

Unified Planning Work Program

MAG Metropolitan
Planning Organization

FY23

July 2022-June 2023



MAG

Expert Resources. Enriching Lives.

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Executive Summary

The annual Unified Planning Work Program (Work Program) describes the planning work within the MAG Metropolitan Planning Organization (MPO) conducted by staff of the MPO, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA). The program gives a general overview of the work to be accomplished over the next year by describing the planned work, budget, and sources of funding. The MPO combines its annual planning funds from FHWA and FTA under the CPG via a federal aid agreement administered by UDOT. This grant allows flexibility in funding and carrying projects and programs forward between fiscal years. In addition, MAG manages the STP MAG State Exchange Funds that are part of the revenue for this budget.

This Work Program starts July 1, 2022, through June 30, 2023, matching the AOG budget cycle. The plan includes 13 FTE staff, some of which are divided between the MAG MPO (urban Utah County) and the Wasatch Back Rural Planning Organization (RPO).

MPO Staff funds account for \$1,757,834 or 38% of the budget. Studies and contracts account for \$2,914,184 or 62% of the budget. The total Work Program is \$4,672,018.

Budget Sections

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

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

Section B - Planning Activities: Includes in-house planning documents and studies, long and short-range plans and programs, technical assistance and interaction with the municipal and agency staff, public involvement, linking transportation and land use, active transportation, congestion management, safety, environmental, and transit planning.

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

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

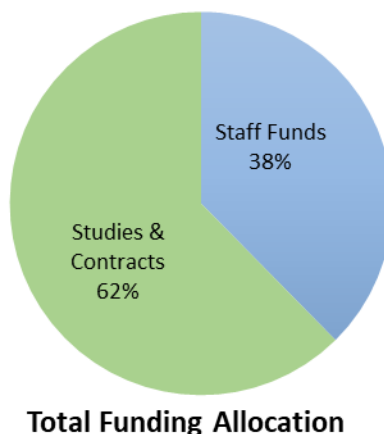
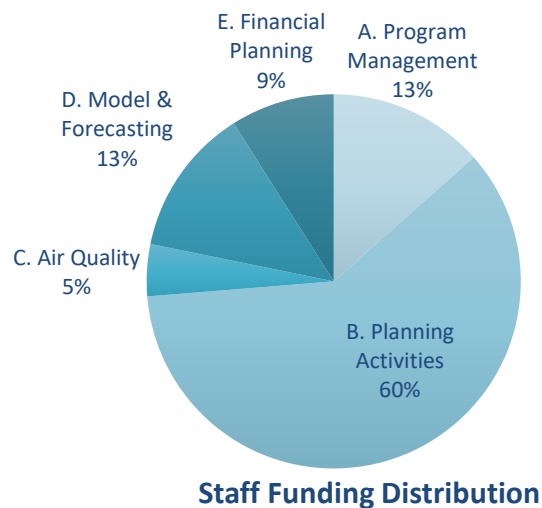
Section E - Financial Planning: Includes programming funds for the Work Program, Regional Transportation Plan, TIP, and exchange funds management.

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

For FY 2023, MAGs Regional Planning Department has reorganized into three groups:

Transportation, Analytics, and Planning. These groups are proposed to spend about 72% of their work within the MPO with the remainder of time within the Wasatch Back RPO. Because of this adjustment less funding for staff is proposed within the MPO this fiscal year compared to last. Studies and contracts are higher over last year due to larger studies for RTP work, survey work, a new transportation and land use grant program, as well as adding local studies that will be administered by the MPO.

Sections	FY 23	FY22
A-E Staff Funding	1,757,834	2,200,156
F. Studies & Contracts	2,914,184	651,500
Total Work Program	4,672,018	2,851,656



Introduction Unified Planning Work Program

The annual Unified Planning Work Program (Work Program) describes the transportation planning work undertaken by the Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO), the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) within the MPO planning area from July 1, 2022, to June 30, 2023. The Work Program illustrates to member jurisdictions, Federal Highway Administration (FHWA), Federal Transit Authority (FTA), and the public how planning resources are allocated following regional needs, and describes the planned work, budget, and funding sources.

Metropolitan Planning Organization

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

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

Funding

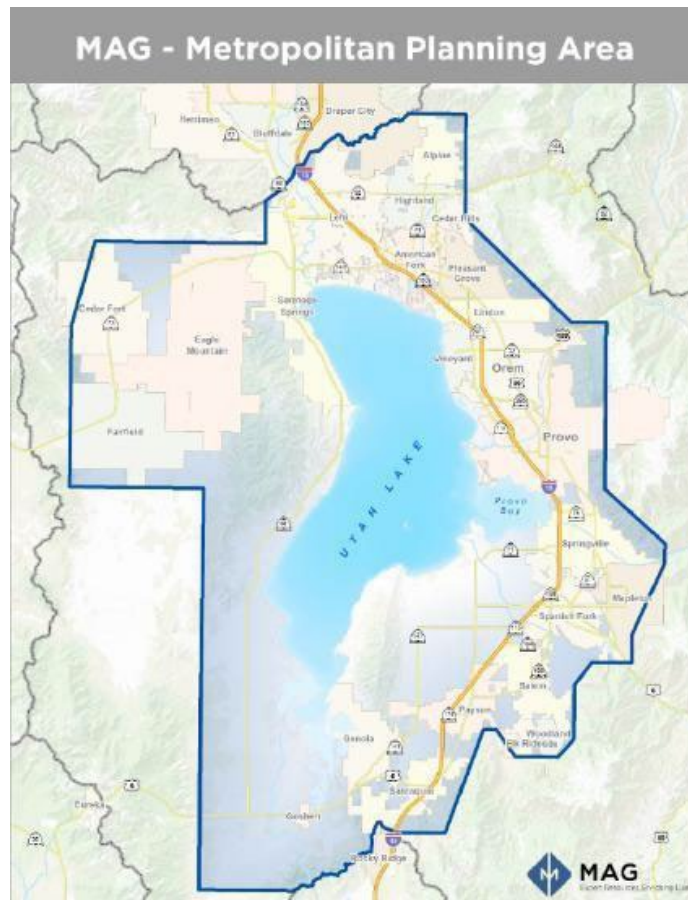
The MPO acts as a conduit for various federal funds for planning, programming, and implementation. MPO funds are programmed for regional transportation projects, studies, and programs. Funding sources directly available to the MPO for these activities include Provo/Orem Urban Surface Transportation Block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

For MAG planning work the MPO receives FHWA Planning (PL) funds and FTA 5303 funds. State funds for planning include the Local Planning Assistance (LPA) for staff work and special studies. In cooperation with UDOT, the MPO exchanges its allotment of Urban STBG funds with the state for state sales tax transportation funding becoming MPO funds.

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

Geographical Location

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



MPO Organization and Management

MAG's Executive Council is the governing board and final policy-making body of the three-county association. This body approves working budgets and staff policies. It is composed of mayors, commissioners, and county council members of member jurisdictions within the association's boundaries of Summit, Utah, and Wasatch Counties.

The MPO Regional Planning Committee (MPO RPC) is the MPO board of directors. It was established to direct regional transportation planning work as well as selecting projects to fund with MAG and Utah County transportation funding. MPO RPC reviews and approves this Work Program, TransPlan50 the MPO's Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), air quality policy, and all other urban transportation plans and programs for the MAG MPO area.

The MPO board is made up of an elected representative from each municipality in Utah County, all three Utah County Commissioners, a UDOT Commissioner, a UTA Trustee, and a Utah Air Quality Board/Senior Staff member. FHWA, FTA, the Environmental Protection Agency, Federal Railroad Administration, Federal Aviation Administration, and Utah County State Legislative Delegation may be invited to participate at meetings as non-voting members. The public is welcome, time is allotted for public comment at each meeting.

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

Federal Planning Emphasis areas and the IIJA Act

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

Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the

new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level. New programs include:

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

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

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

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

Equity and Justice in Transportation Planning

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

Complete Streets

Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future

transportation infrastructure, particularly those outside automobiles.

Public Involvement

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

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

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

Federal Land Management Agency (FLMA) Coordination

Promote coordinating with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

Planning and Environment Linkages (PEL)

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

Data in Transportation Planning

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

MPO Regional Goals

MAG will promote cooperation and coordination across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to transportation planning.

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

MAG Transportation Goals

The MPO has developed, through area transportation stakeholders, the public, and MAG committees', transportation goals to guide the urban area as development continues to grow in the future. These goals include developing a regional highway grid; exploring additional freeway and highway capacity; creating a robust transit system; continuing to build a regionally connected active transportation system; preserve what we have.



Goal 1
Update the Regional Highway
System to a Metropolitan
Grid-based Network



Goal 2
Explore Additional
Freeways, Add Capacity



Goal 3
Create a Robust Transit
System



Goal 4
Build a Regionally
Connected Active
Transportation System



Goal 5
Preserve what we have

Section A | Program Management

Total Budget 236,631 (FHWA PL 220,611 / local 16,019)

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

- MAG MPO Regional Planning Committee: meets the first Thursday of the month (excluding July and December).
- MAG MPO Technical Advisory Committee: meets approximately 10 days prior to Regional Planning meeting.
- Joint Planning Advisory Committee (JPAC) meets quarterly as needed on the first Thursday.

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

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

Additional Agreements:

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

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

- Staff Salaries

- Fringe Benefits
- Travel: travel expenses both inside and outside the region; conference registration and other fees associated with attendance at approved functions
- Office Expenses: supplies; subscriptions; repair and maintenance of equipment and copy costs by outside services.
- Copy and Printing Costs: in-house reproductions of documents and handouts for meetings
- Communications: telephones; mobile phones and related programs, postage; supplies and maintenance for postage meter
- Space Cost: utilities; maintenance; janitorial costs; any needed rental/repairs; and common business park fees
- Equipment and Office Furniture: upgrade of office equipment and furniture, trail counters
- Other: legal fees to include advice on contracts, personnel matters; any possible liability for the agency; liability insurance; membership and professional fees; meetings expenses, document and brochure printing, and advertising
- Data Processing: maintenance licenses and contracts; software; computer repairs, and aerial photography data
- Annual MAG audit by outside firms

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

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

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

This Work Program is incorporated into the annual MAG budget for approval by Mountainland Executive Council.

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

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

Section B | Planning Activities

Total Budget 1,059,208 (FHWA PL 337,801 / FTA 5303 330,976 / MAG 318,722 / local 71,708)

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

Regional Transportation Plan Development: Development on refining the RTP process will continue with the MAG/WFRC joint Real-Estate Market Model (REMM) and Travel Demand Model. REMM works in concert with the travel model to allocate households and employment in areas where transportation investment is being made phase by phase. This allows for a dynamic job and household allocation through time that is reflective of transportation access investment through time.

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

Point of the Mountain Development Authority: Cooperate in the future planning and development of the silicon slopes area along with WFRC, UDOT, and UTA.

- Participate in the Transit Alternative Analysis led by UTA
- Participate in POMDA studies and meetings

Management of Transportation Studies and Program Support Data: Staff will continue to manage and participate in transportation studies with our partners to support the development of future projects, understand its impacts on vulnerable populations and the environment and quantify the benefits of the RTP and TIP. Studies this cycle include (costs are in Section F):

- Alpine/Highland Active Transportation Plan
- Context Sensitive Solutions Study

- Household Travel Survey Work
- MAG RTP Public Involvement / Plan Process Work
- Pioneer Crossing Arterial Planning Study
- Pleasant Grove Center St Intersection
- RTP Active Transportation Work
- Santaquin Regional Study
- Streetlight Data Purchase
- TIP Environmental Work
- Transit Signal Priority Study
- Travel Demand Model Mode Choice Update
- Utah Free Fare Transit Study
- Utah Parking modernization Initiative
- Utah's Unified Transportation Plan Communications Work
- UVU Active Transportation Study

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

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

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

Biennially, the MPO TAC recommends projects to the MPO RPC to be included in the TIP. MPO staff gathers information on potential projects and applications from project

sponsors for TIP selection. Approved changes by the MPO RPC are listed in the TIP. The TIP is evaluated for conformity and consistency with the State Implementation Plan for air quality. The MPO RPC approves the updated TIP and any larger modifications to it. The TIP is submitted to the Governor or his designee for approval.

The MPO is responsible for updating and publishing the TIP with the assistance of UDOT and UTA. The TIP is developed in accordance with FTA C 7005.1 and analyzed in accordance with criteria and procedures for determining conformity, as stated in 40 CFR 51.410. MAG will produce:

- Transportation Improvement Program. Updated project cost estimates, status, and project descriptions.
- Track TIP projects for yearly report.
- Assemble and track the annual list of projects. This document will reflect the status of all the projects programmed in year one of the previous STIP and distributed to all local jurisdictions and made available on the MAG website.
- Work with UDOT to provide appropriate access to UTA and MAG to ePM so that they can input their TIP information which would provide a tool for better communication.
- Assist with Project Development of funded projects.
- Provide Project Management and Oversight of funded projects if a Federal Funds exchange for State Funds is executed with UDOT.

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

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

MAG Utah County Regional Highway Grid Network Study: MAG will continue the study of the urban area highway grid network based on ITE highway spacing guidelines and MAG RTP work. \$115k was contracted for this study. This work includes researching

the Institute of Transportation Engineers (ITE) guidelines and creating a narrative. The study is parsed into a quadrant level analysis with focus on network problem areas and demonstrates benefits and best practices of a connected regional highway grid network. A range of products for different urban types (greenfield vs. built-up environment) are being developed. Modeling will help identify facility size, road cross sections, highway spacing requirements, access management, the characteristics of different types of facilities and access types, and changes at the neighborhood level with grid connections. The study is also identifying tiers in the regional system for potential ownership (local, county, state), funding options, cost by functional type by jurisdiction, and funding opportunities/funding gap. The end product should include example codes/ordinances to aid cities in the development process in creating the grid and demonstrate benefits of the grid to the major highway (UDOT) system.

Public Participation: Mountainland MPO recognizes its responsibility and opportunity to inform the public and other agencies of its programs and plans by soliciting and incorporating public input into all planning activities.

Citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties can and do comment on proposed plans in the early stages of development and throughout the process toward completion of the plans.

Draft and final copies of the various plans and studies are available at the MAG office and web site <http://mountainland.org>.

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

During the year the staff and member agencies identify methods and procedures to ensure that the regional transportation planning process and the transportation improvement program comply with Title VI of the Civil Rights Act of 1964.

MPO staff uses the latest census and other data to identify residential, employment, and transportation patterns of low- income, elderly, disabled, and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. The staff strives to

improve its public participation process, by eliminating participation barriers, and engaging target populations and providing language translation services for Limited English Proficient (LEP) individuals.

All interested citizens, local elected officials, identified minority groups, public agencies, private transportation providers, and segments of the community affected by transportation plans, programs and projects are invited to MAG MPO TAC and RPC meetings. These meetings are streamed live and recorded on YouTube. All committee meetings are open to the public.

MPO Public Participation Products:

- Continue work to make the website more user friendly for the public.
- Develop a user-friendly informational web page and survey for the RTP.
- Provide planning documents in Spanish when requested.
- Monitor the complaint process to assist in addressing any Title VI and nondiscrimination related complaints that may be received.
- Develop online and other methods to involve and educate the public, including hard to reach populations and groups.
- Produce mailing lists, surveys, and committee meeting minutes.
- Publish meetings and open houses information on the Utah State Public Notice Website.
- Review MAG's Public Participation Plan.
- Conduct public relation outreach and develop content.
- Research and develop new methods for improved outreach.

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

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

MAG staff identifies existing and future congested areas using data derived from the regional travel model combined with a GIS database, micro simulation modeling, and input from local officials via MPO TAC. MPO TAC selects performance measures and

evaluation criteria to identify the most congested corridors within the MPO boundaries.

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

MPO Transportation Management Systems Products:

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

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

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

MPO staff works with UTA to develop long-and short-range transit plans for the Mountainland MPO area, which involves reviewing and updating the RTP in coordination with UTA's Transit Development Plan. This involves transit funding, transit productivity measures, inter-modal center development, park and ride planning, integration with motorized and Active Transportation travel modes, integrates with

other long-range studies, recommends possible transit improvements, and looks at equity and system changes within the current transit system.

Mobility Management Strategy Implementation and the Regional Coordinating Council: The Mobility Management process is intended to develop various services and business plans to create high-priority coordination between entities that provide public transportation.

This would involve entities that provide transportation for individuals with disabilities, older adults, and individuals with limited incomes, and lays out community strategies, involving all service providers, for meeting these needs and prioritizing services.

A Regional Coordinating Council has been created that is attempting to work cooperatively and to create partnerships for better service to elderly, disabled, and low-income populations. Since the fall of 2017, a volunteer driver service known as Utah Valley Rides has been initiated in the Provo and Orem area to provide rides to seniors who qualify. It has a limited schedule and only two vehicles. The service is the result of a partnership with UTA, United Way of Utah County, and MAG. It is hoped that the service will continue to grow and provide longer hours and greater geographical coverage as more vehicles are acquired, more funding received, and more volunteer drivers are found.

MPO Transit Products:

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

Transportation and Land Use Connections: Local governments across the MAG MPO

region recognize the importance of integrating land use and transportation planning at the community level. For those communities interested in this type of integrated and coordinated planning, a new program at MAG will provide technical assistance as a way to help local communities achieve their goals. We anticipate the program will help communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit.

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

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

MPO Linking Transportation and Land Use Products:

- Help communities identify how transportation decisions affect land use, growth patterns, and related community impacts on both regional and local scale.
- Explain how land use patterns affect travel patterns and the overall performance of the transportation system.
- Assist elected and appointed officials as well as the public of the various

transportation planning processes including Station Area and TOD plans, statewide planning, metropolitan planning, corridor planning/alternatives analysis, the NEPA process, subarea planning, and project development, and how land use considerations can be integrated into these processes.

- Assist in local comprehensive planning and land use regulatory activities and describe how the process and outcomes of these activities can support local and regional transportation objectives.
- Identify and assist with analytical tools that are available for measuring and forecasting the impacts of transportation and land use decisions.
- Continue the development of the Real Estate Market Model (REMM), in coordination with Wasatch Front Regional Council. REMM forecast land use housing and job allocation through time and is sensitive to the investment in the transportation system through time.
- LPA grant program cost \$500k

Bicycle and Pedestrian Planning: Utah Valley has exhibited an increasing need and demand for bicycle and pedestrian friendly facilities. These include shared use paths, neighborhood pathways, bike lanes and other in-road improvements, sidewalks, road crossings, transit access, and pedestrian friendly zones.

There is a desire in the community to better identify and preserve this pedestrian and bicycle access through dedicated facilities, and mixed land use development. By encouraging the development of a valley-wide bike and trail pedestrian transportation system and through changes in land use patterns vehicle trips can be reduced and traffic congestion mitigated. This creates a substantial community resource by providing safe transportation alternatives, recreational opportunities, open space preservation and access, and improvements in environmental aesthetics. Such quality-of-life enhancements also has a positive effect on economic vitality.

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

- Act as project manager as needed in both planning and construction activities.
- Act as a safety resource to communities in identifying and solving problematic high incident bicycle/pedestrian and motor vehicle crash locations, including safety training, warning devices, pedestrian crossing design, transit facility design, and traffic calming techniques.
- Coordinate efforts between all groups interested and involved in building a bicycle and pedestrian network within Utah Valley, including but not limited to

local communities, county, state, and federal agencies, volunteer groups, and regional alliances.

- Provide assistance to local communities in identifying and securing outside funding sources for bicycle and pedestrian improvements, including grant research and grants writing.

MPO Bicycle and Pedestrian Planning Products:

- Continue to coordinate implementation of the final phase of the Provo River Parkway Trail between Vivian Park and Deer Creek Dam.
- Coordinate with UTA, UDOT, and the cities of Lehi, American Fork, Pleasant Grove, Lindon, and Vineyard on the Rail Trail Feasibility Study. This effort will determine the alignments, costs, and environmental clearances for development of bicycle/pedestrian facilities along the Central Transit Corridor from south Lehi to Vineyard.
- Assist partner agencies in implementation of projects funded by \$20m TIGER grant, specifically a bicycle/pedestrian bridge over multiple Union Pacific and UTA rail lines to the Provo Intermodal Station.

Corridor Preservation Assistance: Administer the Utah County Corridor Preservation Fund program in conjunction with Utah County. Act as project officer for all partners in the negotiation and acquisition of necessary property rights for planned facilities. Serve on the UDOT Corridor Preservation Fund Advisory Committee. Serve as liaison between UDOT and local entities in preserving Rights-of-Way on priority state facilities.

MPO Corridor Preservation Assistance Products:

- Update Application Procedures to reflect changes to state law and adopted practices by the MPO.
- Announce and process funding opportunities and applications through TAC and RPC.

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

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

MPO staff continue to coordinate regional planning issues between communities. If the need arises, subcommittees of the Technical Advisory Committees will be appointed to meet on specific issues.

Demographic and Socio-Economic Monitoring System: Every three to four years the Gardner Policy Institute (GPI) of the University of Utah generates population projections at the state and county level. The MPO produces small area projections (city and traffic analysis zones) using the GPI county number as a control number. The most recent projections from GPI were released January 2023 and were based on Census 2020 apportionment data and WorkForce Services employment data. The MPO plans to use the county level projects from this work to produce small-area (municipal) population projections.

This demographic information is used in the travel demand modeling effort and by member jurisdictions in their planning efforts. The travel modeling results include current and projected Vehicle Miles Traveled (VMT) used in air quality analysis, congested roadways, and average daily trips on major roads. The RTP uses modeled data to determine needed capacity increases. The Congestion Management Process also makes use of this data.

Geographic Information System: Mountainland GIS continues to create and analyze data in all the planning efforts. This includes preparing data received from other agencies and data generated in house. Special focus is given to census data as we synthesize and develop data summaries to be used in our land use and transport modeling efforts. GIS serves as a principal tool in the MPO's data development, storage, and analysis activities. GIS displays and maps plans and programs.

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

MPO Technical Assistance Products:

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

- Provide assistance and information with regional data sets.
- Provide self-certification training to the elected officials to better understand the requirements of the legislation to which they are certifying adherence.
- Include appropriate credit references and disclaimer statements on all future products and reports that are completed with SPR and PL funding.
- Develop presentations for specific cities, special interest groups, and industry.
- Develop employment data.
- Develop housing data.
- Continue to create and distribute demographic information to elected officials, technical staff, and the public.
- Continue development of Web Mapping Application

Section C | Air Quality

Total Budget 78,877 (FHWA PL 73,537 / local 5,340)

The work in this section includes preparation of RTP and TIP conformity determination reports, assisting with the preparation of State Implementation Plans (SIP) for air quality, and air quality analysis activities. Utah County is designated as maintenance area, for PM₁₀ (particulate matter under ten microns), non-attainment area for PM_{2.5} (particulate matter under 2.5 microns), and marginal non- attainment for Ozone. The city of Provo is designated as a maintenance area for Carbon Monoxide (CO). All the cities and the County are eligible for federal Congestion Mitigation and Air Quality funds.

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

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

Carbon Monoxide: Provo City is designated as a maintenance area for CO. Provo City CO maintenance plan was approved by EPA on November 5, 2005 and became effective January 3, 2006. The second 10-year maintenance period was approved in March 2020. In 2026 the state will be eligible to request a reclassification to “unclassified” and retire the non-attainment designation. As part of the second 10-year period, MAG no longer needs to calculate CO emissions for comparison to the Motor Vehicle Emissions Budget and instead does a qualitative analysis.

PM10: Utah County was redesignated as a maintenance area for *PM10* effective March 26, 2020. All Conformity Determination Reports for the RTP reflect the budgets established in the Maintenance Plan; in accordance with 40 CFR part 93 requirements. Work will evolve around interpretation of new rules and guidelines published by the Environmental Protection Agency (EPA) and FHWA in conjunction with the transportation bill, efforts to educate the public and elected officials along with implementation of beneficial air quality strategies, monitoring ozone, PM_{2.5}, and Green House Gases (GHG) rules. It will converge also on monitoring the effects on the transportation sector of near road NO₂ emissions.

In the efforts to bring the region to attainment of the various pollutants we are challenged with, MAG MPO is actively participating with the Utah Valley Clean Air Taskforce, Utah Valley Sustainability Coalition, and other stakeholder’s groups active in the region.

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

Development of Traffic Control and Travel Demand Management Measures: In the on-going effort to reduce on road emissions, the MPO is responsible to identify and develop transportation control measures of all types that may be considered in the appropriate State Implementation Plans. MPO staff works with the cities on several signalization projects, IM program improvement proposals and ongoing conformity analyses. A significant amount of time and effort is diverted towards acquiring

proficiency in use of the EPA approved emissions model MOVES3. Staff continues engaging in testing and reporting on all new versions EPA introduces.

MPO Air Quality Products:

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

Section D | Modeling Forecasting

Total Budget 225,363 (FHWA PL 210,106 / local 15,257)

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

MAG MPO uses a regional travel demand model as the principal analytical tool for determining present and future transportation facility needs for the area. This model is jointly maintained and operated by MAG MPO and WFRM. The travel demand model continues to be refined and improved to meet planning and engineering needs and to keep pace with the current state of the practice in travel forecasting. As such, resources continue to be allocated for model development, maintenance, and operation. MAG MPO also continues to develop and maintain the socio-economic data used for the travel demand model.

Travel Demand and Socio-Economic Models: Staff time is allocated to gather and develop travel demand model input data and socio- economic model input data (Real Estate Market Model); run, calibrate, and validate the travel demand model and the socio-economic forecasting model; create, maintain, and update travel demand model highway and transit networks; run and analyze project sets for RTP development and scenario testing; and produce files needed for air quality conformity determinations. Staff time is also allocated to support other planning activities such as other studies and/or EIS which take place over the course of this work program. MAG MPO currently uses the Real-estate Market Model (REMM) to estimate population distribution.

Traffic Data Collection: UDOT continues to maintain a traffic-monitoring program to meet the federal Highway Performance Monitoring System (HPMS) requirements. Traffic volumes are compiled, published, and distributed annually.

Travel speed and vehicle occupancy data are collected annually. Other data such as peak period factors, AADT to AWDT conversion factors, truck percent, and directional splits are also collected annually. MAG MPO will also work with local agencies to develop a process of sharing and using traffic data they may have that could be used to help calibrate and validate the regional travel demand or micro simulation models.

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

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

MPO Modeling & Forecasting Products:

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

Section E | Financial Planning

Total Budget 157,754 (FHWA PL 147,074 / local 10,680)

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

In 2008 and 2017, the state legislature allocated over \$1.5 billion in funding for major highway projects within the county. Also, voters approved a ¼ cent sales tax for commuter rail construction from Salt Lake City to Provo. In 2009, the state legislature bonded for \$1.4 billion in funds for the reconstruction of the I-15 Freeway from American Fork to Provo. Utah County also approved an additional ¼ cent sales tax to help fund major highway projects. In 2011 the state legislature dedicated all automobile related sales taxes to be allotted to transportation. These actions represent a major investment into the county which included the I-15 CORE project, Front Runner Commuter Rail expansion and numerous major highways widening projects. The I-15 Technology Corridor project started in 2018, widening and reconstructing the freeway through the Lehi area. The MPO, transportation officials, and our elective officials worked diligently to present the needs to the legislature and public to help gain this funding. In 2021 the UDOT allocated \$350M to construct the Mountain View corridor from Saratoga Springs to Salt Lake County

Since this historic infusion of transportation funding, most large allocations of funding have turned to other areas of the state with the main state transportation funds allocated through 2030. MAG recognizes that there are other areas that need improvement, but with more than half of the Wasatch Front urban area growth projected to happen within Utah County through the next 30 years, other resources will need to be identified to keep up with our current rapid growth.

Financial Planning Products:

- Coordination with UDOT and UTA for their individual activities and studies for the Work Program.
- Update Utah's Unified Transportation Plan Financial Model for 2023 application.
- Completion and adoption of the Work Program by the Regional Planning Committee.
- Address financial status and equity in the Transportation Improvement

Program.

- Updated project cost estimates, status, and project descriptions.
- Assemble and track the annual list of projects. This document will reflect the status of all the projects programmed in year one of the previous STIP and distributed to all local jurisdictions and made available on the MAG website.
- Work with UDOT to provide appropriate access to UTA and MAG to ePM so that they can input their TIP information directly which would provide a tool for better communication.
- Evaluate the benefits of updating the TIP on the same frequency as the rest of the state.
- Assist with Project Development of funded projects.

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

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

Section F | Studies and Contracts

Total Budget 2,473,600 (MAG 1,688,489 / FTA 5338 525,000 / local 260,111)

This section covers all studies and contracts to be conducted by the MPO.

Travel Demand Modeling \$62,000 (MAG 57,802.60 / local 4,197.40)

MAG operates a joint Transportation Demand Model with WFRC and UTA. WFRC provides additional technical assistance to MAG and contracts with consultants to develop and support the Travel Demand model and Real- estate Market Model. MAG, WFRC and UDOT support the travel demand model coordinator staff position at WFRC to oversee all modeling in the state.

MAG Studies \$420,000 (MAG 391,566 / local 28,434)

MAG studies include those proposed by the MPO and by municipal sponsors through the TIP Selection Process. All studies are regional in nature and are managed by the MPO. Anticipated projects this year include:

- Alpine/Highland Active Transportation Plan \$100k
- Pleasant Grove Center St Intersection \$50K
- RTP Active Transportation Work \$145k (\$35k obligated in FY22)
- Santaquin Regional Study \$50k
- UVU Active Transportation Plan \$50k
- TIP Environmental Work \$75k

Multi-Agency Planning Studies \$1.129m (MAG 1,052,566.70 / local 76,433.30)

These studies include the participation of the region and state transportation partners and can include UDOT, UTA, and the state's MPOs; CMPO, DMPO, WFRC, Theses organizations collaborate on transportation projects to solve travel demand for a Greater Wasatch Front population projected to double by the year 2040 and other statewide needs. Anticipated projects this year include:

- Context Sensitive Solutions Study | \$15,000
- Household Travel Survey Work | \$300,000
- MAG RTP Public Involvement/Plan Process Work | \$130,000
- Meadows Crossing | \$50,000
- Pioneer Crossing Arterial Planning Study | \$25,000
- Streetlight Data Purchase | \$47,000
- Transit Signal Priority Study | \$6,300

- Transportation to Land Use Program | \$500,000
- Travel Demand Model Mode Choice Update | \$30,000
- Utah Free Fare Transit Study | \$10,000
- Utah Parking modernization Initiative | \$11,500
- Unified Transportation Plan Communications Work | \$4,300

MAG Fund Construction Management \$50,000 (MAG 46,615 / local 3,385)

In this program MAG staff and local governments are finding complex construction projects that require a specific skill to manage. Sometimes cities need help managing these large contracts, construction management process, negotiations, or may need technical expertise that current MAG staff lack. These funds will be used to contract with firms to provide on call technical and project development assistance where needed, including after care for active transportation plans and projects.

Planning Contingency \$100,000 (MAG 93,230 / local 6,770)

Planning Contingency allow the MPO to respond quickly to study partnerships, and other unknown events and opportunities that may arise during the fiscal year when appropriate. Local Match will be collected when obligated. In FY22, this category was used to fund the Central Utah Valley Transit Alternative Analysis, the MAG Utah County Regional Highway Grid Network Study, south commuter rail study, and smaller projects.

Point of the Mountain Planning \$350,000 (FTA 5338 275,000 / local 75,000)

Pilot program for station area / transit-oriented development planning for the Point of the Mountain area including Highland, North Lehi, Gravel Pits, and Adobe. This planning study will be conducted by the Utah Transit Authority and should be completed this work program cycle.

South Utah County FrontRunner Station Area Planning \$312,500 (FTA 5338 250,000 / local 62,500)

Pilot program for station area / transit-oriented development planning for the South Utah County FrontRunner area. This planning study will be conducted by the Utah Transit Authority and should be completed this work program cycle.

Areas of Persistent Poverty Study \$440,584 (FTA Discretionary Funds 385,584 / local 55,000)

The study will focus on four tasks: (1) evaluate the potential to transition UTA's Paratransit operating software to a more dynamic on demand system with a focus on

equitably serving high poverty areas, (2) evaluate the viability of using existing resources during off-peak hours to provide on demand rides to the public, (3) plan to introduce zero emission Paratransit vehicles, and (4) ensure in-depth community engagement to include a diverse range of people with disabilities. Scope 442 ALI 44.24.00 under metropolitan planning.

MPO Revenue and Expenditures

MPO Revenue

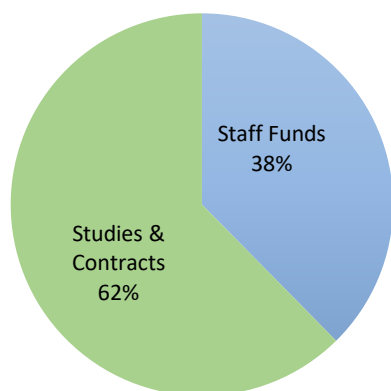
	Fed/MAG	Local Match	Total
FHWA - PL Fund	\$989,130	\$71,827	\$1,060,957
FTA 5303 Fund	\$330,976	\$24,034	\$355,010
FTA 5338 Fund	\$590,000	\$132,500	\$662,500
FTA Discretionary Funds	\$385,584	\$55,000	\$440,584
MAG Exchange Fund	\$2,007,211	\$145,756	\$2,152,967
Total Revenue	\$4,302,901	\$429,117	\$4,672,018

MPO Expenditures

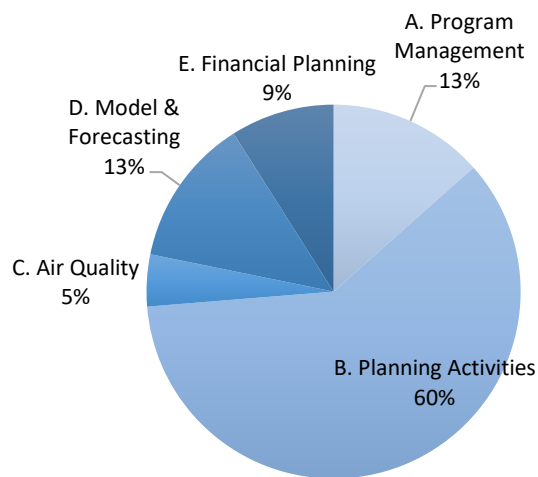
Budget Category	Staff Mos.	Federal	MAG	Local Match	Total
Staff Funds A-E	156	\$1,320,107	\$318,722	\$119,005	\$1,757,834
A. Program Management	21	\$220,612		\$16,020	\$236,632
B. Planning Activities	94	\$668,777	\$318,722	\$71,708	\$1,059,208
C. Air Quality	7	\$73,537		\$5,340	\$78,877
D. Model & Forecasting	20	\$210,106		\$15,257	\$225,363
E. Financial Planning	14	\$147,074		\$10,680	\$157,754
F. Studies & Contracts		\$525,000	\$1,688,489	\$310,111	\$2,914,184
Total Expenditures		\$1,845,107	\$2,007,211	\$429,117	\$4,672,018

Local Match Responsibility

	UTA	UDOT	Local	MPO	Building	LPA	Total
Sections A-E Staff	\$24,034			\$16,687	\$44,434	\$33,850	\$119,005
Section F Studies and Contracts	\$140,635	\$5,369	\$16,925	\$18,313		\$78,870	\$260,111
Total Match	\$164,669	\$5,369	\$16,925	\$35,000	\$44,434	\$112,721	\$379,117



Total Funding Allocation

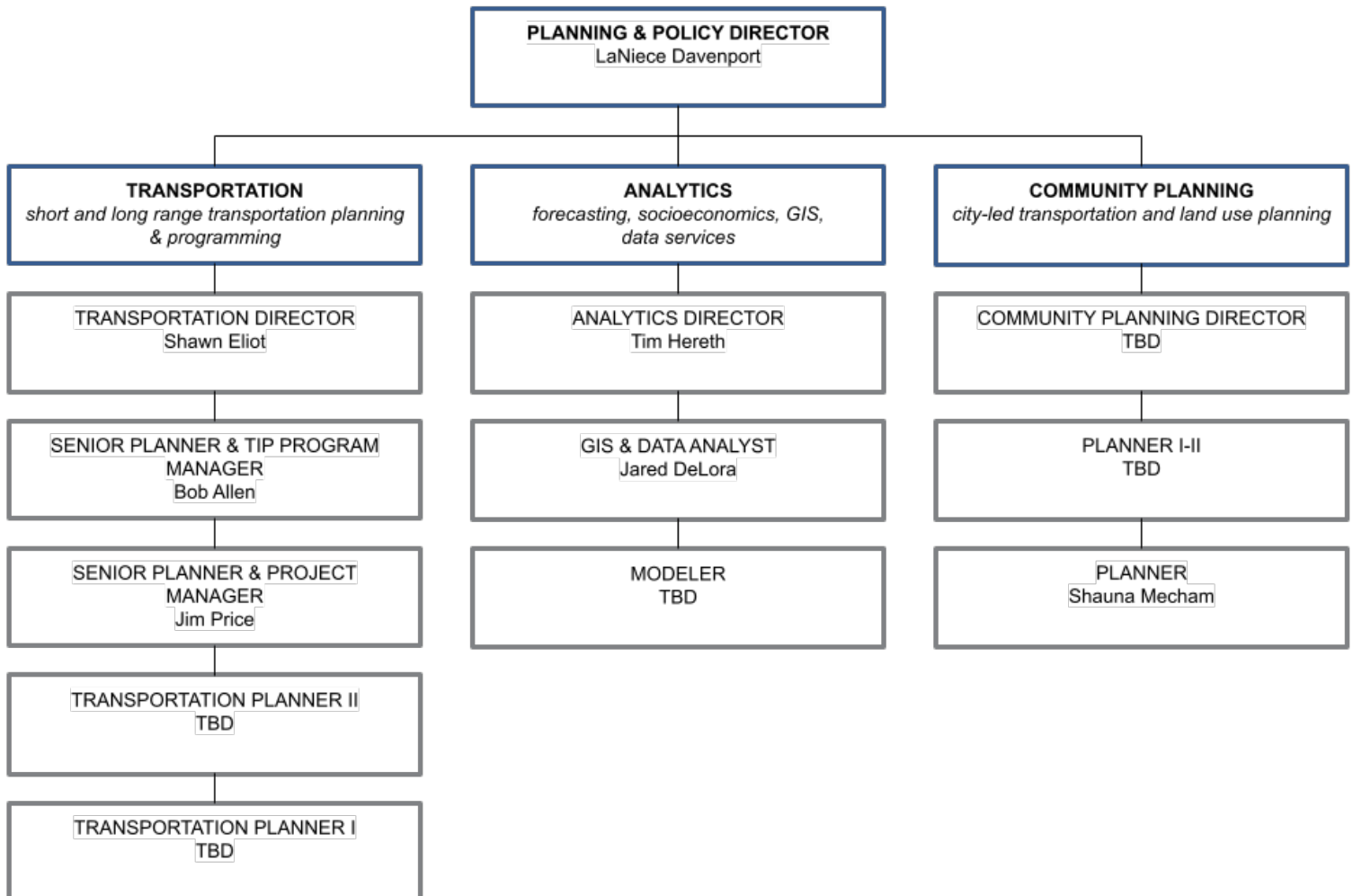


Staff Funding Distribution

Mountainland AOG Jurisdictional Cash Assessments FY23

	Jurisdictional Cash Assessments Jul 2022 - Jun 2023							
	2020 Census Population Estimate	Special Assessment					General Assessment .25 Per Capita	FY23 Grand Total
		UC Strategic Plan	UC Aging Services	UC MPO Match	Wasatch Back RPO	Special Assessment Total		
Utah County	651,059							
Alpine	10,495	\$571	\$573	\$400		\$1,545	\$2,624	\$4,169
American Fork	33,896	\$1,846	\$1,852	\$1,292		\$4,990	\$8,474	\$13,464
Cedar Fort	395	\$22	\$22	\$15		\$58	\$200	\$258
Cedar Hills	9,985	\$544	\$546	\$381		\$1,470	\$2,496	\$3,966
Draper	2,230	\$121		\$85		\$206	\$558	\$764
Eagle Mountain	42,013	\$2,288	\$2,296	\$1,601		\$6,185	\$10,503	\$16,688
Elk Ridge	4,427	\$241	\$242	\$169		\$652	\$1,107	\$1,758
Fairfield	151	\$8	\$8	\$6		\$22	\$200	\$222
Genola	1,597	\$87	\$87	\$61		\$235	\$500	\$735
Goshen	904	\$49	\$49	\$34		\$133	\$200	\$333
Highland	19,241	\$1,048	\$1,051	\$733		\$2,833	\$4,810	\$7,643
Lehi	73,383	\$3,996	\$4,010	\$2,797		\$10,803	\$18,346	\$29,149
Lindon	11,462	\$624	\$626	\$437		\$1,687	\$2,866	\$4,553
Mapleton	11,139	\$607	\$609	\$425		\$1,640	\$2,785	\$4,425
Orem	98,970	\$5,389	\$5,408	\$3,772		\$14,570	\$24,743	\$39,312
Payson	21,033	\$1,145	\$1,149	\$802		\$3,096	\$5,258	\$8,355
Pleasant Grove	38,241	\$2,082	\$2,090	\$1,458		\$5,630	\$9,560	\$15,190
Provo	116,295	\$6,333	\$6,355	\$4,433		\$17,120	\$29,074	\$46,194
Salem	8,866	\$483	\$484	\$338		\$1,305	\$2,217	\$3,522
Santaquin	13,507	\$735	\$738	\$515		\$1,988	\$3,377	\$5,365
Saratoga Springs	35,501	\$1,933	\$1,940	\$1,353		\$5,226	\$8,875	\$14,101
Spanish Fork	41,268	\$2,247	\$2,255	\$1,573		\$6,075	\$10,317	\$16,392
Springville	33,572	\$1,828	\$1,834	\$1,280		\$4,942	\$8,393	\$13,335
Vineyard	12,570	\$684	\$687	\$479		\$1,850	\$3,143	\$4,993
Woodland Hills	1,614	\$88	\$88	\$62		\$238	\$500	\$738
Utah Unic.	8,304	\$15,000	\$15,000	\$10,500		\$40,500	\$2,076	\$42,576
Totals	8,602	\$50,000	\$50,000	\$35,000	\$0	\$135,000	\$163,200	\$298,200

MPO Organizational Chart



Acronyms & Terms

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

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



M A G

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