

MPO Board Meeting

January 8, 2026 | 5:30 pm - 7:00 pm



AGENDA

A meeting of the MPO Board will be held on **Thursday, January 8, 2026, at 5:30 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. Public Comment

Chair, Mayor Bill Wright, 5 minutes

3. Action: Minutes of the MPO Board Work Session held [October 9, 2025](#) and MPO Board Meeting held [November 13, 2025](#)

Chair, Mayor Bill Wright, 5 minutes

4. [Gardner Policy Institute Projections Overview](#)

Mallory Bateman, Director of Demographic Research Kem C. Gardner Policy Institute, 10 minutes

5. [Regional Involvement and Support](#)

Johnathon Knapton, Director of Public & Government Relations, 10 minutes

6. Action: [TIP Modification - Saratoga Springs - Pony Express Funding Request and Scope Modification](#)

Bob Allen, Transportation Program Manager, 5 minutes

7. Action: [Corridor Preservation - Provo 1185 W 820 N](#)

Cody Christensen, Transportation Planner II, 5 minutes

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.

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8. Regional Workshops for TAC and MPO Board

Kendall Willardson, Transportation Planner, 15 minutes

9. TIP Selection Process Kickoff

Bob Allen, Transportation Program Manager, 5 minutes

10. Growth Data Report

Tim Hereth, Analytics Manager, 15 minutes

11. Other Business and Adjournment

Next meeting: February 12, 2026

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MPO Board Meeting

November 13, 2025 | 5:30 pm - 7:00 pm



Board Member Attendees	Present	Alternates/ Others in Attendance
Mayor Carla Merrill, Alpine	✓	Ryan Clark, Orem alternate
Mayor Brad Frost, American Fork - Vice Chair	✓	Ezra Nair, Utah County
Mayor Wyatt Cook, Cedar Fort	✓	
Mayor Denise Andersen, Cedar Hills	✓	
Mayor Troy Walker, Draper	✓	
Mayor Tom Westmorland, Eagle Mountain	✓	
Mayor Robert Haddock, Elk Ridge	✓	
Mayor Hollie McKinney, Fairfield	✓	
Mayor Neil Brown, Genola	✓	
Mayor Steven Staheli, Goshen	✓	
Mayor Kurt Ostler, Highland	✓	
Representative David Shallenberger, Legislator	✓	
Senator Michael K. McKell, Legislator	✓	
Mayor Mark Johnson, Lehi	✓	
Mayor Carolyn Lundberg, Lindon	✓	
Mayor Dallas Hakes, Mapleton	✓	
Mayor David Young, Orem	✓	
Mayor Bill Wright, Payson - Chair		
Mayor Guy Fugal, Pleasant Grove		
Mayor Michelle Kaufusi, Provo		
Mayor Kurt Christensen, Salem		
Mayor Daniel Olson, Santaquin	✓	Andrew Wooley, IT Manager
Mayor Jim Miller, Saratoga Springs	✓	Bob Allen, Sr. Transportation Planner
Councilmember Stacy Beck, Spanish Fork	✓	Dan Wayne, Community Planning Manager
Mayor Matt Packard, Springville	✓	Jared Lillywhite, Transportation Modeler
Mayor Julie Fullmer, Vineyard	✓	Jessica Delora, Director of CED
Mayor Brent Winder, Woodland Hills	✓	Johnathon Knapton, Communications Manager
Commissioner Skyler Beltran, Utah County	✓	Kendall Willardson, Transportation Planner
Commissioner Brandon Gordon, Utah County	✓	Kimberly Brenneman, Executive Assistant
Commissioner Amelia Powers Gardner, Utah County	✓	LaNiece Davenport, MPO Director
Bryce Bird, Utah Division of Air Quality	✓	Matthew Silski, GIS Analyst
Carlos Braceras, Utah Department of Transportation	✓	Michelle Carroll, Executive Director
Trustee Jeff Acerson, Utah Transit Authority	✓	Shauna Mecham, Planner/ Air Quality Analyst
Mayor Natalie Hall, Bluffdale*	✓	Spencer Foster, Local Administrative Advisor
BG Shawn M. Fuellenbach, Camp Williams*		Tim Hereth, Analytics Manager
Ivan Marrero, FHWA*	✓	
Peter Hadley, FTA*	✓	
Jered Johnson, MPO TAC Chair*	✓	

DISCUSSION & AGENDA ITEMS

Call to Order

Chair Mayor Bill Wright opened the meeting at 5:30 pm.

Public Comment

Chair Mayor Bill Wright opened the meeting to the public.

Richard Jensen, from the Provo Pleasant View neighborhood, expressed concerns about the rapid depletion of the corridor preservation fund due to the high costs of purchasing homes for road expansion projects—specifically referencing Provo's 2200 North Street. He questioned the sustainability and prudence of using these funds to demolish housing near urban centers as a strategy for managing growth and traffic. Richard Jensen advocated for pausing additional purchases on 2200 North until Provo's new transportation plans are completed. He encouraged the board to consider alternative, community-focused planning strategies that balance quality of life, public safety, and paced city access. He also offered to collaborate in the planning process for Provo's 2030 transportation master plan and asked the board to weigh these points during deliberations.

Jackie Larsen, serving on the Utah County Farm Bureau board, brought up concerns from neighboring property owners regarding agenda item nine, specifically about the corridor preservation of Spanish Fork 300 East. Jackie Larsen asked whether the entire acreage of the parcel under consideration would be used for the road, or if part of it might be sold to a developer on the south side. She requested clarification on how the process would work in this case.

Minutes - Action

Mayor Denise Andersen moved to approve the minutes from October 9, 2025.

Mayor Miller seconded the motion, and the motion passed all in favor.

2025 MPO Director Report

LaNiece Davenport, MPO Director, delivered an extensive report highlighting updates and accomplishments for 2025 and outlining priorities for the upcoming year. She began by introducing new planning department staff: Kevin Feldt (Transportation Planning Manager), Cody Christensen (Transportation Planner), and Minoo Abishami (Transportation Planner) focused on active transportation. Each shared a personal fact and described what excites them about their roles.

LaNiece Davenport then reviewed the Wasatch Choice Vision, the region's blueprint integrating land use and transportation to guide growth in Utah County and preserve quality of life. She touted the addition of new city and town centers to the plan—there are now 71 regionally identified—along with the adoption of 10 regional goals emphasizing transportation options, safety, housing, recreational space, fiscal responsibility, and clean air.

LaNiece Davenport summarized progress on the 2027 Regional Transportation Plan (RTP), which is mid-way through its four-year development cycle. The RTP now stretches its planning horizon to 2055 and introduces a

“buildout scenario” to better understand ultimate transportation needs. Recent successes include outreach efforts, defining project selection criteria, and integrating the RTP with long-term land use plans.

The report also highlighted 2025 funding accomplishments, particularly within the Transportation Improvement Program (TIP), which invested \$46 million in projects. Specific examples featured were the 9th East Station UVX, the Lindon trail project, and safety upgrades in Eagle Mountain. The corridor preservation program was spotlighted for protecting \$11.7 million in future right-of-way to maintain long-term project viability.

Additional highlights included support programs for local governments: station area planning, the TAG (Technical Assistance to Governments) program, and the LAA (Local Administrative Advisor) program, which aids small municipalities lacking in-house planning capacity.

Looking to 2026, LaNiece Davenport outlined priorities such as launching a new growth-focused committee, collaborating with the Olympic Transportation Working Group for the 2034 Olympics, and continuing robust development of the 2027 RTP. She closed by recognizing ten outgoing mayors for their service and commitment to regional transportation planning.

Road Functional Classification System Adoption

Matthew Silski presented the Road Functional Classification System update, explaining its importance in the regional transportation planning process. He outlined that this system catalogs all significant arterial and collector roads in the region—both existing and planned—that are regionally significant and eligible for federal funding. Only roads included in this network are eligible for TIP (Transportation Improvement Program) funds, making participation vital for local agencies.

Matthew Silski described the comprehensive update process, noting that it takes place every ten years, but interim updates are allowed every five years or as needed if roads become newly significant. The update involved collecting hundreds of comments from cities and local stakeholders, reviewing proposed changes against federal guidelines, and incorporating input from technical committees. The updated network aims to reflect current traffic realities and projected growth, ensuring cities aren't excluded from future project opportunities.

He emphasized that the updated system is essential for keeping the region's plans current and matching project eligibility with funding opportunities. The MPO Board was asked to adopt the revised classification system to meet the year-end deadline for federal submission.

Senator Mike McKell moved to approve the Utah County Road Functional Classification System so it can be submitted to the Federal Highway Administration (FHWA) by the December 29, 2025 deadline.

Mayor Matt Packard seconded the motion, and the motion passed all in favor.

TIP Modification - Vineyard Regional Trail Enhancement

Bob Allen presented a TIP (Transportation Improvement Program) modification regarding the Vineyard Regional Trail Enhancement project. Originally awarded over \$842,000 in federal TAP funds for active transportation

improvements, the project included trail crossings and realignment of a driveway at Lakeside Sports Park, near Orem and Vineyard. As the project design advanced, it became clear that the intersection warranted a new traffic signal, an upgrade not anticipated during the original application process.

The addition of the signal, along with inflation and updated cost estimates, raised the total project cost to approximately \$1.784 million. Vineyard City requested an additional \$965,000 in TIP funds to cover these increased expenses and the expanded project scope. Bob explained the reasons behind the cost increase—including unexpected design needs and significant local development since the project's initial planning.

Bob Allen noted that MAG staff considers such increased funding and scope modifications through a contingency process, acknowledging that estimating costs several years in advance can be challenging, especially in a rapidly growing area. Board members discussed how to avoid large cost increases in the future, suggesting earlier design work and better up-front planning.

Mayor Steve Staheli moved to approve adding a traffic signal to the scope of the Vineyard Regional Trail Enhancements project and \$965,053 in funding.

Mayor Denise Anderson seconded the motion, and the motion passed all in favor.

2026 TIP Selection Schedule and Draft Metrics

Bob Allen presented the 2026 TIP (Transportation Improvement Program) Selection Schedule, outlining the process and timeline for how regional transportation projects will be proposed, evaluated, and selected for funding in the coming year.

He explained that the process starts in January 2026, with the adoption of updated project scoring metrics. MAG staff will meet with local communities to discuss potential projects and guide applicants through the process. The project idea stage runs through February, with the TAC (Technical Advisory Committee) meeting on February 23 to review all initial project concepts.

By April 6, detailed concept reports on selected projects are due. MAG staff will score the projects using the updated metrics, and results will be shared on April 23. An in-depth review by the TAC happens on April 27, where each project is discussed further. On May 4, the TAC will recommend a ranked list of projects, which is brought to the Board on May 14 for review (but not for immediate action).

The final project list will be adopted on June 11. Afterward, MAG staff will allocate available funding to as many highly ranked projects as budget allows, while also recommending how much funding to reserve for contingency. The final TIP will be approved by the board on August 13.

Bob Allen noted the process is largely unchanged from past years, aside from improvements in the project metrics. The online application system, Workflow, will again be used, with staff providing training to ensure easy

access for all participants. He emphasized the importance of the careful, multi-stage process to maximize funding impact and transparency.

Corridor Preservation: Spanish Fork 300 East

Cody Christensen presented a corridor preservation funding request for Spanish Fork City concerning property at 1172 South Bradford Lane, along the 300 East corridor (designated as H1-17 in phase three of the Regional Transportation Plan). The request involved purchasing two single-family homes and adjacent undeveloped land needed to preserve right-of-way for a future transportation project.

The appraised value for the acquisition was \$1.4 million, with estimated closing costs of \$2,500, bringing the total request to \$1,402,500. Cody Christensen noted that this would leave an estimated \$1.6 million remaining in the unobligated corridor preservation fund, though the exact amount was still being finalized.

Key questions addressed:

- The city was approached by the property owner, making this an opportunity-based acquisition rather than a forced sale.
- Only part of the acquired parcel will be needed for the transportation corridor; a developer has already expressed interest in purchasing the surplus property.
- By state law, proceeds from any resale of surplus property must be returned to the corridor preservation fund.
- The exact design of the corridor and the width of the required right-of-way have not yet been finalized, which is typical in early-stage acquisitions.

Cody Christensen and other staff reaffirmed that such purchases are standard for corridor preservation, enabling flexible future transportation planning, and ensuring prudent use of public resources.

Councilmember Stacy Beck moved to approve this Spanish Fork Corridor Preservation Fund request for \$1,402,500.

Mayor Brad Frost seconded the motion, and the motion passed all in favor.

Corridor Preservation Process Discussion

The Corridor Preservation Process discussion, led by Cody Christensen, focused on challenges and strategies for maintaining the long-term viability of the fund that acquires rights-of-way for future transportation projects. He noted that the fund balance is low and demand is rising, making it essential to explore new guidelines and funding options.

Key points included:

- The corridor preservation fund is currently sustained by a \$10 vehicle registration fee, but this amount is set by state law and cannot be increased without legislative action.

- Existing state code provides guidelines on prioritization, such as giving preference to rapidly growing areas, willingness of local governments to complete detailed studies, effectiveness of preservation projects, availability of matching funds, and inclusion of projects in master plans.
- Ideas for improvement included: developing a scoring/prioritization process (similar to the TIP); possibly implementing application windows to manage demand; and considering geographic distribution so all areas contributing to the fund see potential benefits.
- A key suggestion was to form a working group (including TAC, Board Members, and potentially state legislators) to establish guidelines, evaluate funding options, and ensure fair, transparent allocation.
- The urgency was acknowledged: until new guidelines are in place, there may be a pause or cap on applications if the fund gets too low.

The Board generally supported empowering the TAC to draft recommendations and recognized the importance of legislative involvement for any funding changes. The next steps involve establishing the working group and speeding up the process of guideline creation to secure the fund's financial future and allow for sustainable corridor planning throughout the region.

2023 RTP: Amendment 3/ AQ Conformity Determination

Bob Allen presented Amendment 3 to the 2023 Regional Transportation Plan (RTP), which required an air quality (AQ) conformity determination. This amendment focused on two regionally significant, non-exempt projects in Utah County:

1. Widening I-15 from Payson to Santaquin (expanding to three lanes in each direction, with a new total cost of \$164 million).
2. The Santaquin Main Street Interchange project, with an updated scope and funding now totaling \$115 million.

Because these projects are major additions or significant changes to the RTP, federal regulations required a new emissions analysis and public review to ensure the amendments would not negatively impact regional air quality standards. The air quality conformity review was completed, and both projects were determined to remain within approved air quality limits.

A 30-day public comment period was held, yielding no significant issues. The amendment process and findings were shared with transportation partners, who concurred with the results.

Representative David Shallenberger moved to approve the 2023 RTP Amendment 3 Level 3 amendments and the associated Air Quality Conformity Determination Report, barring any regionally significant comments during the public comment period.

Mayor Julie Fullmer seconded the motion, and the motion passed all in favor.

2027 RTP: Process Development Update

Bob Allen provided an update on the ongoing development of the Regional Transportation Plan (RTP). He explained that the RTP update is at the halfway point of its four-year cycle, with robust work occurring to define

project goals, initial project lists, and project screening criteria. Since the last meeting, the team has synthesized feedback from Board and TAC (Technical Advisory Committee) members about the plan's draft goals and objectives.

Major current activities include running models for trends assessment (such as growth, traffic, and land use), preparing complete initial project lists, and developing screening criteria to focus efforts on the most suitable projects for inclusion. The update process is highly collaborative, with upcoming dedicated sessions to review and refine the project list alongside stakeholders.

Bob Allen highlighted integration of Board and TAC feedback into the goals, including priorities like economic opportunity, traffic management, high-capacity transit, multimodal access, and clean air. He also introduced the “buildout scenario,” a novel approach that considers the transportation network’s needs if/when available land is fully developed—helping to future-proof the plan beyond the mandated 2055 horizon.

Looking ahead, the plan will emphasize finalizing objectives and performance metrics, continuing outreach and input sessions with local leaders, and preparing a foundational RTP for adoption next spring. Stakeholders were encouraged to remain engaged, as this coming year is critical for final decisions.

2026 Meeting Dates

Mayor Dan Olson moved to cancel the December 11, 2025 meeting.

Mayor Denise Andersen seconded the motion, and the motion passed all in favor.

Mayor Kurt Ostler moved to approve the proposed 2026 MPO Board meeting dates.

Mayor Denise Andersen seconded the motion, and the motion passed all in favor.

Other Business and Adjournment

Chair Mayor Bill Wright stated the next MPO Board meeting is scheduled for January 8, 2026.

Mayor Bill Wright adjourned the meeting.

MPO Board Work Session

October 9, 2025 | 5:00 pm - 5:30 pm



Board Member Attendees	Present	Alternates/ Others in Attendance
Mayor Carla Merrill, Alpine	✓	Ezra Nair, Utah County Alternate
Mayor Brad Frost, American Fork - Vice Chair	✓	Vern Keeslar, Provo Alternate
Mayor Wyatt Cook, Cedar Fort		Jay Fox, UTA
Mayor Denise Andersen, Cedar Hills	✓	David Salazar, Eagle Mountain
Mayor Troy Walker, Draper		Representative Kay J. Christofferson
Mayor Tom Westmorland, Eagle Mountain	✓	Ben Hunter, American Fork
Mayor Robert Haddock, Elk Ridge		Lule Seegmiller, Lehi
Mayor Hollie McKinney, Fairfield	✓	Paige Albrecht, Lehi
Mayor Neil Brown, Genola		Dede Murray, UTA
Mayor Steven Staheli, Goshen	✓	Jim Golden, UDOT
Mayor Kurt Ostler, Highland	✓	Adam Cowie, Lindon
Representative David Shallenberger, Legislator	✓	Chandler Beutler, UDOT
Senator Michael K. McKell, Legislator		Jeff Lewis, UDOT
Mayor Mark Johnson, Lehi	✓	Rob Clayton, UDOT
Mayor Carolyn Lundberg, Lindon	✓	Michelle Stallings, Lehi
Mayor Dallas Hakes, Mapleton		Clair Woolman, Horrocks
Mayor David Young, Orem		Marcus Bennett, UTA
Mayor Bill Wright, Payson - Chair	✓	Britton Tueten, Pleasant Grove
Mayor Guy Fugal, Pleasant Grove	✓	Brad Kenison, Lehi
Mayor Michelle Kaufusi, Provo		Paul Hancock, Lehi
Mayor Kurt Christensen, Salem		Richard Jensen
Mayor Daniel Olson, Santaquin	✓	
Mayor Jim Miller, Saratoga Springs	✓	MAG STAFF
Councilmember Stacy Beck, Spanish Fork	✓	Andrew Wooley, IT Manager
Mayor Matt Packard, Springville	✓	Bob Allen, Sr. Transportation Planner
Mayor Julie Fullmer, Vineyard	✓	Dan Wayne, Community Planning Manager
Mayor Brent Winder, Woodland Hills	✓	Johnathon Knapton, Communications Manager
Commissioner Skyler Beltran, Utah County	✓	Kendall Willardson, Transportation Planner
Commissioner Brandon Gordon, Utah County	✓	Kimberly Brenneman, Executive Assistant
Commissioner Amelia Powers Gardner, Utah County		LaNiece Davenport, MPO Director
Bryce Bird, Utah Division of Air Quality	✓	Tim Hereth, Analytics Manager
Carlos Braceras, Utah Department of Transportation	✓	Matthew Silski, Senior GIS Analyst
Trustee Jeff Acerson, Utah Transit Authority	✓	Shauna Mecham, Planner/ Air Quality Analyst
Mayor Natalie Hall, Bluffdale*		
BG Shawn M. Fuellenbach, Camp Williams*		
Ivan Marrero, FHWA*	✓	
Peter Hadley, FTA*		
Jered Johnson, MPO TAC Chair*	✓	

DISCUSSION & AGENDA ITEMS

Call to Order

Chair Mayor Bill Wright opened the meeting at 5:00 pm.

2027 RTP: Goals and Objectives Discussion

During the MPO Board RTP Work Session, attendees gathered to refine and provide feedback on the foundational goals and objectives for the Regional Transportation Plan (RTP), using interactive tools such as Mentimeter to capture diverse insights. The discussion opened with an overview of the Wasatch Choice Vision and a focus on five central goals: access to economic and educational opportunities, manageable and reliable traffic conditions, quality transportation choices, safe and user-friendly streets, and clean air. For “access to economic and educational opportunities,” members discussed a widening generational gap in skilled labor fields and the need for transportation solutions—like targeted transit access and passes—to help students and workers connect to schools and jobs, with UTA emphasizing its own reliance on skilled trades. Addressing “manageable and reliable traffic conditions,” the board stressed proactive planning to anticipate growth, the integration of land use and zoning decisions with transportation corridors, and highlighted urgent needs such as new road connections for the Cedar Valley to alleviate both daily commuting and safety concerns in emergencies. When asked about “quality transportation choices,” feedback centered on the necessity for multimodal connectivity, improvement of both road and transit services, and the strategic expansion of projects like the FrontRunner double-tracking to ensure timely, accessible public transit. In discussing “safe and user-friendly streets,” members debated optimal street width for emergency and community use, advocated for resiliency and redundancy such as evacuation routes, highlighted the importance of “complete streets,” and encouraged the MPO to prioritize safety in project selection, including grants like Safe Streets for All. Regarding “clean air,” participants recognized regulatory obligations but also discussed whether it should be a standalone goal or part of a broader sustainability framework; nonetheless, most agreed it is a meaningful, measurable objective that transportation planning can directly impact, particularly through emphasizing transit and active travel options. Board members appreciated the chance to contribute through both digital and verbal channels, and the session concluded with encouragement to continue providing input to further shape the plan’s guiding goals and objectives.

Adjournment

Mayor Bill Wright adjourned the meeting.



Utah 2065

New 2025-2065 Long-Term Planning Projections

MAG MPO Board • January 8, 2026

INFORMED DECISIONS™

Background

- **Demographic and economic model** – These projections use a custom, locally developed demographic and economic model.
- **Prepared every four years** – Includes 15 months of data analysis, programming, outreach, and production.
- **Informed by local and national data** – Including Utah population estimates, vital statistics, migration patterns, and economic insights
- **Expert review** – Process and products reviewed with subject matter experts across government, academia, nonprofit research institutions, and other states who do similar work.

Critical Points of Context

- **“Most likely”** – Future is unknowable, but not all outcomes are equally likely. We model current trends and apply judgment to create a baseline future. Other scenarios are possible, but less likely. The success of the Utah economy drives these projections.
- **Uncertainty** – Projections are subject to error. The further out and the more detailed the greater the error. Past vintages of projections have had a 20-year error rate ranging from 2.2% to 10.9% for total population at the state level.
- **Active participants** – We are not just witnesses of the future; we are active participants. Dramatic changes in our fertility propensities, life expectancy, migration patterns, or economic attractiveness will significantly impact these projections.

Major Assumptions

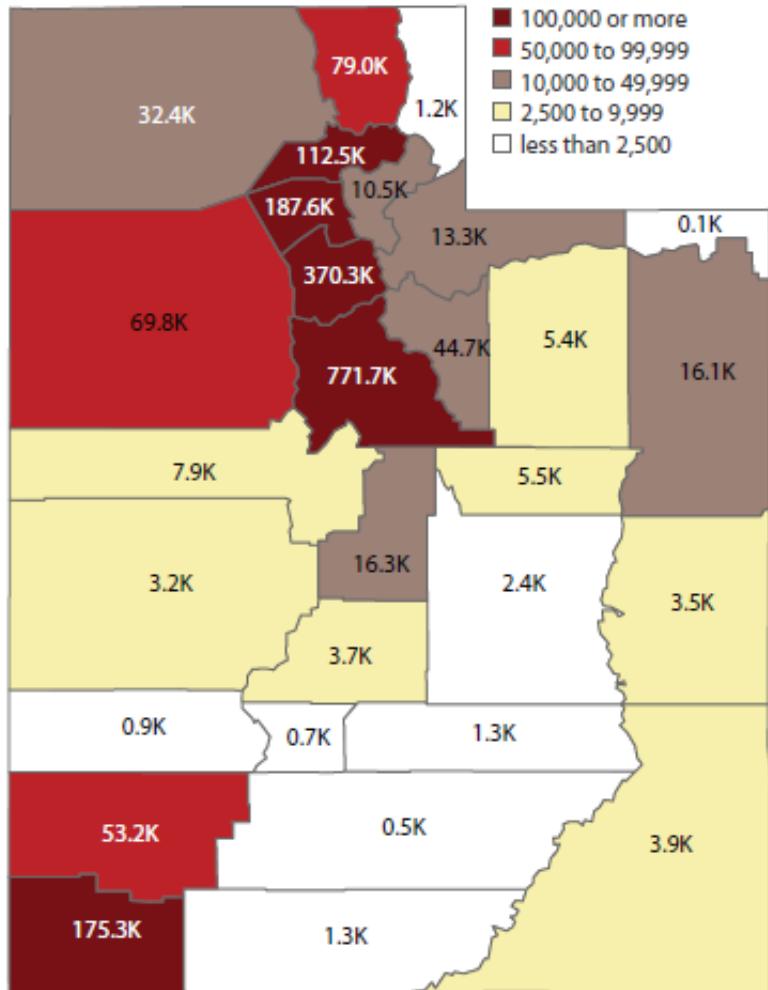
- **Fertility** – Utah's total fertility rate (births per woman) has declined or stayed constant for 16 consecutive years, falling from 2.68 in 2007 to 1.80 today. We apply an exponential decay model to project Utah's future fertility. We assume Utah's fertility approaches, but never reaches, national fertility projections.
- **Mortality** – Utah's life expectancy, except for the COVID pandemic period, continues to gradually increase for both males and females. We assume life expectancy for males will increase from 78.2 in 2024 to 83.3 in 2065 and females will increase from 82.1 in 2024 to 86.6 in 2065.
- **Migration** – We assume a full employment economy that tracks national employment trends by industry. When natural change fails to meet Utah's employment demand, we meet the demand with labor-related migration.

Utah Population Growth Axioms 2025

1. **Growth and change** are Utah's constant companions, adding 2 million residents in 40 years. Utah continues to **outpace the nation**.
2. Utah's rate of **growth moderates** almost every year.
3. Net **in-migration** is Utah's **new norm**, with some exceptions.
4. Utah continues to **age**.
5. Counties experience this growth in **different ways**.

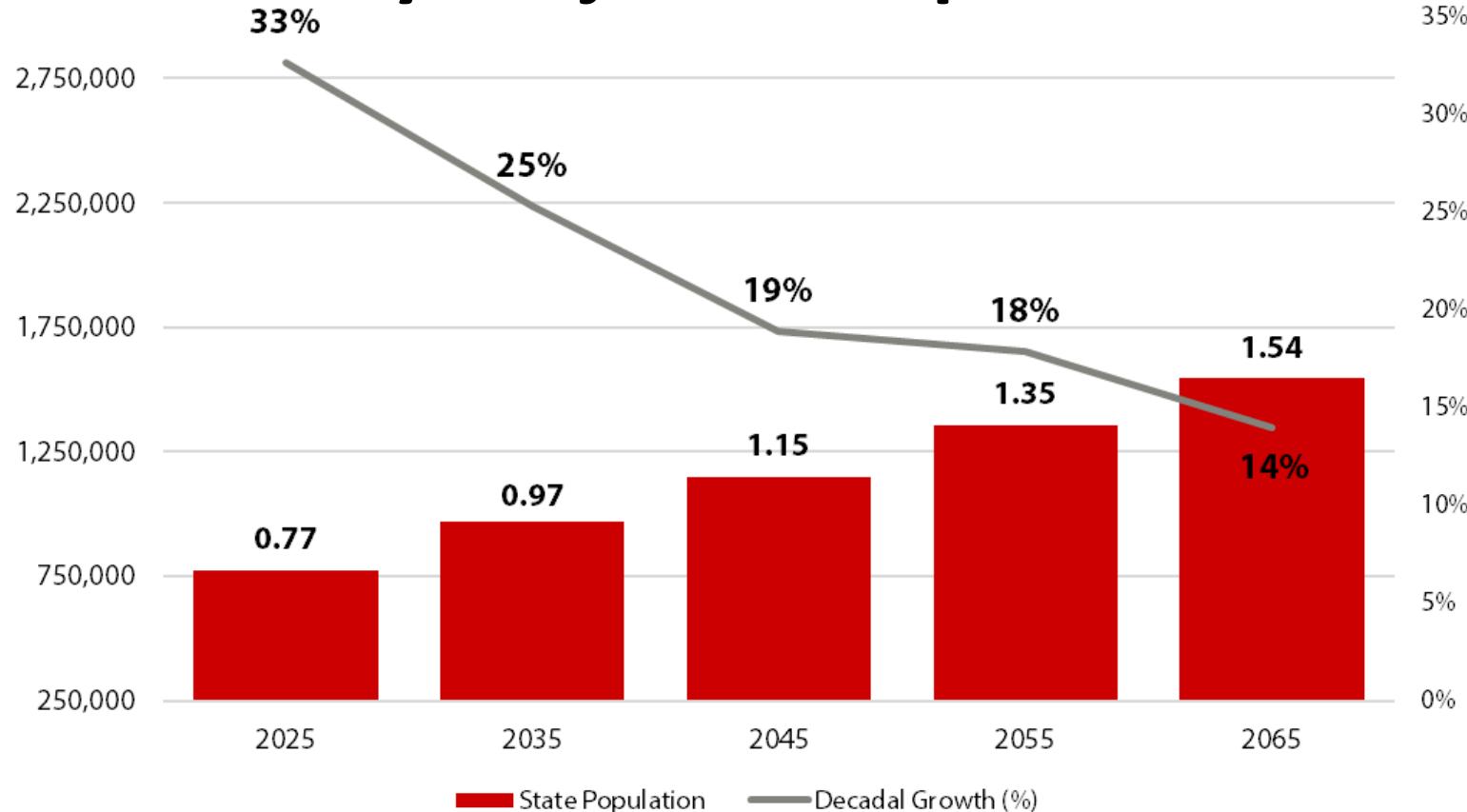
Projected Population Change (in thousands) 2025-2065

Utah County adds, by far, the most new residents over the projection horizon.



Source: Kem C. Gardner Policy Institute, 2025-2065 Projections

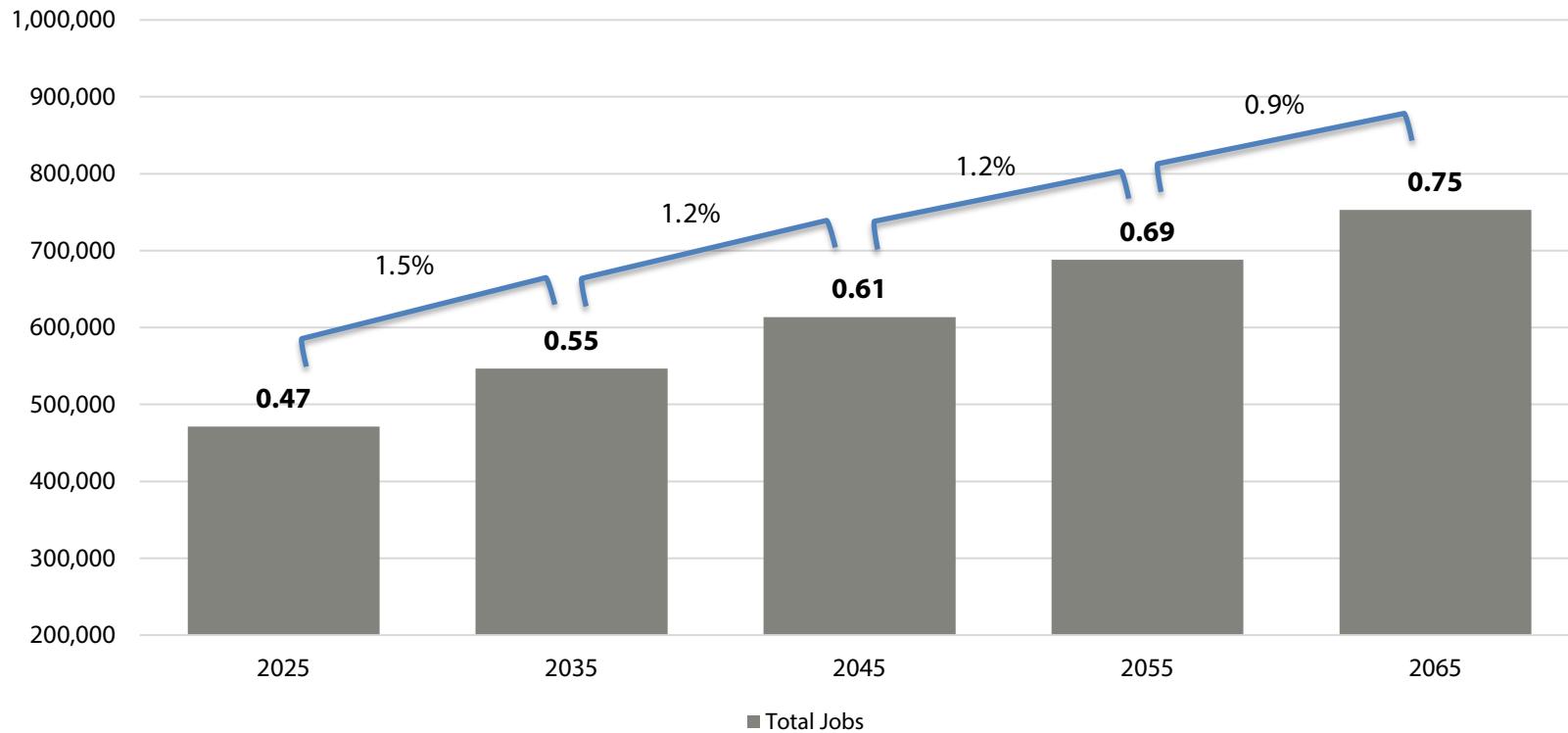
Utah County Projected Population Growth



Source: Kem C. Gardner Policy Institute, 2025-2065 Projections

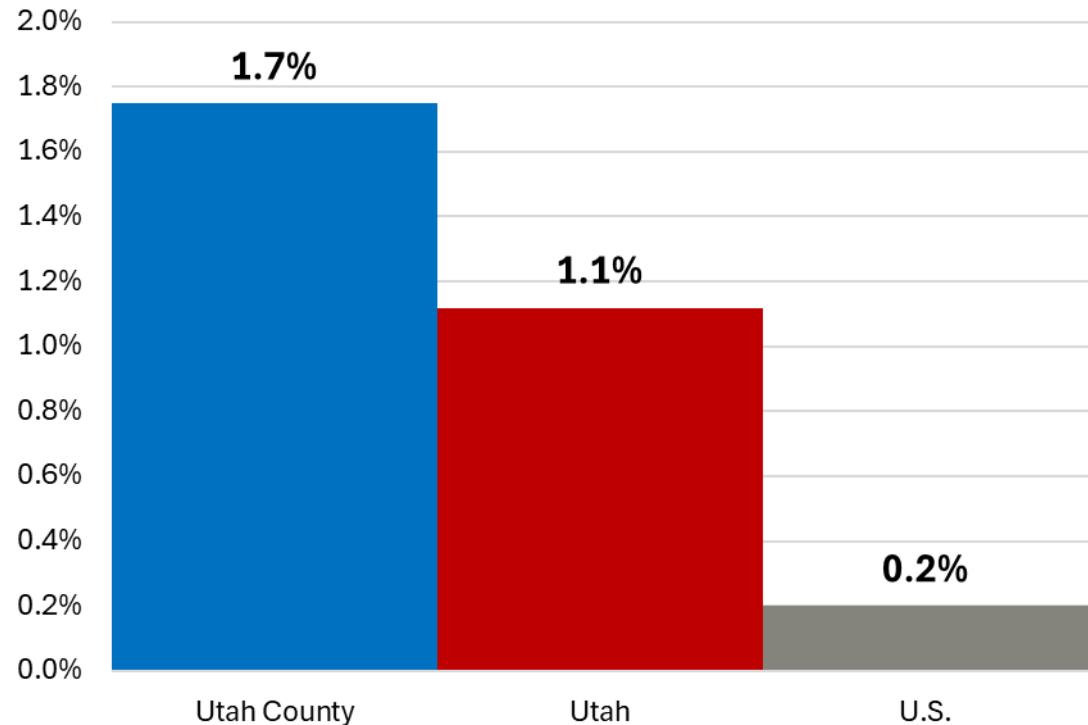
Utah County Projected Job Growth

Utah County Projected Total Jobs (millions) and Decadal Average Annual Rate of Change, 2025-2065



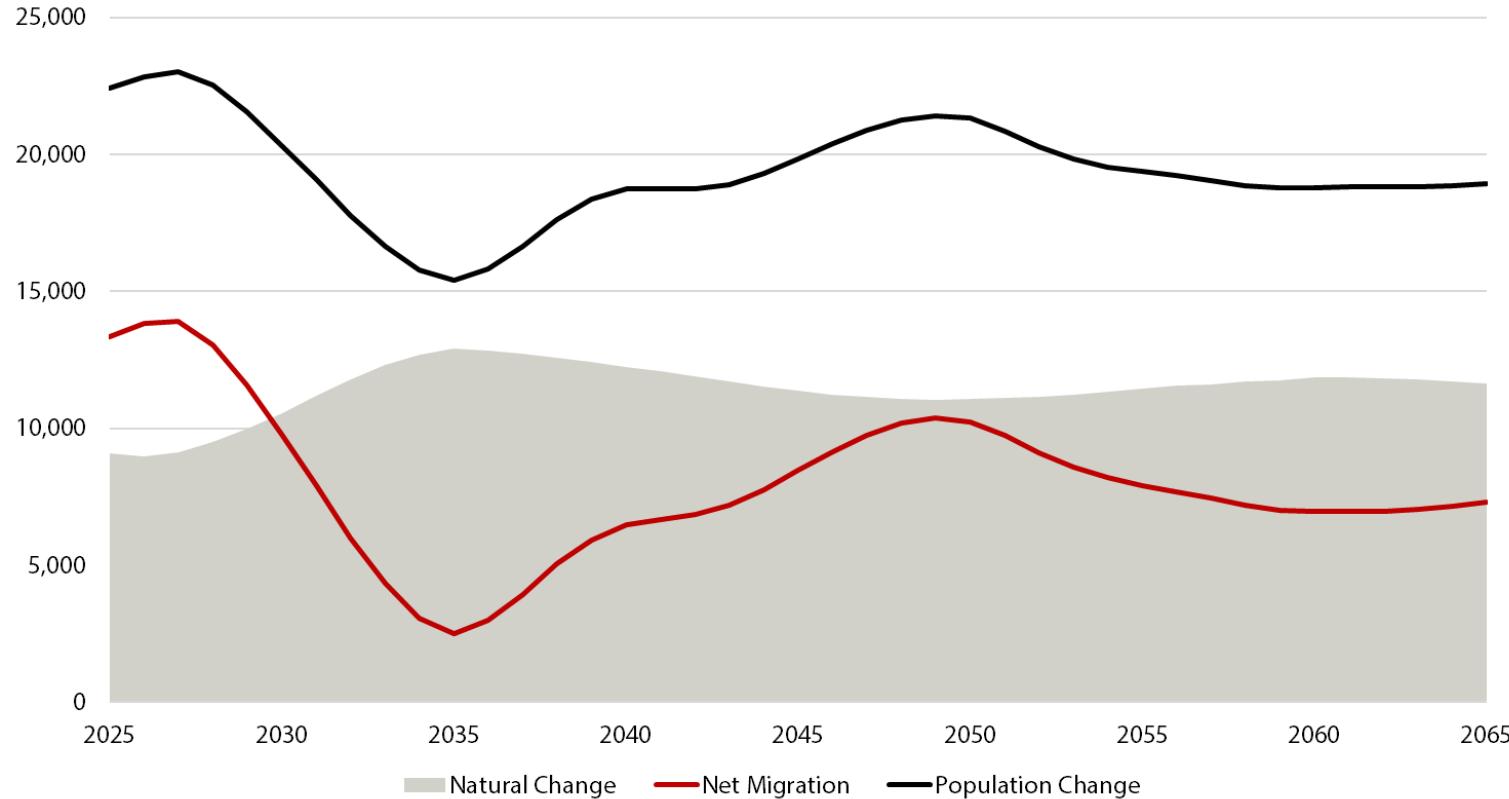
Source: Kem C. Gardner Policy Institute, 2025-2065 Projections

Projected Average Annual Rate of Change for Population, 2025-2065



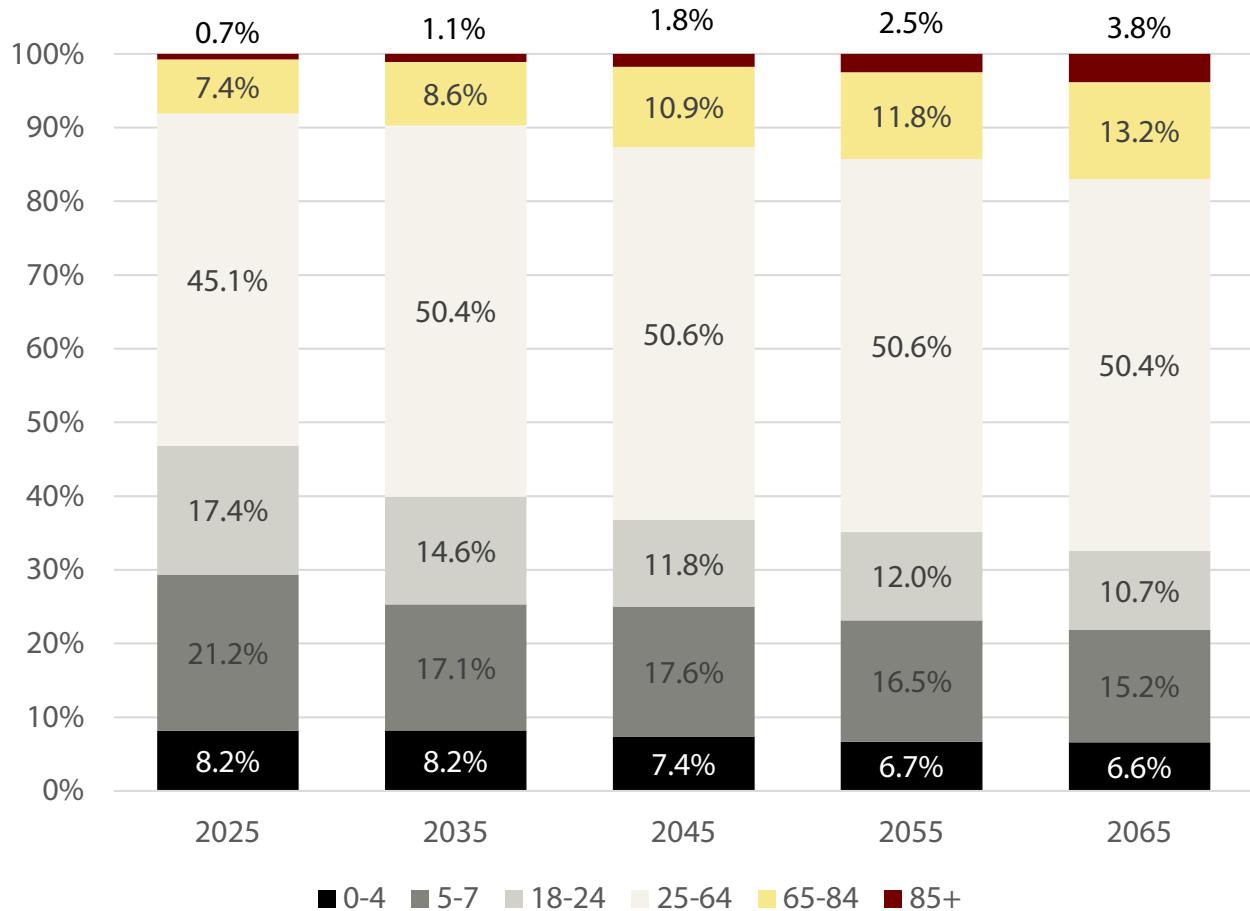
Source: Kem C. Gardner Policy Institute, 2025-2065 Projections; and calculations and extrapolations based on U.S. projections by the U.S. Census Bureau.

Projected Utah County Components of Change



Source: Kem C. Gardner Policy Institute, 2025-2065 Projections

Utah County Projected Population by Age



Source: Kem C. Gardner Policy Institute, 2025-2065 Projections

All Materials
available at
gardner.utah.edu



MPO Board Meeting

January 8, 2026 | 5:30 pm - 7:00 pm



5 | Growth Data Report

Tim Hereth, Analytics Manager | 801-229-3843 | thereth@magutah.gov

BACKGROUND

Every other year, parcel data is collected from Utah County and processed for use in the Real Estate Market Model (REMM) to produce population and job forecasts. These data are valuable for understanding the history of housing growth in Utah County over the years. These data represent housing units built by the end of 2025, as well as some housing units currently under construction and expected to be completed in 2026.

ATTACHMENTS

[Presentation](#)



M A G

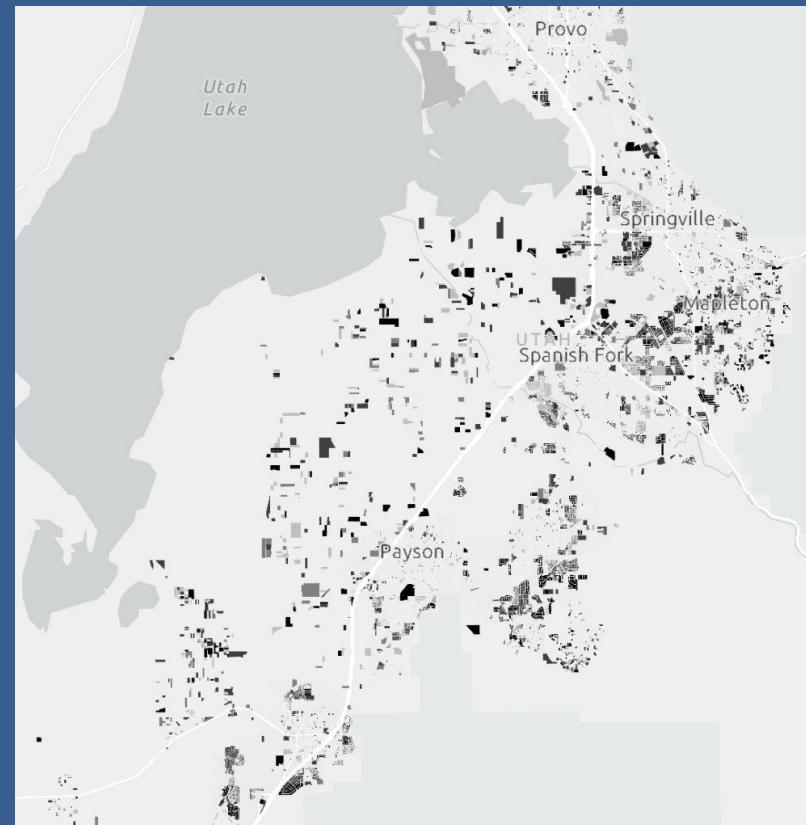
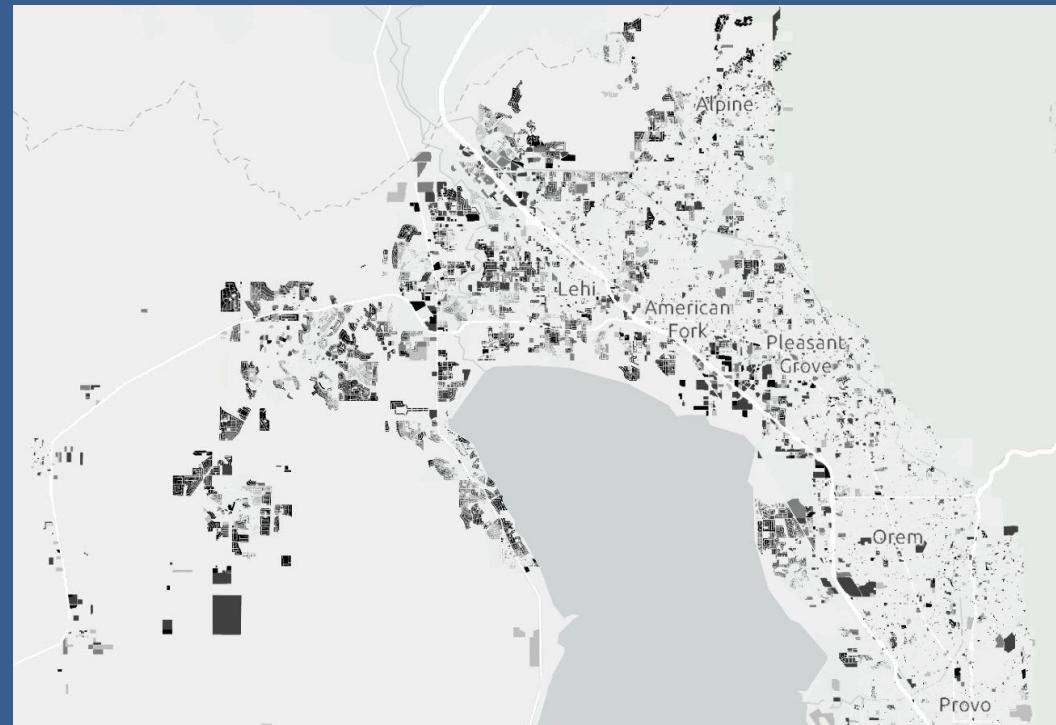
January 2026

MAG GROWTH REPORT

Based on Observed Parcel Housing Units

Parcels Built 2005 - 2025

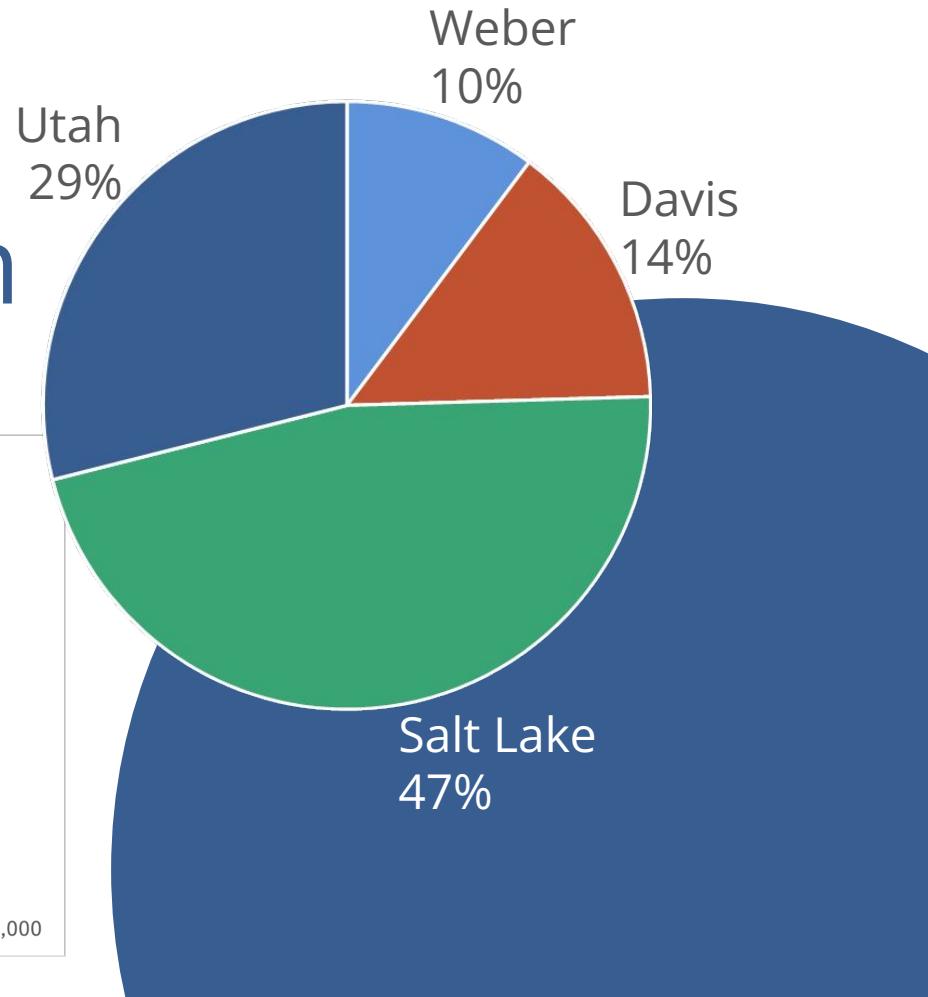
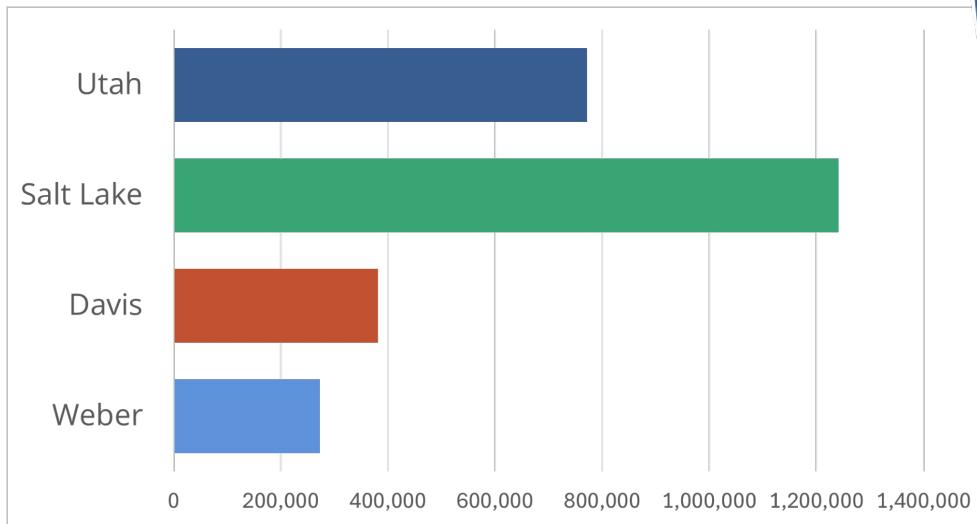
Darker Color is More Recent





County Population

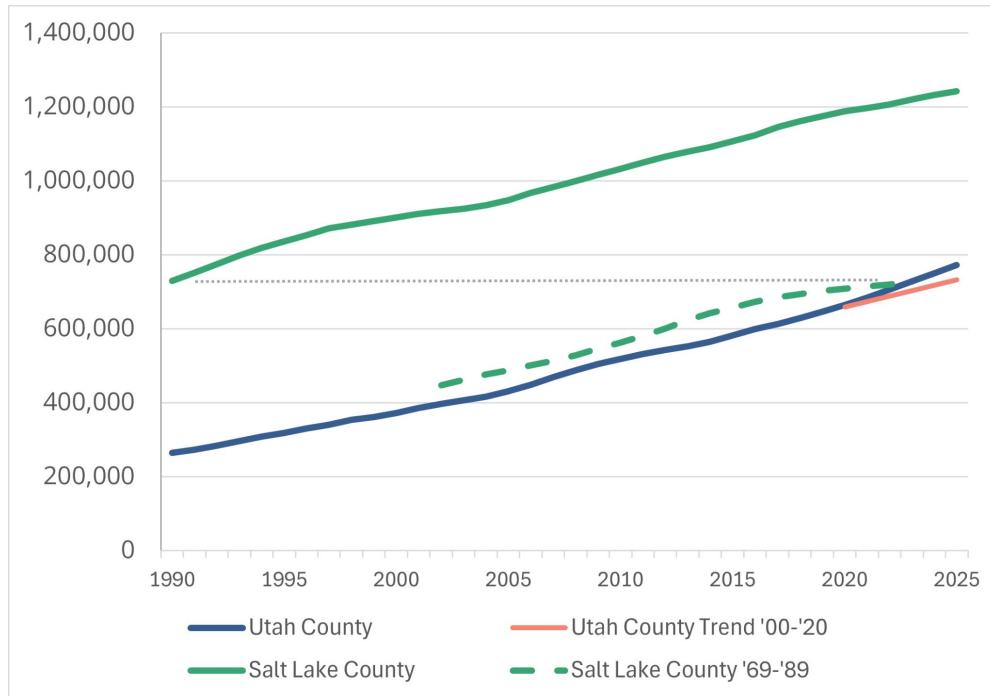
Gardner Policy Institute Estimates



UTAH COUNTY RELATIVE TO SALT LAKE COUNTY

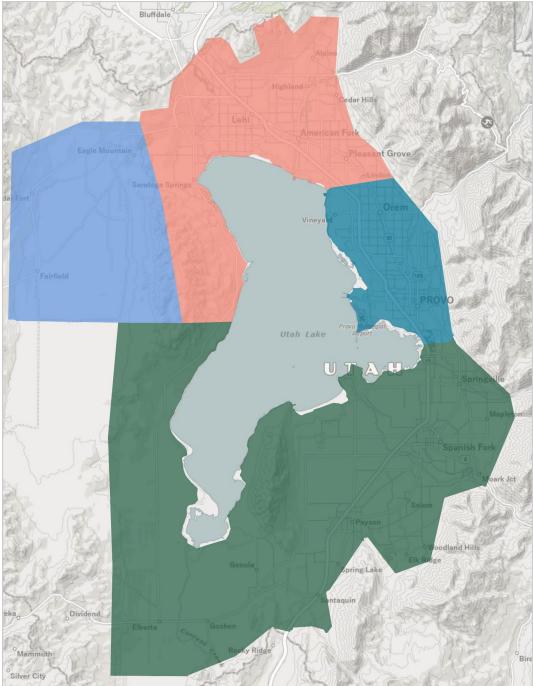
Utah Population Committee Estimates

- The two counties' growth is roughly parallel.
- Utah County's last five years shows faster growth than 2000-2020 trend.
- Salt Lake County's last five years shows slower growth.
- Utah County is roughly mimicking Salt Lake County's growth from 30 years ago.

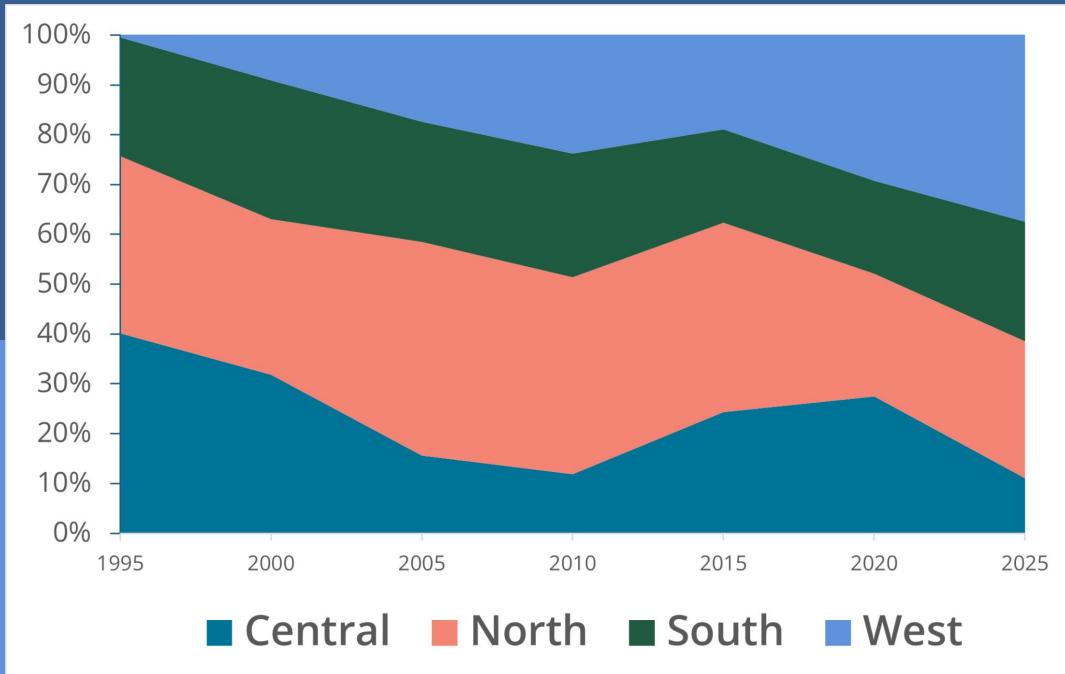


Subregional Data

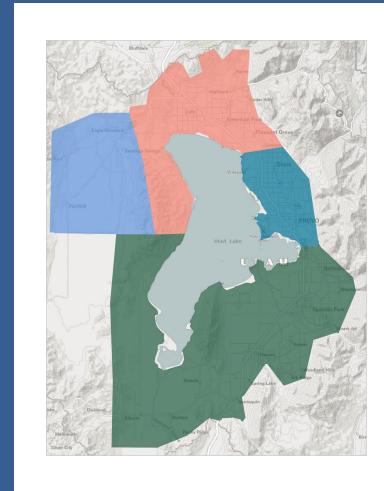
Utah County Parcel Data
MAG Verified Housing Units



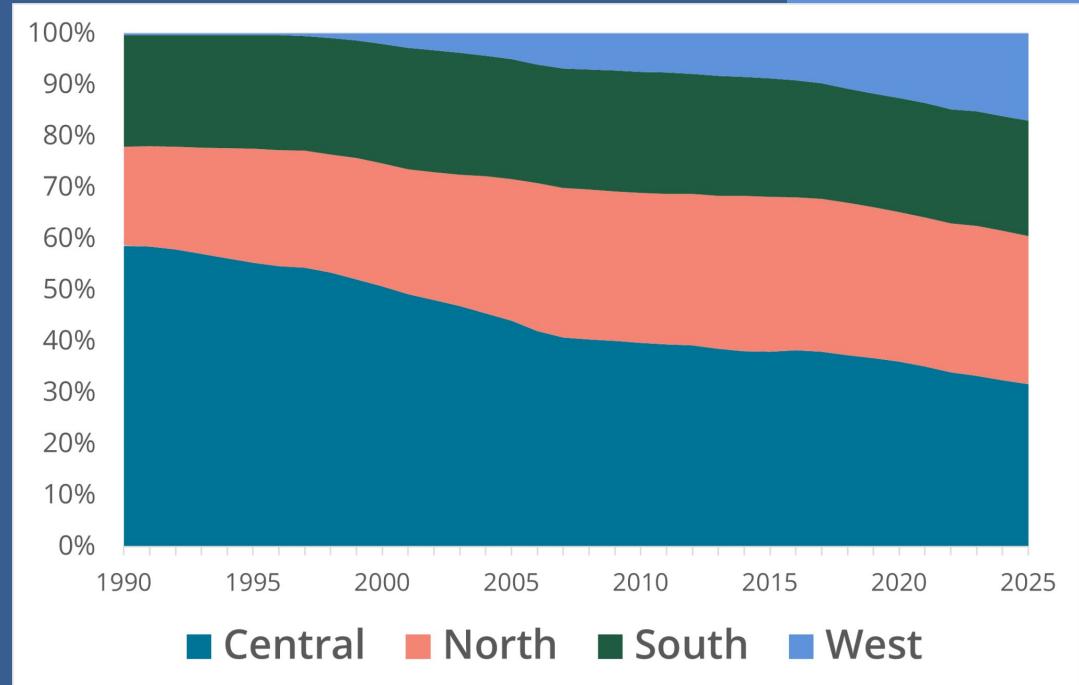
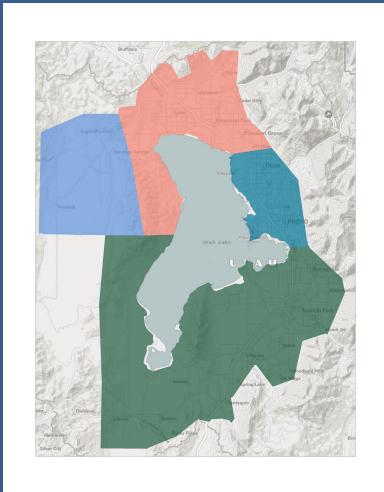
Growth Shares



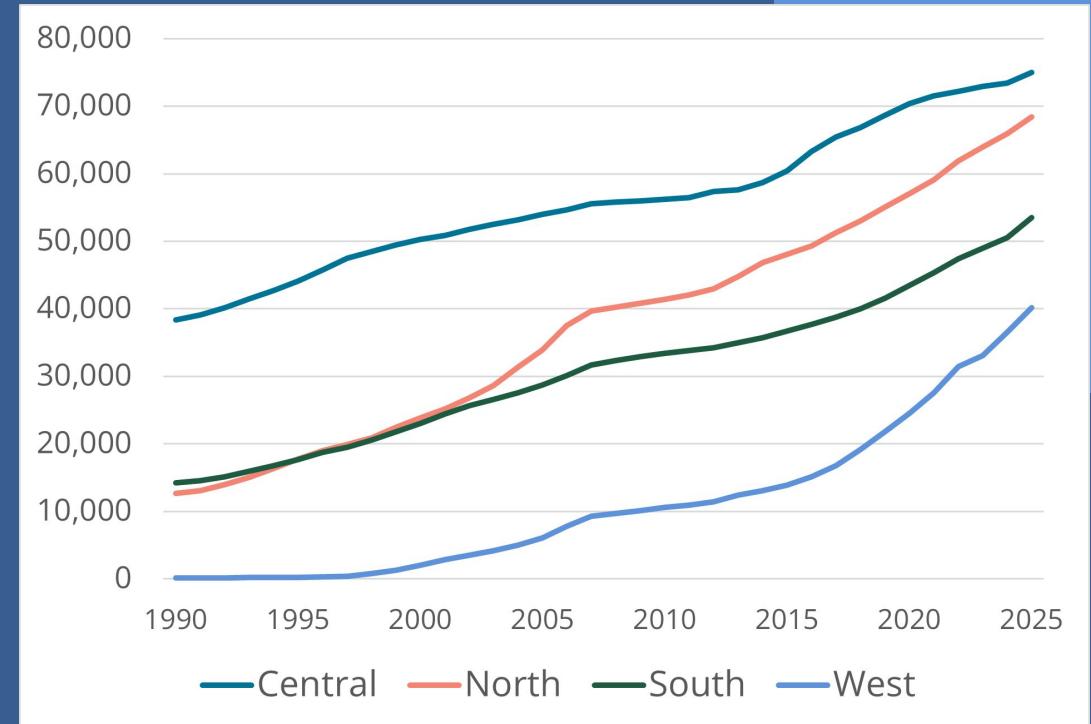
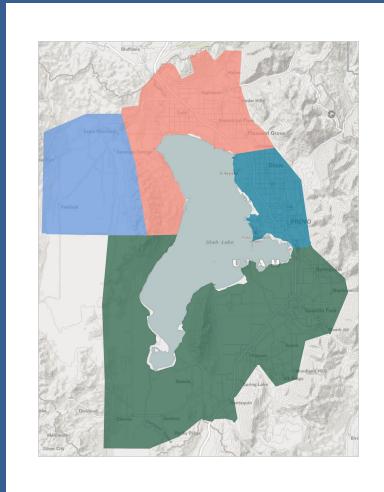
The North has historically taken the highest share. The West has replaced the North the last 10 years.



Total Housing Unit Shares

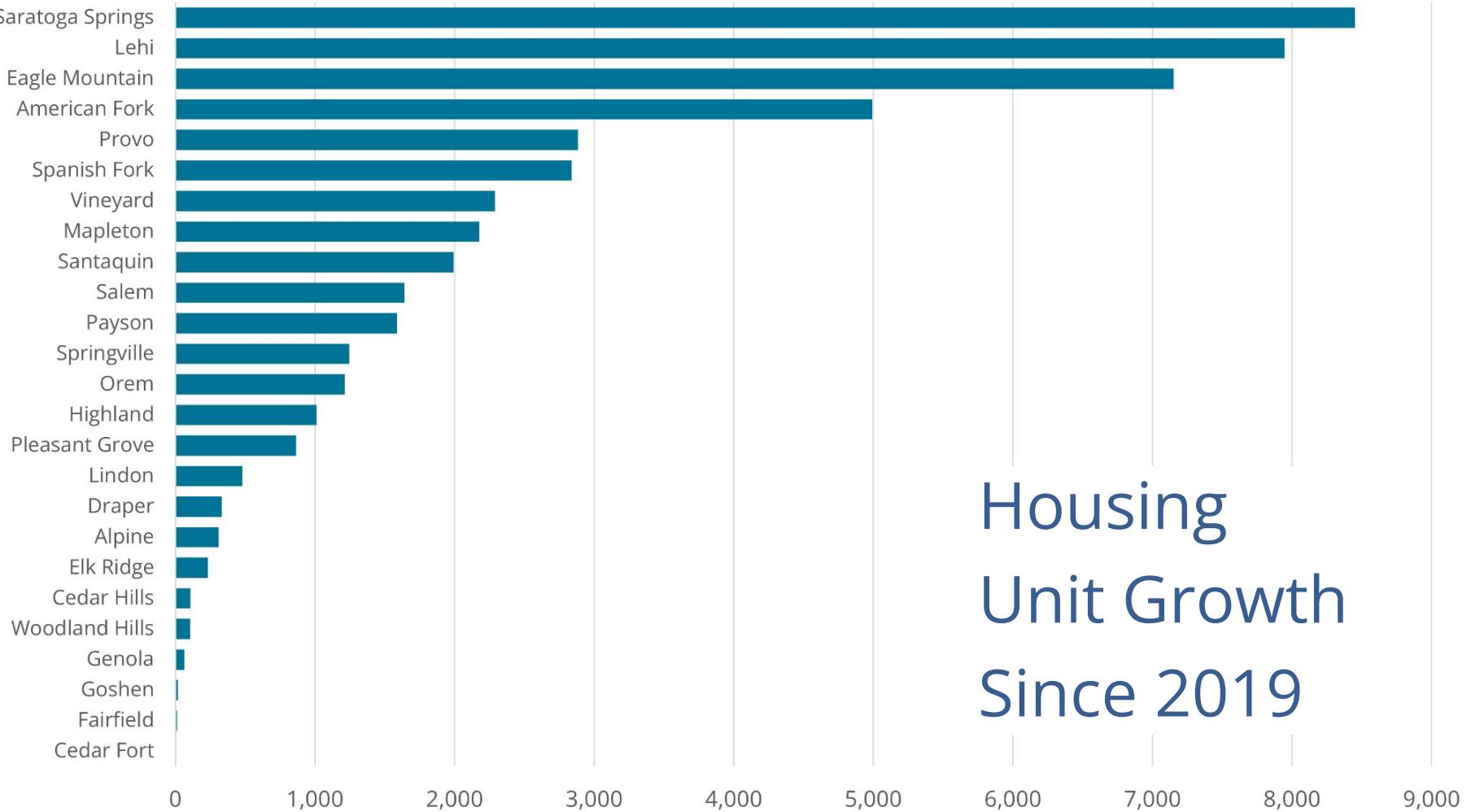


Total Housing Units

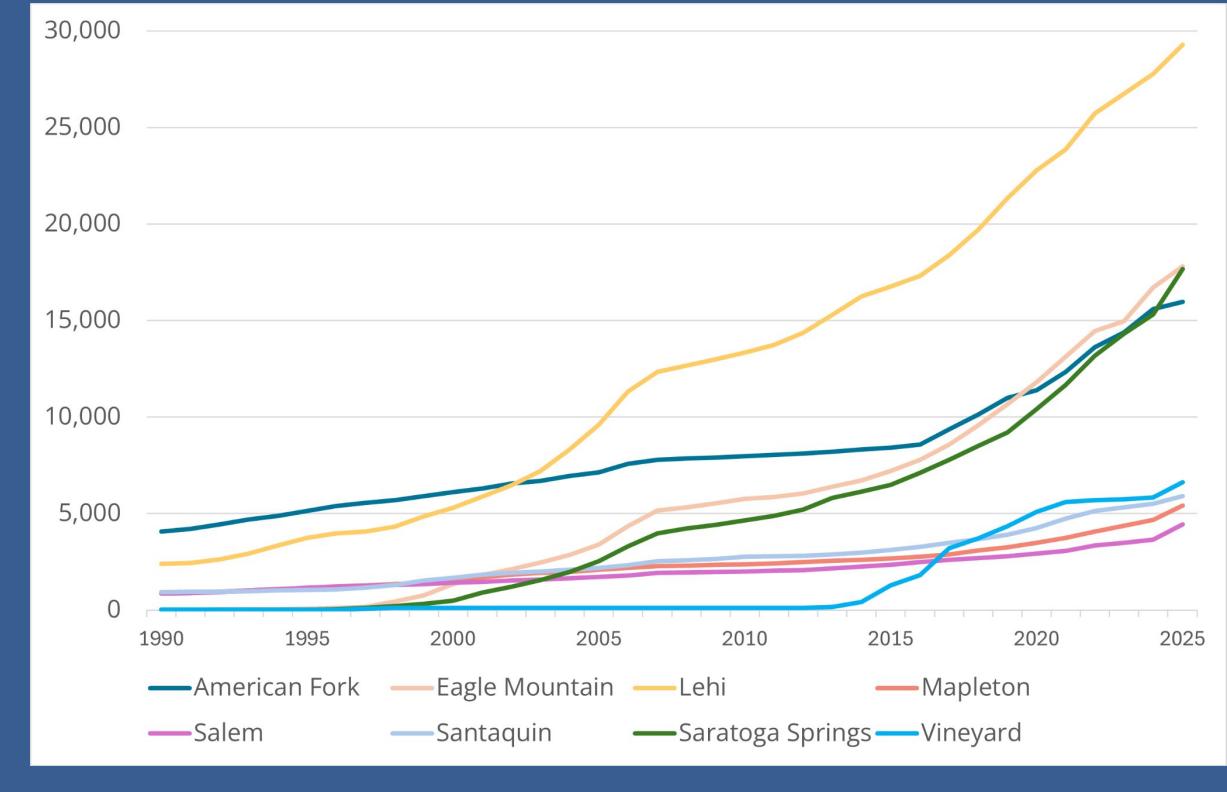


City Data

Housing Units by Traffic Analysis Zone



Housing
Unit Growth
Since 2019



Cities with Recent
Growth that Differs from their Historic Trend

Average Top Ranked Growing Cities by %



	1995	2000	2005	2010	2015	2020	2025	Average Rank
Saratoga Springs	12	2	2	2	2	3	1	2
Eagle Mountain	2	1	3	3	4	2	4	3.25
Lehi	5	9	5	4	5	6	9	6
Santaquin	20	5	9	5	11	5	5	6.5
Draper	25	25	1	1	6	11	8	6.5
Salem	11	17	15	8	8	10	3	7.25
Mapleton	10	13	7	14	10	8	2	8.5
Vineyard	21	3	25	25	1	1	7	8.5
Elk Ridge	3	7	17	18	3	4	11	9
Fairfield	23	22	24	6	13	9	13	10.25
Highland	13	8	6	11	9	17	10	11.75
Spanish Fork	9	12	10	7	14	15	12	12
American Fork	14	19	18	17	21	7	6	12.75
Genola	22	23	8	12	18	13	17	15
Springville	17	15	16	10	12	19	19	15
Pleasant Grove	8	16	11	9	7	23	21	15
Lindon	4	10	19	19	17	12	16	16
Woodland Hills	1	11	12	16	22	16	14	17
Payson	16	14	14	20	19	14	15	17
Alpine	7	6	13	13	15	22	18	17
Orem	18	21	23	22	16	18	25	20.25
Cedar Hills	6	4	4	15	23	24	23	21.25
Cedar Fort	15	20	22	21	20	21	24	21.5
Provo	19	24	21	24	24	20	20	22
Goshen	24	18	20	23	25	25	22	23.75

Utah County Parcel Housing Units

Observations

1

Growth everywhere!

2

Saratoga Springs, Lehi, and Eagle Mountain make up 47% of housing growth in last 5 years.

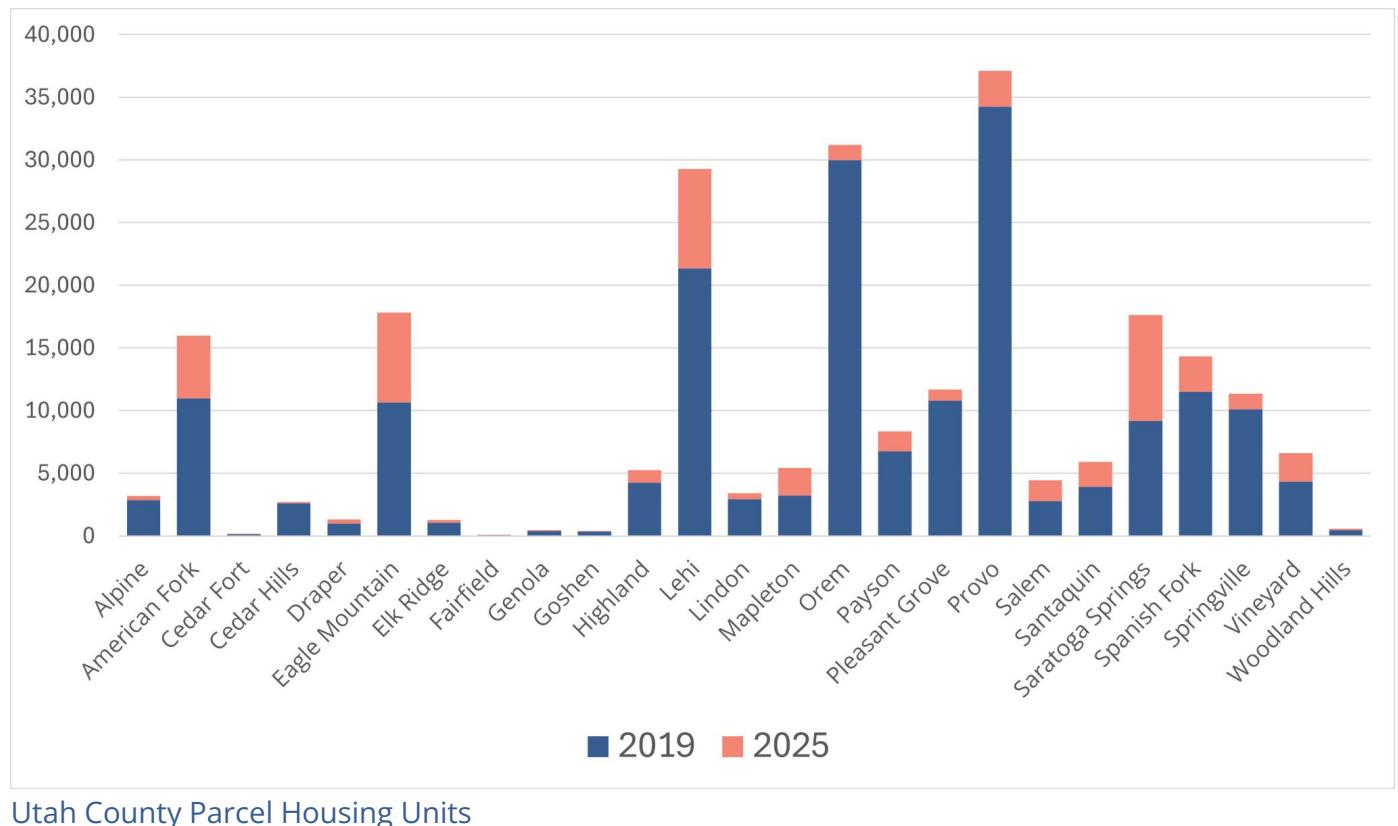
3

Communities in the South are starting to show more development.

4

Utah County as a whole is seeing growth above trend.

Total Housing Units



Our Data Review Application

Use this map to review population and employment estimates in your city.

This information will be used in MAG's travel model and land use model.

Click the  icon to leave feedback.

Layers

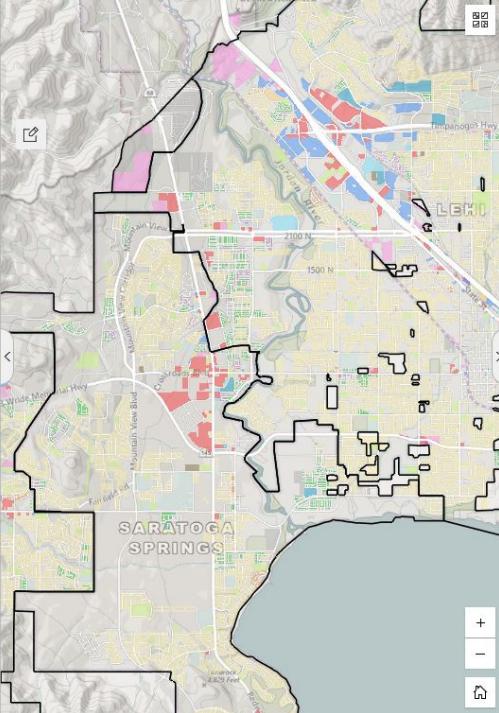
- * Data Feedback *
- MAG Estimates
- TAZ Boundaries
- Current Parcels

Filter: City

Filter: Building Type

Filter: Year Built

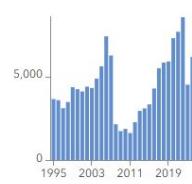
- 2020 - 2025
- 2015 - 2019
- 2010 - 2014
- 2005 - 2009



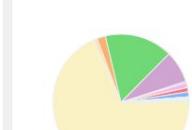
Estimated Population
745,178

Estimated Households 206,994	Estimated Household Size 3.60
Housing Units 160,993	Estimated Jobs 388,957

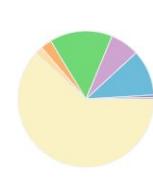
Year Built



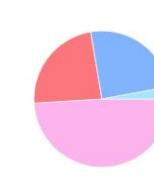
Land Use Types



Residential Units



Commercial Square Footage



magutah.gov/base-year-review

More eyes make more accurate data.
Feedback is welcome anytime.

Your staff is currently reviewing the TAZ 2023 data in this app.

Questions?

Contact: Tim Hereth

thereth@magutah.gov



MPO Board Meeting

January 8, 2026 | 5:30 pm - 7:00 pm



6 | 2026 MAG Legislative Involvement

Johnathon Knapton, Director of Public and Government Relations | 801-229-3836 | jknapton@magutah.gov

BACKGROUND

Johnathon's role has expanded from Communications Manager to Director of Public and Government Relations. In this capacity, Johnathon will take an active role informing the MPO Board and MAG of legislative issues/priorities while advocating on behalf of the MPO. MAG will begin a weekly (Thursday) lunch meeting each week during the legislative session. The purpose of this meeting is to allow State Legislators to present to/interact with our MPO, while giving our board members an opportunity to discuss and inform legislation.

MAG has also created a Legislative Bill Tracker which can be accessed at https://magutah.gov/bill_tracker/. MPO Board members will be oriented to the Bill Tracker site, and receive an update on listed bills during the MPO Board.

7 | TIP Modification: Saratoga Springs - Pony Express Funding Request and Scope Modification

Bob Allen, Acting Transportation Manager | 801-229-3813 | rallen@magutah.gov

BACKGROUND

In 2022, Saratoga Springs was awarded County Transportation Tax funds to expand capacity along two roads. The initial project scope involved widening Saratoga Road to three lanes, extending from Pony Express to Pioneer Crossing, and widening Pony Express (145 North) to three lanes, from Saratoga Road to 1100 West (Lehi). It also included installing a new traffic signal at the intersection of Saratoga Road and 145 North in Saratoga Springs. The original conceptual cost estimate for the project was \$9,012,550, with MAG funding \$8,402,400 and the City contributing \$610,150.

Due to substantial construction cost increases and newly identified conditions/requirements since the original 2022 funding submission, the Pony Express project's updated cost is \$10,605,999.

- Undergrounding overhead power (including Rocky Mountain Power fees): \$211,110
- Dry Creek Culvert improvements: \$150,000
- General construction cost inflation (~22%): \$1,982,761
- Drainage Outfall improvements: \$358,000
- Additional Pedestrian Improvements (1,600 LF of 8' sidewalk/trail): \$154,000

Scope Modification

In addition to the original scope, the project design team has completed designs to expand Pony Express to 5-lanes and has determined that this increase would cost an additional \$3,850,000. That would include buffered bicycle lanes and south-side curb and gutter, including extension from 1100 West easterly to about 700 West to reach planned improvements of Lehi City, a roadway length increase of about 0.3 miles - \$3,850,770

The City has \$1,500,000 remaining from a State Infrastructure Bank loan and the funding increase request from MAG for this would be \$2,350,770.

STAFF RECOMMENDATION

Staff recommends approval of the scope change and addition of the requested funds.

Original Project	
Original Funds	\$9,012,550
10% Contingency	\$901,255
New Funds	\$692,194
New Total	\$10,605,999
Scope Mod	
MAG Funds	\$2,350,770
Local Funds/Match	\$1,500,000
Mod Total	\$3,850,770
Combined Total	
New MAG Funds	\$3,944,219
New Project Total	\$14,456,769

SUGGESTED MOTION

I move to approve extending the scope of the Pony Express Signal project as presented and add \$3,944,219.

ATTACHMENTS

[Presentation](#)

[Letter](#)

[Estimate](#)

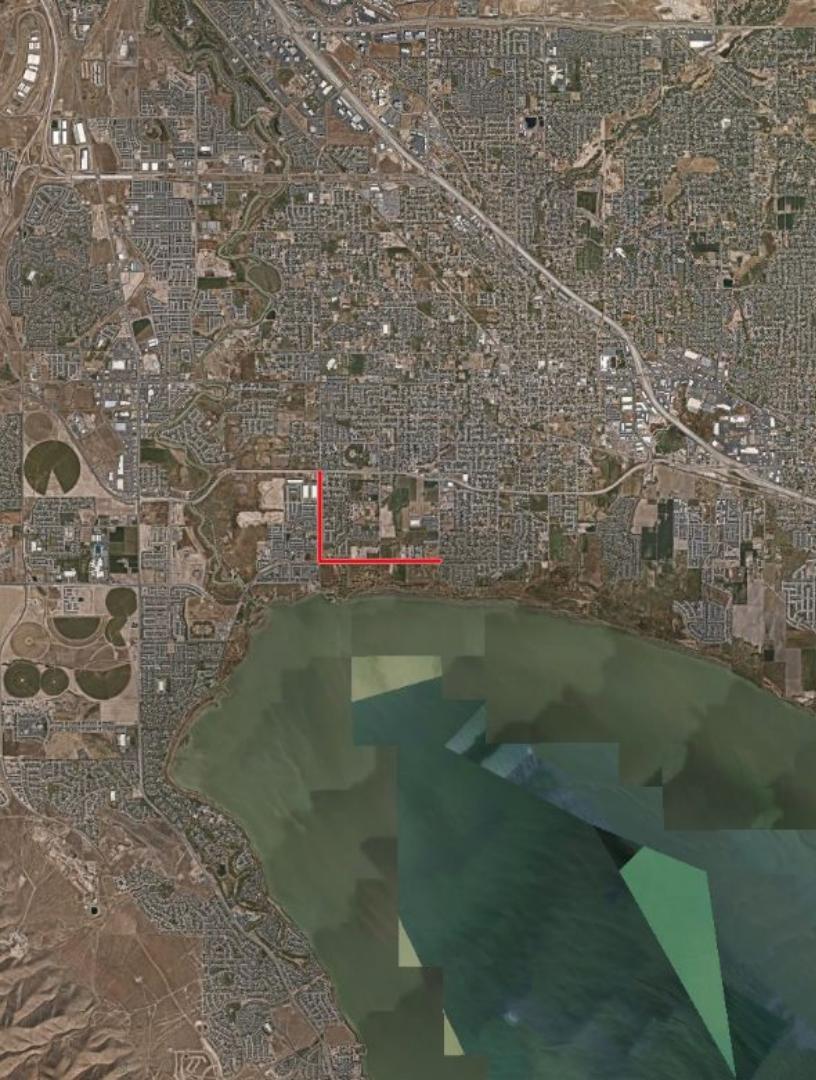


M A G

TIP Modification

MAG MPO Board

January 8, 2026



Saratoga Springs - Pony Express/Saratoga Road Project

2022, Saratoga Springs was awarded \$9,012,550 in County funds

Original Scope

- Widen Saratoga Road to 5 lanes from Pioneer Crossing to Pony Express Pkwy
- Widen Pony Express Pkwy to 3 lanes from Saratoga Road to 1100 West in Lehi
- New Signal at the intersection of Saratoga Road and Pony Express Pkwy



Saratoga Springs - Pony Express/Saratoga Road Project

Due to construction cost increases and newly identified conditions/requirements, the Pony Express project's updated cost is \$10,605,999.

- Undergrounding overhead power (including Rocky Mountain Power fees): \$211,110
- Dry Creek Culvert improvements: \$150,000
- General construction cost inflation (~22%): \$1,982,761
- Drainage Outfall improvements: \$358,000
- Additional Pedestrian Improvements (1,600 LF of 8' sidewalk/trail): \$154,000

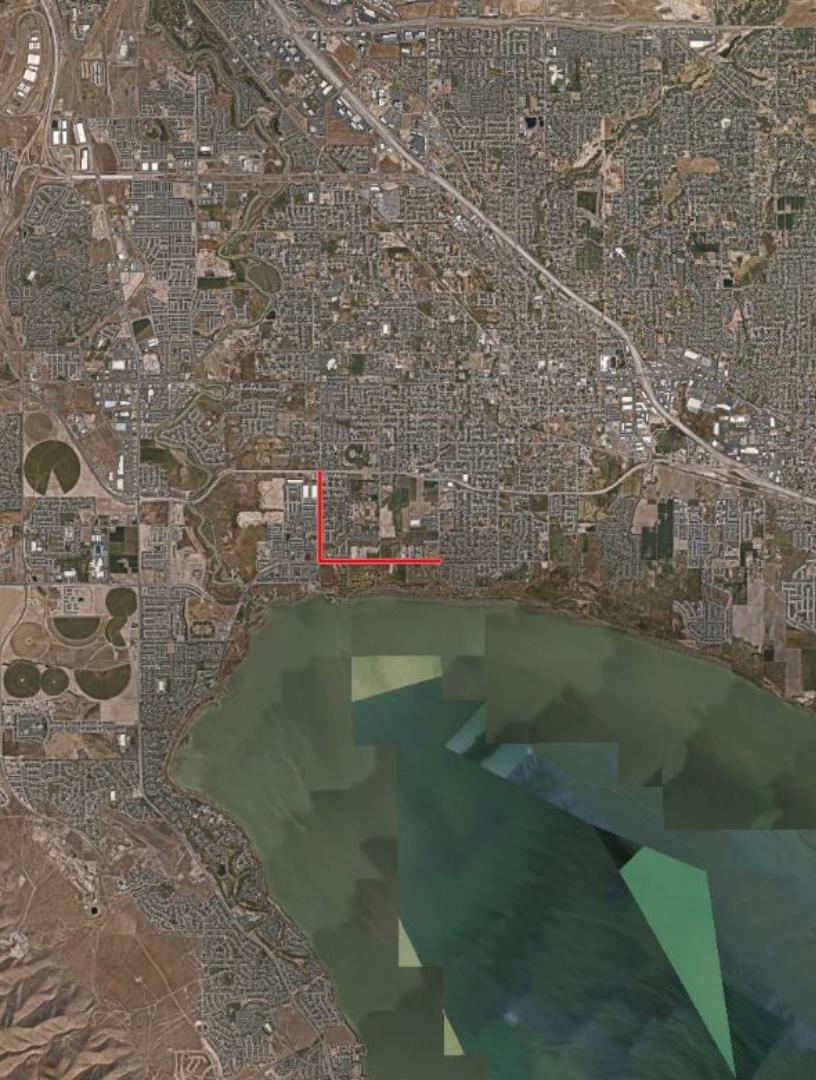
Scope Modification

In addition to the original scope, the design team has completed designs to expand Pony Express to 5-lanes. This modification would cost an additional \$3,850,000 and include:

- Additional 2 lanes
- Buffered bicycle lanes
- South-side curb and gutter

Saratoga Springs has \$1,500,000 remaining on an State Infrastructure Bank Loan that can be applied to the modification.





Saratoga Springs - Pony Express/Saratoga Road Project

Original Project

Original Funds	\$9,012,550
<i>10% Contingency</i>	\$901,255
<i>New Funds</i>	\$692,194
New Total	\$10,605,999

Scope Mod

<i>MAG Funds</i>	\$2,350,770
Local Funds/Match	\$1,500,000
Mod Total	\$3,850,770

Combined Total

<i>New MAG Funds</i>	\$3,944,219
New Project Total	\$14,456,769

Questions?

Bob Allen, Transportation Programming Manager
801-229-3813 | rallen@magutah.gov

Suggested Motion

"I move to approve extending the scope of the Pony Express Signal project as presented and add \$3,944,219."

Original Project	
Original Funds	\$9,012,550
<i>10% Contingency</i>	\$901,255
<i>New Funds</i>	\$692,194
New Total	\$10,605,999
Scope Mod	
<i>MAG Funds</i>	\$2,350,770
Local Funds/Match	\$1,500,000
Mod Total	\$3,850,770
Combined Total	
<i>New MAG Funds</i>	\$3,944,219
New Project Total	\$14,456,769



December 12, 2025

Mountainland Association of Governments
586 E 800 N, Orem UT 84097

RE: 145 North & Saratoga Road Widening

To whom it may concern,

This letter serves to summarize the proposed Saratoga Springs 145 North & Saratoga Road project as it relates to a request for an increase in MAG funding for the project.

Original Project Scope and Funding

The original project included a three-lane widening on Saratoga Road from Pony Express to Pioneer Crossing and on Pony Express (145 North) from Saratoga Road to 1100 West (Lehi), along with construction of a new traffic signal at the intersection of Saratoga Road and 145 North in Saratoga Springs. The initial conceptual estimated project cost was \$9,012,550, with \$8,402,400 funded through MAG and a City share of \$610,150.

Updated Cost with Current Scope

Since the original funding submission in 2022, there has been a substantial increase of construction costs as well as several **previously unknown conditions and project requirements which** have been identified now that the design has been substantially completed resulting in an updated project cost of \$10,605,999 which would result in a new MAG funding of \$9,887,972 and an updated City share of \$718,026. This is a funding increase request of \$1,485,572 for the project with no change in scope

- **Undergrounding of overhead power including fees to Rocky Mountain Power – \$211,110**
- **Improvements to the Dry Creek Culvert – \$150,000**
- **General construction cost inflation (~22% in four years) - \$1,982,761 increase from initial estimated project cost of \$9,012,550**
- **Drainage Outfall Improvements – \$358,000**
- **Additional Pedestrian Improvements - 1,600 linear feet of 8' wide concrete sidewalk/trail to eliminate current network gaps - \$154,000.**

Request to expand scope to 5-lane Widening

The city would also like to make a request for MAG and the TAC/Board to consider a unique opportunity to expand this project to the roadway's full 5 lane cross section to leverage available funding. The city recently completed an \$8M expansion of the Mountain View Corridor from Pony Express Parkway to SR-73 using a UDOT state infrastructure Bank (SIB) loan and has approximately \$1.5M remaining that it would like to put towards this project. The City's engineering consultant has completed designs on widening the roadway from the existing 3-lane cross section to expand it to 5-lanes and has determined that this increase would only cost an additional \$3.85 M.

- **Widening to 5 lanes with buffered bicycle lanes and south-side curb and gutter,** including extension from 1100 West easterly to about 700 West to reach planned improvements of Lehi City, a roadway length increase of about 0.3 miles – \$3,850,770

With the City's match of \$1,500,000, the funding increase request from MAG for this would be \$2,350,770.

Summary

If MAG and the TAC/Board were to approve both requests, the new total project cost would be \$14,456,769 with a new MAG funding of \$12,238,742 and an updated City share of \$2,218,026 (Approx. 15%). This is a total funding increase request of \$3,836,342 for the project.

The City appreciates your consideration and support of this request and would like to be placed on the next available agenda to present to the TAC. Please don't hesitate to reach out if any clarification or additional information is needed.



Jeremy Lapin, PE, CFM
City Engineer / Public Works Director
City of Saratoga Springs

CMT TECHNICAL SERVICES

Project #: 1005.2317

Project: Saratoga Road & 145 North

Location: Saratoga Springs, UT

By: RPB/JJM

Date: 12/11/2025

Filename: Saratoga Road & 145 North 90% estimate combined.xls

Saratoga Road & 145 North Full Buildout 90% Estimate

	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
Base Estimate (3-Lane Pony Express)					
1	Mobilization	Lump	1	\$500,000.00	\$500,000.00
2	Quality Control	Lump	1	\$75,000.00	\$75,000.00
3	Traffic Control	Lump	1	\$75,000.00	\$75,000.00
4	Erosion Control/SWPPP	Lump	1	\$30,000.00	\$30,000.00
5	Survey Layout	Lump	1	\$35,000.00	\$35,000.00
6	Survey As-Built with GIS	Lump	1	\$4,000.00	\$4,000.00
7	Clearing and Grubbing	SF	748,000	\$0.40	\$299,200.00
8	Asphalt/Concrete Sawcut	LF	2,100	\$2.50	\$5,250.00
9	Asphalt Removal	SY	40,800	\$4.00	\$163,200.00
10	Concrete Removal	SY	270	\$20.00	\$5,400.00
11	Base Course Removal & Relocation	CY	3,100	\$15.00	\$46,500.00
12	Curb & Gutter Removal	LF	350	\$10.00	\$3,500.00
13	Traffic Sign Removal	Each	14	\$125.00	\$1,750.00
14	Fence Removal	LF	9,400	\$5.00	\$47,000.00
15	Wall Removal	LF	170	\$15.00	\$2,550.00
16	Residential Building Removal & Utility Removal	Lump	1	\$50,000.00	\$50,000.00
17	Wellhouse Building Removal & Cap/Abandon Well	Lump	1	\$10,000.00	\$10,000.00
18	Export Undocumented Fill & Import Granular Borrow (Contingency Item)	CY	1,000	\$50.00	\$50,000.00
19	5" Mill & Overlay Existing Asphalt (Including HMA)	SY	22,000	\$25.00	\$550,000.00
20	Granular Borrow Fill	CY	13,300	\$30.00	\$399,000.00
21	Untreated Base Course	CY	10,200	\$50.00	\$510,000.00
22	Cement-treat existing base in place (6" depth)	SY	22,100	\$10.00	\$221,000.00
23	Hot Mix Asphalt	Ton	19,300	\$110.00	\$2,123,000.00
24	Soft Spot Repair (Contingency Item)	SY	6,800	\$25.00	\$170,000.00
25	30" Curb & Gutter	LF	4,800	\$45.00	\$216,000.00
26	5" Concrete Sidewalk	SF	16,000	\$10.00	\$160,000.00
27	Gravel Driveway (8" Depth)	SF	1,100	\$6.00	\$6,600.00
28	6" Drivable Concrete Sidewalk/Flatwork	SF	3,300	\$13.00	\$42,900.00
29	Retaining Wall (4' Max Height)	LF	175	\$200.00	\$35,000.00
30	Seeding	SY	17,000	\$5.00	\$85,000.00
31	Striping	Lump	1	\$70,000.00	\$70,000.00
32	Traffic/Street Sign	Each	28	\$1,000.00	\$28,000.00
33	Fence Relocation	LF	8,300	\$20.00	\$166,000.00
34	Custom Curb & Gutter & Low-Strength Concrete at RMP Steel Double-Deader	Lump	1	\$20,000.00	\$20,000.00
35	Tactile/Truncated Dome Pad	Each	13	\$500.00	\$6,500.00
Road & Excavation Subtotal					\$6,212,350.00
36	Rocky Mountain Power performed work and fees	Lump	1	\$134,860.00	\$134,860.00
37	12'x7' Switchgear Vault	Each	1	\$20,000.00	\$20,000.00
38	3" Power Conduit	LF	750	\$25.00	\$18,750.00
39	6" Power Conduit	LF	1,250	\$30.00	\$37,500.00
40	Utility Locate Potholing (Contingency)	Each	20	\$1,500.00	\$30,000.00
41	8-30" Pipe Removal	LF	200	\$75.00	\$15,000.00
42	Storm Drain / Utility Structure Removal	Each	10	\$1,500.00	\$15,000.00
43	Storm Drain Box Culvert Extension (Incl. entrance retrofit & conc channel)	Lump	1	\$150,000.00	\$150,000.00
44	Adjust Utility structure/lid to Grade & Collar	Each	60	\$1,500.00	\$90,000.00
45	15" RCP (Class III)	LF	1,400	\$150.00	\$210,000.00
46	18" RCP (Class III)	LF	760	\$160.00	\$121,600.00
47	24" RCP (Class III)	LF	1,300	\$180.00	\$234,000.00
48	30" RCP (Class III)	LF	120	\$225.00	\$27,000.00
49	36" RCP (Class III)	LF	1,300	\$275.00	\$357,500.00
50	Flared-End Outlet (30" & 36")	Each	2	\$5,000.00	\$10,000.00
51	4'x6' Catch Basin / Manhole Combo Box	Each	16	\$7,000.00	\$112,000.00
52	5' Diameter Manhole	Each	8	\$6,000.00	\$48,000.00
53	Stormwater Treatment Device	Each	2	\$100,000.00	\$200,000.00
54	8" PVC C900 Culinary Water	LF	70	\$200.00	\$14,000.00
55	8" Ductile Iron Secondary Water	LF	120	\$200.00	\$24,000.00
56	16" Ductile Iron Secondary Water	LF	120	\$250.00	\$30,000.00
57	1-D Fiber (Duct Only)	LF	7,300	\$40.00	\$292,000.00
Storm Drain / Utilities Subtotal					\$2,191,210.00
58	Traffic Signal at Saratoga Road & 145 North Intersection	Lump	1	\$450,000.00	\$450,000.00
Traffic Signal Subtotal					\$450,000.00
59	Design Fees	Lump	1	\$254,838.00	\$254,838.00
60	Construction Management/Contract Administration Fees (Estimated)	Lump	1	\$400,000.00	\$400,000.00
61	Right-of-way Acquisition Costs	Lump	1	\$212,245.00	\$212,245.00
Contingency					10%
TOTAL ESTIMATED COST (With 3-Lane Pony Express)					\$10,605,999.00

Differential Cost Estimate (Pony Express Widened to 5-Lane)					
62	30" C&G	LF	7,060	\$45.00	\$317,700.00
63	5" sidewalk	SF	13,100	\$10.00	\$131,000.00
64	Granular Borrow Fill	CY	14,500	\$30.00	\$435,000.00
65	Untreated Base Course	CY	10,500	\$50.00	\$525,000.00
66	Hot Mix Asphalt	Ton	15,900	\$110.00	\$1,749,000.00
67	Soft Spot Repair (Contingency Item)	SY	4,800	\$25.00	\$120,000.00
68	4'x6' Catch Basin / Manhole Combo Box	Each	19	\$7,000.00	\$133,000.00
69	15" RCP (Class III)	LF	600	\$150.00	\$90,000.00
5-Lane Differential Cost Subtotal					\$3,500,700.00
	Contingency			10%	\$350,070.00
Estimated Cost (5-Lane Pony Express Differential)					\$3,850,770.00
GRAND TOTAL ESTIMATED COST (With 5-Lane Pony Express)					\$14,456,769.00

8 | Corridor Preservation: Provo 820 N

Cody Christensen, Transportation Planner | 801-229-3848 | cchristensen@magutah.gov
Kendall Willardson, Transportation Planner | 801-229-3840 | kwillardson@magutah.gov

BACKGROUND

The Utah County Corridor Preservation Fund is a dedicated fund for the preservation of planned transportation corridors within Utah County. MAG and Utah County work together to approve purchases using this fund. Properties purchased using this fund become the property and responsibility of the applying jurisdiction.

The city of Provo is requesting funds to purchase an existing residence located at 1185 West 820 N. This corridor is project H41 on the RTP and on the 2024 Corridor Preservation Project List. The MPO Board has approved the purchase of five previous properties on this corridor with an additional one pending MPO board approval. The seller is a willing seller.

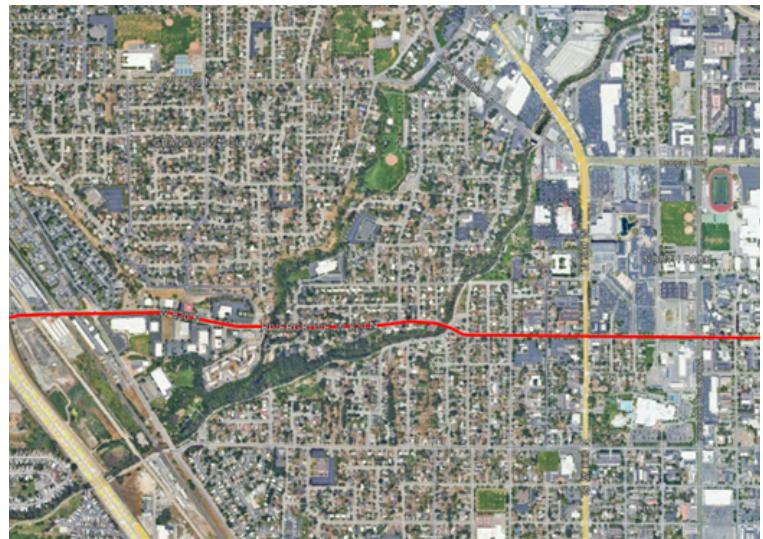
Corridor H41, Provo 820 North

Appraised value: \$690,000

Estimated closing costs: \$1,100

Total request: \$691,100

Unobligated funds: Approximately \$910,000



STAFF RECOMMENDATION

This request is within the purpose and policies of the Corridor Preservation Fund Program. The fund has an adequate balance, and the property is apparently needed for the future building of 820 N. The seller is a willing seller and initiated negotiations

SUGGESTED MOTION

I move to approve this Provo 820 N Corridor Preservation Fund request for \$691,100.

ATTACHMENTS

[Presentation](#)

[1185 W 820 N Application](#)

[1185 W 820 N Map](#)

[1185 W 820 N Parcel Map](#)



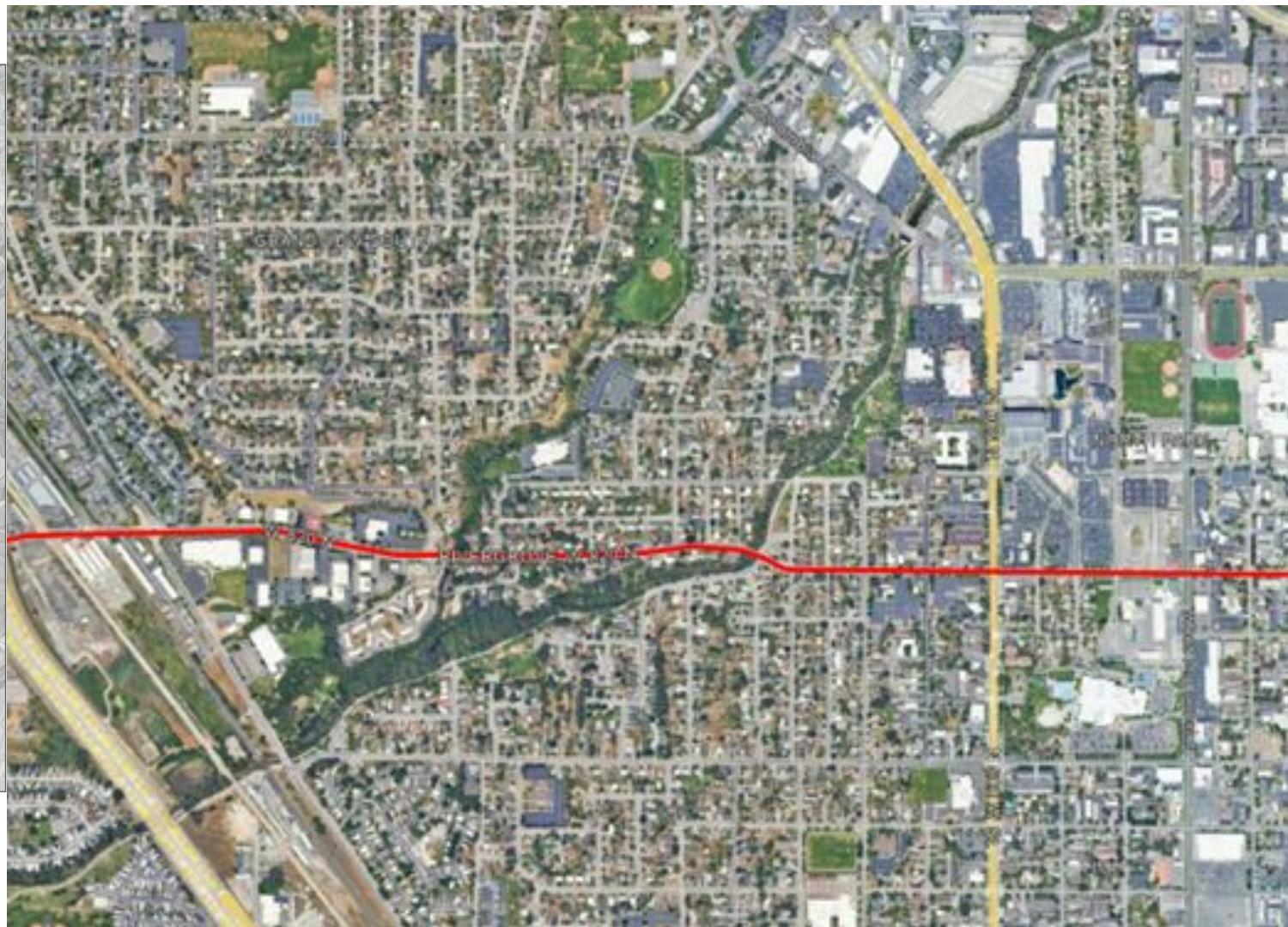
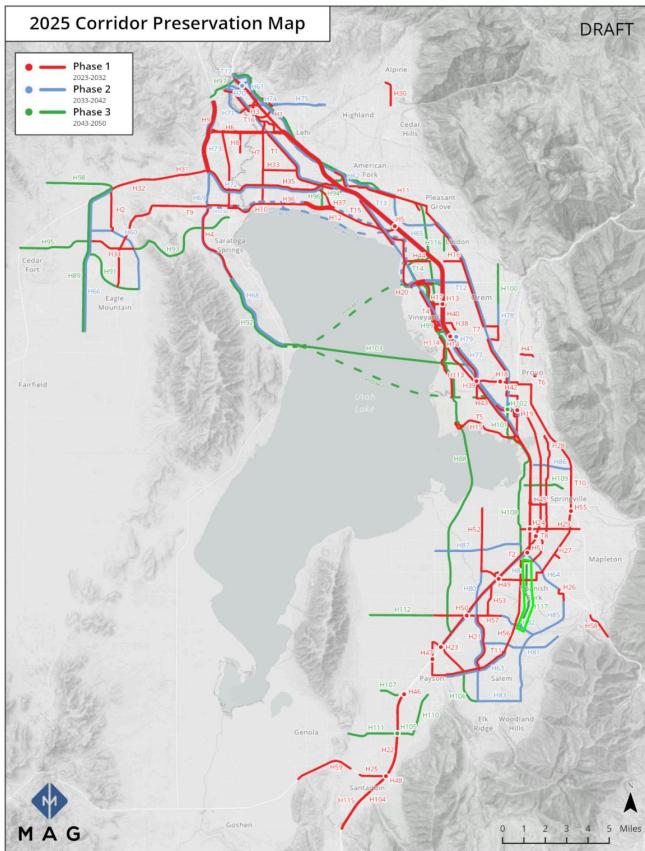
MAG

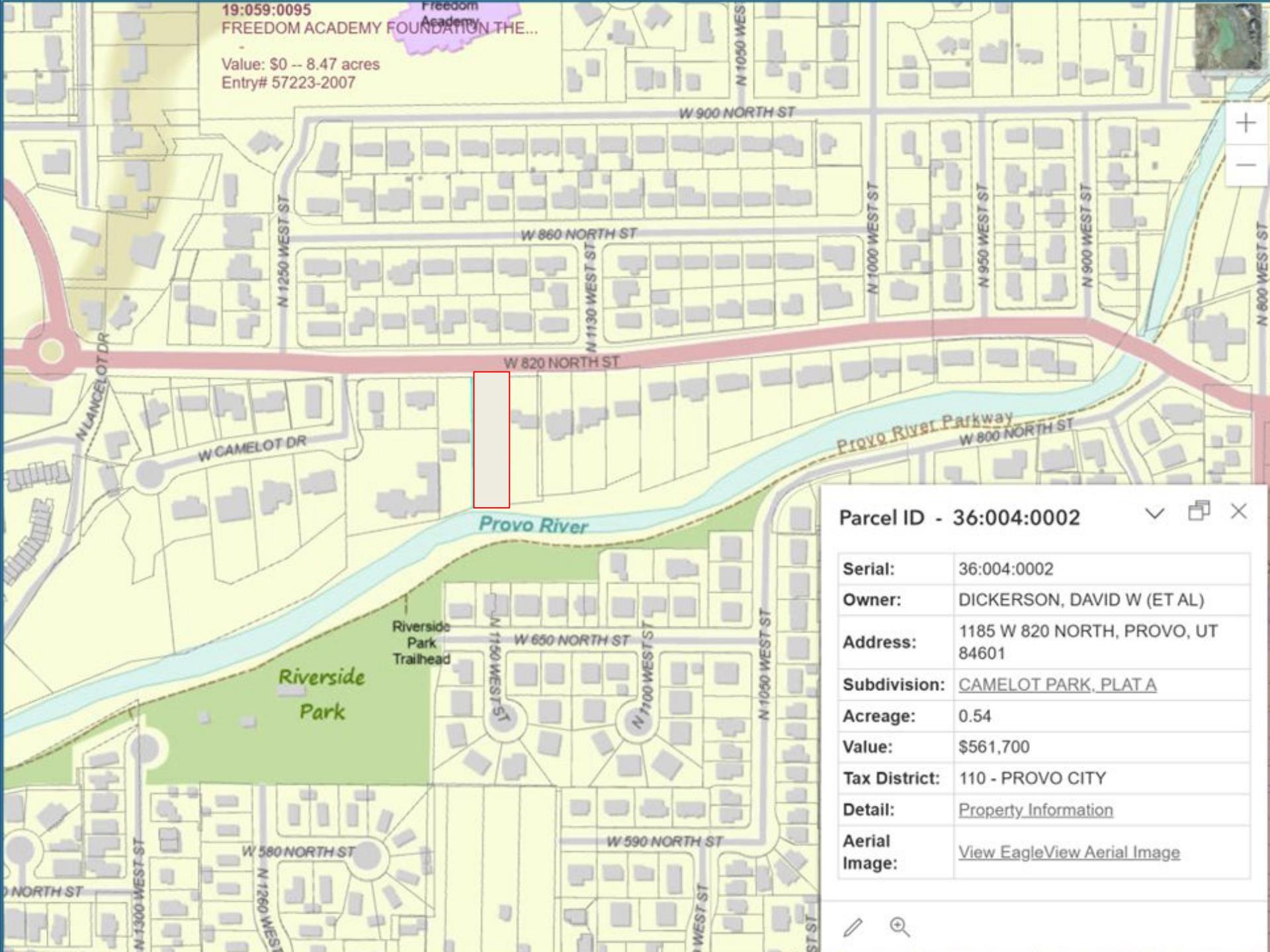
Corridor Preservation - Provo 820 N

January 8, 2026

1185 W 820 N

- Corridor H41 (RTP Phase 3)-Provo 820 N
- Single Family home on .54 acres
- City was approached by owner (willing seller)
- Appraised Value: \$690,000
- Estimated closing costs: \$1,111
- Total request: **\$691,100**
- Unobligated fund balance: ~\$1,600,000
- Fund balance if today's transactions are approved ~\$810,000





SUGGESTED MOTION:

I move to approve this Provo 820 N Corridor Preservation Fund request for \$691,100.

Local Corridor Preservation Fund Application for Funds

Due to the limited amount of funds available, jurisdictions are strongly encouraged to exhaust other avenues for acquisition prior to applying.

Before consideration of awarding funds can occur, the following must be completed and submitted with this application:

- 1) Documentation by applicant of prior use of all appropriate resources available to the highway authority to acquire property rights, including but not limited to: use of other local funds, exactions, increased setback requirements, or other planning and zoning tools.
- 2) Initial approach to property owner and obtaining a certified property appraisal.
- 3) Securing of a Willing Seller Certification document.

Part 1: Use of Other Resources

Discuss with MAG staff the efforts to obtain the property by planning and zoning powers, development incentive, donation, or other means prior to applying for these funds. Document these efforts. MAG will convene a staff review of the application and documentation, flag any concerns or questions, and may request meetings with the applicant in order to resolve such, or to better understand the nature of the situation. Staff review should include CP/ROW, RTP, and Finance staff members.

Part 2: Initial Approach to Property Owner

Contact MAG staff prior to any discussions with the property owner of purchase price or commitments to purchase, and for any questions.

DO NOT tender any offer to purchase the property interest at this time.

If the property owner agrees to consider selling, the applicant orders a property appraisal from a certified appraiser that is acceptable to both parties. For properties intended for future use by UDOT, the appraiser should be listed on the current UDOT Consultant Services Right of Way Services and Local Government Pool. Copy and paste the following link into your browser:

<https://docs.google.com/spreadsheets/d/1UURcMt7UvhIkYqADHdApr5KGxXTdeD93WLwRKu8FVl4/edit#gid=922750991>

The costs of the appraisal can be reimbursed to the applicant if the funding request is approved.

Part 3: Application

1. Applicant (city, Utah County, UDOT):
2. Contact Information:
3. Provide information about the properties to be acquired:
 - a. Name of the current owner(s):
 - b. Address or location of the properties:
 - c. Utah County parcel serial #:
 - d. Type of real property interest to be acquired: (fee title, easement, etc.,)
 - e. Total acreage or square footage:
 - f. Describe the efforts to obtain the property by planning and zoning powers, development incentive, donation, or other means prior to applying for these funds.
 - g. Appraised value (Attach copy of appraisal report):
 - h. Total estimated costs of acquisition, including appraisal and appraisal review, acquisition agent fee, closing costs, and any other associated fees:
 - i. Total funds applying for - these should be no more than the appraised value plus traditional costs of acquisition in (h) above:
4. Which Eligible Corridor is the project located within or adjacent to? (see Corridor Preservation – Eligible Corridors map):
5. Anticipated year or RTP phase to begin project roadway construction:
6. Is the project listed on the applicant's official master plan?
7. Has the applicant begun or completed a relevant state or federal environmental study?
 - a. Study results:
 - b. If not, is the applicant willing to conduct such a study?
8. Will the roadway be a UDOT or a local government facility?

If the project will be a state facility and the applicant is a city or county, attach copies of:

Either

- a. Applicant's transportation right of way acquisition policy or ordinance.
- b. Applicant's access management policy relevant to the type of roadway to be constructed.

OR

- c. The executed Cooperative Agreement between the applicant and the Utah Department of Transportation governing right of way acquisition performed by the applicant for UDOT.

NOTES – 1) It is highly recommended that any purchases for a state facility be negotiated and finalized by UDOT Right of Way Division. 2) After funds are awarded but prior to any offer of purchase, UDOT and Utah County must execute a repurchase agreement specific to the property.

9. Attachments:

- c. One 8" x 11" map in PDF form clearly indicating the future roadway project extents and the location of the properties to be acquired, with detail showing parcel boundaries and anticipated right of way footprint (will be used in presentations to the TAC and the Board).
- d. Copy of appraisal report.
- e. Copy of executed Willing Seller Certification.

Submit the completed application and maps to by email to Calvin Clark - cclark@mountainland.org

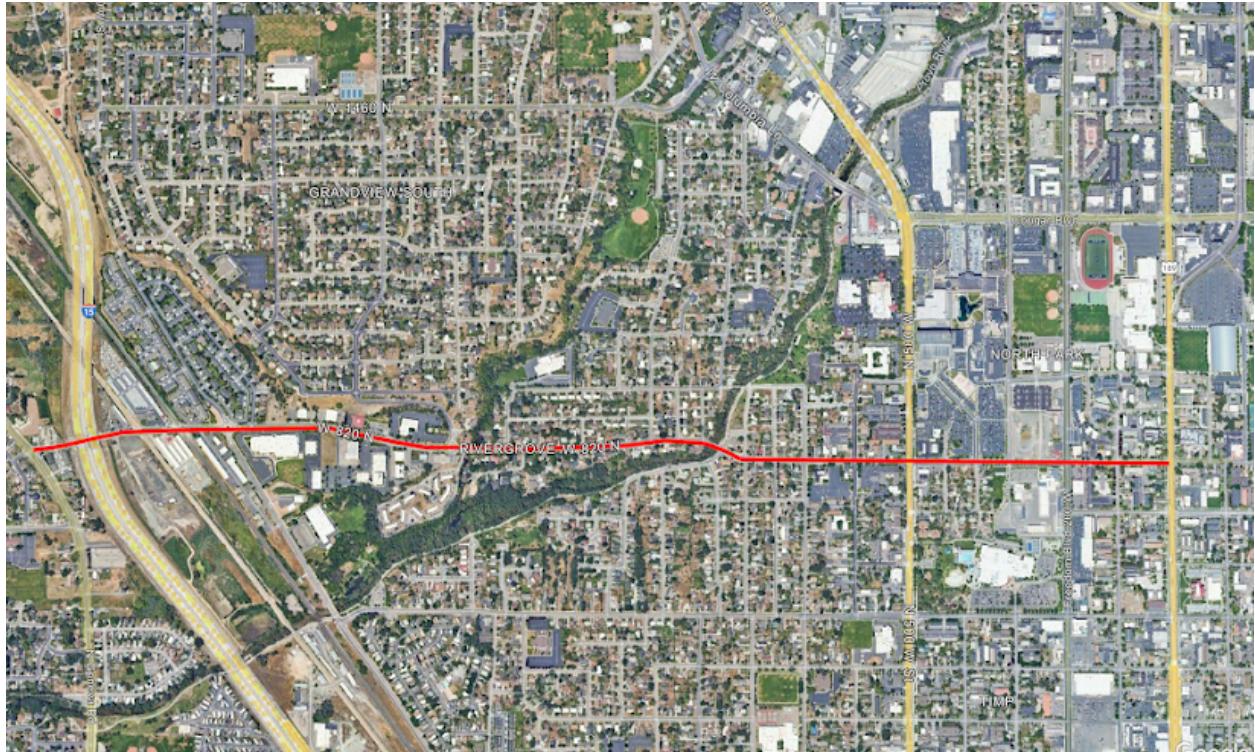
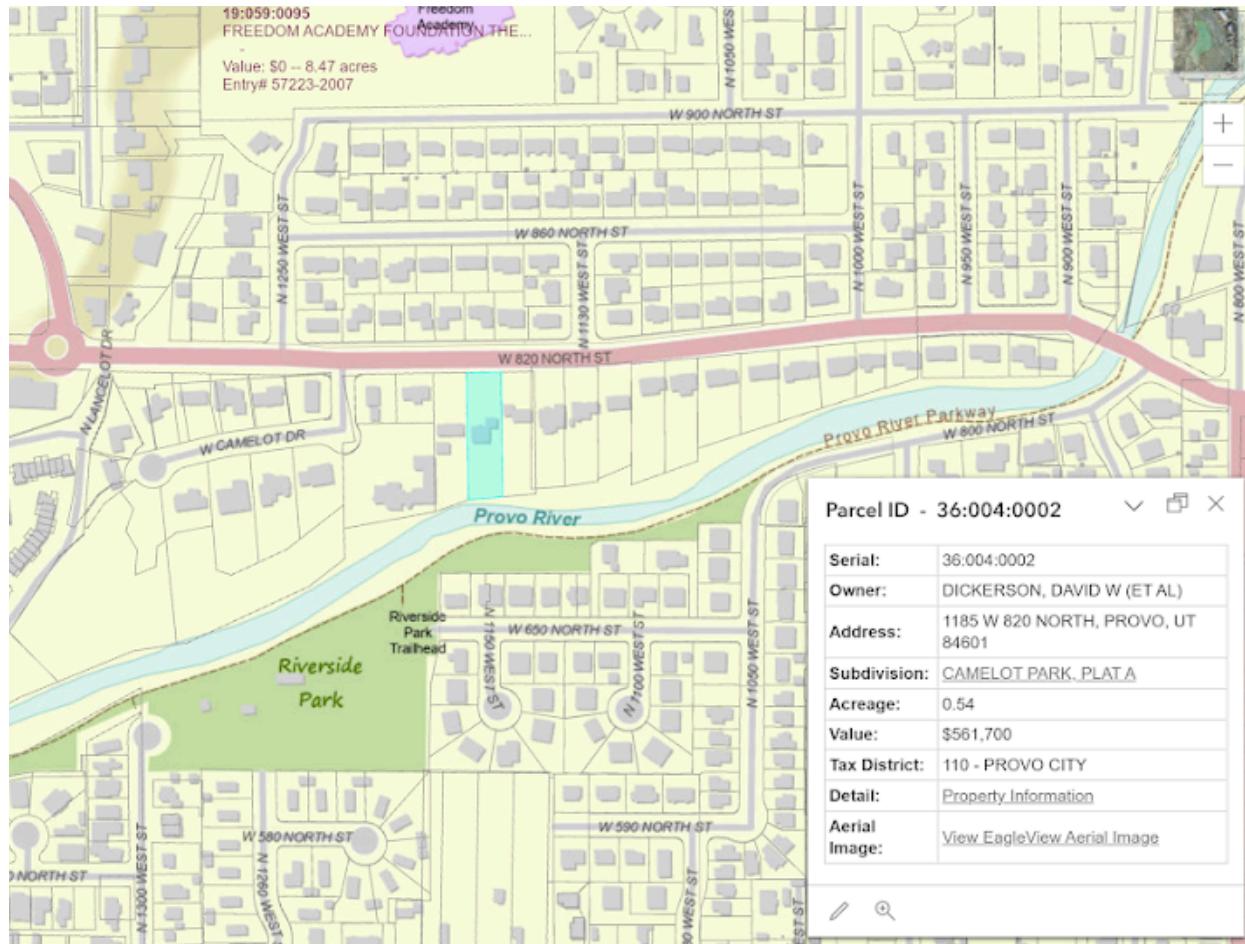


Figure 1: Map of future roadway project of 820 North from SR-114 (Geneva Road) to US-189 (University Avenue) as shown on the MAG 2024 Approved Corridors map, project ID #H42. This project ID #H47 on the MAG 2023 RTP. The need phase is phase 1 (2023-2032), but the fiscally constrained phase is phase 2 (2033-2042).



Map 2: David W Dickerson property located at 1185 West 820 North.

9 | 2055 RTP Regional Workshops for TAC and MPO Board

Kendall Willardson, Transportation Planner | 801-229-3840 | kwillardson@magutah.gov

BACKGROUND

The Regional Transportation Plan (RTP) is a blueprint for the area's transportation system. It includes multimodal and regionally significant projects for the next 30 years, up to 2055. The development of the RTP is a data-driven process that involves collaboration with local governments and partner agencies, including UDOT, UTA, FHWA, and FTA. The MAG MPO is the lead agency on the plan's development.

The current 2023 RTP (or TransPlan50) includes 262 projects totaling \$31.5 billion, broken down by three decade periods or phases. The plan can be found online at magutah.gov/2023rtp.

MAG is currently developing the 2055 RTP, which is scheduled to be adopted in June 2027 and can be found online at magutah.gov/2027rtp. The previous year's work (2025) included hiring our consultant Fehr and Peers, developing goals, objectives, and performance measures, and creating an initial project list with screening criteria. MAG staff will introduce some of this work in the meeting today and provide further details in our upcoming workshops.

The 2055 RTP is guided by six main goals:

- Improving Access to Opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user-friendly transportation facilities
- Clean Air

Additional objectives and performance measures are linked to each goal, guiding the project screening process and shaping future prioritization methods.

ATTACHMENTS

[Presentation](#)

[2055 RTP Process Overview for 2026](#)



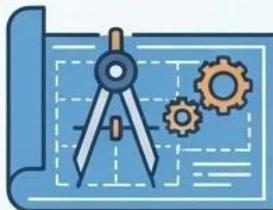
2055 Regional Transportation Plan Update

2055 RTP Regional Workshops
for TAC and MPO Board

January 8, 2026



Regional Transportation Plan (RTP)

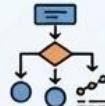


BLUEPRINT FOR THE REGION'S TRANSPORTATION SYSTEM



MULTIMODAL & SIGNIFICANT

- Multimodal (Roads, Transit, Active Transportation)
- Regionally Significant



DATA-DRIVEN & LOCAL PROCESS

- A data-driven and local government led process
 - economic trends, population growth, and future land use
 - local government, public, and stakeholder input



COLLABORATION WITH PARTNERING AGENCIES

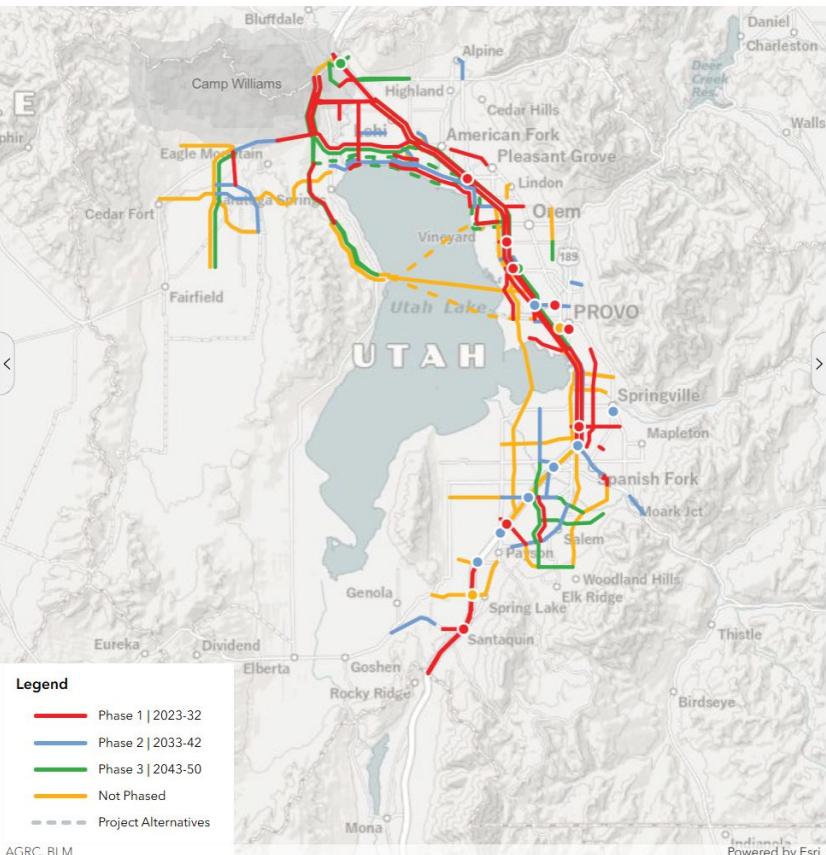
- Federal (FHWA, FTA)
- State (UDOT)
- Regional (UTA, WFRC, other MPOs)

2023 RTP Overview

2023 RTP Overview

Highway Projects

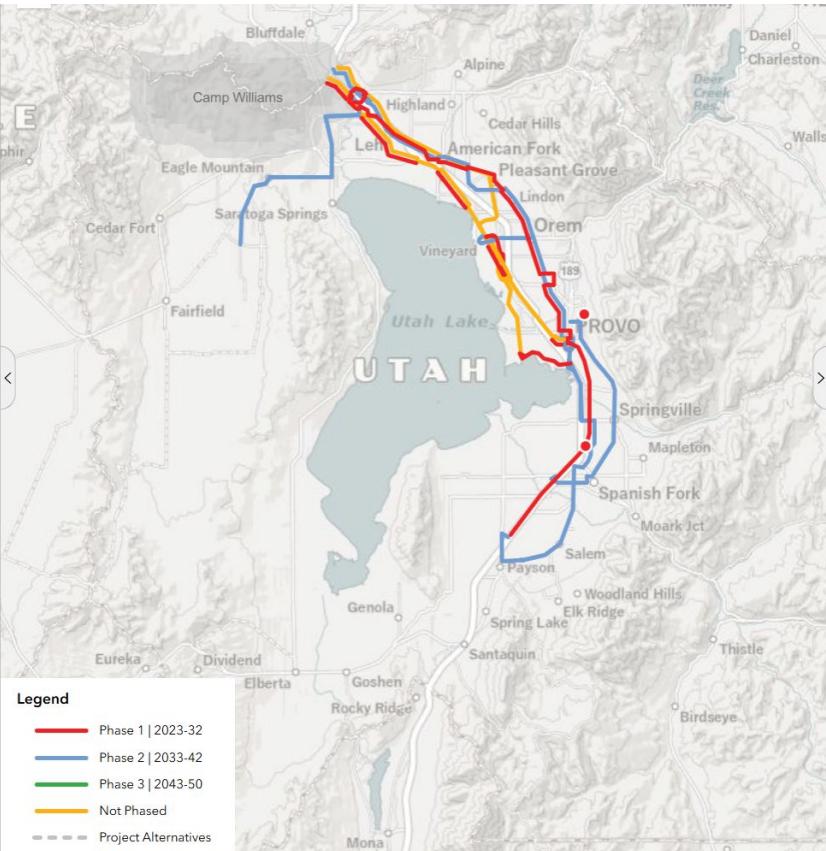
- 113 Projects (2023-2050)
 - \$21.7 Billion in Project Costs
 - \$16.8 Billion in Revenue
- 34 Projects in Phase 1 (2023-2032)
 - \$8.6 Billion in Revenue



2023 RTP Overview

Transit Projects

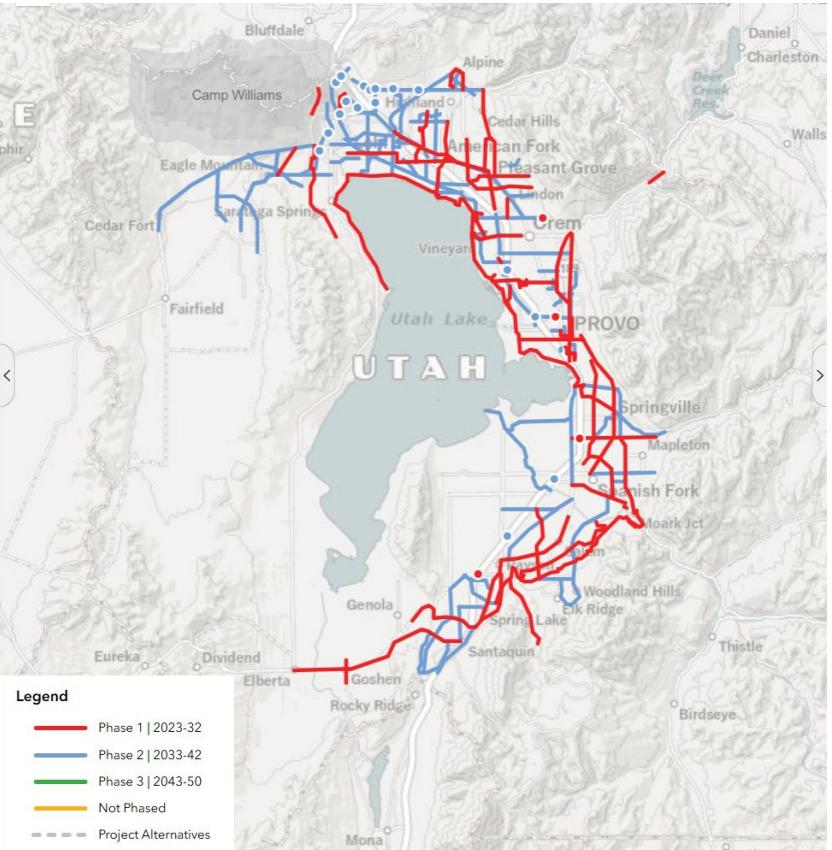
- 16 Projects (2023-2050)
 - \$9.5 Billion in Project Costs
 - \$6.0 Billion in revenue
- 12 Projects (2023-2032)
 - \$2.8 Billion in Revenue



2023 RTP Overview

Active Transportation

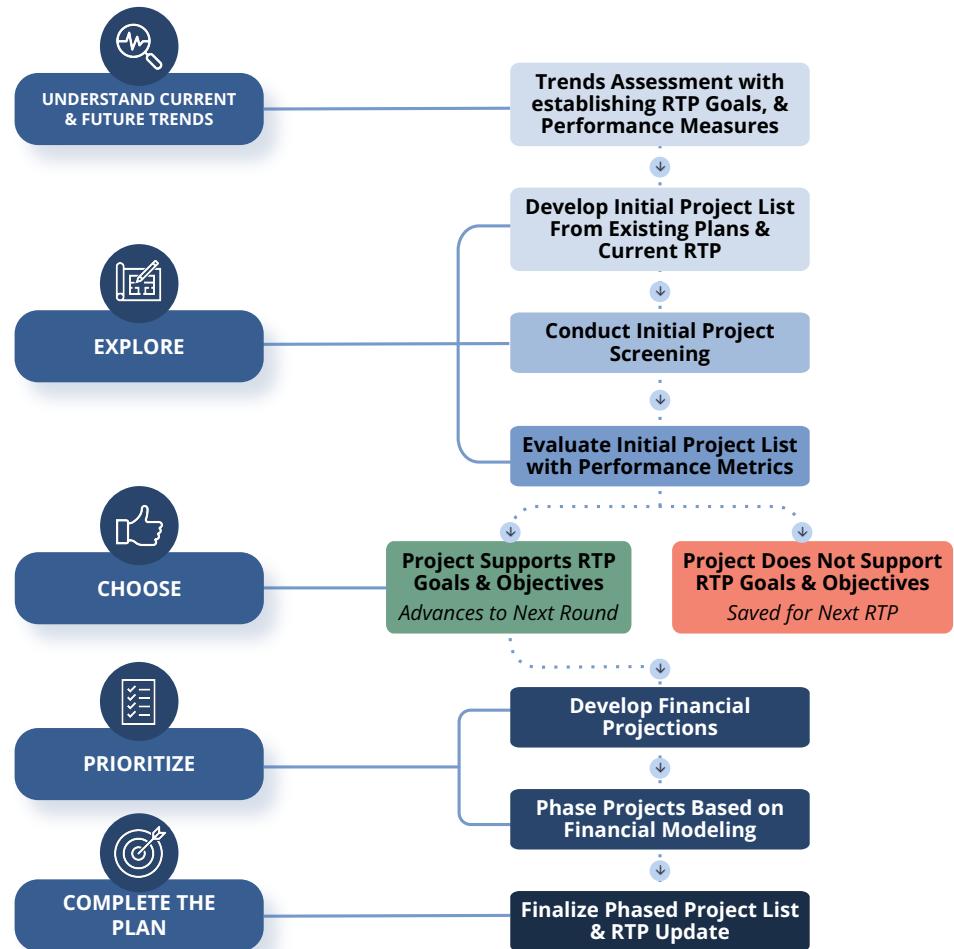
- 133 Projects (2023-2050)
 - \$353 Million in Project Costs
 - \$353 Million Revenue
- 56 Projects (2023-2032)
 - \$305 Million in Project Costs
 - \$181 Million in Revenue



2055 RTP

(In Progress Plan Adopted in 2027)

2055 RTP Process Overview

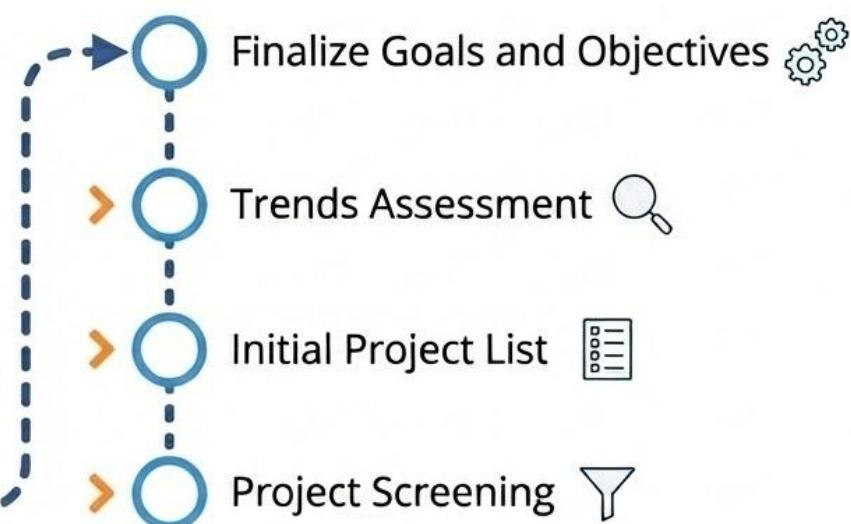


2055 RTP: MPO Board Check in

Completed Actions



Next Steps & In-Progress



2055 RTP: 2026 Calendar

Explore | Jan - Feb 2026

- Regional Workshops for MPO Committees and Partners
 - Feedback on Goals and Objectives
 - Preview Trends Assessment (e.g. *understanding our residents access to trails; understanding our residents travel times*)
 - Feedback on Initial Project List and Project Screening

Choose | Mar - May 2026

- MPO Committees and Partners
 - Review and Approve “Exploratory Concept” (not endorsed for RTP but considered upon further review)

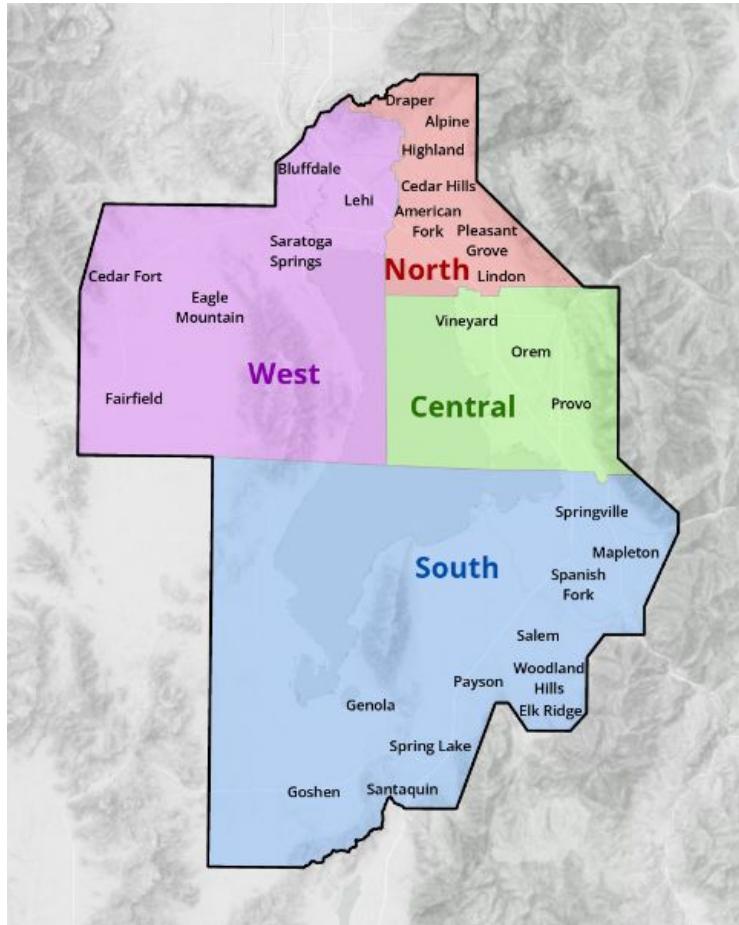
Prioritize | May - Oct 2026

- Fall Regional Workshops for MPO Committees and Partners
 - Feedback on Phased RTP Projects

Final Phased RTP Project List | Dec 2026

Technical Stakeholder Engagement Workshops

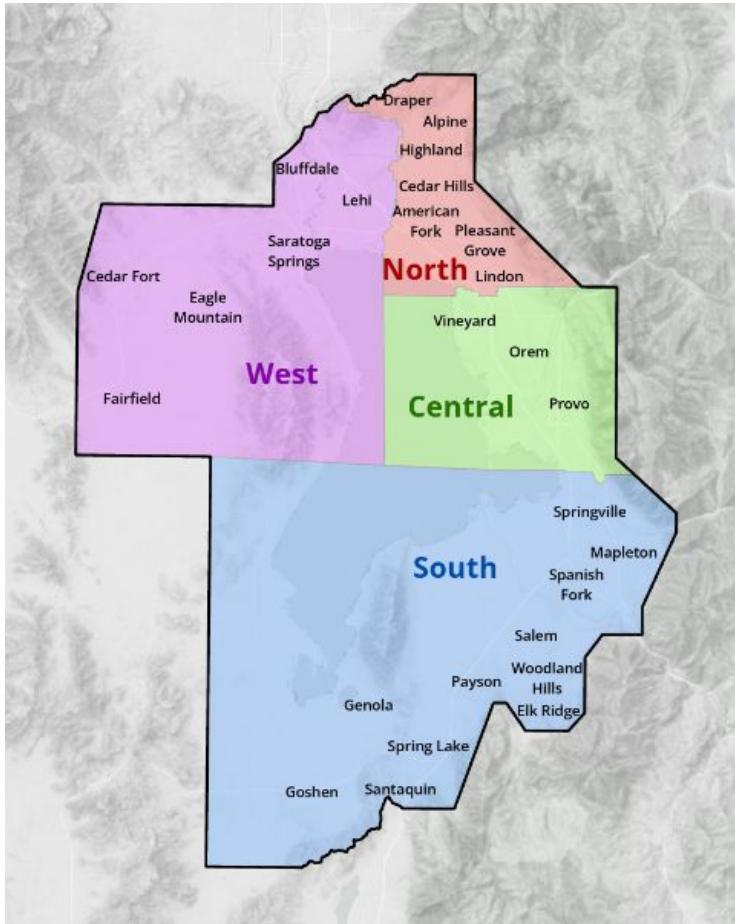
West	North	Central	South
Tuesday, Jan 27	Monday, Jan 26	Monday, Jan 26	Tuesday, Jan 27
Saratoga Springs City Hall	American Fork Admin Offices	Provo City Hall	Spanish Fork Library
8-10am	8-10am	1:30-3:30pm	2-4pm



MPO Board and Stakeholder Engagement Workshops

West	North	Central	South
Date: 3rd or 4th week of February			
Locations TBD			
5-7pm or 6-8pm			

- Doodle Polls will be sent out next week to Communities



Feedback on Goals and Objectives

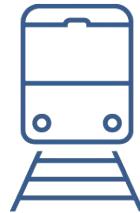
Draft 2055 RTP Goals



Improving Access to Opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Safe, user-friendly transportation facilities



Clean Air

Draft 2055 RTP Objectives



Quality transportation choices

- Availability of existing and planned infrastructure to support development
- Increase transit availability/ use
- Increase active transportation availability



Safe, user-friendly transportation facilities

- Integrate safety policies from the MAG SS4A plan into the RTP
- Address Vulnerable Users (VRU) needs in infrastructure investment

Draft 2055 RTP Objectives



Improving Access to Opportunities

- Building and preserving the grid network
- Improving access to opportunities within the County
- Access to a Quality Multimodal Network



Manageable and reliable traffic conditions

- Provide roadway redundancy and eliminate choke points within major travel corridors
- Maintain reliable congestion levels
- Reduce travel delay

Draft 2055 RTP Objectives



Clean Air

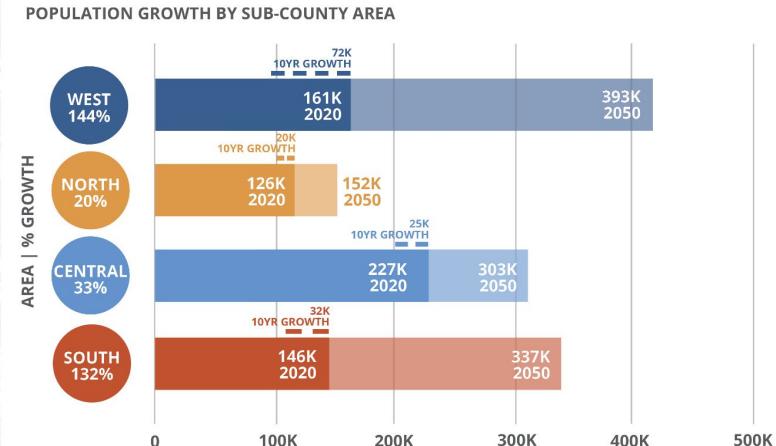
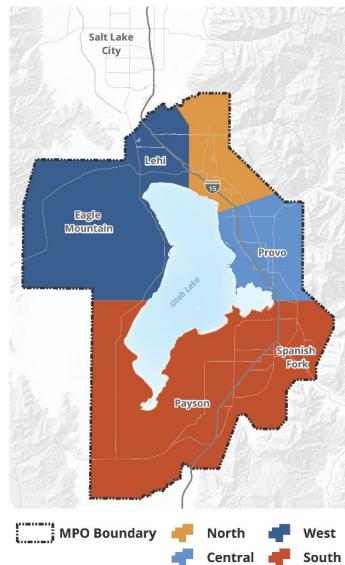
- Improve air quality

Preview Trends Assessment

- Gives decision-makers data to understand current conditions, forecast a potential future, and evaluate how a group of projects or policies will impact the community

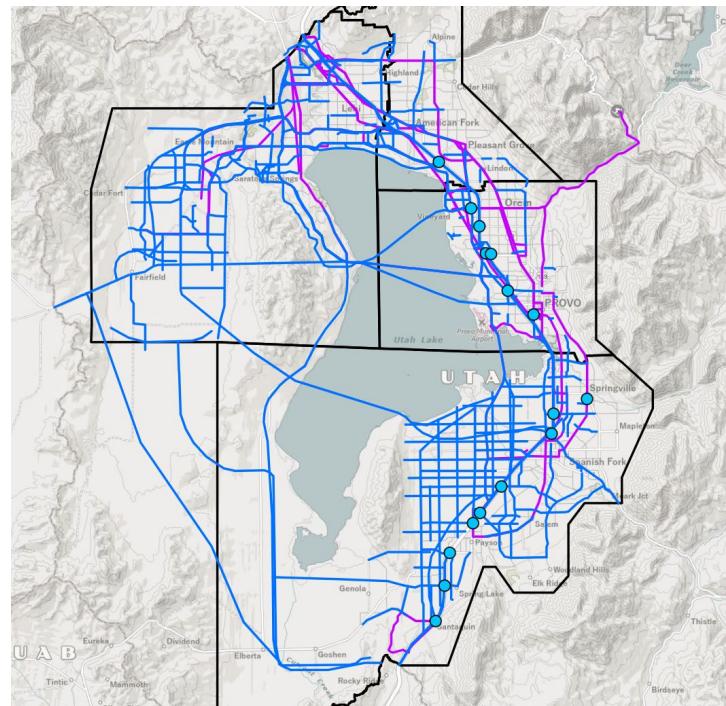
- Examples

- Population and employment growth
- Change in travel time around the region
- Access to transit stations



Feedback on Initial Project List and Project Screening

- About 400 Projects
- Projects will be presented at workshops
- Project Screening Criteria
 - Is the concept consistent and supportive of the RTP Goals and Objectives?
 - Does the concept support or remediate issues found in the trends assessment?
 - Does the concept support the Wasatch Choice Vision?
 - Does the concept have regional support?



2055 RTP TEAM

magutah.gov/2055rtp



LaNiece Davenport

MPO Director



Kendall Willardson

Project Manager



Kevin Feldt

Transportation Planning
Manager



Bob Allen

Transportation Program
Manager

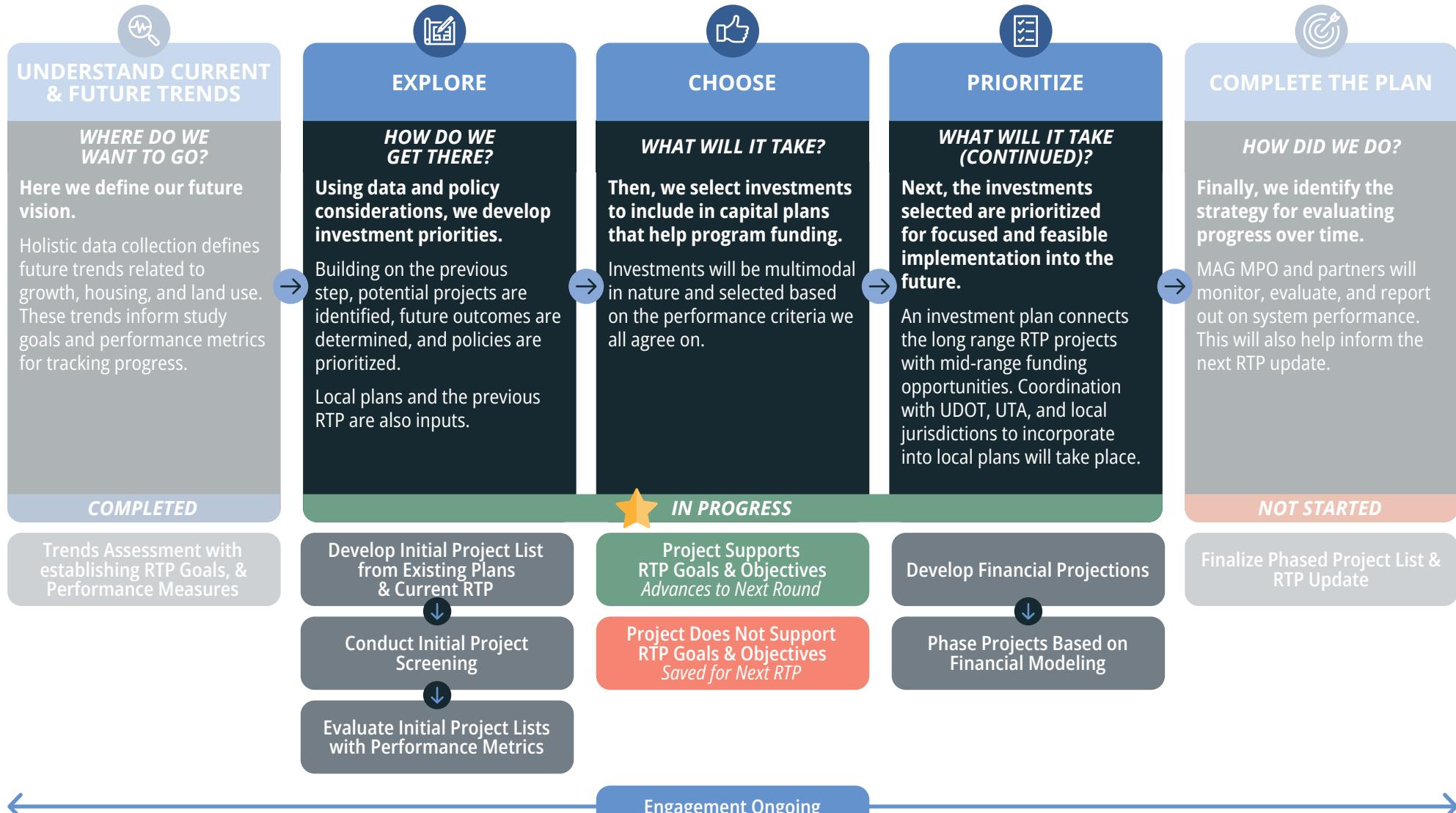


Questions?



RTP Process

The Mountainland Association of Governments Metropolitan Planning Organization (MAG MPO) is updating the long-range Regional Transportation Plan (RTP) for the urbanized area of Utah County — the 2027-2055 RTP. The process will take a holistic look at future trends, and follow a data-driven process that is federally-compliant while mirroring local priorities. The RTP will be created with input from local governments, transportation agencies, stakeholders, local leadership, and residents.



10 | 2026 TIP Selection Process Kickoff

Bob Allen, Transportation Program Manager | 801-229-3813 | rallen@magutah.gov

BACKGROUND

The Transportation Improvement Program (TIP) is a multi-year plan (usually 4-6 years) detailing specific, funded projects for improving a region's transportation network, including roads, transit, and active transportation. It's a federally required document, developed by Metropolitan Planning Organizations (MPOs), that lists regionally significant projects, ensures consistency with long-range plans, and includes public input, serving to implement the Regional Transportation Plan (RTP).

Key Aspects of a TIP

- Scope: Covers all transport modes (highways, transit, active transportation) and includes capital, maintenance, and enhancement projects including those funded by MAG, UDOT and UTA.
- Funding: Identifies sources (federal, state, local) and estimates costs for specific projects, ensuring it's "fiscally constrained."
- Timeframe: Typically covers at least four years and is updated annually.
- Consistency: Ensures projects align with the long-term Regional Transportation Plan (RTP) and local plans.
- Public Involvement: Requires public review, comment, and participation in the development and amendment process.
- Approval: Must be approved by the MPO board and the Governor.

MAG selects and funds projects every two years using Federal, County, and Exchanged Funds. Approximately \$110m is available for projects in 2029 and 2030. Prior to the commencement of each selection process, MAG reviews the process and makes adjustments as necessary. For the 2026 selection process, staff has worked with a group of TAC and Board members to update the scoring matrix. That scoring matrix is now ready for adoption. Once adopted, the process will begin and culminate in the adoption of a new TIP in August. No other changes to the process have been made.

STAFF RECOMMENDATION

Staff recommends the new scoring matrix be adopted.

SUGGESTED MOTION

I move to approve the TIP selection scoring criteria as presented.

ATTACHMENTS

[Presentation](#)
[Scoring Criteria](#)



M A G

2026 TIP Selection Process Kickoff

MAG MPO Board

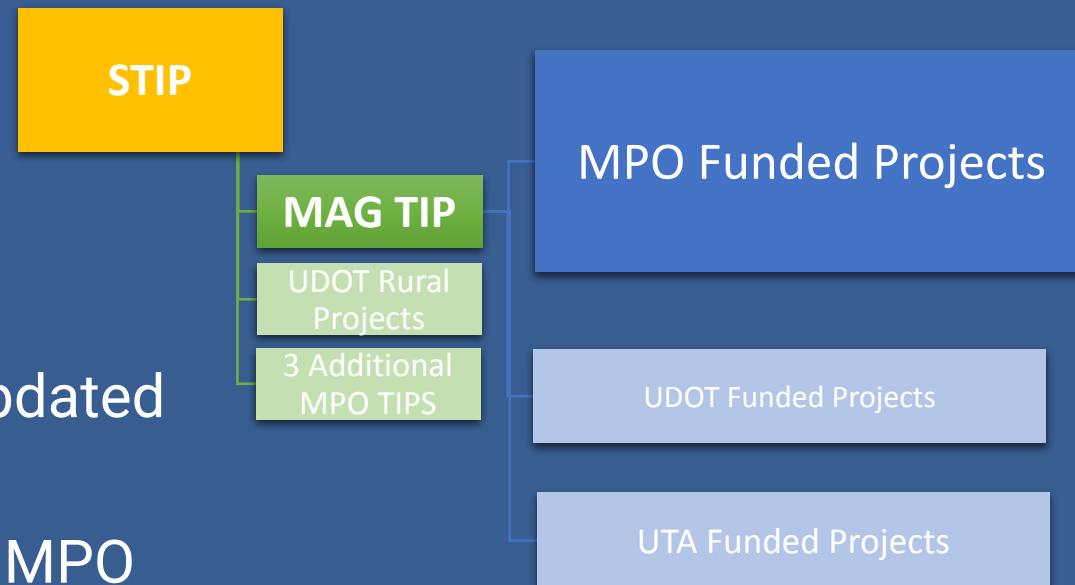
January 8, 2026

2026 TIP Selection Process

Transportation Improvement Program (TIP), a federally required, multi-year plan for funded transportation projects (roads, transit, active transportation) that implements the Regional Transportation Plan (RTP).

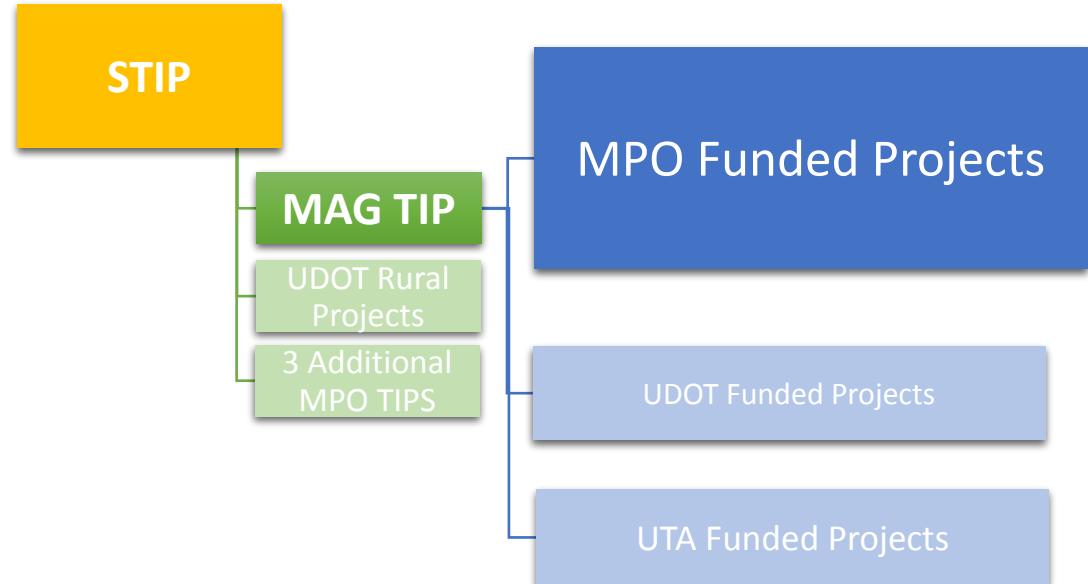
Key aspects of the TIP include:

- Covering all transport modes.
- Identifying funding sources and being "fiscally constrained."
- Typically covering at least four years and being updated annually.
- Requiring public involvement and approval by the MPO Board.
- Includes regionally significant projects funded by MAG, UDOT and UTA.



2026 TIP Selection Process

- MAG selects projects biennially
- Approximately \$110m
- Funding available for 2029-2030
- Includes Federal, County and Exchange Funds
- Adopt new TIP in August



Eligible Projects

New roads
Widening projects
Intersection improvements
Active transportation
Airports

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

- Road projects must be on state functional class map
- All capacity projects must come from the municipal transportation or agency plans
- All capacity projects must be listed or supported in the Regional Transportation Plan
- Leadership consent.

Funding

- MAG projects use Federal, County and Exchange Funds
- 6.77% match on all funds
- Projects must use the UDOT cost estimating spreadsheet
- Estimates based on a federal funded project
- Projects awarded county and exchange funds are reduced 15%
- Majority of funding available in 2029 and 2030.



Project Ideas



Concept



Funding



Final TIP Approval

Project
Ideas



Basic project information

- Issue
- Scope
- Cost
- Approvals
- Illustrative Materials

Project Idea Meeting

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

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

Concept



Detailed Project Information

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

Project Review Meeting

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

Funding



Funding

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

Final TIP
Approval



Adoption

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



2026 TIP Selection Schedule

Milestones	Date	Committee	Notes
Kickoff	January 8	Board	Initial process launch
Project Idea Meetings with Staff	January 19 - 22	TAC	Discuss project ideas
Final Ideas Due	February 2	TAC	Deadline for idea submissions
Project Idea Meeting	February 23	TAC	Discussion of submitted ideas
Concept Report Meetings with Staff	March 23-26	TAC	Developing concept details
Final Concept Reports Due	April 6	TAC	Deadline for concept reports
Staff Scoring	April 23	MAG	Internal scoring of concepts
Concept Review and Scoring Meeting	April 27	TAC	Review and finalize scoring
Ranked List Recommendation	May 4	TAC	TAC's recommendation of ranked projects
Ranked List Review	May 14	Board	Board review of ranked list
Ranked List Approval	June 11	Board	Final approval by Board
Project Funding and TIP Recommendation	August 3	TAC	Recommendation for funding and TIP inclusion
Project Funding and TIP Approval	August 13	Board	Final approval for funding and TIP

2026 TIP Selection Process

All digital process through **Workflow**

mpo.workflowmanager.app



New Scoring Criteria

Project Criteria	Methodology	Score
Congestion		
Travel Time Index	CMP Dashboard	8
% Congested	CMP Dashboard	8
Truck Travel Time Reliability	CMP Dashboard	5
Reduces congestion by adding to highway grid and dispersing vehicles.	UDOT Functional Class Map	9
Adds improvements to a congested intersection.	# of elements	10
Mitigates future travel demand	Future Volumes	5
Makes improvements to multiple transportation systems.	trail, transit	5



Project Criteria	Methodology	Score
Transit		
Projected Ridership	Transit STOPS model or TDM	8
Percent System Ridership	Projected Boardings/System Average Boardings	8
Transit Propensity	% Low income	7
Opportunity Cost	Cost/Ridership	7
Adds amenities and elements to improve safety and attract users.	Add a menu of desired amenities and safety elements	7
Future Pop and Employment	Pop and Employment with TAZ 1/2 mile	8
Makes improvements to multiple transportation systems.	FMLM or Improve Traffic Conditions	5



Project Criteria	Methodology	Score
Active Transportation		
Separates active transportation from adjacent facilities.	Level of separation	8
Reduces the number and or intensity of conflicts. (Crossings, driveways, etc.)	Number of conflicts	10
Adds new connections to the system.	Stratify total length connected	10
Proximity to trip generators.(Schools, employment centers, housing.)	Number and intensity of generators	10
Adds to or connects to Arterial	Adds to or direct connection	7
Makes improvements to multiple transportation systems.	Improves transit or road operations	5



Project Criteria	Methodology	Score
Environment		
Receives high air quality score based on CM/AQ review.	FHWA Calculators	4
Project incorporates mitigation strategies including wetland bank, natural environment avoidance, significantly reduces pollution.	Environmental issues impacted	3
Project incorporates mitigation strategies including built environment avoidance.	Total Properties impacted	3
Safety		
Project is along or directly addresses High Injury Network	Safety Action Plan	9
# of Crashes along the corridor	Numetric Data	10
Incorporates elements of FHWA Proven Safety Countermeasures	FHWA Guidebook	6
Other		
Project is cost effective for the benefit being proposed.	Cost(MAG Funds)/ Future AADT	5
Additional funding above required match is pledged toward project (including any soft match, excluding betterments).	Additional funding or soft match beyond the required 6.77%	5
Wasatch Choice Centers	WC Map	2
Project is numbered project within the current RTP.	RTP	3

Questions?

Bob Allen, Acting Transportation Manager
801-229-3813 | rallen@magutah.gov

Suggested Motion

“I move that the MPO Board approve the TIP selection scoring criteria as presented.”

Draft TIP Selection Criteria

Project Criteria	Methodologies	Score (100)
Congestion		
Travel Time Index	CMP Dashboard	8
% Congested	CMP Dashboard	8
Truck Travel Time Reliability	CMP Dashboard	5
Reduces congestion by adding to highway grid and dispersing vehicles.	UDOT Functional Class Map	9
Adds improvements to a congested intersection.	# of elements	10
Mitigates future travel demand	Future Volumes	5
Makes improvements to multiple transportation systems.	trail, transit	5
Transit		
Projected Ridership	Transit STOPS model or TDM	8
Percent System Ridership	Projected Boardings/System Average Boardings	8
Transit Propensity	% Low income	7
Opportunity Cost	Cost/Ridership	7
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