

# Joint Policy Advisory Committee

MOUNTAINLAND ASSOCIATION OF GOVERNMENTS  
UTAH DEPARTMENT OF TRANSPORTATION  
DIXIE METROPOLITAN PLANNING ORGANIZATION



WASATCH FRONT REGIONAL COUNCIL  
UTAH TRANSIT AUTHORITY  
CACHE METROPOLITAN PLANNING ORGANIZATION

**Thursday, March 13, 2025**  
**Gathering and Lunch: 11:30-11:45 a.m.**  
**Meeting: 11:45 a.m.-1:30 p.m.**

Facilitated in 2025 by Mountainland Association of Governments  
In person: Provo Historic Courthouse Ballroom, 51 South University Ave., 3rd floor, Provo  
[Driving and parking directions](#)  
Virtual: <https://us06web.zoom.us/j/83334232851>  
WiFi Access: TBD Password: TBD

## AMENDED AGENDA

1. Welcome and Introductions
2. Approval of [December 5, 2024](#) Meeting Minutes
3. State Topics
  - a. [2025 Direction for Transit](#): Carlton Christensen, Utah Transit Authority
  - b. [Advanced Air Mobility](#): Paul Damron, UDOT Advanced Air Mobility Program Manager and Matthew Mass, UDOT Aeronautics Director
  - c. [Legislative Session Recap](#): Leif Elder, UDOT Director of Policy and Legislative Services; Miranda Jones Cox, WFRC Government Affairs Manager
  - d. [Statewide Regional Roadway Grid Network Study](#): Tim Baird
4. Federal Topics
  - a. [Shared Transportation Reauthorization Principles](#): Miranda Jones Cox, WFRC Government Affairs Manager; Ryan Leavitt, Barker Leavitt Managing Partner
5. Agenda Items for Next Meeting
  - a.
6. Other Business
  - a.
7. Adjourn

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## MEETING MINUTES

Facilitated in 2024 by  
**Utah Department of Transportation**  
 in person at 4501 S 2700 W, Taylorsville, UT 84129, and via Google Meet  
**Thursday, December 5, 2024**  
**11:30 a.m. – 1:30 p.m.**

2024 JPAC Members		
Name	Agency	In Attendance
Lee Perry	Box Elder County Commissioner	
Jeff Gilbert	Cache MPO	x
Todd Beutler	Cache MPO	x
Kathleen Alder	CMPO Chair, Mayor Providence City	x
Bob Stevenson	Davis County Commissioner	
Myron Lee	Dixie MPO	x
Gil Almquist	Dixie MPO, Washington Co Commissioner	
Bryan Thiriot	Exec. Director, Five Co Association of Gov	
Ivan Marrero	Federal Highways Administration	x
Jennifer Elsen	Federal Highways Administration	
Brigitte Mandel	Federal Highways Administration	x
Tracey MacDonald	Federal Transportation Association	
Peter Hadley	Federal Transportation Association	
Michelle Carroll	Mountainland Association of Governments	
LaNiece Davenport	Mountainland Association of Governments	x
Shawn Eliot	Mountainland Association of Governments	x
Michelle Kaufusi	MAG, Mayor, Provo	
Bill Wright	MAG, Mayor, Payson	
Amelia Powers Gardner	MAG, Utah County Commissioner	x
Brandon Gordon	MAG, Utah County Commissioner	
Julie Fullmer	MAG, Mayor, Vineyard	x
Carla Merrill	MAG, Mayor, Alpine	x
Steve Gale	Mayor, Morgan City	
Blaine Fackrell	Morgan County Commissioner	
Jeff Silvestrini	Salt Lake County, Mayor, Millcreek	x
Dirk Burton	Mayor, West Jordan	x
Dawn Ramsey	Salt Lake County, Mayor, South Jordan	x

Jenny Wilson	Salt Lake County, Mayor, SL County	
Alison Stroud	Councilmember, Sandy	x
Andy Pierucci	Councilmember, Riverton	x
Dave McCall	Tooele County, Tooele City Council	
Jared Hamner	Tooele County, Tooele County Council	
Carlos Braceras	UDOT	
Ben Huot	UDOT	x
Tiffany Pocock	UDOT	x
Andrea Olson	UDOT	x
Eileen Barron	UDOT	x
Leif Elder	UDOT	
Peter Asplund	UDOT	x
Josh Van Jura	UDOT	x
Carlton Christensen	UTA	x
Beth Holbrook	UTA	
Jeff Acerson	UTA	x
Annette Royle	UTA	
Cathie Griffiths	UTA	
Jay Fox	UTA	
Nichol Bourdeaux	UTA	
Russ Fox	UTA	x
Shule Bishop	UTA	
Michelle Larsen	UTA	x
Neiufi Longi	UTA	
Sharon Bolos	Weber County Commissioner	
Neal Berube	Weber County, Mayor, North Ogden	
Andrew Gruber	WFRC	x
Andrea Pearson	WFRC	
Ted Knowlton	WFRC	x
Jory Johner	WFRC	x
Julie Bjornstad	WFRC	x
Miranda Jones Cox	WFRC	x
Mark Shepherd	Clearfield City Mayor	x
<b>Other Attendees</b>		
Johnnae Nardone		
Kate Becker		
Helen Peters		
Bailey Butler		
Muriel Xochimitl		
Ryan Leavitt		
Kylar Sharp		
Nicholas Nylar		

**1. Welcome and Introductions:** Ben Huot, Deputy Director of Planning and Investment with UDOT provided welcome introductions.

**2. Approval of August 29, 2024 Meeting Minutes:**

Mark Shepard moved to approve the August 29, 2024 meeting minutes. Dirk Burton second the motion. The August 29, 2024 meeting minutes were approved.

**3. State topics:**

**Ben Huot** – Provided update regarding the Governor’s new budget.

**Andrew Gruber** – Stated, the remarkable level of investment that’s going into multimodal transportation.

**Continuation of Aspirational Transportation Discussion:**

**Ben Huot** introduced the topic as a continuation of the discussion from the August 29, 2024 JPAC meeting.

**Andrew shared**, when considering what we should be doing for the future of Utah’s transportation system that it’s not just about transportation but mobility, air quality and economic opportunities and overall the quality of life.

Additionally, Andrew shared a document of how regional transportation concepts are considered. (A copy of the document is attached to the end of the meeting minutes.)

**Ben Huot** – Stated, that the full scope of a project or corridor isn’t always clear to the public given the way segments are shown in our plans.

**Andy Pierucci** – Stated, he appreciates the process of collaboration and the merging of aspirations and technicalities but would also like the political decision process to be taken into consideration.

**Andrew Gruber** – Stated, there should be a balancing of concept being raised and then an actual analysis and vetting about whether the concept is going to best serve the community.

**Julie Fullmer** – Stated her support. She stated it helps to narrow in on our scope and so that we can update and start creating the best outlook for the future.

**Jeff Acerson** – Stated, that we should keep the options open to the decisions we make today and not preclude the opportunities of this visionary site.

**Andrew Gruber** – Stated, an example of eliminating all at grade crossings for the entire length of frontrunner would be challenging and really expensive. However, the idea may not be in the official transportation plan which has limits based on feasibility and costs, etc. but it should be identified as something that if feasible it would be wonderful to accomplish it.

**Ben Huot** – Stated, it may not always need to be a specific project but like the example Andrew gave a principal like minimizing, limiting, eliminating at grade rail crossings within our system.

**Andrew Gruber** – Stated, that it’s not away about a specific project. We should open to considering other approaches of goals and needs that we are trying to accomplish.



**Jeff Acerson** – Stated, as we look at things, lets look at it from a local and regional perspective and always balance that because what one does in one City is going to affect you and the adjacent City. So that planning goes forward in such a way that it's in sync.

**Andrew Gruber** – Stated, Transportation is unified and working and thinking together aspirationally about the future and balancing that together for the future of Utah.

**Carla Merrill** – Stated, there seems to be a disparity between which data sets Cities, NPO, UDOT and UTA are working off of and how we can become more in line so that everyone is seeing the same data.

**Jeff Acerson** – Sated, that ultimately based on zoning and density, plans could change but there should be a perspective of what that will potentially look like and what it impacts.

**Julie Fullmer** – Stated, that the additional ability to have these studies before us for things that aren't necessarily in our plans, but have been reviewed will allow us to compare data sets to make sure it's streamlined.

**Dawn Ramsey** – Stated, it would be helpful exploring options to receiving the same data sets so that all Cities are up to speed.

**LaNiece Davenport**– Stated, that an important action that MPO's can take is communicate the data and process that is being used and work to build more trust around what that process looks like.

**Andy Pierucci** – Stated, that the policy political process will become more aligned with the technical process if there's more understanding and communication earlier in the process.

**Ted Knowlton** – Stated, that when we get stuff from local government reaction to our growth forecast, we learn from what we don't understand and we get better.

**Andrew Gruber** – Stated, there's no wrong door of engagement.

**Dawn Ramsey** – Stated, as we prepare for the Olympics, there's a lot of aspirational ideas, the entire State being involved and it can't take the place of the process and prioritization.

#### **4. Federal Topics:**

##### **Transportation Reauthorization:**

**Ben Huot** – Stated, this topic is related to Federal funding. The Infrastructure Investment and Jobs Act goes through September 2026 and now is the time to start having the conversations about the next one looks like.

Ben shared Utah's' 2021 federal transportation reauthorization principals.

**Ryan Leavitt** – Provided information regarding the reauthorization process.

**Andrew Gruber** – Stated, that Utah is well represented with the National organizations and we have the ability to influence the national discussion not just via our members of Congress but also through our national associations.

**Andy Pierucci** – Stated, we should allow for more flexibility when federal funding comes for transit projects to not be so limited in scope of where the funding can go because it would benefit everyone.

*Technical difficulties prevented some additional conversation to be recorded.*

**Ivan Marrero** – Stated, one thing Federal Highway does every end of fiscal year, is gather all the funds that are in danger of lapsing and redistribute it to State DOT's, and over the years the number has grown immensely. He also mentioned that some time in January the States will know how much money will be becoming available.

**Andrew Gruber** – Stated, things to look at as we look ahead to reauthorization are: Ozone, to varying degrees that the EPA standards for ozone concentrations are challenging for us to meet in Utah.

**Jeff Silvestrini** – Stated, there have been some appeals to the EPA with respect to other things we have done as a State to reduce emissions and things that were done to address PM 2.5.

**Andrew Gruber** – Stated, a lot of federal transportation funding, particularly formula funding, is based on population data and that population data is based on outdated information.

## **5. Other Business:**

### **Frontrunner Report:**

**Josh Van Jura** – Provided a presentation and information regarding the current FrontRunner 2x project.

### **Grid Study:**

**LaNiece Davenport** – Provided a presentation regarding the statewide MPOs regional Roadway Grid Study.

**Shawn Eliot** – Provided further information regarding the grid study and system.

**Carlton Christensen** – Stated, as we try to implement the local service, the lack of good arterial roads which are actually ideal for transit has been a real challenge. Especially, in some of the high growth communities so having a better grid system helps.

**Ben Huot** – Shared that at the upcoming December 13<sup>th</sup> Transportation Commission Meeting, Andrea Olson will go over some updates on amendments that have happened to various plans and get those properly incorporated into the prioritization rank list.

**LaNiece Davenport** – Provided March 13, 2025 as a tentative date for the next JPAC meeting.

## **6. Adjourn:** Carlton Christensen moved to adjourn. Everyone was in favor.

*Transcribed by Marlene Galindo  
Executive Assistant to Ben Huot  
Utah Department of Transportation*

*This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials located on the WFRC website for entire content.*

*This document along with the digital recording constitute the official minutes of this meeting.*

# Exploring Regional Transportation Concepts

## Establish/clarify shared goals

*Focus: What are we trying to achieve with the multimodal transportation system?*

- Align [common goals](#) across agencies.
- Utilize/update [UVision](#) framework, [Guiding Our Growth](#), [Wasatch Choice Vision](#)

## Explore transportation concepts

*Focus: Enhance consideration of exploratory concepts in the development of Utah's transportation plans*

- *Established transportation planning process* The established transportation planning process starts with developing a “preferred scenario” that functions as a “vision” for the future transportation system, which considers multiple transportation ideas, scenarios, criteria, and projected future land uses. The regionally significant transportation projects in that scenario are then phased (by time) based on when they are needed. Fiscal constraints are then applied based on reasonably anticipated future revenues. This results in the official long-range transportation plan(s), which strike a balance between being aspirational and pragmatic. This process is the basis for [Utah's Unified Transportation Plan](#), the [Wasatch Choice Vision](#), and other regional visions and plans.
- *Enhancements to the transportation planning process and materials*
  - Explore **aspirational** concepts for multimodal transportation choices for state and local roads, transit, and active transportation – projects and strategies – balanced with **pragmatic** consideration of context and costs.
  - Concepts would be identified through the established transportation planning process and through stakeholder input. The parameters for identifying concepts would be flexible and qualitative.
  - There would be a clear separation between *exploratory concepts* and the *official needs-based and fiscally constrained plans* (Unified / long-range / Regional Transportation Plans). The *products* are distinct, but with an integrated *process*.
  - Exploratory concepts that are not included in the official plans would be *identified* and *displayed* but not necessarily *endorsed* by the transportation agencies. Those concepts can be reconsidered for inclusion in the plans as circumstances change or further study is conducted.

## Define shared terms/vocabulary

*Focus: Ensure that all agencies are using terminology with shared understanding*

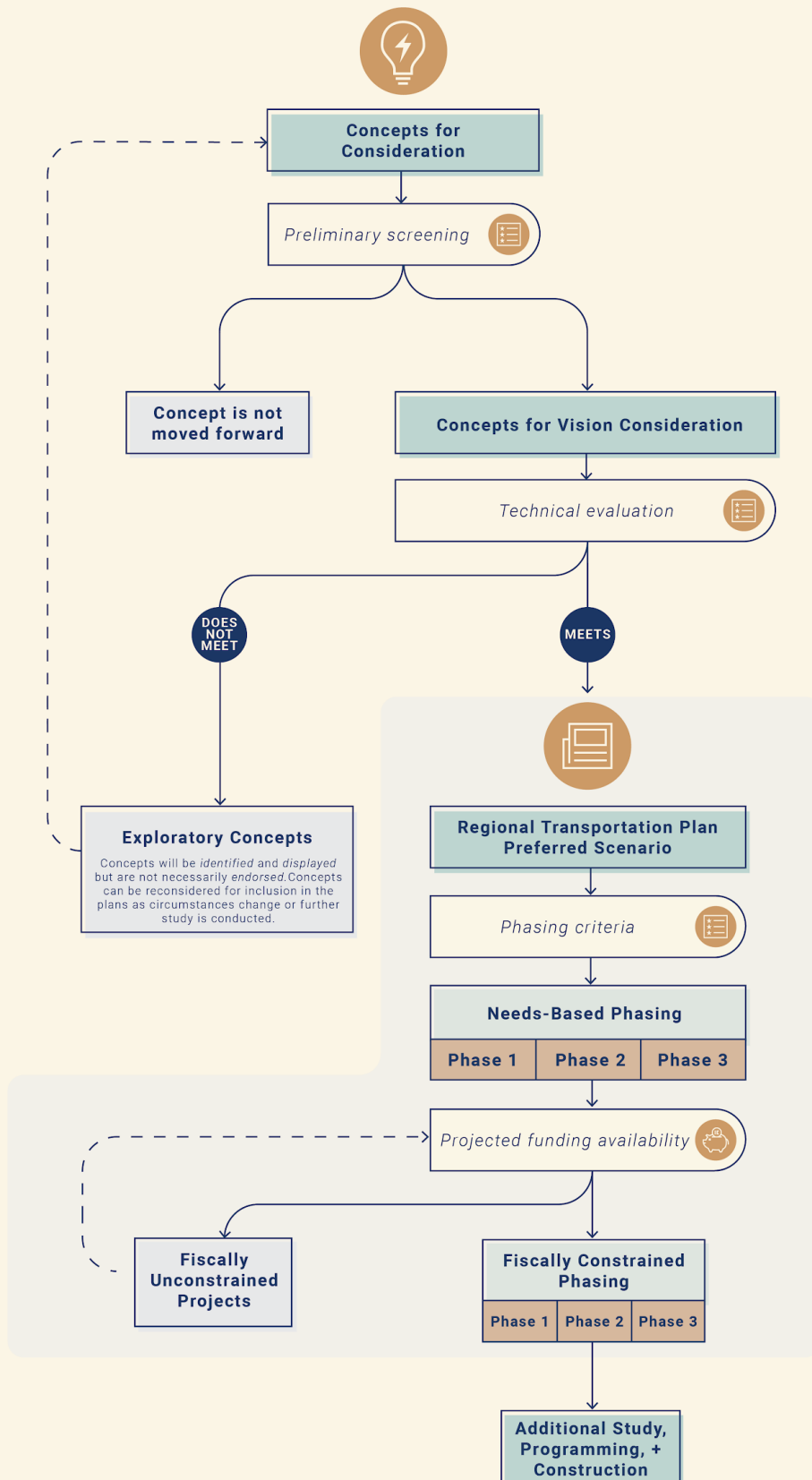
- Utilize Utah's Unified Transportation Plan working group to define shared vocabulary.
- Examples: exploratory, aspirational, vision, needs-based plan / phasing, funded (assumed funding), prioritized/prioritization, fiscally (un)constrained, goals, outcomes, and/or targets.

## Engage external stakeholders

*Focus: Ensure stakeholder perspectives are appropriately considered, and achieve common buy*

- Engage stakeholders in considering transportation concepts.
- Utilize the Joint Policy Advisory Committee (JPAC) and Unified Plan Policy and Coordination Committee for guidance and input.

# EXPLORING REGIONAL TRANSPORTATION CONCEPTS



### **Step 1: Concepts for consideration are collected and preliminarily screened**

Concepts can come from any source, including:

- existing plans
- transportation agencies (agencies should explore concepts themselves)
- in-progress studies that are exploring concepts
- local communities
- key stakeholders
- general public input

Concepts would be preliminarily screened, using flexible and qualitative considerations. If a concept satisfies the preliminary screening, it will be included in the exploratory list (and potentially the Unified Plan/RTP preferred scenario, if it satisfies the technical evaluation in step 2).

- Does the concept advance shared goals, e.g., community/economic development, opening new markets, centers vitality, network connectivity?
- Does the concept have meaningful community support?
- Does the concept have meaningful planning / analysis of the concept?
- Does the concept have reasonable technical viability? The criteria could be more flexible, such as lower minimum threshold for projected transit ridership, increased development intensity assumptions in centers, or flexibility on population projections.
- Does the project have significant harmful community or environmental impact?
- Does the concept have meaningful benefits to the system, relative to the potential costs?

Inclusion of an exploratory concept would not constitute an official endorsement by the transportation agencies. An exploratory concept would move forward for technical evaluation.

### **Step 2: Concepts/projects are evaluated for inclusion in the Unified Plan/RTP Preferred Scenario**

All concepts/projects that satisfy the preliminary screening would move on to be considered for inclusion in the official Utah Unified Transportation Plan and long-range Regional Transportation Plan(s).

If a concept/project/strategy DOES satisfy evaluation criteria to be included in the Unified Plan/RTP, it is included in the Preferred Scenario (aka “Vision”), and moves through the remainder of the transportation planning process.

If a concept/project/strategy DOES NOT satisfy criteria to be included in the Unified Plan/RTP, then it stays as an “exploratory concept.”

- Exploratory concepts are depicted on maps/lists. These could be layered “on top” of Unified Plan/RTPs/Wasatch Choice Vision.
- Projects that stay as exploratory concepts can be reconsidered for inclusion in Unified Plan/RTP if there are significant changes in circumstances that would impact likely evaluation (e.g., notable anticipated land use changes, system needs/benefits, additional funding sources, community consensus, technological advancements) or further study is conducted.
- Exploratory concepts are not tied specifically to a date or time frame, but roughly fit within the Unified Plan time horizon (30 years).

Even if a concept is considered and not included in the exploratory list or in the Unified Plan/RTP, other potential solutions to address identified needs may be considered and included. Improvements can also

be considered in stages, where certain project elements are in the Unified Plan/RTP and other elements are exploratory concepts.

**Step 3: Projects/concepts in the Preferred Scenario move into needs-based phasing**

Projects in the preferred scenario are phased based on phasing criteria.

**Step 4: Fiscally constrained phasing**

Phasing is updated to reflect anticipated availability of funding. The fiscally constrained plan is based on the reasonably anticipated available revenues. Additional projects may be needed beyond what fiscal constraints would support (“fiscally unconstrained projects”).

**Step 5: Prioritization, programming, and construction**

Projects are prioritized, programmed (depending on the availability of funding), and constructed.

# 2025 Direction for Transit

Carlton J. Christensen, UTA Board Chair

Utah Transit Authority



# 2024 Highlights & Ridership





# 2024 : A Strong Transit Investment Year

- Determined **UTA's \$1=\$5.11 ROI on Utah's economy** through third-party study
- Kicked off construction on the **Midvalley Express (MVX)** and secured a **\$62.8 million** federal grant
- Developed the **10-Year Capital Plan and 5-Year Service Plan** that will **add 9 million service miles** to the UTA system
- Met 80% FrontRunner peak ridership threshold for **federal capital investment grant eligibility**
- Awarded **Stadler U.S.** contract to build up to **80 light rail vehicles** for replacement and expansion of UTA's TRAX fleet
- **Refinanced \$432.9M** of Build America bonds



# Ridership: 2024 Highlights

- **UTA On Demand** innovative mobility service reached one million boardings
- **Ogden Express (OGX)**, celebrated its one-year anniversary with nearly one million boardings
- Reached **30-year historical high for Vanpool** groups and vehicles, including ski resort partnership (employee transportation)
- **4% Ski Bus 2023-2024 season ridership increase** and exceeded 400,000 boardings
- Moved **57,300 riders in one weekend** at Warriors Over Wasatch air show, the Arts Festival, and George Strait concert at Rice Eccles Stadium
- Overall **public favorability score of UTA** increased from 68% to 74%



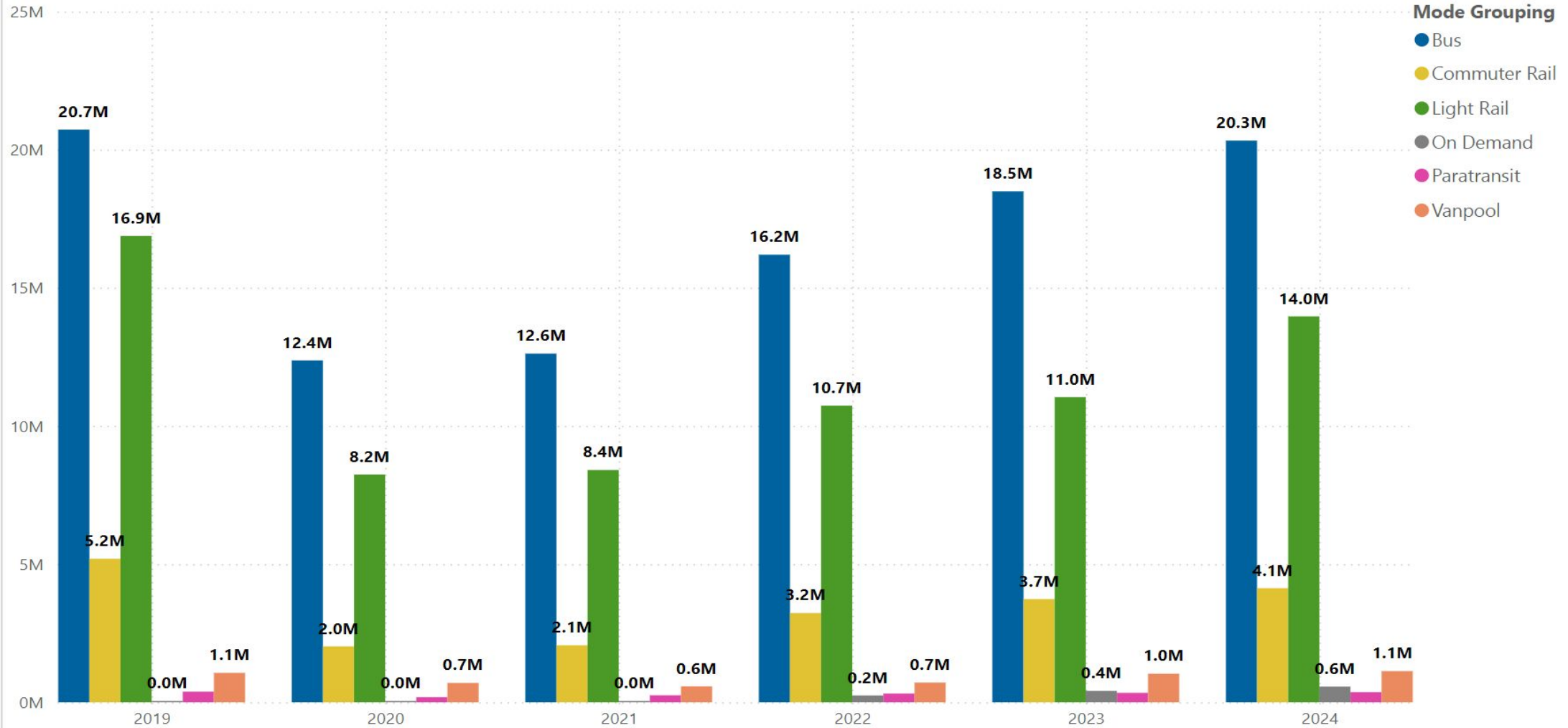
# Ridership: High Gains in 2024

Service Type	2023 Ridership	2024 Ridership	Year Over Year Change
<b>All UTA Services</b>	<b>35,059,930</b>	<b>40,478,945</b>	<b>+15.5%</b>
Bus Service	18,079,307	20,163,298	+10.1%
Commuter Rail	3,736,621	4,128,459	+10.5%
Light Rail	10,677,306	13,509,954	+26.5%
Streetcar	366,423	454,887	+24.1%
Paratransit	343,532	366,096	+6.6%
Vanpool	1,033,123	1,127,566	+9.1%
Microtransit	415,010	567,908	+36.8%



# Ridership: Recovery Since 2019

YTD Total Ridership by Year & Mode, Active Filters: All Service Type



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# Capital Program: Top 10 Projects 2024 YTD Spend

Name	Actual Costs
Mid-Valley Connector	18,306,611
TPSS Component Replacement	10,180,107
HB433 Future Rail Car Purchase	10,000,000
Paratransit Replacements	9,917,742
Fares Systems Replacement Program	8,971,857
Light Rail Vehicle Rehab	7,814,288
Rail Replacement Work	6,207,652
Replacement Non-Revenue Support Vehicles	6,015,495
Replacement Buses	4,566,421
Grade Crossing Program	3,814,529
<b>Total</b>	<b>85,794,708</b>



# Capital Program: 2024 Key Highlights

- 7 buses delivered
- 72 paratransit vehicles delivered
- Midvalley BRT Small Starts Grants Agreement signed
- Sugar interlocking replacement, partial Union interlocking replacement
- 10 grade crossings replaced
- 5 operator restrooms
- 126 bus stops and bus stop enhancements completed
- Techlink study completed
- Davis-Salt Lake Community Connector into project development with FTA

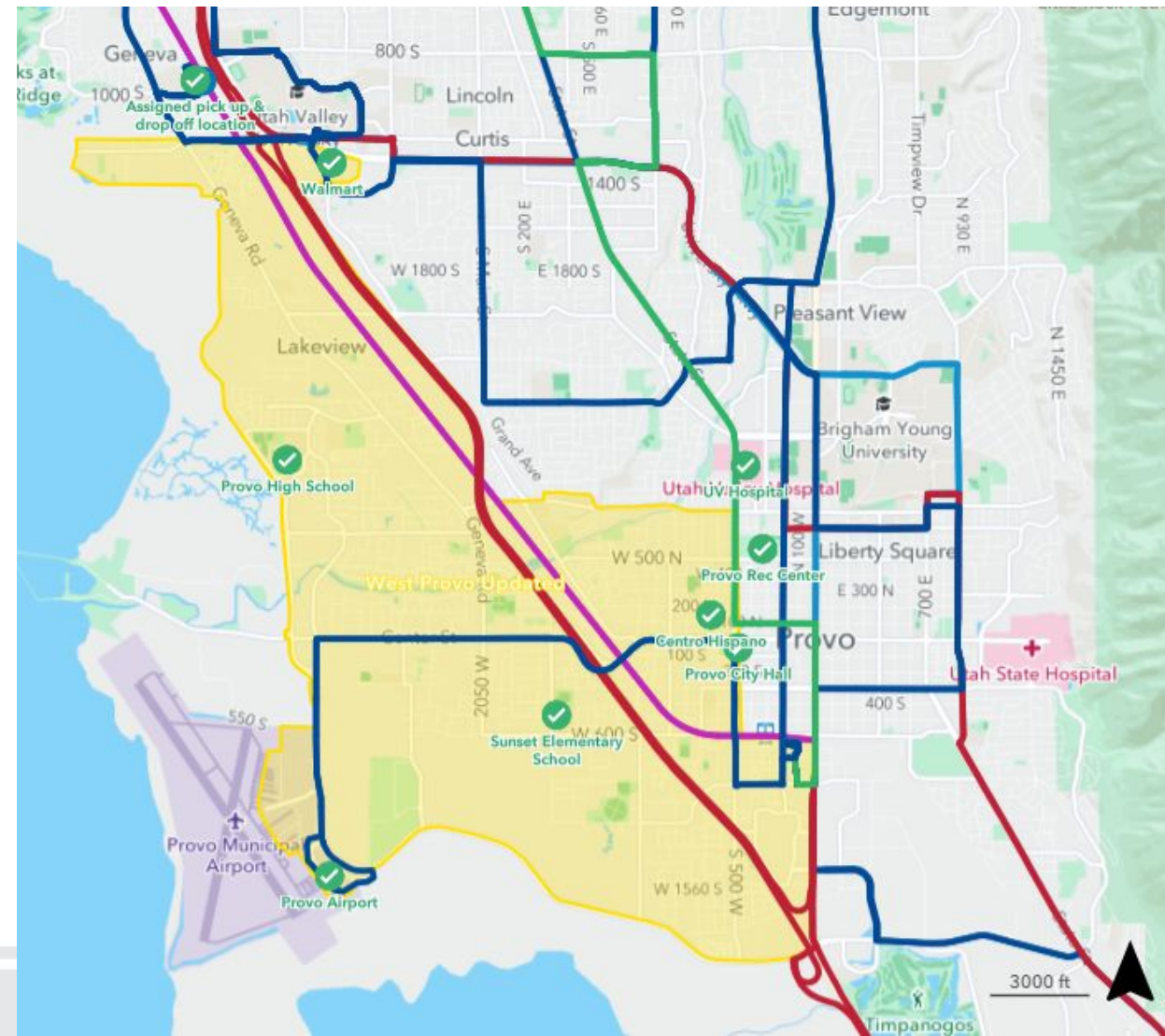


# 2025 Direction



# Service Highlight: New On Demand Zone in West Provo

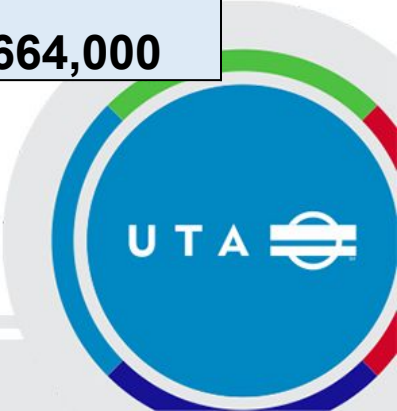
- Area: 8.3 square miles
- 3 service points outside the zone
- First zone with an airport
- First zone in Utah County
- Population: 24,100
- Launching April Change Day 2025 (04/13/2025)
- First zone starting with 100% wheelchair-accessible vans



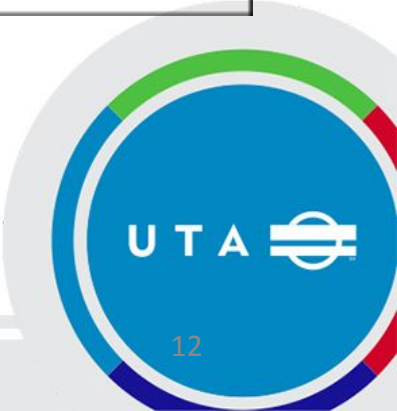
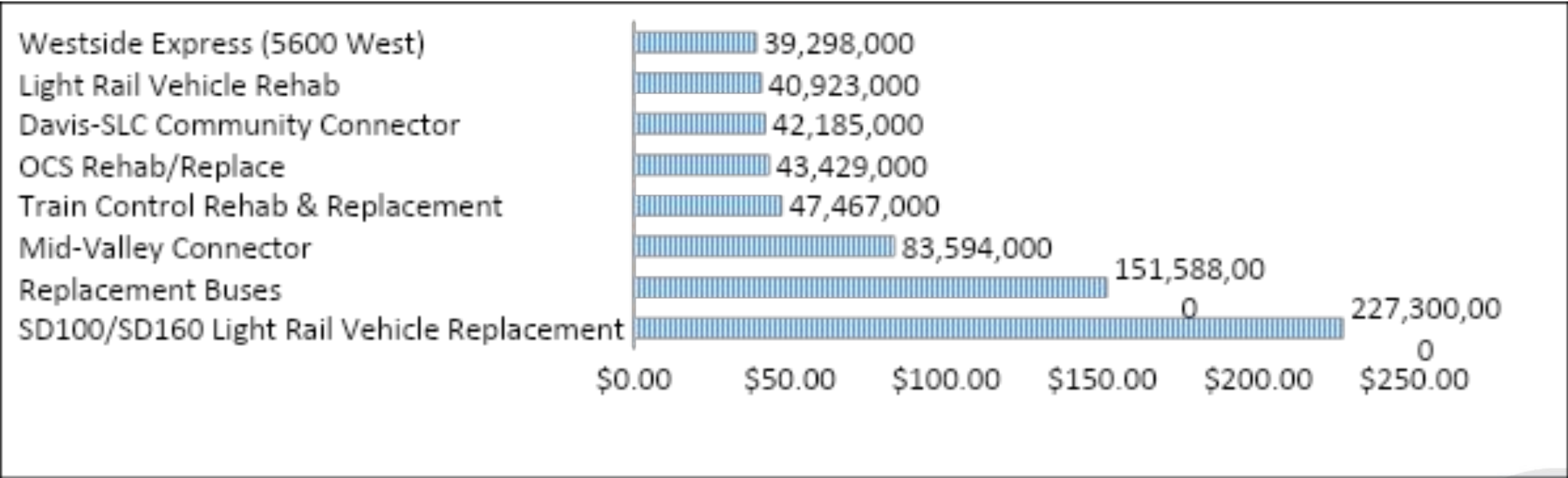


# 2025-2029 Capital Plan Yearly Summary

Year	Total Proposed Plan Amount	Grants	State/Local Partners	Financing	UTA Funds
2025	330,231,000	127,571,000	50,639,000	55,707,000	96,314,000
2026	265,120,000	86,944,000	42,332,000	64,035,000	71,809,000
2027	245,352,000	91,276,000	15,202,000	93,459,000	45,415,000
2028	200,405,000	28,606,000	8,093,000	112,270,000	51,436,000
2029	158,460,000	28,817,000	4,103,000	86,850,000	38,690,000
<b>Total</b>	<b>1,199,568,000</b>	<b>363,214,000</b>	<b>120,369,000</b>	<b>412,321,000</b>	<b>303,664,000</b>



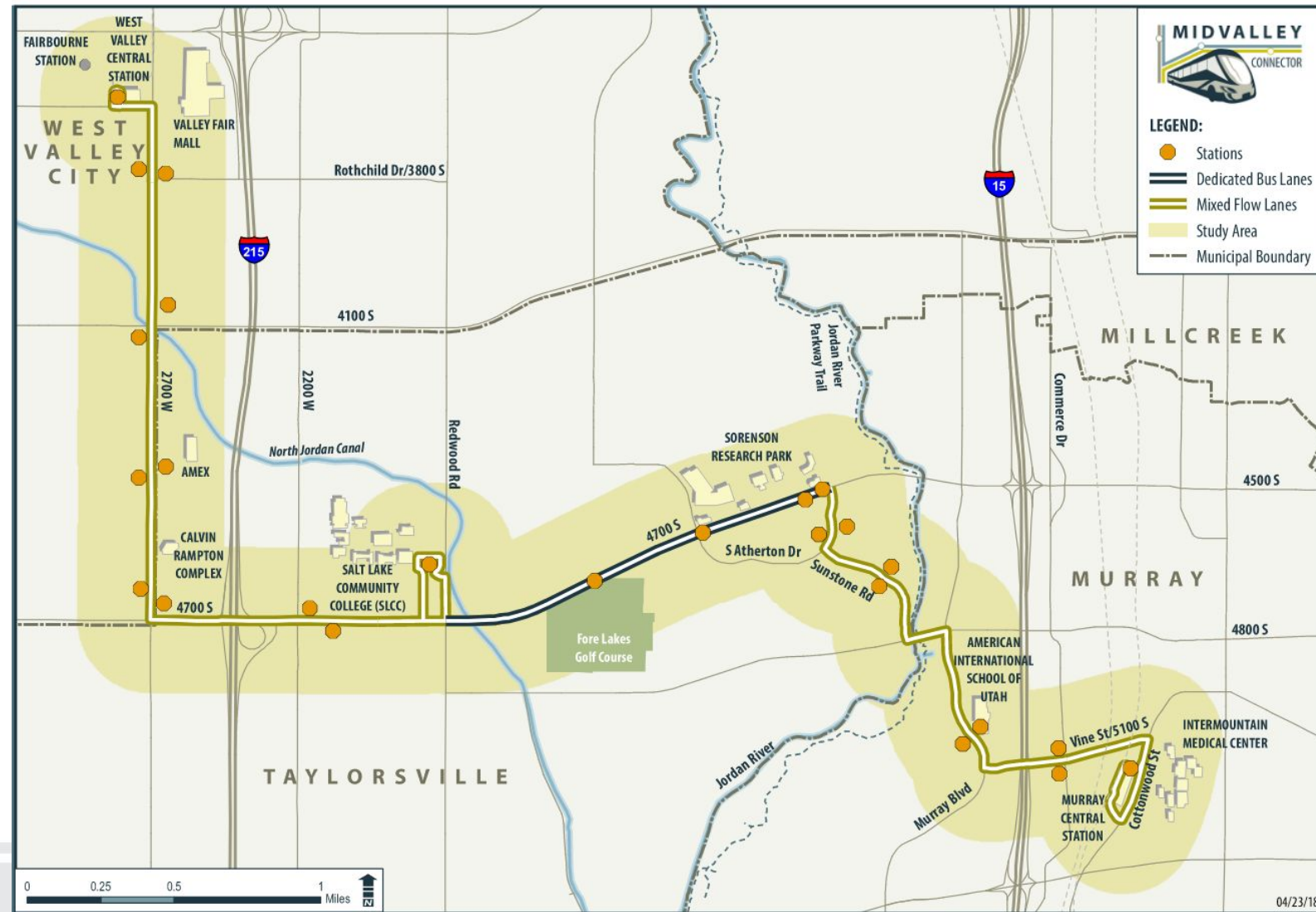
# Large Projects- 2025-2029, 57% of Plan



# Project Highlight: Midvalley Express (MVX) Project Information

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- BRT route
- 7-mile corridor
- 1.4 miles of exclusive bus lanes
- 15 station locations and 25 platforms
- 10 electric buses will run on the corridor (not funded with this project)
- 1,900 riders per day from existing route 47 & 227
- 15-minute peak service



# Project Highlight: MVX Construction Update

- Construction
  - Utility work along 4700 South ongoing
  - Boring work ongoing
  - Station work ongoing
  - SLCC work nearly completed
  - Wall installation on 4700 South finished except painting
- Lease/Utility Agreements
  - All lease agreements signed
  - All utility agreements signed





# Project Highlight: MVX FTA Small Starts Grant Approval

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# Project Highlight: MVX SLCC Bus Depot

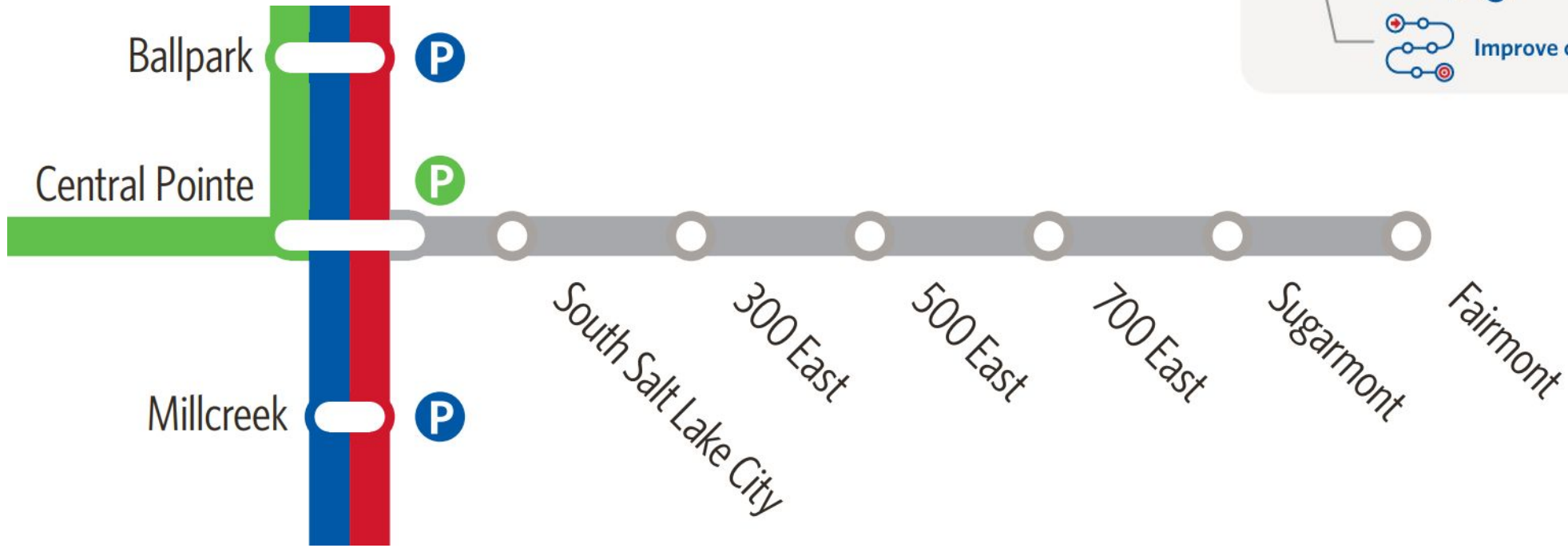








# Project Highlight: MVX Canopy Installation



# Project Highlight: S-Line



## GOALS

-  Support economic development and serve the growing population
-  Enhance reliable transportation to the Sugar House business district.
-  Provide an alternative to vehicle traffic
-  Improve connection to Sugar House.





# Project Highlight: 5600 West Bus

- This project is the transit alternative for UDOT's Mountain View Corridor project and has been identified in the UTA Five-year Service Plan to address the future growth of west Salt Lake County

## ELEMENTS



29 miles across four cities



22 new bus stops



Direct service to key destinations



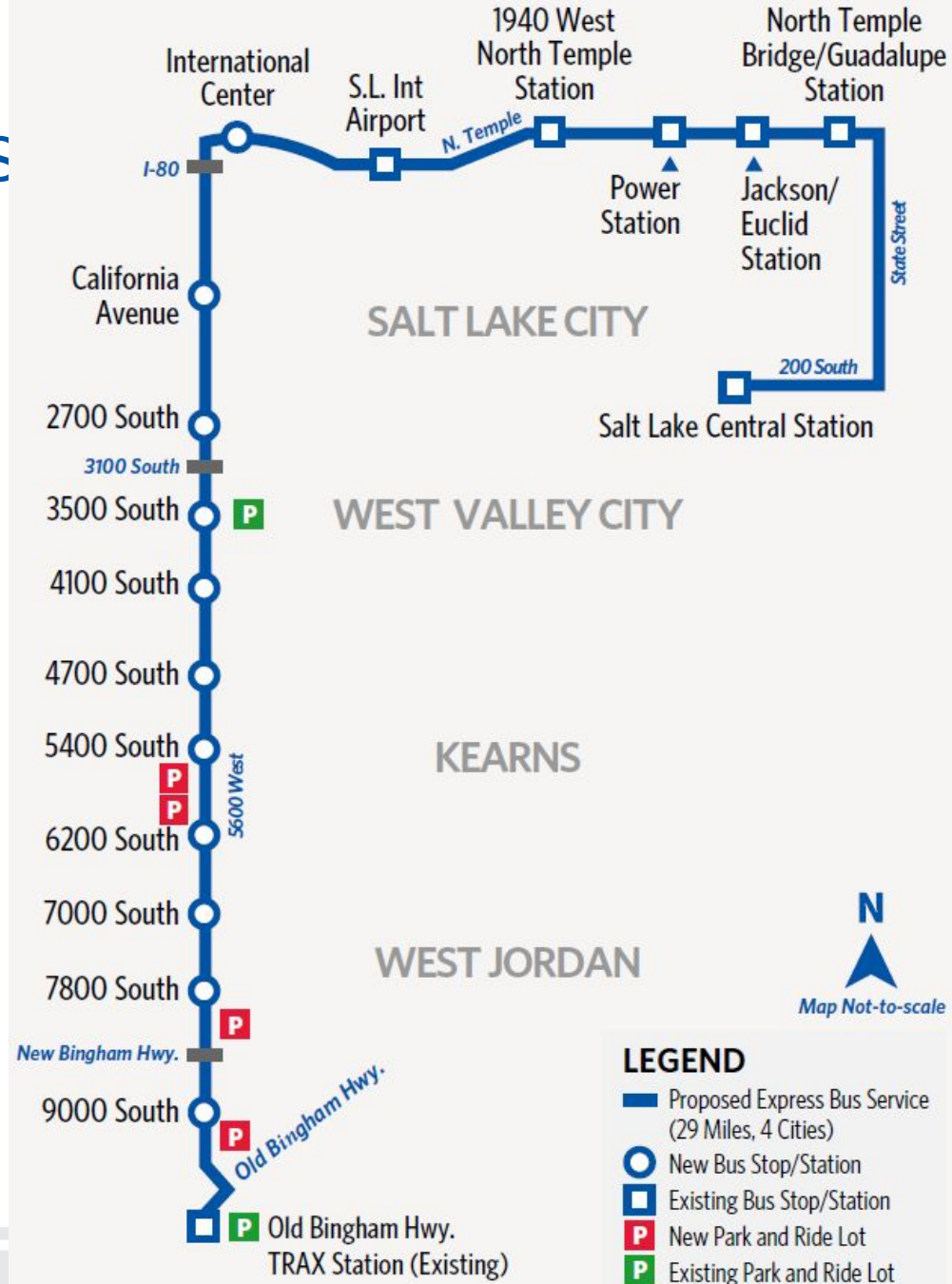
15-minute service



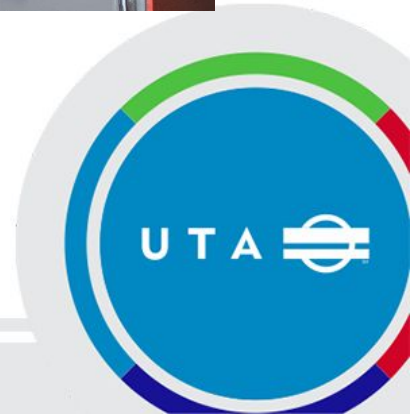
Enhanced stops with amenities



Enhanced existing service



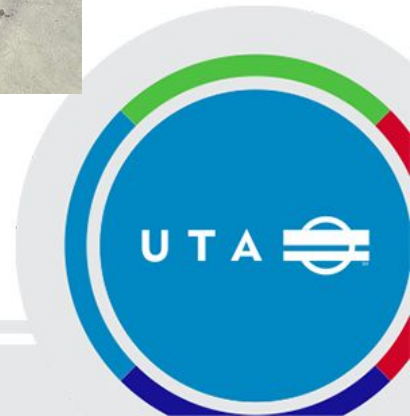
# Project Highlight: Substation Rehab





# Project Highlight: Vehicles and Vehicle Overhauls

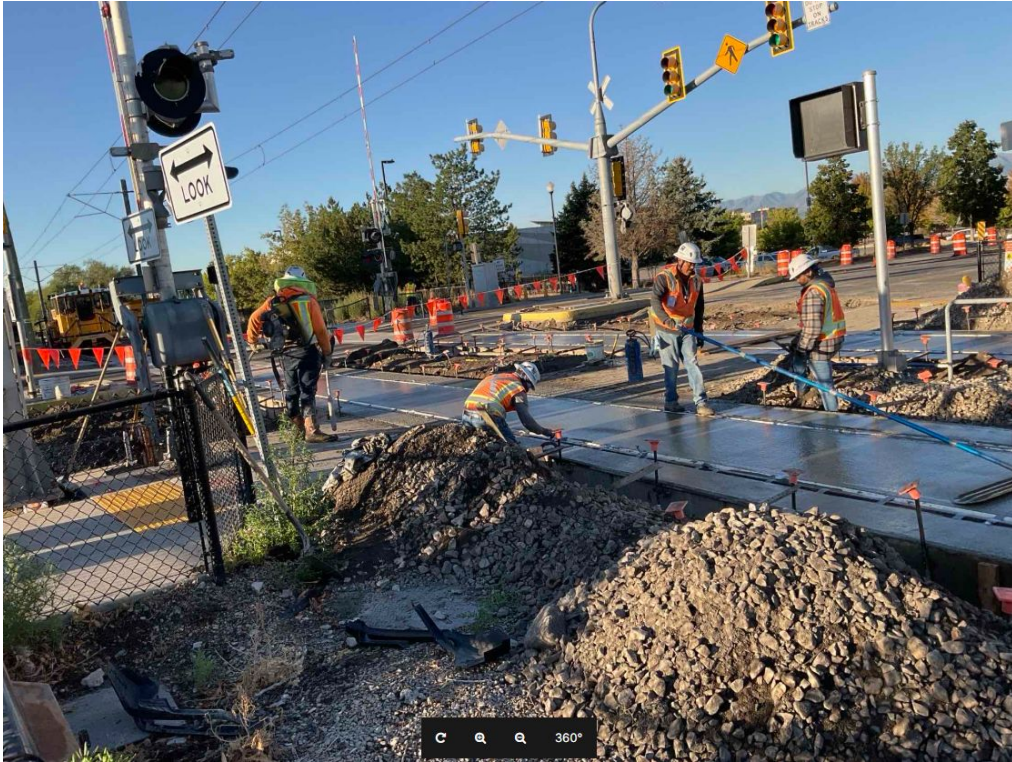
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# Project Highlight: Infrastructure

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# Project Highlight: Bus Stops





# Project Highlight: Lehi Pedestrian Bridge

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Questions?



# Advanced Air Mobility Past/Present/Future

A High-Level Overview of AAM



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# What Got Us to Where We Are today

## 2021

- [UDOT study](#) on development and implementation of AAM in the state
  - Identify existing assets
  - Identify what additional assets are needed
  - Assess feasibility of full implementation
  - Review funding mechanisms for infrastructure

## 2022

- UDOT working group to study current laws and identify potential statutory changes to facilitate development of AAM
- Define “advance air mobility system”
- ZipLine begins operating in the state.

# What Got Us to Where We Are today (cont.)

## 2023

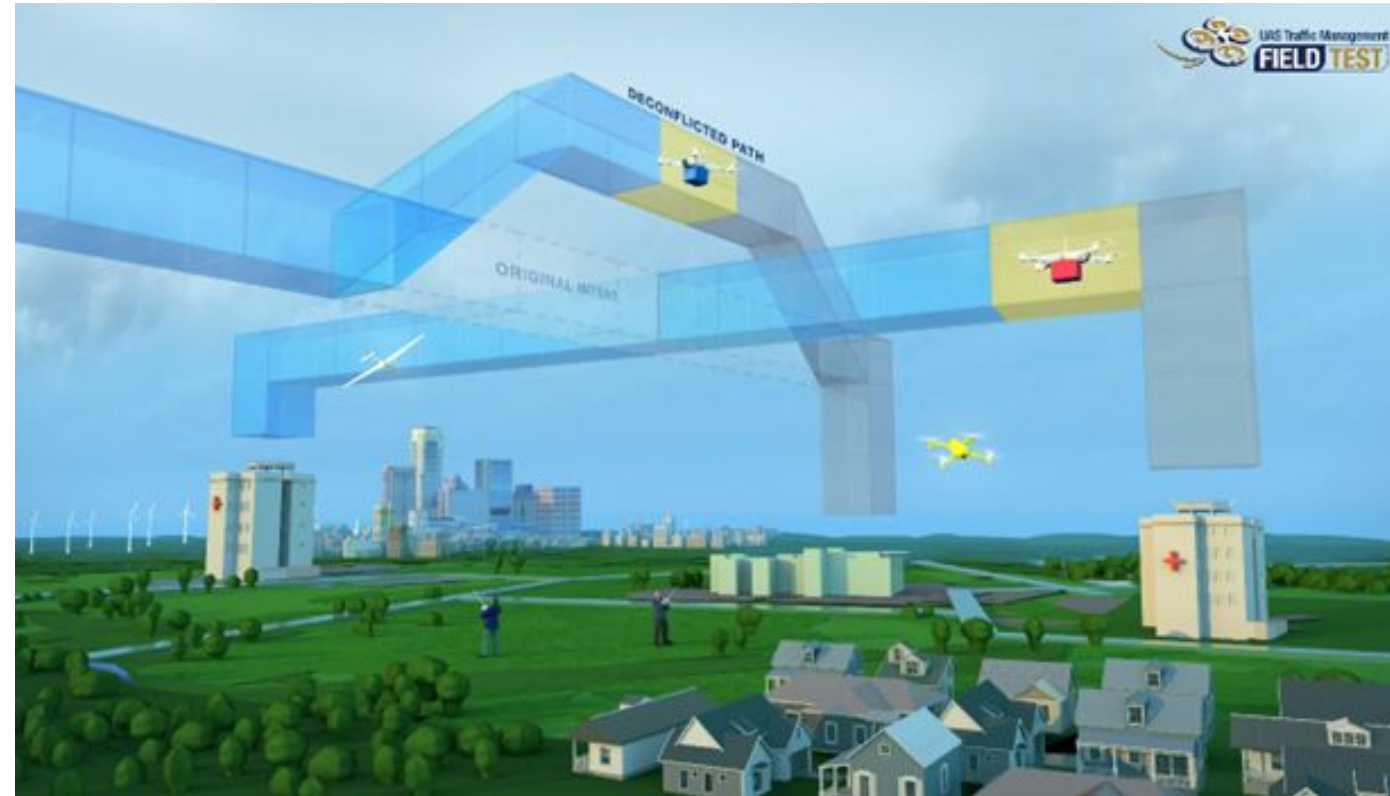
- Require registration of commercial AAM aircraft
- Define “vertiport” and gives vertiport oversight responsibilities to UDOT
- Address preemption of local ordinances regarding AAM business licenses
- Prohibits a city from having an agreement to grant an exclusive use to a vertiport owner or operator if they accept public funds
- DroneUp begins operations in the state

## 2024

- Drone registration draft rule released for comment
- Country of origin drone definitions and guidelines
- Airspace lease laws
- Land use protection for Vertiports
- Approved AAM test site budget
- Project ALTA (Air Logistics and Transportation Alliance)

# Current AAM Studies

- **AAM Technology Integration Study (S.B. 161 Study)**
  - Unmanned Traffic Management Infrastructure
  - Public Outreach / Education
  - AAM Sandbox - Test Site
  - Micro Weather Reporting
- **AAM Economic Impact Study**
  - 11,000 jobs
  - \$8 billion in business activity
  - \$1.8 billion in additional tax revenues



# AAM Working Groups

## Working Groups

- AAM electric vertical takeoff and landing aircraft (eVTOL) OEMs
- Air traffic
- AAM planning with local municipalities
- Drone operators
- AAM Operations

## Common Concerns of the Working Groups

- Community outreach and education
- Enhance existing infrastructure (i.e., Airports and Heliports)
- Local zoning requirements



# Additional AAM Work In Progress

- Partnering with 47G and Project ALTA (Air Logistics and Transportation Alliance) “Air Taxis” in operation prior to the Olympics.
- AAM Test Site
- AAM Multi-State Collaborative - Utah was a founding member, (currently ~36 participating state DOT's)
  - Harmonize policies
  - State approach and role
  - Sustainable funding sources
  - Leverage / enhance current aviation infrastructure
- MOU with Jump Aero - Medical Support eVTOL's
- Electric Aviation Subcommittee - In support of full study of Utah's Electrification of Transportation Infrastructure study





# Additional AAM Work In Progress (Cont.)

## 2025 Legislative Session

- SB96
  - Community outreach and education
  - AAM Toolkit for cities and counties planning and zoning
- Funding for electric aircraft charging stations



# What Does All This Mean for Local Municipalities

## Drone Small Package Delivery



# What Does All This Mean for Local Municipalities

## Heavy Cargo Delivery





# What Does All This Mean for Local Municipalities

## Medical Support MOU with Jump Aero



# What Does All This Mean for Local Municipalities

## Air Taxis



# Questions?

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# 2025 LEGISLATIVE SESSION OVERVIEW





**45 Days**

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**582 Passed Bills**

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**\$30.8 Billion Budget**

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***“Building on Previous Investment”***

# Key Legislation

# SB195, Transportation Funding Amend. (Harper)

This transportation omnibus makes the following changes:

- Requires connectivity planning in municipal general plans
- Clarifies station area planning (SAP) reporting
- Prohibits SLC from proceeding on “highway reduction” projects unless approved by UDOT in a mobility plan
- Clarifies ownership of property that UDOT purchases as part of a transit project
- Increases the TIF sales tax earmark from 20.68% to 27.68%, and backs out a previously appropriated \$300M GF
- Pushes back start date of Transit Innovation Grant program
- Requires that UDOT & UTA jointly study human services transportation coordination
- Reinstates UDOT litter mitigation funding
- Allows TIF funds to be used for corridor preservation
- Funds specific local projects
- Clarifies who has responsibility to maintain street lighting systems

# HB502, Transp. & Infrastructure Funding (Teuscher)

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- Makes changes to the “5th5th” local option sales tax
- Funds specific transportation and infrastructure projects
  - source: County of the First Class Infrastructure Bank
  - source: County of the First Class Highway Projects Fund
  - source: Transportation Investment Fund
- Creates an affordable housing infrastructure grant program for Salt Lake County
  - authorizes \$70M in transportation bonds for program
  - creates a board to approve grants (UDOT, GOEO, Steve W.)
- Funds a public transit hub, including ingress and egress in the Big Cottonwood Canyon area using revenue growth from CCTIF



# SB174, Transportation Governance (Harper)

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- Clarifies governance roles of UTA Executive Director, Board of Trustees, and Local Advisory Council.
- Requires UDOT oversight and supervision for all large public transit fixed guideway capital development projects, including those without state funding
  - allows UDOT to delegate responsibility of projects to UTA while maintaining oversight

# SB96, Advanced Air Mobility Amendments (Harper)

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- Directs UDOT to conduct a community outreach and public education campaign
  - shares benefits of AAM as a transportation mode
  - outlines state-driven initiatives
  - highlights potential impacts to economy
  - identifies potential phasing for AAM system
- Directs UDOT to create an AAM toolkit for political subdivisions
  - model ordinances
  - best practices
  - available resources

# SB290, Bike Lane Safety Amendments (Mauga)

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- Defines “Bicycle Lane” as a designated lane for exclusive use of bicycle, electric bicycle and motor assisted scooter traffic.
- Adds as a moving violation for (1) driving within a bike lane, and (2) obstructing a bike lane - except in certain circumstances
- Promotes improved biking safety
- Enables transportation choices

# HB471, Transportation Procurement (Roberts)

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- Authorizes UDOT to use, with approval, another entity's procurement contract to purchase transit vehicles
  - the entity could be a government entity in Utah, another state government, or any public transit district in the country



# SB229, Corridor Preservation Amend. (Christofferson)

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- Clarifies that corridor preservation land purchases can be for highway or fixed guideway transit
  - Important for FrontRunner project and other transit projects in fast-growing areas
  - Corridor Preservation Funding - \$20M (ongoing) from TIF to Marda Dillree Corridor Preservation Fund (SB 2)

# Funding & Appropriations

# \$400+ Million for Transportation Infrastructure



**Corridor  
Preservation**  
\$20M



**Affordable Housing  
Grant Program Bond  
Authorization**  
\$70M



**SR-89 (300W)**  
\$300M



**Other Local Projects**  
\$100M+



# STATEWIDE MPOs REGIONAL ROADWAY GRID STUDY **PROJECT STATUS UPDATE**

March 2025

Tim Baird, AICP | Project Manager



# STUDY GOALS

## Assess Connectivity and Grid Function

*Evaluating how each of our MPO regions perform as a regional grid network for all modes, and where connectivity challenges exist now and in the future.*

## Develop Solutions

*Develop, test, and prioritize new and improved connections that help each region's network function better and realize grid network benefits.*

## Prepare to Implement

*Prepare localities and agencies with a toolbox to formalize recommendations in plans and pursue implementation, including cost estimates and funding / ownership options.*

We are here!



# NETWORK EVALUATION METRICS



## ACCESSIBILITY

*How well can people access desired destinations across the network via different modes?*

- Access to Opportunities (ATO)
- Multimodal Network Completeness
- Connectivity Index
- Connectivity Across Barriers



## EFFICIENCY

*Does the network use scarce resources (space, time, money) effectively to achieve transportation outcomes?*

- Infrastructure Utilization
- Network Efficiency



## RESILIENCY

*How well can the network function across changing conditions?*

- Redundancy Ratio
- Community Connections

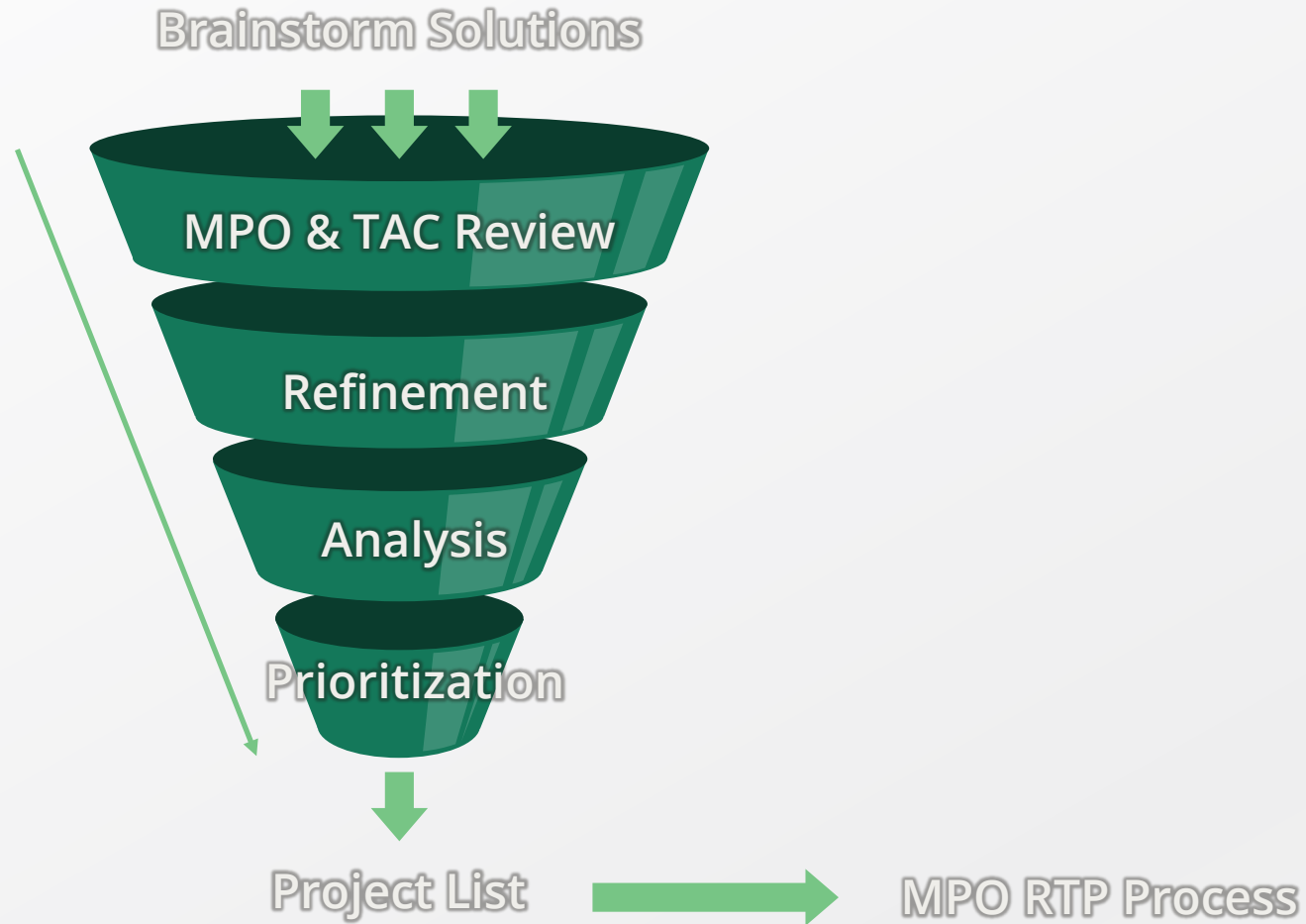


## FAIR ACCESS

*How much does connectivity vary across geography and income groups?*

- Access by Income and Geography

# PROJECT DEVELOPMENT ROADMAP



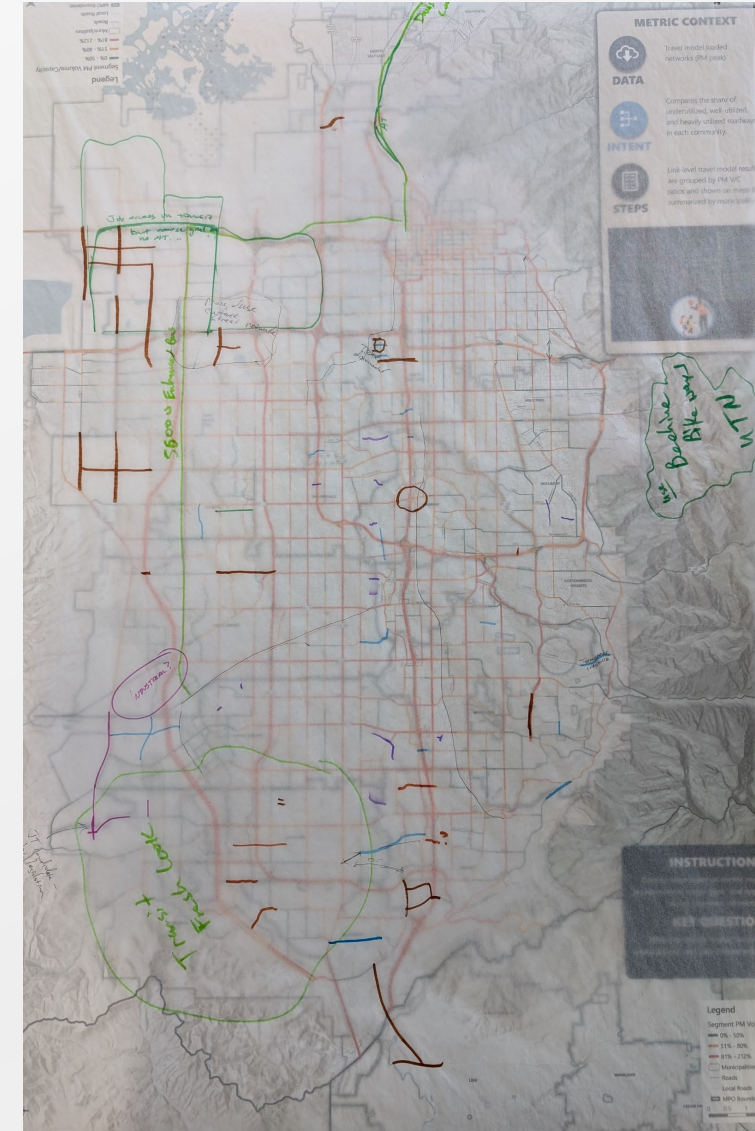
STATEWIDE MPOS  
REGIONAL ROADWAY  
GRID STUDY



# MPO WORKSHOPS

Convened key staff from MPOs, counties, transit providers, and UDOT regions

Generated potential connections and focus areas for improvements





# PROJECT DEVELOPMENT

Based on MPO input and project team analysis, developing aspirational solutions lists for each MPO area

## Next Steps:



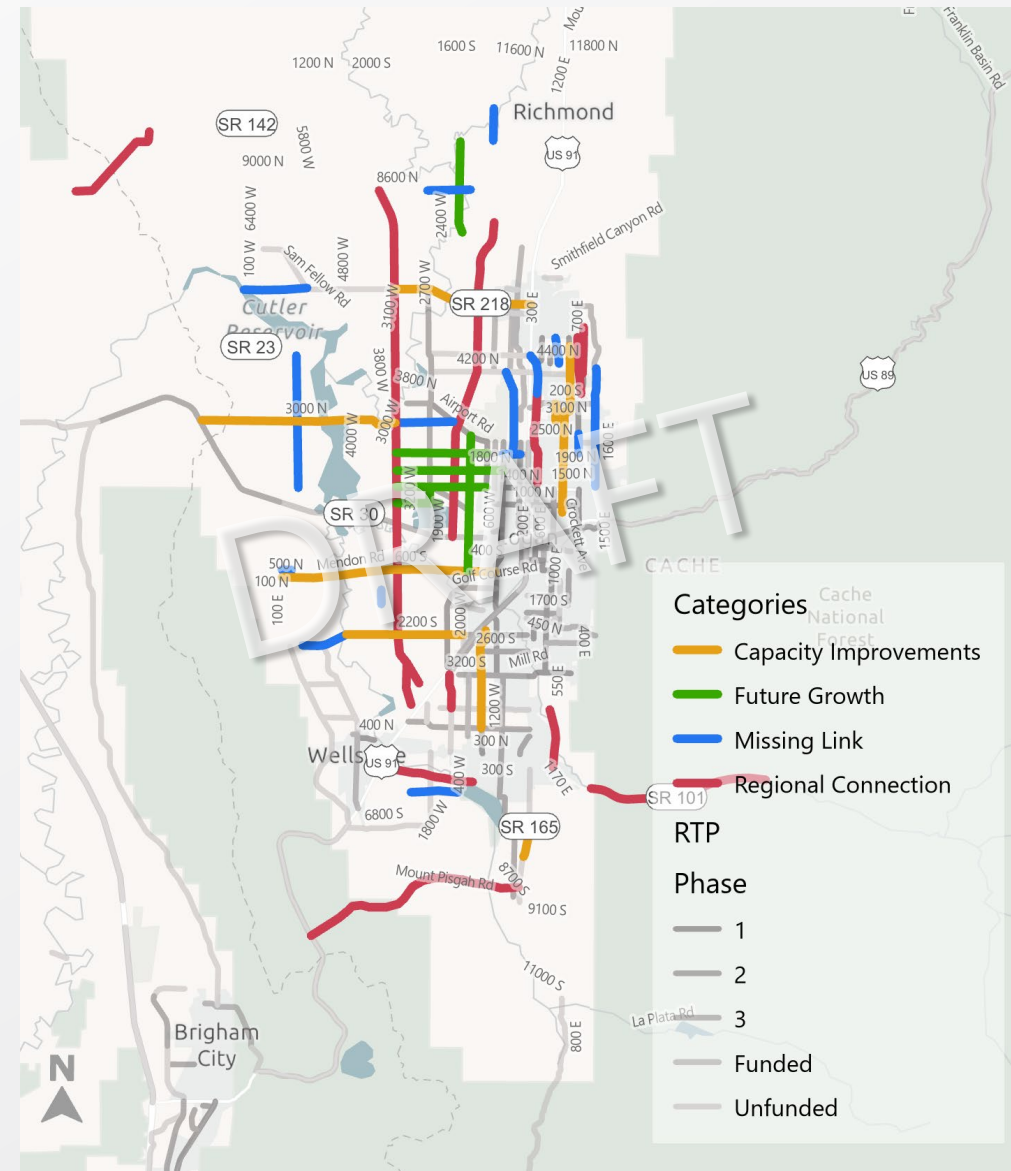
MPO & TAC review of solutions lists



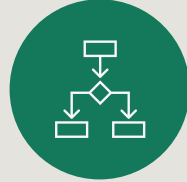
Refine solutions and package into scenarios for evaluation



Evaluate and prioritize solutions



# ONGOING EFFORTS



Developing and refining project details and establishing prioritization criteria



White paper on jurisdictional ownership & transfers research



Webmap with key deliverables, resources, and stakeholder review



# QUESTIONS?

STATEWIDE MPOS  
REGIONAL ROADWAY  
GRID STUDY



# Federal Transportation Reauthorization - Utah Background

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The current federal multi-year surface transportation authorization legislation — the Infrastructure Investment and Jobs Act (IIJA) — expires on September 30, 2026. Utah’s transportation agencies and partners have jointly developed key *principles* for a multi-year reauthorization to keep Utah moving, and *policy priorities* for core programs to be authorized in the legislation. These shared principles and priorities are aimed at advancing the collaborative work between all partners, as embodied in [Utah’s Unified Transportation Plan](#).

Considerations as Utah stakeholders engage in transportation reauthorization deliberations:

- Utah is one of the fastest growing states in the nation, with population projected to nearly double to 5 million people by 2050. Mobility, economy, and quality of life in Utah depends on providing transportation choices to keep Utah moving.
- Utah is nationally recognized for its data-driven collaborative planning processes through Utah’s Unified Transportation Plan. All of Utah’s transportation agencies collaborate to develop the Unified Plan, with engagement and support from private sector, public sector, and community stakeholders. Through the Unified Plan partnership, Utah identifies and advances national, state, and local transportation priorities. Utah’s collaborative approach increases efficiency and effectiveness by prioritizing the most impactful policies and investments, making Utah a prudent steward of federal and other funding.
- Federal funds are an essential component of transportation funding in Utah. They are used for basic maintenance and preservation of state highways, expansion of the transit system, and improvements to city and county roadways.
- Investing in transportation infrastructure is a national priority and core federal role. The IIJA contained myriad new discretionary grant programs and Utah has been making the most of these opportunities, competitively seeking these funding opportunities for Utah needs. However, given the need to prioritize and efficiently deploy limited federal resources, Utah’s primary focus are the core formula programs that are part of the standard surface transportation reauthorization. Formula funds provide the stability and predictability that is essential to infrastructure planning, programming, and construction. These formula programs have existed across numerous transportation authorizations, have bipartisan support, and have demonstrated value for Utah and the nation over many years.





# Federal Transportation Reauthorization - Utah Principles

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1. **Long-term and timely reauthorization:** Stability and predictability in transportation funding is essential for greater mobility, air quality, safety, and quality of life. A reauthorization bill should be adopted on time, and should be a multi-year authorization, so as to avoid uncertainty and disruptions in critical infrastructure investments, and to provide that stability and predictability. And as Utah prepares to host another Olympic and Paralympic Games in 2034, federal reauthorization of key transportation infrastructure programs will be essential for ensuring the State of Utah is ready to host the world.
2. **Authorize robust investment levels:** The IIJA authorized and appropriated significant investments in transportation programs over a 5-year period. Maintaining – if not enhancing – this level of investment gives Utah’s transportation partners the resources needed to plan, construct, and operate our transportation system in our fast-growing state.
3. **Enhance formula funding and evaluate discretionary programs:** The IIJA authorized numerous new competitive discretionary funding programs that Utah has benefitted from. However, the proliferation of discretionary grant programs creates administrative inefficiencies at the federal and state/local levels. In contrast, formula funding provides administrative efficiency, as well as the predictability that is essential for infrastructure planning and investment. Discretionary grant programs should be evaluated to consolidate similar programs, reduce ineffective programs, and enhance highly utilized and well-performing programs. Enhancing formula programs would make federal funding go further and represent an effective federal-state-local partnership.
4. **Sustainable funding mechanisms:** User fees, including the federal motor fuel tax, should continue to provide the core funding for the federal transportation program. Sustainable funding strategies that meet long-term funding needs, including road usage charges, should continue to be explored.
5. **Streamline processes:** Federal review and approval processes should be streamlined to reduce time and eliminate unnecessary duplication and cost. State and local transportation entities should be given adequate flexibility, as long as they can demonstrate that they are effectively advancing shared goals.



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# Federal Transportation Reauthorization - Utah Policy Priorities

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Program	Explanation	Policy recommendation



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## Reauthorization Timeline - Tentative

- **Winter/Spring 2025:** Utah transportation stakeholders develop “Utah’s 2026 Federal Transportation Reauthorization Principles”. National associations (AASHTO, APTA, NARC, AMPO, and others) also develop reauthorization priorities. Share Utah principles with Congressional Delegation.
- **Spring/Summer 2025:** Congressional Committees (Senate EPW/Banking/Commerce and House T&I) begin drafting reauthorization bills. They will solicit feedback from Committee and Rank-and-file Members of Congress, as well as other transportation industry stakeholders to share their priorities for the draft legislation. Utah stakeholders develop reauthorization policy priorities, and share with Utah Congressional delegation and committees of jurisdiction.
- **Spring/Summer/Fall 2025:** Congressional Committees hold legislative hearings related to various aspects of the reauthorization bill.
- **Winter/Spring 2026:** Committees introduce reauthorization bills, hold mark-ups of bills, and advance bills to the House and Senate Floors.
- **Summer 2026:** Floor votes on the reauthorization bills (House and Senate).
- **September 2026:** Conference the two bills and prepare for final passage.
- **September 2026:** IJJA Surface Transportation Reauthorization Expires
- **\*\*Note:** Historically, Congress has often failed to meet this timeline; temporary extension(s) of the IJJA may be needed if a full multi-year reauthorization is not yet adopted when IJJA expires.

## Utah Transportation Partners

- Utah Department of Transportation
- Utah Transit Authority
- Wasatch Front Regional Council
- Mountainland Association of Governments
- Cache MPO
- Dixie MPO
- Cache Valley Transit District
- Utah Association of Counties
- Utah League of Cities and Towns
- Salt Lake and Other Chambers of Commerce
- Utah Trucking Association
- Suntran
- American Council of Engineering Companies of Utah
- Associated General Contractors



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