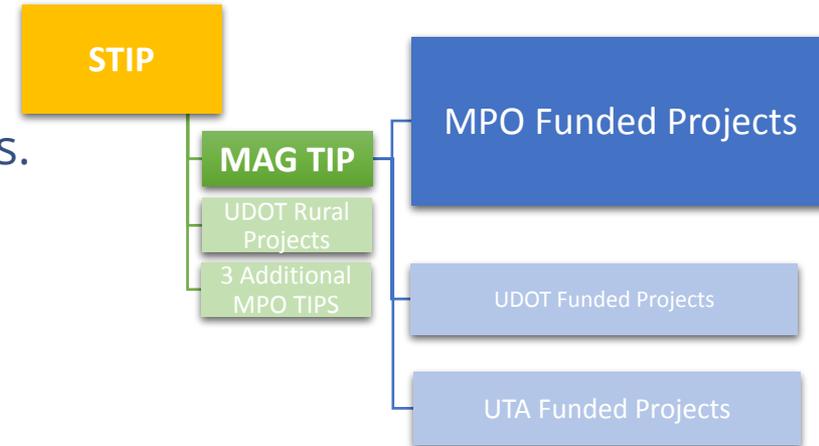


## 2024 TIP Selection Kickoff

# TIP 2024 Project Selection

- The Transportation Improvement Program (TIP) lists regional transportation projects (MPO, UDOT, UTA, locals)
  - The MPO selects projects every two years.
  - Next Selection cycle begins now.
  - New projects will be funded in 2027 and 2028
  - Approximately \$100m



# TIP 2024 Project Selection



## Eligible Projects

New roads  
Widening projects  
Intersection improvements  
Active transportation  
Airports

Regional transportation studies  
New transit service and  
programs  
AQ reduction programs  
Intelligent Transportation  
Systems

- 
- Road projects must be on state functional class map
    - If the road is not on the functional class map, please explain why it should be
  - All capacity projects must come from the municipal transportation or agency plans
  - All capacity projects must be listed or supported in the Regional Transportation Plan
  - Leadership consent.

# TIP 2024 Project Selection

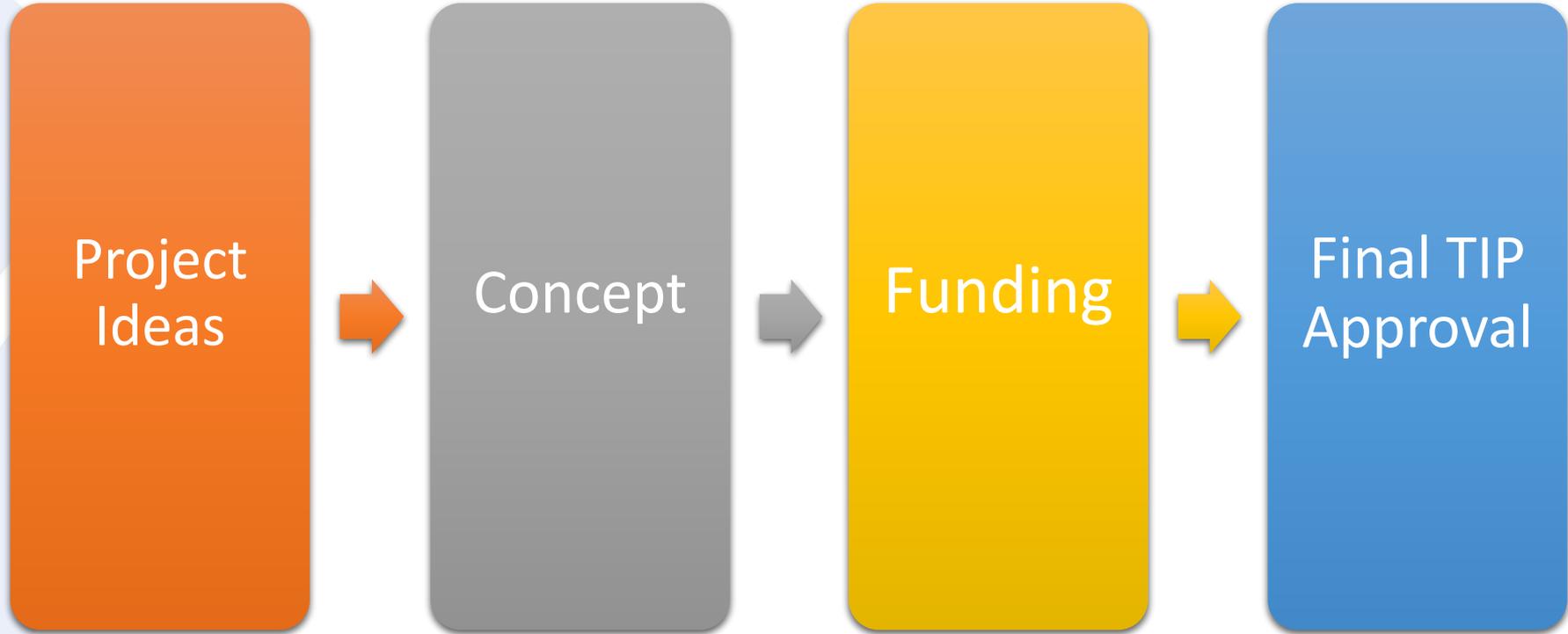


## Funding

- MAG projects use Federal, County and Exchange Funds
- 6.77% match on all funds
- Projects must use the UDOT cost estimating spreadsheet
- Estimates based on a federal funded project
- Projects awarded county and exchange funds are reduced 15%
- Majority of funding available in 2027 and 2028.



# TIP 2024 Project Selection



# TIP 2024 Project Selection

## Congestion Management Program

[\(map link\)](#)



Congestion Management Plan

Return to TIP webpage

### Congestion Management

The congestion management process (CMP) is a tool to support the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) for the Mountainland Association of Governments (MAG). This process is intended to identify congestion points within the MPO over the next ten years. It also provides decision-makers with various potential solutions that can address those points. Demand management and system management strategies are evaluated with the intent to reduce congestion without increasing highway capacity, or to maximize efficient traffic operations when additional capacity is warranted. The results of the CMP contribute to an efficient and effective transportation system, increased mobility and accessibility, and maximized utility from limited resources.

The CMP identifies a number of strategies to relieve congestion. Analyzing modeled and actual data facilitates the identification of congested locations and provides potential congestion relief strategies. The CMP lists various system management and demand management strategies that can be used to mitigate identified congestion.

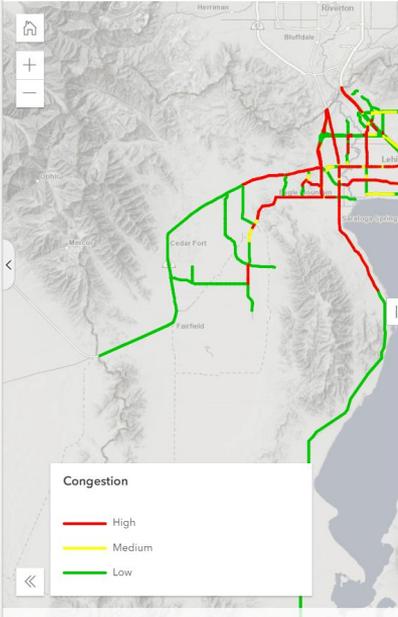
For additional information regarding congestion management, please contact [Bob Allen](#).

### Data

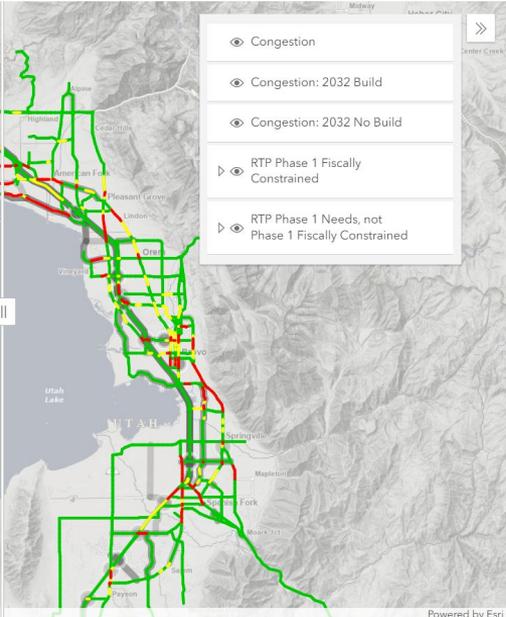
Based on the Highway Capacity Manual's definition of level of service (LOS), the CMP defines congestion as LOS 'E' or worse, which is based on volume/capacity ratios for freeways and operating speeds for arterials. It should be noted that this criterion is supplemented with engineering judgment since traffic model results are a better reflection of relative changes rather than absolute changes in traffic conditions. With this in mind, it should also be noted that modeling results should be used with discretion as a decision tool and not as a definitive design requirement.

Use the Swipe tool below to view No Build and Build scenarios

#### RTP Phase 1 No Build (2032)



#### RTP Phase 1 Build (2032)



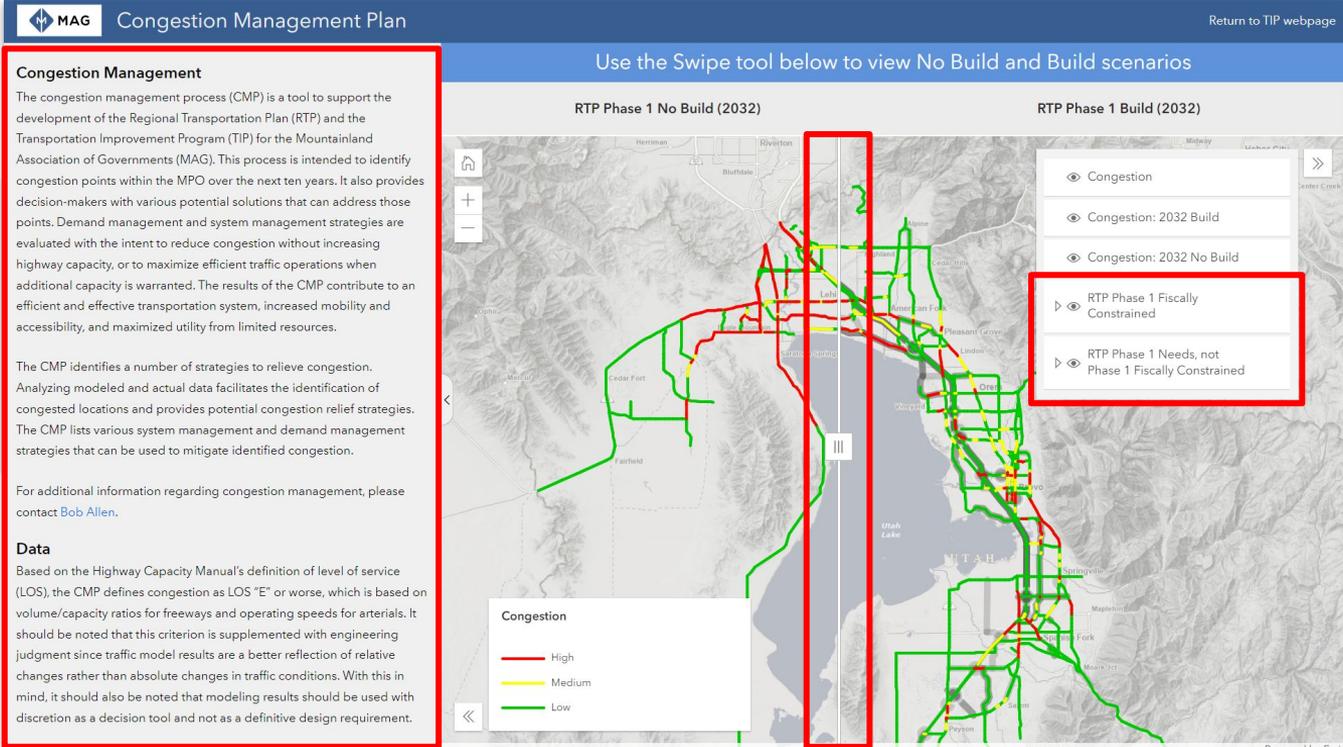
- Congestion
- Congestion: 2032 Build
- Congestion: 2032 No Build
- RTP Phase 1 Fiscally Constrained
- RTP Phase 1 Needs, not Phase 1 Fiscally Constrained

Powered by Esri

# TIP 2024 Project Selection

## Congestion Management Program

[\(map link\)](#)



The screenshot shows a web application titled "Congestion Management Plan" with a MAG logo in the top left and a "Return to TIP webpage" link in the top right. The main content area is split into two columns: "RTP Phase 1 No Build (2032)" on the left and "RTP Phase 1 Build (2032)" on the right. A map of the Mountainland Association of Governments (MAG) region is displayed, with road segments color-coded by congestion level: red for High, yellow for Medium, and green for Low. A vertical red box highlights a specific road segment on the map. To the right of the map is a legend for "Congestion" and a list of layers. The layers list includes "Congestion", "Congestion: 2032 Build", "Congestion: 2032 No Build", "RTP Phase 1 Fiscally Constrained", and "RTP Phase 1 Needs, not Phase 1 Fiscally Constrained". The last two layers are highlighted with a red box. On the left side of the map, there is a text box with the following content:

**Congestion Management**

The congestion management process (CMP) is a tool to support the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) for the Mountainland Association of Governments (MAG). This process is intended to identify congestion points within the MPO over the next ten years. It also provides decision-makers with various potential solutions that can address those points. Demand management and system management strategies are evaluated with the intent to reduce congestion without increasing highway capacity, or to maximize efficient traffic operations when additional capacity is warranted. The results of the CMP contribute to an efficient and effective transportation system, increased mobility and accessibility, and maximized utility from limited resources.

The CMP identifies a number of strategies to relieve congestion. Analyzing modeled and actual data facilitates the identification of congested locations and provides potential congestion relief strategies. The CMP lists various system management and demand management strategies that can be used to mitigate identified congestion.

For additional information regarding congestion management, please contact [Bob Allen](#).

**Data**

Based on the Highway Capacity Manual's definition of level of service (LOS), the CMP defines congestion as LOS "E" or worse, which is based on volume/capacity ratios for freeways and operating speeds for arterials. It should be noted that this criterion is supplemented with engineering judgment since traffic model results are a better reflection of relative changes rather than absolute changes in traffic conditions. With this in mind, it should also be noted that modeling results should be used with discretion as a decision tool and not as a definitive design requirement.

# TIP 2024 Project Selection



## Congestion Management Program

<https://mountainland.org/tip/>

Search MAG

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MAG Expert Resources. Enriching Lives.

Informed Aging - Community Development - Home Programs - Planning for Growth -

### TIP - Funded Projects

The Transportation Improvement Program is a 5-year funded construction program. MAG and our regional transportation partners, UDOT and UTA, fund projects, programs, and studies to improve and expand the regional transportation network. MAG funds about 300 million of the 1.7 billion dollar 5-year program. The TIP is the implementation program of the Regional Transportation Plan or TransPlan50.

Click to the right to View the TIP to see programmed projects, funding, and mapping. Scroll down to learn about the TIP project selection application and approval process, the TIP programming process, TIP policies, and guidance for applying for funding, project rules, and guidance.

### TIP Document And Mapping

Learn more about the program and what projects are funded over the next 5 years

VIEW TIP

### 2024 TIP Project Selection Process

The TIP Project Selection Process starts in September 2023, with approval of awarded projects in the summer 2024. Local MPO jurisdictions and transportation agencies are eligible for MPO transportation grants for regional transportation projects, programs, and studies. Click below to learn more about the application, project selection, and award processes.

TIP Project Selection Process

### Program Process, Policy, and Guidance

- Air Quality Determination
- Annual Listing of Obligated Projects
- Congestion Management Plan
- Policy and Procedures

### Planning for Growth

What We Do

- RTP - Regional Transportation Plan
- SAP - Station Area Plan Program
- TAG - Technical Assistance to Governments Program
- TIP - Funded Transportation Projects

### TIP Program Contacts

Bob Allen  
TIP Program Manager  
801-229-3813  
rallen@mountainland.org

Jim Price  
TIP Projects Manager  
801-229-3848  
jprice@mountainland.org

# TIP 2024 Project Selection



## Project Idea Stage

Project Kickoff TAC	Aug	28
Workflow Training	Sept	11
Draft Ideas Due	Oct	5
MAG Staff Ideas Meetings	Oct	24-26
Final Idea Forms Due	Nov	6
TAC Project Idea Meeting	Dec	4
MPOB Project Idea Review and Studies	Feb	1

Staff	TAC	MPOB	Deadline
-------	-----	------	----------

## Basic project information

- Issue
- Scope
- Cost
- Approvals
- Illustrative Materials

## Project Idea Meeting

MAG staff will categorize each project based on problem solution, regional nature, cost effectiveness, etc. (High, Medium, Low)

TAC will ask questions and make comments on each project as presented

# TIP 2024 Project Selection



## Concept Stage

Draft Concept Reports and Cost Estimates Due	Feb	12
MAG Staff Concept Report Meetings	Feb	26
	Mar	1
Final Concept Reports Due	Mar	11
Project Review Meeting and Draft Priority List Creation	Apr	22
MPOB Draft Ranked List Review	May	2
MPOB Ranked List Approval	Jun	6

Staff TAC MPOB Deadline

## Detailed Project Information

- Problem Identification
- Detailed Scope
- Cost (UDOT Cost Estimate Spreadsheet)
- Illustrative Materials

## Project Review Meeting

- MAG staff will release staff scores prior to the meeting.
  - *Scores based on newly approved scoring criteria.*
- Sponsors will present each concept
- TAC will score each project (scores are combined with staff scores - 50% each)
- TAC will recommend a Project Priority List

# TIP 2024 Project Selection



## Funding and Adoption Stage

TAC TIP Approval	Jul	22
MPOB TIP Approval	Aug	1

Staff	TAC	MPOB	Deadline
-------	-----	------	----------

### Funding

- Once the Priority List is adopted MAG Staff will develop a funding scenario
- Start from the top and continue until funding runs out
- Earliest funding available goes first
- Exchange and County funded projects are reduced 15%

### Adoption

- TAC will review and recommend a final funding scenario
- MPO Board will approve final funding scenario and projects will be adopted into the TIP

# TIP 2024 Project Selection



## Calendar

Staff	TAC	MPOB	Deadline
-------	-----	------	----------

Project Kickoff TAC	August	28	MAG Staff Concept Report Meetings	Feb - Mar	26-1
Workflow Training	September	11	Final Concept Reports Due	March	11
Draft Ideas Due	October	5	Project Review Meeting and Draft Priority		
MAG Staff Ideas Meetings	October	24-26	List Creation	April	22
Final Idea Forms Due	November	6	MPOB Draft Ranked List Review	May	2
TAC Project Idea Meeting	December	4	MPOB Ranked List Approval	June	6
MPOB Project Idea Review and Studies	February	1	TAC TIP Approval	July	22
Draft Concept Reports and Cost Estimates Due	February	12	MPOB TIP Approval	August	1

# TIP 2024 Project Selection



## Workflow

**Workflow** is a new TIP selection, management, and project delivery system

[Workflow - Virtual Training Meeting - September 11 at 2pm.](#)

- To access the system you must create a profile and log in
  - A google form will be sent requesting basic information
  - Link emailed to you allowing you to create a profile

<https://mountainland.org/workflow-access-request-form/>

## Workflow

### For Consultants that will work on projects from multiple entities

- Each email can only be assigned to one agency at a time
- Must create a unique profile for each agency you work for
- use the "+ method"
  - [rallen@mountainland.org](mailto:rallen@mountainland.org)
  - [rallen+provo@mountainland.org](mailto:rallen+provo@mountainland.org)
  - [rallen+santaquin@mountainland.org](mailto:rallen+santaquin@mountainland.org)

All digital process through Workflow



[mpo.workflowmanager.app](https://mpo.workflowmanager.app)