

UNIFIED PLANNING WORK PROGRAM

for the Provo-Orem Urbanized Area

FISCAL YEAR 2026

(July 1, 2025 - June 30, 2026)

May 2025 (DRAFT April 22, 2025)

In cooperation with Utah Department of Transportation and Utah Transit Authority



MAG

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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:

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Mayor Brad Frost, **Vice Chair**, City of American Fork
Mayor Natalie Hall, City of Bluffdale
Mayor Wyatt Cook, Town of Cedar Fort
Mayor Denise Andersen, City of Cedar Hills
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Resolution

[Draft 2026 Resolution](#)

Purpose

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, 2025 and June 30, 2026.

It is anticipated that 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 FY2026, 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 May 5, 2025 through June 6, 2025. Comments and questions are always welcome even outside the comment period. To provide comment:

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

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.

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, aka 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 transit provider to collect data, make forecasts for performance, and update performance targets in support of those measures.

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

11. 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.

Responsibilities for Transportation Planning

The UPWP outlines transportation planning priorities and work tasks that will be performed by MAG, UDOT, UTA, and other transportation partners for FY2026.

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 Regional Transportation Plan (RTP), Transportation Improvement Program (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, refining land use and travel demand modeling, developing the 2027-2055 Regional Transportation Plan, developing the Transportation Improvement Program, 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 in regard to 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.

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 FY2026.

Mountainland Association of Governments (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.

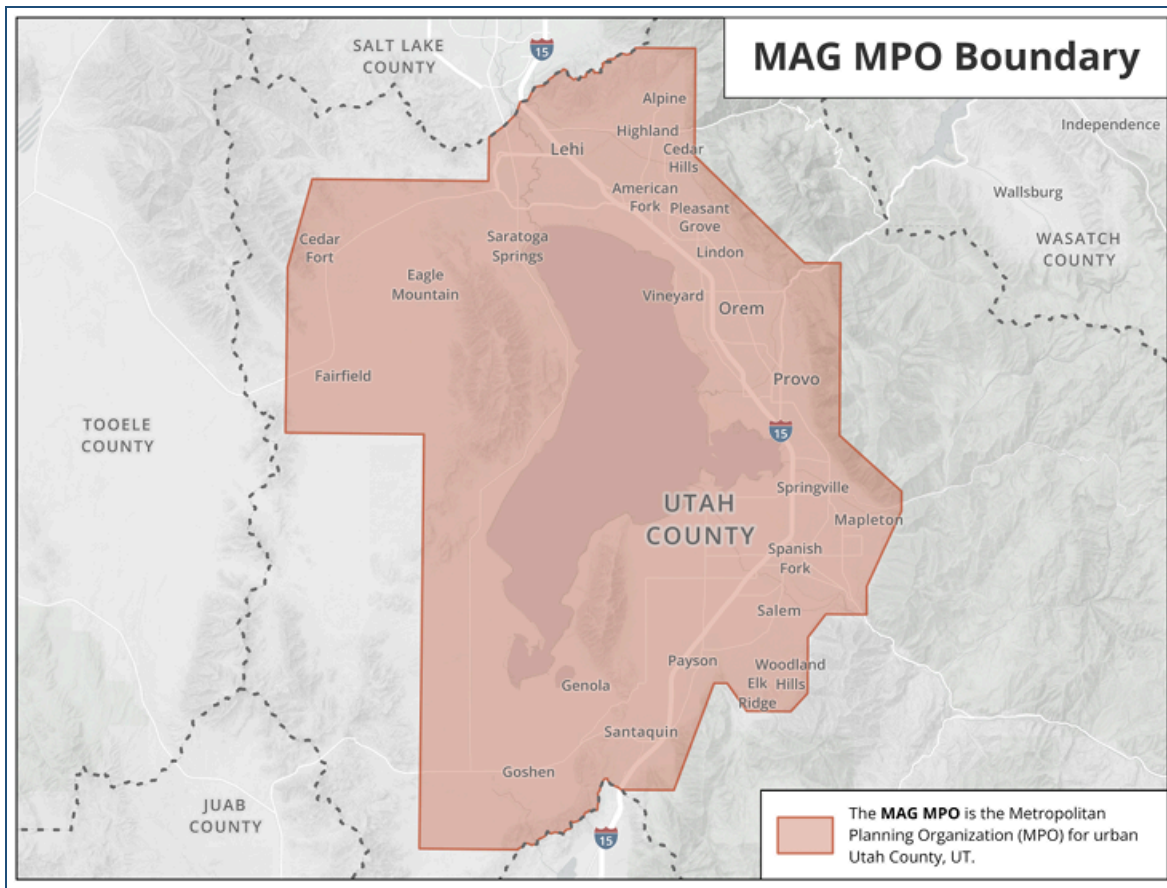


Figure 1. MAG MPO Provo-Orem Urbanized Area

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, and Camp Williams are non-voting members of the MPO Board.

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 (26)	Engineer, planner, public works, or senior staff from all of the cities in the urban area (26)
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)	
<i>*Non-voting, ex-officio members</i>	

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 FY2026 to work with MAG to lead the completion of the 2027 long-range regional transportation plan, lead an 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). The entities responsible for completion of each task are shown near the end of each UPWP task. This is followed by

tables that show resources committed to each task and to the extent available, the cost of each task, and the sources of funding.

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 9 full-time staff and 1 part-time staff member. Seven full-time MAG staff persons also contribute to the efforts of the MPO 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.

Statewide 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 comprised 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.

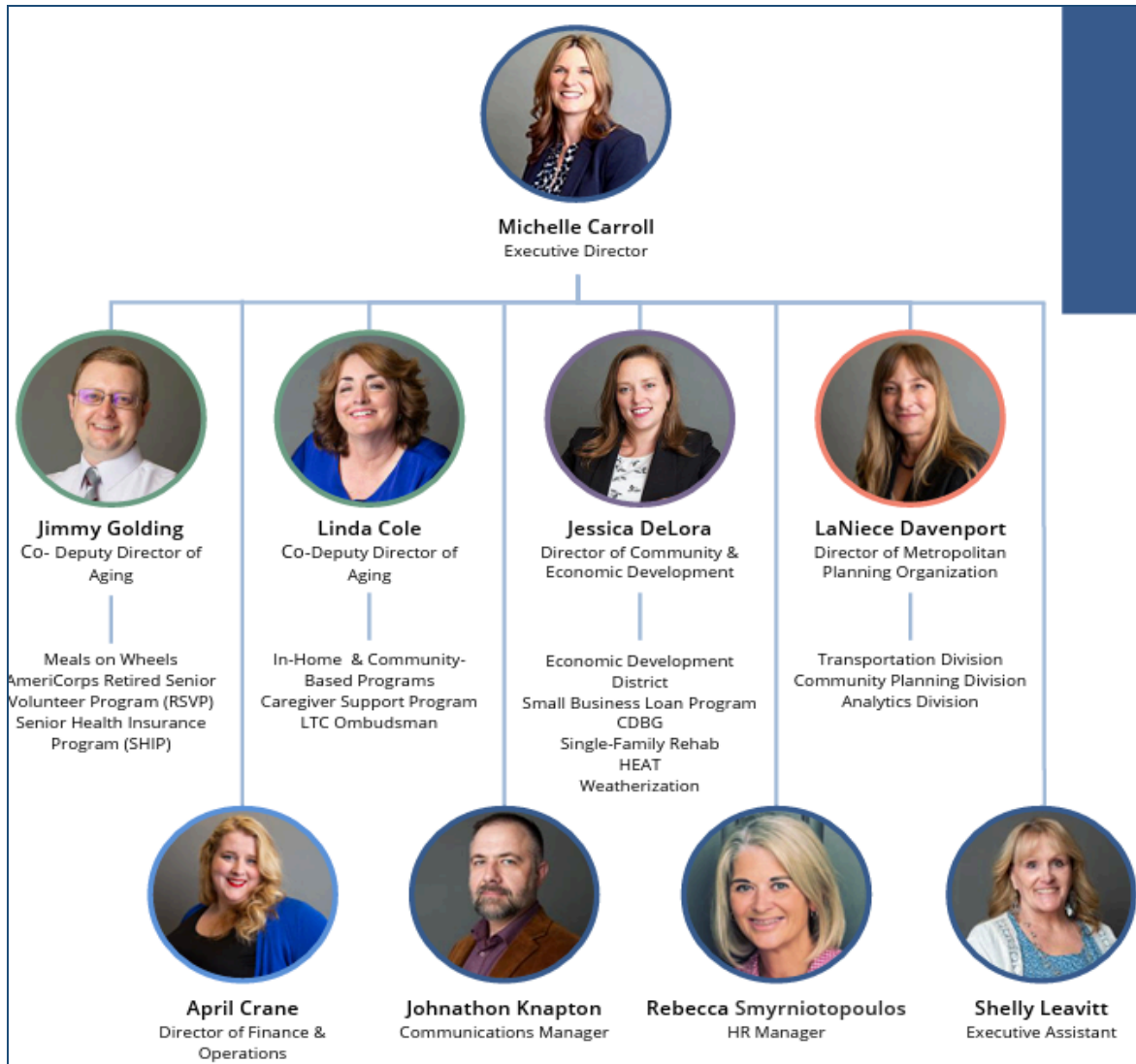


Figure 2. MAG's Leadership

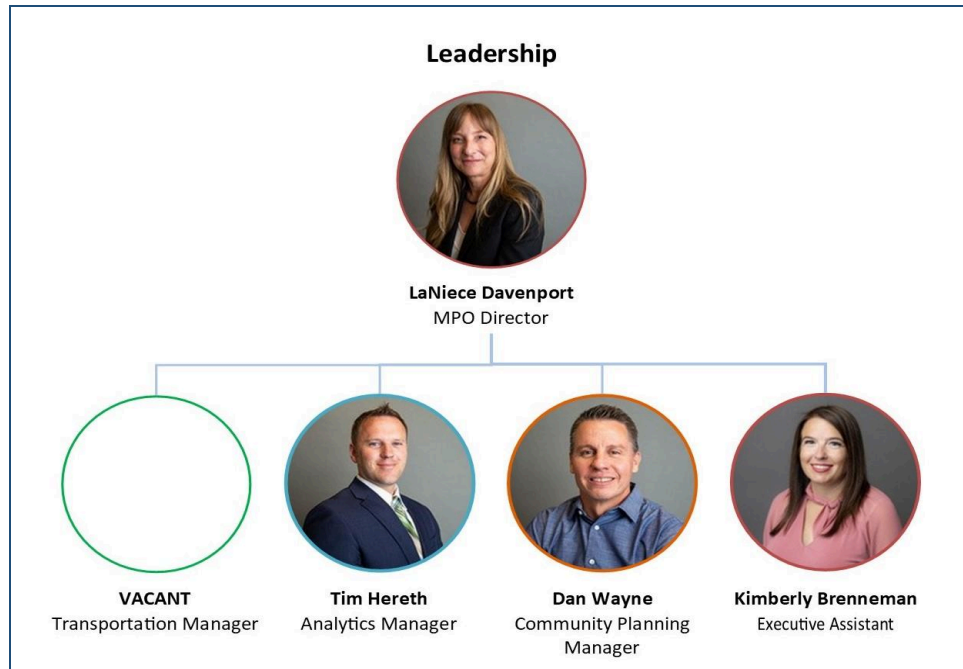


Figure 3. MAG's Planning Department Leadership

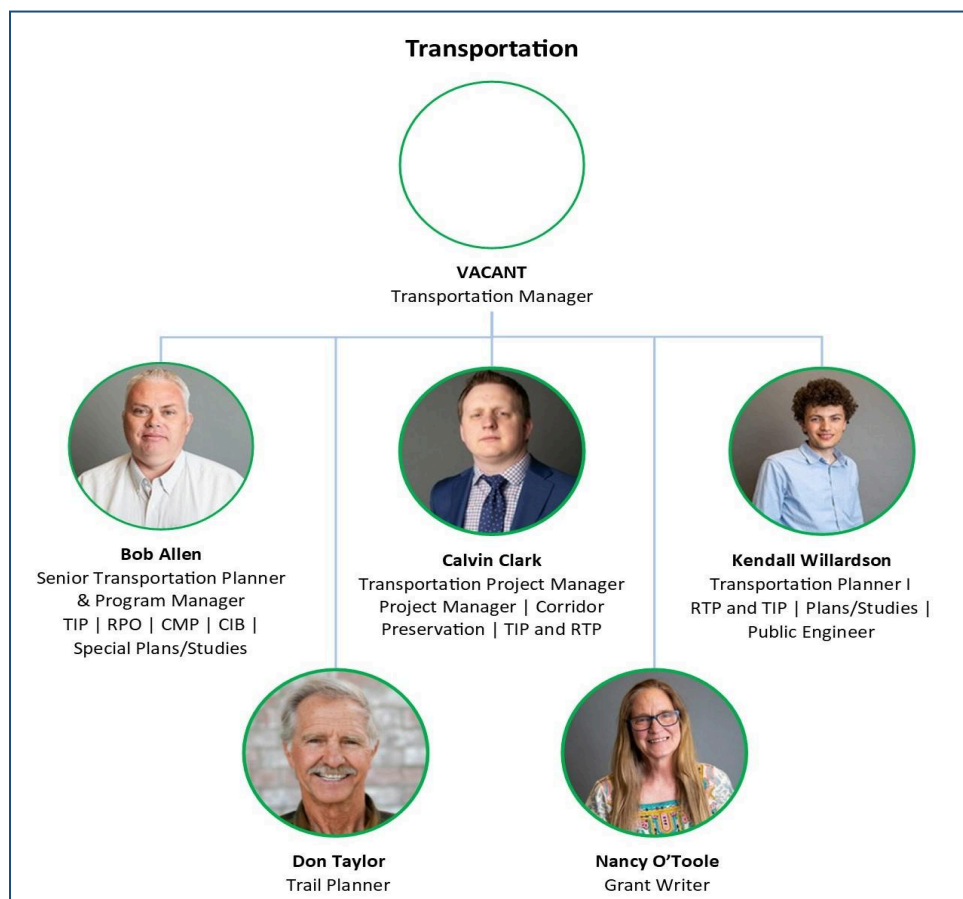


Figure 4. Planning Department's Transportation Division

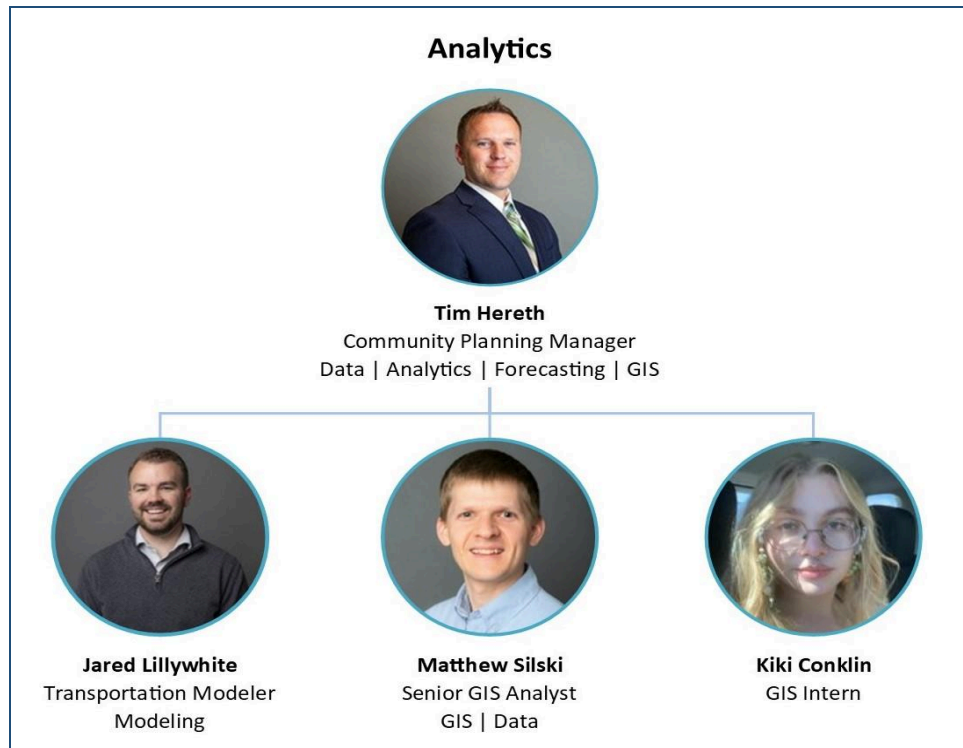


Figure 5. Planning Department's Analytics Division



Figure 6. Planning Department's Community Planning Division

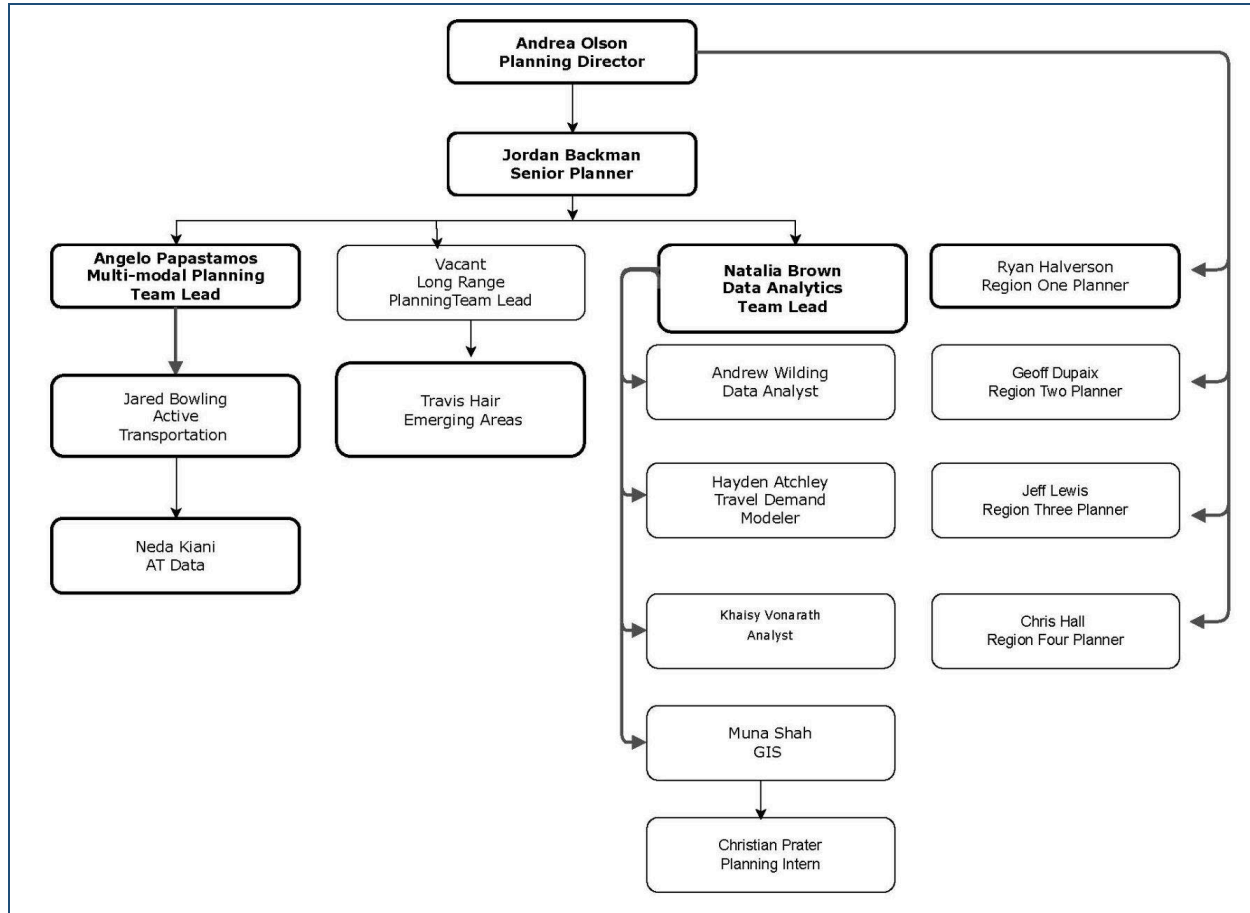


Figure 7. Utah Department of Transportation (UDOT)

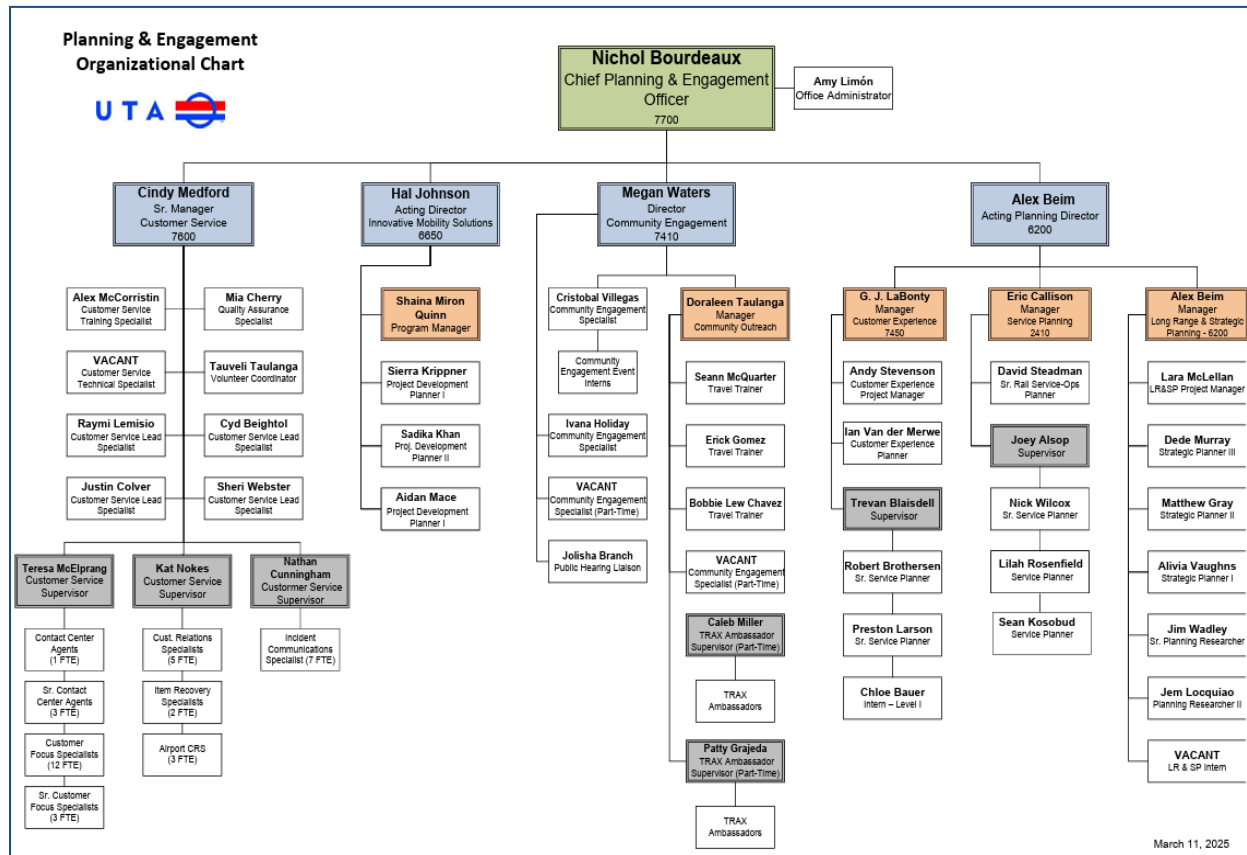


Figure 8. Utah Transit Authority (UTA)

FY2025 Accomplishments

The following table (Table 2) summarizes work produced and planning activities performed during FY2025 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, 2025, we anticipate that the federal Consolidated Planning Grant funds (PL and FTA 5303) of \$1,537,407 will be fully expended as outlined in the FY2025 UPWP.

Program Support and Administration		Accomplished
<i>WORK PROGRAM AND ADMIN</i>		
Administer and publish 2025 UPWP and begin FY2026 UPWP		<input checked="" type="checkbox"/>
Schedule/facilitate MPO committees		<input checked="" type="checkbox"/>
Conduct/attend education and training activities		<input checked="" type="checkbox"/>
Administer MPO finances, HR, managerial work		<input checked="" type="checkbox"/>
UDOT and MAG coordinate planning efforts		<input checked="" type="checkbox"/>
UTA and MAG coordinate planning efforts		<input checked="" type="checkbox"/>
<i>PUBLIC INFORMATION</i>		
Implement and document public information and participation efforts		<input checked="" type="checkbox"/>
Update the Public Participation Plan and Title VI Program Plan		<input checked="" type="checkbox"/>
Keep MPO website updated		<input checked="" type="checkbox"/>
UDOT work with MPO for public input on UDOT activities		<input checked="" type="checkbox"/>
UTA work with MPO for public input on UTA activities		<input checked="" type="checkbox"/>
General Development and Comprehensive Planning		Accomplished
<i>LAND USE AND SOCIOECONOMIC DATA & TRAVEL DEMAND MODELING</i>		
Develop and refine socio-economic data for the travel demand models		<input checked="" type="checkbox"/>
Incorporate 2020 Census Results into socioeconomic data and land use planning		<input checked="" type="checkbox"/>

Develop 2050 demographic projections for RTP update work	<input checked="" type="checkbox"/>
Publish quarterly new data and mapping products	<input checked="" type="checkbox"/>
Provide support for other UPWP tasks	<input checked="" type="checkbox"/>
Data collection and development of land use and travel model for vision work, project development, and messaging	<input checked="" type="checkbox"/>
Update REMM land use model and travel demand model with adopted Wasatch Choice Vision Scenario data and any new applicable data	<input checked="" type="checkbox"/>
Utilize MPO land use and travel models and other plans and data to demonstrate project needs for new-capacity, safety, operational, and equity focus area projects	<input checked="" type="checkbox"/>
Maintain and implement the MPO Travel Demand Model	<input checked="" type="checkbox"/>
Oversee the consultant's use of the MPO Travel Demand Model	<input checked="" type="checkbox"/>
Provide forecasts for regional studies	<input checked="" type="checkbox"/>
Incorporate results of the 2020 Census into MPO land use and travel models	<input checked="" type="checkbox"/>
UDOT assist with the maintenance/implementation of the MPO Travel Demand Model	<input checked="" type="checkbox"/>
UDOT work with MAG staff to maintain the Summit/Wasatch travel demand model	<input checked="" type="checkbox"/>
UDOT begin collection and refinement of socio-economic data in anticipation of 2027 UDOT LRP and MAG RTP processes	<input checked="" type="checkbox"/>
UTA provide route modification suggestions for incorporation into the travel demand model	<input checked="" type="checkbox"/>
New: Updated transportation networks in Wasatch Front and Summit/Wasatch Travel Demand Models	<input checked="" type="checkbox"/>
<i>GIS</i>	
Gather and produce data in preparation for the 2027 long-range plans	<input checked="" type="checkbox"/>
Communicate MAG's model update efforts to our communities and the general public using data, maps, and applications, as appropriate	<input checked="" type="checkbox"/>
Produce and analyze data to support the Wasatch Choice Vision	<input checked="" type="checkbox"/>

Rebuild the Analytics page of the MAG website, streamlining the information with desired data and map resources	<input checked="" type="checkbox"/>
Proactively maintain the MAG Data Portal and MAG Map Gallery with current, authoritative data	<input checked="" type="checkbox"/>
Modernize MAG's GIS by transitioning from ArcGIS Server to ArcGIS Online	<input checked="" type="checkbox"/>
Publicize accomplishments using information cards, MAG newsletters, social media, conference presentations, and other methods	<input checked="" type="checkbox"/>
Build relationships and work closely with any agency with which we have intertwined processes	<input checked="" type="checkbox"/>
Create a process of frequent interactions with the communities for data review and feedback	<input checked="" type="checkbox"/>
UDOT work with MAG and other MPOs in creating and updating Unified Transportation Plan GIS information	<input checked="" type="checkbox"/>
UTA work with MAG in creating maps and graphics for transit projects	<input checked="" type="checkbox"/>
New: Updated Wasatch Front and Summit/Wasatch Transportation Analysis Zones to accommodate new development	<input checked="" type="checkbox"/>
<i>AIR QUALITY</i>	
Cooperate with the State in creating emissions inventories	<input checked="" type="checkbox"/>
Assist with regional emissions analyses and coordinate preparations of any MPO air quality plans or documents	<input checked="" type="checkbox"/>
Collaborate with the interagency consultation team for statewide air quality	<input checked="" type="checkbox"/>
Make conformity determinations, using the travel model and EPA model, on updates and amendments to the RTP and TIP	<input checked="" type="checkbox"/>
Participate in committees (Utah Valley Clean Air Taskforce, UVU Sustainability Summit) and events that support air quality improvements	<input checked="" type="checkbox"/>
UDOT support air quality conformity work	<input checked="" type="checkbox"/>
UDOT participate on Interagency Consultation Team	<input checked="" type="checkbox"/>
UDOT support MAG's efforts on efforts that support air quality improvements	<input checked="" type="checkbox"/>
UTA support air quality conformity work	<input checked="" type="checkbox"/>

<i>TECHNICAL ASSISTANCE TO GOVERNMENTS</i>	
Provide mapping and other technical assistance to MPO area local governments	<input checked="" type="checkbox"/>
Update local plans and ordinances necessary to conform to regional goals	<input checked="" type="checkbox"/>
Conduct technical studies for member jurisdictions	<input checked="" type="checkbox"/>
Aid in the development of general plans, master street plans, land use plans, active transportation plans, public transit service plans, and other community facility plans	<input checked="" type="checkbox"/>
Other MPO area local government planning activities	<input checked="" type="checkbox"/>
Administer the MAG Technical Assistance to Governments program	<input checked="" type="checkbox"/>
Conduct project selection process for the TAG Program (5-10 local plans and studies per year)	<input checked="" type="checkbox"/>
Administer MAG Station Area Planning program	<input checked="" type="checkbox"/>
Collect socio-economic data for land use and travel model work, create projections	<input checked="" type="checkbox"/>
Create and run land use and travel model scenarios for RTP and TIP project development and for air quality conformity analysis	<input checked="" type="checkbox"/>
UDOT provide funding and collaboration on process and projects funded through the TAG program	<input checked="" type="checkbox"/>
UDOT participate in studies and technical analysis where appropriate	<input checked="" type="checkbox"/>
UTA collaborate on development and management of a regional GIS data in support of regional transportation planning functions	<input checked="" type="checkbox"/>
<i>PRE-DISASTER MITIGATION</i>	
Manage the Pre-Disaster Mitigation Plan to FEMA standards to keep cities eligible for FEMA mitigation and recovery grants	<input checked="" type="checkbox"/>
Conduct outreach with online and in person meetings	<input checked="" type="checkbox"/>
Begin the development of the 2027 RPO RTP	<input checked="" type="checkbox"/>
Conduct a Regional Transit Study (High Valley Transit effort)	<input checked="" type="checkbox"/>
Conduct trail planning work for Wasatch County with discussion of	<input checked="" type="checkbox"/>

expanding the work into Summit County	
Conduct grant writing work for Heber City, Midway, and Wasatch with discussion of expanding the work RPO wide	<input checked="" type="checkbox"/>

Long Range Transportation Planning	Accomplished
<i>REGIONAL GOALS AND FEDERAL REQUIREMENTS</i>	
Review federal requirements and outline adjustments needed to gain RTP compliance	<input checked="" type="checkbox"/>
Work with MPO committees to develop RTP goals and objectives and gain committee adoption	<input checked="" type="checkbox"/>
Create visualizations to be used to show how proposed projects align with approved goals. <i>*We expect this to be accomplished by the end of the fiscal year.</i>	<input type="checkbox"/>
UDOT support MPO in goal work	<input checked="" type="checkbox"/>
UDOT coordinate with MAG on federal performance measure target setting and reporting	<input checked="" type="checkbox"/>
UDOT work with MAG to understand new or pending performance measure requirements	<input checked="" type="checkbox"/>
UTA support MPO in goal work	<input checked="" type="checkbox"/>
<i>WASATCH CHOICE VISION</i>	
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	<input checked="" type="checkbox"/>
Present existing Vision to key partners, stakeholders, and the public, share existing land use from general plans, give staff recommendations, and seek input	<input checked="" type="checkbox"/>
Use current plans and feedback garnered in meetings and online to develop draft growth scenarios and strategies and report back to committees/stakeholders	<input checked="" type="checkbox"/>
Review work from engagement opportunities, strategies developed, and scenario outcomes, and give final recommendations <i>*Work will be accomplished by the end of the fiscal year.</i>	<input type="checkbox"/>

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 <i>*Work will be accomplished by the end of the fiscal year.</i>	<input type="checkbox"/>
UDOT support MPO vision work	<input checked="" type="checkbox"/>
UTA support MPO vision work	<input checked="" type="checkbox"/>
<i>REGIONAL TRANSPORTATION PLAN</i>	
Satisfactory progress in monitoring and implementing the RTP	<input checked="" type="checkbox"/>
Coordinate with UDOT and UTA on Regional Performance Measures <i>*Work will be accomplished by the end of the fiscal year.</i>	<input type="checkbox"/>
Process requests for RTP amendments	<input checked="" type="checkbox"/>
Air quality conformity determination and analysis for RTP updates and amendments	<input checked="" type="checkbox"/>
Complete the Regional Safety Action Plan for inclusion in RTP	<input checked="" type="checkbox"/>
Develop RTP performance measures for RTP project needs and priorities <i>*Work will be accomplished by the end of the fiscal year.</i>	<input type="checkbox"/>
Major update of the financial model through a consultant, developed with planning partners (MPOs, UDOT, UTA)	<input checked="" type="checkbox"/>
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	<input checked="" type="checkbox"/>
UDOT consider the impact of recommendations from various RTP and regional studies in association with UDOT planning efforts	<input checked="" type="checkbox"/>
UDOT evaluate the impact of performance measure targets on UDOT long-term planning efforts	<input checked="" type="checkbox"/>
UDOT coordinate on financial modeling and assumptions leading to fiscal constraint determinations for 2027 planning processes	<input checked="" type="checkbox"/>
UTA support MPO in RTP update, including federal performance measures and monitoring, route planning, operations and preservation plans and data, project costs and revenue data	<input checked="" type="checkbox"/>

UTA review RTP in association with MPO planning efforts	<input checked="" type="checkbox"/>
UTA evaluate the impact of performance measure targets on the MPO's long-term planning efforts <i>*UTA reviewed goals to tie to planning efforts.</i>	<input checked="" type="checkbox"/>
CORRIDOR PRESERVATION	
Review and approve eligible corridor preservation applications from cities and the county	<input checked="" type="checkbox"/>
Administer funds to be used for approved corridor preservation purchases	<input checked="" type="checkbox"/>
UDOT coordinate with MAG when the Utah County Corridor Preservation Fund is appropriate for planned projects	<input checked="" type="checkbox"/>
UDOT work with MAG staff to identify corridors of importance to the region and to the department and include in Unified Plan mapping	<input checked="" type="checkbox"/>
UTA coordinate with MAG when the Utah County Corridor Preservation Fund is appropriate for planned projects	<input checked="" type="checkbox"/>
New: Updated Corridor Preservation Program project map and list	<input checked="" type="checkbox"/>

Short Range Transportation Planning	Accomplished
CONGESTION MANAGEMENT	
Hire a consultant to develop an MPO Congestion Management Program to integrate into project development and selection processes	<input checked="" type="checkbox"/>
Satisfactory progress in collecting and reporting traffic-related data and publication of appropriate data and technical reports identifying and analyzing existing and near-term MPO area transportation system and travel conditions	<input checked="" type="checkbox"/>
Develop applicable regional performance measures for the TIP and RTP	<input checked="" type="checkbox"/>
UDOT collect traffic volume, vehicle classification, vehicle speed, vehicle registration, and Highway Performance and Monitoring System (HPMS) data	<input checked="" type="checkbox"/>
UDOT collect and provide traffic data in support of other UPWP activities	<input checked="" type="checkbox"/>
UDOT prepare, publish, and distribute traffic-related data and technical reports	<input checked="" type="checkbox"/>

UTA collect ridership data by mode and by county	<input checked="" type="checkbox"/>
UTA collect and provide ridership data in support of other UPWP activities	<input checked="" type="checkbox"/>
UTA prepare, publish, and distribute transit-related data and technical reports	<input checked="" type="checkbox"/>
<i>STUDY MANAGEMENT</i>	
Participate in the Unified Transportation Plan financial model development work led by WFRC	<input checked="" type="checkbox"/>
Conclude the Safety Action Plan (SAP) with a federal grant secured by the Safe Streets for All program, this project will produce a comprehensive and implementation-ready SAP covering the MPO Region and includes UDOT and UTA as key partners	<input checked="" type="checkbox"/>
<p>Regional programs and studies managed by the MPO. Staff work includes developing scope, consultant selection, and project management (costs listed are total costs with local funding, no federal funds are used):</p> <ul style="list-style-type: none"> • Complete Streets Project Development - \$75k. Did not start. • Congestion Management Process Study - \$150k. Accomplished. • Geneva RD/Lakeshore EXPY Study - \$150k. Moved to 2027 RTP. • Government Services - \$50k. Accomplished. • Joint Projects Contingency - \$250k. Accomplished. • Modeling Staff and Consultants - \$65k. Accomplished. • MPO Organizational Assessment Work - \$110k. Accomplished. • MPO Safety Action Plan - \$150k. Did not start. • Regional Bike Counter Program - \$5k. Did not start. • Safe Streets for All Grant - \$1.25m. Accomplished. • Statewide Regional Roadway Grid Study - \$977k. Multi-year. • Strategic Planning - \$50k. Accomplished. • TAG Program - \$500k. Accomplished. • TIP Environmental Policy Work - \$75k. Multi-year. • Utah Lake Bridge Landing Study - \$250k. Moved to 2027 RTP. • UTP Financial Model - \$25k. Multi-year. • UVU Active Transportation Plan - \$50k. Still Working. • Wasatch Choice Utah Valley Vision - \$250k. Still Working. 	<input checked="" type="checkbox"/>
Incorporate key study results into TIP and RTP development	<input checked="" type="checkbox"/>
UDOT participate in the Unified Transportation Plan financial model development work led by WFRC	<input checked="" type="checkbox"/>
UDOT regional studies managed by UDOT. Work includes developing scope, consultant selection, and project management (costs listed are not federal	<input checked="" type="checkbox"/>

<p>funding):</p> <ul style="list-style-type: none"> • Cory Wride FWY (SR-73); MVC to Ranches Pkwy, Saratoga Springs/Eagle Mtn Re-evaluation Work - \$3m. Underway. • Foothill Blvd, Saratoga Springs Environmental Work - Legislated \$3m. Completed by the end of FY. • I-15/Santaquin Main ST Interchange Environmental Work - Legislated \$4m. Complete. • I-15/Spanish Fork Center ST New Interchange Environmental Work - Legislated \$2m. Complete. • Lehi 2100 North I-15 to Redwood Rd Re-evaluation Work - \$3m. Completed by the end of FY. • Pioneer Crossing - Flex lanes Environmental Work - \$1m. Completed by the end of FY. • Pleasant Grove interchange Environmental Work - \$2m. Complete. • Mountain View Corridor; 2100 N to Cory Wride (SR-73), Saratoga Springs Re-evaluation Work - \$3m. Underway. • SR-92 Western Extension, Lehi Environmental Work - Legislated \$4m. Funding redirected to Lehi City. 	
<p>UDOT studies projects advanced by UDOT with federal funding include:</p> <ul style="list-style-type: none"> • University Ave Buffered Bike Lane, Provo - \$3m RAISE grant. Funding is uncertain - project unlikely to be completed by the end of FT. • Provo 200 East Bike Lane - \$1.7m RAISE grant. Funding is uncertain - project unlikely to be completed by the end of FT. • Historic Southern Rail Trail Study and Design - \$300k. Complete. 	<input type="checkbox"/>
<p>UTA participate in the Unified Transportation Plan financial model development work led by WFRC</p>	<input checked="" type="checkbox"/>
<p>UTA regional studies managed by UTA. Work includes developing scope, consultant selection, and project management (costs listed are not federal funding):</p> <ul style="list-style-type: none"> • South Utah Valley Transit Study (Provo to Payson)- \$7m. Project is underway - funding to complete project has not been secured. 	<input type="checkbox"/>
<p>UTA Federal studies conducted by UTA.</p> <ul style="list-style-type: none"> • Areas of Persistent Poverty Study \$440,584 (FTA Discretionary Funds 385,584 / local 55,000) The study will focus on four tasks: (1) evaluate the potential to transition UTA's Paratransit operating software to a more dynamic on demand system with a focus on equitably serving high poverty areas; (2) evaluate the viability of using existing resources during off-peak hours to provide on demand rides to the public; (3) plan to introduce zero emission Paratransit vehicles; and (4) ensure in-depth community engagement to include a diverse range of people with disabilities. 	<input type="checkbox"/>

<p>Scope 442 ALI 44.24.00 under metropolitan planning. Complete.</p> <ul style="list-style-type: none"> Coordinated Human Service Transportation Plan - Provo OREM Urban LCC plan. Ongoing. 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. Point of the Mountain Transit Environmental (to be performed in MAG and WFRC areas) \$2,000,000 federal \$145,233 Local Match. Underway. Route Restoration and Equity Index Study \$300,000 Federal zero local match. Complete. Transit Oriented Development South Valley Utah County FrontRunner Station Area Planning \$250,000 Federal \$62,500 Local Match. Underway. 	
SAFETY PLANNING	
Develop application and secure SS4A supplemental planning grant for CSAP phase 2 work	<input checked="" type="checkbox"/>
Develop a regular CSAP update process according to findings and recommendations from current SS4A planning activities	<input checked="" type="checkbox"/>
Continue work to update the new MPO CSAP	<input checked="" type="checkbox"/>
<p>Hire consultant to continue work on CSAP phase 2 - exact activities to be determined by the success of the SS4A Supplemental Planning Grant.</p> <p><i>* Project not complete - federal funding is uncertain.</i></p>	<input type="checkbox"/>
Apply regional policy recommendations generated by CSAP. Ongoing.	<input checked="" type="checkbox"/>
<p>UDOT apply regional policy recommendations generated by CSAP</p> <p><i>* R7: UDOT's program for safety messaging and education is Zero Fatalities.</i></p> <p><i>* R8: UDOT is separating people walking, rolling, and bicycling from people driving through the Utah Trail Network and building other AT infrastructure.</i></p>	<input checked="" type="checkbox"/>
UDOT work with MAG on safety issues identified on state routes	<input checked="" type="checkbox"/>
<p>UTA apply regional policy recommendations generated by CSAP</p> <p><i>*UTA is working on this item.</i></p>	<input type="checkbox"/>
PERFORMANCE MEASURES	
Monitor federal and state performance measures	<input checked="" type="checkbox"/>

Develop regional performance measures <i>*Working on this task - not yet accomplished.</i>	<input type="checkbox"/>
UDOT monitor regional performance measures <i>*For R7: UDOT's program for safety messaging and education is Zero Fatalities.</i>	<input checked="" type="checkbox"/>
UDOT coordinate with MAG on federal performance measure target setting and reporting <i>*Working on this task - not yet accomplished.</i>	<input type="checkbox"/>
UDOT work with MAG to understand new or pending performance measure requirements <i>*Working on this task - not yet accomplished.</i>	<input type="checkbox"/>
UTA conduct reporting for Transit Safety Performance Measure to National Transit Database	<input checked="" type="checkbox"/>

Transportation Improvement Program		Accomplished
TIP DEVELOPMENT		
Develop and adopt the FY 2025-2028 TIP		<input checked="" type="checkbox"/>
Coordinate with UDOT, UTA, and other MPOs to create a new amendment process per 2024 federal certification review findings		<input checked="" type="checkbox"/>
Develop and adopt new environmental requirements for MPO and county-funded projects. Complete.		<input checked="" type="checkbox"/>
Develop Annual Listing of Obligated Projects		<input checked="" type="checkbox"/>
UDOT coordinate TIP project proposals for the State Highway System and amendments		<input checked="" type="checkbox"/>
UDOT provide estimates of federal/state funds available for TIP projects		<input checked="" type="checkbox"/>
UDOT prepare Funds Management Reports on federal obligations		<input checked="" type="checkbox"/>
UTA coordinate transit TIP projects and amendments		<input checked="" type="checkbox"/>
UTA prepare Funds Management Reports on federal obligations		<input checked="" type="checkbox"/>
TIP PROJECT SELECTION		
Finalize the MPO-funded project selection process and adopt with the 2025 TIP		<input checked="" type="checkbox"/>

Review the current selection period process with MPO committees and make adjustments as needed	<input checked="" type="checkbox"/>
UDOT coordinate with MPO state-funded project selection process and adopt with the 2025 TIP	<input checked="" type="checkbox"/>
UTA coordinate with the UTA-funded project selection process and adopt with the 2025 TIP	<input checked="" type="checkbox"/>
<i>TIP PROJECT MANAGEMENT</i>	
Implement a new TIP tracking software platform to help monitor, manage, & and communicate MPO & county-funded projects	<input checked="" type="checkbox"/>
Develop a status report dashboard for each MPO & county-funded project	<input checked="" type="checkbox"/>
Work to implement the UDOT ePM database into the MPO tracking software platform	<input checked="" type="checkbox"/>
UDOT work with MPO to allow integration of MPO tracking software platform	<input checked="" type="checkbox"/>
UDOT coordinate with MPO staff on projects funded by federally funded projects that have UDOT project managers	<input checked="" type="checkbox"/>
UTA coordinate with MPO staff on projects funded by MAG and sponsored by UTA	<input checked="" type="checkbox"/>

Table 2. Work Produced and Planning Activities Performed During FY2025

FY2026 Regional Planning Priorities

FY2026 Regional Planning Priorities are identified in the MAG Budget FY2026 document. The MAG Executive Council adopted this document on July 10, 2025. Much of the work described in this document is ongoing, or continues from year to year. The following are specific priority work efforts which are expected to be completed during FY2026 (by June 30, 2026).

Regional Policy Framework

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, the Wasatch Choice Vision. 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.

Transportation Grid Network

In coordination with the state legislature and other MPOs in the state, MAG MPO is leading a statewide Highway Grid Network study. The purpose of this study is to take a look at how the existing highway grid network compares to an ideal highway grid network and identifying new connections to improve spacing of roadway facilities within the MAG MPO region and throughout the state. The results of the study will be integrated into the core products of MAG MPO, specifically the RTP. In FY2026, the projects proposed in the grid study will be assessed to determine which projects are needed by 2055 and will be captured in the RTP project list. Projects that are not determined to be needed by 2055 will be documented in an exploratory project list for consideration in future RTPs.

Data in Transportation Planning

This activity entails developing and supporting transportation data management procedures and systems and sharing findings through digital reporting and data visualization products. It also entails developing visualizations of these data, such as dashboards and interactive maps. The MAG MPO will prioritize data products as an ongoing investment with great potential to support cross-program regional transportation planning, understanding, and decision-making.

Safety

FHWA and FTA identify safety as an area that provides great potential to reduce highway fatalities, focusing on infrastructure improvements and advanced speed management. The MAG MPO will work to implement the Comprehensive Safety Action Plan which plans for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management into the RTP and TIP.

II. PROPOSED FY2026 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 a Consolidated Planning Grant (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 and is the basis for the CPG.
- MAG transportation planning tasks are funded through an annual CPG that 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 that support the economic vitality of the metropolitan area, increase the safety and security of the transportation system, increase the accessibility and mobility of people and for freight, 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, enhance the integration and connectivity of the transportation system, promote efficient system management and operation and finally 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 Program (STP) 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.

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 that support these responsibilities. The tasks to be completed under each of the activities are described in the following sections. The work program identifies the major work products to be developed, the linkages between them, and the entity responsible for oversight of the products. The next several 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 major activity, long-range regional transportation planning, includes activities related to the development and implementation of a regional vision (Wasatch Choice Vision) and the currently adopted 2023-2050 long range transportation plan (TransPlan50), activities to maintain federal, state, and regional compliance, and activities to implement policy board directed activities. The current RTP 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 activity 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, active transportation or regional bicycle and pedestrian planning, transportation emergency preparedness and resiliency planning, and the corridor preservation planning activities.

This activity 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 emission. We also 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.

2. Short Range Planning

The second major activity, Short Range Planning, includes the Transportation Improvement Program (TIP) which describes the activities 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 will continue to refine and enhance the database.

This activity also includes transportation management systems work as well as mobility enhancement and special studies anticipated for FY2026. 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 local governments and transportation partners to best support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

3. Travel Demand and Socioeconomic Forecasting

The third major activity, Travel Demand and Socioeconomic Forecasting, consists of developing, maintaining, supporting, and improving forecasting methods including the regional travel demand model and real estate market model. In FY2026, MAG MPO staff will begin 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 activity 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.

4. Technical Planning Assistance

The fourth major activity, Technical Planning Assistance, includes coordination of local, state, and federal planning 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).

5. Administration and Coordination

The fifth and final major activity, Administration and Coordination, 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 activity and includes all public involvement activities and communication activities to support the development of the RTP, TIP, and other MAG MPO activities.

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

Work Activity Budgets

The funding level for the MAG MPO FY2026 Basic Work Program is assumed to be similar to the FY 2025 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 Labor

Revenue Source	Funding Sub-categories	Total
Federal Funding	CPG (FHWA-PL, FTA-5303), FEMA	1,548,340
State Funding	PTIF, TAG GOPB, LAA	1,609,115
Local Funding	JCA (RPO, CPG, FEMA)	189,272
Total Revenue		\$3,346,727

Expenditures - Labor

Budget Category	Total
1. Long Range Transportation Planning	620,129
2. Short Range Planning	334,673
3. Travel Demand and Socioeconomic Forecasting	620,129
4. Technical Planning Assistance (technical assistance programs)	787,465
5. Administration and Coordination	984,331
Total Expenditures	\$3,346,727

Table 3. Revenues - FY2026 Proposed Labor Funding and Expenditures by Federal, State, and Local Sources for Each Core Program

Revenue - Studies

Revenue Source	Funding Sub-categories	Total
Federal Funding	SS4A	200,000
State Funding	PTIF, TAG (UDOT, UTA), SAP, GRID	2,732,844
Local Funding	JCA, TAG, CP	6,070,700
Total Revenue		\$9,003,544

Expenditure - Studies

Budget Category	Total
44.21.00 Program Support & Administration	0
44.22.00 General Development & Comprehensive Planning	0
44.23.00 Long-Range Transportation Planning	0
44.24.00 Short-Range Transportation Planning	9,053,544
44.25.00 Transportation Improvement Program	0
Total Expenditures	\$9,053,544

Table 4. Expenditures - FY2026 FY2026 Proposed Projects and Studies Funding and Expenditures by Federal, State, and Local Sources for Each Core Program

Core Program 1. Long Range Transportation Planning
<ul style="list-style-type: none"> 1.1 Federal, State and Regional Policies 1.2 Growth Planning 1.3 Regional Transportation Plan Development 1.4 Performance Based Planning and Programming 1.5 Transit Planning 1.6 Regional Bicycle and Pedestrian Planning 1.7 Transportation Emergency Preparedness and Resiliency Planning 1.8 Corridor Preservation Planning 1.9 Air Quality Conformity
Core Program 2. Short Range Planning
<ul style="list-style-type: none"> 2.1 Transportation Improvement Program (TIP) 2.2 Transportation Management Systems 2.3 Mobility Enhancement and Special Studies
Core Program 3. Travel Demand and Socioeconomic Forecasting
<ul style="list-style-type: none"> 3.1 Socioeconomic and Transportation Data Management 3.2 Model Development and Support 3.3 GIS and Visualization Services
Core Program 4. Technical Planning Assistance
<ul style="list-style-type: none"> 4.1 Technical Assistance to Governments (TAG) 4.2 Station Area Planning (SAP) 4.3 Local Administrative Advisor (LAA) 4.4 Wasatch Back Rural Planning Organization (RPO)
Core Program 5. Administration and Coordination
<ul style="list-style-type: none"> 5.1 MAG MPO Committee Support, Management, and Work Program 5.2 Public Participation and Outreach 5.3 Communications 5.4 State Transportation Agency (UDOT) Planning 5.5 Transit Agency (UTA) Planning

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

	Long Range Planning											Short Range Planning				Travel Demand Model: & SE				T/A Programs					Admin & Coord.			
	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9		2.1	2.1	2.3		3.1	3.2	3.3		4.1	4.2	4.3	4.4		5.1	5.2	5.3		
MPO STAFF HOURS																												
MPO Director	208	208	208	104	104					832			208	208					104	104		208	416	312	104	208	624	
Transportation Mgr	104	104	312	104	104	104		104	104	1,040	104		208	312			104	104						416	104	104	624	
Analytics Mgr		104	104							208			208	208	520	416	416	1,352			104	104	104		104		208	
Executive Assistant																							1,456	416	208	2,080		
Sr Transport Planner				104						104	728	416	312	1,456							416	416	104				104	
Transportation Planner I	104	104	520	208	312	104	104	104		1,560		104	104	208										104	208		312	
Transportation Project Mgr		104	312	104		312		208		1,040		520	312	832										104	104		208	
Sr GIS Analyst			104		104	104				312			104	104			1,560	1,560			104	104						
Transportation Modeler		104	104		104	104				416			208	208		1,456		1,456										
GIS Intern																	104	104										
OTHER MAG STAFF HOURS																												
Community Planning Mgr																			1,976	104			2,080					
LAA																					208		208					
Planner I/Air Quality Analyst						52	104		364	520									520				520					
Communications																									69		69	
Exec Dir																								125			125	
Trail Planner																					104	104						
Government Rel																								510	510	437	1,456	
TOTALS	416	728	1,664	624	728	780	208	416	468	6,032	832	1,040	1,664	3,536	520	1,872	2,184	4,576	2,600	208	208	936	3,952	3,234	1,446	1,129	5,809	

Table 6. Time Estimates by Position by Program

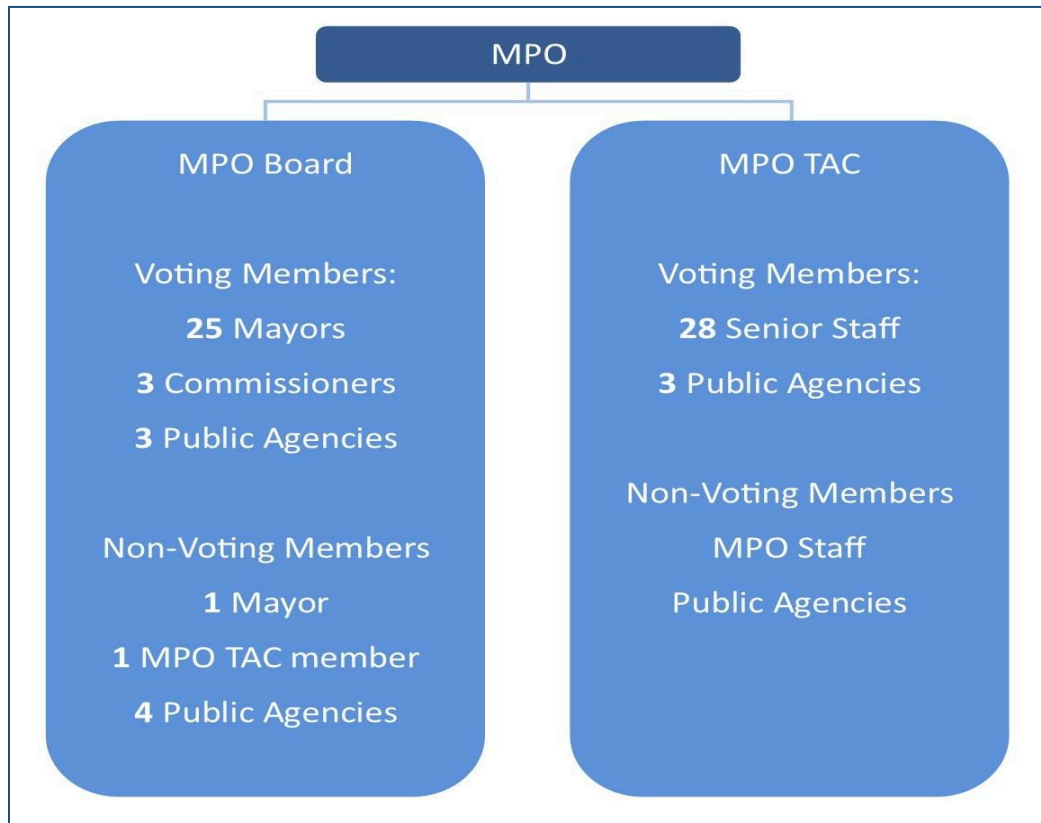


Figure 9. MPO Board and TAC Committee Structure

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 that 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 works 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.

CORE PROGRAMS	FEDERAL PLANNING FACTORS APPLICABILITY									
	1	2	3	4	5	6	7	8	9	10
1. Long Range Transportation Planning										
1.1 Federal, State and Regional Policies	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.2 Growth Planning	✓			✓	✓	✓	✓	✓	✓	
1.3 Regional Transportation Plan Development	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.4 Performance Based Planning and Programming	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.5 Transit Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.6 Regional Bicycle and Pedestrian Planning		✓	✓	✓	✓	✓				✓
1.7 Transportation Emergency Preparedness and Resiliency Planning					✓				✓	
1.8 Corridor Preservation Planning	✓	✓		✓	✓	✓	✓		✓	✓
1.9 Air Quality Conformity	✓	✓			✓					
2. Short Range Planning										
2.1 Transportation Improvement Program (TIP)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.2 Transportation Management Systems	✓	✓		✓	✓	✓	✓			✓
2.3 Mobility Enhancement and Special Studies	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3. Travel Demand and Socioeconomic Forecasting										
3.1 Socioeconomic and Transportation Data Management	✓				✓		✓			✓
3.2 Model Development and Support	✓	✓		✓	✓	✓	✓		✓	✓
3.3 GIS and Visualization Services					✓	✓				✓
4. Technical Planning Assistance (technical assistance programs)										
4.1 Technical Assistance to Governments (TAG)	✓	✓		✓	✓	✓	✓	✓	✓	✓
4.2 Station Area Planning (SAP)	✓	✓		✓	✓	✓	✓	✓	✓	✓
4.3 Local Administrative Advisor (LAA)				✓	✓					
4.4 Wasatch Back Rural Planning Organization (RPO)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5. Administration and Coordination										

5.1 MAG MPO Committee Support, Management, and Work Program	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5.2 Public Participation and Outreach	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5.3 Communications	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5.4 State Transportation Agency (UDOT) Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5.5 Transit Agency (UTA) Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Table 7. Planning Factors Addressed by the Core Programs

1. Long Range Transportation Planning

1.1 Federal, State and Regional Policies

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	416 hours

Federal Policies

The MAG MPO follows all provisions of federal statutes and related authorities. Additionally, the 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.

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

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

- Track, research, and respond to all federal activities and regulations that impact the metropolitan transportation planning process.
- Ensure federal requirements, federal planning factors, and findings from the MAG MPO Certification Review 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.

State and Regional Policies

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 that can take action on a variety of transportation planning and policy initiatives. This task will support activities that the Board directs staff to do as well as other state policy that impacts 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 FY2026 (July 1, 2025-June 30, 2026):

- Carry out activities as directed by the MPO Board.
 - Create a growth and data related subcommittee of the MPO Board.
- Carry out and implement activities as directed by the State's Legislative and Administrative branches to include:
 - [SB195 Transportation Amendments](#) (2025 session)
 - [HB37 Utah Housing Amendments](#) (2025 session)
 - [HB335 State Grant Process Amendments](#) (2024 session)
 - [HB449 Pedestrian Safety and Facilities Act](#) (2024 session)
 - [SB 27 Transportation Revisions](#) (2023 session)
 - [HB 44 Corridor Preservation Amendments](#) (2023 session)
 - [HB462 Utah Housing Affordability Amendments](#) (2022 session)

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Ensure federal compliance of RTP	- MAG staff -Consultant	June 2027	2027 RTP
New growth subcommittee	-MAG staff	June 2026	n/a
Implement state and regional policy	-MAG staff	June 2026	1) SB195 - review transportation element of GPs. 2) HB37 - regional housing plan & transpo. 3) HB462 - continue T/A and certify Station Area Plans.

1.2 Growth Planning

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	728 hours

Wasatch Choice Vision

The Wasatch Choice Vision (WCV) is a shared regional vision that coordinates the planning of transportation, land use, economic opportunity, and parks and public spaces to maintain and enhance our 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, the 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 that examine the effects and impacts that could occur 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 FY2026 (July 1, 2025-June 30, 2026):

- Continuing to work with a consultant to update and initiate implementation of the Wasatch Choice Vision for Utah County.
- 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.
- Identify actions that optimize transportation capacity improvements.
- Work with our members and partners to identify priority transportation corridors for which corridor preservation activities are needed.
- Utilize a performance-based approach to planning, including using performance measures to inform interim decisions.
- Provide support to cities, counties, and other planning agencies as they consider incorporating and implementing the Wasatch Choice Vision into their plans.
- Provide plan/study technical assistance to local governments through the Technical Assistance to Governments (TAG) and Station Area Planning (SAP) programs.
- Better incorporate Wasatch Choice Vision goals and strategies into the region's transportation planning and programming processes.
- SAP technical assistance and certification.
- Continue to update the inventory of local government general plans.
- Provide general planning assistance and coordination.
- 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, and others to include:
 - Missing Middle Housing
 - Guiding our Growth

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Use data and information from meetings with local governments and partners to update the Utah County portion of the WCV.	- MAG Staff - Consultant	Feb 2026	Updated WCV (Utah County portion)

Integrate WCV into regional travel demand model update and 2027 RTP	-MAG staff -Consultant	?	Travel demand model outputs and WCV integration into 2027 RTP Update
Update transportation and land use layers	-MAG staff -Consultant	?	Updated WCV Map (GIS/info)
Coordinated growth activities	-MAG MPO	June 2026	Missing Middle Housing Toolkit

1.3 Regional Transportation Plan (RTP) Development

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	1,664 hours

MAG MPO staff will continue the development of the next long range regional transportation plan, the 2027-2055 Regional Transportation Plan (RTP), and provide opportunities for consideration, coordination, and collaborative enhancement of the RTP. 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. We anticipate adopting the 2027 RTP 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 FY2026 (July 1, 2025-June 30, 2026):

- Integrate the Wasatch Choice Vision for Utah County and UVision.
- Continue to develop the 2027 RTP and hire a consulting firm(s) to lead efforts to continue the development of the 2027-2055 RTP.
 - 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, etc.
 - Ensure a performance-based approach.
 - Ensure public participation.
 - Work with MAG MPO staff to continue the development of an RTP that meets federal and state objectives and criteria.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Hire consultant to finalize remaining elements of 2027 RTP	-MAG MPO staff -Consultant	June 2027 (final adoption)	2027-2055 RTP (plan, maps, website)
Integrate WCV	-MAG staff -Consultant	June 2027	Updated WCV and RTP

1.4 Performance Based Planning and Programming

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	624 hours

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 implementation of the performance-based planning framework 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 FY2026 (July 1, 2025-June 30, 2026):

- 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 towards attainment of critical performance outcomes for the MPO region.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Integrating performance metrics within the MPO functions	-MAG MPO staff -Consultant	Ongoing	Identification of core performance metrics. Development of RTP metrics websites.

1.5 Transit Planning

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	728 hours

MAG MPO staff work with several UTA departments for regional transit planning in the MAG region. Planning for major capital projects includes: UTA's Long Range Transit Plan and Regional Transportation Plan 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 regional transportation plan with agency needs that fall outside of the regional conversations through these efforts.

Financial planning plays a key role in the planning and construction of any of the 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.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Coordinate with UTA in planning and implementing RTP and TIP Transit projects	-MAG MPO staff -Consultant	Ongoing	- 2027 RTP Transit Project List - 2026 TIP Transit Projects

1.6 Regional Bicycle and Pedestrian Planning

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	780 hours

This task addresses planning for active transportation, or 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 it has required one or more champions working to make the project happen. 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 members of their community in promoting active transportation. Transportation partners, including MAG MPO, WFRM, UDOT, 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 FY2026 (July 1, 2025-June 30, 2026):

- Develop a curriculum for active transportation education.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Coordinating Active Transportation plans with partners	-MAG Staff	June 2027	Active Transportation RTP Project List
Active Transportation Education Curriculum	-MAG Staff and JPAC partners	Dec 2025	Academy Pilot for Elected Officials

1.7 Transportation Emergency Preparedness and Resiliency Planning

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	208 hours

MAG, at the request of the local jurisdictions in Summit, Utah, and Wasatch Counties, has created a plan that helps those participating access disaster funding, both before and after a disaster occurs. The FEMA-encouraged Pre-Disaster Mitigation Plan reduces or prevents 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 makes participants eligible to apply for FEMA grants and receive post-disaster funds. Work on the next update of the plan for Wasatch and Utah counties will begin 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: 5, 9

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

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

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Prepare Draft Mitigation Plan	-MAG MPO staff -Utah DEM	June 2026	Draft Mitigation Plan

1.8 Corridor Preservation Planning

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	416 hours

MAG MPO staff prepares and maintains an inventory of corridor preservation needs related to the Regional Transportation Plan. From this inventory, a prioritized corridors list is created and submitted for endorsement to the MAG MPO Committees. Corridor preservation is funded through the Utah County Corridor Preservation Fund as a way to assure that 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

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

- Administer the Utah County Corridor Preservation Fund
 - MAG MPO staff to review and approve eligible corridor preservation applications from cities and the county.
 - MAG MPO staff work to ensure corridors of importance to the region are included in the corridor preservation plan.

- Administer the program and 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	-MAG MPO staff -Utah County	Ongoing	Local CP Projects
Support UDOT's CP fund	-MAG MPO staff -UDOT	Ongoing	UDOT CP Projects

1.9 Air Quality Conformity

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	468 hours

The MAG MPO, UDOT, and U.S. Department of Transportation (USDOT) must demonstrate that 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 State Implementation Plan (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 transportation sector's emission limit 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 that effectively move people and goods without compromising air quality requirements.

Two main air quality objectives must be met:

1. A SIP needs to be developed to show how the region will meet the required air quality standards through controls on sources of pollution, including transportation sources;
2. Transportation improvements must conform to the goals and objectives of the air quality plan (SIP) for the region.

An Interagency Consultation Team (ICT) made up of staff from the Environmental Protection Agency (EPA), FHWA, FTA, UDOT, UTA, MAG, Wasatch Front Regional Council, 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 refinements 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 to be used for project level analysis.

Planning Factors Addressed: 1, 2, 5

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

30, 2026):

- Prepare a conformity analysis for any amendments to the 2025-2031 TIP, a new analysis for the 2027-2031 TIP, and for any amendments to the 2023-2050 RTP.
- 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.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Emissions Analysis for RTP Amendment	-MAG MPO staff	May 2026	Emissions Analysis
Conformity Determination for TIP Amendments	-MAG MPO staff	Ongoing	Conformity Determination for FHWA/FTA
Ozone SIP Development	-MAG MPO staff -Utah DAQ	Nov 2025	Ozone SIP

2. Short Range Planning

2.1 Transportation Improvement Program (TIP)

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	832 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.

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

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

- Adopt the 2026 TIP in coordination with transportation partners to be included in the STIP
- 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 policy for locally funded projects.
- Publish the Annual Listing of Obligated Projects and compare to estimated budget.
- 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.
- Continue implementing the UDOT ePM database into the MPO tracking software platform
- 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. Work is ongoing to update the TIP project selection process for new projects to be implemented with new funding made available to the MPO (CM/AQ, County TransTax, MPO Exchange, STP<200,000, TAP).

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 FY2026 (July 1, 2025-June 30, 2026):

- Monitor 2025 TIP project implementation.

- Prepare status report dashboard and provide project updates on previously authorized TIP projects.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Administer the TIP	-MAG MPO staff	Ongoing	- 2026 TIP - 2026 TIP Prioritization List - 2025 Annual List of Obligated Projects

2.2 Transportation Management Systems

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	1040 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 capacity of the transportation system is considered after congestion management strategies have been applied. The CMP helps ensure that best use is made of limited transportation funds, and that the most cost-effective projects are promoted.

UDOT now collects real time traffic performance data including samples of speed and travel time. This data has been catalogued since 2019 so partners can now compare before and after travel times of highway projects that were completed within that timeframe. UDOT will continue to guide the implementation of the TravelWise program, including partnering with UTA and private businesses to promote TDM strategies (see <https://travelwise.utah.gov/> for examples). UDOT will meet with individual employers to help them encourage their employees to reduce single occupant vehicle travel. The TravelWise program will also provide training on implementing TDM strategies.

In addition to its transit services, UTA has a rideshare program that 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 Congestion Management Process (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 FY2026 (July 1, 2025-June 30, 2026):

- Integrate processes identified in the new CMP study to identify congestion needs and TDM/TSM strategies for meeting these needs for the 2027-2055 RTP and TIP.
- Continue partnerships with UDOT, UTA, and 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 FY2026 (July 1, 2025-June 30, 2026):

- Implement the newly completed Comprehensive Safety Action Plan (CSAP) for the MPO area to address high-risk areas and reduce the occurrences of fatal and serious injury crashes.
- Monitor transportation systems for plan updates.
- Begin reporting transportation safety trends to the MAG MPO committees 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 MPO committee meetings.
- Incorporate safety into the transportation planning process through emphasis at all levels of planning and programming including 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 FY2026 (July 1, 2025-June 30, 2026):

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

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Update CSAP with Supplemental Planning Grant	-MAG MPO staff -Consultant	Jun 2026	CSAP Update
CSAP integration with 2027 RTP	-MAG MPO staff	Jun 2027	Safety RTP Project List
Update 2027 RTP with CMP	-MAG MPO staff	Jun 2027	TDM/TSM RTP Project List
Coordinate with Freight Committee on critical corridors	-MAG MPO staff	March 2026	Critical Freight Projects to include in RTP

2.3 Mobility Enhancement and Special Studies

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below

TOTAL STAFF HOURS	1664 hours
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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 that come 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 Mountainland Association of Governments (MAG), Wasatch Front Regional Council (WFRC), Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) each recognize that the long and short range transportation plans and projects across the Wasatch Front 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 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 for putting financial resources toward these joint projects. As new projects and budgets are agreed upon, addendums to that 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 RTP. MAG MPO staff can participate on project steering committees for this environmental work, and provide assistance to UTA and UDOT in coordination of 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 FY2026 (July 1, 2025-June 30, 2026):

- Special Studies / Joint Projects
 - Complete Streets Project Development
 - Government Services
 - Wasatch Choice Vision for Utah County
 - Geneva RD/Lakeshore EXPY study
 - Joint Projects Contingency
 - Modeling Staff and Consultants
 - Safe Streets and Roads for All (SS4A)
 - Statewide Regional Roadway Grid Study
 - Strategic Planning
 - TAG Cycle 3 Projects
 - UTP Financial Model
 - UVU Active Transportation Plan
 - 2027 RTP Development
 - Activity Based Model Development year 1/3
 - AT Academy
 - Transit and Land Use Guide
 - Bike Model Calibration
 - Corridor Preservation projects
 - Transit Corridor and Land Use Preservation study
 - Transit Fresh Look study year 2/3
- Environmental Studies
 - Work with partners to support or accomplish environmental analysis
 - Partner with UDOT for PEL in north Utah County east/west corridors
- MAG MPO TIP Studies
 - Independence Avenue Connection Study - \$165k
 - Midvalley Highway Study - \$250k
 - Spring Creek Trail Feasibility Study - \$150k
 - Nebo Belt Regional Transportation Study - \$350k
 - Woodland Hills Trail Feasibility Study - \$100k
- UDOT
 - I-15; Payson Interchange EIS Re-evaluation - Anticipated to be complete in November 2025
 - I-15; Benjamin Interchange - legislative project; will likely begin in FY26 but not complete by then
 - Foothill Blvd Environmental

- Studies and projects advanced by UDOT with federal funding include:
 - 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
 - South Utah Valley Transit Study - \$7m
- 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. Estimated Completion is October 2025
 - Point of the Mountain Transit Environmental (to be performed in MAG and WFRC areas) \$2,000,000 federal \$145,233 Local Match
 - Transit Oriented Development South Valley Utah County FrontRunner Station Area Planning \$250,000 Federal \$62,500 Local Match

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Lead /Participate in various plans, projects, studies (see above for more detail)	-MAG MPO staff	Jun 2026	Variety of projects, plans, studies, analysis, etc.

3. Travel Demand and Socioeconomic Forecasting

3.1 Socioeconomic and Transportation Data Management

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	520 hours

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 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 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, supported by a public comment and community input process. The next official projections dataset release is anticipated to coincide with adoption of the 2027-2055 RTP in May of 2027, with a preliminary, draft release for stakeholder use and feedback in late 2025.

- 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 input data for base and incremental years up-to-date. 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 AADT counts are 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. UDOT continues to collect required HPMS data. 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 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 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 FY2026 (July 1, 2025-June 30, 2026):

- WFRM 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 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.
- Inputs to short-range programming, long-range planning, and air quality analyses.
- Periodic updates to REMM land use model base year data sets.
- 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
Prepare model input data	-MAG Staff	Sep 2025	Transportation and land use datasets

3.2 Model Development and Support

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	1872 hours

The travel demand and land use models are important technical analysis tools for the Regional Transportation Plan 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 that are 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. This past year, we hired a consultant 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 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 2029 to support the 2031 - 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 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 mentioned above 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 FY2026 (July 1, 2025-June 30, 2026):

- 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.
- 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 project needs for new-capacity, safety, operational, and equity focus area projects.
- Continue to work to prepare WF TDM for the development of the 2027-2055 RTP.
- Work with partner agencies to begin a multi-year implementation of an 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 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.
- Work with UTA to gather route modification suggestions for incorporation into the travel demand model.
- Work with UDOT to maintain the Wasatch Back model.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Produce population & employment forecast	MAG Staff	March 2026	Final draft city and TAZ level population & employment forecast
Prepare WF TDM for RTP	MAG Staff	July 2025	Updated and calibrated WF TDM for RTP27 use
Prepare REMM for RTP	MAG Staff	Dec 2025	Updated and calibrated REMM for RTP27 use
Phase 1 of Activity-based Model Implementation Plan	- MAG Staff - Consultant	July 2026	Uncalibrated Activity-based TDM
Bike Model Calibration	- MAG Staff - Consultant	Oct 2025	Calibrated Bike Model

3.3 GIS and Visualization Services

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	2184 hours

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 day-to-day work of the Planning Department, 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.

Planning Factors Addressed: 5, 6, 10

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

- 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.
- 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.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Online mapping applications development	MAG Staff	ongoing	Various user friendly mapping applications on the website
Document data, model, and other analytical processes	MAG Staff	ongoing	Technical documentation web pages

4. Technical Planning Assistance

4.1 Technical Assistance to Governments (TAG)

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	2,600 hours

The TAG program provides technical assistance to local governments to plan for growth and support implementation of the Wasatch Choice Vision (WCV). TAG projects encourage the integration of local land use and regional transportation decisions. Project examples include inter-agency and inter-jurisdictional plans, small area plans, modal plans, corridor plans, ordinance updates, general plan updates, and project-level studies.

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), Utah Department of Transportation (UDOT) (\$120,000), and/or Utah Transit Authority (UTA) \$100,000) funds.

Community Planning Division team members will work with local governments to kick off planning efforts that were competitively awarded in the spring of 2025; accept and evaluate applications for FY2027 funds; and continue to guide projects awarded in prior years to successful outcomes.

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

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

- Fund 4-7 technical assistance planning projects.
- Develop informational resources and training to facilitate regional learning about transportation and land use connection issues among MAG MPO members and partners.
- Organize a regional meeting to facilitate an exchange of information about lessons learned from past TAG projects.
- Administer the TAG program in partnership with UDOT and UTA, including an annual call for projects and project selection process.
- Provide technical assistance to applicants.

- Administer awarded TAG projects, including consultant procurement, contracting, and invoicing.
- Quarterly and FY End reporting to TAG Program funding partners.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
TAG program administration	MAG	Annual and ongoing (July 2025 - June 2026)	Interagency communications, fiscal management, renew funding agreements, etc.
TAG Cycle IV administration	MAG	Sept 2025 - Mar 2026	Program guidelines update, Cycle IV call for projects, and project selection process
TAG Project administration	MAG	Ongoing (July 2025 - June 2026)	RFPs, proposal evaluations, contracting, invoicing, etc.
Quarterly reporting to funding partners	MAG	Quarterly and FY End	Quarterly and FY End reports
Direct technical support to local governments	MAG	Ongoing (July 2025 - June 2026)	Direct consultations, document reviews, project management meetings, etc.
TAG Projects (Consultant contracts)	Consultants	Ongoing (July 2025 - June 2026)	New consultant contracts (four) and online posting of completed projects.

4.2 Station Area Planning (SAP)

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	208 hours

HB462 (2022) required that cities with fixed guideway transit stations complete a station area plan in order to advance shared goals by maximizing development potential in appropriate areas through a collaborative city-led planning approach, allowing cities to determine how best to meet shared objectives without mandating a specific approach or zoning. SAP goals are as follows: increase the availability and affordability of housing; including moderate income housing; promote sustainable environmental conditions; enhance access to opportunities, and; increase transportation choices and connections.

The Utah Governor’s Office of Economic Opportunity (GOEO) partnered with MAG MPO and WFRC to program \$5,000,000 in Industrial Assistance Account funding over two years for station area planning efforts, in partnership with UTA. GOEO funds are used exclusively for consultant technical assistance contracts.

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

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

- Work with local government and state partners to review and presentSAPs for certification of compliance with HB 462 (2022).
- Plan and host quarterly SAP Policy Committee meetings.
- SAP program administration, including the fiscal management and maintenance/renewal of state funding contracts.
- SAP project management, including participation in project management meetings, invoicing, reviewing and commenting on draft materials, etc.
- Create a reporting template that can be used to assist local governments as they begin to report on their certified SAPs as per SB195 (2025 session).

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Review and present completed SAPs for certification	MAG, local governments	Ongoing (July 2025 - June 2026)	Thirteen SAP certifications
Plan and host SAP Policy Committee meetings	MAG	Quarterly (Sept 2025, December 2025, March 2026, June 2026)	SAP Policy Committee meeting agendas
SAP program administration	MAG	Ongoing (July 2025 - June 2026)	Funding agreement(s)

SAP project administration	MAG	Ongoing (July 2025 - June 2026)	Project management meetings, invoicing, reviewing and commenting on draft materials, etc.
Develop SAP implementation reporting template.	MAG	Jan 2026 - April 2026	SAP implementation tracking

4.3 Local Administrative Advisor (LAA)

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	208 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 for common needs, 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.

Planning Factors Addressed: 4,5

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

- Development of informational resources, templates, and training for use on the program website and at in-person and online meetings with municipalities.
- Creation and dissemination of tools/protocols to allow for eligible local government compliance with the Utah Data Privacy Act.
- Formation and training of impact fee analysis process documents to provide direction for agencies seeking improved conformance with state required guidelines and processes.
- 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.
- Support with streamlining incorporation processes for new cities and towns in Utah.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Technical and Administrative Assistance to Qualifying Local Governments	ULCT MAG	June 2026	Elevated Local Government Capabilities, Increased Local Government Capacity, Improved Compliance with State Requirements

4.4 Wasatch Back Rural Planning Organization (RPO)

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	936 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 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 FY2026 (July 1, 2025-June 30, 2026):

- Update the 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 a Regional Transit Study for Spring 2025.
- Conduct trail planning work for Wasatch County with discussion of expanding the work into Summit County.
- Conduct grant writing work for Heber City, Midway, and Wasatch County.
- Continue to provide administrative and technical support for the RPO.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Develop RTP for 2027	MAG RPO Staff	May 2026	Adopted WB RPO Model

5. Administration and Coordination

5.1 MAG MPO Committee Support, Management, and Work Program

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	3,234 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 xx voting members including xx locally elected mayors, xx 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 xx non-voting members representing Camp Williams, Bluffdale City, Utah House of Representatives, and 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 in order to share information and receive input on plans, programs, and studies. And MAG MPO staff will continue to administer the COG meetings.

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

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 2027 RTP
 - Identify costs directly associated with the UPWP. Costs include all of the indirect non-salary costs directly attributable to all programs in the UPWP. Indirect costs of the program include all the costs associated with the management of the MAG MPO that 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, Wasatch Front Regional Council (WFRC), Utah Transit Authority (UTA), Utah Department of Transportation (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, Governor's Office of Planning and Budget, legislators, adjacent associations of government, and others.
- Other aspects of coordination include preparation of 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 meetings of the MAG MPO committees including the 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 FY2026 Goals and Objectives.
 - Annual UPWP, budget and budget amendments.
 - Self-certification of the Transportation Planning Process.
 - End of year Unified Planning Work Program (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	- MAG MPO staff	End of FY (ongoing)	All the plans, studies, projects, programs created by or in partnership with MPO
Budget and Contract Management	- MAG MPO staff	End of FY (ongoing)	Budget document Completion Plan UPWP
Consultant Management	- MAG MPO staff	End of FY (ongoing)	All the plans, studies, projects, programs created by or in partnership with MPO
Administer MAG MPO committees	- MAG MPO staff	End of FY (ongoing)	All the plans, studies, projects, programs created by or in partnership with MPO

5.2 Public Participation and Outreach

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	1,446 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 FY2026 (July 1, 2025-June 30, 2026):

- Coordinate with the Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), Utah Transit Authority (UTA), Envision Utah, Utah League of Cities and Towns (ULCT), and local government staff, to ensure that the public is well informed about the Regional Transportation Plan (RTP).
- 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	MAG MPO staff	End of fiscal year (ongoing)	Outreach events, meetings, etc.
Public Engagement planning activities	MAG MPO staff	End of fiscal year (ongoing)	Public Engagement Plan Title VI Plan

5.3 Communications

OVERSIGHT	Various (see below)
MAJOR PRODUCTS	See program-specific products below
TOTAL STAFF HOURS	1,129 hours

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

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

- Ongoing communication through the mountainland.gov website, social media platforms, newsletter, and new releases.
- The RTP development process and engagement plans have been updated and communications will follow those new practices.

- Follow the new MAG and Planning Department Communications Plan to assist in member, partner, and public outreach and education.
- Partner with WFRM, UDOT, and UTA on others on transportation and related information, data sharing, and outreach efforts.
- Attend and present at various conferences, legislative hearings, and other events.

MAJOR TASK	OVERSIGHT	COMPLETION DATE	MAJOR PRODUCT
Communications outreach efforts	MAG MPO staff	Ongoing	RTP, PEP, Communications Plan

5.4 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 FY2026 (July 1, 2025-June 30, 2026):

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 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 the Household Travel Survey. UDOT Planning provides expertise across the state in

rail and freight planning issues and worked with MAG in completing the UDOT Freight Plan 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.

Planning Factors Addressed: xx

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

- 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.
- 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 FY2027 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, Regional Roadway Grid Network Study, Transit Fresh Look.
- Collaboration in the Activity Based Model and other data and modeling efforts.
- Implementation of corridor plans that include communities' transportation solutions.
- Implementation of state legislative directives.

5.5 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 FY2026 (July 1, 2025-June 30, 2026):

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 XX NEXT PAGE).

- 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.
- 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.
- Regional Air Quality Initiatives and Environmental Sustainability.
- 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; TechLink TRAX Study; Service Design and Operations Planning Guidelines; Microtransit Pilot Program Evaluations; SRD Grant for Suicide Prevention; 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.
- Wayfinding Signage and Bus Stop Improvement Program.
- On-Board Survey.
- Micromobility Parking Study.

FY2026 Activities include:

1. Five-Year Service Plan
 - a. The Five-Year Service Plan (FYSP) for years 2025-2029 was adopted by the UTA Board of Trustees at the end of 2024. The FYSP will include the April 2026 changes described under Service Implementation, as well as other changes related to project implementation and system optimization.
2. Service Implementation

- Additional frequency increases and added coverage in Utah County.
- The following changes are proposed for implementation in April 2026:
 - Route 846: Route 846 will connect service from University Place and north Orem currently covered by 862 and connect to Vineyard Station via 800 North.
 - Route 850: Route 850 will use 700 N and North County Blvd to serve the Valley Grove Area. The modified 862 will cover the downtown Pleasant Grove area currently served by 850.
 - Route 860: Route 860 will provide all-day service to Eagle Mountain and Saratoga Springs, including the new park and rides, connecting to American Fork Station.
 - Route 862: Route 862 will extend the west portion of the current route north to serve Lindon, Pleasant Grove, and American Fork, connecting to American Fork Station.
 - Route 806: Route 806 will be discontinued and the loss of geographic coverage will be mitigated by the implementation of an On-demand zone that makes connections, as well as all-day service on Route 860.
 - Restoration to previous levels of service on four routes that were reduced due to previous staffing issues.

3. Microtransit Pilot Program Evaluations

- a. The Innovative Mobility Solutions (IMS) department has partnered with VIA (a third-party vendor) on a public private partnership to deploy UTA On Demand service zones in four zones: Southern Salt Lake County, Salt Lake City Westside, Tooele County, and South Davis County. IMS's strategic goal in this space is to manage safe, reliable demand responsive transportation programs for a better quality of life. Microtransit, shared-ride services expand access, improve accessible mobility options, and provide a high-quality customer experience as rated daily by riders. On demand provides a coverage-based transit service.
- b. UTA On Demand zones continue to be evaluated based on key performance indicators (KPIs) of cost per rider, availability, utilization, and on time pickup. Comprehensive reports will be released each month to highlight the service performance and customer experience of UTA On Demand. In addition, UTA's Five-Year Service Plan identifies additional opportunity zones for when/if incremental funding becomes available.

4. Service Design and Operations Planning Guidelines

- a. UTA Design Documents, including the Service Design Standards and new Operations Planning Guidelines, will be incorporated as UTA policies after being approved by the UTA Board of Trustees.

5. Bus Stop Improvement Program

- a. 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.

- b. 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

- a. 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.

7. Mobile Trip Planning

- a. 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 is as a fully integrated Mobility-as-a-Service solution functionality across several transportation platforms.

8. Bus Speed and Reliability Program

- a. The BSRP is a system-wide, ongoing effort to improve the speed and reliability of bus service across UTA's service area. The BSRP is modeled on similar programs at peer transit agencies that have successfully improved bus operations through interventions at locations where delays occur. The program is starting with a small number of high-ridership routes, where UTA will combine operator and user comments with performance data to identify delay and reliability hotspots and develop solutions. In the long run, the program is envisioned as an ongoing process to reduce delay throughout the bus network. Some of the many tools for improving speed and reliability include:
 - i. Transit signal priority for buses at signalized intersections
 - ii. Bus-only lanes on stretches of road or at intersections
 - iii. Improvements to bus stops to facilitate boarding and exiting of passengers
 - iv. Adjustments to routing, placement of stops, and scheduling

9. TRAX Forward Program

- a. The TRAX Forward Program encompasses system-wide improvements focused on enhancing safety, speed, and reliability. This program will address UTA's aging Light Rail system, adding advanced technology that can improve

speeds, accommodate more frequent service, and provide world-class passenger experience in normal and special event operations.

- i. The elements of this program are:
- ii. TRAX Service Expansion and Capacity Upgrades
- iii. Modernized Accessible Fleet
- iv. Station Improvements
- v. Speed and Reliability
- vi. Signaling and Safety

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

- a. 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 TOD development. UTA and MPOs assist municipalities to define a preferred vision and concept plan as part of the Station Area Planning process with the goal of producing an implementation plan. Ultimately, cities with completed Station Area Plans have made significant strides toward development, including programming infrastructure improvements, identifying funding mechanisms, and creating partnerships with the development community.
- b. 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 both the Lehi and Farmington FrontRunner stations to create Master Development Plans for redeveloping the UTA-owned Park-and-Ride lots.

11. Emergency Preparedness Planning

- a. The Utah Transit Authority (UTA) works with federal, state, and local partners providing a prepared and reliable transportation service. UTA follows the National Preparedness Goal with a whole community approach to emergencies or disasters. The goal: “A secure and resilient nation with the capabilities required across the whole community to prevent, protect against, mitigate, respond to, and recover from the threats and hazards that pose the greatest risk.” UTA strives to achieve this goal through the development of plans for natural and man-made hazards, as well as through training and exercise.
- b. UTA combines with community partners as appropriate for training and exercise. The 2025-2026 year will bring additional multi-jurisdictional/ multi-agency trainings that involve transportation and local emergency response. Particularly as UTA expands its commuter rail footprint in its service area.
- c. UTA emergency management is participating with counties updating their FEMA required Hazard Mitigation Plans. UTA also coordinates with the State of Utah Division of Emergency Management to update the Emergency

Support Function (#1 Transportation) in their plans. These plans are in process for completion during the 2024-2025 fiscal period.

- d. UTA Emergency Management Program Manager continues to oversee necessary updates of the Emergency Preparedness Plan (EPP), Emergency Operations Plan (EOP), Continuity of Operations Plan (COOP), and service unit Emergency Response Plans (ERP) for the 2024-2025 fiscal period. These are living documents and are periodically reviewed as situational awareness and threat/risk assessments are updated.

12. Rideshare Program Planning

- a. The UTA Rideshare Department will continue to promote transportation demand management strategies throughout the Wasatch Front by meeting with companies, agencies and individuals on carpool and vanpool matching, discounted pass programs, flextime, telecommuting, and bike programs. The UTA Rideshare Department is also planning to continue to add work process automation to increase the efficiency of the Rideshare Program.

13. Special Services/ADA Strategic Planning

- a. 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 will continue to review plans and provide technical assistance to ensure access to employment, services, and other opportunities for all people with and without disabilities. 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 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. 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.
- b. Policies and procedures are reviewed to assure 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.
- c. UTA has also expanded 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; as well as increased efforts to ensure that transit facilities are accessible to and usable by individuals with disabilities.
- d. In 2026, UTA will evaluate alternative options produced in the Paratransit Forward study to enhance transportation for individuals with disabilities across the Wasatch Front region.

14. Regional Air Quality Initiatives

- a. Public transportation helps remove vehicles from Utah roads and aids in the improvement of air quality along the Wasatch Front. UTA continues to work closely with community partners and state and local agencies to promote air quality initiatives and encourage the public to opt for alternative modes of transportation.
- b. Since 2014, UTA has worked with partners from the University of Utah, the Utah Division of Air Quality, Salt Lake County, and others to place air quality monitors on UTA Trax cars and electric buses. UTA's electric-powered transit systems provide a unique mobile platform that allow researchers to capture real-time spatial variations in ozone and PM2.5 across the Salt Lake Valley. UTA will continue to support these efforts to better understand air quality in the region.
- c. UTA is committed to providing a transit service that results in cleaner air quality. UTA currently operates 25 hybrid articulated buses, 34 battery electric buses, and 59 compressed natural gas (CNG) buses. UTA plans to transition the fleet toward new technology that meets today's stringent federal emission standards and to introduce more alternative clean fuel vehicles. UTA will continue to look for funding opportunities to assist with this fleet transition.

15. Transit Asset Management (TAM) Plan

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

16. Environmental Sustainability

- a. UTA's Board of Trustees made sustainability an integral part of the organization's strategic priorities, with the goal of "moving Utahns to a better quality of life". A new Environmental Steward and Sustainability Specialist was hired in 2023 to move UTA's goals forward. UTA will make meaningful improvements to ensure a sustainable public transit system that protects the planet, strengthens the community, and enhances shared prosperity. UTA will focus on the following goals:
 1. Complete an agency-wide sustainability audit to determine the organization's total carbon footprint

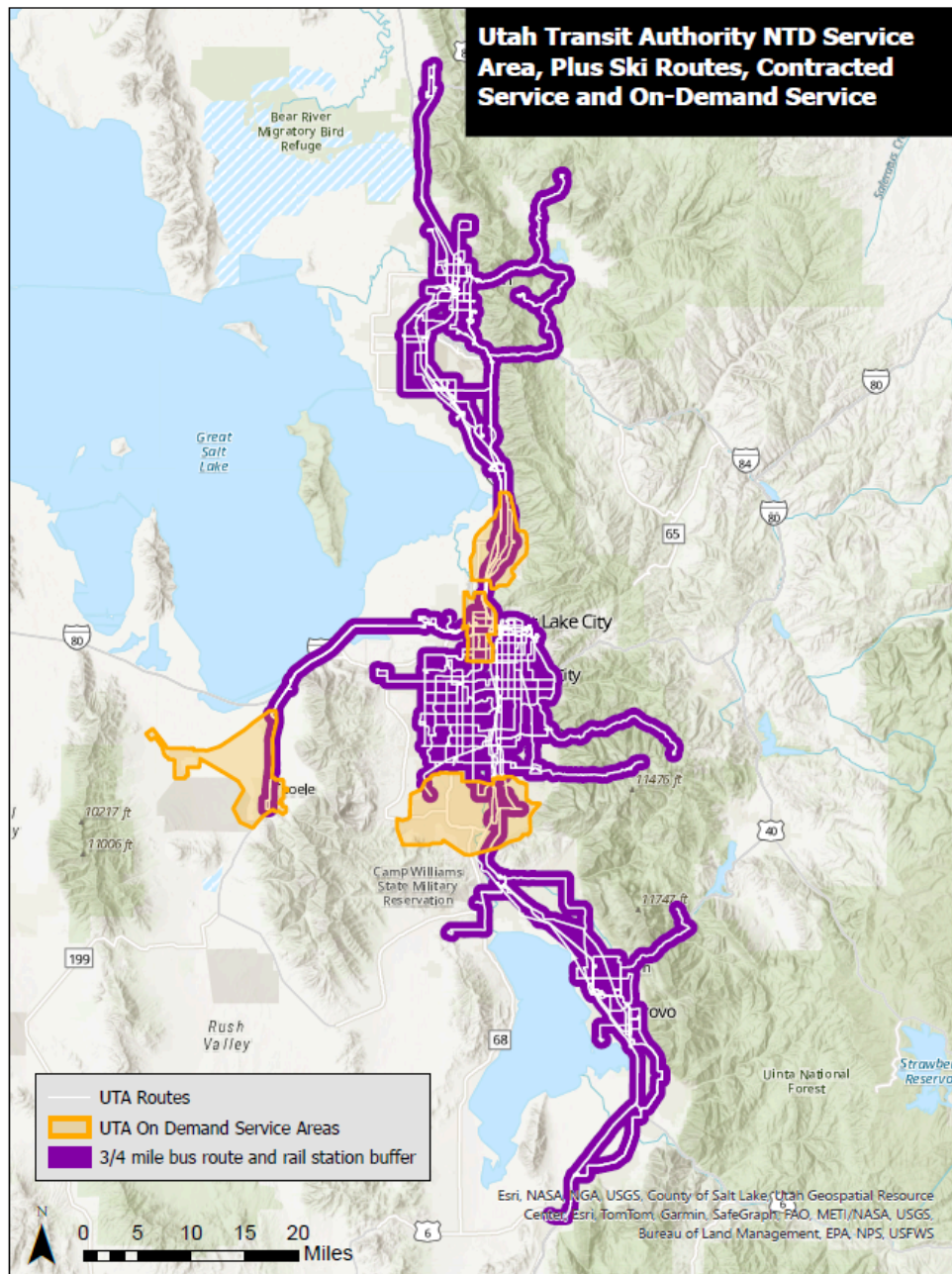
2. Complete a sustainability plan with clear steps to reduce carbon footprint, mitigate water use, and divert waste from landfills
3. Create a recycling program to reduce waste from fleet maintenance
4. Continue the activation and education of the Green Team

18. Travel Demand Modeling

- a. 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.

19. SRD Grant for Suicide Prevention

- a. Thermal and Radar cameras were installed in 2022 in a few strategic locations where suicide attempts are common. Trains will be notified of a potential suicide risk on their route so they can react and UTA will dispatch police out to the area to intervene and help the vulnerable individual. UTA will be testing the response time of the police when at-risk trespasser is identified on the track. Additional Hope Poles will be installed at the problematic areas. A map of incidents occurring on the FrontRunner line is being created within the study timeframe (2022-2024).
- b. The hiring of the video technicians and training them for the study will take place the second quarter of 2024. These technicians will track false and true alarms. The data from the alarm manager will be collected and shared with the team as well. UTA is working on deciding on whether additional cameras will be installed and where. The two locations that are being debated are the Pioneer Interlocking area that had the recent suicide and the Provo Trail Bridge area which has seen multiple suicides in the past.
- c. A final decision on where the fencing will be installed is anticipated this quarter, as well as the beginning of the construction of that fencing. The police chaplain has been determined to be out of reach for the scope of the SRD grant for this study.



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 and equity. 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:

- Sustainable and Local Coordinated Councils (LCCs) in Davis, Salt Lake, Tooele, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects and partnerships.
- Integration of the updated Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber Counties into the Regional Transportation Plans. These plans are being updated in FY2026 with input from the LCC attendees.
- Ongoing outreach to underrepresented populations.
- FTA 5310 Funding Administration grant award cycle. A Notice of Funding Opportunity (NOFO) will be publicly posted in December 2025. Grant awards will be made in April 2026.
- Electronic voucher (eVoucher) program fully redeveloped and testing of software complete. This testing will now be completed by fall 2025.
- 5310 Grant Subrecipient site visits were completed and are ongoing.
- Collaborative work with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA).
- Begin work on the Utah Statewide Public Transit Study with UDOT beginning in FY2026 as requested in SB195 during the 2025 Legislative Session.
- UTA Referral Call-in Line.
- Mobility Management of temporary trips connected to the Referral Call-in Line will begin.

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.

- Sustainable and Local Coordinating Councils in Davis, Tooele, Salt Lake, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects
 - UTA staff will continue to work with the Local Coordinating Councils to improve outreach to their local communities.
- 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 Plan.
 - These plans will be updated in FY2026.
- Ongoing Outreach
 - Continually provide outreach to seniors, and individuals with disabilities. Outreach is achieved through: public Local Coordinating Councils, participation on the UTA Committee on Accessible Transportation, participation on the OEF/OIF Veterans Coordination Council, participation on the United Way 211 Council, public event tables, speaking at community organizations, outreach for survey feedback, working with government agencies, partnerships with non-profit organizations, Travel Training, etc.
- FTA 5310 Funding Administration
 - A Notice of Funding Opportunity (NOFO) will be publicly posted in December 2025. New grant awards will be selected in April 2026.
 - Administering, managing and programming these funds, and selecting and monitoring the implementation of funded projects.
 - Ensuring that all interested parties have a fair and equitable opportunity to apply; and if selected, receive a fair and equitable distribution of funds.
 - Ensuring compliance with guidelines as defined by the FTA and any state or local authority.

- Ensuring project review and selection process includes 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.
- Electronic voucher (eVoucher) program functioning for public use
 - The UTA Coordinated Mobility Department is involved in a public/private partnership electronic voucher (eVoucher) system.
 - UTA to explore 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.
 - After selecting a new coding partner, the eVoucher product is now in testing through the fall of 2025.
- Collaborative work with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA)
 - UTA Coordinated Mobility to work more closely with UDOT through URSTA to improve coordination of the 5310/5311 grant requests and projects.
 - Begin work on the Utah Statewide Public Transit Study with UDOT beginning in FY2026 as requested in SB195 during the 2025 Legislative Session.
- 5310 Grant Subrecipient site visits
 - In-person site visits to 5310 Grant subrecipients is required of the 5310 program.
- UTA Referral Call-in Line
 - Continue management of the Utah Transit Authority Coordinated Mobility Referral Call-in Line.
 - Mobility Management of temporary trips connected to the Referral Call-in Line will begin.

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

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

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

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