

MPO Board Orientation

January 8, 2026 | 4:00 pm - 5:00 pm



AGENDA

A meeting of the MPO Board will be held on **Thursday, January 8, 2026, at 4:00 pm the Utah County Health and Justice Building, Room 2500, 151 South University Ave., Provo**, and virtually via Zoom: <https://us06web.zoom.us/j/83240110891>. [Driving and parking directions](#)

1. Welcome and Introductions

Chair, Mayor Bill Wright, 5 minutes

2. [MPO Board Orientation](#)

LaNiece Davenport, MPO Director, 55 minutes

3. Adjournment

The MPO Board holds public meetings in-person, with a virtual option. Persons interested in providing comments can reach out to Kimberly Brenneman at 801-229-3817 or kbrenneman@magutah.gov or attend the meeting and comment during the public comment period.

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify Kimberly Brenneman at 801-229-3817, kbrenneman@magutah.gov at least 24 hours prior to the meeting.

The minutes listing meeting attendees, discussion summary, and motions as well as the meeting video recording will be made available online at www.magutah.gov/mpoboard/ after committee approval.

MPO Board Orientation

January 8, 2026 | 4:00 pm



MAG MPO Board Orientation

LaNiece Davenport, MPO Director | 801-229-3837 | laniece@magutah.gov

BACKGROUND

Every January MAG staff host an MPO Board orientation meeting. The purpose of the meeting is to onboard, educate, and integrate new members by providing essential knowledge about MAG's organizational mission and structure and the MPO's structure, programs, core projects, and processes. It's also an opportunity for you to meet existing and new members, better understand your role, and ensure you are prepared for your role as a new MPO Board member.

STAFF RECOMMENDATION

Staff recommends that all new mayors and all existing MPO Board members attend orientation on January 8th.

SUGGESTED MOTION

This is an information item.

ATTACHMENTS

[MPO Board Orientation 2026](#)

MPO Orientation

January 8, 2026



Welcome and Introductions

12 New Mayors

Mayor
Jared Grey
Eagle Mountain

Mayor
Brittney Bills
Highland

Mayor
Paul Binns
Lehi

Mayor
Therin Garrett
Mapleton

Mayor Karen
McCandless
Orem

Mayor
Eric Jensen
Pleasant Grove

Mayor
Marsha Judkins
Provo

Mayor
Cristy Simons
Salem

Mayor
Chris Carn
Saratoga Springs

Mayor
Wade Menlove
Spring Lake

Mayor
Zack Stratton
Vineyard

Mayor
Ben Hillyard
Woodland Hills



MAG

Staff Introductions

Minoo Abrishami

Transportation Planner I
801.229.3845
mabrishami@magutah.gov

Robert Allen

Transportation Program Manager
801.229.3813
rallen@magutah.gov

Kimberly Brenneman

Executive Assistant
801.229.3817
kbrenneman@magutah.gov

Cody Christensen

Transportation Planner II
801.229.3848
cchristensen@magutah.gov

LaNiece Davenport

MPO Director
801.229.3837
laniece@magutah.gov

Kevin Feldt

Transportation Planning Manager
801.229.3841
kfeldt@magutah.gov

Spencer Foster

Local Administrative Advisor
801.229.3675
sfoster@magutah.gov

Tim Hereth

Analytics Manager
801.229.3843
thereth@magutah.gov

Jared Lillywhite

Transportation Modeler
801.229.3842
jlillywhite@magutah.gov

Shauna Mecham

Planner I/ Air Quality Analyst
801.229.3838
smecham@magutah.gov

Matthew Silski

Senior GIS Analyst
801.229.3688
msilski@magutah.gov

Dan Wayne

Community Planning & Economic Development Manager
801.229.3824
dan.wayne@magutah.gov

Kendall Willardson

Transportation Planner II
kwillardson@magutah.gov

MAG at a Glance (pg4)

Mountainland Association of Governments (MAG)

Why We Exist

- **Empower communities** to achieve their vision
- One of Utah's 7 Associations of Governments

What We Do

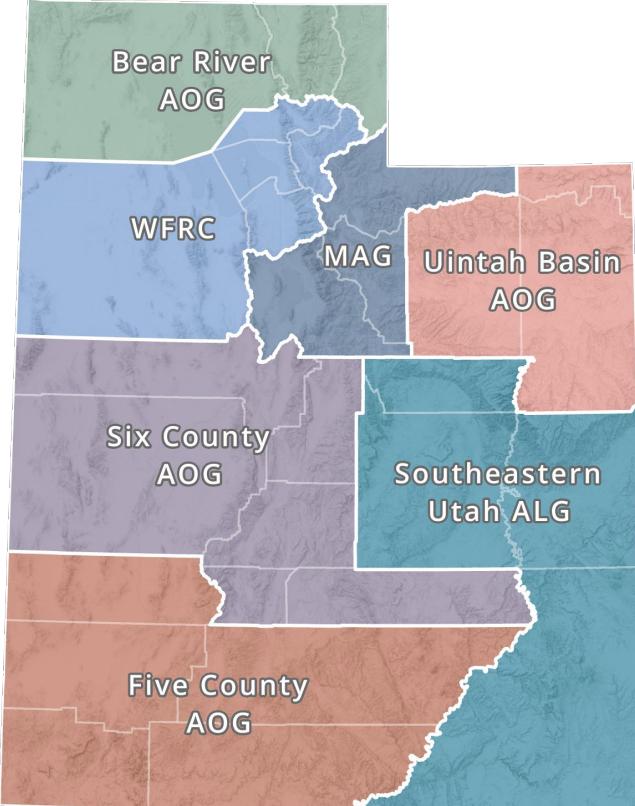
- Collaborate regionally
- Connect communities to funding and services
- Advocate for local priorities
- Facilitate solutions

Focus Areas

- Aging Services
- Community & Economic Development
- **Planning for Growth**

Who We Serve

- **Summit, Utah, and Wasatch Counties**



MPO at a Glance (pg5)

MAG Metropolitan Planning Organization

Who We Are

- **Federally designated MPO** or planning body for Utah County urbanized area

What We Do

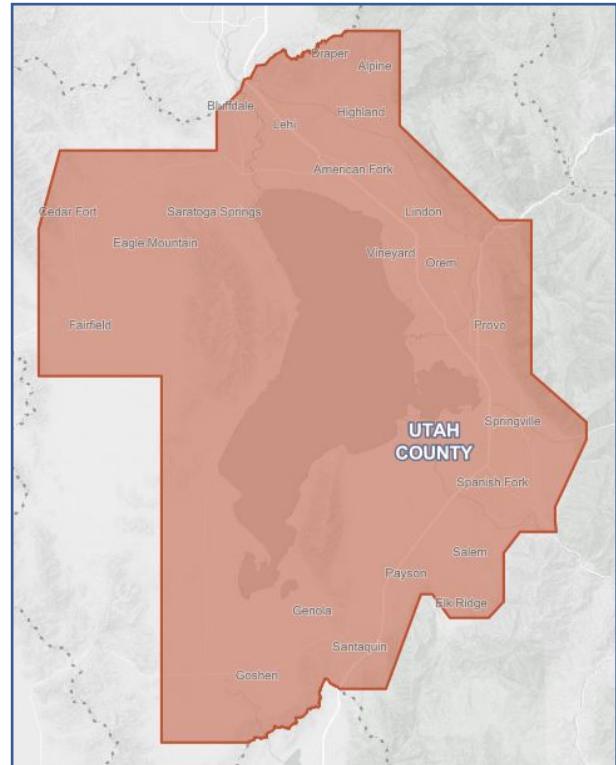
- **Develop and maintain the Regional Transportation Plan**
- Plan a long-term, **multimodal** transportation system
- Update the RTP every **four years**, with periodic amendments

How Planning Works

- **Collaborate** with local governments, agencies, stakeholders, and residents
- Identify **regional multi-modal transportation projects**
- Projects must be included in the RTP to be eligible for funding

Why It Matters

- Strong partnerships support planning, building, operating, and maintaining a transportation system that serves all residents and employers



What We Do | MAG MPO Board (pg6)

Who You Are

- The **MPO** is led by you — the **MPO Board** with **MPO staff**
- Responsible for **regional transportation planning** in Utah County

Your Role

- Set **regional priorities**
- Plan, prioritize, and fund a **multimodal transportation system**
- Guide **effective use of public transportation dollars**

How the Work Happens

- Seek **input and direction from advisory committees**
- **Coordinate** with UDOT, UTA, UDAQ, FHWA, FTA, legislators, and others

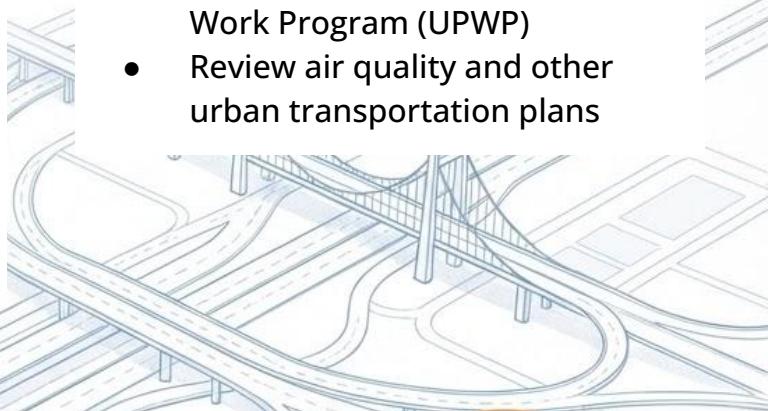
Board Structure

34 Voting Members | 5 Non-voting Members

- Chair (Mayor Wright) & Vice Chair (Mayor Frost) lead the Board

Key Responsibilities

- Approve the Regional Transportation Plan (RTP)
- Approve the Transportation Improvement Program (TIP)
- Approve the Unified Planning Work Program (UPWP)
- Review air quality and other urban transportation plans



What We Do | MAG MPO Board (pg7)

Board Service

- **Serve on the MPO Board during your elected or appointed position**

Meeting Participation

- Attend **monthly** meetings (2nd Thursday at 5:30 p.m.)
- Notify MAG staff in advance if your alternate* will attend
- **Quorum:** 12 members present
- Voting: Majority of members present

Leadership & Governance

- Chair and Vice Chair serve two-year terms - **biennial elections** in January
- Chair presides over meetings and signs official documents

Regional Leadership

- Support regional planning across jurisdictions
- Advance multimodal transportation (road, transit, bicycle, pedestrian)
- Encourage engagement on regional transportation issues

Communication Responsibility

- Serve as the link between the MPO and your jurisdiction - Share MPO actions with local staff and advisory committee members

**Need to identify your alternate and appoint TAC member*



Wasatch Choice Vision (pg8)



What It Is

The Wasatch Choice Vision is a **coordinated regional blueprint aligning transportation, land use, economic opportunity, and public spaces to protect and enhance quality of life.**

Key Strategies

- **Transportation Choices:** Driving, transit, biking, and walking
- **Housing Options:** Diverse types and locations for all residents
- **Parks & Public Spaces:** Accessible parks and open spaces for gathering and recreation
- **City & Town Centers:** Walkable hubs to live, work, and play

Why It Matters

Developed collaboratively with local governments and partners, the Vision reflects community values, guides future growth, and identifies 71 city and town centers across the MAG region.

Our future quality of life depends on the choices we make today. The Wasatch Choice Vision is our communities' shared Vision for coordinated transportation, land use, and economic opportunity.

Regional Transportation Plan (pg9)

Purpose

Utah County's Regional Transportation Plan (RTP) **plans for safe, efficient movement of people and goods, improving mobility and preparing for future growth.**

Key Features

- **Regional Coordination:** plans across city boundaries
- **Data-Driven Planning:** uses qualitative and quantitative inputs to identify long-range needs
- **Project Phasing:** aligns transportation projects with regional trends, goals, and member and partner input
- **Local Integration:** Supports and informs municipal planning efforts

Process & Updates

- Updated **every 4 years** to address changing conditions and emerging trends
- Current in-progress plan: "**2055 RTP**" (building on 2023's TransPlan50)
- Evaluated against Utah's **Quality of Life Pillars:** Good Health, Better Mobility, Strong Economy, Connected & Livable Communities

Your Role

MPO Board input is critical to ensure the RTP reflects **regional priorities** and **community needs**.

The RTP outlines future road, transit, and active transportation projects between now and 2055

Transportation Improvement Program (pg10)

Purpose

The TIP **implements the long-range Regional Transportation Plan (RTP)** by programming transportation projects that are fiscally constrained and MPO Board-approved.

Key Features

- ~Five-Year Program: Includes regionally significant projects aligned with the RTP
- **Project Types:** Active transportation & safety projects; Air quality and pollution reduction; Airport and transit improvements; Intelligent Transportation Systems & intersection upgrades; New roads and widening; Regional Studies

Application Process

- **MAG - Biennial selection process - \$110M - MPO Board**
- **UDOT - Yearly prioritization process - ~\$1B - Transportation Commission**

Collaboration

Managed jointly by MPO and transportation partners to ensure coordinated regional planning.

The TIP provides funding for regional road, transit, and active transportation projects from RTP

Corridor Preservation Program (pg11)

In 2025, the Corridor Preservation Program spent \$11.7M on preservation projects in Utah County.

Purpose

Funds local governments to **protect land for future transportation projects** in Utah County, ensuring corridors remain available and affordable before construction begins.

Key Features

- Long-Term Planning: Focused on future needs, with a **4-30 year outlook**
- Funding Source: Utah County automobile registration fee (~\$4M/year)
- Eligible Projects: Roads classified as **collectors or higher** in high-growth areas
- Limitations: Cannot fund projects in current TIP or beyond 30-year horizon; **no eminent domain**

Application Process

- Cities and counties submit applications with **certified appraisals**
- Reimbursement for appraisals available for approved projects
- MAG MPO maintains an **inventory of eligible corridor preservation projects** aligned with the RTP

Benefit

Secures land at **lower costs** and protects corridors from incompatible development.

Maps, Data, Information (pg12)

Purpose

Supports **transportation planning and investment decisions** by collecting, analyzing, and modeling land use and transportation data.

Key Features

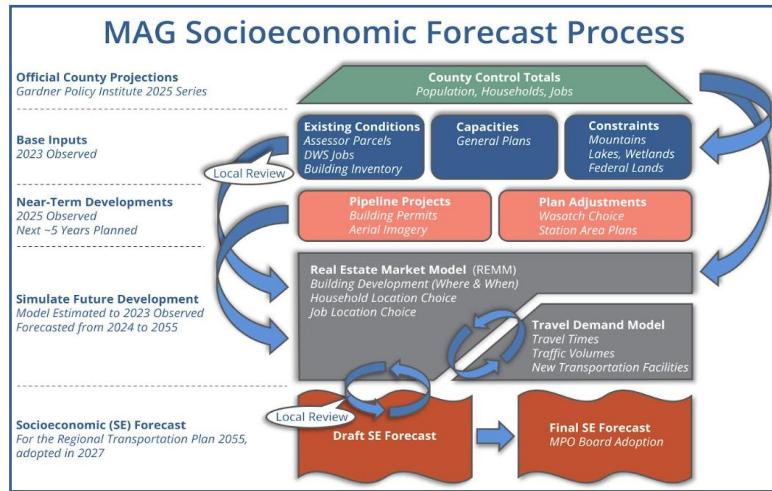
- **Data-Driven Planning:** Uses latest estimates for population, land use, travel, employment, congestion, and economic activity
- **Collaborative Review:** MPO members and committees ensure data accuracy
- **Regional Modeling Partnership:** Works with Wasatch Front Regional Council

Tools & Models

- **Real Estate Market Model (REMM):** Simulates growth patterns, household/job distribution, and market dynamics within local growth policies
- **Travel Demand Model (TDM):** Tests land use and network scenarios to predict travel demand impacts

Benefit

Enables **forecasting future conditions** and evaluating the impacts of projects and policies across the region.



UPWP & PEP & Air Quality (pg13)



1. Unified Planning Work Program (UPWP)

- Annual statement of work outlining the MPO's **planning priorities, activities, funding, timelines, and responsible parties**
- Updated yearly to reflect changing planning needs and resources



2. Public Engagement Plan (PEP)

- Ensures **transparent, inclusive public participation** in transportation planning
- Guided by Title VI, Environmental Justice, LEP, and ADA Accessibility requirements
- Engages the public, historically disadvantaged communities, stakeholders, and agencies



3. Air Quality

- Ensures transportation plans **do not worsen air pollution** in non-attainment areas
- Monitors PM2.5, ozone, and AQI; implements strategies to reduce emissions
- Ensures **federal air quality standards** and protects public health

Purpose

Supports collaborative, compliant, and health-conscious regional transportation planning.

Utah's Unified Transportation Plan (pg14)

Statewide Coordination

- All of Utah's long range transportation = Utah's Unified Transportation Plan (UUTP)
- Led collaboratively by **Utah's four MPOs, UDOT, and UTA**

Planning & Prioritization Process

- **MPOs develop Regional Transportation Plans (RTPs) for urban areas and UDOT develops statewide Long Range Plan (LRP) for rural areas**
- Projects prioritized into three ~10-year phases
- Includes **local government coordination and public input** over a four-year cycle

Guiding Framework

- **Pathway to Quality of Life** vision guides investment decisions
- Focus areas: **Better Mobility, Good Health, Connected Communities, Strong Economy**

Goal

Coordinate planning and investment to **keep Utah moving while enhancing quality of life.**



Legislative (pg15)

MAG MPO Advocacy & Policy Role

- Supports **regional planning, RTP implementation, and Board-approved initiatives**
- Does not advocate for individual projects
- Advocates for **overall regional transportation funding and RTP implementation**



Transportation Priorities

- Identified in the RTP **“Fiscally Constrained” Phase 1** projects
- Includes **highway, transit, and active transportation**

Policy Monitoring

- **State:** Tracks Utah Legislature activity affecting transportation and related items
- **Federal:** Monitors reauthorization of federal transportation law (Infrastructure Investment and Jobs Act (IIJA) expires Sept. 30, 2026)

Coordination

- Works with Utah transportation agencies and partners on **shared federal reauthorization principles** to keep Utah moving

Utah's Transportation Planning and Funding (pg16)

Utah's Transportation Planning

Data-Driven & Performance-Based

- Transparent process ensures funds are used **effectively and responsibly**
- Supports growth management, infrastructure preservation, and quality of life

Identifying Transportation Needs

- **Regional Transportation Plans** (RTPs) identify needs through 2055
- Includes roads, transit, biking, and walking
- Projects grouped into **three ~10-year phases**
- **Financially constrained** based on reasonably available revenues
- Projects ranked using **criteria aligned with Utah's Quality of Life Framework**

Role of MPOs

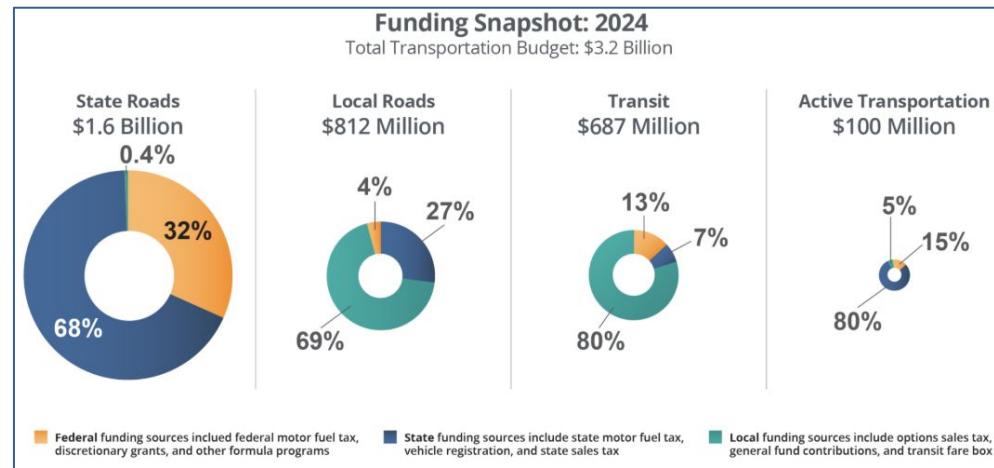
- MPOs lead RTP development for urban areas - MAG is the MPO for Utah County
- RTPs updated every 4 years with public and partner input
- **Phase 1 RTP projects are eligible for funding**

Utah's Transportation Planning and Funding (pg17)

Funding & Project Prioritization

Funding Transportation

- Limited resources **require prioritization**
- Funding sources include:
 - Fuel taxes & vehicle registration fees
 - Sales taxes
 - Federal, state, and local funds



Prioritizing Projects

- Transit Projects:
 - Funded by UTA based on ridership, asset condition, and lifecycle
- State Road Capacity Projects:
 - Prioritized by Utah Transportation Commission with MPO & UDOT input
 - Ranked using weighted criteria
- UDOT Preservation Projects:
 - Pavement & bridge projects funded using condition-based measures

Utah's Transportation Planning and Funding (pg18-20)

Regional and Local Funding

MAG MPO TIP

- **5-year funded construction program** for Utah County
- **Implements the RTP**
- Funds ~\$300M of Utah's \$1.7B statewide TIP
- Delivered in **partnership with UDOT and UTA**



Local Government Transportation Funding - Local Option Sales Taxes

- Cities fund roads primarily through the **B&C Road Fund, plus local sales taxes, general funds, and user fees** (e.g., TUFs)
- Counties (and some cities) can impose **local option sales taxes** for transportation
- 8 statewide options (0.20%–0.30% each) fund roads, transit, active transportation, safety, corridor preservation, airports, ITS, and related infrastructure. Most options do not require voter approval

Utah County

- Local options imposed total 1.25%
- Supports transit and all transportation modes across the county

Transportation Planning Partners (pg21)

Local Governments

- Plan, design, operate, maintain, and fund local **roads, transit, and active transportation**
- Integrate transportation into **site development** and **long-term comprehensive plans**

Utah Department of Transportation (UDOT)

- Plans, builds, and maintains **state roadways and major infrastructure**
- Develops the **rural RTP** for areas outside MPO regions
- Covers **Summit and Wasatch Counties** within the MAG region

Utah Transit Authority (UTA)

- Provides **public transit** across the Wasatch Front including Utah County
- Operates **BRT, TRAX, FrontRunner**, buses/ski buses, streetcar, on demand, paratransit, and vanpools
- Focused on mobility, congestion reduction, and sustainable growth

Federal Partners

- **USDOT, FHWA, FTA:** Policy guidance, technical support, and funding
- Key partners include EPA, USACE, and TRB for environmental review and research

Who Is There to Help You (pg22)

MAG Staff

- Manage MPO activities under the **UPWP**
- Develop and maintain the **RTP and TIP**
- Conduct studies, evaluate proposals, and manage **federal transportation funds**
- Ensure **fiscal realism, regulatory compliance, and public engagement**
- **Coordinate** with local governments, UDOT, UTA, and the community
- Provide **technical expertise and recommendations** to the Board and committees
- *MAG Staff are your Number 1 Resource - Call us Anytime with Questions*

Technical Advisory Committee (TAC)

- Technical advisory body to the MPO Board
- Composed of **engineers, planners, and transportation professionals**
- Reviews and recommends **studies, plans, and programs**
- Meets **4th Monday monthly at 1:30 p.m.** (public meetings)
- Ensures **information flow** between jurisdictions, staff, and Board members

MAG Planning Dept. | Other Activities (pg23)

Overview

- Oversees transportation planning, programming, policy, data analytics, and community planning
- Supports the MPO (Utah County) and RPO (Summit & Wasatch Counties)
- Provides a forum for regional discussion and collaboration

Department Goals

- Build strong, collaborative relationships with members and partners
- Coordinate transportation, land use, and growth initiatives
- Strengthen regional capacity to respond to growth and changing community needs

Planning Department		
Transportation Division	Analytics Division	Community Planning Division
<ul style="list-style-type: none">• MPO (Metropolitan Planning Organization)• RPO (Rural Planning Organization)• Corridor Preservation Program• Regional Transportation Plan (RTP)• Transportation Improvement Program (TIP)• Air Quality Analysis	<ul style="list-style-type: none">• Data and Analytics• Land Use Model (REMM)• Transportation Model• GIS	<ul style="list-style-type: none">• Technical Assistance to Governments (TAG)• Station Area Planning (SAP)• Local Administrative Advisor (LAA)

MAG Planning Dept. | Other Activities (pg23)

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MAG Planning Dept. | Other Activities (pg24-27)

Rural Planning Organization (RPO)

Develops long-range regional transportation plan for Summit and Wasatch Counties in partnership with UDOT
Policy Board and Technical Advisory Committee meet quarterly

Technical Assistance to Governments (TAG)

Consultant support for growth-related plans and studies that integrate transportation and land use
Up to \$1M annually | \$50K-\$300K per project | 6.77% local match required

Local Administrative Advisor / Community Advisor

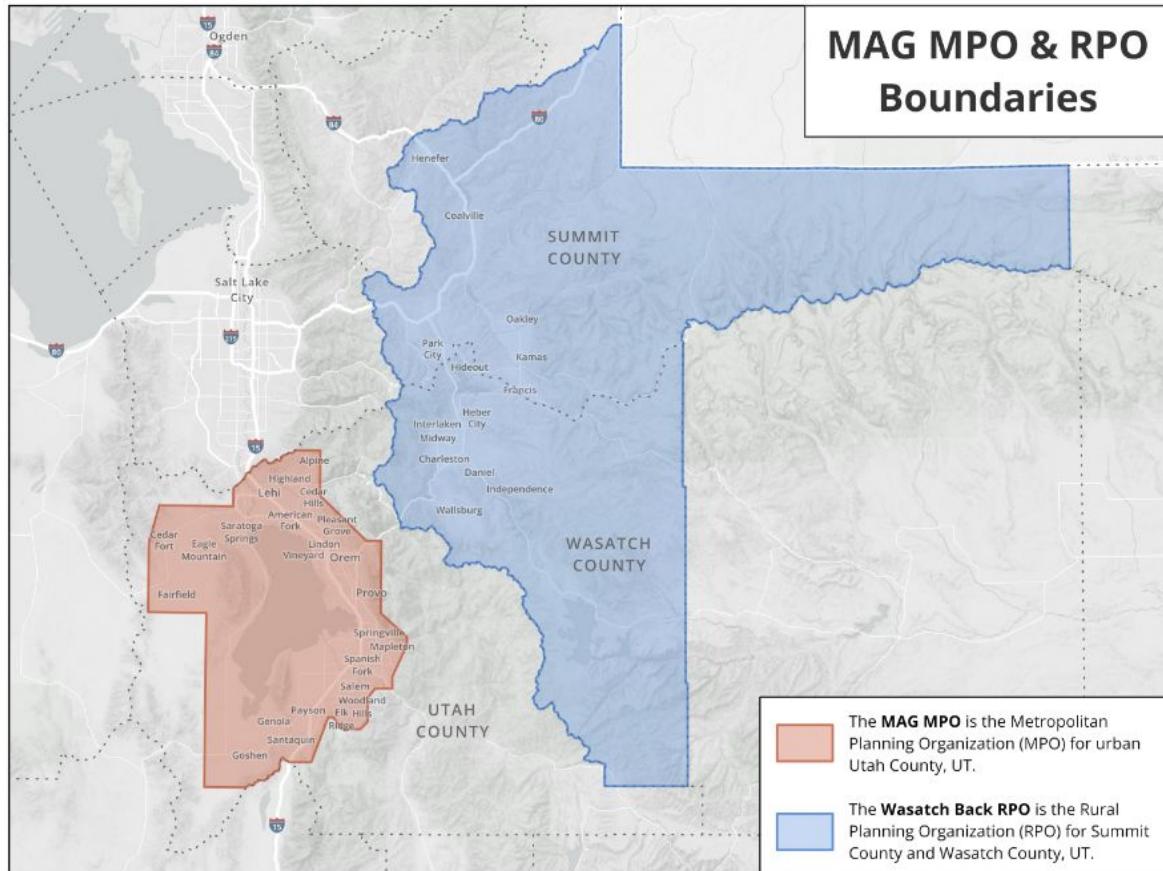
Supports small cities & towns (under 10,000 population)
MAG staff assists with governance, staffing, budgeting, policies, grants, etc.

Station Area Planning (SAP)

Maximizes development around transit stations that supports housing, sustainability, access, and mobility
MAG provides technical assistance in partnership with GOEO and certifies SAPs in partnership with UTA

Program Boundaries (pg28-29)

- MPO: Utah County urban area
- RPO: Summit and Wasatch Counties
- TAG: All jurisdictions in Utah, Summit, and Wasatch Counties
- SAP: Cities In Utah County with fixed rail transit stations
- LAA: Cities within Utah, Summit, and Wasatch Counties with population less than 10,000



MAG Planning Dept. | All Committees (pg30)

POLICY

Metropolitan Planning Organization Board (MPOB)

Voting: 26 mayors, 3 commissioners, 1 UDOT, 1 UTA, 1 UDAQ, 2 Legislators
Nonvoting: 1 Camp Williams, 1 Bluffdale, 1 TAC Chair/ Vice Chair
2025-2026 Chair: Mayor Bill Wright
2025-2026 Vice Chair: Mayor Brad Frost

Wasatch Back Rural Planning Organization (RPO)

Voting: 15 mayors, 2 councilmembers
2025-2026 Chair: Councilmember Kendall Crittenden
2025-2026 Vice Chair: Mayor Matt McCormick

Station Area Planning (SAP)

Voting: 8 mayors with applicable transit stations
Nonvoting: 1 ULCT, 1 Legislator
2023-2025 Chair: Mayor Mark Johnson
2023-2025 Vice Chair: Mayor Bill Wright

ADVISORY

- Technical Advisory Committee (TAC)
- Growth Committee (*New*)
- TIP/Corridor Preservation Work Group (*Temp.*)

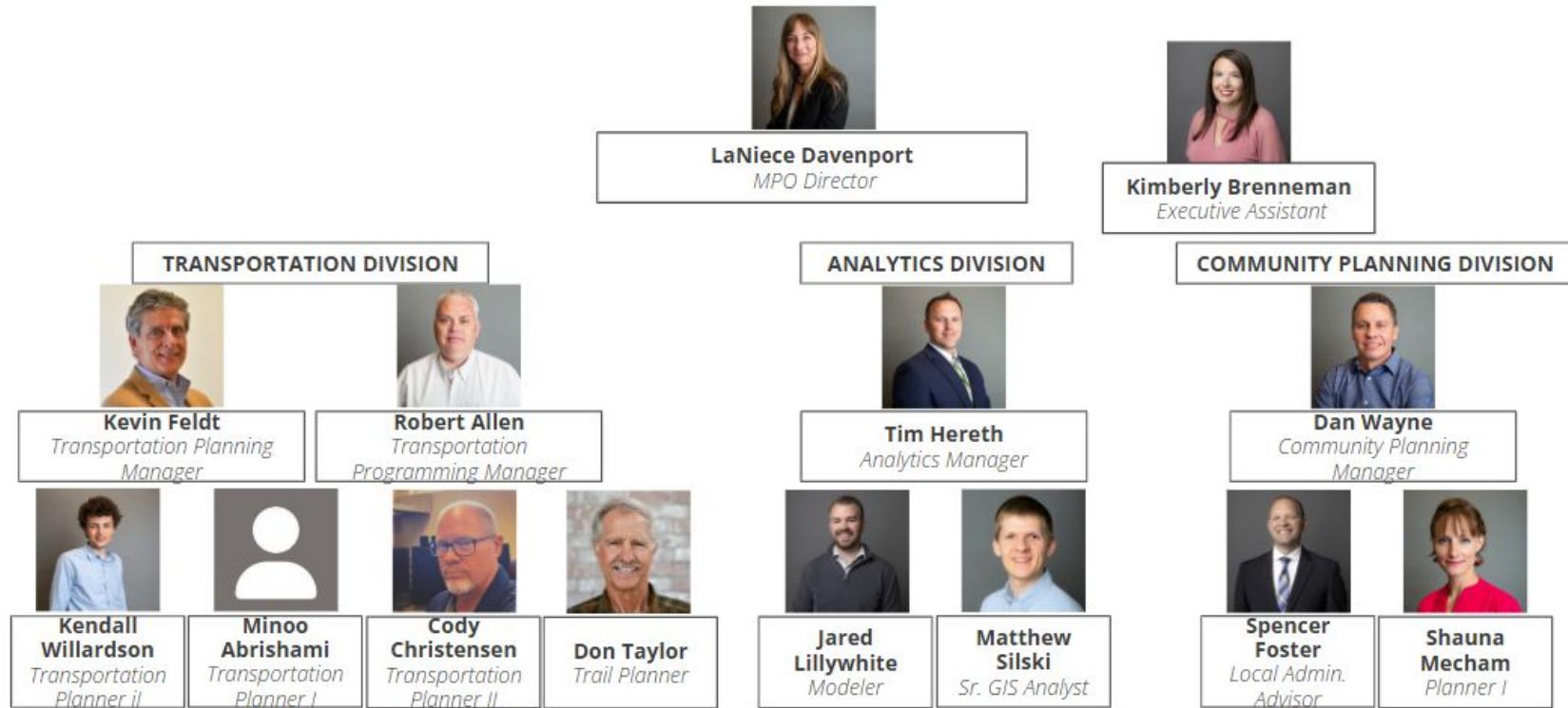
GEOGRAPHY

Utah County urban area

Summit and Wasatch Counties

Utah County, areas with UVX/FR stations

MAG Planning Dept. | Staff Organizational Chart (pg30)



MAG Planning Dept. | Programs & Projects (pg31)

- Corridor Preservation Program
- Local Administrative Advisor
- Metropolitan Planning Organization
- Public Engagement Plan
- Regional Transportation Plan
- Station Area Plan Program
- Technical Assistance to Governments
- Transportation Improvement Program
- Unified Planning Work Program
- Utah's Unified Transportation Plan
- Wasatch Back Rural Planning Organization
- Wasatch Choice Vision

List of Acronyms (pg31)

• Environmental Protection Agency	EPA	• Station Area Planning	SAP
• Federal Aviation Administration	FAA	• Technical Assistance to Governments	TAG
• Federal Highway Administration	FHWA	• Technical Advisory Committee	TAC
• Federal Transit Administration	FTA	• Transportation Investment Fund	TIF
• Geographic Information Systems	GIS	• Transportation Improvement Program	TIP
• Infrastructure Investment and Jobs Act	IIJA	• Unified Planning Work Program	UPWP
• Local Administrative Advisor	LAA	• United States Army Corps of Engineers	USACE
• Metropolitan Planning Organization	MPO	• United States Department of Transportation	USDOT
• Metropolitan Planning Organization Board	MPOB	• Utah Department of Transportation	UDOT
• Public Engagement Plan	PEP	• Utah Trail Network	UTN
• Real Estate Market Model	REMM	• Utah Transit Authority	UTA
• Regional Transportation Plan	RTP	• Wasatch Choice Vision	WCV

Contact Information

Minoo Abrishami

Transportation Planner I
801.229.3845
mabrishami@magutah.gov

Robert Allen

Transportation Program Manager
801.229.3813
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kwillardson@magutah.gov



Mountainland Association of Governments

Metropolitan Planning Organization MPO Board Orientation Handbook



Left to right: LaNiece Davenport, Eric Jensen, name unknown, Wyatt Cook, Skyler Beltran, Steven Staheli, Denise Andersen, Brad Frost, Bill Wright, Stacy Beck, Carolyn Lundberg, Mark Johnson, Carla Merrill, Julie Fullmer, Tom Westmoreland, Holly McKinney, Jim Miller, Neil Brown, Carlos Braceras, Kurt Ostler, David Shallenberger, Keir Scoubes, Matt Packard, Dan Olson, Mike McKell, Jeff Acerson.

January 2026

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MOUNTAINLAND ASSOCIATION OF GOVERNMENTS

Mission Statement

Why We Exist

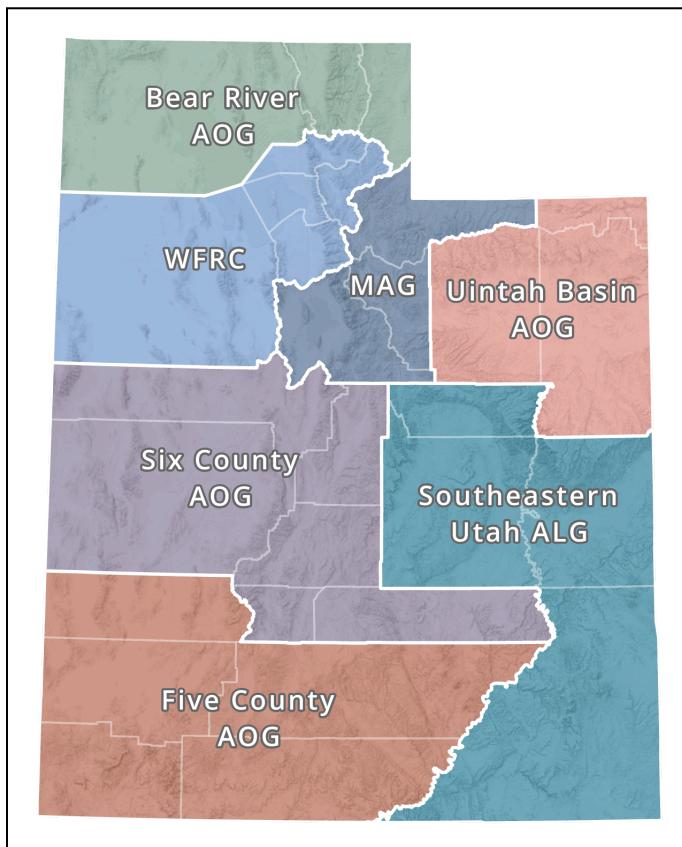
Mountainland Association of Governments (MAG) mission statement is to empower communities to achieve their vision in Summit, Utah, and Wasatch Counties in Utah.

Our emphasis areas include Aging, Community and Economic Development, and Planning for Growth (Planning Department).

Organizational Goals

What We Do

- ❖ Regional Collaboration
- ❖ Access to Funding & Services
- ❖ Advocate for Local Issues
- ❖ Facilitate Solutions



MAG Region

Who We Serve

MAG is one of Utah's 7 Association of Governments (AOG) for Summit, Utah, and Wasatch Counties.

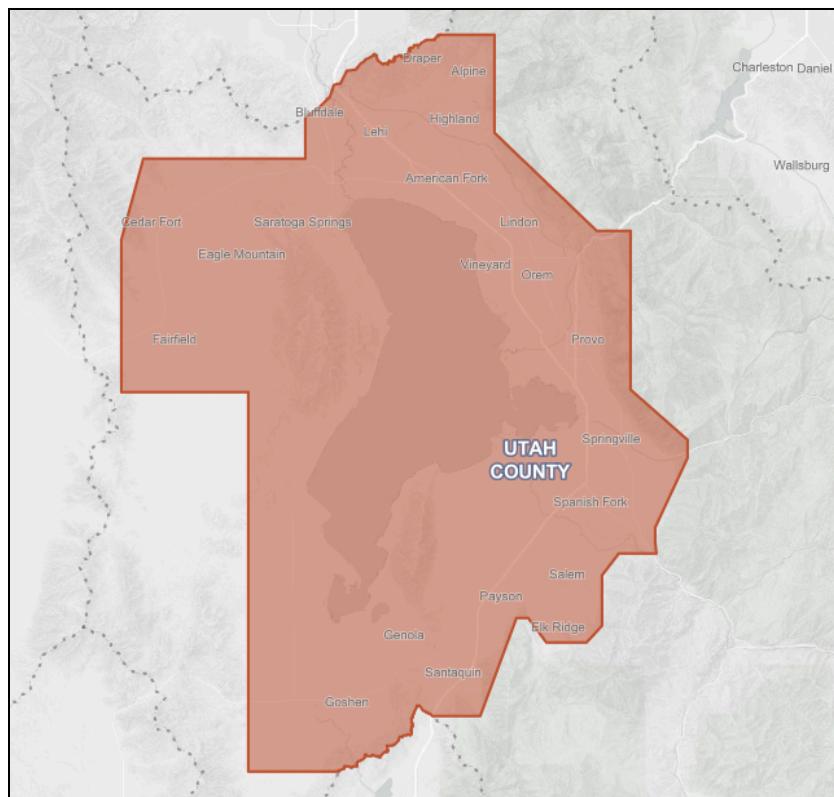
For more information about MAG, refer to the [MAG Orientation book](#).

THE METROPOLITAN PLANNING ORGANIZATION

Who We Are

Metropolitan Planning Organizations or MPOs are the designated Metropolitan Planning Organizations for urbanized areas in Utah. MAG is the MPO for the urban areas of Utah County.

MPOs lead the development of a Regional Transportation Plan (RTP) that is long-term, and is the basis for Utah's Unified Transportation Plan.



The RTP plans the regional transportation system and is updated every four years, with periodic amendments more frequently. With input from local governments, transportation agencies, community-based organizations, local stakeholders, and residents, the RTP prioritizes projects that address the region's needs between now and 2055. Regional transportation projects must be identified as needed in phase 1 of the region's RTP to be considered for funding. The MPOs do not advocate for particular project priorities; rather, they identify a system of transportation improvements that can then be funded through a variety of sources.

Governmental partnerships make the MPO strong. Together, the MPO and its partners plan, build, operate and maintain transportation systems that meet the mobility needs of all the residents and employers within Utah County.

What We Do

The MAG Metropolitan Planning Organization (MPO) is you, the MPO Board. Together with your fellow Board members and partners, you are responsible for implementing local transportation policies and creating a long-term regional transportation plan that supports regional goals and guides the best use of public dollars on transportation projects within the Utah County urban area. In order to accomplish this, you will work with MPO staff, advisory committees, and transportation partners including UDOT, UTA, UDAQ, Federal Highway Administration, Federal Transit Administration, legislators, and others.

Your mission is to collaboratively plan, prioritize, and fund the delivery of diverse transportation options. Your participation as either a voting or non-voting member fulfills this mission by helping to develop and implement planning products that emphasize the need for reliable transit, active transportation (bicycle and pedestrian), and roadway projects that promote our region's goals.

The MPO Board is responsible for carrying out the metropolitan transportation planning process and reviews and approves the long-range Regional Transportation Plan, the Transportation Improvement Program, Unified Planning Work Program, air quality policy, and other urban transportation plans and programs.

Voting Structure

Voting Members (34)

The 2025-2026 Chair is Mayor Bill Wright and the Vice Chair is Mayor Brad Frost.

Each member appoints an alternate.

- 26 Mayors: Alpine, American Fork, Cedar Fort, Cedar Hills, Draper, Eagle Mountain, Elk Ridge, Fairfield, Genola, Goshen, Highland, Lehi, Lindon, Mapleton, Orem, Payson, Pleasant Grove, Provo, Salem, Santaquin, Saratoga Springs, Spanish Fork, Springville, Spring Lake, Vineyard, Woodland Hills

- 3 Commissioners: Utah County
- 1 UDOT Executive Director
- 1 UTA Board of Trustee
- 1 UDAQ Director
- 1 Senator
- 1 Representative

Nonvoting Members (5)

- 1 Camp Williams General
- 1 Bluffdale City Mayor
- 1 TAC Chair or Vice Chair
- 1 Federal Highway Administration
- 1 Federal Transit Administration

WHAT ARE YOUR RESPONSIBILITIES

You will serve on the MPO Board for as long as you are appointed as an elected official or hold your position at the organization or state agency.

Meeting Attendance

The MPO Board currently meets (subject to holiday schedules) the second Thursday of each month, at 5:30 p.m. If you cannot attend, you must provide MAG staff, Kim Brenneman or LaNiece Davenport, with advance notice letting us know that your alternate will attend in your stead.

Twelve (12) members of the Board are required to be present in order to constitute the quorum necessary to transact MPO business. An affirmative vote of a majority of the voting members present is necessary in order to adopt any measures.

Officer Elections

Biennially in January, the Board, in consultation with MPO staff, shall nominate from its membership the vice chair. Ratification of nomination shall require a simple majority vote. The vice chair is the successor to the chair. Both officers shall serve a two-year term beginning the first meeting of the calendar year. The chair presides over all meetings and signs official MPO documents. In the absence of the chair the vice chair shall have the powers of chair.

Other Requirements

Based upon the general policies of the MPO, you shall:

- Proactively support regional planning and transportation connections between adjoining cities and counties.
- Proactively support planning and funding initiatives that enhance multimodal transportation or transportation alternatives such as transit and active transportation.
- Create opportunities for engagement on transportation issues and proposals that support the MPO and regional transportation network.

Board members serve as the primary communication link between the MPO and their jurisdiction. Members are expected to share information and decisions from MPO meetings with their staff and to maintain regular communication with staff who serve on MPO advisory committees.

Core Product: Wasatch Choice Vision

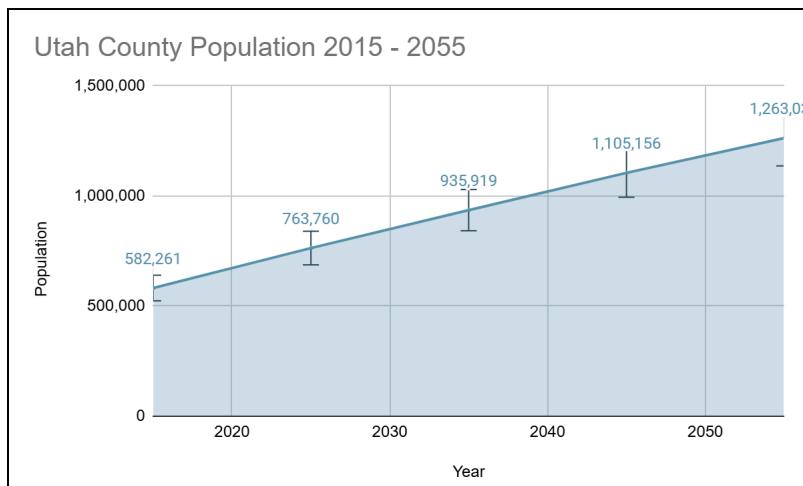


The [Wasatch Choice Vision](#) coordinates the planning of transportation, land use, economic opportunity, and parks and public spaces to maintain and enhance our quality of life.

In short, it's our region's coordinated transportation and land use blueprint.

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

- Transportation Choices: providing real choices in how we get around - by driving, transit, biking and walking.
- Housing Options: supporting housing types and locations that meet the needs of all residents.
- Parks & Public Spaces: ensuring ample and convenient parks, public spaces, and open land for gathering and recreating.
- City & Town Centers: creating and enhancing city and town centers as the hearts of our communities - walkable areas where activity is focused, with places to live, work and play.



Implementing solutions in a collaborative way with partnering agencies is key and your input as a MPO Board member is critical to developing a cohesive plan that responds to emerging trends. The Wasatch Choice Vision builds on community values and was created with input from all of our member local governments and our partners and key stakeholders. Our local government leaders told us where future growth should be and the Wasatch Choice Vision now has 71 city and town centers in the MAG region.

Our future quality of life depends on the choices we make today. The Wasatch Choice Vision is our communities' shared Vision for coordinated transportation, land use, and economic opportunity.

Core Product: Regional Transportation Plan



Regional Transportation Plans (RTPs) allocate funding to promote the safe, efficient movement of people and goods by providing balanced choices to improve mobility and prepare for growth and opportunity.

The RTP is a tool that all communities can rely on as a blueprint to plan our futures collaboratively and collectively, as transportation networks transcend city boundaries and our residents rely on them to access a variety of destinations.

Transportation planning is designed to use qualitative and quantitative inputs to identify long-range transportation needs looking to the future. This process is paramount to the success of our region's ability to prepare for the future transportation and land use conditions we can expect. The RTP is a foundational transportation plan for communities that can integrate and support local planning efforts. Transportation projects are phased based on regional trends and informed by area partners, stakeholders, and the public. The RTP creates a roadmap that municipalities and transportation partners rely on to advance projects locally and across the state, and your input as a representative and MPO Board member is invaluable.

The RTP is updated every four (4) years to address changing conditions. This ensures we regularly allow for proactive network planning, phasing of projects and funds, and the opportunity to seek meaningful input from the community on what is needed. The current in-process plan is the "2055 RTP" and the previously adopted plan was named "TransPlan50" and was completed in 2023. The 2055 RTP will assess emerging trends and evaluate them based on their ability to meet the State of Utah's Quality of Life Pillars: 1) Good Health, 2) Better Mobility, 3) Strong Economy, 4) Connected and Livable Communities.

The RTP outlines future road, transit, and active transportation projects through 2055. It guides regional transportation investment decisions. The RTP uses data, technical analysis, and advanced forecasting tools to identify and prioritize performance-based projects within available funding.

Core Program: Transportation Improvement Program



The [Transportation Improvement Program \(TIP\)](#) implements the long-range Regional Transportation Plan (RTP) by programming federally funded transportation projects. TIP projects such as new construction, system improvements, and operational enhancements must be approved by the MPO Board and are required to be fiscally constrained.

MAG's TIP is a five-year funded program that includes regionally significant transportation projects consistent with the RTP. Projects identified in the RTP are programmed into the TIP once federal, state, and local funding for design and construction is available. The TIP is managed by the MPO in cooperation with our transportation partners. TIP-eligible projects can include:

- Active transportation projects
- Air Quality pollution reduction programs
- Airport improvements
- Intelligent Transportation Systems
- Intersection improvements
- New roads and widening projects
- New Transit service, equipment, and programs
- Regional transportation studies
- Safety projects

Any city, county, or transit district within MAG MPO may make a TIP application. Applicants submit a Project Idea Application, review it with MPO staff, and present it to the MPO Technical Advisory Committee (TAC). Supporting materials and a signed application confirming consistency with the local master transportation plan are required; capacity-adding projects must be included in the local plan to be eligible. MPO staff score the application, share results with the TAC, and complete the Project Idea Report before advancing the project to the next step.

The TIP provides funding for regional road, transit, and active transportation projects. The TIP funded 4 road, and 6 active transportation projects in 2025 totalling \$46M dollars towards projects. The above image is the new Provo 9th East UVX Station which was awarded \$4.2M TIP funding for the construction of the project.

Core Program: Corridor Preservation Program



highway projects seek needed rights of way.

The [Corridor Preservation Program](#) provides funding to local governments to protect land needed for future projects. Corridor Preservation is the identification and acquisition of land for a corridor sufficiently in advance of actual roadway construction to 1) assure that land will be available for roadway construction by protection of potential corridors from incompatible development; and 2) secure land at significantly reduced costs versus those typically encountered when funded

Corridor Preservation is a tool of long-range transportation planning rather than a strategy for meeting present transportation project needs. Consequently, Corridor Preservation funds will have a 4 to 30 year outlook.

This program is funded from a Utah County automobile registration fee. It earns about \$4 million each year. Projects are limited to roads classified as collectors and above on both the state and local systems in high growth areas.

MAG MPO prepares and maintains an inventory of eligible corridor preservation projects related to the Regional Transportation Plan. Funded highway projects in the current Transportation Improvement Program (TIP) and projects anticipated to be constructed beyond the statutory limit of 30 years, are ineligible.

Any city or county within MAG MPO may make an application to MPO staff. An appraisal of the subject parcel(s) is to be completed by a certified appraiser and submitted with the application. Reimbursement for appraisals may be requested with approved applications. Fund monies may not be used to acquire property or interests in property through eminent domain.

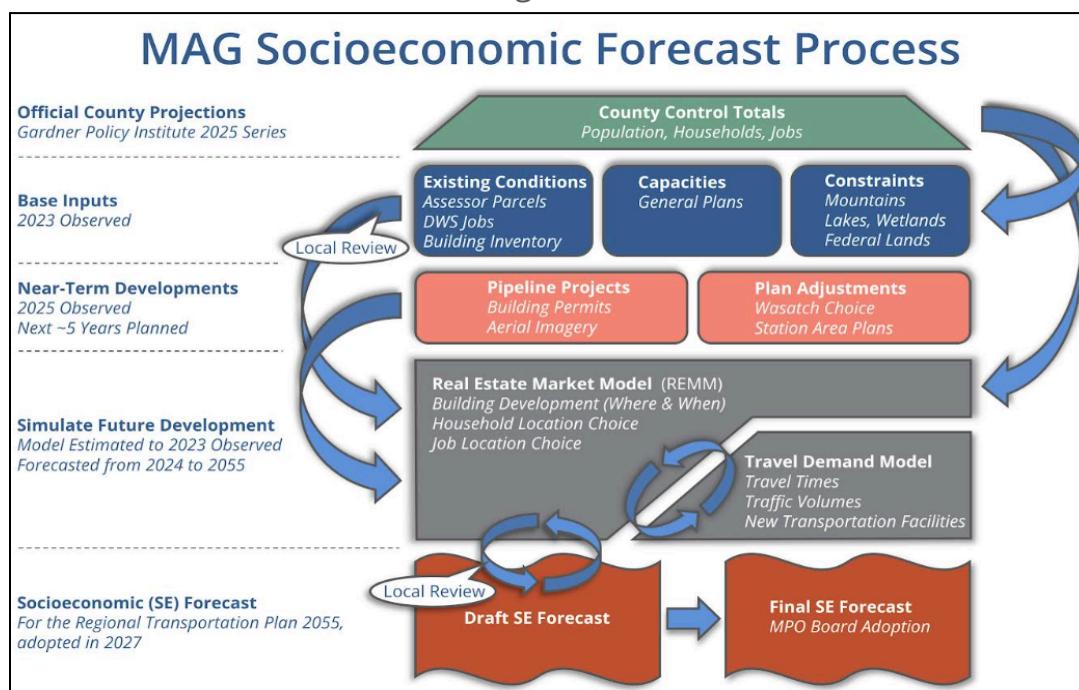
In 2025, the UTCO Corridor Preservation Program spent \$11.7M on preservation projects in Utah County.

Core Products: Maps, Data, and Information

The MPO develops, gathers, processes, and models land use and transportation data to inform transportation planning and investment decision making. This involves collecting diverse data sources, applying various analytical methods, and employing models to forecast future conditions and evaluate project impacts.

As per federal code, the RTP and models use "the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity." The most current year of available data is usually the first year of the planning cycle which makes a solid base for model comparison. Any time a data product is produced or updated MPO local government members and the MPO Committees are engaged to review and ensure the products are as accurate as possible.

We partner with the Wasatch Front Regional Council to develop and use a joint land use model, Real Estate Market Model (REMM), and transportation model, Travel Demand Model (TDM) for the entire Wasatch Front Region. The Real Estate Market Model (REMM) predicts the pattern of growth and development by simulating the dynamic interaction of households, jobs, real estate markets, and the regional transportation system within the constraints of local growth policies. The Travel Demand Model (TDM) is a tool that measures the impact of changes in travel demand on the transportation system by testing various land use scenarios with different road and transit network configurations.



Core Program: Unified Planning Work Program

The [Unified Planning Work Program \(UPWP\)](#) is simply a statement of work that identifies planning priorities and activities to be carried out within the planning area. It describes the work and activities to be carried out by MPO staff as well as the funding to complete the activities. The UPWP is updated annually to reflect changes in planning work and funding sources, including descriptions of planning work, planning products, responsible parties, and work timelines and costs.

Core Product: Public Engagement Plan

The Public Engagement Plan (PEP) provides guidelines for achieving optimum public participation. The goals of the plan are to inform and involve the public in transportation meetings, issues and other relevant events. Planning must be done with the involvement and for the benefit of all the region's transportation stakeholders, businesses, and residents. The MPO is guided by federal Title VI and environmental justice mandates and strives to meet these mandates and create an overall transparent, inclusive planning process. The MPO is committed to making Title VI and environmental justice a part of its planning process, and integrated into all of our programs and plans, and to use as a guide for our public participation efforts.

The current MPO Public Engagement Plan (PEP) outlines how the MPO works with the public, historically disadvantaged communities, transportation stakeholders, and agencies. The current non-discrimination MPO plans including the Title VI Plan, Limited English Proficiency (LEP) Plan, and ADA Accessibility Plan outline how the MPO adheres to US Title VI regulations and our efforts to accommodate people with limited English proficiency or disabilities.

Core Product: Air Quality

MPOs must show their transportation plans and projects won't worsen air pollution in areas not meeting EPA standards (non-attainment/maintenance areas). Air quality for an MPO involves monitoring the Air Quality Index (AQI) for pollutants like PM2.5 and ozone, ensuring transportation plans meet federal air quality standards through "transportation conformity," and implementing strategies (like no-burn days or promoting transit) to reduce emissions, especially in non-attainment areas, to protect public health and meet EPA requirements.

Secondary Function: Utah's Unified Transportation Plan



In addition to the core products, the MPO conducts other various planning studies to develop projects which improve mobility and livability within the planning area. These studies address all modes of transportation, including roadway congestion, transit service and better facilities for bicyclists and pedestrians.

Transportation projects in Utah are identified, compiled, and prioritized for [Utah's Unified Transportation Plan](#) (UUTP) by Utah's four urban metropolitan planning organizations (MPOs) – Cache MPO, Wasatch Front Regional Council, Mountainland Association of Governments MPO, and Dixie MPO – along with the Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA).

Utah's MPOs each create an individual Regional Transportation Plan (RTP) and UDOT works on the Long Range Plan (LRP), which covers non-urban MPO areas statewide. After desired projects are identified, each MPO and transit organization, as well as UDOT, prioritizes projects into roughly three 10-year phases. The identification and prioritization process happens in close consultation with local governments and includes public input over the course of a four-year process. Under direction from the governor, state legislative leaders, and local officials, the transportation community worked with its partners and stakeholders to define the statewide transportation vision as a Pathway to Quality of Life. This Quality of Life Framework includes four main areas—better mobility, good health, connected communities, and a strong economy—and provides guidance for transportation industry partners, public stakeholders, business communities, and policy makers at all levels.

The Pathway also facilitates these partners' ability to work together to answer Utah's big transportation questions and to plan and invest for the future—all with the common goal to keep Utah moving while maintaining and enhancing the quality of life.

Secondary Function: Legislative

The MAG MPO supports the region and the Board's decision making, the implementation of the RTP, and any Board-wide agreed-to projects but has a policy to not advocate for individual projects. Individual members of the Board can advocate for individual projects. The MPO can advocate for more overall funding for the region and for the funding of the implementation of the RTP.

Our transportation priorities can be found by accessing the Regional Transportation Plan's online interactive map's "Fiscally Constrained" Phased 1 project lists for highway, transit, and active transportation.

Regarding transportation policy, MAG staff monitors the activities of the Utah state Legislature as they discuss bills related to transportation, land use planning, and social services and their impacts on the region.

Regarding federal policy, the current federal surface transportation authorization legislation — the Infrastructure Investment and Jobs Act (IIJA) — expires on September 30, 2026. Utah's transportation agencies, including the MAG MPO, and partners have jointly developed the following key principles for a multi-year reauthorization that reflect priorities to keep Utah moving. Check out the federal principles [Federal Transportation Reauthorization Principles](#).

"We support policies, legislation, and appropriations that further the Wasatch Choice Vision and Utah's Unified Transportation Plan, rather than promoting specific projects. The process of prioritizing transportation investments is based on analysis, data, and collaborative engagement with a wide variety of stakeholders. WFRC appreciates our federal, state, and local partners relying on Utah's professional planning approach as they make funding and other decisions." - Wasatch Front Regional Council

UTAH'S TRANSPORTATION PLANNING AND FUNDING PROCESS

The MPOs use a data-driven, performance-based, transparent process that allows transportation needs to be carefully assessed and the most effective approaches and solutions to be identified. This helps to assure policymakers and the public that funds are being used carefully and prudently.

Implementing Utah's transportation plans will help Utah stay ahead of population growth and take care of our infrastructure investments resulting in reducing emissions and improving air quality, mitigating traffic congestion and saving driving time, increasing jobs and GDP, increasing access to opportunities, and improving overall quality of life.

Identifying Transportation Needs

RTPs identify priority transportation needs from now until 2055. They identify needed investments for new or upgraded regionally significant state and local roads, expanded bike and pedestrian routes, and increased transit service and new transit options. RTPs identify the most effective projects and sorts them into three 10-year phases based on when they are anticipated to be needed and the availability of anticipated revenue. The RTP is fiscally constrained – it plans based on revenues reasonably projected to be available. Because resources are limited, not all transportation needs can be met. Projects are ranked using a weighted criteria system that is built around the Utah Transportation Vision Quality of Life framework.

The Role of MPOs

MPOs are the designated Metropolitan Planning Organizations for urbanized areas in Utah. MAG is the MPO for the urban areas of Utah County. MPOs lead the development of a Regional Transportation Plan (RTP) that is long-term, and is the basis for Utah's Unified Transportation Plan. The RTP plans the regional transportation system and is updated every four years, with periodic amendments more frequently. With input from local governments, transportation agencies, community-based organizations, local stakeholders, and residents, the RTP prioritizes projects that address the region's needs between now and 2055. Regional transportation projects must be identified as needed in phase 1 of the region's RTP to be considered for funding. The MPOs do not advocate for particular project priorities; rather, they identify a system of transportation improvements that can then be funded through a variety of sources.

Funding Transportation

Utah's transportation agencies work together to develop projections of available [funding](#) for the duration of Utah's Unified Transportation Plan. Because resources are limited, not all transportation needs can be met. Funding sources for transportation include user fees, such as state and federal motor fuel taxes and state and local vehicle registration fees; state and local sales taxes; federal, state and local discretionary or general funds; and other sources.

Prioritizing and Funding Specific Projects

Projects in Phase 1 of the RTP are eligible to be prioritized to be funded. The prioritization process differs somewhat depending on the type of projects and the entities.

Transit Projects

UTA and other transit agencies invest their funds to operate trains and buses, to make capital investments to expand transit service, and to maintain their vehicles, tracks, and other infrastructure in good condition, based on projected ridership, asset condition, expected lifespan, and other factors.

State Road Projects

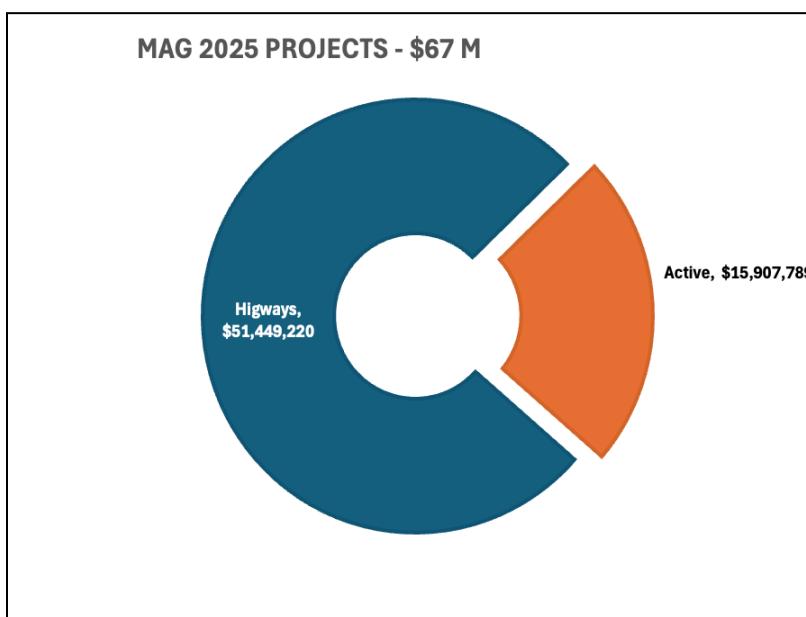
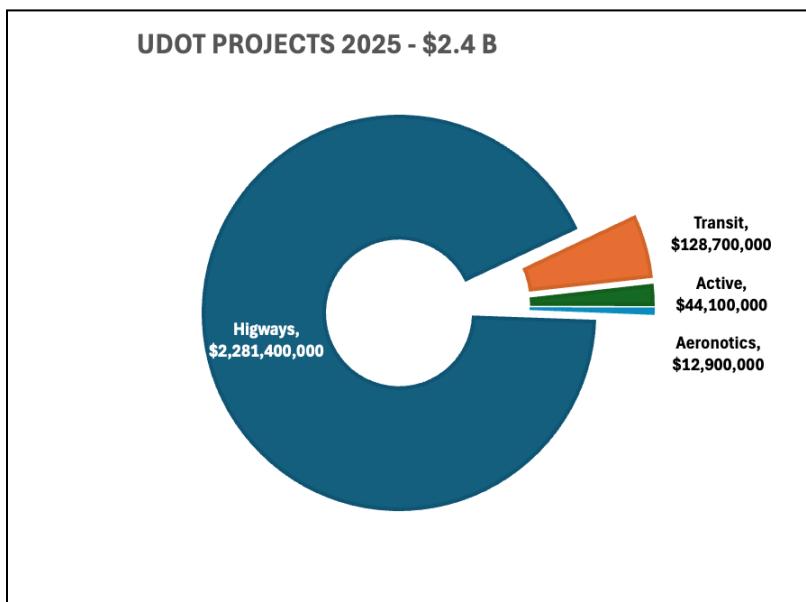
Projects that increase highway capacity: the Utah Transportation Commission, in consultation with UDOT and the MPOs, considers all the projects that are in phase 1 of the RTP, and develops and uses a prioritization process for funding of those transportation capacity projects. Processes are also used for state transit and trail projects. The ranked list of projects is used by the Utah Transportation Commission as a decision support tool in deciding which projects to fund, and when. A weighted criteria system is used to produce a ranked list. There is also a mechanism for projects to be nominated for consideration.

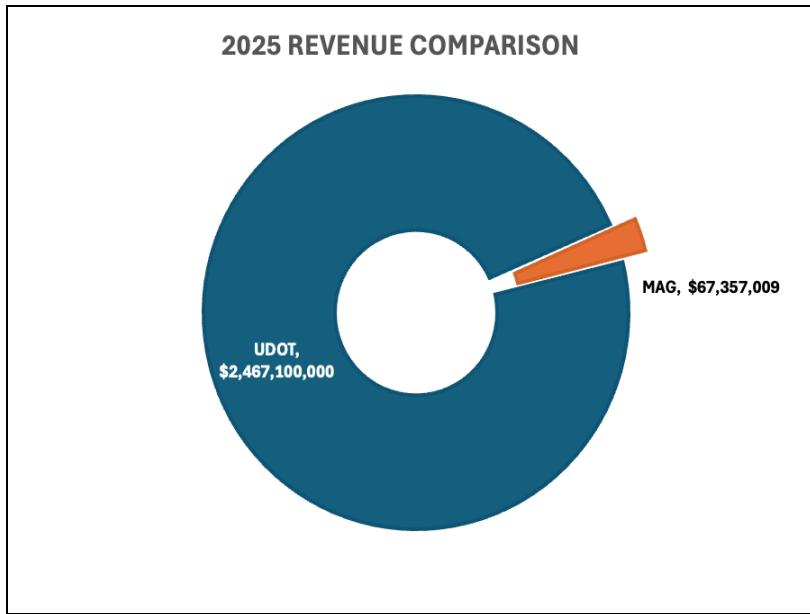
Other UDOT Projects

For other UDOT project types such as pavement and/or bridge reconstruction, rehabilitation, and preservation, UDOT uses condition-based measures, projections, and targets to develop funding-level recommendations that are presented and approved by the Utah Transportation Commission.

MAG MPO TIP Projects

The Transportation Improvement Program (TIP) is a 5-year funded construction program for transportation projects in Utah County. The MPO and our transportation partners at UDOT and UTA fund projects, programs, and studies to improve and expand the region's transportation network. The MPO funds about \$300 million of the state's \$1.7 billion dollar five-year program. The TIP is the implementation program of the Regional Transportation Plan.





Local Government - Local Option Sales Taxes

Utah cities pay for local roads, primarily through a dedicated state funding source called the B&C Road Fund distributed based on population and road miles. Cities also use other funds like local sales tax and general funds, and can implement user fees (like Transportation Utility Fees - TUFs) to supplement funding for construction and maintenance of transportation infrastructure.

The Utah Legislature authorizes all of Utah's Counties (and in some cases cities/towns) to impose taxes for transportation (Section 59-12-2201). Counties can impose the local options anytime by action of the legislative body, most options do not require voter opinion.

Statewide, there are eight (8) options - each option's rate ranges from 0.20% to 0.30% and all fund different types of transportation needs which can include:

- Class A, B, C, D roads development, construction, maintenance, operation
- Sidewalk, curb/gutter, safety, traffic sign & signal, street lighting
- Streets, alleys, roads, highways, thoroughfares
- Airport facilities
- Active transportation facilities
- Intelligent transportation system
- Transit (required for certain options)
- Corridor preservation
- Public safety (certain options only)

UTAH COUNTY LOCAL OPTIONS IMPOSED	
1st Quarter	0.25% (transit)
2nd Quarter	0.30% (all modes)
3rd Quarter	0.25% (all modes)
4th Quarter	0.25% (transit & all modes)
5th 5th	0.20% (transit & all modes)
Total Rate:	1.25%

WHO ARE YOUR TRANSPORTATION PLANNING PARTNERS

Local Governments

Local governments help plan, design, operate, maintain, and fund roadways, buses, active transportation, and other transportation facilities. An important function of these partners is to consider transportation in the development of specific local site plans, and the implementation of long-term comprehensive plans.

Utah Department of Transportation

UDOT is a multi-modal transportation agency responsible for planning, designing, constructing and maintaining state roadways and other major transportation infrastructure in Utah. UDOT is responsible for developing the rural RTP for areas outside of Utah's MPO regions. In the MAG region this includes Summit and Wasatch Counties.

Utah Transit Authority

UTA provides comprehensive public transportation across Utah's Wasatch Front including Utah County. UTA operates buses, light rail (TRAX), commuter rail (FrontRunner), streetcar (S-Line), and ski buses, serving millions annually with a goal to connect communities, reduce congestion, and foster sustainable growth through diverse, integrated services like paratransit, vanpools, and expanding electric fleets.

U.S. Department of Transportation, Federal Highway Administration, Federal Transit Authority

USDOT, FHWA, and FTA provide policy guidance, technical resources and funding for transportation projects. Other federal agencies that are important in transportation planning and project development include the Environmental Protection Agency (EPA), the United States Army Corps of Engineers (USACE) and research institutions such as Transportation Research Board (TRB).

WHO IS THERE TO HELP YOU

MAG Staff

MAG staff manage the ongoing activities of the MPO as outlined in the Unified Planning Work Program (UPWP). Staff conduct studies, evaluate proposals, and provide detailed assessments for Board review, often using consultants for specialized data. Staff develop core documents including the long-range RTP and short-range TIP, ensuring they align with federal regulations and local needs. Staff manage budgets and the allocation of federal transportation funds, ensuring projects are fiscally realistic. Staff implement public participation plans, coordinate with local governments, transit agencies, and the community to gather input.

Staff support the Board and committees and provide expert review and recommendations on technical aspects of policies, plans, projects, and programs.

Technical Advisory Committee

The MPO Board's Technical Advisory Committee (TAC) serves as the technical advisory body to the MPO Board. It consists of engineers, planners, and other professionals with technical expertise in their respective disciplines who represent local governments in Utah County and transportation agencies (UDOT and UTA).

The TAC provides you recommendations on studies, plans, and programs, taking into consideration current information, technical sufficiency, and completeness. The MPO TAC reviews and recommends items to the MPO Board.

The TAC meets on the fourth Monday of every month (excluding holidays) at 1:30 p.m. These meetings are open to the public and participation is encouraged.

To ensure effective coordination and consistent information flow, TAC members are responsible for communicating discussions and decisions to their jurisdiction's Board Member and other staff.

New Committee

New in 2026 is a regional committee that will serve as an advisory body to the MPO Board for growth related issues and opportunities. More information to come.

TIP/Corridor Preservation Working Group

This temporary work group was created to serve as an advisory body to the MPO Board regarding the Transportation Improvement Program and the Corridor Preservation Program processes.

OTHER ACTIVITIES IN MAG'S PLANNING DEPARTMENT

Planning Department Overview

MAG's Planning Department oversees transportation planning, programming, policy, data analytics, and community planning for the Metropolitan Planning Organization (MPO) in Utah County and the Rural Planning Organization (RPO) in Summit and Wasatch Counties. We provide a forum for discussion and cooperation among local government representatives concerning region-wide issues.

Planning Department		
Transportation Division	Analytics Division	Community Planning Division
<ul style="list-style-type: none">• MPO (Metropolitan Planning Organization)• RPO (Rural Planning Organization)• Corridor Preservation Program• Regional Transportation Plan (RTP)• Transportation Improvement Program (TIP)• Air Quality Analysis	<ul style="list-style-type: none">• Data and Analytics• Land Use Model (REMM)• Transportation Model• GIS	<ul style="list-style-type: none">• Technical Assistance to Governments (TAG)• Station Area Planning (SAP)• Local Administrative Advisor (LAA)

Planning Department Goals

- Build and maintain strong, collaborative relationships with members and partners to enhance engagement, trust, and shared success.
- Coordinate transportation, land use, and growth initiatives to promote well-planned regional development.
- Enhance the region's capacity to effectively respond to rapid population growth and evolving community needs.

Rural Planning Organization

The Rural Planning Organization (RPO) also known as the [Wasatch Back RPO](#) and is made up of city and county government representatives within Summit and Wasatch Counties. The RPO works with MAG staff and UDOT to create a long range regional transportation plan that is cooperative and comprehensive.

The RPO Board is the policy body of the RPO and is responsible for carrying out the transportation plans and programs. RPO Board meetings are held quarterly alternating between locations in Summit and Wasatch Counties.

The RPO's TAC serves as the technical advisory body to the RPO Board. A subcommittee for each county reviews and makes recommendations to the RPO Board. The RPO TAC is made up of professional planners and engineers with technical expertise in their respective disciplines from each of the local governments and counties. RPO TAC meetings are held quarterly alternating between locations in Summit and Wasatch Counties.

Technical Assistance to Governments



The [Technical Assistance to Governments \(TAG\) program](#) offers technical assistance in the form of specialized consultant services to local governments throughout Utah, Summit, and Wasatch Counties for plans and studies that proactively address growth related challenges. Competitive projects integrate transportation and land use in a meaningful way and align with the region's long-range plan and the Wasatch Choice Vision.

TAG programs up to \$1 million annually and can award any one project between \$50,000 to \$300,000 depending on the project's scope of work. A local match of 6.77% is required for all projects.

Local Administrative Advisor

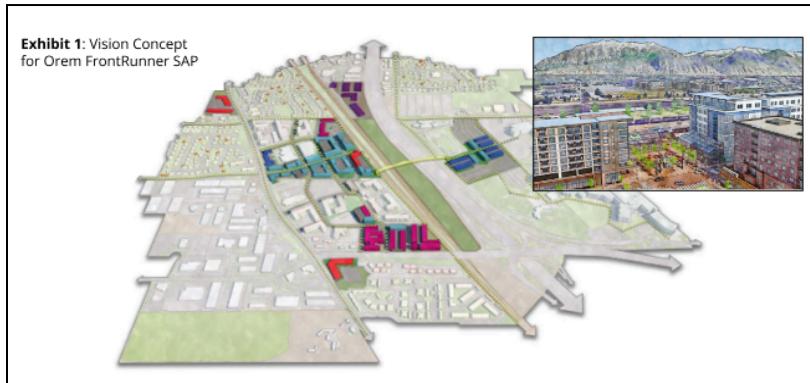


The [Local Administrative Advisor program](#) was created in the 2023 General Legislative Session. The program was established to help Utah's smallest cities and towns create policies, processes, and programs. Cities and towns are eligible if they are under 10,000 in population, are a dues-paying member of the Utah League of Cities & Towns, and do not have full-time administrative staff.

Eligible activities include:

- Advise city and town leaders on general personnel matters, budgets, agendas, resolutions, policies, and procedures.
- Facilitate discussions with city leaders in creating goals and objectives for the community.
- Help coordinate and conduct personnel hiring, performance management, coaching, and creating personnel policies and procedures.
- Create templates for meetings, staff reports, and enacting ordinance/resolutions.
- Work directly with city and town leaders on day-to-day issues as requested.
- Examine internal programs and procedures for the city or town.
- Establish and monitor city budgets to accomplish goals and objectives for state compliance, including status review to encourage the meeting of citywide needs and public accountability.
- Recommend strategies for financial and technical assistance in helping to facilitate grants of all types, including, if needed, completing grant compliance reports.
- Connect cities and towns with possible resources to accomplish land use goals and objectives.

Station Area Planning Program



The [Station Area Planning program](#) was created to maximize development potential around light rail, commuter rail, or bus-rapid transit stations.

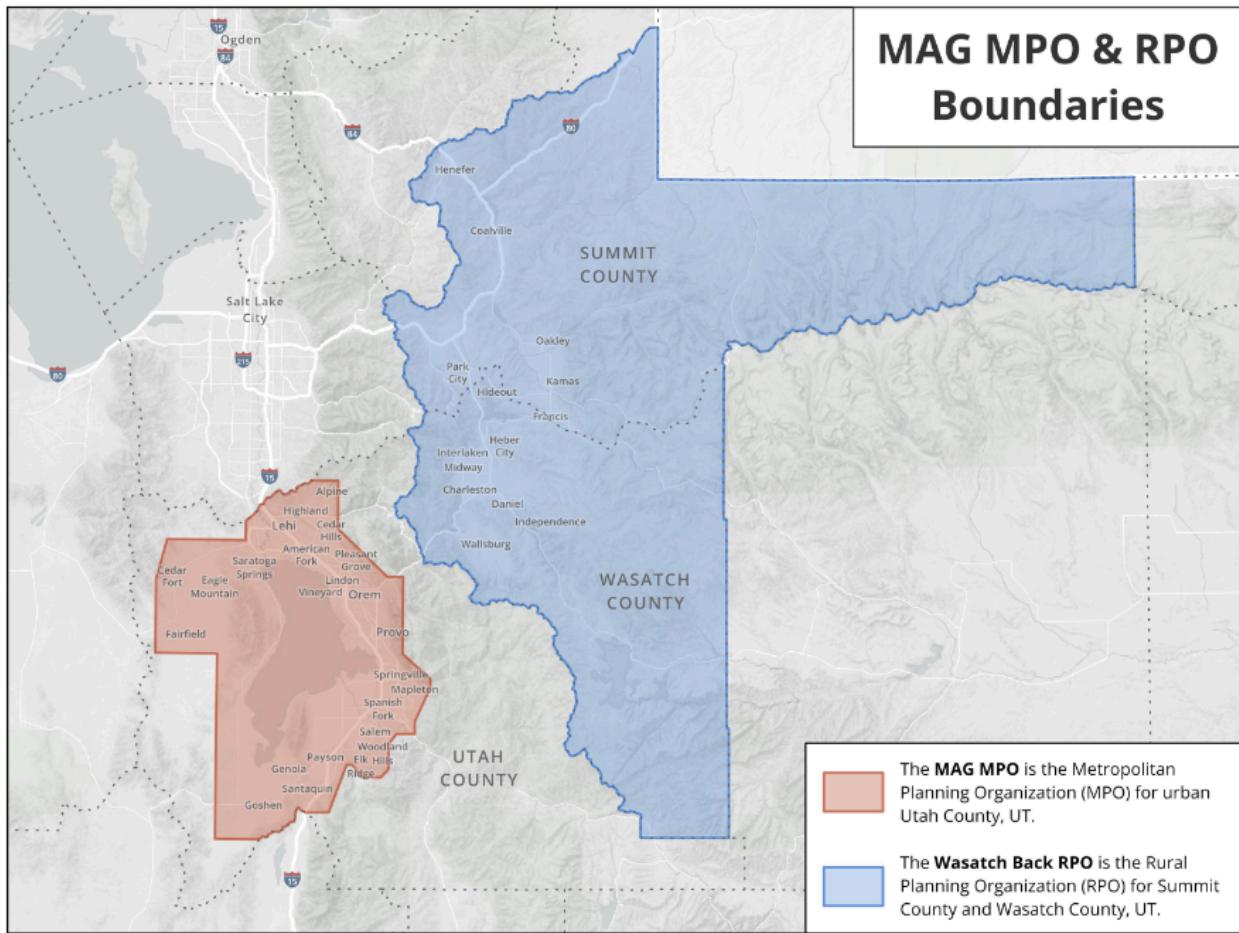
The Utah Legislature created program goals which include: 1) Increase the availability and affordability of housing, including moderate income housing; 2) Promote sustainable environmental conditions; 3) Enhance access to opportunities (e.g., employment, education, recreation, and commerce; 4) Increase transportation choices and connections.

MAG's role is to offer technical assistance to eligible communities to assist in the development or update of a SAPs. Also, MAG, in conjunction with the Utah Transit Authority (UTA), certifies SAPs that comply with Utah Code.

Check out this [interactive SAP map](#) to learn more.

Maps of Program Boundaries

- MPO: Utah County urban area
- RPO: Summit and Wasatch Counties
- TAG: All jurisdictions in Utah, Summit, and Wasatch Counties
- SAP: Cities In Utah County with fixed rail transit stations
- LAA: Cities within Utah, Summit, and Wasatch Counties with population less than 10,000



Qualifying Municipalities

Local Administrative Advisor Program

Summit County

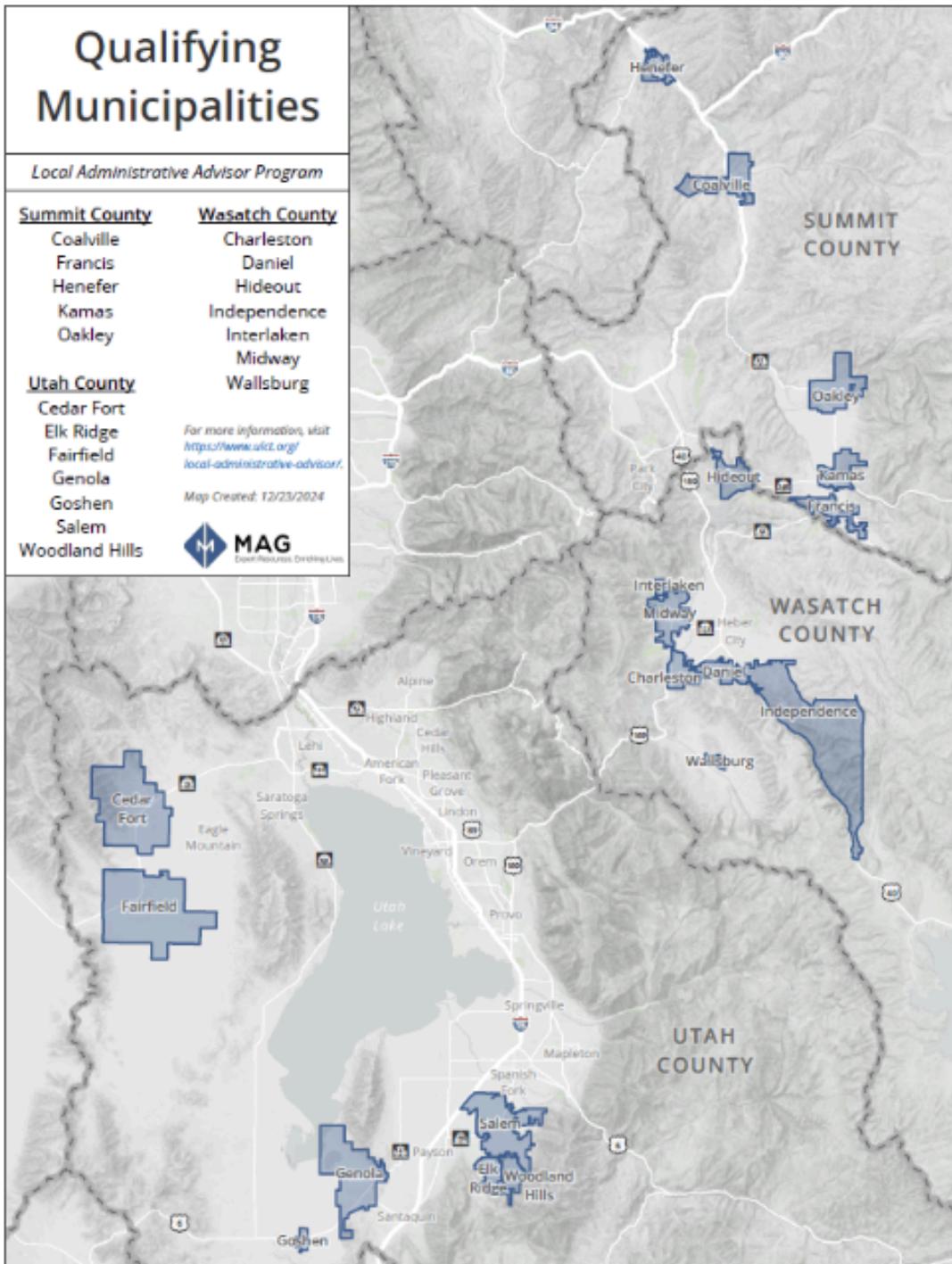
Coalville Wasatch County
 Francis Charleston
 Henefer Daniel
 Kamas Hideout
 Oakley Independence
 Interlaken
 Midway
 Wallsburg

Utah County

Cedar Fort
 Elk Ridge
 Fairfield
 Genola
 Goshen
 Salem
 Woodland Hills

For more information, visit
<https://www.ulrt.org/local-administrative-advisor/>.

Map Created: 12/23/2024

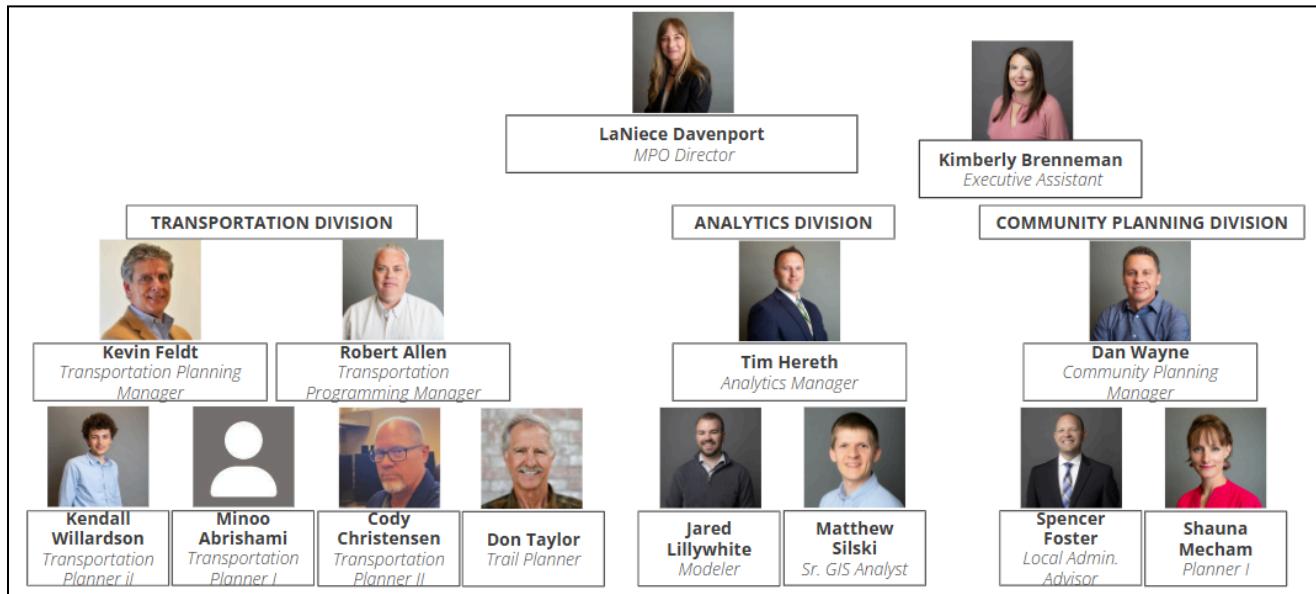


QUICK REFERENCE

Committees in Planning Department

POLICY	ADVISORY	GEOGRAPHY
Metropolitan Planning Organization Board (MPOB) Voting: 26 mayors, 3 commissioners, 1 UDOT, 1 UTA, 1 UDAQ, 2 Legislators Nonvoting: 1 Camp Williams, 1 Bluffdale, 1 TAC Chair/ Vice Chair 2025-2026 Chair: Mayor Bill Wright 2025-2026 Vice Chair: Mayor Brad Frost	- Technical Advisory Committee (TAC) - Growth Committee (New) - TIP/Corridor Preservation Work Group (Temp.)	Utah County urban area
Wasatch Back Rural Planning Organization (RPO) Voting: 15 mayors, 2 councilmembers 2025-2026 Chair: Councilmember Kendall Crittenden 2025-2026 Vice Chair: Mayor Matt McCormick	- Joint Technical Advisory Committee (TAC) - Summit Co TAC - Wasatch Co TAC	Summit and Wasatch Counties
Station Area Planning (SAP) Voting: 8 mayors with applicable transit stations Nonvoting: 1 ULCT, 1 Legislator 2023-2025 Chair: Mayor Mark Johnson 2023-2025 Vice Chair: Mayor Bill Wright	n/a	Utah County, areas with UVX/FR stations

Planning Department Staff Organization Chart



Core Programs and Plans (alphabetical order)

[Corridor Preservation Program](#)
[Local Administrative Advisor](#)
[Metropolitan Planning Organization](#)
[Public Engagement Plan](#)
[Regional Transportation Plan](#)
[Station Area Plan Program](#)
[Technical Assistance to Governments](#)
[Transportation Improvement Program](#)
[Unified Planning Work Program](#)
[Utah's Unified Transportation Plan](#)
[Wasatch Back Rural Planning Organization](#)
[Wasatch Choice Vision](#)

LIST OF ACONYMS

Environmental Protection Agency	EPA
Federal Aviation Administration	FAA
Federal Highway Administration	FHWA
Federal Transit Administration	FTA
Geographic Information Systems	GIS
Infrastructure Investment and Jobs Act	IIJA
Local Administrative Advisor	LAA
Metropolitan Planning Organization	MPO
Metropolitan Planning Organization Board	MPOB
Public Engagement Plan	PEP
Real Estate Market Model	REMM
Regional Transportation Plan	RTP
Station Area Planning	SAP
Technical Assistance to Governments	TAG
Technical Advisory Committee	TAC
Transportation Investment Fund	TIF
Transportation Improvement Program	TIP
Unified Planning Work Program	UPWP
United States Army Corps of Engineers	USACE
United States Department of Transportation	USDOT
Utah Department of Transportation	UDOT
Utah Trail Network	UTN
Utah Transit Authority	UTA
Wasatch Choice Vision	WCV