# MPO TAC Meeting

June 1, 2026 | 1:30 pm - 3:00 pm

## AGENDA

A meeting of the MPO TAC will be held on **Monday, June 1, 2026, at the Utah County Health and Justice Building, Room 2500, 151 South University Ave., Provo,** and virtually via Zoom: https://us06web.zoom.us/j/82903164389. Driving and parking directions

1. **Welcome and Introductions**
   Chair, Jered Johnson, 5 minutes

2. **Public Comment**
   Chair, Jered Johnson, 7 minutes

3. **UTA New Service Presentation**
   Bob Allen, Transportation Program Manager, 10 minutes
   Dede Murray, UTA

4. **Action: MAG MPO FY2027 Unified Planning Work Plan (UPWP) Adoption**
   Kevin Feldt, Transportation Planning Manager, 5 minutes

5. **Action: Federal Performance Measures - Target Modifications**
   Kendall Willardson, Transportation Planner II, 10 minutes

6. **TIP Selection - Funding Discussion**
   Bob Allen, Transportation Program Manager, 15 minutes

7. **2055 RTP: Process Development Update - Prioritization Criteria and Weighting Update**
   Kendall Willardson, Transportation Planner II, 10 minutes

8. **Other Business and Adjournment**
   Next meeting: August 3, 2026

The MPO TAC holds public meetings in-person, with a virtual option. Persons interested in providing comments can reach out to Kimberly Brenneman at 801-229-3817 or kbrenneman@magutah.gov or attend the meeting and comment during the public comment period.
Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify Kimberly Brenneman at 801-229-3817, kbrenneman@magutah.gov at least 24 hours prior to the meeting.
The minutes listing meeting attendees, discussion summary, and motions as well as the meeting video recording will be made available online at https://magutah.gov/mpotac/ after committee approval.

Kimberly Brenneman <kbrenneman@magutah.gov>

# MPO Technical Advisory Committee (TAC) June 1 Public Comment Request

1 message

**Michael Floyd** <mfloyd@everpuredata.com> Fri, May 22, 2026 at 12:04 PM
To: kbrenneman@magutah.gov

Hey Kimberly,

I would like to submit the following comment for the public comment portion of the June 1st TAC agenda. Unfortunately due to work scheduling I am unable to attend in person.

"On May 14, 2026, a horrible accident occurred on Mountain View Corridor (MVC) and Pony Express. Numerous other accidents also occurred simultaneously across Cedar Valley. This generated insane gridlock, reducing access to health care services because no hospital services exist west of MVC. Thankfully the health care services I needed that day were not life-threatening. I know there are future plans to address the bottleneck, but those plans are too far off to handle the population explosion. For example, a brand-new road which would alleviate the bottleneck, the Wild Blossom Blvd Corridor Extension, is on the 2026 TIP project list but ranks third to last among all projects. Please take action and don't priotizie Bus Canopies, Airport Taxiways, and Trails over Cedar Valley bottlenecks and projects."

Thank you and let me know if you need any further information from me.
Michael Floyd
Eagle Mountain UT Resident

# MPO TAC Meeting

June 1, 2026| 1:30 pm - 3:00 pm

## 3 | UTA New Service  Presentation

Bob Allen, Transportation Program Manager| 801-229-3813 | rallen@magutah.gov

### BACKGROUND

UTA will be presenting on the new Northern Utah County Innovative Mobility Zone (IMZ). The planned launch date is August 2026, with UTA OnDemand service provided within the IMZ. The Northern Utah County IMZ will be serving Lehi, Saratoga Springs, Eagle Mountain, and American Fork; plus, portions of Highland and Lindon.

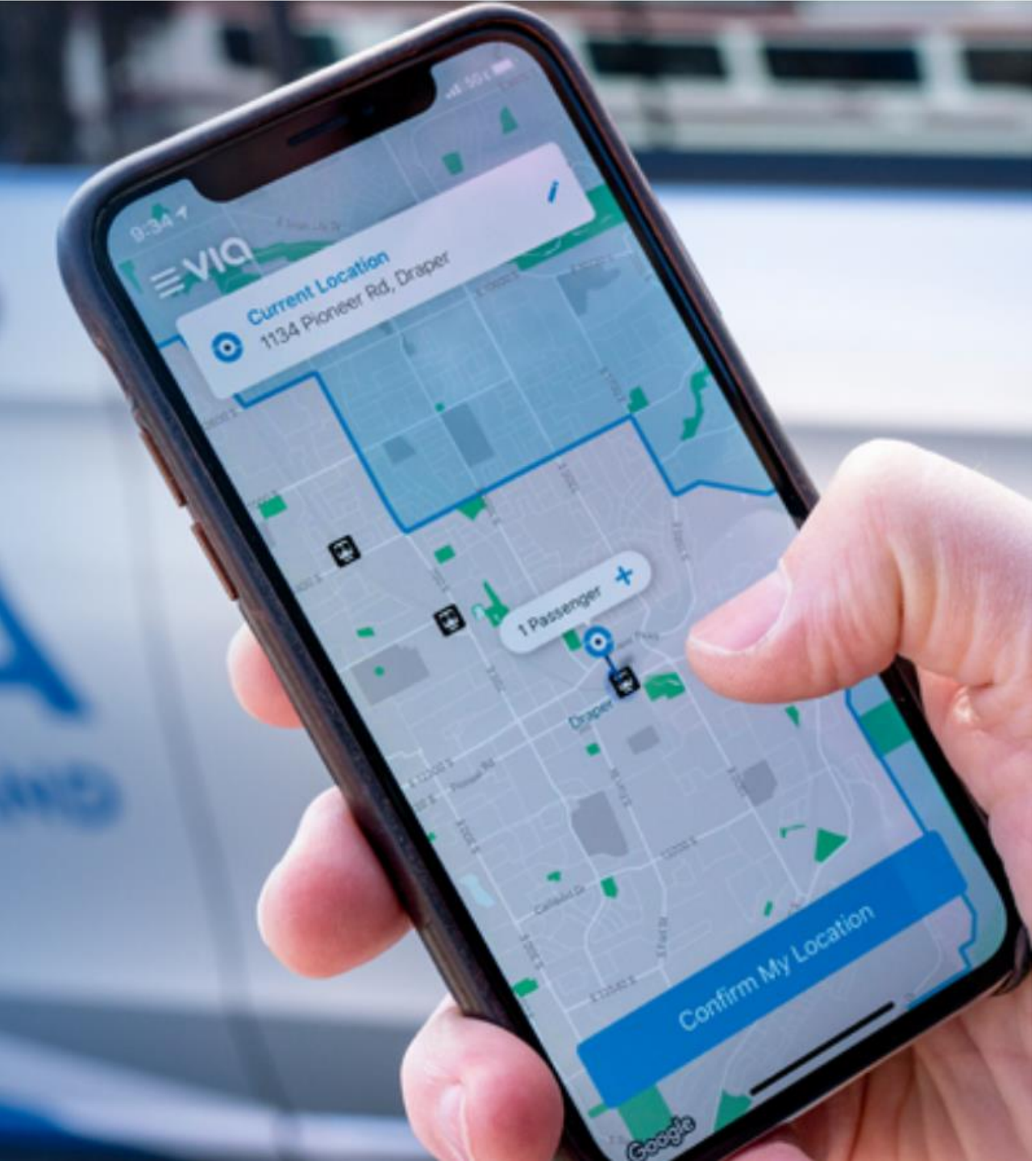
### ATTACHMENT

Presentation



# North Utah County Innovative Mobility Zone (IMZ)

## MAG TAC
## June 2026




# What are Innovative Mobility Zones (IMZs) and UTA OnDemand?

## Innovative Mobility Zone (IMZ):

An IMZ could include a variety of first and last mile solutions including, but not limited to, on-demand service, autonomous shuttles, fixed guideway extensions, bike share, and partnerships with private Transportation Network Companies, such as Uber and Lyft.

## UTA OnDemand:

Shared, app-based microtransit service provided by UTA and operated by Via

- Functions like a ride-share (such as Uber or Lyft)

# NEW Innovative Mobility Zone

## North Utah County

### Planned Launch: August 2026

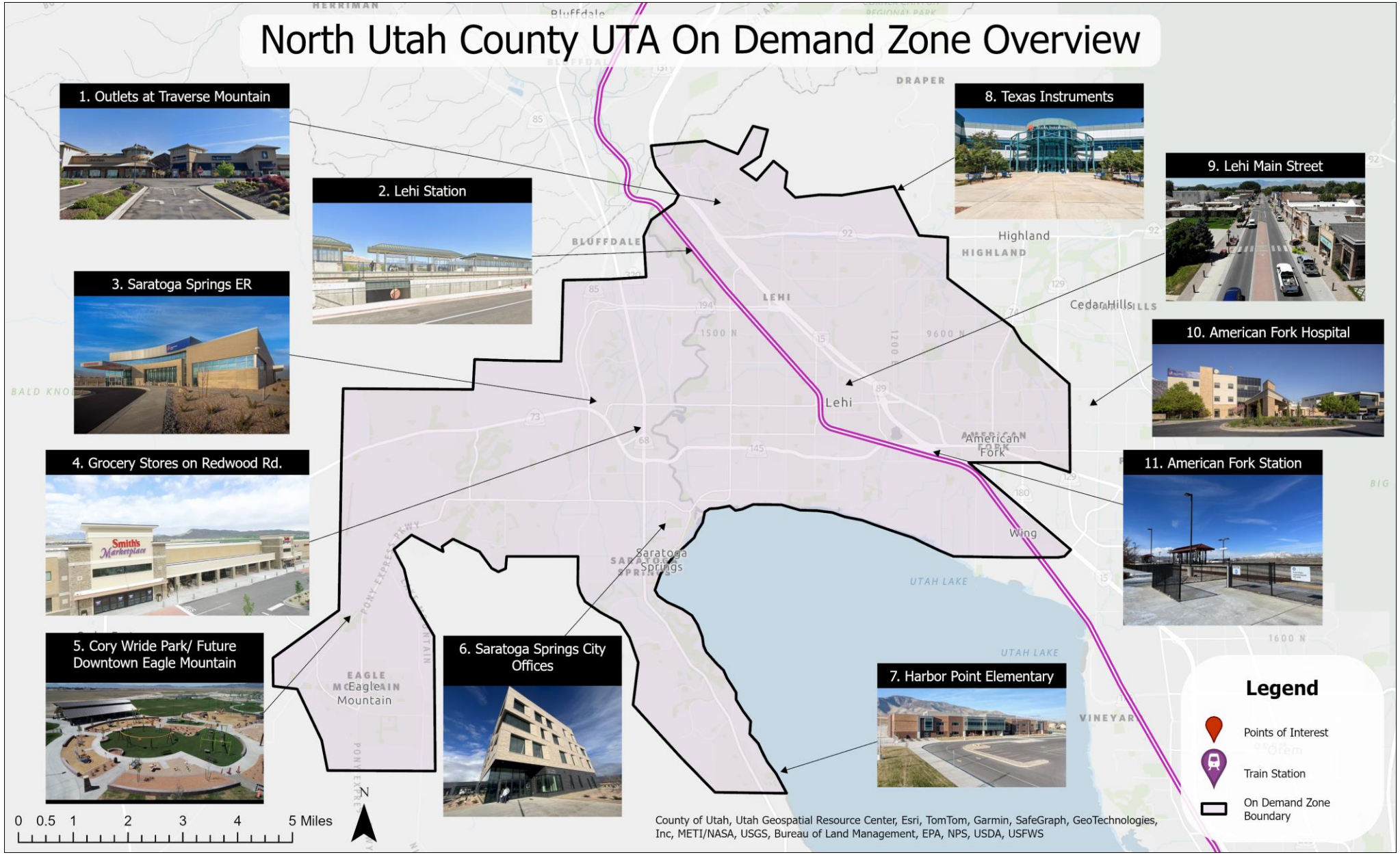
### Estimated Annual Riders: 116,000

### Sponsors: Utah County and Utah Department of Transportation



UTAH TRANSIT AUTHORITY

# North Utah County UTA On Demand Zone Overview




## Service Covers Portions of:

- American Fork
- Eagle Mountain
- Highland
- Lehi
- Lindon
- Saratoga Springs


provo
AIRPORT
UTA ON DEMAND
Powered by
via
Get the UTA On Demand App
Google Play
App Store
Or call 385-217-8191 to book.

# Thank You!

# MPO TAC Meeting

June 1, 2026 | 1:30 pm - 3:00 pm

## 4 | MAG MPO FY2027 Unified Planning Work Plan (UPWP)

Kevin Feldt, Transportation Planning Manager | 801-229-3841 | kfeldt@magutah.gov

### BACKGROUND

The FY2027 Unified Planning Work Program (UPWP) outlines the full scope of work carried out by the MAG MPO. The UPWP details the MPO's annual work activities and funding allocations. Currently in draft form, the FY2027 UPWP guides all of the staff's activities and various projects and initiatives the MAG MPO undertakes throughout the 2027 fiscal year.

The public comment period began on April 9, 2026 and will continue through May 9, 2026. Three public comments were received. The comments focused on topics more germane to the Regional Transportation Plan (RTP).

### ACTION

Recommend the MAG MPO Board approve the FY2027 Unified Planning Work Program as presented.

### ATTACHMENTS

Presentation
MPO FY2027 UPWP

# MAG MPO FY2027 Unified Planning Work Program (UPWP)

MAG MPO TAC Meeting

June 1, 2026

# Major FY2027 Tasks

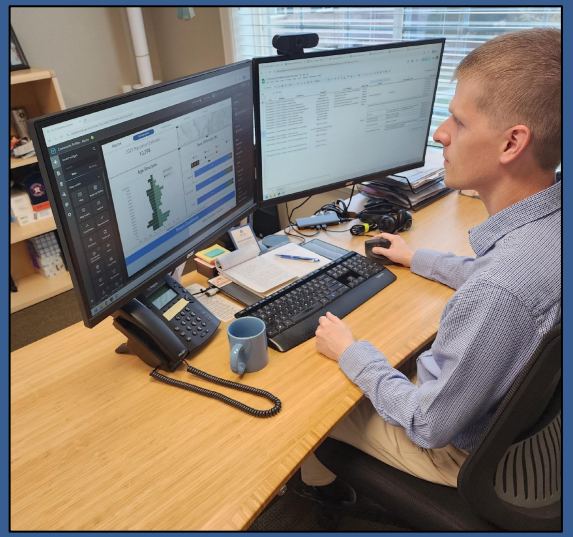
- Complete 2055 RTP
- Final Air Quality Conformity Analysis
- Complete 2027 TIP
- Assist Northern Utah County PEL Study
- Initiate Regional Growth Forum
- Coordinate with UTA on LRTP
- Development of Activity Based Travel Demand Model



Source: MAG

# Revisions to Draft UPWP

- Added FY2027 Budget
- Identified 2026 Legislative Outcomes
- Formatted Document



Source: MAG

# Schedule

- April 9 – Draft Sent to Partners and Public (FHWA, FTA, UDOT, UTA)
  - 30-Day Public Comment Period April 9 - May 9
- April 13 – MPO TAC Information
- April 16 – MPO Board Information
- May 4 – TAC Information
- May 14 – Board Information
- June 1 – TAC Action
- June 11 – Board Action
- July 1 – Final Document Due to FHWA/FTA




Source: MAG

# Requested Action

Recommend the MAG MPO Board approve the FY2027 Unified Planning Work Program as presented.



Source: MAG

# Questions?

LaNiece Davenport
MPO Director
801.229.3837
laniece@magutah.gov

Kevin Feldt
Transportation Planning Manager
801.229.3841
kfeldt@magutah.gov

# UNIFIED PLANNING WORK PROGRAM

*for the Provo-Orem Urbanized Area*

***FISCAL YEAR 2027***

*(July 1, 2026 - June 30, 2027)*

***June 2026***

*In cooperation with Utah Department of Transportation and Utah Transit Authority*



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# I. INTRODUCTION

The Unified Planning Work Program (UPWP) was prepared by MAG staff, in cooperation with United States Department of Transportation's Federal Highway Administration and Federal Transit Administration, Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Utah Department of Environmental Quality (DEQ), Utah National Guard - Camp Williams, and the MAG MPO member jurisdictions:

Mayor Carla Merrill, City of Alpine
Mayor Brad Frost, **Vice Chair**, City of American Fork
Mayor Natalie Hall, City of Bluffdale*
Brig. Gen. Shawn M. Fuellenbach, Camp Williams*
Mayor Wyatt Cook, Town of Cedar Fort
Mayor Denise Andersen, City of Cedar Hills
Mayor Troy Walker, City of Draper
Mayor Jared Gray, City of Eagle Mountain
Mayor Robert Haddock, City of Elk Ridge
Mayor Hollie McKinney, Town of Fairfield
Kelly Lund, FHWA*
Peter Hadley, FTA*
Mayor Neil Brown, City of Genola
Mayor Steven Staheli, Town of Goshen
Mayor Brittney Bills, City of Highland
Representative David Shallenberger, Legislator
Senator Michael McKell, Legislator
Mayor Paul Binns, City of Lehi
Mayor Carolyn Lundberg, City of Lindon
Mayor Therin Garrett, City of Mapleton
Jered Johnson, MPO TAC Chair
Mayor Karen McCandless, City of Orem
Mayor Bill Wright, **Chair**, City of Payson
Mayor Eric Jensen, City of Pleasant Grove
Mayor Marsha Judkins, City of Provo
Mayor Christy Simons, City of Salem
Mayor Dan Olson, City of Santaquin
Mayor Chris Carn, City of Saratoga Springs
Mayor Mike Mendenhall, City of Spanish Fork
Mayor Wade Menlove, Town of Spring Lake
Mayor Matt Packard, City of Springville
Director Carlos Braceras, UDOT
Bryce Bird, UDEQ
Trustee Jeff Acerson, UTA
Commissioner Amelia Powers Gardner, Utah County
Commissioner Brandon Gordon, Utah County
Commissioner Skyler Beltran, Utah County
Mayor Zack Stratton, City of Vineyard
Mayor Ben H, City of Woodland Hills

* Ex Officio Non-Voting Members

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# Resolution and Purpose

2026 Resolution

The Unified Planning Work Program (UPWP) is developed to describe all planning activities of the Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO) and its transportation partner agencies, namely the efforts within the Orem-Provo Urbanized Area. The planning activities described in the UPWP illustrate how our regional transportation planning process addresses federal requirements.

The planned tasks herein are conducted by the MAG MPO staff, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA). The UPWP summarizes the work planned, including the budget and funding sources, between July 1, 2026 and June 30, 2027.

It is anticipated changes to this UPWP may be required during execution of the Work Program and budget. In the past, such changes have resulted from changes in staff composition and work assignments, emergence of new work items and revision of approved work items, or major revisions to planned revenue and expense projections. Should significant changes emerge during FY2027, MAG MPO will submit an amended UPWP for federal approval.

Federal transportation planning funds provide the revenues for these planning activities through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), along with state and local funding.

The public is invited to review and comment on the UPWP document during the public comment period which runs April 9, 2026 through May 9, 2026. Three public comments were received during that time. Comments and questions are always welcome even outside the comment period. To provide comment:

- Mail: Kevin Feldt, 586 East 800 North, Orem, UT 84097
- Email: kfeldt@magutah.gov
- Website: www.magutah.gov/workprogram
- Phone: 801-229-3800

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## Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. MAP-21 introduced, and the FAST Act continues, implementing performance management requirements through which states and metropolitan planning organizations will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds." In addition, MAP-21, the FAST Act, and the BIL (Bipartisan Infrastructure Law) included modest modifications to the planning process, policy board composition, participants in the process, and contents of the metropolitan long-range transportation plan. This work program complies with the requirements regarding metropolitan planning.

Planning Factors are established by Congress (23CFR 450.306). These areas merit particular attention as they have been identified as issues of concern nationally. Specific efforts anticipated by MAG MPO, UDOT, and UTA staff to address these issues are described in Section III of this plan.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

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# Federal Requirements for Performance-Based Planning and Programming

MAP-21 and the FAST Act call for metropolitan planning organizations, public transportation providers, and states to establish and use a performance-based approach to transportation decision making. USDOT has established performance measures related to seven goal areas for the federal aid highway system.

The goal areas include safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Additional goal areas for public transportation address transit safety and transit asset management.

The metropolitan transportation plan, also known as the Regional Transportation Plan (RTP), and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan is required to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets.

The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan. The MAG MPO will continue to work with the Utah Department of Transportation and the Utah Transit Authority provider to collect data, make forecasts for performance, and update performance targets in support of those measures.

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# Regional Planning Goals

The MAG MPO seeks to respond to federal requirements, Utah's statewide vision (UVision), and our region's own adopted set of goals and priorities through the Wasatch Choice Vision (WCV).

To a large extent, federal, state, and regional goals intersect. The MAG MPO is working to adopt and implement a set of consensus-based policy goals and priorities to inform local decision making on the types of projects, programs, and policies it seeks for its RTP and TIP.

**Wasatch Choice Vision Goals**

1. Livable & Healthy Communities
2. Access to Economic & Educational Opportunities
3. Manageable & Reliable Traffic Conditions
4. Quality Transportation Choices
5. Safe, User Friendly Streets
6. Clean Air
7. Housing Choices & Affordable Living Expenses
8. Fiscally-Responsible Communities & Infrastructure
9. Sustainable Environment
10. Ample Parks & Public Spaces

**Wasatch Choice Vision Key Strategies**

Wasatch Choice Vision identifies four key strategies for a thriving region and communities:

1. Transportation choices: Provide people with real choices in how they get around – by driving, transit, biking and walking – so people can easily reach their destinations.
2. Housing options: Support housing types and locations that meet the needs of all residents.
3. Parks and public spaces: Ensure ample and convenient parks, public spaces, and open land for gathering and recreating.
4. City and town centers: Create and enhance city and town centers as the hearts of our communities – walkable areas where activity is focused, with places to live, work and play.

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## Responsibilities for Transportation Planning

The UPWP outlines transportation planning priorities and work tasks to be performed by MAG, UDOT, UTA, and other transportation partners for FY2027.

Preparation of the UPWP is required by federal transportation legislation. The latest federal transportation legislation is the Bipartisan Infrastructure Bill (BIL) enacted as the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021.

The UPWP is also a requirement of the Metropolitan Planning Code of Federal Regulations (23CFR 450.308) of the United States Department of Transportation. The UPWP must present a continuing, cooperative, and comprehensive (the "3C") approach to transportation planning activities. The UPWP is prepared with cooperation and guidance from federal, state, and local agencies, as well as state and public transportation operators. Various funding sources will be used for Transportation Planning tasks in the MPO Planning Area.

The UPWP is one of four key documents the MAG MPO is required to develop and maintain for its planning area. The other key documents are the RTP, TIP, and Public Participation Plan (PPP).

The UPWP addresses multiple modes, including highway, transit, and active transportation (walking and bicycling). The UPWP assists municipalities in implementing the Wasatch Choice Vision by:

- Refining land use and travel demand modeling,
- Developing the 2027-2055 RTP,
- Developing the TIP,
- Continuing an interagency process to assess air quality and conformity of transportation plans with air quality standards,
- Engaging the public in meaningful ways to participate in the regional planning process, and,
- Providing technical support and services to other transportation agencies and local governments in the region.

The UPWP also describes MAG's collaborative efforts regarding various studies, and the two transportation and land use programs we administer known as Technical Assistance to Governments (TAG) Program and Station Area Planning (SAP) Program.

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Each of the UPWP's core programs include a summary of the major tasks, the applicable planning factors, the responsible agencies (oversight), completion dates, funding, and anticipated products for FY2027.

MAG MPO certifies it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws and in full compliance with Executive Order 14173, 'Ending Illegal Discrimination and Restoring Merit-Based Opportunity'.

## MAG Metropolitan Planning Organization (MPO)

The MAG MPO is the federally designated MPO for the Provo-Orem Urbanized Area. Figure 1 shows the Urbanized Area boundaries based on the 2010 U.S. Census and approved by the Federal Highway Administration (FHWA) in 2013.

The MAG MPO coordinates the overall transportation planning process for the Provo-Orem Urbanized Area. As the designated Metropolitan Planning Organization (MPO) for this area, the MAG MPO Board reviews and approves the UPWP, determines policy regarding the Regional Transportation Plan and the Transportation Improvement Program, and approves each. The MAG MPO Board also determines conformity of the RTP and TIP with the State Implementation Plan for air quality (SIP). The MAG MPO and the Utah Transportation Commission are approval authorities for the use of federal transportation funds in the urbanized area.

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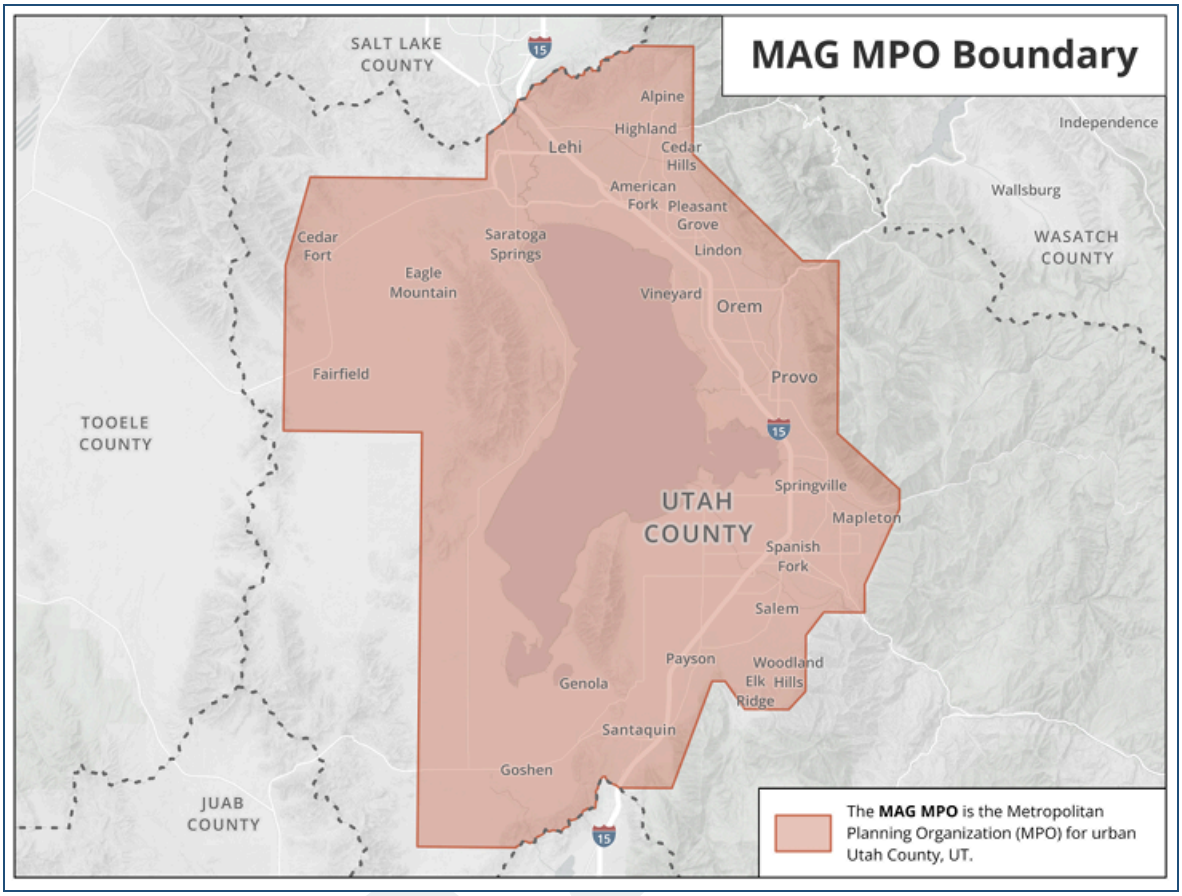



*Figure 1. MAG MPO Provo-Orem Urbanized Area*

**MPO Board and MPO TAC**

The MPO's decision-making authority lies with the MPO Board. The Board includes voting members from all MPO member jurisdictions, UDOT, UTA, and DEQ. The Utah County Commission has three votes. The City of Bluffdale, FHWA/FTA, MPO Transportation Advisory Committee (TAC) Chair, and Camp Williams are non-voting MPO Board members.

The MAG MPO Board has one subcommittee, the Technical Advisory Committee (TAC). The TAC reviews and makes recommendations to the MPO Board. The TAC provides a forum for discussing issues related to plans, programs, and individual projects and effectively establishes communication and coordination on a technical level. The TAC consists primarily of local government engineers, planners, public works, or other senior staff members. Transportation, growth, and air quality discussions take place at the MPO Board and TAC meetings as they are a forum for coordination among the primary planning and

implementing agencies for the area. Membership and representation on the MPO Board and MPO TAC are similar and include the following table (Table 1):

| MPO Board | MPO TAC |
|---|---|
| Mayors from all of the cities in the urban area (25) | Engineer, planner, public works, or senior staff from all of the cities in the urban area (25) |
| Commissioners from Utah County (3) | Engineer, planner, public works, or senior staff from Utah County (3) |
| Executive Director, Utah Department of Transportation (1) | Region Director, Utah Department of Transportation (1) |
| Trustee, Utah Transit Authority (1) | Planning Director, Utah Transit Authority (1) |
| Director, Utah Division of Air Quality (1) | Representative, Utah Division of Air Quality (1) |
| Member of Utah Senate and Utah House of Representatives from the urban area* (2) | MPO staff* |
| Chair or Vice Chair of the MPO TAC* (1) | Representatives from public agencies not included in the regular membership* |
| General, Utah National Guard - Camp Williams* (1) | |
| Federal Highway Administration* (1) | |
| Federal Transit Authority* (1) | |
| City of Bluffdale* (1) | |
| **Non-voting, ex-officio members* | |

*Table 1. Membership and Representation on the MPO Board and MPO TAC*

**Staffing**

The staff of MAG's Planning Department which includes the MPO staff along with support from UDOT and UTA, will accomplish the work tasks identified in the UPWP with assistance from consultants. Consultants will be under contract with MAG during FY2027 to work with MAG to lead the completion of the following tasks:

- 2055 RTP
- Update of the Wasatch Choice Vision for Utah County
- Travel and land use model development and applications
- Public engagement efforts, and assist with several planning studies (these are noted in the applicable work items)

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The entities responsible for completion of each task are shown near the end of each UPWP task. This is followed by tables identifying resources committed to each task and to the extent available, the cost of each task, and the funding sources.

The MPO is a part of the MAG, which is the Association of Governments (AOG) for Summit, Utah, and Wasatch Counties. The MPO consists of 14 full-time staff, three part-time staff, and one intern staff members. Seven additional full-time MAG staff persons also contribute to MPO-related efforts and therefore the UPWP.

Each local government and other entity's staff are multi-disciplinary and include professional engineers, planners, environmental specialists, economists, modelers, and professionals and technicians of various disciplines. MAG's Planning Department staff, in particular, rely on information and data from local government officials and their staff to coordinate between local and regional plans. The following pages show organizational charts for MAG, UDOT, and UTA. See figures 2 through 8.

**State-wide Joint Policy Advisory Committee (JPAC)**

In 2002, a Joint Policy Advisory Committee (JPAC) was established to facilitate communication and coordination between Wasatch Front Regional Council (WFRC) and MAG MPO. As transportation and land use patterns have become increasingly interconnected between our two regions, JPAC has proven valuable in collaborating on issues of common concern. In 2007, JPAC was expanded to include the Dixie MPO and Cache MPO, making JPAC a forum to discuss transportation planning issues state-wide.

JPAC meets four times a year and is composed of elected officials from the four MPOs as well as representatives from UTA and UDOT. JPAC discusses transportation funding, major projects, state and federal legislation, and coordination among transportation plans.

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*Figure 2. MAG's Leadership*

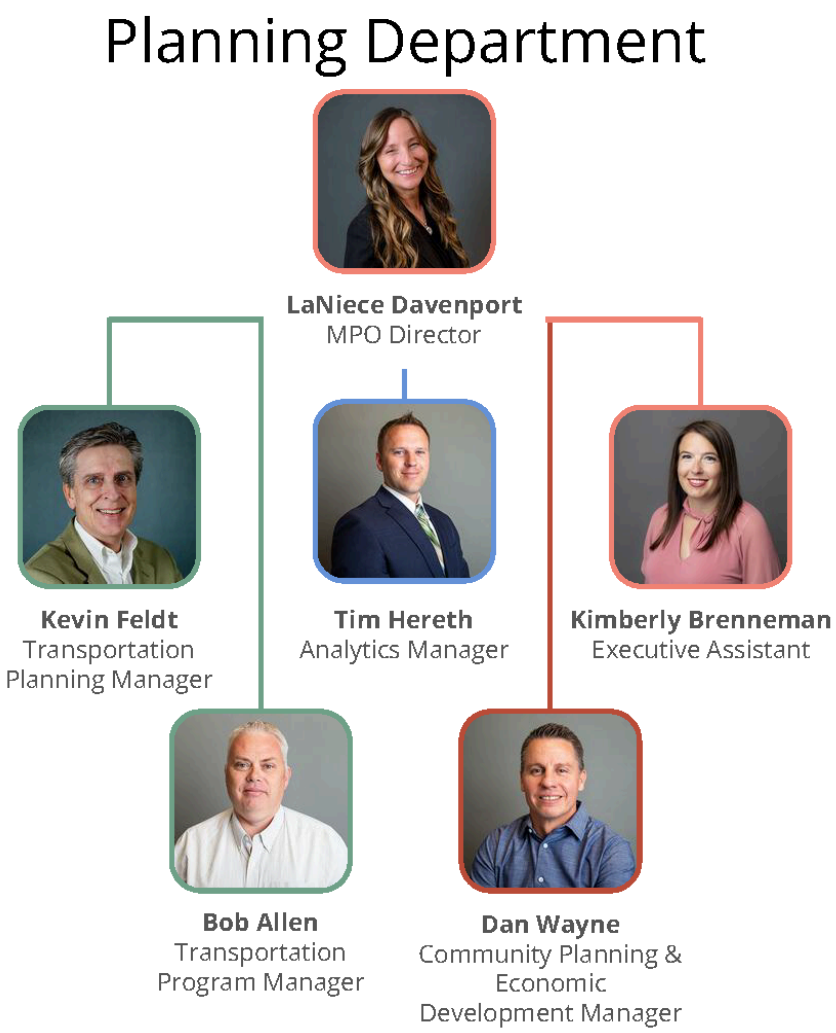



*Figure 3. MAG's Planning Department Leadership*

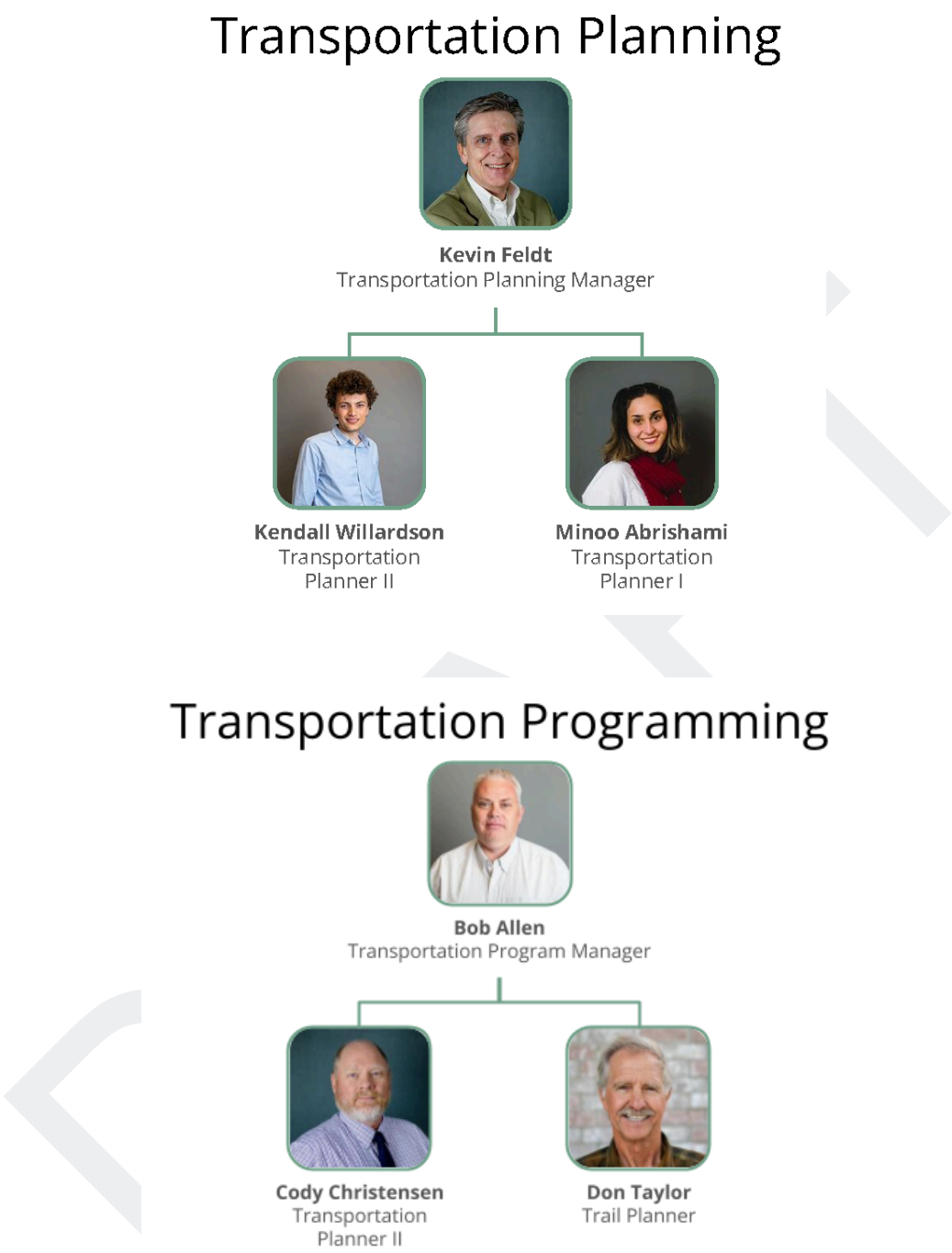



*Figure 4. Planning Department's Transportation Division*

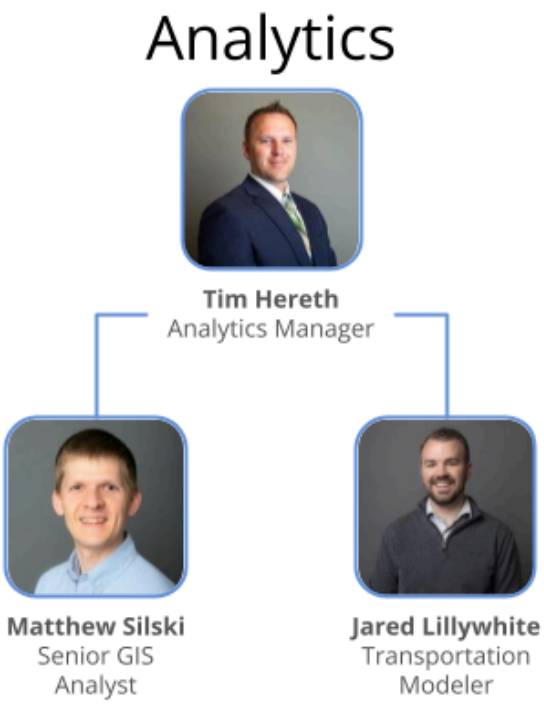



*Figure 5. Planning Department's Analytics Division*

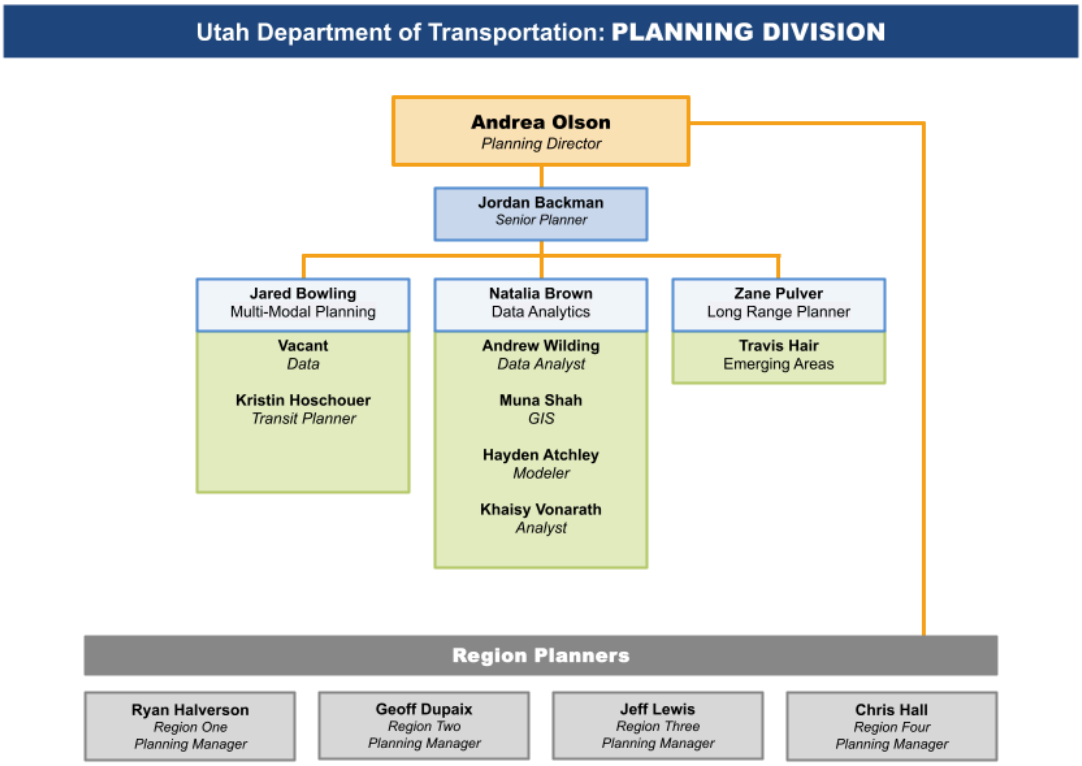
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*Figure 6. Planning Department's Community Planning and Economic Development Division*

*Figure 7. Utah Department of Transportation (UDOT)*

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Utah Department of Transportation: PLANNING DIVISION
Andrea Olson
Planning Director
Jordan Backman
Senior Planner
Jared Bowling
Multi-Modal Planning
Vacant
Data
Kristin Hoschouer
Transit Planner
Natalia Brown
Data Analytics
Andrew Wilding
Data Analyst
Muna Shah
GIS
Hayden Atchley
Modeler
Khaisy Vonarath
Analyst
Zane Pulver
Long Range Planner
Travis Hair
Emerging Areas
Region Planners
Ryan Halverson
Region One
Planning Manager
Geoff Dupaix
Region Two
Planning Manager
Jeff Lewis
Region Three
Planning Manager
Chris Hall
Region Four
Planning Manager

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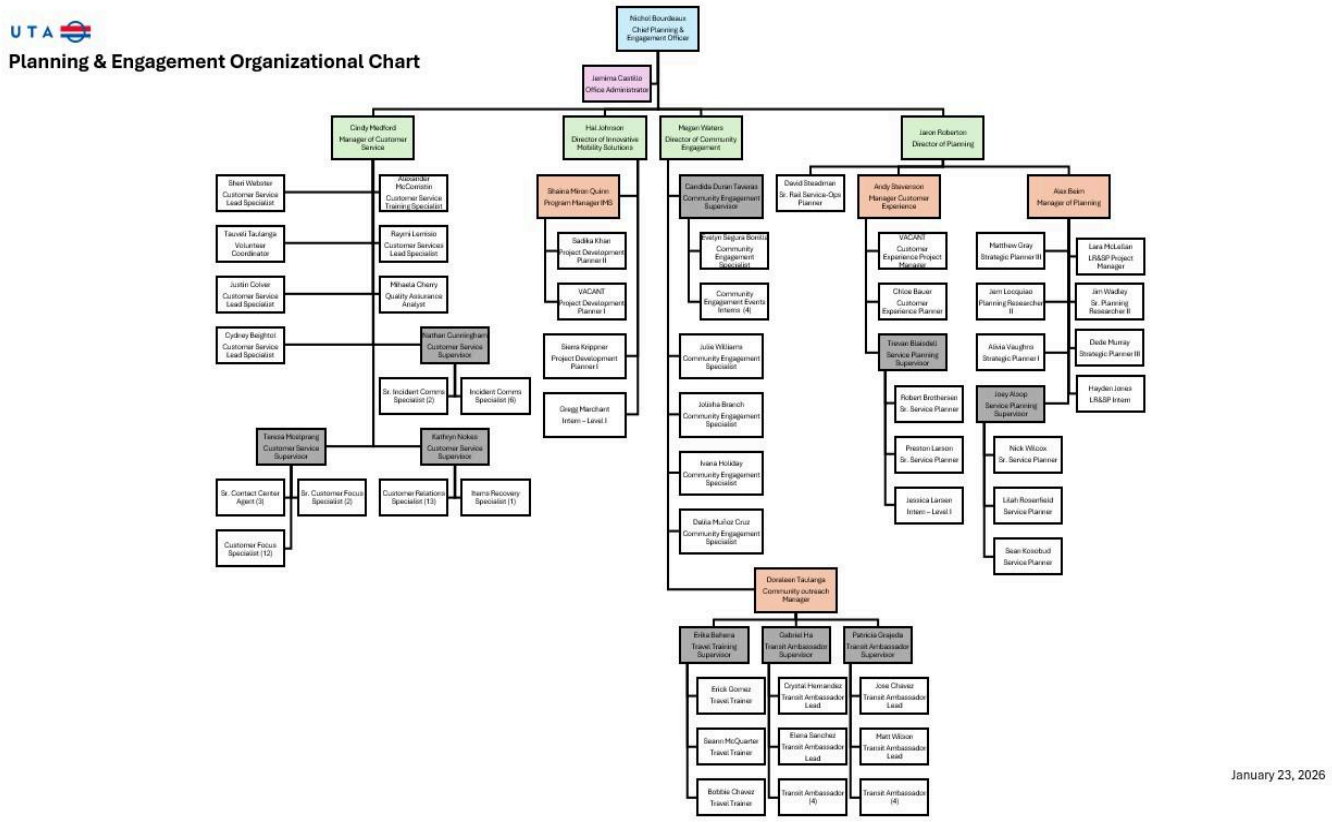



*Figure 8. Utah Transit Authority (UTA)*

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## FY2026 Accomplishments

The following table (Table 2) summarizes work produced and planning activities performed during FY2026 to implement the approved MAG MPO planning projects and consultant tasks. Ongoing work tasks, such as routine project administration, are not included in this summary, and only major accomplishments are listed. By June 30, 2026, we anticipate the federal Consolidated Planning Grant funds (PL, FTA 5303) of $1,568,560 not including local match will be fully expended as outlined in the FY2026 UPWP.

| Program Support and Administration | Accomplished |
|---|---|
| *WORK PROGRAM AND ADMINISTRATION* | |
| Administer and publish FY2026 UPWP and begin FY2027 UPWP | ☑ |
| Schedule/facilitate MPO Technical Advisory Committee activities | ☑ |
| Schedule/facilitate MPO Board activities | ☑ |
| Administer MPO finances, HR managerial work | ☑ |
| UDOT and MAG coordinating efforts | ☑ |
| UTA and MAG coordinating efforts | ☑ |
| WFRC and MAG coordinating efforts | ☑ |
| Conduct/attend education and training activities | ☑ |
| *PUBLIC INFORMATION* | |
| Implement and document public information and participation activities | ☑ |
| Continuously update MPO website | ☑ |
| UDOT work with MPO for public input on UDOT activities | ☑ |
| UTA work with MPO for public input on UTA activities | ☑ |

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| General Development and Comprehensive Planning | Accomplished |
|---|---|
| *LAND USE AND SOCIOECONOMIC DATA & TRAVEL DEMAND MODELING* | |
| Gather travel time data | ☑ |
| Continued availability GIS-ready datasets and interactive web maps that support long range planning in transportation and other fields | ☑ |
| Analysis of socioeconomic data and forecasts | ☑ |
| Inputs to short-range programming, long-range planning, and air quality analyses | ☑ |
| Periodic updates to REMM land use model base year data sets | ☑ |
| Traffic volume data and trip speed data and analysis | ☑ |
| Transit ridership, park and ride lot usage, and other transit data | ☑ |
| Data collection and development of land use and travel model for vision work, project development, and messaging | ☑ |
| Update REMM land use model and travel demand model with adopted Wasatch Choice Scenario data and any new applicable data | ☑ |
| Maintain and implement the MPO Travel Demand Model | ☑ |
| Start development of an Activity-Based Model | ☑ |
| Provide forecasts for regional studies | ☑ |
| Utilize MPO land use and travel models and other plans and data to demonstrate | ☑ |
| Refine existing UrbanSim-based REMM model logic, process, and parameterization | ☑ |
| Refine model inputs and create the 2023 base-year data sets | ☑ |
| Produce a 2027-2055 socioeconomic forecast, including integrating stakeholder feedback, for use in the RTP process | ☑ |
| Update both models so these tools and their travel and socioeconomic outputs are ready for use, in beta form, Fall 2025 – about the midpoint of the current four year RTP cycle | ☑ |

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| General Development and Comprehensive Planning | Accomplished |
|---|---|
| Work with UTA to gather route modification suggestions for incorporation into the travel demand model | ☑ |
| Work with UDOT to maintain the Wasatch Back model | ☑ |
| | ☐ |
| *GIS* | |
| Maintain a reliable, up-to-date, and trusted inventory of datasets and interactive maps | ☑ |
| Support travel modeling and land use modeling efforts by doubling the frequency of data updates per RTP cycle | ☑ |
| Work with the long-range planning group to draft an initial 2027 RTP GIS project list | ☑ |
| Integrate products from the Wasatch Choice Vision update into MAG's GIS catalog of maps and data | ☑ |
| Finalize decennial road functional classification updates to submit to UDOT and FHWA | ☑ |
| Integrate products from the Wasatch Choice Vision update into MAG's GIS catalog of maps and data | ☑ |
| Update core datasets essential to various programs in the Planning Department, including the RTP, TIP, SAP, TAG, etc | ☑ |
| Enhance the online presence of GIS-based information resources in the open data portal, map gallery, website, social media, and external newsletter | ☑ |
| Present regional GIS work to technical committees, elected officials, and community groups to increase awareness and proliferate resources | ☑ |
| Curate catalog of publicly available data and interactive maps to ensure city staff and consultants find authoritative MAG datasets | ☑ |
| Continue to provide as-needed GIS support to special projects and respond to community needs by delivering timely information resources | ☑ |
| | ☐ |

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| General Development and Comprehensive Planning | Accomplished |
|---|---|
| *AIR QUALITY* | |
| Cooperate with the state to create emissions inventories | ☑ |
| Monitor and share MAG's Purple Air sensors | ☑ |
| Assist with regional emissions analyses and coordinate any MAG MPO air quality plans or documents | ☑ |
| Collaborate with the interagency consultation team for statewide air quality | ☑ |
| Conduct conformity determinations as necessary for updates to the RTP and TIP | ☑ |
| Participate on committees and in events (Utah Valley Clean Air Task Force, UVU Sustainability Summit) to support air quality improvements | ☑ |
| UDOT participation on interagency consultation team | ☑ |
| UDOT support MAG's efforts regarding air quality improvements | ☑ |
| UTA support MAG's efforts regarding air quality improvements | ☑ |
| Assist with the development of the Wasatch Back RPO 2055 RTP | ☑ |
| *TECHNICAL ASSISTANCE TO GOVERNMENTS* | |
| Provide mapping and other technical assistance to MPO area local governments<br>• Mapping services provided to Kamas, Spring Lake, and Wallsburg | ☑ |
| Update local plans and ordinances necessary to conform to regional goals<br>• TAG supported the completion of two general plan updates (American Fork and Spanish Fork) and a zoning update (Park City) and is in process of supporting five more general plan updates (Hideout, Henefer, Charleston, Daniel, and Utah County).<br>• TAG supported the completion of a range of small area plans and land use development codes (Alpine, Payson, and Lehi) and is in the process of supporting more (American Fork and Pleasant Grove). | ☑ |
| Conduct technical studies for member jurisdictions<br>• In addition to in-progress TAG Cycle I and II, and III projects, seven new TAG projects were awarded for Cycle IV. | ☑ |
| Aid in the development of general plans, master street plans, land use | ☑ |

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| General Development and Comprehensive Planning | Accomplished |
|---|---|
| plans, active transportation plans, public transit service plans, and other community facility plans<br>• The TAG Program has numerous completed, in-process, and newly awarded projects. | |
| Other MPO area local government planning activities<br>• MAG Community Planning staff participated in and supported MPO transportation planning processes, including the RTP update, TIP and RTP project selection criteria, and coordinated on the funding of several planning projects, including a North-South Corridor Study and Utah Lake Shoreline Trail Plan. | ☑ |
| Administer the MAG Technical Assistance to Local Governments program<br>• Quarterly reporting, fiscal management, interagency communication, monitoring and updating funding agreements, and various other administrative tasks were completed. | ☑ |
| Conduct project selection process for the TAG Program (5-10 local plans and studies per year)<br>• MAG received 12 applications and awarded seven projects in TAG Cycle IV | ☑ |
| Administered MAG Station Area Planning program<br>• SAPs for all existing stations were completed and certified. | ☑ |
| Collect socio-economic data for land use and travel model work, create projections<br>• Planning assumptions generated for Wasatch Choice Vision centers, Station Area Plans, and other local planning efforts were provided to MAG Analytics to inform the travel demand modeling process. | ☑ |
| Create and run land use and travel model scenarios for RTP and TIP project development and for air quality conformity analysis<br>• Travel modeling for the RTP update is in development, including TIP projects. | ☐ |
| *PRE-DISASTER MITIGATION* | |
| Manage the Pre-Disaster Mitigation Plan to FEMA standards to keep cities eligible for FEMA mitigation and recovery grants. Planning is paid for by FEMA BRIC planning grants and with local matches through the annual Jurisdictional Assessment ($80,000 total)<br>☑ The Pre-Disaster Mitigation Plan is in progress with | ☐ |

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| General Development and Comprehensive Planning | Accomplished |
|---|---|
| anticipated completion in May 2027. | |
| Conduct outreach with online and in-person meetings | ☑ |

| Long Range Transportation Planning | Accomplished |
|---|---|
| *REGIONAL GOALS AND FEDERAL REQUIREMENTS* | |
| Ensure federal compliance of RTP | ☑ |
| Create a new growth forum - in progress | ☐ |
| Implement state and regional policies | ☑ |
| Work with MPO Board and TAC to develop RTP goals and objectives to gain adoption | ☑ |
| Attain UDOT support for RTP goals | ☑ |
| Attain UTA support for RTP goals | ☑ |
| *WASATCH CHOICE VISION* | |
| MPO staff meet with WFRC and other partners to understand the existing Vision and what makes up the vision (land use and transportation), ensure an understanding of the Vision framework, and coordinate messaging<br>• MAG staff met regularly with WFRC staff to coordinate messaging of the vision and advance implementation support tools (e.g., conceptual designs, development code templates, etc.).<br>• MAG staff met individually with each local government to discuss existing conditions, local land use plans, anticipated development, and transportation project needs. | ☑ |
| Present existing Vision to key partners, stakeholders, and the public, share existing land use from general plans, give staff recommendations, and seek input<br>• Interagency partners were engaged as part of the WCV update process, including one-on-one meetings and an online interactive map to collect feedback and edits. Numerous presentations were provided to the MAG MPO TAC, MPO Board, and to interagency and stakeholder groups (e.g., professional conference work sessions, webinars, etc.). | ☑ |

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| Use current plans and feedback garnered in meetings and online to develop draft growth scenarios and strategies and report back to committees/stakeholders<br>• Input from stakeholders collected during engagement activities were incorporated into a first-cut and revised vision update. Maps were presented to stakeholders via online interactive map and presented to the MAG MPO TAC and Board. | ☑ |
| Review work from engagement opportunities, strategies developed, and scenario outcomes, and give final recommendations<br>• Feedback and the draft and final WCV and staff recommendations were presented for incorporation into updated vision and for integration into the RTP update process and travel demand modeling. | ☑ |
| Gain MPO committee approval, share the updated vision based on community and partner feedback, and update current messaging tools of Wasatch Choice Vision to engage communities and partners, etc., integrate with RTP<br>• Following extensive outreach and engagement among interagency partners, the vision was finalized and successfully presented for adoption and inclusion in the RTP update process and travel demand modeling. The online WCV map was updated and large-scale print copies were prepared and delivered to all local government partners. | ☑ |
| *REGIONAL TRANSPORTATION PLAN* | |
| Satisfactory progress in monitoring and implementing the RTP | ☑ |
| Coordinate with UDOT and UTA regarding Regional Performance Measures | ☑ |
| Process requests for RTP amendments | ☑ |
| Develop RTP performance measures for RTP project needs and priorities | ☑ |
| Major update of the financial model through a consultant, developed with planning partners (MPOs, UDOT, UTA) | ☑ |
| UDOT support MPO in RTP update, including federal performance measures and monitoring, freight planning, operations and preservation plans and data, project costs and revenue data, and other needed work | ☑ |
| UDOT continue to consider the impact of recommendations from various RTP and regional studies in association with UDOT planning efforts | ☑ |

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| UDOT continue to evaluate the impact of performance measure targets on UDOT long-term planning efforts | ☑ |
| UDOT continue to coordinate on financial modeling and assumptions leading to fiscal constraint determinations for 2027 planning processes | ☑ |
| UTA continue to support MPO in RTP update, including federal performance measures and monitoring, route planning, operations and preservation plans and data, project costs and revenue data | ☑ |
| UTA review draft RTP products in association with MPO planning efforts | ☑ |
| UTA evaluates the impact of performance measure targets on the MPO's long-term planning efforts | ☑ |
| Hire consultant to finalize remaining elements of 2055 RTP | ☑ |
| Integrate Wasatch Choice Vision elements into 2055 RTP | ☑ |
| *CORRIDOR PRESERVATION* | |
| Reviewed and approved 10 Corridor Preservation Projects for a total of $8.3 million dollars for the acquisition of future corridors identified in the RTP. | ☑ |
| Updated the application process to include a scoring and ranking system to provide better sustainability of the Corridor Preservation Funds. | ☑ |
| Worked in conjunction with Utah County to ensure the balance of the fund is monitored correctly. | ☐ |

| **Short Range Transportation Planning** | **Accomplished** |
|---|---|
| *CONGESTION MANAGEMENT* | |
| Developed a Congestion Management Dashboard | ☑ |
| Integrated Congestion Management measures into TIP scoring criteria | ☑ |
| *STUDY MANAGEMENT* | |
| Special Studies / Joint Projects<br>• Government Services<br>• Wasatch Choice Vision for Utah County<br>• Joint Projects Contingency<br>• Modeling Staff and Consultants<br>• Safe Streets and Roads for All (SS4A) | ☑ |

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| • Statewide Regional Roadway Grid Study<br>• Strategic Planning<br>• TAG Cycle 3 Projects<br>• UTP Financial Model<br>• UVU Active Transportation Plan<br>• Activity Based Model Development year 1/3<br>• AT Academy<br>• Transit Fresh Look study | |
| MAG MPO TIP Studies<br>• Midvalley Highway Study - $250k<br>• Spring Creek Trail Feasibility Study - $150k<br>• Nebo Belt Regional Transportation Study - $350k<br>• Woodland Hills Trail Feasibility Study - $100k | ☑ |
| UDOT Studies<br>• I-15; Payson Interchange EIS Re-evaluation<br>• Foothill Blvd Environmental | ☐ |
| UTA participate in the Unified Transportation Plan financial model development work led by WFRC | ☑ |
| UTA regional studies managed by UTA. Work includes developing scope, consultant selection, and project management (costs listed are not federal funding):<br>• The FrontRunner South Extension Environmental and Preliminary Design Phase has a total budget of $8,700,000. The budget for this is coming from a legislative appropriation ($5,000,000), MAG ($1,884,600), and UTA ($1,815,400). -in progress | ☐ |
| UTA Federal studies conducted by UTA.<br>• Coordinated Human Service Transportation Plan - Provo OREM Urban LCC plan. Ongoing.<br>• FrontRunner Corridor Transit Oriented Development Market, Housing, and Economic Impact Analysis - $360,000 federal and zero local match (to be performed in MAG and WFRC areas)- FTAs FY 2023 Pilot Program for Transit-Oriented Development Planning. Estimated Completion is October 2025. Underway.<br>• Point of the Mountain Transit Environmental (to be performed in MAG and WFRC areas) $2,000,000 federal $145,233 Local Match. Underway.<br>• Route Restoration and Equity Index Study $300,000 Federal zero local match. Complete.<br>• Transit Oriented Development South Valley Utah County FrontRunner Station Area Planning $250,000 Federal $62,500 Local Match. Underway. | ☐ |

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| *SAFETY PLANNING* | |
| Develop a regular CSAP update process according to findings and recommendations from current SS4A planning activities - in progress | ☑ |
| Continue work to update the new MPO CSAP | ☑ |
| Hire consultant to continue work on CSAP phase 2 - exact activities to be determined by the success of the SS4A Supplemental Planning Grant.<br>** Project not complete - federal funding is attained* | ☑ |
| Apply regional policy recommendations generated by CSAP - ongoing | ☑ |
| UDOT apply regional policy recommendations generated by CSAP<br>** R7: UDOT's program for safety messaging and education is Zero Fatalities.*<br>** R8: UDOT is separating people walking, rolling, and bicycling from people driving through the Utah Trail Network and building other AT infrastructure.* | ☐ |
| UDOT work with MAG on safety issues identified on state routes | ☐ |
| UTA apply regional policy recommendations generated by CSAP<br>**UTA is working on this item.* | ☐ |
| *PERFORMANCE MEASURES* | |
| Monitor federal and state performance measures | ☑ |
| Develop regional performance measures | ☑ |
| UDOT coordinate with MAG on federal performance measure target setting and reporting | ☑ |
| UDOT work with MAG to understand new or pending performance measure requirements | ☑ |
| UTA conduct reporting for Transit Safety Performance Measure to National Transit Database | ☑ |
| Integrating performance metrics within the MPO functions | ☑ |

| **Transportation Improvement Program** | **Accomplished** |
|---|---|
| *TIP DEVELOPMENT* | |
| Develop the MAG TIP Dashboard | ☑ |

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|---|---|
| Adopted the 2026 MAG TIP | ☑ |
| Created an Environmental Guidance Document for local projects | ☑ |
| *TIP PROJECT SELECTION* | |
| Updated the TIP Project Selection Criteria | ☑ |
| Prioritized MAG funded projects for the 2027 TIP | ☑ |
| *TIP PROJECT MANAGEMENT* | |
| Completed the Santaquin Main Street Widening Project | ☑ |
| Completed the Orem 1200 South Roundabout Project | ☑ |
| Completed the Lehi 700 South Cycle Track Phase 1 Project | ☑ |
| Initiated the American Fork 700 North Connection Project | ☑ |

*Table 2. Work Produced and Planning Activities Performed During FY2025*

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# FY2027 Regional Planning Priorities

FY2027 Regional Planning Priorities are identified in the 2055 RTP adopted goals. Much of the work described in this document is ongoing, or continues from year to year. The goals as approved by the MAG MPO TAC and adopted by the MAG MPO Board on March 12th, 2026, include the following and are described further below.

- Improve access to opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user-friendly transportation facilities
- Clean air

**Improving Access to Opportunities**

Improving access to opportunities generally focuses on providing access to employment, schools and medical services. Three broad objectives support this goal.

- Build and preserve the transportation grid network
- Improve mobility access to opportunities within the region
- Provide access to a quality multi-modal transportation network

**Manageable and Reliable Traffic Conditions**

Efficiently and effectively moving goods, services and people within and through the MAG MPO region requires adherence to providing reliable travel times. Three objectives supporting this goal include:

- Provide roadway redundancy and eliminate choke points within major travel corridors
- Maintain reliable congestion levels
- Reduce travel delay

**Quality Transportation Choices**

Simply providing transportation choices is not enough for a highly functional transportation system. The system must also strive for high quality to provide users a state-of-the-art network. This goal combines the other four goals and is supported by three objectives.

- Focus existing and planned transportation infrastructure to support land use development
- Increase public transportation availability and use
- Increase active transportation availability

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**Safe, User-friendly Transportation Facilities**

Providing a user-friendly transportation network is paramount to providing a safe transportation network for all users. A safe transportation system enhances the ability to provide manageable and reliable mobility by reducing non-recurring travel delays. This goal is supported by two objectives.

- Integrate safety policies from the MAG Safe Streets 4 All (SS4A) plan into the RTP
- Address Vulnerable Users (VRU) needs in infrastructure investment

**Clean Air**

Maintaining compliance with National Ambient Air Quality Standards (NAAQS) is critical to providing residents with the healthiest air quality possible. This goal is supported with one objective.

- Improve air quality

Specific tasks associated with these five goals and their objectives are provided later in this document.

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# II. PROPOSED FY2027 WORK PROGRAM AND BUDGET

## Funding Sources for Planning Activities

**Consolidated Planning Grant (CPG)**

Beginning with Fiscal Year 2004, Metropolitan Planning Organizations (MPOs) in the State of Utah have received federal metropolitan transportation planning funds via a Consolidated Planning Grant (CPG). The MPO utilizes the CPG to consolidate its annual planning funds from the Federal Highway Administration and the Federal Transit Administration. UDOT administers the grant, which provides flexibility in funding and enables the MPO to carry projects and programs forward between fiscal years. Local and state sources are also used to cover required federal matching funds and fully finance the MPO program.

The aspects of this process are currently as follows:

- The approved UPWP allocates federal transportation planning funds to individual work items in the Work Program performed by MAG MPO staff and is the basis for the CPG.
- MAG transportation planning tasks are funded through an annual CPG which combines Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) metropolitan transportation planning funds.
    - Metropolitan Planning Funds (PL): The Federal Highway Administration (FHWA) annually allocates PL funding to State DOTs in the nation, who then sub-allocate PL funds to all MPOs based on a formula, for MPO planning-related activities. The PL funds are used for paying MPO staff salaries, various MPO plans or studies, etc.
    - Federal Transit Administration (FTA) Funds - Section 5303: The Federal Transit Administration allocates funds designated for:
        - Planning activities supporting the metropolitan area's economic vitality;
        - Increase the transportation system safety and security of the;
        - Increase the accessibility and mobility of people and for freight;
        - Protect and enhance the environment;
        - Promote energy conservation;
        - Improve the quality of life;
        - Promote consistency between transportation improvements and State and local planned growth and economic development patterns;
        - Enhance the integration and connectivity of the transportation system;
        - Promote efficient system management and operation; and,

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        - Emphasize the preservation of the existing transportation system. The FTA transfers FTA Section 5303 funds allocated for metropolitan transportation planning in the UPWP to FHWA.
- FHWA consolidates the transferred FTA funds with Metropolitan Planning (PL) and Surface Transportation Block Grant Program (STBG) funds allocated for metropolitan transportation planning in the UPWP and makes a CPG to the UDOT.
- UDOT administers the CPG through a contract with MAG MPO and reimburses MAG MPO monthly or quarterly for transportation planning activities in the UPWP.
- UDOT and UTA federal transportation planning funds are not included in the CPG; however, metropolitan transportation planning activities by UDOT and UTA are included in the UPWP with other appropriate sources of federal funding shown when available.
- The UPWP includes additional MAG MPO work efforts not funded through the CPG.
- Planning work outside the planning area boundary is funded with state and local monies.

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## Program Structure - Core Programs

The MAG MPO is responsible for the federally required metropolitan transportation planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities supporting these responsibilities. The tasks to be completed under each core program are described further in the following sections. The work program identifies the major work products to be developed, the linkages between them, and the staff responsible for product oversight. The following pages provide revenue and expenditure tables, and a series of figures which illustrate the relationship between and among the work activities. The order of the tasks is deliberate with the federal regulatory requirements identified most prominently followed by the subsequent tasks providing support for elements of those requirements.

1. **Long-Range Transportation Planning**

   The first core program is long range transportation planning. It includes activities related to the development and implementation of a regional vision (Wasatch Choice Vision) and the currently being developed 2055 long-range transportation plan (2055 RTP), activities to maintain federal, state, and regional compliance, and activities to implement policy board directed activities. The current RTP (TransPlan 2050) identifies all regionally significant transportation investments planned through 2050 and provides detailed analysis to help decision makers and the public "visualize" the region's future under current plans. This core program considers all aspects of metropolitan transportation planning and program development, in conjunction with federal FAST, MAP-21, and IIJA requirements. A key objective is to provide opportunities for regional consideration, coordination, and collaborative enhancement of planning for each of these elements in partnership with UDOT and UTA. Also included for all elements will be outreach to members, stakeholders, and subject matter experts, to gather information to advise future planning and committee activities.

   This activity also includes Performance Based Planning and Programming, transit planning, regional active transportation (bicycle and pedestrian) planning, transportation emergency preparedness and resiliency planning, and corridor preservation planning activities.

   This program also includes air quality conformity which consists of applying the travel demand model to the EPA Motor Vehicle Emissions Simulator (MOVES) model to forecast on-road motor vehicle emissions. The MAG MPO staff will ensure the RTP and TIP conform to State Implementation Plans (SIPs) to attain, maintain, and enforce the National Ambient Air Quality Standards (NAAQS) and the Clean Air Act.

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Brief descriptions for two primary tasks and nine secondary subtasks are provided below.

### 1.1 Long-Range Transportation Plan

This task will focus on completing the next MAG MPO long range plan, the 2055 RTP. Major task elements include:

- Incorporating all applicable federal, state, and local policies relating to long range transportation planning in designated urbanized areas.
- Creating and managing a Regional Growth Forum which will be the region together to discuss growth related issues and opportunities.
- Completing the 2055 RTP in FY2027 which is the primary task and deliverable of this UPWP.
- Utilizing federal, state, and regional performance measures to inform the prioritization process for the 2055 RTP (and the 2027-2031 TIP).
- Coordinating with the region's transit providers, the Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT).
- Coordinating with UDOT and others for active transportation activities focusing on the Utah Trail Network (UTN), regional and local active transportation facilities.
- Working with local governments and others to program corridor preservation projects.

### 1.2 Air Quality

This task will focus on conducting the air quality analysis to achieve a federal air quality determination for the 2055 RTP.

## 2. Short-Range Transportation Planning

The second core program is Short-Range Transportation Planning which includes the Transportation Improvement Program (TIP). It describes the tasks necessary to update, amend, modify, and enhance the TIP. In FY 2025, the MAG MPO procured a consultant to develop a new TIP software (WorkFlow) to upgrade the project database information system. In FY2026 work continued to refine and enhance the database which will be implemented in FY2027.

This core program also includes transportation management systems work as well as mobility enhancement and special studies anticipated for FY2027. Mobility enhancement plans and special studies consist of soliciting and selecting, partnering, or managing plans and studies that enhance the region's multimodal transportation and traffic systems and to be responsive to requests from state and

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local governments and transportation partners to best support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities. Brief descriptions for the three tasks are provided below.

### 2.1 Transportation Improvement Program (TIP)

A finalized 2027-2031 TIP will be completed in FY 2027.

### 2.2 Transportation Management Systems (TMS)

The TMS task will focus on the Congestion Management Process (CMP) and Transportation Demand Management (TDM) strategies.

### 2.3 Mobility Enhancement and Special Studies

This work task will provide funding to support technical components focused on feasibility/special studies. Work may include but is not limited to technical support in ongoing or new corridor/subarea studies, corridor analyses, travel demand forecasts for individual projects, scenario analyses, and travel demand modelling.

## 3. Transportation Data, Modeling, and GIS Services

The third core program is Travel Demand and Socioeconomic Forecasting. It consists of developing, maintaining, supporting, and improving forecasting methods including the regional travel demand model and real estate market model. In FY2027, MAG MPO staff will continue to develop the next version of the regional travel model, an activity-based travel model (ABM), with consultant assistance and in partnership with our sister MPO to the north, the Wasatch Front Regional Council (WFRC).

This core program also provides empirical research, information and data, visualizations, and documentation on regional population, land use, and transportation and travel trends and behavior. This work includes development, analysis, and management of population, household, and employment forecasts; development of data visualizations; GIS technical support for all planning activities across the department; and maintaining publicly available data and map applications. Brief descriptions for the three tasks are provided below.

**Socioeconomic and Transportation Data Management:** This task will focus on population and employment projects as key inputs to the travel demand model tool.

**Model Development and Support:** Travel demand and land use models will be developed in this task.

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**Geographic Information Systems (GIS) and Visualization Services:** The focus for this task will be to maintain a reliable inventory of datasets for GIS and to produce maps visualizing observed and forecast conditions.

## 4. Technical Planning Assistance

The fourth core program is Technical Planning Assistance which includes coordination of local, state, and federal planning activities including some CPG but mostly non-CPG activities, facilitates the integration of land use and transportation planning in the region, and for the administration of three programs: Technical Assistance to Local Governments (TAG), Station Area Planning (SAP), Local Administrative Advisory (LAA), and the Wasatch Back Rural Planning Organization (RPO). Brief descriptions for the seven tasks are provided below.

### 4.1 Technical Assistance to Governments (TAG)

The TAG program task will develop information sources and training to assist local governments.

### 4.2 Local Administrative Advisor (LAA)

The LAA program task will center on providing city management level technical assistance and information to local governments.

### 4.3 Wasatch Back Rural Planning Organization (RPO)

The RPO task for FY2027 will primarily consist of efforts to develop the long range transportation plan for Summit and Wasatch Counties.

### 4.4 Community Development Block Grant (CDBG)

The FY2027 CDBG program efforts will include a call for projects, funding request application reviews and administering new contracts.

### 4.5 Economic Development Administration (EDA)

The primary tasks associated with the EDA task include board and subcommittee facilitation, program administration and Comprehensive Economic Development Strategy (CEDS) implementation.

### 4.6 Social Services Block Grant (SSBG)

The SSBG efforts in FY2027 will include reviewing applications, administering new contracts and reviewing projects for consistency with priorities.

### 4.7 Pre-disaster Mitigation

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The efforts for this task will be developing a Final Mitigation Plan for Utah and Wasatch Counties. Additional coordination with partner agencies will be conducted to plan for transportation network resiliency.

## 5. Administration and Coordination

The fifth and final core program is Administration and Coordination which includes the staff and administrative management to provide support for the meetings of MAG MPO, its committees and special work groups, and developing and administering the annual UPWP.

Public Engagement is part of this core program and includes all public involvement activities and communication activities to support the development of the RTP, TIP, and other MAG MPO activities.

This core program includes working with UDOT planning staff to deliver programs, provide individual planning opportunities, and support ongoing efforts. UDOT staff will continue to assist MAG with required contracts and agreements and coordinate in the required annual reporting of the CMAQ funds. 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 UDOT Planning provides expertise across the state in rail and freight planning issues.

This core program includes working with UTA staff on the update and implementation of the Long-Range Transit Plan (LRTP) and other planning activities, in association with the MAG MPO's long-term planning efforts. UTA provides support to the MAG MPO in the RTP update - including federal performance measures and monitoring, route planning, operations and preservation plans, project costs and revenue data.

### 5.1 Administration

The primary tasks include preparing the FY2028 UPWP and implementing the FY2027 UPWP, administering contracts with UDOT, UTA, consultants and providing support to MAG MPO committees.

### 5.2 Public Involvement

The primary tasks include focusing primarily on organizing, conducting and supporting all MAG MPO public engagement efforts.

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### State Transportation Agency (UDOT) Planning

UDOT will continue to work closely with and support MAG efforts. MAG staff will continue to support UDOT efforts, including developing the Utah Unified Transportation Plan.

### Transit Agency (UTA) Planning

UTA will continue to work closely with and support MAG efforts. MAG staff will continue to support UTA efforts, including developing the UTA LRTP.

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## Work Activity Budgets

The funding level for the MAG MPO FY2027 Basic Work Program is assumed to be similar to the FY2026 level. The proposed labor revenues and expenses for the core programs, by funding source which include FTA and FHWA funds together with state and local match, are identified in Table 3. The proposed projects and studies revenues and expenses by funding source for each core program are identified in Table 4. The UPWP's major components or "core programs" and their major work activities are listed in Table 5. A table showing staff time estimates for each core program is shown in Table 6. The MAG MPO Committee structure is shown in Figure 9.

| Revenue : Transportation & Analytics Labor, Dollars | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Revenue Type | RTP | AQ | TIP | TMS | SS | TDM | RPO | PI | A | Total |
| Federal | 455,237 | 20,132 | 242,483 | 104,729 | 102,043 | 571,578 | 0 | 112,275 | 714,495 | 2,322,972 |
| State | 26,345 | 1,462 | 1,822 | 761 | 754 | 5,421 | 0 | 1,665 | 39,647 | 77,877 |
| Local | 82,000 | 0 | 0 | 0 | 0 | 0 | 90,601 | 0 | 18,000 | 190,601 |
| **Total** | **563,582** | **21,594** | **244,305** | **105,490** | **102,797** | **576,999** | **90,601** | **113,940** | **772,142** | **2,591,450** |

| Expenditure : Transportation & Analytics Labor, Dollars | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Revenue Type | RTP | AQ | TIP | TMS | SS | TDM | RPO | PI | A | Total |
| Admin/ Indirect | 58,653 | 2,575 | 28,736 | 12,441 | 12,074 | 44,167 | 16,006 | 11,924 | 44,167 | 230,743 |
| Benefit/ Fringe | 126,479 | 1,127 | 48,414 | 25,514 | 26,413 | 140,324 | 14,053 | 29,372 | 181,747 | 593,444 |
| Contracted | 2,081 | 545 | 780 | 554 | 404 | 2,900 | 241 | 545 | 2,752 | 10,802 |
| Operating | 57,982 | 4,177 | 38,652 | 4,138 | 3,278 | 55,979 | 5,025 | 4,177 | 56,633 | 230,041 |
| Salaries & Wages | 297,787 | 13,169 | 114,022 | 62,844 | 60,628 | 314,429 | 55,276 | 67,922 | 458,794 | 1,444,870 |
| Training | 5,900 | 0 | 3,200 | 0 | 0 | 6,700 | 0 | 0 | 10,000 | 25,800 |
| Travel | 14,700 | 0 | 10,500 | 0 | 0 | 12,500 | 0 | 0 | 18,050 | 55,750 |
| **Total** | **563,582** | **21,594** | **244,305** | **105,490** | **102,797** | **576,999** | **113,940** | **113,940** | **772,142** | **2,591,450** |

*RTP: Regional Transportation Plan*
*AQ: Air Quality*
*TIP: Transportation Improvement Program*
*TMS: Transportation Management Systems*
*SS: Special Studies*
*TDM: Travel Demand Model*
*RPO: Rural Planning Organization*
*PI: Public Involvement*
*A: Administrative*

*Table 3. Labor Revenue and Expenditures for Each Core Program*

| Revenue : Transportation & Analytics Projects and Studies, Dollars | |
|---|---|
| Revenue Type | Amount |
| Federal | 1,049,327 |
| State | 11,952,635 |
| Local | 476,925 |
| **Total** | **13,478,887** |

| Expenditure : Transportation & Analytics Projects and Studies, Dollars | |
|---|---|
| Expenditure Type | Amount |
| Contracted | 13,478,887 |
| **Total** | **13,478,887** |

*Table 4. Projects and Studies Revenue and Expenditures for Each Core Program*

| |
|---|
| **Core Program 1. Long Range Transportation Planning** |
| 1.1 Regional Transportation Plan (RTP)<br>1.2 Air Quality (AQ) |
| **Core Program 2. Short Range Transportation Planning** |
| 2.1 Transportation Improvement Program (TIP)<br>2.2 Transportation Management Systems (TMS)<br>2.3 Special Studies (SS) |
| **Core Program 3. Transportation Data, Modeling, and GIS Services** |
| 3.1 Travel Demand Model (TDM) |
| **Core Program 4. Technical Planning Assistance** |
| 4.1 Technical Assistance to Governments (TAG)<br>4.2 Local Administrative Advisor (LAA)<br>4.3 Wasatch Back Rural Planning Organization (RPO)<br>4.4 Community Development Block Grant (CDBG)<br>4.5 Economic Development Administration (EDA)<br>4.6 Social Services Block Grant (SSBG)<br>4.7 Pre-disaster Mitigation (PDM) |
| **Core Program 5. Administration and Coordination** |
| 5.1 Administration (A)<br>5.2 Public Involvement (PI)<br>UDOT and UTA |

*Table 5. Components of UPWP - Core Programs and Major Work Tasks*

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| Labor Time Allocation by UPWP Core Programs, Percent | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | RTP | AQ | TIP | TMS | SS | TDM | TAG | LAA | RPO | CDBG | EDA | SSBG | PDM | A | PI |
| | CPG | | | | | | Non CPG | | | | | | | CPG | |
| Transportation Planner I | 50 | | | 17 | | 8 | | | | | | | | 8 | 17 |
| Transportation Programming Mgr. | 8 | | 43 | 8 | 8 | | | | 17 | | | | | 8 | 8 |
| Executive Assistant | | | | | | | | | | | | | | 100 | |
| Transportation Planner II | 20 | | 26 | 25 | 8 | | | | 5 | | | | | 8 | 8 |
| MPO Director | 51 | | 8 | | 8 | | | | | | | | | 33 | |
| Transportation Planning Mgr. | 42 | | 8 | 8 | 8 | | | | | | | | | 17 | 17 |
| Analytics Mgr. | 8 | | 8 | | 8 | 68 | | | | | | | | 8 | |
| Transportation Modeler | | | | | | 92 | | | | | | | | 8 | |
| Senior GIS Analyst | | | | | | 92 | | | | | | | | 8 | |
| Transportation Planner II | 59 | | | 8 | 8 | | | | | | | | | 10 | 15 |
| GIS Intern | | | | | | 100 | | | | | | | | | |
| PDM Intern | | | | | | | | | | | | | 100 | | |
| Executive Director | | | | | | | | | | | | | | 60 | |
| Chief of Staff | | | | | | | | | | 6 | 2 | | | | |
| Local Administrative Advisor | | | | | | | 20 | 80 | | | | | | | |
| Public & Government Relations Director | | | | | | | | | | | | | | 60 | |
| Planner I/ Air Quality Analyst | | 37 | | | | | 26 | | | | | | 37 | | |
| Economic Development Specialist | | | | | | | | | | | 100 | | | | |
| Community Development Specialist | | | | | | | | | | 100 | | | | | |
| Community Planning & Economic Development Manager | 10 | | | | | | 80 | | | | 10 | | | | |
| Trail Planner | | | | | | | | | 100 | | | | | | |

*Table 6. Time Estimates by Position and UPWP Core Program (CPG and Non CPG)*

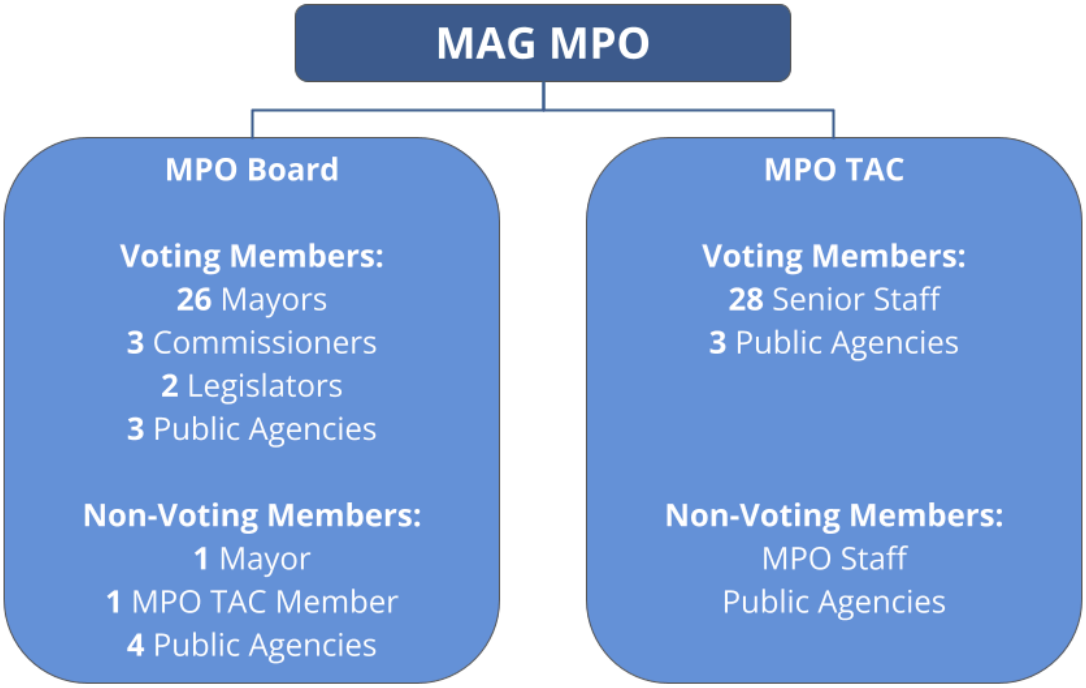



*Figure 9. MPO Board and TAC Committee Structure*

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# III. CORE PROGRAMS AND MAJOR WORK ACTIVITIES

As per CFR 450.308, this "Major Work Activities" section of the UPWP highlights work proposed for the next 1- or 2-year period by major activity and task (including activities which address the planning factors in § 450.306(b)) provided in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds. Refer to Table 7 and each of the work task sections for more information.

**Planning Factors**

(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

(2) Increase the safety of the transportation system for motorized and non-motorized users.

(3) Increase the security of the transportation system for motorized and non-motorized users.

(4) Increase accessibility and mobility of people and freight.

(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

(7) Promote efficient system management and operation.

(8) Emphasize the preservation of the existing transportation system.

(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

(10) Enhance travel and tourism.

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| CORE PROGRAMS | PLANNING FACTOR APPLICABILITY | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| **1. Long Range Transportation Planning** | | | | | | | | | | |
| **1.1 Regional Transportation Plan** | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Federal, State and Regional Policies | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Growth Planning | ✓ | | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Regional Transportation Plan Development | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Performance Based Planning and Programming | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Transit Planning | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Regional Bicycle and Pedestrian Planning | | ✓ | ✓ | ✓ | ✓ | ✓ | | | | ✓ |
| Corridor Preservation Planning | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ |
| **1.2 Air Quality** | ✓ | ✓ | | | ✓ | | | | | |
| **2. Short Range Transportation Planning** | | | | | | | | | | |
| **2.1 Transportation Improvement Program (TIP)** | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **2.2 Transportation Management Systems** | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | | | ✓ |
| **2.3 Mobility Enhancement and Special Studies** | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **3. Transportation Data, Modeling, and GIS Services** | | | | | | | | | | |
| Socioeconomic and Transportation Data Management | ✓ | | | | ✓ | | ✓ | | | ✓ |
| Model Development and Support | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ |
| GIS and Visualization Services | | | | | ✓ | ✓ | | | | ✓ |
| **4. Technical Planning Assistance** | | | | | | | | | | |
| **4.1 Technical Assistance to Governments (TAG)** | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **4.2 Local Administrative Advisor (LAA)** | | | | ✓ | ✓ | | | | | |
| **4.3 Rural Planning Organization (RPO)** | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **4.4 Community Development Block Grant (CDBG)** | ✓ | | | ✓ | ✓ | | | | | ✓ |
| **4.5 Economic Development Administration (EDA)** | ✓ | | | ✓ | ✓ | ✓ | | | | ✓ |
| **4.6 Social Services Block Grant (SSBG)** | ✓ | | | | ✓ | | | | | |
| **4.7 Pre-disaster Mitigation** | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | |
| **5. Administration and Coordination** | | | | | | | | | | |
| **5.1 Administration** | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| **5.2 Public Involvement** | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| State Transportation Agency (UDOT) Planning | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Transit Agency (UTA) Planning | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

*Table 7. Planning Factors Addressed by the Core Programs*

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# 1. Long-Range Transportation Planning

## 1.1 Regional Transportation Plan (RTP)

| | |
|---|---|
| **OVERSIGHT** | **Kevin Feldt** |
| **TOTAL STAFF HOURS** | **5,158 hours** |

**Regional Transportation Plan**

The RTP is the federally mandated long-range transportation planning document for the Provo/Orem Urbanized Area in Utah County. The RTP identifies projects and revenue sources to be implemented and attained through the identified horizon year. The current RTP horizon year is 2050 while the 2055 horizon year plan is being drafted with anticipated adoption in June 2027.

Staff will provide regular updates to the MPO Board, and other stakeholders. Staff will conduct coordination across all tasks to support plan development among internal staff, external stakeholders, and consultants. Staff will conduct planning and coordination activities related to performance based planning and the federal planning factors.

MAG MPO staff will also coordinate with our state transportation partners to update the 2027-2055 Utah's Unified Transportation Plan (UTP). 2027-2055 UTP adoption is anticipated in June 2027. Coordination includes Utah's three other Metropolitan Planning Organizations (MPOs)—namely Wasatch Front Regional Council (WFRC), Cache Metropolitan Planning Organization (CMPO), and Dixie Metropolitan Planning Organization—along with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), local governments, and other interested agencies and stakeholders.

Planning Factors Addressed: 1, 2, 3, 4, 5, 6, 7 , 8, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

- Integrate the Wasatch Choice Vision for 2055 RTP, Utah County and UVision.
- Continue to develop the 2055 RTP with a consulting team.
    - Integrate information and findings from regional studies including the Regional Roadway Grid Network Study, Transit Fresh Look Study, Comprehensive Safety Action Plan, Station Area Plans, the Planning and Environmental Linkages study, and others.
    - Ensure a performance-based approach.
    - Ensure public participation.

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- Work with MAG MPO staff to complete an RTP that meets federal and state objectives and criteria.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Work with consultant team to finalize remaining elements of 2055 RTP | -Kevin Feldt<br>-Consultant | June 2027 | 2055 RTP (plan, maps, website) |
| Integrate WCV | -Kevin Feldt<br>-Consultant | June 2027 | Updated WCV and 2055 RTP |

**Federal, State, and Regional Policies**

The MAG MPO follows all provisions of federal statutes and related authorities. Additionally, the MAG MPO does not discriminate based on race, sex, color, age, national origin, religion, disability, or income status in admission or access to and treatment in the MPO's programs and activities, as well as the MPO's hiring or employment practices. This task supports work to maintain compliance with those requirements.

The MAG MPO adheres to all applicable provisions of Utah state law and follows the policies outlined by the State of Utah. This includes ensuring compliance with Utah Code and other state-specific regulations that govern our programs, activities, and employment practices. The MPO is committed to meeting these state requirements to ensure our operations are fully aligned with Utah's legal and policy frameworks.

The MAG MPO Board is a policy board able to take action on a variety of transportation planning and policy initiatives. This task will support activities the Board directs staff to do as well as other state policies impacting the MAG MPO.

Planning Factors Addressed: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

- Track, research, and respond to all federal activities and regulations that impact the metropolitan transportation planning process.
- Ensure federal requirements and federal planning factors are addressed (Public Engagement, Title VI Plan, Air Quality Conformity Determination for the RTP and TIP, Performance Based Planning and Programming, Unified Planning Work Program, and Congestion Management Process) in our transportation planning and programming processes.
- Carry out activities as directed by the MPO Board.

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- Carry out and implement activities as directed by the State's Legislative and Administrative branches to include:
    - HB 62 - Road Jurisdiction Amendments
    - HB 425 - Local Government Fees Amendments
    - SB 242 - Transportation Amendments
    - HB 575 - Fuel Tax and Supply Amendments
    - HB 492 - Transportation, Infrastructure, and Housing Amendments
    - SB 197 - Transportation Funding and Governance Amendments

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Ensure federal compliance of RTP | - LaNiece Davenport -Consultant | June 2027 | 2055 RTP |
| Implement state and regional policy | -LaNiece Davenport | June 2027 | Applicable bills from 2026 Legislative Session |

**Wasatch Choice Vision**

The Wasatch Choice Vision (WCV) is a shared regional vision coordinating transportation planning, land use, economic opportunity, and parks and public spaces to maintain and enhance the region's quality of life using a centered approach to land use. It was created for the two metropolitan planning organizations in the Wasatch Front Region which extends from southern Box Elder County south to Utah County. It was created in 2007 in partnership with MAG, WFRC, UDOT, UTA, cities, counties, ULCT, UAC, Chambers of Commerce, and other interested stakeholders. This activity describes work still needed to update and implement the WCV in Utah County which focuses on creating buy-in and adoption of the Wasatch Choice Vision for Utah County. The WCV provides essential inputs for the regional travel demand model and serves as the land use basis for the RTP.

Planning Factors Addressed: 1, 4, 5, 6, 7, 8, 9, 10

The following are the major tasks anticipated to be completed in FY2026:

- Integrate WCV goals and strategies into 2027 RTP.
- Use the data and information gathered from the one-on-one meetings with local governments and partners to update the Utah County portion of the Vision.

**Land Use and Transportation Coordination**

Staff will work to coordinate regional land use and regional transportation programming and planning using the Wasatch Choice Vision as our overarching regional vision. Central to

this activity includes supporting important regional policy discussions and decisions; analyzing the relationship between regional land use and transportation using a variety of analytical tools; using scenario planning tools intended to support complex "what if" analyses to examine the effects and impacts potentially occurring under varying future land use and transportation conditions; coordinating local, state, and federal planning activities; and administering transportation and land use programs.

Planning Factors Addressed: 1, 4, 5, 6, 7, 8, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

- Initiate a Regional Growth Forum for regional partners including elected officials, local government staff, federal partners, regional partners and industry experts. The Regional Growth Forum will address many of the following topics and initiatives:
    - Identify, evaluate, and address issues and concerns related to growth.
    - Improve coordination between transportation, land use and economic development planning and implementation efforts, plans, and programs.
    - Encourage greater cooperation and coordination among municipalities, townships, and counties.
    - Increase understanding of how transportation affects land use and vice versa.
    - Work with our members and partners to identify priority transportation corridors for which corridor preservation activities are needed through development of a build-out scenario.
    - Provide support to cities, counties, and other planning agencies as they consider incorporating and implementing the Wasatch Choice Vision into their plans.
- Utilize a performance-based approach to planning, including using performance measures to inform interim decisions.
- Identify actions to optimize transportation capacity improvements.
- Provide plan/study technical assistance to local governments through the Technical Assistance to Governments (TAG) and Station Area Planning (SAP) programs.
- Continuing to work with a consultant to update and initiate implementation of the Wasatch Choice Vision for Utah County.
- Continue to incorporate Wasatch Choice Vision goals and strategies into the region's transportation planning and programming processes.
- Continue to update the inventory of local government general plans.
- Provide general planning assistance and coordination.

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- Continue to participate in a variety of general growth-related planning efforts throughout the region which are coordinated by state agencies, local governments, private and non-profit organizations.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Create a Regional Growth Forum and conduct Forum meetings. | - Kevin Feldt | June 2027 | Meeting agendas and meeting notes |
| Integrate WCV into regional travel demand model update and 2055 RTP | -Kevin Feldt<br>-Consultant | June 2027 | Travel demand model outputs and WCV integration into 2055 RTP Update |
| Develop a build-out scenario for Utah County | -Kevin Feldt | November 2026 | Buildout scenario travel demand model with associated population and employment estimates |

**Performance-Based Planning and Programming**

States and MPOs must integrate performance-based plans into their planning process, including goals, objectives, performance measures, and targets, either directly or by reference. The RTP and TIP will include a description of the performance measures and targets used in assessing the performance of the transportation system.

The Performance-Based Planning and Programming task supports performance-based planning framework implementation for metropolitan transportation planning and decision making, including investment priorities, target setting and measuring progress toward those targets.

Planning Factors Addressed: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

- Coordinate with our members and Committees to develop data, measures, and reports to set and track federally specified targets (annual highway safety and transit safety targets).

- Develop a process for tracking and reporting on performance.
- Review targets to track progress toward attainment of critical performance outcomes for the MAG MPO region.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Integrating performance metrics within the MPO functions | -Kevin Feldt<br>-Consultant | Ongoing | Identification of core performance metrics. Development of RTP metrics websites. |

**Transit Planning**

MAG MPO staff will work with several UTA and UDOT departments for regional transit planning in the MAG MPO region. Planning for major capital projects includes: UTA's Long-Range Transit Plan (LRTP) and RTP coordination, federal funding procurement, concept development and feasibility studies, environmental work, public hearings and open houses, service planning for bus/rail interfaces, and data collection from various departments at UTA. Further, GIS plays an important role in work associated with service changes, routing detours for the bus system, rights-of-way and other project-related work.

Members of UTA's strategic planning staff, along with business unit service planners will continue to coordinate the transit objectives of the RTP with agency needs occurring outside regional conversations through these efforts.

Financial planning plays a key role in the planning and construction of any UTA capital projects. A Transit Financial Plan (TFP), annual Operating and Capital Budgets, and Financial Equity Analysis work is a continuing process in partnership with MAG MPO staff and other transportation partners. Financial forecasting and analysis will utilize the Financial Model update developed in 2025-2026 as part of the Utah Unified Transportation Plan.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Coordinate with UTA in planning and implementing RTP and TIP Transit projects | -Kendall Willardson<br>-Consultant | Ongoing | - 2055 RTP Transit Project List<br>- 2027 TIP Transit Projects |

**Regional Bicycle and Pedestrian Planning**

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This task addresses planning for active transportation, people bicycling, walking, or rolling (on scooters, skateboards, or other micromobility devices). It includes coordinating with related state, regional, and local efforts. MAG MPO staff aim to include active transportation planning in all core products and support partners in planning for high-quality active transportation projects.

Active Transportation Education Curriculum: Very often for a project to become more than a typical bike lane, one or more champions are required to make the project possible. Many community leaders along the Wasatch Front have the potential to become a local champion. While they are supportive, many do not have the language, tools, or knowledge to confidently address their peers, staff, or community members in promoting active transportation. Transportation partners, including MAG MPO, WFRC, UDOT, and UTA, are uniquely positioned to address this deficit by offering an active transportation education course. Developing an appropriate curriculum will allow such a course to be offered.

Planning Factors Addressed: 2, 3, 4, 5, 6, 10

The following are the major tasks anticipated to be completed in FY2027:

- Develop a curriculum for active transportation education.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Coordinating Active Transportation plans with partners | -Minoo Abrishami | June 2027 | Active Transportation RTP Project List |
| Active Transportation Education Curriculum | -Minoo Abrishami<br>-Joint Policy Advisory Committee (JPAC) | March 2027 | Academy Pilot for Elected Officials |

**Corridor Preservation Planning**

MAG MPO staff prepares and maintains an inventory of corridor preservation needs related to the RTP. From this inventory, a prioritized corridors list is created and submitted for endorsement to the MAG MPO TAC and Board. Corridor preservation is funded through the Utah County Corridor Preservation Fund as a way to assure land will be available for roadway construction by protecting regionally significant highway and transit corridors from incompatible development and to secure land at reduced costs versus those typically encountered when funded projects seek needed rights of way.

Planning Factors Addressed: 1, 2, 4, 5, 6, 7, 9, 10

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The following are the major tasks anticipated to be completed in FY2027:

- Administer the Utah County Corridor Preservation Fund.
    - Review and approve eligible corridor preservation applications.
    - Ensure regionally significant corridors are included in the corridor preservation plan.
    - Administer program funds to be used for approved purchases.
- Coordinate with UDOT's statewide corridor preservation fund (Marda Dillree Corridor Preservation Fund). Provide recommendations to UDOT in determining high priority transportation corridors.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Administer the Utah County CP fund | -Cody Christensen<br>-Utah County | Ongoing | Local CP Projects |
| Support UDOT's CP fund | -Cody Christensen<br>-UDOT | Ongoing | UDOT CP Projects |

## 1.2 Air Quality

| | |
|---|---|
| **OVERSIGHT** | **Shauna Mecham** |
| **TOTAL STAFF HOURS** | **385 hours** |

**Air Quality**

The MAG MPO, UDOT, and the U.S. Department of Transportation (USDOT) must demonstrate that both the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) conform to the goals, objectives, and broad intentions of the State Implementation Plan (SIP). An air quality strategy as defined in the SIP is the cornerstone of this integrated planning requirement. The air quality plan determines the quantity of emissions allowed from each source group (transportation, industry, area, and non-road mobile sources), and transportation plans and programs must stay within the Motor Vehicle Emissions Budget (MVEB) for the region to attain and maintain National Ambient Air Quality Standards (NAAQS). Out of this process (commonly referred to as "conformity"), priority must be placed on measures which effectively move people and goods without compromising air quality requirements.

Two main air quality objectives must be met:

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1. State Implementation Plans (SIPs) show how the region will meet the required air quality standards through controls on sources of pollution, including transportation sources.
2. Transportation plans and projects must conform to the goals and objectives of the air quality plan (SIP) for the region.

An Interagency Consultation Team (ICT) comprising staff from the Environmental Protection Agency (EPA), FHWA, FTA, UDOT, UTA, MAG, WFRC, Cache MPO, and the State Division of Air Quality (DAQ) work together for technical and policy efforts related to transportation air quality conformity. The ICT has defined consultation procedures which have been approved by the EPA. Any changes to the regional travel model and other planning assumptions are incorporated into new conformity determinations as this information becomes available.

The MAG MPO updated the RTP Amendment Process to involve the ICT directly in reviewing the proposed amendments and recommended level of conformity analysis.

- Level 1 amendments involve strictly exempt projects as defined in the Conformity Rule and do not require a new emissions analysis or FHWA/FTA written approval.
- Level 2 amendments involve board modifications for non-regionally significant projects, requiring MPO Board approval, a new conformity determination from FHWA/FTA, and review by the ICT, but no new emissions analysis.
- Level 3 amendments involve a new or significant change to a regionally significant project such as a principal arterial or fixed guideway transit project. Level 3 amendments require an updated regional emissions analysis and written approval from FHWA/FTA.

The MAG MPO also updated the TIP Amendment Process to involve the ICT. TIP amendments often arise on a monthly basis to deal with cost variations and minor scope changes to projects. The new TIP amendment process involves the ICT in communications and reviews of the proposed changes and provides a forum to meet and discuss amendments as needed. UDOT and UTA, as sponsors of many projects, review and coordinate project level conformity analysis performed for each project. Emphasis in this area will consist of verifying appropriate analysis methodologies, using the latest MOVES model, and applying accurate and consistent background emission levels.

Planning Factors Addressed: 1, 2, 5

The following are the major tasks anticipated to be completed in FY2027:

- Prepare conformity analysis for the TIP and any amendments.

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- Monitor and report on CMAQ performance plan and targets.
- Participate in the State Implementation Plan (SIP) which includes the Interagency Consultation Team (ICT) for statewide air quality activities.
- Participate in committees and events that support air quality improvements.
- Conduct an air quality conformity emissions analysis for the 2055 RTP.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Emissions Analysis for Draft 2055 RTP | -Shauna Mecham | May 2027 | Emissions Analysis |
| Conformity Determination for TIP and Amendments | -Shauna Mecham | Ongoing | Conformity Determination for FHWA/FTA |
| Ozone SIP Development | -Shauna Mecham<br>-Utah DAQ | TBD, Depends on EPA and DAQ | Ozone SIP |

# 2. Short Range Transportation Planning

## 2.1 Transportation Improvement Program (TIP)

| | |
|---|---|
| **OVERSIGHT** | **Bob Allen** |
| **TOTAL STAFF HOURS** | **1,934 hours** |

**Administration**

Each Metropolitan Planning Organization (MPO) is required, under 49 U.S.C. 5303(j), to develop a Transportation Improvement Program (TIP), which describes the planned four funded years plus two years of projects in concept development for a total of six years for distributing federal, state, and local funds for state and local transportation projects. The MAG MPO carries out this responsibility in cooperation with local governments, UDOT, and UTA.

The TIP includes capital and non-capital projects to implement long-range highway, transit, and active transportation (bicycle and pedestrian facilities) plans, helps meet short-range transportation needs, and provides for maintenance and operation of the existing transportation system.

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Planning Factors Addressed: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

- Adopt the 2027 TIP/STIP in coordination with transportation partners.
- Prepare, review, and process administrative modifications and amendments to the currently approved TIP in coordination with MAG MPO Committees.
- Develop and maintain administrative modifications and amendments for fiscal constraint and air quality.
- Implement the new environmental guidance for locally funded projects.
- Publish the Annual Listing of Obligated Projects.
- Substantially complete the biennial TIP Selection process for MAG funds.
- Manage MAG MPO Exchange Funded Projects.
- Document all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the RTP.
- Provide assistance and guidance in using the new WorkFlow system.

**Project Management**

The MAG MPO staff oversees the TIP project selection and implementation process in consultation with our Committees and local governments biannually. Staff is working to implement the approved 2025-2027 TIP. MAG MPO staff also manage the MPO Exchange Funded projects.

Planning Factors Addressed: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

- Monitor 2025 TIP project implementation.
- Update the MAG TIP dashboard and provide project updates on previously authorized TIP projects.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Administer the TIP | -Bob Allen | Ongoing | - 2027 TIP and TIP Prioritization List<br>- 2025 Annual List of Obligated Projects |

## 2.2 Transportation Management Systems

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|---|---|
| **OVERSIGHT** | **Bob Allen** |
| **TOTAL STAFF HOURS** | **1,373 hours** |

**Regional Congestion Management Process**

The Congestion Management Process (CMP) includes a focus on improving the efficiency of the existing transportation system including both Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies. Increasing the transportation system capacity is only considered after congestion management strategies have been applied. The CMP helps ensure best use is made of limited transportation funds, and the most cost-effective projects are promoted.

UDOT collects real time traffic performance data including samples of speed and travel time. This data has been catalogued since 2019 allowing partners to compare before and after travel times of highway projects completed. UDOT will continue to guide the TravelWise program implementation, including partnering with UTA and private businesses to promote TDM strategies (https://travelwise.utah.gov/). UDOT will meet with individual employers to encourage employee reduction of single occupant vehicle travel. The TravelWise program also provides training on implementing TDM strategies.

In addition to its transit services, UTA has a rideshare program which includes over 400 vanpools and a carpool matching service. UTA will continue to meet with companies, agencies, and individuals on carpool and vanpool matching, discounted pass programs, flextime, telecommuting, and bike programs.

This task maintains the regional CMP, providing information on current congestion on the region's roadways through data analysis, as well as identifying potential multi-modal strategies to manage congestion.

Planning Factors Addressed: 1, 2, 4, 5, 6, 7, 10

The following are the major tasks anticipated to be completed in FY2027:

- Integrate processes identified in the new CMP study to identify congestion needs and TDM/TSM strategies for meeting these needs for the 2055 RTP and TIP.
- Continue partnerships with UDOT, UTA, cities and counties regarding expansion of both TDM and TSM programs including Intelligent Transportation Systems (ITS) technologies.

**Transportation Safety Planning**

This task addresses planning for safety aspects of the region's transportation system and coordinating with various state and local safety planning efforts including development and

implementation activities associated with Strategic Highway Safety Plans and Vision Zero efforts of the State of Utah as well as other state, regional, and local safety efforts.

To supplement the Comprehensive Safety Action Plan (CSAP), the MAG MPO was awarded another Safe Streets for All (SS4A) supplemental planning grant for additional analysis for intersection-related projects in the region. The supplemental planning study will provide detailed safety recommendations for the intersections included in the study.

Planning Factors Addressed: 2, 4, 6, 7, 10

The following are the major tasks anticipated to be completed in FY2027:

- Implement the newly completed Comprehensive Safety Action Plan (CSAP) for the MAG MPO area to address high-risk areas and reduce the occurrences of fatal and serious injury crashes.
- Monitor transportation systems for plan updates.
- Report transportation safety trends to the MAG MPO TAC and Board as part of the commitments made in the new Comprehensive Safety Action Plan.
- MAG MPO staff will report roadway safety improvements and trends on an annual basis on our website and MAG MPO meetings.
- Incorporate safety into the transportation planning process through emphasis at all levels of planning and programming including the RTP and TIP.
- Continue the development of the CSAP to further explore high-interest areas of concern and ensure that the plan will be an ongoing process with regular updates that are integrated with the TIP process.
- Hire consultant to continue work on CSAP supplemental planning.

**Freight Planning**

MAG participates as a member of Utah's Freight Advisory Committee and works together with UDOT on updates to the Utah Freight Plan and the identification of critical freight corridors.

Planning Factors Addressed: 1, 4, 6

The following are the major tasks anticipated to be completed in FY2027:

- Coordinate with Utah's Freight Advisory Committee (FAC) including freight corridors in the RTP.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|

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|---|---|---|---|
| Update CSAP with Supplemental Planning Grant | -Bob Allen<br>-Consultant | June 2026 | CSAP Update |
| CSAP integration with 2027 RTP | -Bob Allen | June 2027 | Safety RTP Project List |
| Update 2027 RTP with CMP | -Bob Allen | June 2027 | TDM/TSM RTP Project List |
| Coordinate with Freight Committee on critical corridors | -Bob Allen | March 2027 | Critical Freight Projects to include in RTP |

## 2.3 Mobility Enhancement and Special Studies

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| **OVERSIGHT** | **Various** |
| **TOTAL STAFF HOURS** | **998 hours** |

This work task will provide funding to support technical support on feasibility/special studies as well as staff time associated with the development of scopes of work, interagency coordination, technical analyses, environmental studies, and projects/studies emanating from the joint studies coordination. Work may include but is not limited to technical support in ongoing or new corridor/subarea studies, corridor analyses, travel demand forecasts for individual projects, scenario analyses, and travel demand modelling. Project authorizations may occur throughout the fiscal year as priorities dictate to address transportation planning initiatives and strategic goals.

The MAG MPO, WFRC, UDOT, and UTA each recognize long and short range transportation plans and projects across the Wasatch Front area often require significant cooperation and coordination among their respective agencies. In 2012 the agencies cooperatively agreed to establish the Joint Projects Committee (JPC). The JPC was organized and meets regularly to provide a forum for discussion of all transportation planning and programming issues impacting the Wasatch Front area and from those discussions emerge areas of common need. In 2013 a legal agreement called the "Joint Projects Master Collaborative Planning Agreement" was signed by all parties to give the committee a vehicle to allocate financial resources for joint projects. As new projects and budgets are agreed upon, addendums to

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the agreement are developed and signed by the parties. These have included items such as joint multi-modal corridor planning, before-after studies, joint performance measures, first and last mile evaluations, active transportation and street design criteria. Potential joint projects studies during FY2026 include a statewide well being survey, a freeway-based transit study, and transit land use evaluation. Other projects may be included during the program period as they are identified and resources are available. Consultant assistance may be required in some of these studies.

Environmental work is most likely to occur on some projects in phase one of the 2055 RTP. MAG MPO staff can participate on project steering committees for this environmental work, and provide assistance to UTA and UDOT in coordination with consultant modeling, review of technical documents, addressing comments to the project documents and coordination with local governments.

Planning Factors Addressed: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

- Special Studies / Joint Projects
    - Safe Streets and Roads for All (SS4A)
    - Cedar Valley to Goshen Valley Connector
    - JPC: UTP Communications and Financial Model
    - JPC: Transit Supportive Development Guide
    - JPC: Bus on Freeway Framework Study
    - Planning Contingency
    - Model Services and Contracts
    - JPC: Activity Based Model Development year 2/3
    - TAG Cycle 3 Projects
    - Corridor Preservation projects
- Environmental Studies
    - Work with partners to support or accomplish environmental analysis
    - Partner with UDOT for PEL in north Utah County east/west corridors
- TIP Studies
    - Independence Avenue Connection Study - $165k
    - Provo Westside Transit Study $250k
    - Meadows Crossing Study $250k
    - Payson Canyon Trail Phase II $125k
- UDOT
    - I-15; Benjamin Interchange
    - Cedar Valley to Goshen Valley Connector
- Studies and projects advanced by UDOT with federal funding include:

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    - University Ave Buffered Bike Lane, Provo - $3m RAISE grant
    - Provo 200 East Bike Lane - $1.7m RAISE grant
    - Historic Southern Rail Trail Study and Design - $300k
- UTA
    - FrontRunner South Extension Environmental and Preliminary Design Phase (total $8,700,000 – legislative appropriation of $5,000,000, MAG of $1,884,600, and UTA $1,815,400)
- Federal studies conducted by UTA:
    - Coordinated Human Service Transportation Plan - Provo/Orem Urban LCC plan.cdr (rideuta.com)
    - FrontRunner Corridor Transit Oriented Development Market, Housing, and Economic Impact Analysis - $360,000 federal and zero local match (to be performed in MAG and WFRC areas)- FTAs FY 2023 Pilot Program for Transit-Oriented Development Planning. Project kicked off in 2026 and estimated completion is mid-2027

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Lead /Participate in various plans, projects, studies | - Various Staff | June 2027 | Variety of projects, plans, studies, analysis, etc. |

## 3. Transportation Data, Modeling, and GIS Services

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| **OVERSIGHT** | **Tim Hereth** |
| **TOTAL STAFF HOURS** | **5,928 hours** |

**Socioeconomic and Transportation Data Management**

Socioeconomic projections (projections of population and jobs) and other demographic characteristics are key inputs for the development of travel demand estimates used in the transportation planning process. The projections are made for the 25-30 year long range planning horizon at the transportation analysis zone (TAZ) level and other geographic scales. WFRC and MAG have developed the Real Estate Market land use Model (REMM) to produce the long range socioeconomic projections for use in the development of the 2055 RTP as well as other analyses. REMM incorporates access to land from the current and future transportation system (in the form of congested travel times) as a key variable in determining the location of new development and the geographic distribution of households and jobs. Raw output from the model is reviewed for reasonableness and

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consistency, post-processed, and then distributed to the cities and counties for their review and comment.

A set of socioeconomic projections is finalized in conjunction with the 4-year RTP process and supported by a public comment and community input process. The next official projections dataset release is anticipated to coincide with adoption of the 2055 RTP in June 2027.

- Socioeconomic Data Collection: Maintenance of the input data sets for the REMM model is an ongoing process. WFRC and MAG staff continue to refine methods for streamlining and simplifying the process of keeping current the input data for base and incremental years. MAG will work to incorporate the latest observed transportation data, observed/estimated/forecasted US Census and Utah [State] Population Committee demographic data (from GPI), County Assessor tax parcel data, local general plans, official employment databases, anticipated real estate development projects, and relevant commercial data products into its REMM and TDM work and related data products.
- Transportation Data Collection: UDOT maintains a traffic-monitoring program to meet the Federal Highway Performance Monitoring System (HPMS) requirements. Traffic volumes are compiled and observed/estimated with Average Annual Daily Traffic (AADT) counts published annually. Roadway volumes and speeds for much of the urban area road network are available in an automated performance measurement system. Transit ridership, vehicles using area park-and-ride lots, and other transit system information are tracked by UTA. Truck weight and vehicle classification data are collected to meet the requirements of HPMS. UDOT also maintains data on bridge condition, crash histories, and pavement performance. Additional data for the management systems described in section 2.2 will be collected as determined by the individual systems and as resources allow. The traffic database and monitoring system are published in web-based tools to improve access to all data. The coordination of data collection and reporting efforts with local governments will continue to be refined. To determine parking needs, UTA will continue to monitor commuter parking along the Wasatch Front area by periodically counting the number of cars in park and ride locations. National Transit Database (NTD) data collection is on-going as well as onboard transit surveys (every 4-5 years), automated boarding and alighting ridership counts, wheelchair and bicycle usage, and schedule reliability reports. UTA makes a subset of this data available on its www.rideuta.com/data portal.

Requests for information on current and future travel demand, as well as present and forecast levels of population and employment activity, and a variety of other areas are

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often received by MAG MPO staff. This information is provided to federal, state and local agencies and various individuals, groups, and businesses. The planning staff also participates in corridor studies, project study teams, and environmental study teams where particular expertise is needed or key elements of plans are involved. The MAG MPO is the primary source of small area population and employment statistics for the area. The information is in demand and service is often provided to interpret that information for various purposes.

Planning Factors Addressed: 1, 5, 7, 10

The following are the major tasks anticipated to be completed in FY2027:

- Update parcel data for Summit, Wasatch, and Utah Counties with latest fall 2026 and spring 2027 aerial imagery.
- Processing of American Community Survey data and integration into socioeconomic and traffic data and forecasts, analyses, and web products.
- WFRC and MAG MPO to gather a limited set of travel time data from commercial mapping application programming interfaces (APIs) for a defined set of trips across the region in order to assist with travel model calibration.
- Continued production and availability of official Transportation Analysis Zone (TAZ) and city-scale socioeconomic projections – as GIS-ready datasets and interactive web maps that support long range planning in transportation and other fields.
- Analysis of socioeconomic data and forecasts.
- Prepare inputs to short-range programming, long-range planning, and air quality analyses.
- Refine and adopt the REMM land use model 2055 forecast.
- Trip speed data and analysis.
- Traffic volume data, including but not limited to, annual observed statistics, forecasted projections, and adjusted counts from permanent recorders, coverage stations and professional judgement/quality control.
- Transit ridership, park and ride lot usage, and other transit data.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Finalize SE Forecast | -Tim Hereth | June 2027 | Transportation and land use datasets |
| Update parcel data with latest aerial imagery | -Tim Hereth | Ongoing (each spring and fall) | Updated parcel data |

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| Collect updated UTA route data each "change day" (Fall, Winter, and Spring) | -Jared Lillywhite | Ongoing | Updated UTA route alignments and schedules for incorporation into regional TDM. |
| Produce post-model, official traffic forecast for 2027-2055. | -Jared Lillywhite | July 2027 | Segment level traffic forecast. |

**Model Development and Support**

The travel demand and land use models are important technical analysis tools for the RTP and for various transportation studies in the region. The models are utilized to evaluate system-wide transportation scenarios and the connection between land use and transportation. Travel demand models are also used to analyze individual and related transportation facilities in the context of large project reviews. These applications of the technical analysis tools should be consistent, reasonable and defensible. Model accuracy and reasonableness, and in turn defensibility, depend on reliable and accurate data, sound methods in line with industry best practices, and appropriate and correct application of the models themselves.

WFRC and MAG MPO have maintained trip-based travel demand models for the region since the mid-1970s. These models have been updated on a regular basis to ensure they are state-of-the-practice and based on the current travel observations and behavioral data. In recent years, model development efforts have also focused on the usability and sensitivity of the models and on improving the communication of model data and results. In FY2026 a consultant was hired to produce an Activity-based Model (ABM) design and implementation framework document to guide integration work, expected over the next several years, of an ABM within the Wasatch Front Travel Demand Model (WF TDM). The new ABM component would replace most of the regional travel model's trip-based approach to determining household-level demand and travel patterns. The ABM implementation is expected to be a multi-year investment of both agency staff time and consultant support, to develop and implement the activity-based model logic, and compile and improve needed data inputs. Both versions of the WF TDM, a traditional trip-based model and the anticipated ABM, are expected to be available in FY2029 to support the 2060 RTP process.

Regarding the land use model, it was updated in 2011 to the latest UrbanSim software platform, at which time the model was renamed the Real Estate Market Model, or REMM. For the 2019 and 2023 socioeconomic forecast updates, REMM produced results of

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sufficient quality that minimal post-processing of market-based development was necessary for use of its output in the WF TDM and planning processes. Both the WF TDM and the REMM have been developed and maintained in cooperation with transportation partners (MAG MPO, WFRC, UDOT, UTA). While WFRC has historically taken the lead on model development, WFRC and MAG MPO coordinate regularly to integrate model inputs and assumptions between the two regions. Interagency model policy and technical committee meetings are held regularly and all four key stakeholder agencies plus staff from the Cache and Dixie MPOs are represented on both committees. WFRC and MAG continue to maintain a joint agreement, which is updated annually, to fund consulting assistance to improve the models.

Planning Factors Addressed: 1, 2, 4, 5, 6, 7, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

- Continued stakeholder engagement in modeling decisions.
- Continue to refine socio-economic data for use in the MPOs and statewide travel demand models.
- Data collection and development of land use and travel model for vision work, project development, and messaging.
- Update REMM land use model and travel demand model with adopted Wasatch Choice Scenario data and any new applicable data.
- Maintain and implement the MPO Travel Demand Model.
- Develop and test a “minimum viable” Activity-Based Model
- Provide forecasts for regional studies.
- Utilize MPO land use and travel models and other plans and data to demonstrate project needs for new-capacity, safety, operational, and other focus area projects.
- Continue to work to prepare WF TDM for the development of the 2027-2055 RTP.
- Work with partner agencies to continue the multi-year implementation of the activity-based model component for the WF TDM, beginning with zone and network systems and population synthesis.
- Refine existing UrbanSim-based REMM model logic, process, and parameterization.
- Refine model inputs.
- Produce a 2027-2055 socioeconomic forecast, including integrating stakeholder feedback, for use in the RTP process.
- Update both models so these tools and their travel and socioeconomic outputs are ready for use in final prioritization and analysis of the 2027-2055 RTP.
- Work with UTA to gather route modification suggestions for incorporation into the travel demand model.
- Work with UDOT to maintain the Wasatch Back model.

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| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Finalize population & employment forecasts in Wasatch Front | -Tim Hereth | Fall 2026 | Final draft city and TAZ level population & employment forecasts in Summit, Wasatch, and Utah Counties |
| Utilize Wasatch Front and Wasatch Back TDMs in project prioritization for 2027-2055 RTPs | -Jared Lillywhite | Winter 2027 | Prioritization metrics for each potential RTP project |
| Refine REMM for RTP | Tim Hereth | Fall 2026 | Finalized/adopted REMM |
| Phase 1 of Activity-based Model Implementation Plan | -Jared Lillywhite<br>-Consultant | June 2027 | Functioning Minimum Viable Activity-Based Model for testing and training purposes |
| Air Quality Conformity Inputs | -Jared Lillywhite | Spring 2027 | Necessary inputs for Air Quality modeling for the 2027-2055 RTP |

**GIS and Visualization Services**

MAG MPO GIS-based work delivers quality data and mapping services in support of its organizational mission, member and partner needs, and regional goals. GIS continues to play a significant role in the Planning Department day-to-day work, including sustaining and refining the Wasatch Choice Vision, the RTP, the TIP, the travel demand and land use models, regional performance measures/monitoring, and other planning processes.

GIS staff informs decision-making through the sharing of regional geographic datasets and interactive mapping applications with MAG's partners and stakeholders. These GIS and data resources are published on MAG's website and mapping/data platforms. MAG's partners, stakeholders, and the general public expect these GIS resources to be highly accessible and up-to-date. Accordingly, a significant effort will be made to update and refresh core regional datasets and mapping tools. As GIS staff meets and anticipates needs, additional datasets and map applications may be added to MAG's publicly available GIS maps and data.

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Planning Factors Addressed: 5, 6, 10

The following are the major tasks anticipated to be completed in FY2027:

- Maintain a reliable, up-to-date, and trusted inventory of datasets and interactive maps.
- Produce high-quality interactive maps and static maps as part of the completion of the 2027 RTP.
- Support travel modeling and land use modeling data efforts.
- Integrate products from the Wasatch Choice Vision into MAG's GIS catalog of maps and data.
- Update core datasets essential to various programs in the Planning Department, including the RTP, TIP, TAG, etc.
- Enhance the online presence of GIS-based information resources in the MAG website, open data portal, map gallery, social media, and external newsletter.
- Present regional GIS work to technical committees, elected officials, and community groups to increase awareness and proliferate resources.
- Curate catalog of publicly available data and interactive maps to ensure city staff and consultants find authoritative MAG datasets.
- Produce one-page information graphics related to data, modeling, and forecasting.
- Continue to provide as-needed GIS support to special projects and respond to community needs by delivering timely information resources.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Online mapping applications development | -Matthew Silski | ongoing | Various user-friendly mapping applications on the website |
| Document data, model, and other analytical processes | -Matthew Silski | ongoing | Technical documentation web pages |
| Produce information graphics | -Tim Hereth | June 2027 | PDF documents of processes |

# 4. Technical Planning Assistance

## 4.1 Technical Assistance to Governments (TAG)

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| **OVERSIGHT** | **Dan Wayne** |
| **TOTAL STAFF HOURS** | **2,350 hours** |

The TAG program provides technical assistance to local governments to plan for growth and support implementation of the Wasatch Choice Vision (WCV) and to provide ongoing support to awardees from prior funding cycles to ensure successful project completion.

TAG projects encourage the integration of local land use and regional transportation decisions. Project examples include small area plans, modal plans, corridor plans, ordinance updates, general plan updates, project-level studies, and inter-agency planning.

MAG staff time for TAG Program administration and direct technical support is funded entirely by Utah's Governor's Office of Planning and Budget (GOPB), while TAG projects (i.e., consultant contracts) are funded entirely with FHWA Urban Surface Transportation Program ($500,000 annually), Utah Department of Transportation (UDOT) ($120,000 annually), and/or Utah Transit Authority (UTA) ($100,000 annually) funds.

Planning Factors Addressed: 1, 2, 4, 5, 6, 7, 8, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

- Assist local government awardees in kicking off TAG-funded planning efforts that were competitively awarded in the spring of 2026 (TAG Cycle IV)
- Perform TAG Cycle V call for projects, provide technical assistance to prospective applicants, organize an interagency evaluation panel, award 4-7 technical assistance planning projects, administer procurement processes for each project, and contract with consultants.
- Develop informational resources and training to facilitate regional learning around transportation and land use connection challenges and strategies. These tools and resources are developed in coordination with WFRC and made available via the Wasatch Choice Vision website.
- Participate in project management meetings for all TAG-funded projects (typical 1-2 times per month for each project) and provide guidance and technical assistance as needed.
- Prepare and submit quarterly and FY End reporting to Program funding partners.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| TAG program administration | -Dan Wayne | Ongoing (July 2026 - June 2027) | Interagency communications, |

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| | | | fiscal management, renew funding agreements, etc. |
| TAG Cycle V administration | -Dan Wayne | Aug 2026 - Mar 2027 | Program guidelines update, Cycle IV call for projects, and project selection process |
| TAG Project administration | -Dan Wayne | Ongoing (July 2026 - June 2027 | RFPs, proposal evaluations, contracting, invoicing, etc. |
| Quarterly reporting to funding partners | -Dan Wayne | Quarterly and FY End | Quarterly and FY End reports |
| Provide technical support to local governments | -Dan Wayne | Ongoing (July 2025 - June 2026) | Direct consultations, document reviews, project management meetings, etc. |

## 4.2 Local Administrative Advisor (LAA)

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| **OVERSIGHT** | **Spencer Foster** |
| **TOTAL STAFF HOURS** | **1,800 hours** |

The LAA program was created by the Utah Legislature to provide city management level technical assistance and information to small local governments. This service will be provided within budget limitations and due to limited funding will require the setting of priorities. MAG is supporting eligible local governments throughout Summit, Utah, and Wasatch counties in the following ways:

- Reviewing, monitoring, and auditing policies and practices to identify deficiencies and recommend corrective actions.
- Elevating local government capabilities by providing easy-reference resources.
- Developing and administering training on best practices and policies, and advising mayors, council members, and in-house staff as questions and concerns arise.
- Building local government capacity by working alongside local staff on priority projects, and in some cases, performing key tasks on behalf of local governments.

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Planning Factors Addressed: 4, 5

The following are the major tasks anticipated to be completed in FY2027:

- Implementation of quarterly regional training opportunities for qualifying agency elected officials and staff to elevate capabilities.
- Development of informational resources, templates, and training for use on the program website and at in-person and online meetings with municipalities.
- Use of in person and virtual strategic planning sessions to develop goals, focus efforts, and incentivize follow-through for eligible communities on vital projects.
- Continued dissemination of tools/protocols to allow for eligible local government compliance with the Utah Data Privacy Act.
- Recommendations and strategies for financial technical assistance to facilitate grants of all types to eligible local governments.
- Facilitation of discussions between stakeholders seeking to complete valuable intergovernmental projects and build key relationships throughout the region.
- Continued assistance with personnel matters, budgets, agendas, resolutions and ordinances, and policies and procedures.
- Ongoing support of incorporation processes for new cities and towns in Utah.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Technical and Administrative Assistance to Qualifying Local Governments | -Spencer Foster<br>-ULCT | June 2027 | Elevated Local Government Capabilities, Increased Local Government Capacity, Improved Compliance with State Requirements |

## 4.3 Wasatch Back Rural Planning Organization (RPO)

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| **OVERSIGHT** | **Bob Allen** |
| **TOTAL STAFF HOURS** | **1,498 hours** |

MAG is the Rural Planning Organization (RPO) for the Wasatch Back area including Summit and Wasatch Counties. An RPO is formed to give rural transportation decision makers and citizens a voice in the regional transportation planning process. Our work focuses on coordinating transportation planning, land-use planning, and studies in cooperation with

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the local communities, UDOT, and the local transit operators. The RPO will continue to develop the Regional Transportation Plan (RTP) that will be adopted in early 2027. Trail planning and grant writing are done on a limited basis for some cities within Wasatch County, with discussion to have these capabilities RPO wide.

UDOT, local governments, and MAG MPO provide funding that allows the MAG MPO staff to assist the local jurisdictions in developing RPO plans and priorities. The RPO has helped facilitate UDOT and UTA consultation with local officials.

Planning Factors Addressed: 1,2,3,4,5,6,7,8,9,10

The following are the major tasks anticipated to be completed in FY2027:

- Update the RPO Regional Transportation Plan (RTP) in coordination with UDOT, transit agencies, and local governments for adoption in Spring of 2027.
- Finalize population and employment projections for the TDM.
- Finalize base network for TDM.
- Develop draft list of transportation projects.
- Continue to provide information, data, GIS, modeling, forecasting assistance to the RPO as they develop their transportation plan.
- Continue to seek transportation needs and plans from the public, elected officials, local planners and engineers, and other interested groups.
- Conduct trail planning work for Wasatch County with discussion of expanding the work into Summit County.
- Continue to provide administrative and technical support for the RPO.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Develop RPO 2027 RTP | Bob Allen | May 2027 | Adopted WB RPO Model |

## 4.4 Community Development Block Grant (CDBG)

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| **OVERSIGHT** | **Dan Wayne** |
| **TOTAL STAFF HOURS** | **1,997 hours** |

Sponsored by the US Department of Housing and Urban Development, the CDBG program helps to build viable communities by providing critical services to the vulnerable populations, supporting neighborhood and community improvements, creating jobs for

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income-qualified residents, and fostering projects that create and maintain affordable housing.

MAG administers the program for the cities of Lehi City and Orem City in Utah County, and for all local governments in Summit and Wasatch County.

Consistent with federally-defined terms and eligible activities, local governments are wholly responsible for determining the use of funds for specific projects. MAG staff provides technical support, program oversight, and general administration.

Planning Factors Addressed: 1, 4, 5, 10

The following are the major tasks anticipated to be completed in FY2027:

- Call for projects.
- Lead committee review of applications and make funding recommendations.
- Develop and execute new project contracts.
- Develop and maintain an annual CDBG compliance monitoring schedule for all funded projects.
- Develop Annual Action Plan that identifies projects, funding allocations, & federal compliance strategies a city will implement to address the goals of its five-year Consolidated Plan.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Call for applications | -Claudia Saldana | December | Applications |
| Review applications and make funding recommendations | -Claudia Saldana | April | Funding recommendations |
| New project contracts | -Claudia Saldana | June | Project contracts |
| Develop a CDBG compliance monitoring schedule | -Claudia Saldana | March | Compliance checklist |
| Review CDBG projects for consistency with regional planning priorities | -Claudia Saldana | March | Regional planning priorities analysis |

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|---|---|---|---|
| Create an Annual Action Plan for the upcoming year | -Claudia Saldana | May | Annual Action Plan |

## 4.5 Economic Development Administration (EDA)

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| **OVERSIGHT** | **Dan Wayne** |
| **TOTAL STAFF HOURS** | **2,330 hours** |

The **Mountainland Economic Development District (MEDD)** advances economic growth and opportunity by fostering regional collaboration, preparing regional plans, and facilitating federal investments within the MAG region.

The work of the MEDD is guided by a Comprehensive Economic Development Strategy (CEDS), a regional plan for economic prosperity and resiliency. This plan identifies four regional development priorities:

1. **Transportation**: Provide a safe, connected, and accessible regional transportation network to meet current and future needs.
2. **Natural Resources**: Balance regional growth, tourism development, and the protection of natural resources.
3. **Livability**: Improve quality of life to support the region's workforce and communities.
4. **Regional Collaboration**: Accelerate problem-solving and build economic resiliency through increased collaboration.

MAG's **Revolving Loan Fund** creates long-term jobs within the region by providing gap and start-up financing to qualified businesses for eligible activities. Loans made through the fund help bridge the commercial financing gap. Funds are repaid into the program and recycled to other businesses, producing an ongoing job creation program.

Planning Factors Addressed: 1, 4, 5, 6, 10

The following are the major tasks anticipated to be completed in FY2027:

- MEDD Board & Subcommittee Facilitation.

- Conduct regional roundtables on priority issues such as workforce development, affordable housing, employment, emerging industries, childcare, and diversifying the economy.
- Program administration, including stakeholder communications, fiscal management and reporting.
- Comprehensive Economic Development Strategy (CEDS ) implementation.
- Special projects that support and facilitate business development, recruitment, and expansion in target industries.
- Economic data collection and analysis.
- Assist member local governments with Federal grant opportunities.
- Develop a compliance monitoring program.
- Review EDA activities and RLF projects for consistency with regional planning priorities.
- Monitors federal, state, and local legislation relating to economic development; reports findings, trends, and recommendations to the Mountainland Economic Development District (MEDD) Board.
- Coordinated with the Governor's Office of Economic Development (GOED) and member cities for Requests for Information responses.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Conduct Quarterly MEDD Board Meetings | -Karol Patterson | Quarterly | Agendas and minutes |
| Conduct quarterly regional roundtables | -Karol Patterson | Quarterly | Agendas and minutes |
| Lead Biotech Hub special project. | -Karol Patterson | | Grant application and project plan; feasibility study. |
| Program administration | -Karol Patterson | Ongoing | Reporting |
| Develop an EDD compliance monitoring schedule | -Karol Patterson | March | Compliance checklist |

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| Review EDA activities and RLF projects for consistency with regional planning priorities | -Karol Patterson | March | Regional planning priorities analysis |

## 4.6 Social Services Block Grant (SSBG)

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| **OVERSIGHT** | **Dan Wayne** |
| **TOTAL STAFF HOURS** | **208 hours** |

MAG's Community and Economic Development Department administers Social Services Block Grant Funds for Summit, Utah, and Wasatch counties.

These monies are federal funds granted through Title XX of the Social Security Act to the State of Utah. These funds are discretionary and can be utilized at the local level to provide social service programs that meet the following goals:

- Achieving or maintaining economic self-support to prevent, reduce, or eliminate dependency.
- Achieving or maintaining self-sufficiency, including reduction or prevention of dependency.
- Preventing or remedying neglect, abuse, or exploitation of children and adults unable to protect their own interests; preserving, rehabilitating or reuniting families.
- Preventing or reducing inappropriate institutional care by providing for community-based care, home-based care, or other forms of less intensive care.
- Securing referral or admission for institutional care when other forms of care are not appropriate or providing services to individuals in institutions.

Consistent with federally-defined terms and eligible activities, local governments are wholly responsible for determining the use of funds for specific projects. MAG staff provides technical support, program oversight, and general administration.

Planning Factors Addressed: 1, 4, 5, 6, 10

The following are the major tasks anticipated to be completed in FY2027:

- Call for projects.
- Lead committee review of applications and make funding recommendations.

- Develop and execute new project contracts.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Call for applications | -Claudia Saldana | December 2026 | Applications |
| Review applications and make funding recommendations | -Claudia Saldana | April 2027 | Funding recommendations |
| New project contracts | -Claudia Saldana | June 2027 | Project contracts |
| Review SSBG projects for consistency with regional planning priorities | -Claudia Saldana | March 2027 | Regional planning priorities analysis |

## 4.7 Pre-Disaster Mitigation

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| **OVERSIGHT** | **Shauna Mecham** |
| **TOTAL STAFF HOURS** | **905 hours** |

MAG staff, at the request of the local jurisdictions in Utah and Wasatch Counties, has created a plan to assist participating local governments in accessing disaster funding, both before and after a disaster occurs. The FEMA-encouraged Pre-Disaster Mitigation Plan's purpose is to reduce or prevent the damage caused by natural disasters such as earthquakes and wildfires. It involves actions taken before a disaster occurs rather than during disaster response. Participation in this plan designates participants as eligible to apply for FEMA grants and receive post-disaster funds. The plan update will conclude this planning cycle. This work is paid for by FEMA BRIC planning grants and with local matches through the annual Jurisdictional Assessment.

Planning Factors Addressed: 2, 5, 9

The following are the major tasks anticipated to be completed in FY2027:

- Manage the Pre-Disaster Mitigation Plan to FEMA standards to keep cities eligible for FEMA mitigation and recovery grants.
- Adopt a plan with an emphasis on county and emergency manager coordination.

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- Coordinating the TIP and RTP with the Pre-Disaster Hazard Mitigation Plan

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Coordinate other MAG products with Disaster Mitigation Plan | -Shauna Mecham | Ongoing | Coordinated TIP and RTP |

# 5. Administration and Coordination

## 5.1 MAG MPO Administration

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| **OVERSIGHT** | **LaNiece Davenport** |
| **TOTAL STAFF HOURS** | **5,824 hours** |

The MAG MPO was designated as the MPO for the Provo-Orem Urbanized Area in 1973. As the MPO, we are responsible for coordinating a continuing, comprehensive, and cooperative transportation planning process. We are mandated by federal law, for the urbanized area, to collaboratively plan for and allocate federal transportation funds effectively.

The MAG MPO committees are structured to coordinate and oversee the transportation planning process and help ensure federal requirements are met. The MAG MPO has 31 voting members including 25 locally elected mayors, 3 commissioners, one representative from Utah Department of Transportation, one representative from Utah Transit Authority, and one representative from Division of Air Quality. The MPO Board also has 7 non-voting members representing Camp Williams, Bluffdale City, FHWA/FTA, MPO TAC Chair, the Utah House of Representatives, and the Utah State Senate.

This activity includes support for the MAG MPO committees including the MPO Board and TAC management activities not attributable to specific tasks in the work program, committee coordination and support, and development of the Unified Planning Work Program (UPWP).

MAG staff will continue to attend Council of Governments (COG) and other pertinent meetings and events in the region to share information and receive input on plans, programs, and studies. MAG MPO staff will also continue to administer the COG meetings.

Planning Factors Addressed: 1,2,3,4,5,6,7,8,9,10

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The following are the major tasks anticipated to be completed in FY2026 (July 1, 2025-June 30, 2026):

- MAG MPO Management
    - Provide financial management and control.
    - Monitor Monthly financial reports.
    - Annual MAG audit.
    - Contract between MAG and UDOT.
    - Contract between MAG and UTA.
    - Consultant(s) contract for 2055 RTP.
    - Identify costs directly associated with the UPWP. Costs include all indirect non-salary costs directly attributable to all programs in the UPWP. Indirect program costs include all the costs associated with the MAG MPO management and cannot be associated directly with an individual program. The costs are allocated on the basis of direct months per a previously approved cost allocation plan and are allocated each month based on the actual number of hours spent in each program. The budget for indirect costs is included with the budget summary information. Major cost elements include salaries and fringe benefits for the Executive Director, Finance Director, HR Manager, and Communications Manager for the time spent in managing and directing programs included in the indirect cost allocation plan, salaries and fringe benefits for the accounting staff, human resources management, secretarial support for management functions, those publications and communications costs not associated with specific programs, training and travel for administrative personnel, the non-salaried costs necessary to support these activities, including building costs and operating expenses, equipment rental and maintenance, software and supplies, telephone and data expenses, and an annual audit of the finances and internal control systems. Oversight of MAG financial management and audit functions is provided by the MAG Budget and Audit Committee composed of representation from each MAG's three counties.
    - Manage personnel including performance plans.
    - Coordination with members and partner agencies, including FHWA, FTA, member cities and counties, WFRC, UTA, UDOT, State Division of Air Quality (DAQ), other MPOs, Utah League of Cities and Towns, Utah Association of Counties, Chambers of Commerce, Envision Utah, Governor's Office of Planning and Budget, legislators, adjacent associations of government, and others.

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    - Additional coordination activities include preparing the annual UPWP, updating the contracts with UDOT and UTA, preparation of completion reports, and preparation of other required certifications.
    - Provide administrative support to the Utah County COG meetings.
- MAG MPO Committee Support
    - Regular MAG MPO committee meetings including the MAG MPO Board and TAC with documentation of those meetings.
    - Provide administrative support to the MAG MPO committees which includes preparing and noticing agendas and minutes, holding regular meetings, and communicating with committee members.
- Work Program
    - Update FY2027 Goals and Objectives.
    - Annual UPWP, budget and budget amendments.
    - Self-certification of the Transportation Planning Process.
    - End of year UPWP completion report.
    - Administering the transportation portions of the program and providing the coordination necessary for the transportation planning program.
    - Continually work to ensure federal and state rules, regulations, and requirements are adhered to.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| MPO Oversight and Management | - LaNiece Davenport | End of FY (ongoing) | All the plans, studies, projects, programs created by or in partnership with MPO |
| Budget and Contract Management | - LaNiece Davenport | End of FY (ongoing) | Budget document Completion Plan UPWP |
| Consultant Management | - LaNiece Davenport | End of FY (ongoing) | All the plans, studies, projects, programs created by or in partnership with MPO |
| Administer MAG MPO committees | - LaNiece Davenport | End of FY (ongoing) | All the plans, studies, projects, programs created by or in partnership with MPO |

## 5.2 Public Involvement

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| **OVERSIGHT** | **Kevin Feldt** |
| **TOTAL STAFF HOURS** | **1,352 hours** |

Public engagement activities for educating, engaging and obtaining input from partners, stakeholders, and communities in developing UPWP-funded plans and programs; informs the public about transportation planning activities in the region; and responds to requests for information, reports, and data.

Planning Factors Addressed: 1,2,3,4,5,6,7,8,9,10

The following are the major tasks anticipated to be completed in FY2027:

- Coordinate with UDOT, WFRC, UTA, Envision Utah, Utah League of Cities and Towns (ULCT), and local government staff, to provide the public with opportunities to be well informed about the RTP and other MAG MPO initiatives.
- Disseminate information and provide on-going and two-way communication with special interest groups, elected and appointed government officials, other government agencies, and the general public via committee presentations, electronic newsletter, social media posts, email campaigns, website pages, online interactive maps and/or visualization tools, open houses, and other methods identified in the MAG MPO Public Engagement Plan and Title VI Program (adopted November 2024).
- Comply with the local, state, and federal public engagement provisions.

| MAJOR TASK | OVERSIGHT | COMPLETION DATE | MAJOR PRODUCT |
|---|---|---|---|
| Public Engagement outreach activities | -Kevin Feldt | June 2027 (ongoing) | Outreach events, meetings, etc. |
| Public Engagement planning activities | -Kevin Feldt | June 2027 (ongoing) | Public Engagement Plan<br>Title VI Plan |

## State Transportation Agency (UDOT) Planning

Planning Factors Addressed: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

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

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policy processes of the MPO and assist in developing the annual UPWP. Additionally, UDOT will continue to assist MAG MPO with required contracts and agreements and coordinate in administering Congestion Mitigation/Air Quality (CMAQ) funds and completing the required annual reporting of the CMAQ funds.

UDOT receives federal funding, a portion of which is then sub-allocated to MAG MPO. 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 MPO while ensuring a good understanding of the use of federal funds.

The UDOT Planning Division has a full-time staff of 16 employees. 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. 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 implementation of the Household Travel Survey in all models updated for 2027-2055 planning cycles. UDOT Planning provides expertise across the state in rail and freight planning issues and will work with MAG in upcoming UDOT Freight Plan development as well as coordination on other freight issues.

The Utah's Unified Transportation Plan partners look forward to completing the 2027-2055 Utah's Unified Transportation Plan in the fall of 2027. UDOT and MAG MPO are key players in this process, along with UTA and the other MPO partners. This planning effort is in addition to our work together on the RTP as well as rural transportation planning in Summit and Wasatch Counties which are outside the MAG MPO urbanized area.

UDOT Planning staff will continue to participate in or manage corridor studies and other special planning-related studies within the MPO planning areas. These studies may include coordinating travel demand modeling, joint corridor planning, preparing air quality studies or reports, economic development planning, Geographic Information Systems (GIS) analysis, performance measures, and others.

The following are the major tasks anticipated to be completed in FY2027:

- Coordination and review of the 2027 Regional Transportation Plan (RTP) process.
- Coordination and review of MAG MPO Transportation Improvement Program (TIP).
- Coordination of CMAQ Performance Plans.
- Coordination with the Technical Assistance to Governments Program.
- Coordination with the Station Area Plan Program.

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- Coordination in finalizing the 2027-2055 Utah's Unified Transportation Plan.
- Monitoring of MAG MPO's expenditures of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds.
- Assistance in developing the FY2028 UPWP.
- Participation in MAG MPO's Committees.
- Participation in special plans and studies in the region including Wasatch Choice Vision, Safe Streets and Roads for All, the North Utah County Planning and Environmental Linkage Study, and the South Utah Lake Study.
- Collaboration in the Activity Based Model and other data and modeling efforts.
- Implementation of corridor plans that include community transportation solutions.
- Implementation of state legislative directives.

## Transit Agency (UTA) Planning

Planning Factors Addressed: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

The following are the major tasks anticipated to be completed in FY2027:

The Utah Transit Authority (UTA) was organized under the provisions of the Utah Transit District Act in 1970. For over 50 years, the UTA has expanded from a small bus company operating less than 90 buses traveling 3 million miles to the current system that provides nearly 24 million miles of bus and rail service. UTA is a multimodal transportation company that employs more than 2,500 people with 1,000 direct operators of bus, light rail and commuter rail services that are committed to provide safe and effective transportation.

UTA's commitment is to provide opportunities for mobility to help in meeting the public transportation needs of the Wasatch Front area. Planning for these services is key to their success. UTA continues to find ways to improve transportation, alleviate traffic congestion, and improve air quality for all customers. UTA coordinates transit planning with the MAG MPO, WFRC, UDOT, cities, counties, FTA, FHWA, DAQ and other stakeholders throughout the Utah Transit Authority service area (see Figure 10).

- Documentation, Reports and Other Requirements: UTA prepares documentation to comply with all federal, state and local administrative requirements under this work item. These include the Unified Planning Work Program, Completion Reports, Annual Grants Status Report, Interlocal Agreements, Grant Applications, audit documentation, FTA Triennial Review documentation, FTA Certifications and Assurances, reports required for funding, agreements and contracts, meeting the various planning and project requirements, STP, CMAQ and TAP concept reports, various meetings and grant required public involvement.

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- Grants Management: UTA has a grants management team to oversee the pursuit of ongoing grant opportunities which includes administering grant programs, writing grant applications, making grants management recommendations, dissemination of grant opportunities information, and collection and distribution of grants financial information.
- National Transit Database (NTD) Data Collection and Reports: UTA will continue to collect data and perform surveys of the UTA system. Ridership reports are prepared monthly and reliability reports on the transit system will continue to be produced. All data needed for the National Transit Database (NTD) will be collected and electronically input into the federal NTD program.
- Coordination: Ongoing participation in technical and other planning meetings; coordination with the Technical Assistance to Governments Program, coordination with the Station Area Plan Program; participation in MAG MPO's committees; participation in special plans and studies in the region including Wasatch Choice Vision, Safe Streets and Roads for All, Regional Roadway Grid Network Study, Transit Fresh Look; project concept reports for CMAQ, STP and TAP.
- Transit Oriented Development (TOD)/Station Area Planning: To encourage and work with stakeholders on transit-oriented developments and more transit-supportive land use.
- Rideshare Program Planning: To promote ridesharing, telecommuting, flextime, bicycling, walking and discount programs to encourage more efficient use of the transportation system.
- Special Services/American Disability Act (ADA) Planning: To work with key agencies for more effective use of transportation resources that will serve persons with disabilities and other transportation disadvantaged persons in the service area.
- Community Health & Wellness Initiatives
- Plans and Studies: Long Range Transit Planning, Ten-Year Capital Planning, Five-Year Capital Planning, Five-Year Service Planning; Transit Asset Management Planning; Mobile Trip Planning; Emergency Preparedness Planning; ;; actively participate in transportation studies, community developments and master plan efforts to incorporate transit elements.
- Safety: To plan and implement safety and security measures to increase comfort levels of current and future customers.
- Technology: Travel Demand Modeling; promote and implement technology that will enhance transit service.
- Multimodalism: To improve multi-modal transportation options for the region in cooperation with MAG MPO, WFRC, UDOT, and other stakeholders.
- Service and Bus Stop Implementation.
- Route Restoration and Equity Index.

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- UTA On Demand Microtransit Expansion.
- Bus Stop Improvement Program and Wayfinding Signage.
- Bus Speed and Reliability Program.
- Transit Oriented Development Guide.

FY2027 Activities include:

1. Five-Year Service Plan
    a. UTA will finalize the 2027–2031 Five-Year Service Plan by the end of 2026. The plan will encompass transit system & service development efforts and documentation, two periods of public engagement, and preparation of a final document for approval by the UTA Local Advisory Council and adoption by the Board of Trustees.
2. Service Implementation

- Additional frequency increases and added coverage in Utah County.
- The following changes are proposed for implementation in April 2026: North Utah County Innovative Mobility Zone serving parts of Lehi, American Fork, Eagle Mountain and Saratoga Springs.

3. UTA On Demand Microtransit Expansion

- The Innovative Mobility Solutions (IMS) department has contracted UTA On Demand microtransit services in four zones: Southern Salt Lake County, Salt Lake City Westside, West Provo/Orem, and Tooele County. IMS's strategic goal for these programs is to provide flexible, reliable, demand-responsive transportation that enhances quality of life. These shared-ride services expand access, improve accessible mobility options, and consistently deliver a high-quality customer experience, as evidenced by daily rider ratings.
- From July 2026 through June 2027, UTA On Demand zones will continue to be evaluated using key performance indicators (KPIs) including cost per rider, availability, utilization, wait time, and on-time pickup. UTA has established a sustainable ridership growth goal of 2% to 10% annually per zone.
- Additionally, as part of the Long-Range Transit Plan, UTA intends to launch a new zone in Northern Utah County. The future zone will provide connections to FrontRunner stations in Lehi and American Fork, as well as local destinations within Lehi, American Fork, Eagle Mountain, and Saratoga Springs. This expansion is tentatively scheduled for the August 2026 Change Day, pending board approval and new sponsorship agreements.

4. UTA's 2027 Transportation Agency Safety Plan (TASP)

- UTA'S Transportation Agency Safety Plan (TASP) serves as the governing safety document for all transit modes operated by UTA and is structured around Safety Management Systems (SMS) for identifying and mitigating hazards. The TASP is updated yearly in accordance with the Federal Transportation Administration (FTA)

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regulations and the Utah Department of Transportation (UDOT) State Safety Oversight (SSO) Program Standards.

- As required by the Bipartisan Infrastructure Law, the Infrastructure Investment and Jobs Act, UTA has established a Joint Labor Management Safety Committee (JLMSC) that consists of equal representation from frontline employees and management. UTA's Joint Safety Committee is engaged in setting safety performance targets, recommending mitigations for reducing safety risks, making strategy improvements, and addressing safety deficiencies.
- UTA is currently operating under the 2024 version of the TASP, which has been reviewed and approved by the Joint Safety Committee, UTA Board of Directors, and UDOT SSO Program Manager. A 2025, and 2026 version of the TASP has been updated with current regulations and provided to the Agency in a draft form due to the JLMSC not approving the most up to date revisions. The JLMSC continues to meet and work in coordination with our SSO to establish an approval for the current revisions.
- UTA is working on an update for 2027. By October of 2026, the safety department will complete a full review of updates in 49 CFR. In November 2026 a redline will be distributed to stakeholders for comments or changes. In December 2026 a final version will be sent to UTA's State Safety Oversight for conditional review, accountable executive signatures, seeking approval from the committee and finally the board. In January 2027 if approved it will be distributed to the organization. The process will begin again in 2027.

5. Bus Stop Improvement Program

- Customer Experience will continue to work alongside the Service Planning team on the implementation of the Bus Stop Master Plan throughout the system. This work involves a combination of UTA-led, contractor-implemented stop improvements at new and existing stops, as well as partnerships with cities, counties and the state on their respective transportation corridor improvement projects. All new and upgraded bus stops are being brought up to full ADA compliance. These stops will receive upgraded amenities such as signs, poles and timetable cases and where warranted some stops will receive new shelters, benches, lighting and digital signage. The program was recently funded at approximately $1.5 M annually and currently has a 10-15-year implementation schedule.
- In 2026 it is expected that UTA will complete construction of one hundred (100) new or upgraded bus stops.
- A dashboard on the progress of ADA compliant bus stops can be found here: https://www.rideuta.com/Current-Projects/Bus-Stop-Improvement-Efforts.

6. Wayfinding Signage

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- The Customer Experience team, along with the Service Planning and Capital Development teams, continue to upgrade overall system wayfinding. The new signage introduces a unified look and feel to all of the customer-facing information across all modes. This project is broken into several phases by mode and alignments and expected to take approximately three to five years to complete.
- Phase III of the Wayfinding plan is expected to be completed in 2026. This includes adding new line diagrams and new directional signs at all Green Line TRAX Stations.

7. Mobile Trip Planning

- As a close partner with Transit, UTA looks ahead to the adoption of new innovations in the app such as vehicle detour tracking. UTA also continues to pursue the vision for the future of this app as a fully integrated Mobility-as-a-Service solution functionality across several transportation platforms.
- UTA recently renewed its contract with Transit for three years. In 2026 GTFS-RT Service Alerts are expected to launch.

8. Transit Signal Priority (TSP) Implementation

- The Innovative Mobility Solutions (IMS) department's 2021 TSP Master Plan aims to enhance the customer experience, boost operational efficiency, and prepare UTA for future connected vehicle technologies. Ultimately, IMS's TSP efforts are strategically focused on delivering faster and more reliable buses for customers.
- To date, we've installed 303 C-V2X TSP onboard units. This covers all existing, relevant UTA buses across all garages and bus projects that include TSP. In calendar year 2026, 62 new TSP onboard units are slated for installation on new buses expected to arrive in late summer 2026.
- From July 2026 through June 2027, the project will focus on Phase 3 of the TSP deployment. Key activities include measuring results against the established baseline and planning hardware installations for new buses. An upcoming modeling and TSP optimization study will help us identify and address any remaining performance gaps. With all UDOT intersections expected to be TSP-equipped by this time, the project will also support potential new partnerships with local road owners in Salt Lake City, Taylorsville, Salt Lake County, and other municipalities.

9. Bus Speed and Reliability Program (BSRP)

- BSRP is a continuous program intended to improve the customer experience and bus route performance across the frequent fixed-route bus network through quick, cost-effective improvements. UTA continues to work with UDOT and other agency partners to identify and implement pilot projects with measurable benefits to bus travel times and on-time performance. The program is currently focused on specific routes to maximize impact of projects but is intended for expansion across the entire frequent bus network.

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- During the upcoming fiscal year, UTA will pilot signal priority and small-scale infrastructure improvements along Route 850 (State Street in Utah County) in collaboration with UDOT to demonstrate proof of concept for the program. UTA will also broaden coordination with UDOT to address high-priority locations on other frequent routes. UTA is continuing to develop program scope, data analysis, and staff functions to grow this effort into a formalized and scalable program.

10. Transit Oriented Development (TOD)/ Station Area Planning

- UTA will continue to work with regional and local partners to plan and establish transit-oriented communities and developments. During the 2022 legislative session, HB462 required all cities with a fixed-guideway transit station to complete and adopt Station Area Plans to prepare station areas for optimal development. Per the Station Area Planning process, UTA and MPOs assist municipalities to develop a preferred vision, a concept plan, and an implementation plan. Cities with completed Station Area Plans make significant strides toward development, including programming infrastructure improvements, identifying funding mechanisms, and creating partnerships with the development community.
- UTA anticipates multiple development projects starting in 2026 and will seek additional partnerships with cities and private development firms to implement the shared vision and Station Area Plans around key transit hubs. UTA will be pursuing joint development opportunities at development-ready sites with completed Station Area Plans.
- UTA will also undertake a comprehensive strategic economic planning process to categorize and prioritize transit-oriented development opportunities along its Frontrunner corridor in alignment with completed Station Area Plans.

11. Emergency Preparedness Planning

- Utah Transit Authority (UTA) and its partner jurisdictions have forecast multiple training and exercise activities for fiscal year July 1, 2026 – June 30, 2027. Please note that training and exercise dates may change due to unforeseen circumstances.
- UTA joins forces with federal, state, and local partner jurisdictions for transportation agency preparedness and response. UTA follows the National Preparedness Goal regarding a whole community approach for emergency capabilities. UTA pursues this goal with accurate plan development for man-made and natural disaster response.
- UTA emergency management has coordinated with the Utah Department of Public Safety/Division of Emergency Management (DEM) to conduct an Incident Command System (ICS) 300 “Intermediate ICS for Expanding Incidents” in October of 2026 for upper management personnel at UTA.
- An Incident Command System (ICS) 400 “Advanced ICS Command and General Staff – Complex Incidents” course will also be provided by DEM for UTA in November of

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2026 to complement and fulfill the advanced ICS training for UTA supervisory personnel.

- 2026-2027 will bring multi-jurisdictional/multi-agency exercises to UTA. Each mode (Light Rail, Commuter Rail, and Bus) conducts discussion-based and, based upon construction project completion, operation-based exercises. During this fiscal year period, TRAX light rail is eyeing the completion of the S-Line eastward extension. FrontRunner is also pursuing double-tracking projects which require training and exercise for local response agencies. The risks posed by lithium-ion batteries in our Midvalley Express (MVX), Ogden Express (OGX), Tooele UTA on Demand, and Utah Valley Express (UVX) hybrid bus services require ongoing Electric Vehicle (EV) awareness training for our partner jurisdiction fire departments. UTA leads the state in lithium-ion battery fire awareness, training, and exercise.
- UTA emergency management is engaged in planning and exercise in coordination with the Utah Disaster Advisory Committee (UDAC). This healthcare group meets bi-monthly to discuss planning for a catastrophic earthquake on the Wasatch Front. In November of 2026 UDAC will hold its annual discussion-based exercise.
- The UTA Emergency Management Program Manager will oversee July 1, 2026 – June 30, 2027, scheduled updates of the Emergency Preparedness Plan (EPP), Emergency Operations Plan (EOP), Continuity of Operations Plan (COOP), and service unit Emergency Response Plans (ERP). New Emergency Response Plans will also be created for the opening of two new facilities at UTA.

12. Rideshare Program Planning

- The UTA Rideshare Department will continue to promote transportation demand management strategies throughout the region by engaging with companies, agencies, and individuals to support carpool and vanpool matching, flextime, telecommuting, and bicycle program initiatives. In addition, the department will pursue enhancements to customer-facing systems to improve the overall user experience and will evaluate new and emerging technologies to strengthen safety for customers and UTA assets.

13. Special Services/ADA Strategic Planning

- To ensure compliance with the Americans with Disabilities Act (ADA), UTA continues to provide services, programs, and facilities that are accessible to individuals with disabilities. UTA operates ADA Paratransit service to provide a safety net for individuals with disabilities ensuring access to employment, services, and other opportunities. UTA will continue these operations throughout the next year. In 2026, UTA will issue a Request for Proposals regarding contracted Paratransit and Flex Route service in the northern and southern areas of the UTA district.
- UTA relies on guidance and feedback on disability-related issues from its Committee on Accessible Transportation (CAT) as well as other public transit stakeholders from

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the disability community. The CAT adds valuable and on-going advice to UTA as it plans for integrated, as well as specialized services. The Committee offers support to decisions about FTA grant programs that assist in funding vehicles for paratransit (Section 5310) and implementing Flex Routes and other issues regarding accessibility to UTA public transit services. UTA recognizes, values, and plans for all current and future riders. This feedback is a valuable resource to UTA in addressing accessibility issues throughout its system.

- Policies and procedures are regularly reviewed to assure that a responsive and consistent paratransit service delivery system is in place. This transportation option is necessary for riders with disabilities who cannot independently access and use fixed routes for their transportation needs.
- UTA continues its efforts to increase the use of fixed route services by these individuals through travel training activities and expanded disability-related training for UTA operators and staff on best practices for service riders with disabilities and seniors.

14. Community Health & Wellness Initiatives

- Agency-Wide Waste Stream Assessment and Diversion Strategy: Identify, document, and track all Utah Transit Authority waste streams to develop a comprehensive understanding of material flows. Use this analysis to identify opportunities to expand reuse and recycling, reduce landfill disposal, and improve overall waste diversion performance across UTA operations.
- Centralized Sustainability Data Management System: Develop and implement a centralized repository for sustainability and environmental performance data. This system will support consistent data collection, improve tracking and reporting efficiency, and enable more informed decision-making across sustainability initiatives.
- Public Sustainability Education and Transparency Initiative: Enhance UTA's public-facing sustainability communications to improve transparency and rider engagement. This effort will focus on clearly communicating UTA's sustainability goals, progress, and long-term vision for building a more sustainable transportation system along the Wasatch Front.
- Water Stewardship and Conservation Partnership Program: Collaborate with local water conservancy districts and utility partners to evaluate UTA's water use practices. Identify and implement operational and behavioral changes that reduce overall water consumption and strengthen UTA's role as a responsible steward of regional water resources.

15. Transit Asset Management (TAM) Plan:

- UTA has developed a comprehensive asset management system that identifies current and future projects which will keep the existing system maintained and

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operating in a safe manner. The ability to successfully identify projects is continuously improved and refined as better and more accurate information is obtained from our stakeholders, both internal and external. During the next fiscal year, upcoming projects include, among others: grade crossing rehabilitations and replacements on the FrontRunner and TRAX systems, interlocking and OCS wire replacements on the TRAX system, FrontRunner and TRAX vehicle overhauls, facility rehabilitations, equipment rehabilitation and replacements, technician vehicle replacements, bus procurements, vanpool procurements, and paratransit vehicle procurements.

16. Travel Demand Modeling

- The WFRC/MAG regional travel demand model (TDM) is a model used to evaluate future transportation projects including transit. The TDM is integrated with the Real Estate Market Model (REMM), which forecasts future demographics and land use patterns, allowing UTA to tailor the creation of new routes and services based on projected growth patterns. UTA coordinates with WFRC and MAG on ridership, access to opportunities metrics, and other projections that inform how project implementation and phasing is incorporated into regional transportation plans. UTA continues to develop and utilize TDM resources in-house in its Planning Department, up-to-date versions of the model, and participate in the interagency modeling technical and policy committees.

17. Next Generation Fare Collection System

- The Next Generation Fare Collection System is a modernization initiative that upgrades how riders pay for transit, introducing more flexible, secure, and convenient fare payment options across the UTA system. UTA has partnered with Scheidt & Bachmann “S&B” as its contracted systems integrator to deliver the system. Ticket vending machines and bus validators have been installed and are operational. Platform validator installations are about 50% complete with full completion anticipated in Q2 2026. In Q3 of 2026, S&B will take over UTA’s existing back-office system, which currently supports fare payment operations behind the scenes, as well as customer-facing tools and interfaces. In Q4 of 2026, UTA will introduce open payment, allowing customers to pay fare directly with a contactless card by tapping on a fare validator. UTA is currently planning its next generation mobile fare payment solution, with additional details to be shared later this year.

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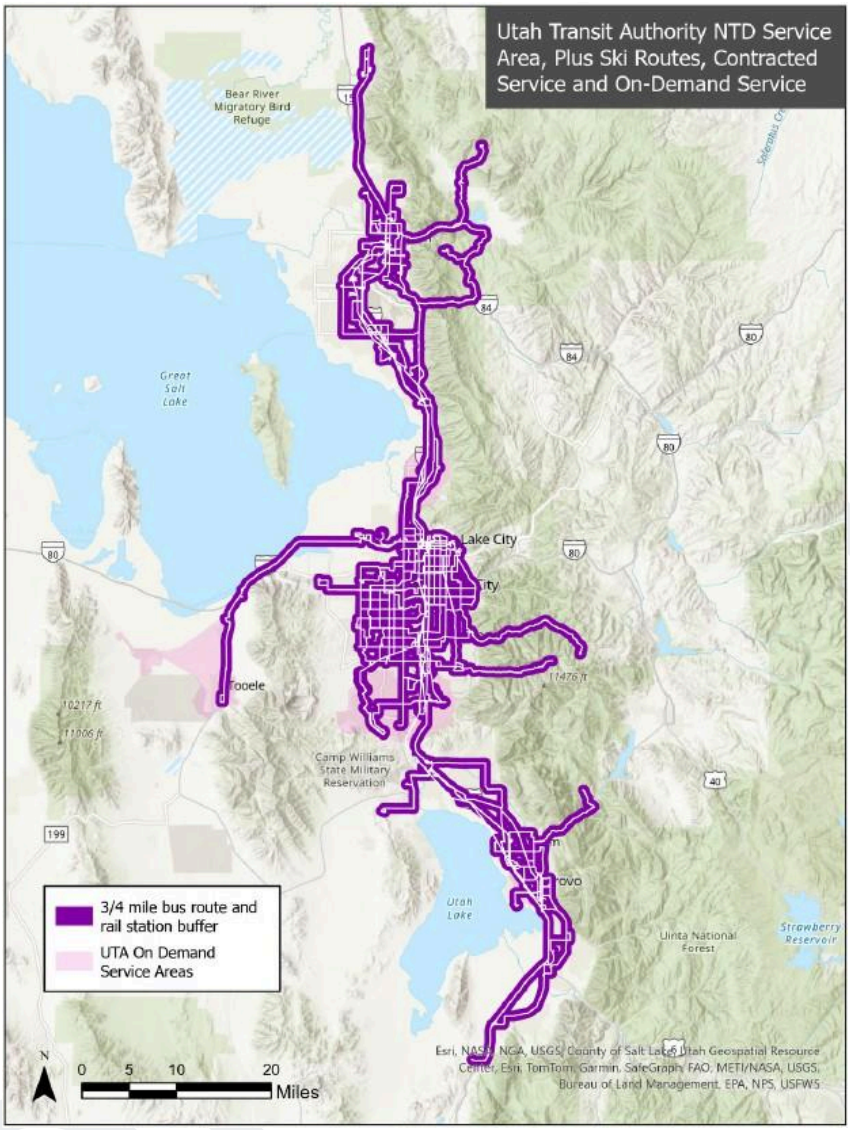



*Figure 10. UTA Service Map*

**Mobility Management**

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

Coordinated Human Service Public Transportation Plans were updated in 2022 for the Wasatch Front area, which includes Weber, Davis, Salt Lake, and Utah counties. Other counties within the state have developed plans based on their Association of Governments area or county.

Mobility management identifies opportunities for and increases coordination of transportation services for transportation disadvantaged populations in order to increase efficiency. To actively engage in outreach to persons who are at a transportation disadvantage including seniors, individuals with disabilities, persons with low income, and veterans, and to those agencies that perform work on their behalf. And to increase coordination between human service transportation providers through technology and policy initiatives in order to maximize the transportation options available to transportation disadvantaged populations. Activities in FY2026 include:

- Local Coordinated Councils (LCCs) in Davis, Salt Lake, Tooele, Utah, and Weber counties (ongoing).
- Updated Local Coordinated Human Service Transportation plans for Weber, Davis, Salt Lake and Utah Counties.
- Integration of the updated Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans.
- Coordination with Bear River Association of Governments mobility management in Box Elder County (ongoing).
- Ongoing outreach to disabled, senior, and low income populations.
- FTA 5310 Funding Administration grant award cycle.
- Electronic voucher (eVoucher) program.
- Collaborative work with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA).
- SB 195 (2025) Mobility Study.
- Travel Training and Development of Resource Library.
- UTA Referral Call-in Line.

Coordinated Plans are created in collaboration with the local mobility councils and with public outreach to identify various strategies to address needs in the region for transportation disadvantaged persons including seniors, and people with disabilities. They also identify local resources currently available to assist these specific groups with their transportation needs.

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

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- Local Coordinating Councils in Davis, Tooele, Salt Lake, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects
    - UTA staff continue to work with the Local Coordinating Councils to improve outreach to their local communities. The FTA 5310 grant manager and Coordination Administrator oversee the outreach and guidance of obtaining funding for coordinated projects. Local Coordinating Councils (LCCs) help decide project priority and meet regularly. Through outreach, there are new 5310 applicants/LLC attendees due to current transportation challenges in some areas. Some of these new attendees are applying for FTA 5310 grant funds in the current application cycle which began January 1, 2026.
- Integration of the updated Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans
    - The Local Coordinated Human Service Transportation Plans are contained in the Regional Transportation Plans. The Coordination Administrator has been working with the LCCs to get feedback and input for the Plan updates. New and ongoing projects have been identified. Once 5310 funding has been awarded, these projects from the plans will be implemented.
- Coordination with Bear River Association of Governments (BRAG) mobility management in Box Elder County
    - UTA coordinates with BRAG due to the region's proximity to UTA services. Box Elder County is no longer within the Ogden Layton Urbanized Area due to FTA drawing new Urbanized Area (UZA) boundaries based on the 2020 census records. UTA is working with the Mobility Manager for BRAG and will continue to attend the BRAG LCC meetings.
- Ongoing outreach to disabled and senior populations
    - UTA Mobility Management continually provides outreach to seniors, individuals with disabilities, veterans, and low-income populations. Outreach is achieved through: public Local Coordinating Councils, participation on the UTA Committee on Accessible Transportation (CAT), participation on the United Way 211 Council, public event tables, speaking at community organizations, outreach for survey feedback, working with government agencies, partnerships with non-profit organizations, Travel Training, etc. UTA Coordinated Mobility has two employees conducting extra outreach to Aging Adults. Trista Lawrence serves on the State Board of Aging. Christy Allen serves as the Transportation Member on the Utah Coalition On Aging (UCOA). These positions are ongoing for the time being. Some new and ongoing strategies for outreach have involved the Utah Transit Authority(UTA) Public Relations team. They coordinate with the CM team as

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well as our community partners posting information and awareness updates on social media.

- FTA 5310 Funding Administration
    - The goal of the Section 5310 program is to improve mobility for seniors and individuals with disabilities throughout the state of Utah by removing barriers to transportation services and expanding the transportation mobility options available. The program requires coordination with other federally assisted programs to make the most efficient use of federal resources.
    - UTA (Coordinated Mobility Department) is the designated recipient for 5310 funds allocated to the three large urbanized areas of Utah. UTA's role includes administering, managing, and programming these funds, and selecting and monitoring the implementation of funded projects. UTA also has a responsibility to ensure that all interested parties have a fair and equitable opportunity to apply; and if selected, receive a fair and equitable distribution of funds. Once funds are distributed, UTA ensures all selected grant recipients comply with guidelines as defined by the FTA and any state or local authority. UTA is also responsible to ensure that the project review and selection process will include a determination that subrecipient projects are consistent with the Coordinated Human Services Transportation Plan.
    - Management of the 5310 large urbanized program is a joint effort between FTA, MPOs, UTA, the Grant Management Advisory Team (GMAT) and the local coordinating councils to promote efficient use of grant funds and to ensure their fair and equitable distribution.
    - Currently, the 5310 Grant application period is open to the public. Qualifying non-profits and agencies are welcome to apply for funding. The LCCs will help determine how the funds are awarded in each UZA. Once FTA has approved the awards (summer 2026), Grant Agreements will be sent to each awardee then those organizations will draw down their awarded funds for their Specialized Transportation projects to serve the community.
- Electronic voucher (eVoucher) program
    - The UTA Coordinated Mobility Department is involved in a public/private partnership electronic voucher (eVoucher) system that was awarded federal funds for development. This system includes a web-based interface that replaces the current paper voucher processes.
    - The contractor for eVoucher, Kinetec, has completed development of the software. It has been tested by three of our community partners. The software is now ready for real world implementation. In 2026, UTA was able to secure funding for hosting so that partner organizations can use awarded 5310 funds to start voucher programs of their own at no cost to them.

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    - Effectiveness of voucher programs has been proven in both rural and urbanized areas of Utah, but they are administratively burdensome. These projects lay the foundation and show the need and simplicity of an electronic voucher implementation.
    - This project could potentially benefit all paper voucher programs across the country. Additionally, there are other industries that could benefit from this type of application. Based on this large opportunity, UTA is also exploring the business case of using the e-voucher application as a "software as a service" (SaaS) revenue model. This model could create a financially self-sustaining program.
- Collaborative work with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA)
    - UTA Coordinated Mobility sees the opportunity to work more closely with UDOT through URSTA to improve coordination of the 5310/5311 Grant requests and projects.
    - URSTA is a transportation organization that involves both the urbanized and rural areas across the state. The goal is to target areas without services and provide the citizens of the state with transportation options. UTA meets regularly and will continue to meet regularly with UDOT.
    - UDOT is conducting a statewide study in 2026 thru 2027. The funding was awarded from UDOT planning funds in September 2024. UDOT, UTA and URSTA will work collaboratively to compile a statewide transportation providers resource list, identify statewide gaps in specialized transportation and proposals to fill those gaps.
- UTA Referral Call-in Line
    - Utah Transit Authority Coordinated Mobility has brought the referral line for aging adults and persons with disabilities in house at the request of the Utah Legislative Transportation Committee as identified in SB174 from the 2017 General Session of the Utah Legislature. Since the Referral Line was established, 556 calls have been received. This program will integrate temporary trips for customers waiting to be approved for eligibility with community organizations/paratransit services.
- Temporary Trips Pilot
    - The 5310 Grant currently funds the temporary trips pilot. Service agreements were signed with three providers for these trips. This pilot will continue into 2026/2027. UTA is applying for funds for the project in the current grant application period. Also, more provider agreements will be made to improve service times. As this pilot has been implemented, a huge need has been discovered. Funding cuts to Health and Human Services has stranded a

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number of seniors as there are no other transportation funds out in the community to tap into. Department of Aging funds have been expended and there is no financial relief in sight. As this is a pilot, we have nuanced some of the qualifications so the maximum number of seniors and persons with disabilities can receive life critical transportation trips. Since beginning to provide temporary trips in July of 2025, over 1,000 trips have been provided to nearly 300 individuals.

- Travel Training and Development of a Resource Library
    - Though the Travel Trainers are no longer in the UTA CM department, the Travel Trainers applied for more funding during the application process in January 2024. The Travel Trainers have been awarded additional funds so they can continue to serve the growing number of customers seeking training, particularly for those in the community with specialized needs. An additional request to develop a Travel Training Resource Library to be publicly available was awarded funds. Due to internal budget issues at UTA, the Travel Training Resource Library will be developed and completed in 2026 before the award funds expire.
- SB 195 (2025) Mobility Study
    - The UTA Coordinated Mobility Department, in conjunction with UDOT, began a study related to human services transportation with an eye to consolidating these various services. This study is under the guidance of the Transportation Interim Committee. A general scope of the plan was presented to the Committee in November 2025. Many meetings and much work has already been conducted for this study and will continue on through November 2026 when it's due for final presentation to the Committee.
- Mobility Meals (possible pilot)
    - At APTA Mobility Conference, UTA heard about a program that purchases food subscriptions from grocery stores/Walmart so seniors and persons with disabilities can order food and goods and have them delivered to their home thus freeing up transportation trips for other needs. This has saved thousands of human service transportation dollars. After speaking with FTA Region 8, UTA will be applying for 5310 grant funds in hope of receiving an award for this program. If awarded, this pilot will begin in fall of 2026.

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# IV. APPENDICES

## List of Acronyms

| | |
|---|---|
| AA | Alternatives Analysis |
| ACS | American Community Survey |
| ADA | Americans with Disabilities Act |
| AOG | Association of Governments |
| APC | Automated Passenger Counting |
| ATC | Active Transportation Committee |
| ATMS | Advanced Traffic Management System |
| AVL | Automated Vehicle Location |
| BEBR | Bureau of Economic and Business Research |
| BMS | Bridge Management System |
| BRAG | Bear River Association of Governments |
| BRT | Bus Rapid Transit |
| CAT | Committee on Accessible Transportation |
| CDBG | Community Development Block Grant |
| CEDS | Comprehensive Economic Development Strategy |
| CMAQ | Congestion Mitigation and Air Quality |
| CMP | Congestion Management Process |
| CO2 | Carbon Dioxide |
| COG | Council of Governments – Counties |
| CPG | Consolidated Planning Grant |
| CSAP | Comprehensive Safety Action Plan |
| DAQ | Division of Air Quality |
| DBE | Disadvantaged Business Enterprise |
| DCED | Department of Community and Economic Development |
| DEIS | Draft Environmental Impact Statement |
| DESHS | Department of Emergency Services and Homeland Security |
| DMU | Diesel Multiple Unit |
| DSPD | State Division of Services for People with Disabilities |
| EA | Environmental Assessment |
| EDA | Economic Development Administration |
| EDD | Economic Development District |
| EDMS | Electronic Document Management System |
| EEO | Equal Employment Opportunity |

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| | |
|---|---|
| EIS | Environmental Impact Statement |
| EPA | Environmental Protection Agency |
| ESR | Environmental Study Report |
| FAA | Federal Aviation Administration |
| FAST | Fixing America's Surface Transportation Act |
| FEIS | Final Environmental Impact Statement |
| FEMA | Federal Emergency Management Agency |
| FHWA | Federal Highway Administration |
| FMCSA | Federal Motor Carrier Safety Administration |
| FONSI | Finding of No Significant Impact |
| FTA | Federal Transit Administration |
| GIS | Geographic Information Systems |
| GMAT | Grants Management Advisory Team |
| GOED | Governor's Office of Economic Development |
| GOPB | Governor's Office of Planning and Budget |
| GPS | Global Positioning System |
| HAFB | Hill Air Force Base |
| HOV | High Occupancy Vehicle |
| HPMS | Highway Performance Monitoring System |
| HUD | U.S. Department of Housing and Urban Development |
| IIJA | Infrastructure Investment and Jobs Act |
| IT | Information Technology |
| ICT | Interagency Consultation Team |
| ITS | Intelligent Transportation System |
| JARC | Job Access and Reverse Commute |
| JPAC | Joint Policy Advisory Committee |
| LCC | Local Coordinating Council |
| LPA | Locally Preferred Alternative |
| LRT | Light Rail Transit |
| LTAP | Local Technical Assistance Program |
| MAG | Mountainland Association of Governments |
| MAP-21 | Moving Ahead for Progress in the 21st Century Act |
| MPO | Metropolitan Planning Organization |
| NAAQS | National Ambient Air Quality Standards |
| NEPA | National Environmental Protection Agency |
| $NO_X$ | Oxides of Nitrogen |
| NTD | National Transit Database |

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| | |
|---|---|
| OATS | Ogden-Layton Area Transportation Technical Subcommittee |
| PE | Preliminary Engineering |
| PMS | Pavement Management System |
| $PM_{10}$ | Particulate Matter < 10 microns |
| $PM_{2.5}$ | Particulate Matter < 2.5 microns |
| RCR | Regional Commuter Rail |
| REMM | Real Estate Market Model |
| RFP | Request for Proposals |
| RFQ | Request for Qualifications |
| RGC | Regional Growth Committee |
| ROD | Record of Decision |
| ROW | Right-of-Way |
| RPO | Rural Planning Organization |
| RTP | Regional Transportation Plan |
| SIP | State Air Quality Implementation Plan |
| SLATS | Salt Lake Area Transportation Technical Subcommittee |
| SLC | Salt Lake City |
| SOV | Single Occupant Vehicle |
| SPWP | Statewide Planning Work Program |
| STIP | Statewide Transportation Improvement Program |
| STP | Surface Transportation Program |
| TAC | Technical Advisory Committee |
| TAP | Transportation Alternatives Program |
| TAZ | Transportation Analysis Zone |
| TCM | Traffic Control Measure |
| TDM | Transportation Demand Management |
| TDM | Travel Demand Model |
| TIP | Transportation Improvement Program |
| TLC | Transportation and Land Use Connection Program |
| TMA | Transportation Management Area |
| TOD | Transit-Oriented Development |
| Trans Com | Transportation Coordinating Committee |
| TSM | Transportation System Management |
| UAM | Urban Airshed Model |
| UCATS | Utah Collaborative Active Transportation Study |
| UCSP | Utah Comprehensive Safety Plan |
| UDOT | Utah Department of Transportation |

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| | |
|---|---|
| UGRC | Utah Geospatial Resource Center |
| UPWP | Unified Planning Work Program |
| UrbanSim | Urban Simulation Land Use Model |
| USDOT | U.S. Department of Transportation |
| USRP | Utah State Rail Plan |
| UTA | Utah Transit Authority |
| VMT | Vehicle Miles Traveled |
| VOC | Volatile Organic Compounds |
| WFEDD | Wasatch Front Economic Development District |
| WFRC | Wasatch Front Regional Council |
| WSU | Weber State University |

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# MPO TAC Meeting

June 1st, 2026| 1:30 pm - 3:00 pm

## 5 | Federal Performance Measures - Target Modifications

Kendall Willardson, Transportation Planner II| 801-229-3840 | kwillardson@magutah.gov

### BACKGROUND

Federal Transportation law requires all States and Metropolitan Planning Organizations (MPOs) to set targets for and track specific transportation performance measures, updating them every four years. A target serves as a four-year average goal with UDOT providing target suggestions for MPO Board approval. In 2022, UDOT set and MAG ratified targets covering safety, infrastructure, and mobility.

For the upcoming cycle, UDOT evaluated performance measures spanning pavement and bridge condition, safety, reliability, freight reliability, non-SOV travel, and excessive delay. UDOT and MAG staff propose a few key modifications to our targets based on recent evaluations:

**Pavement and Bridge Infrastructure:** To avoid the risk of federal penalty, UDOT recommends changing the Interstate Pavement "Good" target to >45%. UDOT also notes that while bridge condition targets will remain the same, they are evaluating how the new NBIS rule (with a transition by March 2028) will impact performance, and will continue pursuing federal grants to offset funding limits.

**Reliability & Freight:** Target recommendations for reliability (80% Interstate, 65% Non-Interstate) will be maintained, though UDOT acknowledges that heavy construction, significant population growth, strained buying power, and unknown travel mode choices may negatively impact future reliability. These same uncertainties justify an increase in the Freight Reliability (TTTR) target to 1.75.

**Travel and Delay:** Due to modest growth, uncertainty about continuing trends, and a lack of clarity on what is driving changes, the Non-SOV Travel target for Provo/Orem should be increased to 29. Similarly, the Peak Hour Excessive Delay per Capita (PHED) target for Provo/Orem should be increased to 10.5.

### STAFF RECOMMENDATION

Staff recommends the adoption of the adjusted statewide targets for the required federal performance measures as summarized. These recommendations must be set every four years as required by FHWA and MAG has appreciated UDOT's collaboration in setting and monitoring these measures.

### SUGGESTED MOTION

"I move to recommend that the MPO Board adopt the adjusted statewide targets for the required federal performance measures as presented."

### ATTACHMENT

Presentation

# Federal Performance Measures

## Target Modifications

TAC

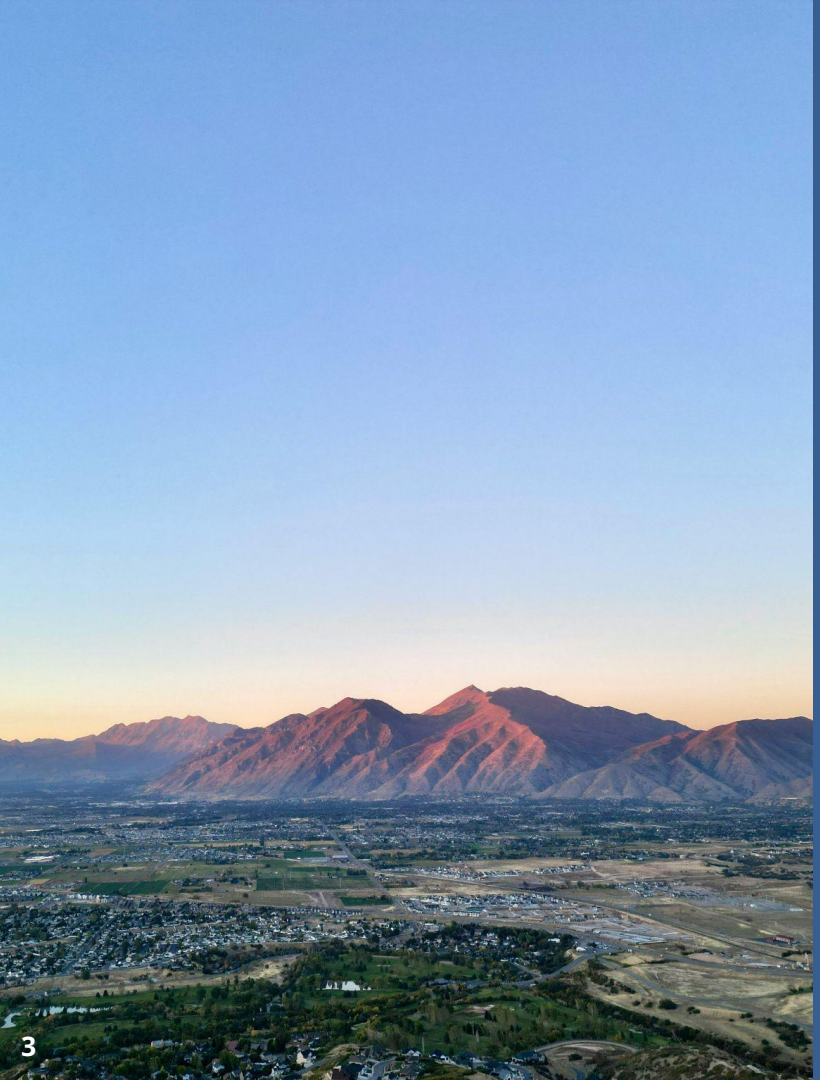
June 1st, 2026

# Background



Federal Transportation law requires all States and MPOs to set targets for and track specific transportation performance measures. These are updated on a 4 year basis.

In 2022, UDOT set and MAG ratified targets for safety, infrastructure, and mobility.



# Performance Measures

- Pavement Condition
- Bridge Condition
- Safety
- Reliability
- Freight Reliability
- Percent of Non-SOV travel
- Peak Hours Excessive Delay per Capita

MAG




# Terms to Define

**National Highway System**

- A network of nationally significant highways approved by Congress, including the Interstate System, major arterials, and other roads. (established in 1995).

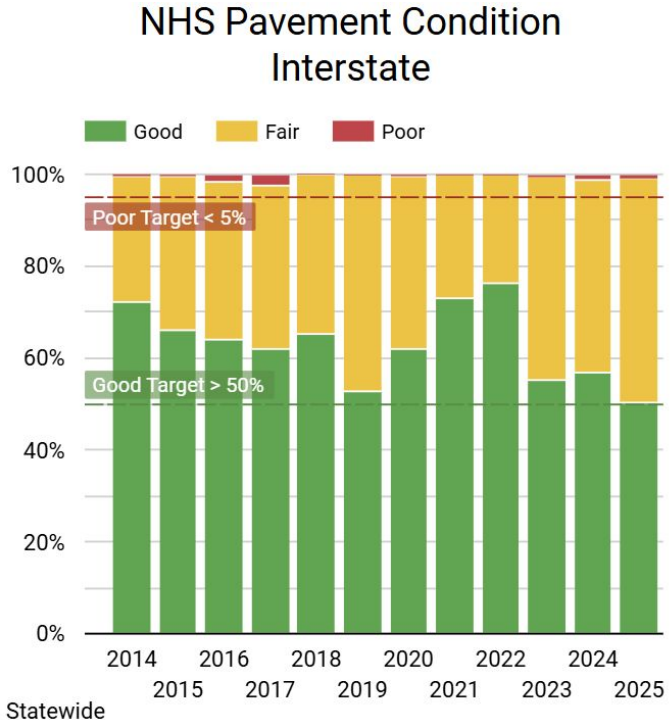
**Targets**

- Normally a four-year average number used as a goal or threshold that FHWA requires for MAG to achieve with our transportation system.

UDOT sets target suggestions which staff concurs with and the MPO Board would approve.

MAG

# Pavement Condition: Interstate



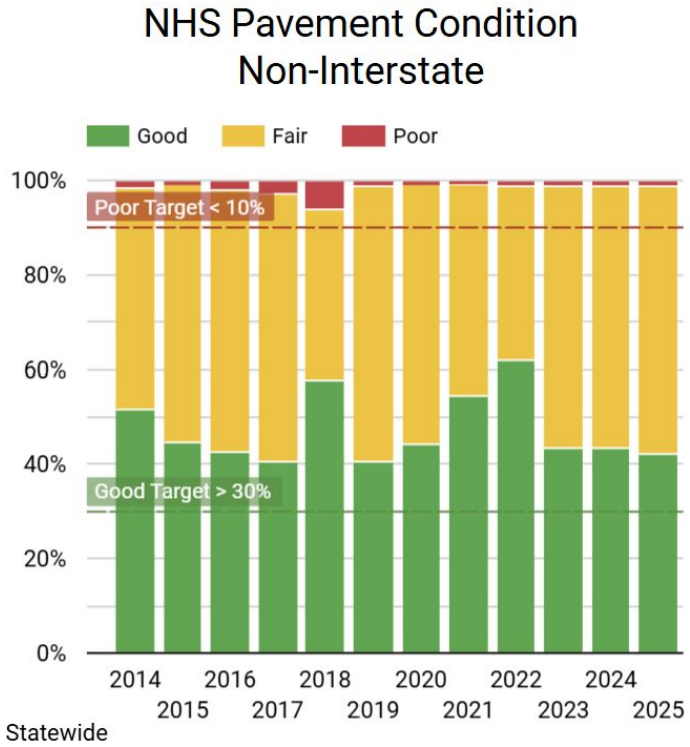

Recommendation:

- Interstate NHS
  - <5% Poor
  - **Change to 45% Good**
  - Do not want to run the risk of penalty.



MAG

# Pavement Condition: Non-Interstate




Statewide

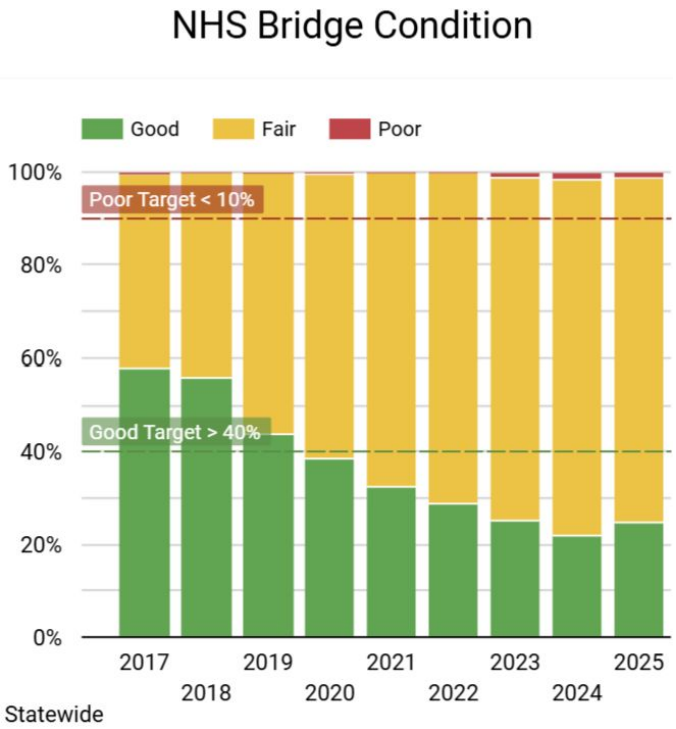
Recommendation:

- Non-Interstate NHS
  - <10% Poor
  - >30% Good
  - **Maintain targets**



MAG

# Bridge Condition: Interstate



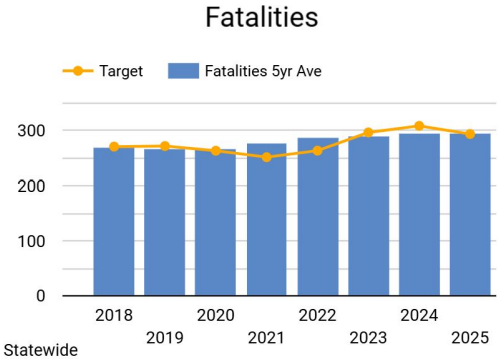

Recommendation:

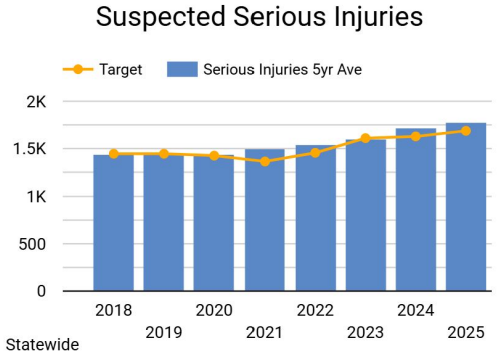
- NHS Bridge Condition
  - <10% Poor
  - >40% Good
- **Maintain targets**
- NBIS rule released (data transitioned by March 2028), currently evaluating how it will impact performance
- Continue to pursue federal grants to offset funding limitations



MAG

# Number of Fatalities & Serious Injuries: Motorized




Recommendation:

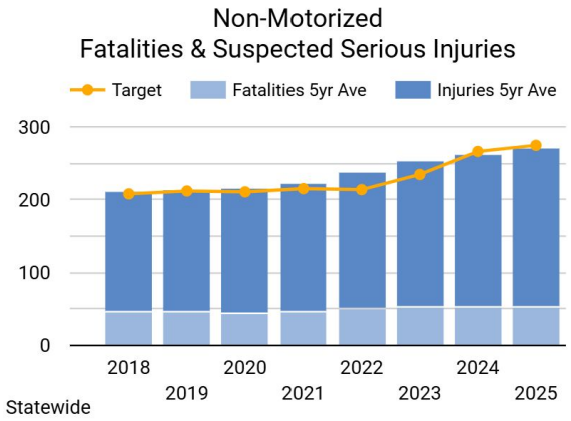
- **Reduce by 2.5% per year (Maintain Target)**
- This is measured by a five-year average of the data with 3 years actual and 2 years estimated 2.5% reduction from a 3-year actual

**TARGETS**

| Statewide | | | |
|---|---|---|---|
| Target | 3-year | Fatalities | Suspected |
| 2018 | 2016-2018 | 264.6 | 1406.9 |
| 2019 | 2017-2019 | 261.3 | 1368.3 |
| 2020 | 2018-2020 | 260.9 | 1397.5 |
| 2021 | 2019-2021 | 270.9 | 1507.7 |
| 2022 | 2020-2022 | 279.8 | 1603.9 |
| 2023 | 2021-2023 | 283.5 | 1662.4 |
| 2024 | 2022-2024 | 289.2 | 1723.2 |
| 2025 | 2023-2025 | 288.2 | 1874.6 |
| 2026 | 2024-2026 | **275.1** | 1986.4 |

*Final target numbers will be submitted when safety database numbers are finalized in June, but methodology will remain the same*

# Number of Fatalities & Serious Injuries: Non- Motorized




Recommendation:

- **Reduce by 2.5% per year (Maintain Target)**
- This is measured by a five-year average of the data with 3 years actual and 2 years estimated 2.5% reduction from a 3-year actual

**Statewide Non-motorized**

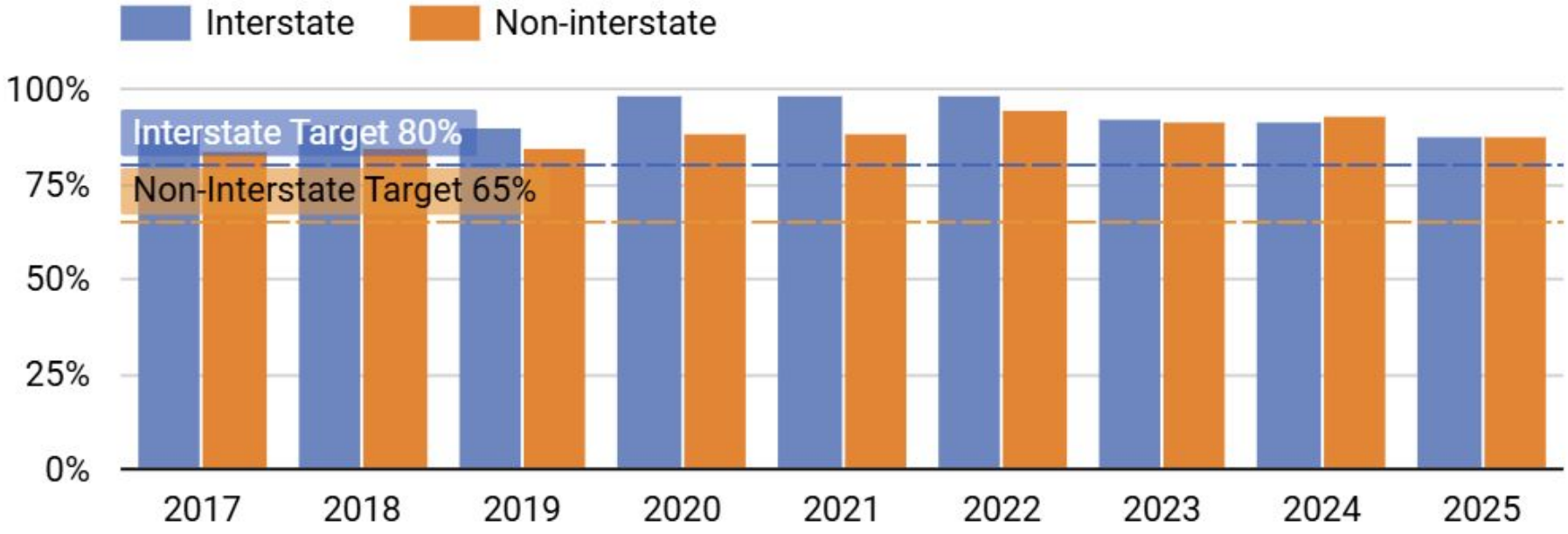
| Target | 3-year | Fatalities | Suspected | Total |
|---|---|---|---|---|
| 2018 | 2016-2018 | 43.2 | 165.8 | 209.0 |
| 2019 | 2017-2019 | 44.5 | 167.4 | 211.9 |
| 2020 | 2018-2020 | 42.9 | 168.4 | 210.8 |
| 2021 | 2019-2021 | 46.5 | 176.2 | 215.2 |
| 2022 | 2020-2022 | 53.3 | 193.4 | 213.8 |
| 2023 | 2021-2023 | 54.9 | 213.2 | 234.6 |
| 2024 | 2022-2024 | 54.9 | 220.4 | 266.2 |
| 2025 | 2023-2025 | 48.4 | 229.1 | 274.6 |
| 2026 | 2024-2026 | 48.1 | 233.4 | **288.8** |

*Final target numbers will be submitted when safety database numbers are finalized in June, but methodology will remain the same*



MAG

# Percent of Person-Miles Traveled that are Reliable






MAG

# Percent of Person-Miles Traveled that are Reliable

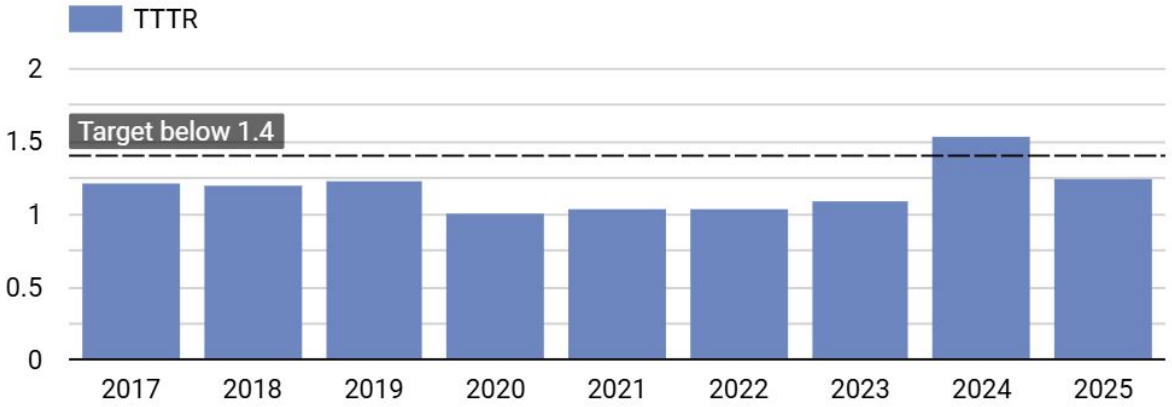
Recommendation:
**Interstate reliability**: maintain target at 80%

- Construction activity over the next few years may contribute to decreased reliability
- Increase in population may be great

Recommendation:
**Non-interstate reliability**: maintain target at 65%

- Unsure if projects will be delayed
- Buying power may be strained
- Increase in population may be great
- Unknown travel mode choices

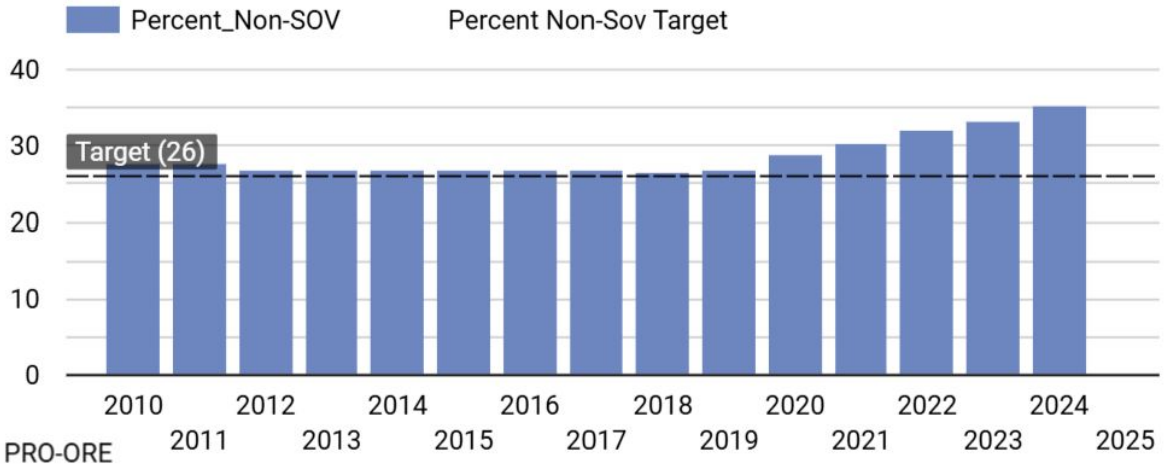
# Freight Reliability (TTTR)




Recommendation:
Freight reliability: increase to 1.75

- Unsure if projects will be delayed
- Buying power may be strained
- Increase in population may be great
- Unknown travel mode choices

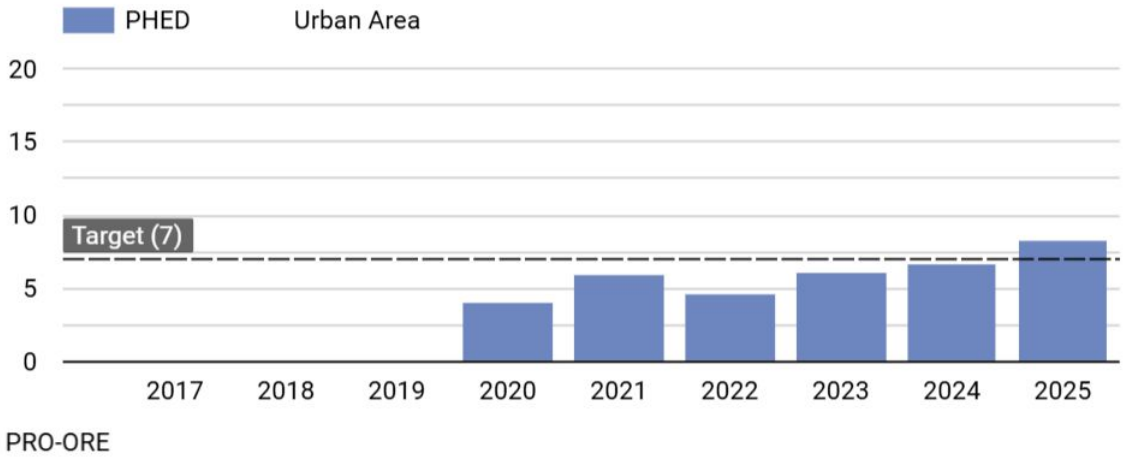
# Percent Non-SOV Travel




Recommendation:
Percent Non-SOV Travel:

- Modest growth - uncertainty if trend will continue
- Unclear what is driving the changes - set target at 2021 baseline
  - **Provo/Orem 26 - increase to 29**
  - Ogden/Layton 20.1 - increase to 23
  - Salt Lake/West Valley 25 - increase to 29

# Urban Area Annual Hours of Peak Hour Excessive Delay Per Capita (PHED)




Recommendation:
PHED/capita:

- **Provo/Orem increase to 10.5**
- Ogden/Layton increase to 10.5
- Salt Lake/West Valley increase to 20

# Recommendation Summary

**Pavement Condition**
- Interstate NHS: <5% Poor, >45% Good
- Non-Interstate NHS: <10% Poor, >30% Good

**Bridge Condition**
- NHS: <10% Poor, >40% Good

**Safety Targets**
- Reduce by 2.5% percent per year

**Reliability**
- Interstate: 80%
- Non-interstate: 65%

**Freight Reliability**
- 1.75

**Percent Non-SOV travel**
- Provo/Orem 29

**Peak Hour Excessive Delay per Capita**
- Provo/Orem 10.5

# Suggested Motion

"I move to recommend that the MPO Board adopt the adjusted statewide targets for the required federal performance measures as presented."

MAG

# MPO TAC Meeting

June 1, 2026| 1:30 pm - 3:00 pm

## 6 | 2026 TIP Selection - Funding Discussion

Bob Allen, Transportation Program Manager| 801-229-3813 | rallen@magutah.gov

### BACKGROUND

The concept stage of the 2026 Transportation Improvement Program (TIP) Project Selection Process is complete. Project Concepts were submitted to MAG, and staff then applied the approved selection criteria to complete a technical score for each. On April 27th, the Technical Advisory Committee (TAC) reviewed and scored each project. The TAC and technical scores were combined to generate a draft prioritized list that was recommended on May 4th and presented to the MPO Board May 14th.

This item will present and discuss funding scenarios using the draft prioritized list.

### ATTACHMENTS

Presentation
Public Comment



# 2026 TIP Selection

## Funding Discussion

June 1, 2026

# 2026 TIP Selection Process

- MAG prioritizes projects to fund every 2 years
- Completed the Concept stage of the process
- Technical Score done by MAG Staff
- TAC project scoring meeting
- Technical Score and TAC score combined to create final project scores
- TAC must recommend a final Project Priority List

MAG

## 2026 Combined Scores

| Type | Agency | Title | $ Request | Tech Score | TAC Score | Combined Score |
|---|---|---|---|---|---|---|
| Active Trans. | Lehi | Lehi SR-92 Trail Bridge | $4,671,517 | 96 | 77.1 | 173.1 |
| Active Trans. | Saratoga Springs | Jordan River Trail - Market Street Connection | $2,367,000 | 84 | 75.55 | 159.55 |
| Active Trans. | Utah County | Highline Canal Trail Phase 2 | $15,279,000 | 78 | 74.79 | 152.79 |
| Active Trans. | Mapleton | Mapleton - South US-89 Trail | $2,100,000 | 60 | 68.02 | 128.02 |
| Active Trans. | Woodland Hills | Woodland Hills Trail | $2,992,000 | 54 | 61.79 | 115.79 |
| Active Trans. | Elk Ridge | Payson Canyon Trail Phase 2 \| ROW Funding | $1,000,000 | 49 | 60.38 | 109.38 |
| Active Trans. | Santaquin | Santaquin Highland Drive Trail | $1,007,000 | 43 | 57.67 | 100.67 |
| Active Trans. | Santaquin | Santaquin Frontage Road/200 West Trail | $2,479,000 | 42 | 55.95 | 97.95 |
| Other | Spanish Fork | Taxiway Bravo - Spanish Fork Airport | $1,850,000 | 58 | 66.69 | 124.69 |
| Roads | Orem | 800 S Orem Blvd Intersection Improvements | $4,698,000 | 73 | 71.79 | 144.79 |
| Roads | Lindon | Lindon 400 W - State St to 200 S | $2,935,000 | 68 | 72.26 | 140.26 |
| Roads | Saratoga Springs | Pony Express Completion Project | $11,860,600 | 62 | 74.19 | 136.19 |
| Roads | Eagle Mountain | Ranches Parkway (Cory B Wride Highway to Pony Express Parkway) | $11,799,000 | 67 | 66.83 | 133.83 |
| Roads | Lehi | Lehi 700 South Roadway Extension to 850 E & Phase III Cycle Track | $8,231,000 | 65 | 68.07 | 133.07 |
| Roads | Spanish Fork | Spanish Fork Parkway / US-6 Intersection | $2,902,000 | 61 | 70.29 | 131.29 |
| Roads | Springville | SR 51 Widening - Dry Creek Parkway to Spanish Fork Parkway | $9,775,000 | 60 | 70.05 | 130.05 |
| Roads | American Fork | Pony Express Extension - Phase 2 | $21,784,000 | 59 | 69.21 | 128.21 |
| Roads | Utah County | Loafer Mountain Parkway Phase 2 | $13,485,000 | 61 | 64.9 | 125.9 |
| Roads | Highland | North County Blvd SR 92 intersection improvements | $2,952,000 | 59 | 64.76 | 123.76 |
| Roads | Provo | Provo City - Independence Avenue Extension | $9,048,000 | 60 | 63.1 | 123.1 |
| Roads | Provo | Provo City - 2230 North 250 East Road Realignment | $1,695,000 | 58 | 62.43 | 120.43 |
| Roads | Pleasant Grove | Pleasant Grove 700 South Industrial Corridor Safety Upgrades | $8,684,000 | 52 | 63.58 | 115.58 |
| Roads | Salem | 750 North Extension to Loafer Mountain Parkway | $4,637,000 | 48 | 61.29 | 109.29 |
| Roads | Alpine | Canyon Crest and Ridge Drive Roundabout | $1,958,000 | 50 | 58.6 | 108.6 |
| Roads | Orem | 2000 S. Widening and Pedestrian Facilities with Safety Modifications | $13,780,000 | 42 | 59.6 | 101.6 |
| Roads | American Fork | American Fork 620 South Connection | $8,406,000 | 42 | 54.88 | 96.88 |
| Roads | Eagle Mountain | Wild Blossom Boulevard Corridor Extension | $8,171,168 | 42 | 53.19 | 95.19 |
| Roads | American Fork | American Fork 700 West Connection | $9,814,000 | 39 | 52.31 | 91.31 |
| Roads | Santaquin | Santaquin 500 South/Frontage Road Intersection Improvements | $168,000 | 34 | 49.5 | 83.5 |
| Transit | UTA | Mt. Timpanogos Bus Canopies | $5,400,000 | 62 | 59.5 | 121.5 |

# Funding History

MAG Staff has tracked programmed funding by mode for the past 4 cycles.

| | 2018 | 2020 | 2022 | 2024 | Average |
|---|---|---|---|---|---|
| Road | 70.4% | 66.4% | 74.8% | 58.4% | 67.5% |
| Active | 20.8% | 13.2% | 18.4% | 27.2% | 19.9% |
| Transit | 7.5% | 4.0% | 6.5% | 0.0% | 4.5% |
| Other | 1.3% | 16.4% | 0.3% | 14.4% | 8.1% |

# Revenue

Projected revenue for projects in 2029 and 2030 total approximately $117,021,722 considering the following

- 3rd quarter sales tax grows at 5% per year
- All federal funding sources stay flat (New Transportation Bill)

| | 2029 | 2030 |
|---|---|---|
| Revenue | $73,606,173 | $76,417,963 |
| Contingency | -$10,000,000 | -$10,000,000 |
| 10% | -$6,360,617 | -$6,641,796 |
| | $57,245,555 | $59,776,167 |

# Potential Funding Scenario

| Type | Agency | Title | Combined Score | 2030 Inflated Cost (4%) | Federal | Non Federal | Mode Total | % |
|---|---|---|---|---|---|---|---|---|
| Active Trans. | Lehi | Lehi SR-92 Trail Bridge | 173.1 | $5,465,014 | | $4,645,262 | | |
| Active Trans. | Saratoga Springs | Jordan River Trail - Market Street Connection | 159.55 | $2,769,055 | | $2,353,697 | | |
| Active Trans. | Utah County | Highline Canal Trail Phase 2 | 152.79 | $17,874,269 | $17,874,269 | | **$24,873,228** | **20.9%** |
| Active Trans. | Mapleton | Mapleton - South US-89 Trail | 128.02 | $2,456,703 | | | | **19.90%** |
| Active Trans. | Woodland Hills | Woodland Hills Trail | 115.79 | $3,500,217 | | | | |
| Active Trans. | Elk Ridge | Payson Canyon Trail Phase 2 \| ROW Funding | 109.38 | $1,169,859 | | | | |
| Active Trans. | Santaquin | Santaquin Highland Drive Trail | 100.67 | $1,178,048 | | | | |
| Active Trans. | Santaquin | Santaquin Frontage Road/200 West Trail | 97.95 | $2,900,079 | | | | |
| Other | Spanish Fork | Taxiway Bravo - Spanish Fork Airport | 124.69 | $2,164,238 | | $1,839,603 | **$1,839,603** | **1.5%** |
| Roads | Orem | 800 S Orem Blvd Intersection Improvements | 144.79 | $5,495,996 | | $4,671,596 | | **8.1%** |
| Roads | Lindon | Lindon 400 W - State St to 200 S | 140.26 | $3,433,535 | | $2,918,505 | | |
| Roads | Saratoga Springs | Pony Express Completion Project | 136.19 | $13,875,224 | | $11,793,941 | | |
| Roads | Eagle Mountain | Ranches Parkway (Cory B Wride Highway to Pony Express Parkway) | 133.83 | $13,803,161 | | $11,732,687 | | |
| Roads | Lehi | Lehi 700 South Roadway Extension to 850 E & Phase III Cycle Track | 133.07 | $9,629,106 | | $8,184,740 | | |
| Roads | Spanish Fork | Spanish Fork Parkway / US-6 Intersection | 131.29 | $3,394,930 | | $2,885,690 | | |
| Roads | Springville | SR 51 Widening - Dry Creek Parkway to Spanish Fork Parkway | 130.05 | $11,435,367 | | $9,720,062 | | |
| Roads | American Fork | Pony Express Extension - Phase 2 | 128.21 | $25,484,199 | | $21,661,569 | | |
| Roads | Utah County | Loafer Mountain Parkway Phase 2 | 125.9 | $15,775,543 | | $13,409,211 | **$86,978,001** | **73.05%** |
| Roads | Highland | North County Blvd SR 92 intersection improvements | 123.76 | $3,453,422 | | | | **67.5%** |
| Roads | Provo | Provo City - Independence Avenue Extension | 123.1 | $10,584,880 | | | | |
| Roads | Provo | Provo City - 2230 North 250 East Road Realignment | 120.43 | $1,982,910 | | | | |
| Roads | Pleasant Grove | Pleasant Grove 700 South Industrial Corridor Safety Upgrades | 115.58 | $10,159,052 | | | | |
| Roads | Salem | 750 North Extension to Loafer Mountain Parkway | 109.29 | $5,424,634 | | | | |
| Roads | Alpine | Canyon Crest and Ridge Drive Roundabout | 108.6 | $2,290,583 | | | | |
| Roads | Orem | 2000 S. Widening and Pedestrian Facilities with Safety Modifications | 101.6 | $16,120,651 | | | | |
| Roads | American Fork | American Fork 620 South Connection | 96.88 | $9,833,831 | | | | |
| Roads | Eagle Mountain | Wild Blossom Boulevard Corridor Extension | 95.19 | $9,559,111 | | | | |
| Roads | American Fork | American Fork 700 West Connection | 91.31 | $11,480,992 | | | | |
| Roads | Santaquin | Santaquin 500 South/Frontage Road Intersection Improvements | 83.5 | $196,536 | | | | |
| Transit | UTA | Mt. Timpanogos Bus Canopies | 121.5 | $6,317,236 | | $5,369,651 | **$5,369,651** | **4.5%** |
| | | | | $229,208,381 | $17,874,269 | $101,186,214 | **$119,060,483** | **4.50%** |



# 2026 TIP Selection Schedule

| Milestones | Date | Committee | Notes |
|---|---|---|---|
| Kickoff | January 8 | Board | Initial process launch |
| Project Idea Meetings with Staff | January 19 - 22 | TAC | Discuss project ideas |
| Final Ideas Due | February 2 | TAC | Deadline for idea submissions |
| Project Idea Meeting | February 23 | TAC | Discussion of submitted ideas |
| Concept Report Meetings with Staff | March 23-26 | TAC | Developing concept details |
| Final Concept Reports Due | April 6 | TAC | Deadline for concept reports |
| Staff Scoring | April 23 | MAG | Internal scoring of concepts |
| Concept Review and Scoring Meeting | April 27 | TAC | Review and finalize scoring |
| Ranked List Recommendation | May 4 | TAC | TAC's recommendation of ranked projects |
| Ranked List Review | May 14 | Board | Board review of ranked list |
| Ranked List Approval | June 11 | Board | Final approval by Board |
| Project Funding and TIP Recommendation | August 3 | TAC | Recommendation for funding and TIP inclusion |
| Project Funding and TIP Approval | August 13 | Board | Final approval for funding and TIP |

Kimberly Brenneman <kbrenneman@magutah.gov>

# MPO Technical Advisory Committee (TAC) June 1 Public Comment Request

1 message

**Michael Floyd** <mfloyd@everpuredata.com> Fri, May 22, 2026 at 12:04 PM
To: kbrenneman@magutah.gov

Hey Kimberly,

I would like to submit the following comment for the public comment portion of the June 1st TAC agenda. Unfortunately due to work scheduling I am unable to attend in person.

"On May 14, 2026, a horrible accident occurred on Mountain View Corridor (MVC) and Pony Express. Numerous other accidents also occurred simultaneously across Cedar Valley. This generated insane gridlock, reducing access to health care services because no hospital services exist west of MVC. Thankfully the health care services I needed that day were not life-threatening. I know there are future plans to address the bottleneck, but those plans are too far off to handle the population explosion. For example, a brand-new road which would alleviate the bottleneck, the Wild Blossom Blvd Corridor Extension, is on the 2026 TIP project list but ranks third to last among all projects. Please take action and don't priotizie Bus Canopies, Airport Taxiways, and Trails over Cedar Valley bottlenecks and projects."

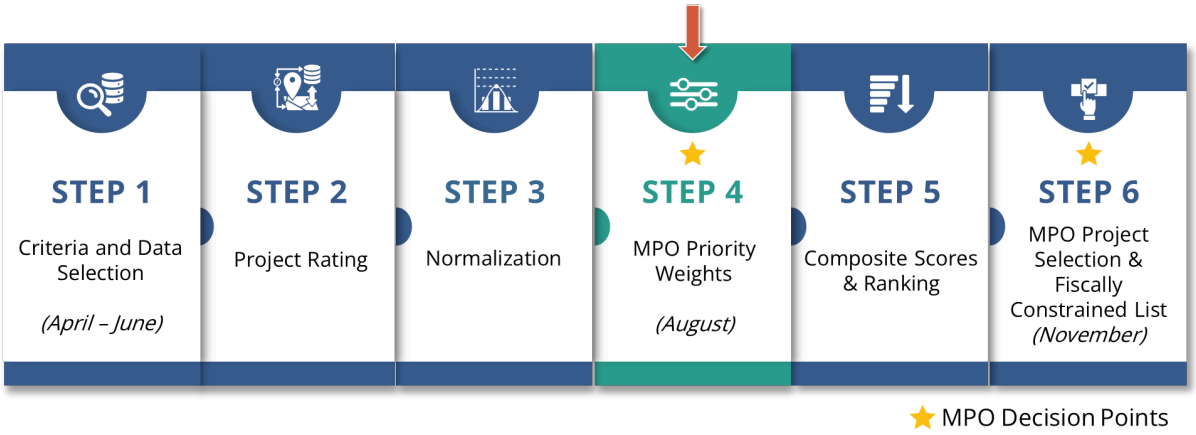
Thank you and let me know if you need any further information from me.
Michael Floyd
Eagle Mountain UT Resident

# MPO TAC Meeting

June , 2026| 1:30 pm - 3:00 pm

## 7 | 2055 RTP: Process Development Update - Prioritization Criteria and Weighting Update

Kendall Willardson, Transportation Planner II| 801-229-3840 | kwillardson@magutah.gov




### BACKGROUND

The MAG 2055 Regional Transportation Plan (RTP) is updating how it prioritizes projects. The workflow runs from criteria selection in April through the final project selection in November.

**Priority Weights** Priority weights determine a project's overall ranking. Because the weights must total exactly 100%, adjusting them requires trade-offs. This allows the region to intentionally shift rankings toward projects that advance strategic priorities.

**Draft Criteria** These are the criteria MAG staff will proceed to work with.

- Highway: Focuses on completing the regional grid, relieving congestion/delay, and serving areas with high job and population growth.
- Transit: Prioritizes high-use areas, improves high-capacity transit, serves likely transit users, and lowers car use.
- Active Transportation: Focuses on expanding the bike/walk network, enhancing transit access, and improving safety in high-crash locations.

**Process for Defining Weights:** Weights are defined through a staggered, three-step consensus process:

- MPO Staff: Proposes a baseline based on technical expertise.
- TAC: Reviews the baseline and averages member inputs into a consensus
- Prioritization Criteria Working Group: Reviews the staff baseline and refines inputs.
- MPO Board: Reviews the TAC consensus and makes the final decision.

### ATTACHMENT

Presentation

# 7. 2055 RTP: Process Development Update

## Prioritization Criteria and Weighting Update

May 2026



# Draft Criteria

# Highway criteria overview

*Draft criteria*

## IMPROVING ACCESS TO OPPORTUNITIES

- Completes or adds capacity in the "ideal" regional grid
- Serves an area with a high number of jobs accessible by car*

## QUALITY OF TRANSPORTATION CHOICES

- Serves areas of high forecasted population growth
- Supports an area of high daily transit usage

## MANAGEABLE & RELIABLE TRAFFIC CONDITIONS

- Relieves the worst projected future congestion points
- Provides relief in roads with high vehicle delay

## SAFE TRANSPORTATION FACILITIES

- Addresses an area of the high-injury network

## CLEAN AIR

- Not applicable

# Transit criteria overview

*Draft criteria*

## IMPROVING ACCESS TO OPPORTUNITIES

- Benefits high daily transit trips areas
- Serves an area with a high number of jobs accessible by transit
- Serves more people within walking distance

## QUALITY OF TRANSPORTATION CHOICES

- Provides transit to areas of high forecasted population growth
- Serves communities most likely to use transit

## MANAGEABLE & RELIABLE TRAFFIC CONDITIONS

- Improves or creates high-capacity transit

## SAFE TRANSPORTATION FACILITIES

- Not applicable

## CLEAN AIR

- Lowers vehicle miles traveled by car

# Active transportation criteria overview

*Draft criteria*

## IMPROVING ACCESS TO OPPORTUNITIES

- Extends or connects to the existing bike/walk network
- Serves more people within walking distance*

## QUALITY OF TRANSPORTATION CHOICES

- Adds miles of new or improved bike/walk infrastructure
- Enhances access to transit stops and corridors

## MANAGEABLE & RELIABLE TRAFFIC CONDITIONS

- Not applicable

## SAFE TRANSPORTATION FACILITIES

- Provides bike/ped separation in locations of high rate of bike/pedestrian crashes

## CLEAN AIR

- Not applicable

# Setting Priority Weights



# Workflow for RTP Project Prioritization



# What Are Priority Weights?

## Priority Weights

- Reflect how much each RTP goal influences the overall project ranking, capturing what matters most to the region
- Total 100% across the five goals, making trade-offs between priorities
- Adjusting a goal's weight shifts the ranking toward projects that advance that goal, making it a direct lever for aligning the program with strategic priorities

### THE FIVE RTP GOAL AREAS

**Improving access to opportunities**
Connectivity, transit access, multimodal reach

**Manageable & reliable traffic**
Choke points, congestion, travel delay

**Quality of transportation choices**
Transit, active transportation, infrastructure

**Safe, user-friendly facilities**
SS4A integration, vulnerable user needs

**Clean air**
Air quality, VMT reduction

# How the Weights are Defined

*A staggered process: each group averages its members' input and passes it to the next group. The Board has the final say..*

1

### MPO Staff sets a baseline

MPO staff propose initial weights informed by their technical expertise.

2

### TAC reviews and adjusts

TAC members review the MPO baseline and adjust the weights to reflect their own priorities. Individual inputs are averaged into a TAC consensus.

3

### Board makes final call

The Board reviews the TAC-adjusted weights and has full discretion to modify them before adopting the final weights for the RTP.

- Throughout the process, weights will be defined based on the criteria and resulting project rankings. Supplemental materials will be provided to support testing different weights and understanding how they affect project rankings.

# The Concept

## From Input to Final Weights

**How it works:** Each group's individual inputs are averaged into a consensus set of weights, which the next group reviews and refines. The Board has the final say.

| | | | INPUT FOR TAC | | | | | INPUT FOR BOARD | FINAL |
|---|---|---|---|---|---|---|---|---|---|
| Goal Areas |  |  | MPO Weights | |  |  |  | TAC Weights | Board Weights |
| Access to opportunities | 20% | 20% | 20% | | 15% | 15% | 15% | 15% | 20% |
| Reliable traffic | 30% | 30% | 30% | | 15% | 30% | 30% | 25% | 25% |
| Quality of choices | 20% | 10% | 15% | | 45% | 30% | 30% | 35% | 25% |
| Safe facilities | 20% | 30% | 25% | | 15% | 15% | 15% | 15% | 20% |
| Clean air | 10% | 10% | 10% | | 10% | 10% | 10% | 10% | 10% |
| *Total* | *100%* | *100%* | *100%* | | *100%* | *100%* | *100%* | *100%* | *100%* |

*Numbers shown are illustrative.*