.com. The new application includes route schedules, maps, a trip planner and bus stop information. UTA’s website, www.rideuta.com, now features an improved trip planner, simplified navigation and greater emphasis on rider information. UTA also interacts with and provides service updates to riders through social media sites including Facebook, Twitter, Instagram, and YouTube. Additionally, UTA has an online newsroom and social media hub that can be accessed at www.rideuta.com/news.

In addition to providing public transportation services, UTA promotes carpooling and other alternative commuting methods through its Rideshare program. The Rideshare website (www.utarideshare.com) features an online tool that makes carpooling easier. By clicking on “join a carpool” and completing a short registration form, individuals can match their travel patterns with others to find potential carpool partners. The site also features information on vanpooling, discount transit pass programs, biking and the CarShare program. Bicycle lockers are located at all Utah County FrontRunner Stations, and CarShare is available at the Lehi, Orem and Provo FrontRunner stations.

UTA’s website can also be used to give public input and access other information about the organization. The site showcases current and future transit studies as well as capital projects. Notices of proposed major service or fare changes are posted on affected bus routes, published in local newspapers, published in newspapers that serve minority and traditionally under-represented populations, by direct and electronic mailings as well as being placed on the UTA and Utah public notice website. Additionally, the UTA website now features an online civic engagement forum called Open UTA. Open UTA provides visitors opportunities to interact with UTA representatives as well as provide feedback and comments on a variety of UTA topics.

**UTA Public Participation Resources**

- UTA has three “change days” per year. Proposed changes to routes that affect 33 percent or more of a route are advertised for public hearings. Minor changes to routes are publicized by other methods including social media and fliers in vehicles.
- All major capital projects and transit studies hold open houses, hearings or community meetings. Notices for environmental work on major capital projects are published in local newspapers. Environmental documents are available for public review.
- The public is given opportunities to comment on projects of significant regional impact, program of projects, service and fare changes.
- UTA participates annually in MAG’s transportation open houses.
- UTA’s website, www.rideuta.com, provides an excellent source of public information about UTA and its projects. Public comments can be received through the website, via email or via phone. When appropriate, public hearing press releases and newsletters are distributed to local and regional news outlets.
- UTA’s online civic engagement forum, Open UTA, offers residents an opportunity to comment on a variety of UTA-related topics without having to attend an in-person meeting.
- Public meetings, hearings and open houses are published on the Utah public notice website and UTA’s website and are promoted through UTA’s social media channels and the local news media.
TRANSPORTATION MANAGEMENT SYSTEMS

12% OF PLANNING ACTIVITIES

PURPOSE
A Transportation Management System (TMS) includes actions to improve traffic flow, reduce air pollution, and traffic congestion.

WORK STATEMENT

CONGESTION MANAGEMENT PROCESS: An effective Congestion Management Process (CMP) can improve the operational efficiency and physical lifespan of the regional transportation system. To facilitate this, MAG has integrated the Transportation Improvement Program (TIP) selection process with the goals and strategies of the CMP. TIP project selection is driven by the overall strategy of maximizing the efficiency of the existing transportation infrastructure.

MAG staff identifies existing and future congested areas using data derived from the regional travel model combined with a GIS database, micro simulation modeling, and input from local officials via the Technical Advisory Committee (TAC). The Technical Advisory Committee selects performance measures and evaluation criteria to identify the most congested corridors within the MPO boundaries.

Combining the above information and guidance, staff works closely with the TAC to understand the root causes of congestion at specific locations, and identifies CMP strategies appropriate to alleviating congestion. The committee is instrumental in setting priorities and recommending the use of funds for new projects to reduce travel-time delays, improve air quality, and conserve energy. The information is then used to develop a list of TIP projects for consideration by the Regional Planning Committee.

Corridors where congestion management strategies have been implemented will be monitored to measure the effectiveness of the strategy.

INTELLIGENT TRANSPORTATION SYSTEM (ITS): Mountainland in concert with state and local entities has developed a regional ITS plan for the Mountainland MPO. Mountainland continues to aid ITS implementation in the MPO. The MPO will continue to provide guidance in ITS development as it pertains to the regional transportation system and its implementation.

MOUNTAINLAND MPO TRANSPORTATION MANAGEMENT SYSTEMS PRODUCTS

- Work cooperatively with UDOT to define one Congestion Management Process which addresses all capacity increasing projects identified in the Regional Transportation Plan.
- Identify and monitor most congested corridors
- Continue integration of the CMP with TIP selection process
- Participate in the Regional ITS subcommittee

UDOT TRANSPORTATION MANAGEMENT SYSTEMS PRODUCTS

- Attend Congestion Management and Intelligent Transportation Committee meetings as needed

Transportation Management Systems

UTA TRANSPORTATION MANAGEMENT SYSTEM PRODUCTS

- Participate in Technical Committee meetings
- Participate in the Regional Planning Committee
- Partner in the development of scenarios for the Regional Transportation Plan
- Become an active participant in plans to improve Air Quality and other environment concerns
- Partner to develop sustainability in services and assets
- Participate in Regional Growth Committee: “Your Utah Your Future” Initiative
- Visioning with stakeholders, community partners, and MAG for transportation improvements in Utah County

TRANSIT PLANNING

15% OF PLANNING ACTIVITIES

PURPOSE
Utah Transit Authority is the transit provider for all of the municipalities within the MPO. UTA operates regional commuter rail service, bus route
service, express bus service, paratransit service, travel demand management Rideshare, and vanpool program for the area.

**WORK STATEMENT**

MPO staff works in partnership with UTA in preparing, assessing the effectiveness of, and updating transit plans for current and future service improvements. Transit capital projects and the various studies they require, are programmed and performed to pursue their implementation into the Utah Valley Transit System. Coordination with UTA’s Rideshare and vanpool programs are ongoing in order to promote and maximize the benefit of these programs and the transportation funds in the urbanized area. MPO staff works to promote effective transit solutions and explore land use options even in the form of encouraging Transit Oriented Development (TOD) in order to maximize the community’s investment in its transit infrastructure.

**Transit Planning:** MPO staff works with UTA to develop long and short-range transit plans for the Mountainland MPO area, which involves reviewing and updating the Regional Transit Plan in cooperation with UTA’s Transit Development Plan. This involves completion of preliminary design and engineering work in preparation for construction of the Provo/Orem Bus Rapid Transit project. It will look at short and long-range transit solutions/alternatives through the South Utah County Transit Study, and funding, inter-modal center development, park and ride planning, integration with motorized and Active Transportation travel modes, integrates with other long range studies, recommends possible transit improvements, and looks at equity and system changes within the current transit system.

**Transit Projects and Environmental Studies:** MPO staff is working with the project teams and with UTA on the development of the proposed Provo and Orem Intermodal Centers and planning for potential TOD efforts in those vicinities.

Environmental clearance has been given for a Bus Rapid Transit (BRT) system proposed to serve the Provo and Orem area. The environmental approval was combined with a road element to both widen University Parkway east of 800 East and to clear an interchange at I-15 and 800 South in Orem. UTA has started preparing for final design and engineering, anticipating construction of the BRT. Funding of the project still needs to be finalized with Utah County and by FTA providing a funding grant agreement. Once funding is obtained, construction could begin during the late summer of 2015.

**Park and Ride Planning:** MPO staff coordinates with UTA, UDOT, and local government entities to review and update the MPO Park and Ride Plan. This effort involves reviewing current park-and-ride usage and needs, forecasting future park-and-ride demand for locating future lots, and coordinating park-and-ride facilities into the transportation system.

**Mobility Management Strategy Implementation and the Regional Coordinating Council:** The Mobility Management process is intended to develop various services and business plan to create high-priority coordination between entities that provide public transportation. This would involve entities that provide transportation for individuals with disabilities, older adults, and individuals with limited incomes, and lays out community strategies, involving all service providers, for meeting these needs and prioritizes services. A Regional Coordinating Council has been created that is attempting to work cooperatively and to create partnerships for better service to elderly, disabled, and low income populations. A project is being developed that would establish a one-call center for senior trip coordination initially then eventually expand to other groups.

**Mountainland MPO Transit Products**

- Develop Regional Transit Plan
- Continue Transit programming for the TIP
- Continue to work with UTA on the design and implementation toward construction of BRT for the Provo and Orem area
- Further develop Intermodal Center projects in Provo and Orem
- Continue Mobility Management process and the Utah County Regional Coordinating Council
- Work with the Utah County Coordination Council and mobility manager to establish a one-call center to coordinate services
- Begin the South Utah County Transit Study
- Participate with UTA on transit finance issues and future project development
**LINKING TRANSPORTATION AND LAND USE**

**11% OF PLANNING ACTIVITIES**

**PURPOSE**
Local governments across the Mountainland region recognize the importance of integrating land use and transportation planning at the community level. Some jurisdictions are working to promote more development closer to mass transit. Other communities are looking at ways to bring jobs, housing and shopping in closer proximity to reduce the need to drive. Still others want to revitalize existing communities to make them walkable and accessible for people without cars.

The projects vary across the region, but the challenges are often similar. How do planners engage with the public to improve planning decisions and avoid future objections? How can they address public concerns about increased traffic, affordable housing or changes in a community’s identity? What small improvements, such as streetscaping, sidewalks or lighting, can make a good project even better?

The Regional Planning Department’s programs have been designed to provide support to local jurisdictions as they work through these challenges, and to share success stories and proven tools with local governments and agencies across the region.

**WORK STATEMENT**
Transportation and Land Use is a work program item, which is consistent with Map 21 and SAFETEA-LU guidance. It is designed to develop a multi-modal transportation system that supports desired land uses and help shape land uses to support the transportation system. Staff will assist communities and decision-makers in understanding the relationships between transportation and land use: the processes through which transportation and land use issues can be jointly addressed; and implementation steps to ensure that transportation and land use systems are designed in a compatible, mutually supportive manner.

The program has two parts. The first part will provide a web-based clearing house of resources such as templates, documents, and links to assist in understanding the transportation and land use connection with a form based code template, Envision Tomorrow Plus analysis tool, Analysis of impediments to affordable housing in Utah County and a Implementing centers checklist. The second part is an opportunity to provide staff assistance to communities interested in making the connection. This assistance may include, but is not limited to; micro and macro transportation modeling, land use planning and ordinance development, community surveys, and visualization techniques. Any jurisdiction that is a member of the Mountainland MPO is eligible to receive staff assistance.

**MOUNTAINLAND MPO LINKING TRANSPORTATION AND LAND USE PRODUCTS**
- Help communities identify how transportation decisions affect land use, growth patterns, and related community impacts on both regional and local scales.
- Explain how land use patterns affect peoples’ travel patterns and the overall performance of the transportation system.
- Inform elected and appointed officials as well as the public of the various transportation planning processes (including statewide planning, metropolitan planning, corridor planning/alternatives analysis, the NEPA process, subarea planning, and project development) and how land use considerations can be integrated into these processes.
- Assist in local comprehensive planning and land use regulatory activities, and describe how the process and outcomes of these activities can support local and regional transportation objectives.
- Describe methods that are available for implementing coordinated transportation and land use strategies.
- Identify and assist with analytical tools that are available for measuring and forecasting the impacts of transportation and land use decisions.

**BICYCLE AND PEDESTRIAN PLANNING**

**13% OF PLANNING ACTIVITIES**

**PURPOSE**
Utah Valley has exhibited an increasing need and demand for bicycle and pedestrian friendly facilities. These include shared use paths, neighborhood pathways, bike lanes and other in- road improvements, sidewalks, road crossings, transit access, and pedestrian friendly zones.
There is a desire in the community to better identify and preserve this pedestrian and bicycle access through dedicated facilities, and mixed land use development. By encouraging the development of a valley-wide bike and trail pedestrian transportation system and through changes in land use patterns vehicle trips can be reduced and traffic congestion mitigated. This creates a substantial community resource by providing safe transportation alternatives, recreational opportunities, open space preservation and access, and improvements in environmental aesthetics. Such quality of life enhancements also have a positive effect on economic vitality.

**WORK STATEMENT**

Act as a technical and advisory resource to consultant firms hired by communities to design bicycle and pedestrian improvements. Act as project manager for the development of the environmental and engineering documentation necessary for construction bidding. Act as construction project manager. Act as a safety resource to communities in identifying and solving problematic high incident bicycle/pedestrian and motor vehicle crash locations, including safety training, warning devices, pedestrian crossing design, transit facility design, and traffic calming techniques. Coordinate efforts between all groups interested and involved in building a bicycle and pedestrian network within Utah Valley, including but not limited to local communities, county, state, and federal agencies, volunteer groups, and regional alliances. Provide assistance to local communities in identifying and securing outside funding sources for bicycle and pedestrian improvements, including grant research and grants writing.

**Mountains MPO Bicycle and Pedestrian Planning Products**

- Distribute the 2015-2016 Utah Valley Bicycle Guide
- Manage City Bicycle Pedestrian Plan updates
- Facilitate the development of bicycle pedestrian facilities with UDOT on State Routes

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**Corridor Preservation Assistance**

3% of Planning Activities

Act as right-of-way officer for all partners in the negotiation and acquisition of necessary property rights for planned facilities.

Serve on the UDOT Corridor Preservation Fund Advisory Committee.

Work with Utah County to establish policies and procedures for disbursement of Corridor Preservation Funds currently housed by the County.

**Mountains MPO Corridor Preservation Assistance Products**

- Update Application Procedures to reflect changes to state law and adopted practices by the MPO
- Create agreement with UDOT on State Routes that require Local Corridor Preservation funds so that State Projects can repay the local fund.

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**Technical Assistance**

15% of Planning Activities

**Purpose**

Provide technical assistance to state and local agencies as transportation plans, programs and projects are developed. Planning staff participates with transportation and corridor studies, air quality education and assistance, project teams, environmental study teams, and other planning studies. Information about future travel demand, projected population growth, demographic trends, and traffic expertise is provided to various government agencies as well as individuals, groups and businesses.

**Work Statement**

Products from various planning activities such as generalized land use plans, traffic forecasts, traffic counts, travel times, and project design data are required by federal, state, and local agencies.

Staff plays an active role in transportation studies, project teams, financial planning, mapping environmental studies, and other activities where planning assistance is needed. Activities that provide critical regional needs are...
given top priority. Additional assistance is provided as resources allow.

MPO staff continues to coordinate regional planning issues between communities. If the need arises, subcommittees of the Technical Advisory Committees will be appointed to meet on specific issues. A report of their conclusions and recommendations will be presented to the Technical Advisory Committee.

**Demographic and Socio-Economic Monitoring System:** Every two to three years the Governor's Office of Management and Budget (GOMB) generates population projections at the state and county level. The Mountainland MPO produces small area projections (city and traffic analysis zones) using the GOMB county number as a control number. The most recent projections from GOMB were released September 2012 and were based on Census 2010 Data.

Demographic information is used in the travel demand modeling effort. Data currently used for modeling was updated in 2008 and 2009 (current work is ongoing to update model data with the GOPB 2012 projections). The modeling results include current and projected Vehicle Miles Traveled (VMT) used in air quality analysis, congested roadways, and average daily trips on major roads. The RTP uses modeled data to determine needed capacity increases. The Congestion Management Process also makes use of this data.

**Geographic Information System:** Mountainland GIS continues to create and analyze data in all of the planning efforts. This includes preparing data received from other agencies and data generated in house. Special focus is given to 2010 Census data as we synthesize and develop data summaries to be used in our land use/transport modeling efforts. GIS serves as a principal tool in the MPO’s data development, storage and analysis activities. It is also invaluable when displaying and mapping plans and programs. The MPO continues to disseminate our GIS data via the internet for use by member agencies and the public.

**Climate Change:** Due to the USDOT’s stating that the prospect of global climate change has become a major policy issue during the last decade and that the transportation sector is currently responsible for approximately 28 percent of greenhouse gas emissions in the United States and is expected to be one of the fastest growing sources of greenhouse gas emissions in the foreseeable future, due to increased demand for motor gasoline, jet fuel, and diesel fuel. MAG Staff are working to address Climate change issues including an investment in Transit (Bus Rapid Transit, Commuter Rail and High Speed Bus), promoting efficient land use through the Wasatch Choice for 2040 and HOV/HOT lane expansion with I-15 projects.

**Mountainland MPO Technical Assistance Products**

- Continue to support and use of various tools being developed by UDOT (UPLAN) to leverage information management and enhance the transportation planning process in the state of Utah
- Provide assistance and information with regional data sets
- Provide self certification training to the elected officials to better understand the requirements of the legislation to which they are certifying adherence
- Include appropriate credit references and disclaimer statements on all future products and reports that are completed with SPR and PL funding
- Develop presentations for specific cities, special interest group, and industry
- Develop travel time reports
- Continue staff support and management of transportation studies
- Develop Employment data
- Continue to create and distribute demographic information to elected officials technical staff and public
- Continue development of Web Mapping Applications

**UTA Products Technical Assistance Products**

- Provide technical assistance to MAG, cities, county and other stakeholders on regional transit planning issues
- Work with MAG, FTA, UDOT, and FHWA to assure a cohesive federal and state planning process for major capital projects
- Coordinate development of a Utah County Park and Ride Master Plan
- Respond to audits and reviews
- Work to encourage transit-oriented development in land use plans
- Prepare technical documentation as required
- Prepare a UTA Fact Book of Transit Needs and Financial Assumptions
- Assist the local mobility council in preparing and updating the Human Services Transportation Coordinated Plan
- Provide modeling technical assistance as needed

### SECTION B - MPO PLANNING ACTIVITIES

<table>
<thead>
<tr>
<th>Activity</th>
<th>Approximate %</th>
<th>Funding</th>
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<tr>
<td>Regional Transportation Documentation</td>
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<tr>
<td>Public Participation</td>
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<td>Transportation Management</td>
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<td>Transit Planning</td>
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<tr>
<td>Bicycle &amp; Pedestrian Planning</td>
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<td>Planning Activities Total</td>
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**UDOT Planning in the MPO**

**Purpose**
UDOT recognizes that it is impossible to build our way out of future congestion problems. A shared solution consisting of various elements to an integrated transportation demand management system will be needed to address future needs. UDOT will coordinate with local MAG officials and UTA management to encourage the development of public policy to support strategies and program elements. UDOT will collaborate with MAG and UTA to develop a comprehensive plan to address these issues.

**Work Statement and Products**
- UDOT supports partnering with Local jurisdiction to address needs during project planning and design
- UDOT supports the expansion of public transit systems in Utah County including Light Rail extensions, Commuter Rail options, and Bus Rapid Transit, as funding is available.
- UDOT will Certification Review coordinate with MAG and UTA to study and assess these issues
- UDOT is leading the effort to reduce VMT through the Travelwise Program being implemented in the Wasatch Front area
- UDOT is addressing the pedestrian/bicycle issues by coordinating these programs with the MPOs
  Participate in the Federal Planning

**Mountainland Metropolitan Planning Organization**  Updated as of July 16, 2015  Page 27
UTA Planning in the MPO

Background and Overview of UTA in Utah County

The 2010 Census lists the state of Utah having a population of 2,763,885 with 79% of the State’s population residing in the 1,633 square mile Wasatch Front and served by UTA. Utah was the third largest growth area in the United States in the 10-year period between the 2000 Census and the 2010 Census. Utah County increased in population by 40.2% from the 2000 to the 2010 Census.

The total 2014 ridership on the UTA system for the Wasatch Front was 45,078,458. This is a 15.45% increase over the 2010 year-end total. The TRAX ridership in Salt Lake City was 45.72% higher in 2014 than in 2010 and Commuter Rail (FrontRunner) had a 199.22% increase in ridership between 2010 and 2014. The total bus, paratransit, and rideshare passengers reached more than 20.7 million in 2014. Annual ridership in Utah County reached 3,552,278 at year-end 2014. Approximately 15.74% of revenue miles are operated in Utah County. All services are wheelchair accessible and meet ADA requirements. In addition, UTA transports bicycles on all fixed route buses and trains.

In 1984, the voters in Provo and Orem approved a proposition to become part of UTA. In January 1985, service began in those two cities. Four years later, American Fork, Lehi, Lindon and Pleasant Grove joined the transit district. In 1990, Springville joined, and in 1992, Alpine, Cedar Hills and Highland joined the district. In 1995, after 10 years of service in Utah County, Spanish Fork, Mapleton, Salem, Payson and Sundance joined the transit district. Road improvements in Provo Canyon delayed the canyon service to Sundance until the 1996-1997 ski season. Saratoga Springs and Eagle Mountain joined the transit district in November 2008 and service began in spring 2009. In 2010 Santeequim also voted to annex into the transit district. The rest of the county was placed in the district by an act of the County Commissioners in 2010.

Today, Utah County residents have a variety of public transit services including local bus, paratransit service, vanpool and carpool programs, and commuter rail service to Provo. In future years, it is anticipated that the rail service will extend to Payson and Bus Rapid Transit (BRT) will be an available travel option.

Utah County’s operating facility is located at 1110 South Geneva Road, Orem. The Timpanogos Business Unit is staffed with administrative, operations and maintenance functions. Mountainland Association of Governments, cities and county can work directly with the Timpanogos Business Unit General Manager and planning staff when considering transit service in the Utah County area.

Another service that is increasingly popular is the TRAX light rail system, even though the TRAX line currently serves Draper to Salt Lake City. The TRAX light rail system extension to the City of Draper has added convenience for Utah County riders. This extension ends at Pioneer Road in Draper (12400 South). Utah County riders are able to meet the TRAX train at the Kimball Junction TRAX station (I1500 South) by bus and then use TRAX to travel into Salt Lake County.

Additionally, FrontRunner south from to Provo has been operating since December 2015. FrontRunner Commuter Rail is a 90-mile system spanning the Wasatch Front from Weber County to Provo in Utah County. In future years, the line will connect the Wasatch Front from Payson to Brigham City. FrontRunner stops in Utah County are located in Provo, Orem, American Fork and Lehi. In 2014 Frontrunner commuter rail carried 24,365,190 passengers. People can now travel from Provo to Salt Lake to Ogden Valley with ease.

South Utah County continues to experience population, employment, and development growth with travel patterns that primarily extend north to connect to the central areas of Utah County. South Utah County currently has limited transit service and transportation connections. There is a need to improve mobility from the southern part of Utah County. A south Utah County park and ride lot is currently located in Payson.

A project is being planned in the future that will extend FrontRunner commuter rail service from Provo 16 miles south to Payson City, with potential stations in Springville, Spanish Fork, and Payson. Current study and planning work includes station area planning in Springville, Spanish Fork, and Payson.

- Property Reserve Incorporated (PRI), Springville, UTA, Suburban Land
Located in Utah County at the end of 2014 was 72,340,357. Weekend bus ridership was approximately 25% of the total FrontRunner ridership for 2014. Ridership fluctuates slightly as oil prices decrease or increase. Environmental concerns for quality of life, livability, sustainability, and socioeconomic issues influence the way people commute. With more transportation options and changes in living and economic environment, transit and transportation modes that are alternatives to the single occupant vehicle are seeing increased usage. UTA is supportive of all modes of transportation that will improve mobility options for people and sustain the quality of life in the Wasatch Front.

The UTA serves the entire Wasatch Front with an active fleet of 591 buses which includes 479 fixed route and 112 demand responsive vehicles that serve paratransit riders who have disabilities and cannot navigate the regular transit system. The Timpanogos facility in Utah County houses 73 buses at that location with 71 of those buses in active service. Three of the buses are used in the Sundance canyon ski service. Just over 15 percent of the entire UTA transit service in the Wasatch Front originates from the Timpanogos facility.

All UTA buses, the TRAX light rail, and commuter rail are 100% wheelchair accessible and comply with the Americans with Disabilities Act (ADA). Paratransit services provide comparable transit services to persons whose disabilities limit them from accessing or riding fixed route bus service. In Utah County, UTA contracts with United Way to provide the paratransit service.

**Bus Rapid Transit (BRT)**

The purpose of the Provo-Orem Bus Rapid Transit (BRT) Project is to increase travel capacity to include high capacity, high quality transit service that serves a corridor in Provo, Orem and the universities. The Provo-Orem BRT will provide needed service with the Utah County growing population, employment, student enrollment, and travel demand in the study area; insufficient transit capacity to serve growing population demand; poor transit reliability due to congested roadways; and lack of connectivity across I-15 and from I-15 to Orem and Provo. The scope of this project is a 10 mile type III BRT line connecting Utah Valley University, Brigham Young University, business districts, and commuter rail stations with nearly 13,000 riders per day. Provo-Orem BRT has received FTA approval to complete their "Project Development" phase. Future work includes the completion of FTA Small Starts requirements; final design and construction under FTA approved Small Starts grant funding.

**Utah County’s Service Area**

The UTA service area in Utah County covers approximately 275 square miles. The entire county is experiencing high population growth, including cities west of Utah Lake. The high rate of population increase has contributed to the strain on the entire transportation system, freeway, highways and transit. Numerous factors impact ridership: cost and availability of fuel; length of commute; frequency of service; air quality concerns; and lost travel time due to congested highways are all factors that push for alternative transportation choices.

Bus ridership in Utah County at the end of 2014 was 2,340,357. Weekday bus ridership was 7,690 daily. Frontrunner ridership at the stations located in Utah County at the end of 2014 was 1,103,984. This represents approximately 25% of the total FrontRunner ridership for 2014. Ridership fluctuates slightly as oil prices decrease or increase. Environmental concerns for quality of life, livability, sustainability, and socioeconomic issues influence the way people commute. With more transportation options and changes in living and economic environment, transit and transportation modes that are alternatives to the single occupant vehicle are seeing increased usage. UTA is supportive of all modes of transportation that will improve mobility options for people and sustain the quality of life in the Wasatch Front.

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**Short-Range Planning**

The Timpanogos Business Unit’s goal is to provide efficient, safe, convenient and economical fixed route, paratransit services, and rideshare options to its customers. In Utah County, service planning and scheduling take place at the Orem facility under the direction of the Business Unit General Manager, Hugh Johnson.

**Service Planning and Performance Reporting**

The overall work will still include projects such as system performance, reliability, passenger counting, data collection for the National Transit Database (NTD), surveys and evaluations, and overall goals attainment. Route and service planning is accomplished at the Timpanogos Business Unit and all bus service planning will be administered by the Timpanogos Unit. Ridership reports are prepared monthly and reliability reports on the transit system will continue to be...
produced. All data needed for the National Transit Database will be collected and electronically input into the federal NTD program. The ongoing work of ridership counts, reliability, data collection and goals attainment will be covered by various positions in the UTA organization.

UTA streamlined Utah County’s bus routes beginning in 2000 with a redesign by increasing frequencies, reducing travel times and creating more direct links between major destinations. The redesign resulted in an 85 percent ridership increase in Utah County since 1998. Planning and design for a bus system that complements the commuter rail system is underway. The bus rail integration will establish a regional transit system in Utah County.

Development of a dashboard to provide information was completed and provides data in a convenient, automated manner. Reports will be matched to the information and level of detail needed for decision making. Surveys will be performed as part of ongoing data collection.

Orem State Street Master Plan
The Orem State Street Master Plan is a feasibility study to explore future land-use, transit and transportation along the Orem State Street corridor. The study was started in 2014 and is expected to be completed in the next 12 months. Open houses have been conducted and will continue to be conducted to allow for public comment on the project.

Utah Collaborative Action Transportation Study II (UCATS)
The purpose of this project is to develop a unified plan and strategy to address the current transportation system’s ‘gaps’ and challenges for bicyclists and pedestrians. The project seeks to identify funding sources for bicycle and pedestrian infrastructure. A large-scale, long-term investment in an active transportation network would increase mobility, enhance connectivity both generally and to transit stations, increase transportation options, and promote increased health and community livability. The Utah Transit Authority, the Utah Department of Transportation, and WFRC are combining resources for this project to study active transportation. The study will interface with MAG’s Active Transportation goals.

The UCATS was led by UTA and UDOT with input and collaboration from the metropolitan planning organizations, local governments, advocacy groups and other stakeholders. The Core Project Team consisted of representatives from UTA, UDOT, WFRC, and MAG. This Team established needs and priorities using an organized approach that will lead to a comprehensive system of pedestrian and bicycle infrastructure that connects residences, businesses and other destinations into an “active transportation” network linked to mass transit. Specific elements of the study include the following:

1. Project Kickoff
2. Identify Project Geographic Boundaries
3. Organize and Conduct Stakeholder Involvement
4. Develop a Research Toolbox
5. Develop Methodology
6. Compile a no-boundaries map
7. Summarize and prioritize recommendations for closing gaps
8. Project Implementation Toolbox
10. Final Deliverables

The original study was finalized in 2013 with a list of capital projects and recommendations for governance and funding sources. A modification to the original scope has been written to further the work done in the original study. That work began in 2014 and may continue into 2016.

Emergency Preparedness Plan
Ongoing emergency preparedness and security planning work will continue at UTA. Emergency Preparedness Plans, Facility and Service Emergency Response Plans and System Security Plan are updated annually, with current versions effective 1 January 2015. Based on a Transportation Security Administration (TSA) audit that recommended enhanced employee training on counter-terrorism and all-hazard awareness and response training, a training program was developed and presented in 2013. The training was developed with assistance from a federal grant through the Department of Homeland Security. The training of police officers, security guards, supervisors, managers and all employees was conducted in 2013. In 2014 and beyond, this training will be refreshed and provided to all new employees. Emphasis on staff security awareness and disaster training will continue to be a major focus of planning work in FY 2015 and FY 2016.

UTA was awarded the TSA Gold Standard Award in 2013.
because of enhanced performance in security and anti-terrorism training.

Ongoing planning coordination with local, county, state and federal agencies is a continuous process. Improving radio system inter-operability between UTA’s two rail and four bus business units and external agencies through equipment improvement projects and classroom training will continue. Emergency exercises and tabletop drills continue to enhance the coordination between UTA and First Responders. This has significantly improved over the past years – but additional funding to enhance the exercises would be of additional benefit. UTA will organize and execute a multi-jurisdictional and multi-agency Family Assistance Center focused exercise in May 2014, with additional events planned for 2015.

**Safety Planning**
The Utah Transit Authority continues to focus on Safety First. Using the Eliminate, Engineer, Educate, Enforce + Encourage strategy to guide its efforts, UTA has undertaken a multi-faceted, comprehensive approach to safety throughout its system. Recent efforts have developed a cooperative, model safety program throughout the system with the goal of these efforts to implement state-of-the-art or new and improved safety systems across their various transit modes along the Wasatch Front. Improvements have included signs, cameras, fencing, policies, outreach and educational items.

In a society with more distracted drivers and pedestrians creating more risky behavior, and with the nationwide increase in pedestrian incidents, UTA is evaluating means of effectively sending the safety message. These means will build upon a recent media campaign and safety symposium.

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**Regional Land Use - Transit Oriented Communities/Station Area Planning**
UTA is engaged in a number of Transit Oriented Development (TOD) endeavors. UTA continues to participate with implementing the WasatchChoices for 2040 vision using the tools developed as part of a HUD Sustainable Communities Grant. The UTA TOD Department also continues to pursue joint develop opportunities on UTA owned properties throughout the Wasatch Front. Most communities now see the potential benefits that can come with future transportation development and many are now actively seeking partnerships with UTA to create TOD around current and future station areas. Determining how these transit communities fit together as a network is fundamental to their success and the success of the transit system. This project will assist local jurisdictions with planning transit oriented communities in partnership with UTA and foster increased ridership through the creation of complementary land uses across the region.

The land use controls and policies of the jurisdictions that UTA serves have been evaluated from a TOD perspective. Many stations lack a clear or updated visions, while others struggle with understanding current market conditions or with updating land use ordinances or related planning and policy documents. This project will support these efforts by providing UTA staff time and financial support to assist municipalities with
further supporting TOD community development. UTA has already worked with Lindon and American Fork city to develop a station area plan for the area around the American Fork FrontRunner station area. UTA is also assisting with developing a Form-Based code for the area.

Together with Provo, Orem, MAG, and UDOT; UTA applied for a FTA TOD Planning Pilot Program grant. If selected, this group will move forward with this funding to plan for TOD specifically in the Provo-Orem BRT corridor. A hired Consultant will work with the City of Provo, the City of Orem, the Utah Transit Authority (UTA), Mountainland Association of Governments (MAG), and the Utah Department of Transportation (UDOT) to analyze the Provo/Orem Bus Rapid Transit Corridor for future Transit Oriented Development (TOD). The ultimate goal of this work will be to provide the cities with a clear understanding of the current land uses and market conditions along the corridor and strategies to promote and implement equitable TOD in key areas, including improvements to provide multi-modal connectivity to the transit system.

**Budgeting, Programming grants and Financial Planning**

UTA Grants Management and Programming under the current structure will continue to prepare the transit section for the annual UPWP and TIP; fulfill FTA requirements and submit and manage grants; prepare the Financial TDP; prepare equity analyses and complete all capital budgeting processes. Grants Development team and committee structure are being fine-tuned to improve the efficiency and effectiveness of UTA’s grant development process.

**Transit Development Program (TDP)/Equity Analysis**

The Transit Development Program (TDP) provides a mechanism for continuously validating UTA’s strategic development plan. The TDP enumerates identified transit service costs and capital facilities expenditures needed to support existing transit operations and anticipated service improvements through 2040. The TDP is reviewed and revised regularly to respond to area conditions and trends, service demand, financial capacity, and long range planning products.

Through this ongoing coordination, the TDP synthesizes existing and future operating revenue sources, operating costs, capital funding sources and capital expenditures. It provides the data necessary to analyze system equity, necessary for maintaining an appropriate level of transit service within all counties in the service district. The TDP incorporates short-term assumptions and market conditions, and presents the basis for UTA’s annual budget. The consistent updating of the TDP will guide UTA through current economic instability, allowing UTA to maintain an appropriate level of fiscal balance between costs and revenues.

UTA’s Service Area covers three urban areas, including all or part of six contiguous counties in Utah. Maintaining service equity across the entire service area is a high priority for UTA. In order to monitor UTA’s efforts, an Equity Analysis tool was created. This tool measures UTA’s effectiveness at maintaining an equitable balance between each county’s financial contribution and the level of service it receives. The Equity Analysis includes all capital and operating costs and revenues as reported in the current Official TDP. The Equity Analysis tool covers the period between 2001 and 2030, utilizing historical data, current budget figures, and future projections.

The 2011 Equity Analysis illustrated that UTA is, in fact, providing an equitable distribution of services throughout the UTA Service Area. At the UTA Board’s direction, the Equity Analysis is performed annually as the Comprehensive Annual Financial Report and other annual figures are finalized from the previous year. An Official TDP is was finalized in the first quarter of 2014. UTA will prepare reports for 2014 in 2015. Each update helps determine what changes have occurred as a result of service modifications and the effects of the economy, and whether any response is warranted to maintain system-wide service equity.

**Transit Improvement Program/Statewide TIP**

The transit section of the Transportation Improvement Program (TIP) will be prepared in conjunction with MAG. The projects in the TIP will be financially constrained for the four year period of the TIP. Transit projects will be coordinated through MAG to be included in the UDOT Statewide TIP. TIP meetings with MAG and UDOT will be held if required to clarify projects and make revisions as necessary. UTA’s Grant Management team will coordinate the Transit Development Program projects with projects in the TIP based on financial ability to fund the projects. Annual reporting on TIP projects will be implemented as the grants process is analyzed and refined.
Bus Stop Master Plan Update
UTA recently completed an inventory of all UTA bus stop locations and amenities. This inventory will be used in updating the Bus Stop Master Plan. Tables and maps of the 50 most active bus stops, in terms of passenger use, in each business unit have been created. The activity is further defined between boardings, alightings, and ADA ramp deployment. The new data suggests a revised method and criteria for prioritizing bus stops for enhancements. Text to accompany the data is being drafted as part of the update to the Bus Stop Master Plan. The updated plan should be completed in 2015 and will expand the scope of previous master plans by including not only recommendations for amenity upgrades but also identifying location, spacing, and design of stops for improved service. It will include design guidelines for stop locations, shelters and other amenities, as well as define evaluation criteria for prioritizing stop enhancements. Once the plan is completed, UTA business units will use the data, criteria and design guidelines to allocate limited bus stop enhancement monies. Each year, the data needs to be updated with changing existing conditions or service.

Park and Ride Planning
The Parking Master Plan document will include counts and demand to address monitoring, impacts on air quality, coordination with land use and TOD, asset management, potential shared parking arrangements, and to make capital development, safety and security, and policy recommendations. This effort will support Wasatch Choice for 2040 land use, transit network and accessibility.

The plan document is expected has been drafted, and should be finalized and adopted in 2015. This will be a living document that is updated with current utilization and projections. Utilization monitoring will be ongoing.

Intelligent Transportation Systems (ITS)/ Technology Improvements Planning
UTA’s ITS Plan has been drafted and distributed to the MPOs and other stakeholders to detail future ITS projects for inclusion in transit capital projects and in transit service. Customer information/real-time passenger information is a priority initiative for Utah Transit Authority. Staff will plan and implement this project as funds become available. Technologies such as Wi-Fi on trains and commuter buses has helped boost ridership. Next generation communication technology will be implemented to capture more riders on Front Runner and commuter buses. Technology will continue to be increasingly important for UTA to make riding transit more convenient and to increase accessibility of information. Cell phone information and connections at stations will improve passenger information regarding schedules and other transit information.

TDM Program/Rideshare
UTA has 51 vans that originate in Utah County and 19 have their destination in Utah County. We expect the number of vans to continue to grow in Utah County as more environmentally minded businesses move into the county and UTA is able to offer additional vanpool products. Each van in service removes at least 7 single occupancy vehicles from the highways. UTA Rideshare specializes in free help to match riders with drivers for carpools and vanpools. Rideshare representatives meet with employers regularly to promote employer discount pass programs (Eco Pass and Ed Pass) telecommuting, biking, compressed work schedules, and flextime.

ADA Planning
To ensure compliance with the Americans with Disabilities Act (ADA) accessibility standards, UTA has and will continue to design and build new projects using these guidelines. UTA’s ADA Compliance Officer has been actively involved in reviewing plans and offering technical assistance to ensure access and usability of all new services and when alterations or enhancements are considered. This involvement includes participation by members of UTA’s community advisory group, the Committee on Accessible Transportation (CAT), as well as feedback from other public transit stakeholders from the disability community.

As UTA expands efforts to increase ridership and use of fixed route services, the needs of riders with disabilities are acknowledged and addressed. Many riders with disabilities have more confidence; have gained travel skills and assurances that they will find all vehicles (buses and trains) equally accessible and readily usable to them. They know that Operators and UTA staff will offer and provide a level of assistance to make trips safe and respectful. Policies and procedures are under review to assure a responsive and consistent Paratransit service delivery system is in place. This transportation options is needed for more severely disabled riders who cannot independently access and use fixed route for all of their transportation needs. The CAT adds valuable ongoing advice to UTA
as it plans for integrated as well as specialized services.

The CAT as well as the local human services transportation coordinating councils offer support to decisions about FTA grant programs that assist in funding vehicles for to enhancing transportation services beyond what Paratransit provides. In 2014 UTA was made the designated recipient of Section 5310 funds for all of the urbanized areas within the transit district. Section 5310 funds provide funding for projects that provide services to seniors and people with disabilities who cannot access either paratransit or fixed route services. The first round of grants were awarded with funds for the Provo/Orem UZA awarded to projects within or directly benefitting seniors and people with disabilities in Utah County. Route deviations or Flex routes in Utah County will continue under previously awarded Section 5316 and 5317 programs. These programs were eliminated by MAP 21 and will be eligible for future funding as part of FTA formula funds. UTA recognizes, values and plans for all current and future rider needs, and seeks to improve the coordination and efficiency of human services transportation throughout its service area.

Reviews, Audits, Project Management Oversight

For major capital projects, budgets are maintained and reviewed by staff, consultants, and the Project Management Oversight (PMO) team. Capital projects accounting, auditing and budgeting staffs assist with audits and reviews. The FTA PMO team meets monthly with UTA project leaders and consultant staffs on all federally funded New Starts projects. Lessons learned on the North segment of Commuter Rail were used on Commuter Rail south construction. A PMO team will be appointed by FTA once funding is appropriated for the Small Starts Provo/Orem BRT project.

UTA prepares documentation as required for the annual A-133 audit as well as other requested audits throughout the year. FTA and UTA staffs work closely on the FTA Triennial Review every third year to meet all requirements for receiving and using federal funds. Any outstanding issues or findings will be addressed and resolved within a certain timeframe. UTA’s next Triennial Review will be in summer 2015.

UTA also participates in the Metropolitan Planning Organizations (MPOs) Federal Planning Review every fourth year.

Strategic Planning

Work will be accomplished on defining future outcomes. In 2013 UTA developed a 2020 Strategic plan that provides a vision for the agency for the next several years. This plan will guide the efficient use of resources in order to accomplish the agencies short and long range objectives. UTA staff will use the strategic plan to assist the Board of Trustees in establishing annual goals for the agency. The connection of individual departments with the Board goals will be analyzed. Service standards will be evaluated in relation to UTA performance in terms of customer expectations. Staff will study and quantify the quality and efficiency of transit service. Scenarios will be created to determine the transit levels of service in order to plan for future capital projects.

Service Standards

UTA Service Standards performance will be reported. Service not meeting standards will be evaluated for root cause and corrections initiated. Standards will be reviewed and updated.

Regional Air Quality Initiatives

UTA is continually involved with local and state air quality initiatives that are focused on promoting transit as an alternative transportation option to improve overall air quality along the Wasatch Front. UTA will be working with The Utah Division of Air Quality to develop a comprehensive planning tool to measure air quality benefits of transit. UTA will be a part of the Salt Lake Chamber of Commerce Clean Air Committee which is engaged in reaching out to the private sector on new ways to promote transit as an option for their business. Other affiliations that UTA will be using in the effort to promote clean air include the Salt Lake City Office of Sustainability, and the Governor’s Office. Programs that UTA will be supporting and promoting include PM 2.5 reduction through alternative fuels, Utah Clean Air Partnership (UCAIR), the Clean Air Challenge, and the Salt Lake Chamber’s Clean Air Champion Program.

Asset Management Planning/State of Good Repair

UTA continues to expand the development of their asset management system. UTA successfully completed that FTA Pilot Program grant that it was awarded to expand and document their asset management program. Presently UTA has developed a complete inventory of all assets that will be tracked. And
has implemented a mobile inspection system to accurately define the condition of the system components and develop a performance based system. The system will be in compliance with the requirements of the Moving Ahead Progress in the 21st Century (MAP21) legislation. UTA has plans to expand the mobile data collection of condition assessments for the inventory and to expand identification of needed maintenance activities to maximize the life of the assets. UTA will continue the required yearly inspection of all bridge structures to monitor for wear and premature deterioration. The system that UTA has developed is model for other transit agencies and UTA continues to receive inquires for assistance and information from other agencies.

**Geographic Information Systems (GIS) Application Development**

UTA, with assistance from ESRI, has created a framework for enterprise GIS development for the company. A new enterprise GIS server was developed with ArcGIS for server software and multiple ArcGIS Online subscriptions were purchased. Ongoing application development that builds off of this framework will help UTA better understand and share its geospatial data and provide better analysis for multiple efforts including service/operations, project development, long-range planning, property and asset management, and safety.

It is anticipated that UTA will develop internal and external JavaScript based application tools that allow non-GIS users to quickly and conveniently access and analyze geospatial data. UTA data will also be shared with partner organizations including Wasatch Front Regional Council, UDOT, MAG, Utah County, and others. Anticipated applications include a safety incident viewer, ridership viewer, asset management viewer, and property management viewer among others. UTA also anticipates utilizing ArcGIS Online to coordinate data transfers for long-range transportation updates with both WFRC and MAG.

**Anticipated Planning Products**

- Surveys/Research
- Dashboard Development for refinement of data
- Bus Stop Amenities Revised Plan
- Park and Ride Development Planning
- Development and refinement of the IT Plan for Technology Improvements
- Transit Oriented Development/Joint Development
- Safety/Security, Emergency Planning
- Rideshare Program/Marketing
- Electronic Document Management
- Geographic Information (GIS)
- ADA Planning
- Workforce Development Planning
- Asset Management Planning for State of Good Repair Initiatives/Sustainability/Facilities
- Public Hearings, Meetings, and Open Houses

- Bus–Rail Integration Plans – Bus/commuter rail feeder system - System Integration
- Business Unit Service Support/Strategic Planning/Service Standards
- Financial/Budgeting Plans and Transit Development Plan
- National Transit Database (NTD) Data Collections and Reports
SECTION C
AIR QUALITY

PURPOSE
The work in this section includes preparation of RTP and TIP conformity determination reports, assisting with the preparation of State Implementation Plans (SIP) for air quality, and air quality analysis activities. Utah County is designated as a moderate non-attainment area for PM_{10} (particulate matter under ten microns) and PM_{2.5} (particulate matter under 2.5 microns). The city of Provo is designated as a maintenance area for Carbon Monoxide (CO). The MPO and the State are currently engaged in preparation of a PM_{2.5} SIP. Provo City CO maintenance plan was approved by EPA on November 5, 2005 and became effective January 3, 2006. All the cities and the County are eligible for federal Congestion Mitigation and Air Quality funds.

$172,014 of the MPO’s Total Staff Funds

PM_{2.5} / PM_{10} AND OZONE: On December 14, 2009, the designation of Utah County as a Non-Attainment area for PM_{2.5} came into effect. The State submitted a PM_{2.5} SIP in December 2014. Due to changes in the requirement for submittal of the PM_{2.5} SIP (Supreme Court decision to include Part D), a new SIP will be required. Preliminary work on this will be done during 2015/2016 planning year. EPA will be finalizing the new 8 hour Ozone standard this fall. From monitored data collected by the State, it is very likely the County will be recommended by the UDAQ as a Non-Attainment for a new 8 hour Ozone standard. Staff will work cooperatively with UDAQ, UDOT and the Utah County Air Quality Committee in developing the SIPs and will provide transportation data needed for this task. Staff will keep monitoring these pollutant’s levels and respond to changes in environmental regulations and mandates. It is anticipated that revisions to the existing PM_{10} will also take place this fall. A great deal of staff time is spent on developing mobile source data, discerning the impacts of Travel Control Measures (TCMs), and negotiations with a variety of stakeholders and State and Federal agencies.

CARBON MONOXIDE: Provo City is designated as a maintenance area for CO. Provo City CO maintenance plan was approved by EPA on November 5, 2005 and became effective January 3, 2006. All Conformity Determinations Report for the 2040 RTP reflect the MVEBs, established in the Maintenance Plan; in accordance with 40 CFR part 93 requirements.

PM_{10} Utah County is designated as a moderate non-attainment area for PM_{10} (particulate matter under ten microns). Vehicular PM_{10} in Utah County is quantified as emissions of NOx, particulates and Direct PM_{10} (exhaust, brake, tire, and road dust). In the ongoing effort to reduce on road emissions, the MPO is responsible to identify and develop transportation control measures of all types that may be considered in the appropriate State Implementation Plans. MPO staff works with the cities on a number of signalization projects, PM program improvement proposals and ongoing conformity analyses.

A PM_{10} re-designation and maintenance plan for Utah County has been submitted to EPA in September 2005. On December 1, 2011, the EPA published in the Federal Register it’s disapproval of that plan. It is anticipated that a new plan will be prepared for EPA during the 2015/2016 planning horizon.

The MOVES emission simulator model is now required to be used in preparation of Conformity Determination reports.

PM_{2.5} As stated above, since the designation of the county as a PM_{2.5} non-attainment area, the MPO and the state Air Agency are engaged in the preparation of a PM_{2.5} SIP. Work on the new plan will commence during the 2015/2016 planning year. It is anticipated the submitted plan would guide the area back to attainment and enable it to continue maintaining (not violating) the National Ambient Air Standard (NAAQS) for that pollutant currently established as 35 micrograms per cubic meter.

WORK STATEMENT
Work focuses heavily upon the preparation and approval process of the PM_{10}, Re-designation and
Maintenance Plan, PM$_{2.5}$ SIP and designation efforts for Ozone. It will converge also on monitoring the effects on the transportation sector of near road NO$_2$ emissions—a new NAAQS EPA has approved.

In addition, work will evolve around interpretation of new rules and guidelines published by EPA and FHWA in conjunction with the transportation bill, efforts to educate the public and elected officials along with implementation of beneficial air quality strategies, monitoring the transportation sector of near road NO$_2$ emissions—a new NAAQS EPA has approved.

Participating on the Mobile Source Forum and Dust Forum and monitoring the proposals coming out of the Western Climate Initiative Forums. Mountainland MPO is also a member of the Association of Metropolitan Planning Organization’s Air Quality sub-committee working on keeping FHWA and the EPA informed of the challenges MPOs face addressing proposed rule changes and assisting MPOs in implementation methodologies of the variety of conformity rules and proposed amendments to the rules. In the efforts to bring the region to attainment of the various pollutants we are challenged with, Mountainland MPO is actively participating with the Governor’s Clean Air Action Team (CAAT) Clean Air Coalition (CAC) the AQ Partnership, and other stakeholders groups active in the region.

**Technical Support:** The Mountainland Regional Planning Committee reviews and approves all policy and technical issues associated with Air Quality conformity. The committee meets on a regular basis with staff arranging informative meetings for policy decisions. This committee’s work is supplemented with individual subcommittees where needed. We are working closely with UDAQ, UDOT, and UTA to assure the accuracy of information distributed and inclusion of their staff in all relevant meetings. An MOA for interagency consultation was updated and signed July 2010.

**Development of Traffic Control and Travel Demand Management Measures:** Development of these measures is an ongoing task. Mountainland staff will be helping communities implement these measures by providing technical support and informative sessions.

A significant amount of time and effort is diverted towards acquiring proficiency in use of the new EPA approved emissions model MOVES 2014 (Motor Vehicle Emission Simulator) Mountainland is utilizing the MOVES2014 model in preparation of the new PM$_{2.5}$ PM$_{10}$ and Ozone SIPs. Staff continues engaging in testing and reporting on all new versions EPA introduces.

**Mountainland MPO’s Air Quality Products**
- Work with the Interagency Consultation Team to explore viable strategies to address the PM$_{2.5}$ and PM$_{10}$ concerns in Utah County and throughout the state and focus funding on the most cost effectively address non-attainment issue
- Development of transportation control measures and projected air quality impacts
- Modeled travel speeds and VMT
- Conformity determinations for the transportation plan and TIP
- Technical support to other agencies and consultants
- SIP preparation and mobile source data
- Support to the Mobile Source Forum and Dust Forum
- Support to the AMPO (Association of MPOs) Air Quality Technical Subcommittee
- Participate in the FHWA and EPA AQ & Transportation summit group.
- Testing and Implementation of Mobile models
- Annual CM/AQ air quality impacts report

**UDOT Air Quality Products**
- Perform Technical concurrence review of long range planning and TIP for conformity determinations
- Consult with MAG on all coordinated studies and long range air quality planning issues
- Serve as member of state-wide interagency Air Quality Committee working on SIPs / Air Quality issues
- Coordinate preparation of annual CM/AQ Report. (Due to FHWA February 1st, for previous fiscal year ending September 30th)
UTA AIR QUALITY PRODUCTS

- UTA will continue to evaluate air quality impacts of projects in their environmental studies. When requesting funds through the Congestion Management/Air Quality program
- UTA will prioritize projects and determine which projects would have the most benefit for alleviating congestion or improving air quality.
- UTA is currently involved with several local and state Air Quality Initiatives that are focused on promoting transit as an alternative transportation option to improve overall air quality.
SECTION D
MODELING & FORECASTING

PURPOSE
The work in this section includes travel demand modeling activities, coordinating and developing socio-economic forecasts for modeling needs, traffic micro-simulation modeling, and other transportation/land-use activities related to travel demand modeling and forecasting.

Mountainland MPO uses a regional travel demand model as the principal analytical tool for determining present and future transportation facility needs for the area. This model is jointly maintained and operated by Mountainland MPO and WFRC. The travel demand model continues to be refined and improved to meet planning and engineering needs and to keep pace with the current state of the practice in travel forecasting. As such, resources continue to be allocated for model development, maintenance, and operation. Mountainland MPO also continues to develop and maintain the socio-economic data used for the travel demand model. This includes activities intended to improve the data processing as well as the forecasting methods used to generate the socio-economic data. Mountainland MPO is also exploring ways to improve the utility of travel model output.

WORK STATEMENT
TRAVEL DEMAND AND SOCIO-ECONOMIC MODELS:
Staff time is allocated to gather and develop travel demand model input data and socio-economic model input data; run, calibrate, and validate the travel demand model and the socio-economic forecasting model; create, maintain, and update travel demand model highway and transit networks; run and analyze project sets for RTP development and scenario testing; and produce files needed for air quality conformity determinations. Staff time is also allocated to support other planning activities such as other studies and/or EIS which take place over the course of this work program. Mountainland MPO currently uses a GIS/spreadsheet allocation model to estimate population distribution.

TRAFFIC DATA COLLECTION: UDOT continues to maintain a traffic-monitoring program to meet the federal Highway Performance Monitoring System (HPMS) requirements. Traffic volumes are compiled, published and distributed annually. Travel speed and vehicle occupancy data are collected annually. Other data such as peak period factors, AADT to AWDT conversion factors, truck percent, and directional splits are also collected annually. Mountainland MPO will also work with local agencies to develop a process of sharing and using traffic data they may have that could be used to help calibrate and validate the regional travel demand or micro simulation models. Mountainland MPO continues to collect and process GPS collected speed data to be used in model calibration.

TRANSIT DATA COLLECTION: Transit pass sales will continue to be monitored. Current and planned transit route performance measures include speeds, headways, on-time performance, ridership, passengers per mile, investment per rider, and transit service costs. UTA continues to work with the MAG transit planning staff to provide current route configuration and assist in developing and modeling future transit networks. UTA partners with UDOT, MAG and WFRC in the management, distribution and improvements to the regional travel demand model. UTA has partnered with UDOT, MAG and WFRC in recent years to share licensing costs for the use of the travel demand modeling software. This cost sharing arrangement is expected to continue through the coming year.

SAFETY AND SECURITY
MAG is working in conjunction with UDOT and the other three MPO’s to evaluate the usefulness and applicability of the PLANSAFE software developed by the Transportation Research Board. PLANSAFE integrates with the existing transportation demand model and is envisioned to be a tool useful for evaluating changes to policy priorities, such as target Level of Service, on the overall safety performance of the regional transportation system.

PLANSAFE / MODEL FOR EVALUATION OF TRANSPORTATION POLICIES ON SAFETY
UDOT is assisting the MPO with training for using PLANSAFE to develop region-specific scenarios and in the proper interpretation
methods of the outputs. MAG is participating in the training and ongoing development of the tool.

POST DISASTER EVACUATION MODELING
Develop a methodology based on best practices in the profession for modeling of transportation networks in order to determine the fastest and most effective evacuation strategy in case of a disaster. The model determines the routes that should be taken to minimize the evacuation time. Issues to be addressed:

- Given a geographical area with its underlying transportation network and population to be evacuated, how long will it take to evacuate the area during an emergency?
- What are the bottleneck roads that will impede the traffic?
- How best can the people be sent out to shelters or other locations to minimize the network clearing time?
- If during the evacuation, some of the roads become impassable due to accidents and other unforeseen occurrences, how should we reroute the evacuating population to safety?
- Identify different route scenarios given various hazards (i.e. flooding may require a different evacuation scenarios than wild fire).

MOUNTAINLAND MPO MODELING & FORECASTING PRODUCTS
- Databases for model inputs including socio-economic data and highway and transit networks
- Model setup and forecasted travel demand volumes
- Travel time monitoring data
- Evacuation Strategy for Emergencies and Disasters
- Statewide model development and coordination with MPO
- MAG Regional Model peer review

UTA MONITORING/MODELING & FORECASTING PRODUCTS
During 2014-2015, UTA, in cooperation with MAG, WFRC and UDOT will continue to use various sources of travel data to refine the travel models and validate travel forecasts. The partnership between the four agencies will continue to evolve and collaboration will continue to improve in order to better refine the regional travel demand model. UTA will focus on transit networks and mode choice procedures. UTA will continue in joint efforts with Mountainland, UDOT, and WFRC to advance modeling improvements.

- Monitor bus ridership, performance, and reliability
- Monitor ADA announcements and wheelchair boardings on fixed route buses
- Monitor bicycle usage
- Monitor and evaluate pass usage
- Monitor commuter rail usage and data associated with the operation of commuter rail
- Determine current use and assess the need for future park and ride lots
- Evaluate impacts of service and fare changes in Utah County
- Perform equity analyses on service and Title VI impacts

UDOT MODELING & FORECASTING PRODUCTS
- Traffic counts
- Vehicle Miles of Travel (VMT) actual count data
- Truck and other vehicle data for air quality purposes
- Speed Studies as needed
SECTION E  
FINANCIAL PLANNING

$104,773 of the MPO’s Total Staff Funds

PURPOSE
Securing funds for transportation projects and improvements is a large issue facing the MPO. This section explains the programming of funds for the Work Program, Regional Transportation Plan (RTP), and Transportation Improvement Program (TIP). State and local governments are experiencing the costs associated with rapid growth coupled with the recent recession. In the past, a major lack of funding led to infrastructure and services not being provided as quickly as growth has dictated. Transit service is limited in the Provo/Orem area with very limited service to the remainder of the county. Commuter Rail service started in December 2012 and greatly expanded service between the two metro areas. In 2008, the state legislature allocated over $1 Billion in funding for major highway projects within the county. Also, voters approved a ¼ cent sales tax for commuter rail construction from Salt Lake City to Provo. In 2009, the state legislature bonded for just under $2 Billion in funds for the reconstruction of the I-15 Freeway from American Fork to Provo. Utah County also approved an additional ¼ cent sales tax to help fund major highway projects. In 2011 the state legislature dedicated all automobile related sales taxes to be allotted to transportation. These actions represent a major investment into the county which included the I-15 CORE project, Front Runner Commuter Rail expansion and numerous major highway widenings. The MPO, transportation officials, and our elective officials worked diligently to present the needs to the legislature and public to help gain this funding.

UNIFIED PLANNING WORK PROGRAM

PURPOSE
As part of the annual budget and planning activities of the MPO, the Work Program is developed to account for and illustrate all planning activities to be conducted within the MPO area. This program lists work done by the MPO, UDOT, UTA, and other local government activities. A major part of this process is budgeting funds for the various activities and special projects.

MOUNTAINLAND MPO WORK PROGRAM

FINANCIAL PLANNING PRODUCTS
• Coordination with UDOT and UTA for their individual activities and studies for the Work Program
• Completion and adoption of Work Program by the Regional Planning Committee
• Address financial status and equity

UTA FINANCIAL PLANNING PRODUCTS
• Provide technical assistance for transit funding issues and regional planning issues
• Continue the TDP model as the basis for UTA’s budgeting process
• Prepare financial reports/economic forecasts/equity analysis
• Analyze resources, evaluate and revise the Timpanogos Strategic Plan as needed
• Prepare the annual UTA Fact Book
• Create a Grants Management Team to evaluate grant opportunities and submission requirements
• Refine the Grants Management Committee Process
• Address financial status and equity

TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE
The metropolitan transportation planning process includes development of the Transportation...
The MPO is responsible for updating and publishing the TIP with the assistance of UDOT and UTA. The TIP is developed in accordance with FTA C 7005.1 and analyzed in accordance with criteria and procedures for determining conformity, as stated in 40 CFR 51.410.

**MOUNTAINLAND MPO TRANSPORTATION IMPROVEMENT PROGRAM PRODUCTS**

- Transportation Improvement Program
- Updated project cost estimates, status and project descriptions
- Track TIP projects for yearly report
- Assemble and track the annual list of projects document. This document will reflect the status of all of the projects programmed in year one of the previous STIP and distributed to all local jurisdictions and make available on the MAG website by March 1st each year
- Work with UDOT to provide appropriate access to UTA and MAG to ePM so that they can input their TIP information which would provide a tool for better communication.
- Evaluate the benefits of updating the TIP on the same frequency as the rest of the state
- Enhance the UPWP to describe more fully the discrete planning activities and show levels of efforts and dedicated budgets for each

**UTA TRANSPORTATION IMPROVEMENT PROGRAM PRODUCTS**

- TIP/STIP projects come from an adopted Regional Plan and UTA’s TDP
- Project costs are in year of expenditure dollars and reviewed by project managers
- Provide 4 year financially constrained TIP/STIP projects
- Coordinate TIP/STIP projects with MAG and UDOT
- Meet as needed with TIP/STIP manager at MAG and UDOT
SECTION F
NEW MPO STUDIES & CONTRACTS

PURPOSE
Section F covers all new transportation studies and contracts in the MPO billed through the CPG. Jurisdictions and agency(s) requesting a study provide the local cash match for federal funds.

TRAVEL DEMAND MODELING
$57,218
Federal $53,325 | $3,893 Local Match UTA
MAG operates a joint Transportation Demand Model with Wasatch Front Regional Council and UTA. WFRC provides additional technical assistance to MAG and contracts with consultants to develop and support the model. In addition a new land use model that projects households and employment is being developed and implemented with this item. $55,000
WFRC contract. $2,500 U of U contract

SOUTH COUNTY TRANSIT STUDY
$250,000
Federal $233,074 | $16,926 Local Match UTA
The South Utah County Transit study will look at the development of future planned rail lines and potential corridors for preservation. It will look at both commuter rail and light rail alignments along the existing corridor as well as new corridors that would serve the south part of the county. This study will coordinate with UTA and detail future bus operations and necessary infrastructure improvements such as park and ride lots, transfer centers, and provide a transit market analysis for the area. Potential expansion of Express Bus operations and the viability of Bus Rapid Transit lines or intercity operations will also be explored.

JOINT PLANNING - UDOT, UTA AND WFRC
$50,000
Federal $46,615 | $3,385 Match UTA
This project funds MAG's participation in several new joint planning studies with WFRC, UTA and UDOT. The Wasatch Front is growing together and the public expects a seamless transportation system regardless of mode or a city’s boundary line. The four organizations will continue to collaborate on transportation projects to solve travel demand for a population projected to double by the year 2040. This group meets monthly to decide what project to pursue. Candidate this year include:

- Utah Unified Transportation Plan:
  Pre-production and Website MAG $3,747 / Total $19,720
- Utah Unified Transportation Plan:
  Printing MAG portion $2,000
- Provo Orem BRT Before and After Study:
  This is a multi-year contract:
  - FY-16 MAG $5,024 / Total $34,328
  - FY-17 MAG $3,994 / Total $27,293
  - FY-18 MAG $3,994 / Total $27,292
  - FY-19 MAG $3,994 / Total $27,293
- Green Bike Share Regional Study: MAG $7,000 / Total $35,000
- Active Transportation Study:
  MAG $5,000 / Total $100,000
- Urban3/Strong Towns - perform advanced data analytics is to determine a baseline understanding of the financial productivity of the built environment in its various configurations.

BIKE/PED TECHNICAL ASSISTANCE PROGRAM
$25,000
Federal $23,507 | $1,693 Local Match UTA
The Technical Assistance Program is available for technical design assistance to MAG cities needing help in implementation of their adopted Bicycle/Pedestrian Master Plans.

Consultants with the necessary expertise will be available on an as-needed basis to render advice, review, and provide small-scale design solutions to implementation issues.

PUBLIC PARTICIPATION
$9,925
Federal $9,274 | $651 Local Match LPA
Public Participation funds will be used for a wide range of items in order to get the MPO’s message out to the public. It includes but not limited to printing brochures, plans, maps, interpreters, document translation, and other items.
NEW MPO STUDIES & CONTRACTS

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**ADDITONAL STUDIES USING LOCAL FUNDS ONLY**

**UVU Bike/Ped Crossing Study Phase 2**

$50,000

*UTA Local $50,000*

The UVU Bike/Ped Crossing Study Phase 2 is to study the feasibility and design of a crossing from the Utah Valley University campus, across I-15 to the front runner Orem Intermodal Station site. The crossing would be pedestrian orientated with a potential transitway element. It is anticipated that MAG would continue its contract for the study.

**American Fork Canyon Vision Study**

$118,000 Rollover

*State $100,000 / 50,000 Ian Cummings Foundation*

The state has appropriated $100,000 to develop a Vision for American Fork Canyon. Many want to maintain the existing high quality recreation, enhance the local economy, protect the environment/resource while providing transportation choices and parking solutions.

The study will identify the recreation, transportation, environmental and economic issues in American Fork canyon. Many land managers and service providers are involved in this Scenic backway including USFS, NPS, Cities, Counties, UTA, UDOT, and private land owners.

Obligated $80,000 LSD, $58,581 USU, $2,000 support

**Provo / Orem Transit-Oriented Development**

$5,000

*LPA Local $5,000*

The Utah Transit Authority received a $250,500 award from FTA’s Transit-Oriented Development (TOD) Pilot Program to work with the cities of Provo and Orem and other partners to analyze land use, markets, housing, and essential service conditions along the corridor where the Provo-Orem Bus Rapid Transit line is being planned. The planning project also includes financial, regulatory, parking and development review strategies to promote transit-oriented development in the corridor. MAG is contributing $5,000 of non-federal LPA funds to the project. UTA will manage the project in consultation with Provo/Orem and MAG.
SECTION G
ROLLOVER STUDIES & CONTRACTS

PURPOSE
This section contains studies and contracts started in previous years and will continue in 2014-2015. Local match for the following studies/contracts was been received when started.

The amount of funding shown for each study or contract is the approximate amount that is available as of July 16, 2015.

AMERICAN FORK - MEADOWS CONNECTION ROAD STUDY
$70,000 Rollover
Federal $233,075 | Local Match $16,925
Studies a new connection road over the I-15 freeway in the Meadows shopping area connecting Pacific Drive west of State Street over the freeway to tie into Pioneer Crossing and possibly into the future Vineyard Connector.

PAYSON - HWY 198 CORRIDOR STUDY
$150,000 Rollover
Federal $139,984 | Local Match $10,155
Projections show the need to widen this corridor through Payson. With the many challenges associated with widening a road through a narrow, developed area, this study would look at alternatives, impacts, and potential intersection realignments. Study funds transferred to UDOT Region 3 for project management.

I-15/PROVO 820 NORTH INTERCHANGE STUDY
$300,000 Rollover
Federal $279,690 | Local $20,310
University Parkway will soon fail and Provo Center Street is congested. This study would look at a new interchange at Provo 800 North as well as other locations. This is the highest density population area in Utah County with the current interchanges over 4 miles apart. BYU and Utah Valley Intermountain Hospital are directly served by this proposed interchange. Preliminary modeling shows that a new interchange would significantly lower traffic on the adjoining interchanges.

SOUTH UTAH COUNTY TRAIL PLAN
$160,000 Rollover
Federal $149,168 | Local match $10,832
(Elk Ridge $236, Mapleton $740, Payson $1,660, Salem $593, Santaquin $848, Spanish Fork $3,180, Springville $2,685, Utah County $890). The south county cities and the county have come together to study major trail corridors in the south county. The goal is to study connections between the south county and Provo, create connections to the canyons, and create an implementation plan.

I-15/SPRINGVILLE 1600 SOUTH INTERCHANGE STUDY
$53,385 Rollover
Federal $50,000 | Local Match $3,385
UDOT will provide an additional $50,000. Continue work at this proposed interchange to further design the interchange and ramps with the constraints of the new bridge and the short distance between the US-6 and Springville 400 South interchanges. Also will further develop the corridor design into Mapleton, Springville, and Spanish Fork. Study funds transferred to UDOT Region 3 for project management.

SARATOGA SPRINGS BIKE/PED STUDY
$79,768 Rollover
Federal $79,245 | Local $5,523
This study will provide an in-depth look at bicycle and pedestrian needs within Saratoga Springs and detail options and solutions for inclusion in their General Plan. Connectivity of trails in the Saratoga Springs area will be assessed and recommendations will be made to the city and to MAG for updates to existing plans.

AIR QUALITY SUPPORT
$30,000 Rollover
Federal $27,696 | Local $2,304
In order to promote the satisfactory completion of the various air quality State Implementation Plans (SIP) currently in progress and proposed for Utah County for Criteria Pollutants, and to better coordinate the effort - specialized
consultant services (either technical and / or legal) will be employed in FY-2014-2015.

**Eagle Mountain Bike/Ped Study**  
$29,798 Rollover  
Federal $93,230 | Local $6,770 received  
This study will provide an in-depth look at bicycle and pedestrian needs within Eagle Mountain and detail options and solutions for inclusion in Eagle Mountain’s General Plan. Connectivity of trails in the Pleasant Grove area will be assessed and recommendations will be made to the city and to MAG for updates to existing plans.

**Public Participation**  
$11,136 Rollover  
Federal $13,985 | Local $1,015 received  
Public Participation funds will be used for a wide range of items in order to get the MPO’s message out to the public. It includes but not limited to printing brochures, plans, maps, interpreters, and other items. Local match was received in previous years.

**Bike/Ped Technical Assistance Program**  
$6,747 Rollover  
Federal $62,000 | Local $4,502  
Technical assistance available for technical design for MAG cities.

### Rollover Studies & Contracts

<table>
<thead>
<tr>
<th>Study</th>
<th>Available Funds as of July 1, 2014</th>
<th>Available Funds as of July 16, 2015*</th>
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<td>Saratoga Springs Bike/Ped</td>
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<td>Public Participation</td>
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For more information on federal funds and local match see studies’ detail, pages 42-43  
* The amount of funding shown is the approximate amount that is available as of July 16, 2015
SECTION H

PLANNING OPPORTUNITIES CONTINGENCY

$31,076 Rollover

Federal $93,230 | Local $6,770
Based on staff experience throughout the coming year the MPO will have opportunities to participate in planning opportunities yet to be identified. This category will allow the MPO to respond positive to these opportunities when appropriate. Anticipated examples of these opportunities include $30,000 match for the Wasatch Front Central Corridor Study, Travel Demand Model Contingency, Land Use Model Contingency, and other software and hardware contingencies for the MAG MPO.
# Funding Tables

**Federal Funds placed in the Consolidated Planning Grant (CPG):**

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<thead>
<tr>
<th>STAFF FUNDS</th>
<th>FEDERAL</th>
<th>LOCAL MATCH</th>
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<td>• New Provo Orem Urban STP</td>
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**New Special Studies & Contracts**

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## Mountainland MPO 2015-2016 Funding

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<th>STAFF FUNDS</th>
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**F. New MPO Studies & Contracts**

|                                | $365,595 | $26,548 | $392,143 |
| Total                         | $1,822,181 | $132,320 | $1,954,501 |

* See pages 10-17 Section B Planning Activities for funding details
* See page 40 Section F New MPO Studies & Contracts and page 42 Jurisdictional Cash Match

## Funds Available as of April 30, 2015

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* See page 37-38 Section G Rollover Studies & Contracts for details

## Total Funds in CPG for FY-2015-2016

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* Local Match for new Federal Funds

### Local Match

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* See page 37-38 Section G Rollover Studies & Contracts for details
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<th>Jurisdiction</th>
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<th>Wasatch RPO</th>
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**UDOT Funding Table**

<table>
<thead>
<tr>
<th>Work Effort</th>
<th>% Staff Effort</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide Long Range Plan</td>
<td>20%</td>
</tr>
<tr>
<td>Region/MPO Coordination</td>
<td>15%</td>
</tr>
<tr>
<td>Air Quality Issues</td>
<td>15%</td>
</tr>
<tr>
<td>Corridor Assessments</td>
<td>13%</td>
</tr>
<tr>
<td>Traffic Modeling</td>
<td>20%</td>
</tr>
<tr>
<td>Systems Administration</td>
<td>2%</td>
</tr>
<tr>
<td>Training and Field Work</td>
<td>5%</td>
</tr>
<tr>
<td>Special Planning Studies</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

UDOT’s level of support for the MPO’s work efforts is approximately 23% of total planning staff time.

**UTA Funding and Cash Match Table**

<table>
<thead>
<tr>
<th>Time</th>
<th>UTA Staff</th>
<th>Federal Amount</th>
<th>UTA Local Match</th>
<th>FY-2014-2015 Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.</td>
<td>Program Management</td>
<td>$8,000</td>
<td>$2,000</td>
<td>$10,000</td>
</tr>
<tr>
<td>B.</td>
<td>Planning Activities</td>
<td>100,000</td>
<td>100,000</td>
<td>200,000</td>
</tr>
<tr>
<td>E.</td>
<td>Financial Planning</td>
<td>18,000</td>
<td>4,500</td>
<td>22,500</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>$126,000</strong></td>
<td><strong>$106,500</strong></td>
<td><strong>$232,500</strong></td>
<td></td>
</tr>
</tbody>
</table>
ORGANIZATIONAL CHARTS

MOUNTAINLAND METROPOLITAN PLANNING ORGANIZATION

EXECUTIVE COUNCIL

EXECUTIVE DIRECTOR

MOUNTAINLAND MPO REGIONAL PLANNING

MOUNTAINLAND MPO FINANCE COMMITTEE

MOUNTAINLAND MPO TECHNICAL ADVISORY COMMITTEE

UTAH VALLEY TRAIL COMMITTEE

DIRECTOR REGIONAL PLANNING

METROPOLITAN PLANNING STAFF

DIRECTOR REGIONAL PLANNING

INFORMATION SERVICES MANAGER

GIS ADMINISTRATOR/TRANSPORTATION MODELER

ADMINISTRATIVE TECHNICIAN

METROPOLITAN PLANNING ORGANIZATION UTAH COUNTY

- TRANSPORTATION PLANNERS
- TRANSIT PLANNERS
- AIR QUALITY PLANNER
- ACTIVE TRANSPORTATION PLANNER

LOCAL PLANNING ASSISTANCE

- LAND USE PLANNER
Organizational Charts

Utah Transit Authority Planning Department

Matt Sibul
Chief Planning Officer

G. J. LaBarry
Manager, Program Development

Hal Johnson
Manager, Integrated Project Development

Shanne Emsly
Strategic Planner III

Kerry Diencze
Strategic Planner III

James Maludy
Strategic Planner III

Alana Hobkirk
Grants Development Administrator

Melanie Peterson
Senior Office Specialist

Travis Blatt
Senior, Service Planning

Ken Angue
Senior, Service Planning

Cat Laho
senior, Service Planning

Joseph Telfer
GIS Specialist

All Other
Strategic Planner III

Michael Cera
Service Plan Deployment Specialist

March 1, 2015
# Acronyms & Terms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Full Form</th>
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</thead>
<tbody>
<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic</td>
</tr>
<tr>
<td>ADA</td>
<td>American Disability Act</td>
</tr>
<tr>
<td>AWDT</td>
<td>Average Week Day Traffic</td>
</tr>
<tr>
<td>AOG</td>
<td>Association of Governments</td>
</tr>
<tr>
<td>ARRA</td>
<td>American Recovery &amp; Re-Investment Act</td>
</tr>
<tr>
<td>BRT</td>
<td>Bus Rapid Transit</td>
</tr>
<tr>
<td>Cache MPO</td>
<td>Cache Metropolitan Planning Organization</td>
</tr>
<tr>
<td>CM/AQ</td>
<td>Congestion Mitigation and Air Quality Management (Federal Funds)</td>
</tr>
<tr>
<td>CMP</td>
<td>Corridor Management Process</td>
</tr>
<tr>
<td>CPQ</td>
<td>Consolidate Planning Grant</td>
</tr>
<tr>
<td>Dixie MPO</td>
<td>Dixie Metropolitan Planning Organization</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>FHMWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>GIS</td>
<td>Geographic Information Systems</td>
</tr>
<tr>
<td>GO MBO</td>
<td>Governor Office of Management and Budget</td>
</tr>
<tr>
<td>HPMS</td>
<td>Highway Performance Monitoring System</td>
</tr>
<tr>
<td>LPA</td>
<td>Local Planning Assistance</td>
</tr>
<tr>
<td>MAG</td>
<td>Mountainland Association of Governments</td>
</tr>
<tr>
<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century</td>
</tr>
<tr>
<td>MOA</td>
<td>Memorandum of Agreement</td>
</tr>
<tr>
<td>MVEB</td>
<td>Motor Vehicle Emission Budget</td>
</tr>
<tr>
<td>NAAQS</td>
<td>National Ambient Air Quality Standard</td>
</tr>
<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
</tr>
<tr>
<td>NTD</td>
<td>National Transit Database</td>
</tr>
<tr>
<td>PL</td>
<td>Planning Funds (Federal Funds)</td>
</tr>
<tr>
<td>PM10</td>
<td>Particulate Matter under 10 Microns in size</td>
</tr>
<tr>
<td>PM2.5</td>
<td>Particulate Matter under 2.5 Microns in size</td>
</tr>
<tr>
<td>PMO</td>
<td>Project Management Oversight</td>
</tr>
<tr>
<td>PPP</td>
<td>Public Participation Program</td>
</tr>
<tr>
<td>RTP</td>
<td>Regional Transportation Plan</td>
</tr>
<tr>
<td>SAFETEA-LU</td>
<td>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users</td>
</tr>
<tr>
<td>SIP</td>
<td>State Implementation Plan for air quality</td>
</tr>
<tr>
<td>SPR</td>
<td>State Planning Research</td>
</tr>
<tr>
<td>STIP</td>
<td>Statewide Transportation Improvement Program</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program (Federal Funds)</td>
</tr>
<tr>
<td>TAP</td>
<td>Transportation Alternatives Program</td>
</tr>
<tr>
<td>TCM</td>
<td>Traffic Control Management</td>
</tr>
<tr>
<td>TDM</td>
<td>Travel Demand Management</td>
</tr>
<tr>
<td>TDP</td>
<td>Transit Development Program</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>TMS</td>
<td>Transportation Management Systems</td>
</tr>
<tr>
<td>UDAQ</td>
<td>Division of Air Quality, Utah Department of Environmental Quality</td>
</tr>
<tr>
<td>UDOT</td>
<td>Utah Department of Transportation</td>
</tr>
<tr>
<td>WORK PROGRAM</td>
<td>Unified Planning Work Program</td>
</tr>
<tr>
<td>USDOT</td>
<td>United States Department of Transportation</td>
</tr>
<tr>
<td>UTA</td>
<td>Utah Transit Authority</td>
</tr>
<tr>
<td>VMT</td>
<td>Vehicle Miles Traveled</td>
</tr>
<tr>
<td>WFRC</td>
<td>Wasatch Front Regional Council</td>
</tr>
</tbody>
</table>
AMENDMENTS