

Unified Planning Work Program

Mountainland Metropolitan
Planning Organization

FY24

July 2023-June 2024

APPROVED: June 1, 2023 by
Mountainland MPO Board



MAG

Expert Resources. Enriching Lives.

Public Review and Comment

The public is invited to review and submit comments on the FY 2024 Mountainland Metropolitan Planning Organization (MPO) Unified Planning Work Program (UPWP). The UPWP is a document that is prepared annually by MPO, describing transportation planning activities to be carried out within the MPO area (urban Utah County) by the MPO, the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA). Budgets for these planning activities are financed in large part with federal transportation planning funds through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Requests for comments by the public are solicited during the official public comment period which extends from Saturday, May 27, 2023, through the close of business day on Tuesday, June 6, 2023. At the conclusion of the comment period, no comments were received.

Comments and questions, outside of the comment period, are still welcomed.

Methods to give comments:

Mail: UPWP Comments, Attn. Melanie Haws, 586 East 800 North, Orem, UT 84097

Email: m.haws@mountainland.org.

Phone: 801/229-3834

Acknowledgement

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this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”

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Executive Summary

The annual Unified Planning Work Program (Work Program) describes the planning work within the Mountainland Metropolitan Planning Organization (MPO) conducted by staff of the MPO, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA). The program gives a general overview of the 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 CPG via a federal aid agreement administered by UDOT. This grant allows flexibility in funding and carrying projects and programs forward between fiscal years.

This 2024 Work Program starts July 1, 2023, through June 30, 2024, matching the Mountainland Association of Governments (MAG) budget cycle (MAG is the Association of Governments (AOG) for Summit, Utah, and Wasatch counties, the MPO is part of the AOG). The plan includes 13 FTE staff, some of which are divided between the Mountainland MPO (urban Utah County) and the Wasatch Back Rural Planning Organization (RPO).

MPO Staff funds account for \$2,422,839 or 35% of the budget. Studies and contracts account for \$4,520,584 or 65% of the budget. The total Work Program is \$6,943,423.

Budget Sections

The work program is divided into six budget sections to highlight the main functions of the MPO, they include:

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 plans and programs, technical assistance and interaction with the municipal and agency staff, public involvement, linking transportation and land use, active transportation, congestion management, safety, environmental, and transit planning.

Section C - Air Quality: Air quality conformity determinations of MAG plans, assists with the preparation of State Implementation Plan (SIP), and air quality analysis activities.

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

Section E - Financial Planning: Includes programming funds for the Work Program, Regional Transportation Plan, TIP, and exchange funds management.

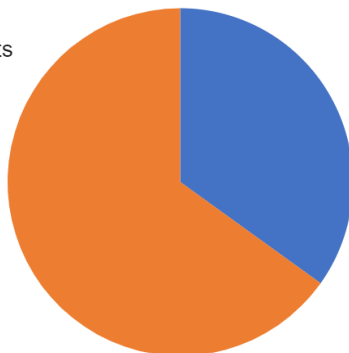
Section F - Studies & Contracts: Includes studies and contracts continuing from prior years as well as studies new to the Work Program.

In 2022, MAGs Regional Planning Department was reorganized into three groups: Transportation, Analytics, and Planning. These groups are proposed to spend about 95% of their work within the MPO with the remainder of time within the Wasatch Back RPO, not funded through the Work Program. Staff costs are higher this year due to an underestimation of the needed funding last year with the department restructure. Last year's budget included two new staff members, which were not hired, and more staff time in the RPO area. Studies and contracts are higher over last year due to multiple proposed corridor studies, the Safe Streets for All federal grant, the Statewide Grid Study, and an FTA Areas of Persistent Poverty Study.

Sections	FY24	FY23	FY22
A-E Staff Funding	2,422,839	1,757,834	2,200,156
F. Studies & Contracts	4,520,584	2,914,184	651,500
Total Work Program	6,943,423	4,672,018	2,851,656

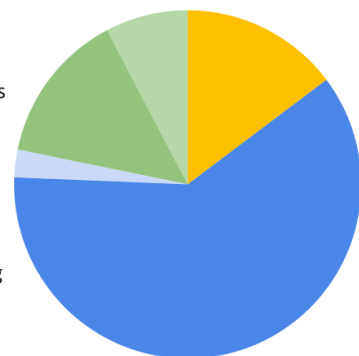
Total Funding Allocation

- Staff Work 35%
- Studies & Contracts 65%



Staff Work Categories A-E Distribution

- A. Program Management 15%
- B. Planning Activities 61%
- C. Air Quality 2%
- D. Model & Forecasting 14%
- E. Financial Planning 8%



Introduction Unified Planning Work Program

The FY2024 Unified Planning Work Program (Work Program) describes the transportation planning work undertaken by the Mountainland Metropolitan Planning Organization (MPO), the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) within the MPO planning area from July 1, 2023, to June 30, 2024. The Work Program illustrates to member jurisdictions, Federal Highway Administration (FHWA), Federal Transit Authority (FTA), and the public how planning resources are allocated following regional needs, and describes the planned work, budget, and funding sources.

Metropolitan Planning Organization

Mountainland MPO is the designated Metropolitan Planning Organization for the Provo/Orem Urbanized Area. The MPO is the forum for cooperative transportation decision-making allowing urban area leaders to collaborate planning and programming efforts. The MPO is responsible, together with UDOT and UTA for conducting the continuing, cooperative, and comprehensive planning process, known as the 3-C planning process as outlined in the federal transportation bill Infrastructure Investment and Jobs Act (IIJA).

The transportation planning activities performed by the MPO include highway, active transportation, transit, traffic modeling, air quality, public participation, the linking of transportation and land use, and other governmental coordination at the local, state, and federal levels.

Funding

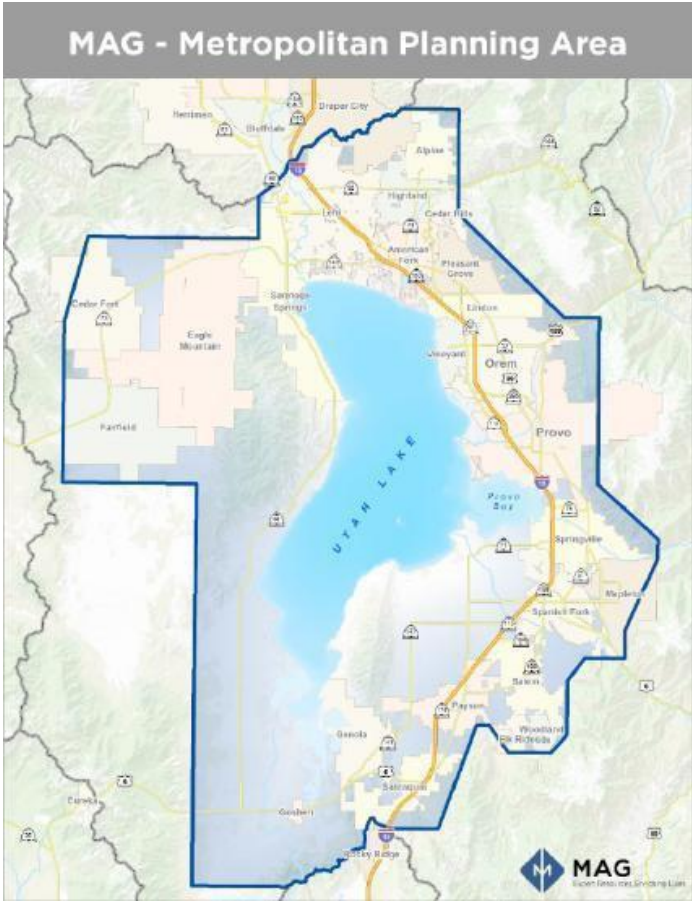
The MPO acts as a conduit for various federal funds for planning, programming, and implementation. MPO funds are programmed for regional transportation projects, studies, and programs. Funding sources directly available to the MPO for these activities include Provo/Orem Urban Surface Transportation Block Grant funds (STBG) funds, MAG Small Urban STBG funds, Transportation Alternatives Program (TAP) funds, MAG Small Urban TAP funds, Congestion Mitigation/Air Quality Program (CM/AQ and CM/AQ-PM2.5) funds, and the Carbon Reduction Program funds. All MAG federal funding sources are available within the MPO boundary for projects, programs, and studies to all members of the MPO through an application process.

For planning work the MPO receives FHWA Planning (PL) funds and FTA 5303 funds. State funds for planning include the Technical Planning Assistance (TPA) for staff work and special studies. In cooperation with UDOT, the MPO exchanges its allotment of Urban

STBG funds with the state for state sales tax transportation funding becoming MPO funds. The MPO directly funds staff work and manages projects programmed with these funds. In cooperation with Utah County, the MPO selects projects to be funded with Utah County transportation sales tax projects as well as Utah County vehicle registration corridor preservation funding.

Geographical Location

The 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 and 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 municipal boundaries of Cedar Fort, Fairfield, Eagle Mountain, and Saratoga Springs and then south generally just west of the Redwood RD corridor.



MPO Organization and Management

The Mountainland MPO is under the Planning Department at the Mountainland Association of Governments (MAG). MAG extends regional services for Summit, Utah, and Wasatch counties. MAG's Executive Council is the governing board and final policy-making body of the three-county association. This body approves working budgets and staff policies. It is composed of mayors, commissioners, and county council members of member jurisdictions within the association's boundaries of Summit, Utah, and Wasatch Counties.

The MPO Board was established to direct regional transportation planning policy as well as selecting projects to program projects, studies, and staff work with federal funds, MPO Exchange funds, and Utah County transportation funding. The MPO Board reviews and approves this Work Program, TransPlan50 the MPO's Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), air quality policy, and all other urban transportation plans and programs for the MPO area.

The MPO Board is made up of an elected representative from each municipality in Utah County and Utah County, a UDOT Commissioner, a UTA Trustee, and a Utah Air Quality Board/Senior Staff member. FHWA, FTA, and Camp Williams, as well as the Bluffdale mayor are non-voting members of the committee. The public is welcome at MPO Board meetings, time is allotted for public comment at each meeting.

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

Federal Planning Emphasis areas and the IIJA Act

On November 15, 2021, congress passed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) is the largest and most comprehensive infrastructure bill in American history. It is a two-for-one piece of legislation containing both a reauthorization of the surface transportation program and a once-in-a-generation infrastructure investment. The act programs federal transportation funding for fiscal years 2022-27.

Funding from the IIJA is expansive in its reach, addressing energy and power

infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level. New programs include:

- Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation Program (PROTECT)
- National Infrastructure Project Assistance grant program
- State and Local Cybersecurity Grant Program
- Bridge Investment Program
- Carbon Reduction Program
- Safe Streets for All Program

Emphasis areas of the IIJA Act have been developed by FHWA and FTA. The MPO will work to develop and promote these areas within the work that it performs.

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future: Work to identify the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

The MPO will commence work on integrating this emphasis area into the project development cycle of the next update of the Regional Transportation Plan. This work will start in the fall of 2023.

Equity and Justice in Transportation Planning: Work to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans, and strategies reflect various perspectives, concerns, and priorities from impacted areas. Strategies could include; improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; offer reduced public transportation fares as appropriate; target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; consider equitable and sustainable practices while developing transit-oriented development

including affordable housing strategies and consideration of environmental justice populations.

The Mountainland MPO and its partner agencies (UDOT, UTA, and WFRC) created in 2022 the Wasatch Choice Community Advisory Committee. The committee structure is built upon the goal that all communities have access to opportunities for work, education, and other essential destinations, and the recognition that land use and transportation policies have a history of perpetuating racial and economic inequities in America. The Wasatch Choice partners are committed to identifying solutions for positive change. The purpose of the Wasatch Choice Community Advisory Committee is to enhance the engagement of communities and apply an equity lens to the Wasatch Choice Regional Vision while advising Wasatch Choice transportation partner agencies on transportation and land use decisions. The Advisory Committee creates a forum/dialog for enhancing awareness and understanding of the needs and priorities of diverse communities and promoting equity in the region. Advisory Committee members can make recommendations on issues and analysis potentially relevant to the needs and circumstances of diverse populations in the region.

Complete Streets: Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

MAG was awarded two Safe Streets for All (SS4A) grants through the IIJA legislation to create a Safety Action Plan for the Mountainland MPO and Wasatch Back RPO areas. The plans should be completed in the Spring of 2024. Once complete, identified projects and strategies can apply for SS4A funding. Another benefit of this detailed safety analysis is better vetted information for the MPO, UDOT, UTA, and our municipal partners to fund needed safety improvements.

Public Involvement: Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. Work to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

MAG currently uses virtual technology to broadcast live and record all committee meetings. We plan to continually evolve this process into our core programs. In 2024, the

MPO will develop additional public involvement strategies into the RTP development process.

Strategic Highway Network/U.S. Department of Defense (DOD) Coordination:

Promote coordination with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. MPO STRAHNET routes include I-15 and US-6 through Spanish Fork Canyon.

The MPO will commence work on integrating this emphasis area into the project development cycle of the next update of the Regional Transportation Plan. This work will start in the fall of 2023. As the 2027 RTP update is prepared, the MPO will review with DOD representatives proposed RTP projects and strategies to gather input and gain other insight of any DOD suggestions.

Federal Land Management Agency (FLMA) Coordination: Promote coordinating with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

The MPO will commence work on integrating this emphasis area into the project development cycle of the next update of the Regional Transportation Plan. This work will start in the fall of 2023. As the 2027 RTP update is prepared, the MPO will review with the different FLMAs representatives proposed RTP projects and strategies to gather input and gain other insight of any FLMAs suggestions.

Planning and Environment Linkages (PEL): Work to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

The MPO has a history of identifying PEL items with its review of the RTP with various resource agencies in the development of the RTP. This work will be further reviewed and updated in the RTP project development cycle of the next update of the Regional Transportation Plan. This work will start in the fall of 2023.

Data in Transportation Planning: Develop and implement data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

MAGs Analytics Group has many of these resources already available. Over the next work program cycle, work on creating more robust tools and reports of various data products, to aid in project development and education, will be conducted.

MPO Regional Goals

MAG will 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 UDOT, UTA, and the other MPOs in Utah which include the Wasatch Front Regional Council (WFRC), the Cache MPO (CMPO), and the Dixie MPO (DMPO).
- MAG will collaborate with UDOT, UTA, and the other Utah MPOs to produce the next update to Utah's Unified Transportation Plan.
- MAG will continue to partner with WFRC, UDOT, and UTA in the continued development of our Joint Travel Demand, Land Use Models, and other Joint Projects.
- MAG, UTA, UDOT, and the other Utah MPOs have entered into a single unified memorandum of understanding (MOU) for federal performance measures reporting for all MPO's, DOT and transit agencies in the state of Utah.

Section A | Program Management

Total Staff Budget 357,213

(FHWA PL 202,902 / Fed Local 14,734 / MPO 139,577)

Staff provides organizational and logistical support to the MPO Board and MPO TAC committees. Meeting announcements and agendas are distributed approximately 5-7 days prior to the meetings. Agendas are posted in the MAG office, [MAG website](#), and the [Utah Public Notice website](#). All meetings are open to the public.

- MPO Board: meets bimonthly starting in February each year on the first Thursday.
- MPO Technical Advisory Committee: meets approximately 10 days prior to Regional Planning meeting.
- Joint Planning Advisory Committee (JPAC) meets quarterly as needed on the first Thursday.

Staff Training: Staff attend training, workshops, and participate in regional and national forums and conferences sponsored by various agencies. Generally, each year, one out-of-state training is planned for each MPO staff member. Training is subject to budget constraints.

MPO Agreements and Contracts: Contracts are updated, as needed, annually between UTA, UDOT, and the other Utah MPOs. A Consultation Procedures MOA was signed with the Division of Air Quality (UDAQ) and is reviewed yearly. Local cash match agreements are negotiated prior to the start of any study/contract.

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

Direct Costs: 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 and 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 and 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 and Office Furniture: upgrade of office equipment and furniture, trail counters
- Other: legal fees to include advice on contracts, personnel matters; any possible liability for the agency; liability insurance; membership and professional fees; meetings expenses, document and brochure printing, and advertising
- Data Processing: maintenance licenses and contracts; software; computer repairs, and aerial photography data
- Annual MAG audit by outside firms

Indirect Administrative Costs: This procedure allocates the costs of administration (Executive Director, Deputy Director, Administrative Services) across the Association's various funding programs.

Programmed In-kind: Funds from other sources used as a match to federal CPG funding.

The office space square footage occupied by planning staff in the MAG building is eligible for use as an in-kind match for federal funds appropriate for this MPO staff cost. The annual cost per square footage is calculated and is claimed to reduce the amount of municipal funds needed to match federal funds. This has been used in the past, but is currently not assumed within this planning cycle.

Work Program funding amounts and allocations are incorporated into the annual MAG budget which is approved by the Mountainland Executive Council. The Work Program itself is approved by the MPO Board.

MPO Program Management Products: The work tasks developed and implemented by the MPO include:

- Development of the Unified Planning Work Program
- Staff support at Executive Council, MPO Regional Planning Committee, MPO Technical Advisory Committee, and other transportation related meetings
- Attendance at conferences, workshops, and seminars
- Development of the monthly financial reports
- Annual audit
- Development of contracts and agreements

Section B | Planning Activities

Total Budget 1,475,447

(FHWA PL 500,624 / FTA 5303 337,423 / Fed Local 60,858 / MPO 576,515)

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.

Regional Transportation Plan Development

Development on refining the RTP process continues with creating an annual RTP development process, further incorporating the planning emphasis areas of IJJA, and further improving the tools used to support the technical development of the RTP.

The MPO is developing an annual process to further develop RTP development work. This process will document and demonstrate the level of work needed annually to produce the updated every 4 years RTP. It will outline the tasks to be completed and what activities and actions need to interface with MPO partners, committees, and the public. The desired outcome will be more interaction between the transportation stakeholders of the regional planning process.

The MPO will continue to develop and refine adding IJJA emphasis areas within the RTP process in preparing for the next RTP update in 2027. Areas of focus will be improved outreach to stakeholders, the public, and greater equity while planning the RTP, impacts of climate change and resiliency, and increased multi-modalism in complete streets planning.

The MPO, in improving RTP data collection, will continue collaboration with UDOT, UTA, and the Wasatch Front Regional Council (WFRC-MPO over Salt Lake/Ogden urban areas) to further refine and improve our capabilities with the MAG/WFRC joint Real-Estate Market Model (REMM) and joint Travel Demand Model. REMM works in concert with the travel model to allocate households and employment in areas where transportation investment is being made phase by phase. This allows for a dynamic job and household allocation through time that is reflective of transportation access investment through time.

Management of Transportation Studies and Program Support Data

Staff will continue to manage and participate in transportation studies with our partners to support the development of future projects, understand its impacts on vulnerable populations and the environment and quantify the benefits of the RTP and TIP. Studies in this cycle are listed in Section F.

Transportation Improvement Program

The metropolitan transportation planning process includes development of the Transportation Improvement Program (TIP) for the MPO area. A TIP is developed by the MPO in cooperation with UDOT and UTA. The TIP covers a period of not less than 4 years and includes a priority list of regional projects to be carried out in the first 3 years. Public comment is solicited in accordance with the MPO Public Participation Program and FHWA and FTA requirements. The TIP is updated annually. Changes to the TIP program are administered through modifications and amendments through the MPO Technical Advisory Committee and the MPO Board.

The MPO must make a conformity determination on any new or amended TIP when amendments contain regionally significant projects not from the first phase of the Regional Transportation Plan, in accordance with the Clean Air Act requirements and the EPA conformity regulations.

The TIP is financially constrained by year. It is the implementation program of the RTP that lists funded regional projects using current and proposed revenue sources. The MPO shall develop the financial plan in cooperation with UDOT and UTA. UDOT and UTA must provide the MPO with the estimates of available federal and state funds.

Biennially, the MPO TAC recommends projects to the MPO Board to be included in the TIP. MPO staff gathers information on potential projects and applications from project sponsors for TIP selection. Approved changes by the MPO Board are listed in the TIP. The TIP is evaluated for conformity and consistency with the State Implementation Plan for air quality. The MPO Board approves the updated TIP and any larger modifications to it. The TIP is submitted to the Governor or his designee for approval.

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. MAG will produce:

- 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. This document will reflect the status of all the projects programmed in year one of the previous STIP and distributed to all local jurisdictions and made available on the MAG website.
- 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.
- Assist with Project Development of funded projects.
- Provide Project Management and Oversight of funded projects if a Federal Funds exchange for State Funds is executed with UDOT.

Exchange Program Project Management: Mountainland MPO and UDOT have agreed to exchange Federal Provo/Orem Urban STBG funds for state transportation funds. The agreement is made at the beginning of each federal fiscal year and amounts to approximately \$10 million annually. MPO staff manage the projects funded through this program.

- Develop interlocal agreement with project sponsors.
- Act as project manager for each project.
- Organize kick off and project meetings.
- Monitor project scope, design, and construction.
- Reimburse project eligible costs.
- Provide financial tracking and annual audit.

Public Participation

Mountainland MPO recognizes its responsibility and opportunity to inform the public and other agencies of its programs and plans by soliciting and 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 process toward completion of the plans. Draft and final copies of the various plans and studies are available at the MAG

office and web site mountainland.org

MPO staff follow the MPO Public Participation Plan (PPP) in all planning processes. This plan was updated and approved in May of 2019. The updated Public Participation Plan is located at www.mountainland.org/public

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.

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 and providing language translation services for Limited English Proficient (LEP) individuals.

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 to MPO TAC and MPO Board meetings. These meetings are streamed live and recorded on YouTube. All committee meetings are open to the public.

MPO Public Participation Products:

- Continual work to make the website 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.
- Monitor the complaint process to assist in addressing any Title VI and nondiscrimination related complaints that may be received.
- Develop online and other methods to involve and educate the public, including hard to reach populations and groups.
- Produce mailing lists, surveys, and committee meeting minutes.
- Publish meetings and open houses information on the Utah State Public Notice Website.
- Review MPO's Public Participation Plan.
- Conduct public relation outreach and develop content.

- Research and develop new methods for improved outreach.

Transportation Management Systems

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

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, the MPO 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.

MPO 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 MPO TAC. MPO TAC selects performance measures and evaluation criteria to identify the most congested corridors within the MPO boundaries.

Staff works closely with MPO 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.

MPO Transportation Management Systems Products:

- Work cooperatively with UDOT to define one CMP which addresses all capacity increasing projects identified in the RTP.
- Identify and monitor congested regional corridors.
- Continue integration of the CMP with the TIP selection process.
- Develop a performance-based planning and programming system with UDOT, UTA and WFRC partners.

Technical Assistance to Governments (TAG)

Local governments across the MPO region recognize the importance of integrating land use and transportation planning at the community level. For those communities interested in this type of integrated and coordinated planning, a new program at MAG will provide technical assistance through the TAG program as a way to help local

communities achieve their goals. We anticipate the program will help communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit.

Staff will assist communities and decision-makers in understanding the relationships between transportation and land use. Any jurisdiction that is a member of the MPO is eligible to receive technical assistance. This assistance may include but is not limited to:

- Station Area plans
- Transit Oriented Development studies
- First/Last Mile connectivity studies
- Active Transportation plans
- Visioning efforts
- General Plans - coordinated Transportation (all modes) and Land Use (economic development, housing, etc.) planning
- Transportation Facilities studies and plans
- Transportation Master Plans
- Place-Making plans and studies
- Transit demand and feasibility analysis
- Access to transportation for low income and minority communities
- Transit/Pedestrian supportive design
- Micro and macro transportation modeling
- Land use planning and ordinance development
- Access to transportation for low income and minority communities
- Transit/Pedestrian supportive design
- Micromobility studies (ie; scooter share, ebikes, bikeshare)

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 scale.
- Explain how land use patterns affect travel patterns and the overall performance of the transportation system.
- Assist elected and appointed officials as well as the public of the various transportation planning processes including Station Area and TOD plans, 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.
-
- Identify and assist with analytical tools that are available for measuring and forecasting the impacts of transportation and land use decisions.
- Continue the development of the Real Estate Market Model (REMM), in coordination with Wasatch Front Regional Council. REMM forecasts land use housing and job allocation through time and is sensitive to the investment in the transportation system through time.
- LPA grant program cost \$500k

Bicycle and Pedestrian Planning

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. 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.

MPO staff will act as a technical and advisory resource to communities for implementing bicycle and pedestrian improvements.

- Act as project manager as needed in both planning and construction activities.
- 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.

Corridor Preservation Assistance

Administer the Utah County Corridor Preservation Fund program in conjunction with Utah County. Act as project 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. Serve as liaison between UDOT and local entities in preserving Rights-of-Way on priority state facilities.

Technical Assistance

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.

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 continue 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.

Demographic and Socio-Economic Monitoring System: Every four years the Gardner Policy Institute (GPI) of the University of Utah generates population projections at the state and county level. The MPO produces small area projections (city and traffic analysis zones) using the GPI county number as a control number. The most recent projections from GPI were released January 2022 and were based on Census 2020 apportionment data and WorkForce Services employment data. The MPO used the county level projections from this work to produce small-area (municipal) population

projections adopted in April 2023.

This demographic information is used in the travel demand modeling effort and by member jurisdictions in their planning efforts. The travel 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 collect, create, and analyze data in all the planning efforts. This includes preparing data received from other agencies and data generated in house. Special focus is given to census data as we synthesize and develop data summaries to be used in our land use and transport modeling efforts. GIS serves as a principal tool in the MPO's data development, storage, and analysis activities. GIS displays and maps the plans and programs.

The MPO continues to disseminate our GIS data via the internet for use by member agencies and the public.

MPO Technical Assistance Products:

- Support and use the various tools being developed by UDOT 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 groups, and industry.
- Develop employment data.
- Develop housing data.
- Continue to create and distribute demographic information to elected officials, technical staff, and the public.
- Continue development of Web Mapping Application

Utah Department Of Transportation Planning

UDOT Planning staff works closely with MAG in many of their programs, individual planning opportunities, and ongoing efforts. UDOT staff will continue to support the

technical and policy processes of MAG and will assist in developing the annual UPWP. Additionally, UDOT will continue to assist MAG with required contracts and agreements. UDOT Planning dedicates staff time each year to coordination with the four UDOT Regions and with the four MPOs in Utah. UDOT Planning is responsible for development, maintenance, and application of the statewide travel demand model and looks forward to continued work with our MPO partners in enhancing all models statewide through the Household Travel Survey. UDOT Planning provides expertise across the state in rail and freight planning issues and will work with MAG in coordination on freight issues.

The Unified Transportation Plan partners look forward to completing the 2023-2050 Unified Transportation Plan in the fall of 2023. UDOT and MAG are key players in this process, along with our UTA and other MPO partners. This planning effort is in addition to our work together on the MAG RTP as well as rural transportation planning in MAG's AOG area.

UDOT Planning staff will continue to participate in or manage corridor studies and other special planning-related studies within the MPO planning areas including the legislatively funded grid transportation study. UDOT is excited about the potential for MAG's new Technical Assistance to Governments grant program to help communities identify areas where land use and transportation can be considered together to provide more efficient transportation options and enhance quality of life through transportation, UDOT's mission.

UDOT receives federal funding, a portion of which goes to the Mountainland Association of Governments. UDOT's Planning Division has a full-time staff of 16 employees, including a planner dedicated to Region Three which covers MAG's planning area. Funding for the UDOT Planning staff is provided primarily through Statewide Planning and Research funds and a separate Planning Work Program is prepared annually by UDOT and submitted to FHWA for review and approval.

Administration of federal funds carries the responsibility of reviewing and monitoring the use of these monies. Many activities performed by UDOT over the course of the year are intended to support MAG while ensuring a good understanding of the use of federal funds.

UDOT Products:

- Review of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP)
- Monitoring of MAG's expenditures of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds
- Participation in MAG's technical advisory committees and their board meetings
- Coordination in finalizing the 2023-2050 Unified Transportation Plan
- Assistance in developing the FY 2024 UPWP
- Coordination with the Mountainland Association of Governments Technical Assistance to Governments (MAGTAG) grant program
- Participation in special studies in the region
- Collaboration in the Statewide Household Travel Survey
- Implementation of corridor plans that include local communities' transportation solutions
- Implementation of state legislative directives
- Collaboration on UDOT's capacity project prioritization process
- Continued coordination on air quality issues, including conformity modeling

UTA Transit Planning

The Utah Transit Authority (UTA) is the transit provider for all the municipalities within the MPO. UTA operates the FrontRunner regional commuter rail service, the Utah Valley Express (UVX) bus rapid transit service, local bus and express route service, paratransit, and senior ride service (contracted with United Way of Utah Valley), travel demand management Rideshare, and vanpool program for the area.

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 from the RTP into the Utah Valley Transit System. Coordination with UTA's Rideshare and vanpool programs are ongoing to promote and maximize the benefit of these programs and the transportation funds in the urbanized area. MPO staff work to promote effective transit solutions and explore land use options even in the form of encouraging Transit Oriented Development (TOD) to maximize the community's investment in its transit infrastructure.

MPO staff works with UTA to develop long-and short-range transit plans for the Mountainland MPO area, which involves reviewing and updating the RTP in coordination with UTA's Transit Development Plan. This involves transit funding, transit

productivity measures, intermodal 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.

Mobility Management Strategy Implementation and the Regional Coordinating

Council: The Mobility Management process is intended to develop various services and business plans 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 prioritizing 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. Since the fall of 2017, a volunteer driver service known as Utah Valley Rides has been initiated in the Provo and Orem area to provide rides to seniors who qualify. It has a limited schedule and only two vehicles. The service is the result of a partnership with UTA, United Way of Utah County, and MAG. It is hoped that the service will continue to grow and provide longer hours and greater geographical coverage as more vehicles are acquired, more funding received, and more volunteer drivers are found.

Transit Products:

- Develop Regional Transit Plan
- Continue Transit programming for the TIP.
- Work with cities to plan and preserve future locations for FrontRunner commuter rail stations.
- Continue the Mobility Management process and the Utah County Regional Coordinating Council.
- Work with the Utah County Coordination Council and mobility manager and funding partners to grow the Utah Valley Rides volunteer shuttle service.
- Continue work with UTA on regional service equity.
- Participate with UTA on transit finance issues and future project development.
- Work with UTA service planning to establish transit productivity standards through the UTA Service Choice Study that is currently underway and assist with transit core route structure development.

- Long Range Transit Plan (LRTP)
- Small Area Studies
- Service Design Guidelines
- Bus Stop Implementation
- Transit Financial Plan (TFP)/Scenario Tool
- Route Restoration and Equity Index
- Wayfinding Signage and Bus Stop Improvement Program
- Mobile Trip Planning
- On-Board Survey
- Transit Oriented Development (TOD)/Station Area Planning
- Rideshare Program Planning
- Emergency Preparedness Planning
- Special Services/American Disability Act (ADA) Planning
- Regional Air Quality Initiatives
- Transit Asset Management Plan
- Environmental Sustainability
- Travel Demand Modeling
- SRD Grant for Suicide Prevention
- UTA's 2023 Transportation Agency Safety Plan (TASP)
- Point of the Mountain Station Area, Transit Oriented Development Planning
- South Utah County FrontRunner Station Area Planning
- Areas of Persistent Poverty Study

Section C | Air Quality

Total Budget 62,124 (*FHWA PL 35,287 / Fed Local 2,562 / MPO 24,274*)

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 maintenance area for PM₁₀ (particulate matter under ten microns), non-attainment area for PM_{2.5} (particulate matter under 2.5 microns), and marginal non-attainment for Ozone. The city of Provo is designated as a maintenance area for Carbon Monoxide (CO). All the cities and the County are eligible for federal Congestion Mitigation and Air Quality funds.

PM 2.5: In November 2020, EPA published a proposed Maintenance Plan for the Provo and Salt Lake City areas for PM_{2.5} with associated PM_{2.5} and precursor pollutant budgets. Until the Maintenance Plan and Attainment re-designation are officially approved at the federal level, the MPO makes conformity determination based on the 2008 baseline year. It is anticipated the submitted plan will enable the area to continue maintaining (not violating) the National Ambient Air Quality Standard (NAAQS) for that pollutant currently established as 35 micrograms per cubic meter, though model updates in MOVES3 have significantly increased NO_x emissions in 2040-2050. The MPO is working with the State to revise the budget so that EPA's new modeling assumptions do not create conformity problems.

Ozone: In June 2018, EPA finalized the Ozone designation for the urbanized area of Utah County to Marginal nonattainment. Largely due to Tier 3 fuels, the Southern Wasatch Front, including Utah County, was able to attain the standard by the August 3, 2021, attainment date. In April 2022, the EPA proposed to redesignate the Southern Wasatch Front to attainment in the Federal Register. In May 2022 the EPA approved Utah's Ozone SIP with the MPO as a marginal nonattainment area. The MPO will work with the State to create an Ozone Limited Maintenance Plan and will continue submitting a Conformity Determination for Ozone. Staff continues monitoring pollutants and responds to changes in environmental regulations and mandates. Staff time is spent developing mobile source data, discerning the impacts of Travel Control Measures (TCMs), and consulting with a variety of stakeholders and state and federal requirements.

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. The second 10-year maintenance period was approved in March 2020. In 2026 the state will be eligible to request a reclassification to “unclassified” and retire the nonattainment designation. As part of the second 10-year period, MAG no longer needs to calculate CO emissions for comparison to the Motor Vehicle Emissions Budget and instead performs a qualitative analysis.

PM10: Utah County was redesignated as a maintenance area for *PM10* effective March 26, 2020. All Conformity Determination Reports for the RTP reflect the budgets established in the Maintenance Plan; in accordance with 40 CFR part 93 requirements. Work will evolve around interpretation of new rules and guidelines published by the Environmental Protection Agency (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 ozone, PM_{2.5}, and GreenHouse Gases (GHG) rules. It will also monitor the effects of the transportation sector of near road NO_x emissions.

The MPO is actively participating with the Utah Valley Clean Air Taskforce, Utah Valley Sustainability Coalition, and other stakeholder groups to bring the region into attainment of the various pollutants we are challenged with.

Technical Support: The MPO Board 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. The MPO works 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 in July 2010.

Development of Traffic Control and Travel Demand Management Measures: 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 signalization projects, IM program improvements, and ongoing conformity analyses. A significant amount of time and effort is diverted towards acquiring proficiency in use of the EPA approved emissions model MOVES3. Staff continues engaging in testing and reporting on all new versions EPA introduces.

MPO Air Quality Products:

- Work with the Interagency Consultation Team to explore viable strategies to address criteria pollutants of concern in Utah County and throughout the state and focus funding on the most cost- effective strategies for non-attainment issues.
- Development of transportation control measures and projected air quality impacts.
- Prepare Emissions inventories for various SIP and Conformity activities.
- Conformity determinations for the transportation plan and TIP.
- Technical support to other agencies and consultants.
- SIP preparation and mobile source data
- Participate in the FHWA and EPA AQ and Transportation Summit Group
- Representing the MPO in local Air Quality and Sustainability groups

Section D | Modeling Forecasting

Total Budget 341,682

(FHWA PL 194,080 / Fed Local 14,093 / MPO 133,509)

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.

The 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. The MPO also continues to develop and maintain the socio-economic data used for the travel demand model.

Travel Demand and Socio-Economic Models:

Staff time is allocated to gather and develop input data for the Real Estate Market Model (REMM) and travel demand model, run, calibrate, and validate those models. Time is also dedicated to 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. 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. The MPO currently uses the REMM 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. The MPO will incorporate the data from the Statewide Household Travel Survey that is currently being conducted.

MPO Modeling & Forecasting Products:

- Databases for model inputs and outputs including socio-economic data and highway and transit networks
- Model setup and forecasted travel demand volumes
- Travel time monitoring data

Section E | Financial Planning

Total Budget 186,372

(FHWA PL 105,862 / Fed Local 7,687 / MPO 72,823)

Mountainland MPO staff assists in securing funds for transportation projects and improvements. This section explains the programming of funds for the Work Program, RTP, and TIP. State and local governments are experiencing the costs associated with rapid growth.

In 2008, the state legislature allocated over \$4 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. Utah County also approved an additional ¼ cent sales tax to help fund major highway projects. The I-15 Technology Corridor project started in 2018, widening and reconstructing the freeway through the Lehi area for \$400m. The MPO, transportation officials, and our elective officials worked diligently to present the needs to the legislature and public to help gain this funding. Current major projects funded include Mountain View corridor from Lehi 2100 North into Salt Lake County at \$350M, Lehi 2100 North Freeway at \$395m, and double tracking FrontRunner commuter rail in strategic locations to allow for 15 minute peak service at \$220m.

Financial Planning Products:

- Coordination with UDOT and UTA for their individual activities and studies for the Work Program.
- Work to overhaul Utah's Unified Transportation Plan Financial Model for 2027 RTP update.
- Completion and adoption of the Work Program by the MPO Board.
- Address financial status and equity in the Transportation Improvement Program.
- Assemble and track the annual list of projects. This document will reflect the status of all the projects programmed in year one of the previous STIP and distributed to all local jurisdictions and made available on the MAG website.
- Work with UDOT to provide appropriate access to UTA and MAG to ePM so that they can input their TIP information directly which would provide a tool for better communication.
- Assist with Project Development of funded projects.
- Acquire project management software to improve management of the TIP, TIP projects, and RTP projects.

Unified Planning Work Program:

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.

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

Section F | Studies and Contracts

Total MPO Exchange Funds | 1,472,200

Total FHWA Funding | 800,000

Total FTA Funding | 910,584

Total Local Matching Funds | 375,000

This section covers all studies and contracts to be conducted by the MPO. Of note, no studies or contracts initiated by the MPO use federal funds. All MPO initiated studies use MPO Exchange funds, which are local funds, there is no match required on these funds for staff and MPO studies. Federally funded studies and programs through FHWA and FTA are listed at the end of this section. Local match required by federal funds is listed with each individual project.

Joint Planning Studies

These multi-agency studies include the participation of the region and state transportation partners and can include UDOT, UTA, and the state's MPOs; CMPO, DMPO, WFRC, These organizations collaborate on transportation projects to solve travel demand for a Greater Wasatch Front population projected to double by the year 2050 and other statewide needs. Anticipated projects this year include:

- **Context Sensitive Solutions Study | 15,000**
- **Household Travel Survey Work | 300,000**
- **Statewide Highway Grid Study | 977,800**
- **Transit Signal Priority Study | 6,300**
- **Travel Demand Model Mode Choice Update | 30,000**
- **Unified Transportation Plan Communications Work | 5,900**

MPO Contracts

The MPO issues contracts to help in various technical aspects of travel planning work. Contracts are evaluated periodically to evaluate viability and adjust for changing needs.

- **After Care AT Plan Service | 20,000**
The MPO offers technical support for municipalities that have adopted active transportation plans.
- **Complete Streets Project Development Work | 75,000**
Work to develop design guidelines for incorporating Complete Streets principles into TIP funded project approval and design.
- **Household Travel Survey-Follow Up Work | 25,000**

Conduct follow up survey work to keep household travel survey data relevant.

- **MPO Strategic Planning Work | 50,000**

Ongoing funding for help with complex transportation decisions.

- **MPO Construction Management Work | 50,000**

This work is to help where extra engineering work is needed for MPO funded projects and work. Funds will be used to contract with firms to provide on-call technical and project development assistance where needed.

- **Planning Contingency Work | 200,000**

Allows the MPO to respond quickly to study partnerships, and other unknown events and opportunities that may arise during the fiscal year when appropriate.

- **TIP Environmental Work | 75k**

Work to evaluate current MPO environmental policy and to develop an implementation process for incorporating into MPO funded projects.

- **Travel Demand Modeling Contract | 70,000**

Mountainland MPO operates a joint Transportation Demand Model with WFRC and UTA. WFRC provides additional technical assistance to the MPO and contracts with consultants to develop and support the Travel Demand model and Real-estate Market Model.

- **Wasatch Choice Utah County Update Work | 100,000**

The MPO partners with WFRC to develop the Wasatch Choice 2050 Vision Plan along the Wasatch Front. This update work will include stakeholder engagement to develop and update to the land use vision element of Utah County's portion of vision plan.

MPO Studies

MPO studies are those that the MPO is conducting that are regional in nature and generally help in developing larger transportation facilities for inclusion in the RTP.

- **Cedar Valley FWY Corridor Study | 50,000**

- **Geneva/Lakeshore Expressway Study | 150,000**

- **Utah Lake Bridge Feasibility/Landing Study | 250,000**

Federal Highways Studies

Federal highway grants can fund various transportation studies within the MPO.

- **Safe Streets for All Grant | 1,000,000** (FHWA SS4A 800,000 / local 200,000)

Safe Streets for All is a USDOT program to assess and address key traffic safety issues in local and regional areas. This project will produce a comprehensive and

implementation-ready Safety Action Plan (SAP) covering the MPO Region and includes UDOT and UTA as key partners. The local match of \$200,000 is paid for with MPO Exchange funds. The total at the top of this section accounts for these funds under Local Matching Funds. MAG also secured an SS4A grant for the same study work for the RPO area covering Wasatch County and Summit counties.

Federal Transit Administration Studies

UTA conducts transit planning studies and other work within the MPO area to aid in development of agency and regional plans.

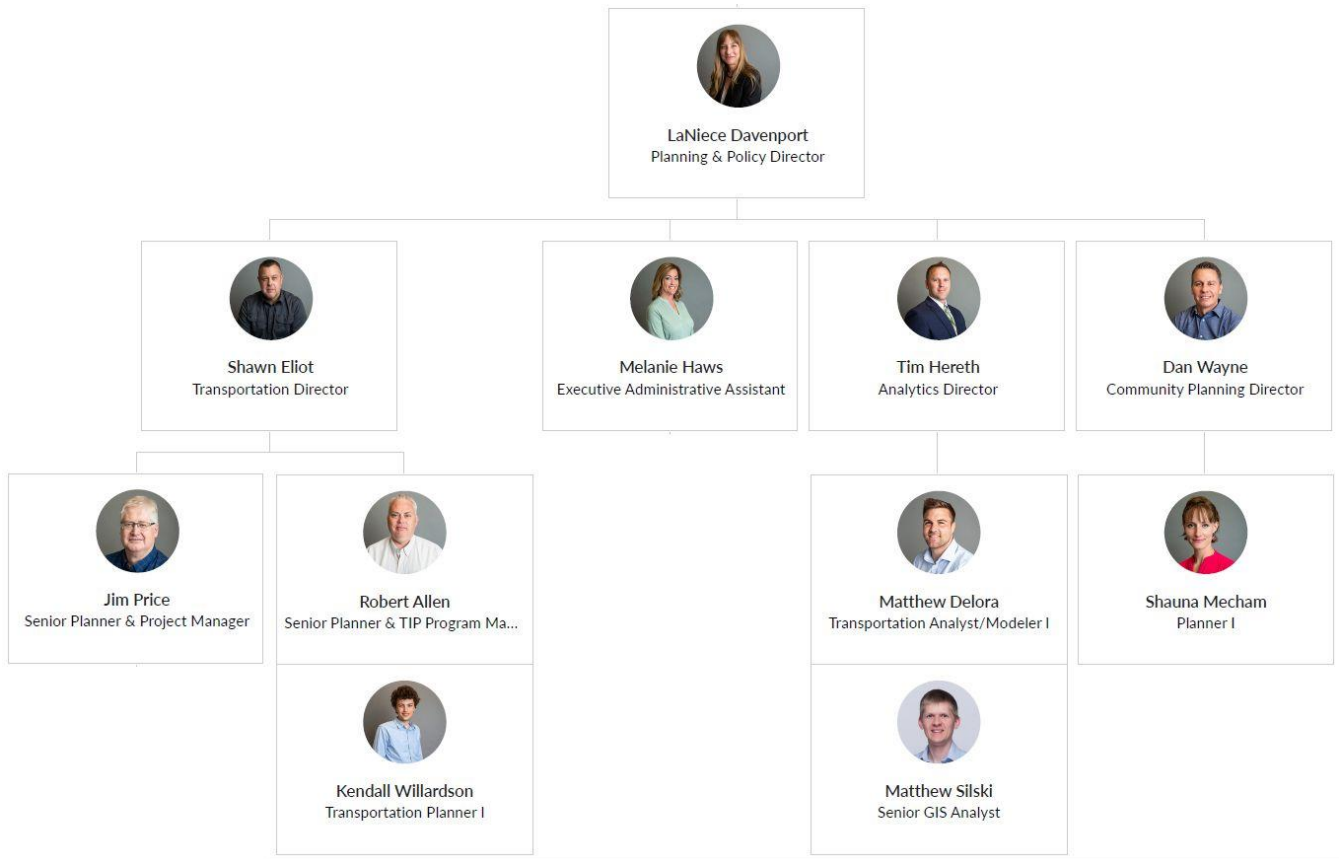
- **Point of the Mountain Planning | 350,000** (FTA 5338 275,000 / local 75,000)
Pilot program for station area / transit-oriented development planning for the Point of the Mountain area including Highland, North Lehi, Gravel Pits, and Adobe. This planning study will be conducted by the Utah Transit Authority and should be completed this work program cycle.
- **South Utah County FrontRunner Station Area Planning | 312,500** (FTA 5338 250,000 / local 62,500)
Pilot program for station area / transit-oriented development planning for the South Utah County FrontRunner area. This planning study will be conducted by the Utah Transit Authority and should be completed this work program cycle.
- **Areas of Persistent Poverty Study | 440,584** (FTA Discretionary Funds 385,584 / local 55,000)
The study will focus on four tasks: (1) evaluate the potential to transition UTA's Paratransit operating software to a more dynamic on demand system with a focus on equitably serving high poverty areas, (2) evaluate the viability of using existing resources during off-peak hours to provide on demand rides to the public, (3) plan to introduce zero emission Paratransit vehicles, and (4) ensure in-depth community engagement to include a diverse range of people with disabilities. Scope 442 ALI 44.24.00 under metropolitan planning.

MPO Revenue and Expenditures

MPO Revenue					
	Federal Funds	Fed Local Match	MPO Funds	State Funds	Total
FHWA - PL Fund	\$1,038,782	\$75,432			\$1,114,214
FTA 5303 Fund	\$337,423	\$24,502			\$361,925
MPO Exchange			\$2,418,899		\$2,418,899
FHWA - SS4A Grant	\$800,000	\$200,000			\$1,000,000
FTA 5338 Fund	\$525,000	\$125,000			\$650,000
FTA Discretionary Funds	\$385,584	\$50,000			\$435,584
State Appropriation				\$977,800	\$977,800
Total Revenue	\$3,086,789	\$474,935	\$2,418,899	\$977,800	\$6,958,423

MPO Expenditures					
Budget Category	Federal Funds	Fed Local Match	MPO Funds	State Funds	Total
Staff Funding A-E	\$1,376,205	\$99,935	\$946,699		\$2,422,839
A. Program Management	\$202,902	\$14,734	\$139,577		\$357,213
B. Planning Activities	\$838,074	\$60,858	\$576,515		\$1,475,447
C. Air Quality	\$35,287	\$2,562	\$24,274		\$62,124
D. Model & Forecasting	\$194,080	\$14,093	\$133,509		\$341,682
E. Financial Planning	\$105,862	\$7,687	\$72,823		\$186,372
F. Studies & Contracts	\$1,710,584	\$375,000	\$1,472,200	\$977,800	\$4,535,584
Total Expenditures	\$3,086,789	\$474,935	\$2,418,899	\$977,800	\$6,958,423

MPO Organizational Chart



Acronyms & Terms

AADT	Annual Average Daily Traffic
ADA	American Disability Act
AWDT	Average Weekday Traffic
AOG	Association of Governments
BRT	Bus Rapid Transit
FAA	Federal Aid Agreement
CMPO	Cache Metropolitan Planning Organization
CM/AQ	Congestion Mitigation and Air Quality Management (Federal Funds)
CMP	Congestion Management Process
CPG	Consolidated Planning Grant
DMPO	Dixie Metropolitan Planning Organization
DOT	Department of Transportation
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
GPI	Gardner Policy Institute
HPMS	Highway Performance Monitoring System
IJA	Infrastructure Investment and Jobs Act
LPA	Local Planning Assistance
MAG	Mountainland Association of Governments
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emission Budget
NAAQS	National Ambient Air Quality Standard
NEPA	National Environmental Policy Act
NTD	National Transit Database
PL	Planning Funds (Federal Funds)
PM10	Particulate Matter under 10 Microns in size
PM2.5	Particulate Matter under 2.5 Microns in size
PMO	Project Management Oversight
PPP	Public Participation Program
RTP	Regional Transportation Plan
SIP	State Implementation Plan for Air Quality

SPR	State Planning Research
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program (Federal Funds)
TAP	Transportation Alternatives Program
TCM	Traffic Control Management
TDM	Travel Demand Management
TDP	Transit Development Program
TIFIA	Transportation Infrastructure Finance Innovation Act
TIP	Transportation Improvement Program
UDAQ	Division of Air Quality, Utah Department of Environmental Quality
UDOT	Utah Department of Transportation
WORK PROGRAM	Unified Planning Work Program
USDOT	United States Department of Transportation
UTA	Utah Transit Authority
VMT	Vehicle Miles Traveled
WFRC	Wasatch Front Regional Council



M A G

Expert Resources. Enriching Lives.

Mountainland MPO

part of the Mountainland Association of Governments (MAG)

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