
AGENDA

A meeting of the MPO Board will be held on **Thursday, February 12, 2026, at 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, 3 minutes

2. Public Comment

Chair, Mayor Bill Wright, 5 minutes

3. Action: Minutes of [MPO Board Orientation](#) and [MPO Board](#) Meetings held January 8, 2026

Chair, Mayor Bill Wright, 2 minutes

4. Air Quality Update

Bryce Bird, Utah Division of Air Quality Director, 5 minutes

5. [2026 MAG Legislative Update](#)

Johnathon Knapton, MAG Public and Government Relations Director, 3 minutes

6. Action: [Wasatch Front Regional Council Committee Appointments](#)

LaNiece Davenport, MAG MPO Director, 5 minutes

7. Action: [Joint Policy Advisory Committee Appointments](#)

LaNiece Davenport, MAG MPO Director, 5 minutes

8. Action: [2026 Transportation Improvement Program Scoring Overview and Adoption](#)

Bob Allen, MAG Transportation Programming Manager, 10 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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9. [Corridor Preservation Program Update](#)
Cody Christensen, MAG Transportation Planner II, 15 minutes
 10. [2055 RTP: Regional Workshops Update](#)
Kendall Willardson, MAG Transportation Planner II, 10 minutes
 11. [Wasatch Choice Vision Overview](#)
Dan Wayne, MAG Community Planning & Economic Development Manager, 10 minutes
 12. [Regional Buildout Scenario Update](#)
Kevin Feldt, MAG Transportation Planning Manager, 10 minutes
Tim Hereth, MAG Analytics Manager
 13. [New Committee Proposal](#)
Kevin Feldt, MAG Transportation Planning Manager, 15 minutes
 14. **Director's Report**
LaNiece Davenport, MAG MPO Director, 5 minutes
 15. **Other Business and Adjournment**
Next meeting: March 12, 2026

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MPO Board Meeting

January 8, 2026 | 5:30 pm - 7:00 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 | ✓ | Cameron Diehl, ULCT |
| Mayor Wyatt Cook, Cedar Fort | ✓ | Cache Hancey, Vineyard |
| Mayor Denise Andersen, Cedar Hills | ✓ | Naseem Ghandour, Vineyard |
| Mayor Troy Walker, Draper | | Ben Hunter, American Fork |
| Mayor Jared R. Gray, Eagle Mountain | ✓ | Jeff Lewis, UDOT |
| Mayor Robert Haddock, Elk Ridge | | Andrew Gwynn, UDOT |
| Mayor Hollie McKinney, Fairfield | ✓ | Brad Kenison, Lehi |
| Mayor Neil Brown, Genola | ✓ | Mary DeLaMare-Schafer, UTA |
| Mayor Steven Staheli, Goshen | ✓ | Rob Clyaton, UDOT |
| Mayor Brittney P. Bills, Highland | ✓ | Boyd Humpherys, UDOT |
| Representative David Shallenberger, Legislator | | Jackie Larsen, Utah County Farm Bureau |
| Senator Michael K. McKell, Legislator | | Richard Jensen, Provo Resident |
| Mayor Paul Binns, Lehi | ✓ | Ben Wuthrich, WFRC |
| Mayor Carolyn Lundberg, Lindon | ✓ | John Barney, UTA |
| Mayor Therin Garrett, Mapleton | ✓ | Councilmember Stacy Beck, Spanish Fork |
| Mayor Karen McCandless, Orem | ✓ | Vern Keesler, Provo |
| Mayor Bill Wright, Payson - Chair | ✓ | John Dorney, Orem |
| Mayor Eric Jensen, Pleasant Grove | ✓ | Dede Murray, UTA |
| Mayor Marsha Judkins, Provo | ✓ | Nick Wilcox, UTA |
| Mayor Cristy Simons, Salem | ✓ | Holly Sweeten, Office of Representative Owens |
| Mayor Daniel Olson, Santaquin | ✓ | Mallory Bateman, Kem C. Gardner Policy Institute |
| Mayor Chris Carn, Saratoga Springs | ✓ | Jenny Reese, Office of Senator Curtis |
| Mayor Mike Mendenhall, Spanish Fork | ✓ | Jim Evans, UDOT |
| Mayor Wade Menlove, Spring Lake | ✓ | Councilmember Tim DeGraw, Salem |
| Mayor Matt Packard, Springville | ✓ | |
| Mayor Zack Stratton, Vineyard | ✓ | MAG STAFF |
| Mayor Ben Hillyard, Woodland Hills | ✓ | Andrew Wooley, IT Manager |
| Commissioner Skyler Beltran, Utah County | ✓ | Bob Allen, Transportation Program Manager |
| Commissioner Brandon Gordon, Utah County | | Cody Christensen, Transportation Planner II |
| Commissioner Amelia Powers Gardner, Utah County | ✓ | Dan Wayne, Community Planning Manager |
| Bryce Bird, Utah Division of Air Quality | ✓ | Johnathon Knapton, Communications Manager |
| Carlos Braceras, Utah Department of Transportation | ✓ | Kendall Willardson, Transportation Planner II |
| Trustee Jeff Acerson, Utah Transit Authority | ✓ | Kevin Feldt, Transportation Planning Manager |
| Mayor Natalie Hall, Bluffdale* | ✓ | Kimberly Breneman, Executive Assistant |
| BG Shawn M. Fuellenbach, Camp Williams* | | LaNiece Davenport, MPO Director |
| Ivan Marrero, FHWA* | | Minoo Abrishami, Transportation Planner I |
| Peter Hadley, FTA* | | Shauna Mecham, Planner I/ Air Quality Analyst |
| Jered Johnson, MPO TAC Chair* | ✓ | Spencer Foster, Local Administrative Advisor |
| | | Tim Hereth, Analytics Manager |

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:14)

Chair Mayor Bill Wright opened the meeting at 4:00 pm.

MPO Board Orientation (00:07:21)

LaNiece Davenport outlined the purpose of the orientation: to help board members understand what the Metropolitan Planning Organization (MPO) is, the role and responsibilities of the MPO Board, and the major programs and planning tools they will see on regular agendas. She explained that MAG is one of seven Associations of Governments in Utah, covering Summit, Utah, and Wasatch counties, and that the MPO, as a federally designated body, leads regional, multimodal transportation planning for Utah County—roads, transit, and active transportation—closely coordinating with UDOT, UTA, other state partners, and federal agencies such as FHWA and FTA.

A central focus was the Regional Transportation Plan (RTP)—currently being prepared as the 2055 RTP—described as the long-range, living blueprint for how people and goods will move across the region, built on local general plans, land use trends, and extensive modeling. MPO Board members were told that major state and federal transportation funds can only go to projects listed in the RTP, underscoring their responsibility in its adoption.

LaNiece Davenport reviewed the Transportation Improvement Program (TIP) as the five-year, funding and programming arm that turns RTP projects into funded projects, with MAG administering about \$110 million every two years for smaller but important projects, in contrast to the much larger statewide Transportation Investment Fund.

She introduced the corridor preservation program, funded by a \$10 Utah County vehicle registration fee, which allows the region to buy land from willing sellers to protect future transportation corridors. Staff highlighted the importance of data, modeling, and GIS, including a regional land use model and travel demand model that forecast where people will live, work, and travel, and inform project needs.

The group discussed the Wasatch Choice Vision map as the shared vision for future land use and transportation—especially city and town centers and their relationship to transit and major corridors—and how that vision is used both in MAG's decision-making and as evidence at the Capitol to show that cities are planning proactively, particularly around centers and housing.

LaNiece Davenport briefly covered federally required documents and processes the board must approve: the Unified Planning Work Program (UPWP) (MAG's annual work statement to the federal government), the Public Engagement Plan, and Air Quality Conformity, which ensures that planned projects stay within the region's air quality "budget."

Throughout, she emphasized that board members must “put on a regional hat,” serving as the link between MAG/MPO and their jurisdictions, sharing information with councils and staff, and working through their technical advisory committee (TAC) representatives.

Cameron Diehl from the Utah League of Cities and Towns described the strong partnership between ULCT and MAG, legislative engagement (including the Legislative Policy Committee and Friday Facts updates), and how regional planning work around centers and housing is used to support cities at the Legislature and counter preemption proposals.

In closing discussion, seasoned mayors and county commissioners stressed the value of unified regional priorities, active engagement at meetings, and persistence with the MPO process, especially for smaller communities, while LaNiece Davenport reminded members about jurisdictional assessments that fund MAG/MPO operations, the monthly meeting schedule, and the upcoming MPO Board meeting that would immediately follow the orientation.

Other Business and Adjournment (00:53:10)

Chair Bill Wright adjourned the meeting.

MPO Board Meeting

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



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|--|---------|--|
| Mayor Carla Merrill, Alpine | ✓ | Ezra Nair, Utah County Alternate |
| Mayor Brad Frost, American Fork - Vice Chair | ✓ | Cameron Diehl, ULCT |
| Mayor Wyatt Cook, Cedar Fort | ✓ | Cache Hancey, Vineyard |
| Mayor Denise Andersen, Cedar Hills | ✓ | Naseem Ghandour, Vineyard |
| Mayor Troy Walker, Draper | | Ben Hunter, American Fork |
| Mayor Jared R. Gray, Eagle Mountain | ✓ | Jeff Lewis, UDOT |
| Mayor Robert Haddock, Elk Ridge | | Andrew Gwynn, UDOT |
| Mayor Hollie McKinney, Fairfield | ✓ | Brad Kenison, Lehi |
| Mayor Neil Brown, Genola | ✓ | Mary DeLaMare-Schafer, UTA |
| Mayor Steven Staheli, Goshen | ✓ | Rob Clyaton, UDOT |
| Mayor Brittney P. Bills, Highland | ✓ | Boyd Humpherys, UDOT |
| Representative David Shallenberger, Legislator | | Jackie Larsen, Utah County Farm Bureau |
| Senator Michael K. McKell, Legislator | | Richard Jensen, Provo Resident |
| Mayor Paul Binns, Lehi | ✓ | Ben Wuthrich, WFRC |
| Mayor Carolyn Lundberg, Lindon | ✓ | John Barney, UTA |
| Mayor Therin Garrett, Mapleton | ✓ | Councilmember Stacy Beck, Spanish Fork |
| Mayor Karen McCandless, Orem | ✓ | Vern Keesler, Provo |
| Mayor Bill Wright, Payson - Chair | ✓ | John Dorney, Orem |
| Mayor Eric Jensen, Pleasant Grove | ✓ | Dede Murray, UTA |
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| Peter Hadley, FTA* | | Shauna Mecham, Planner I/ Air Quality Analyst |
| Jered Johnson, MPO TAC Chair* | ✓ | Spencer Foster, Local Administrative Advisor |
| | | Tim Hereth, Analytics Manager |

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:47)

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

Public Comment (00:06:13)

Chair Mayor Bill Wright opened the meeting to the public. There were no public comments.

Minutes - Action (00:06:32)

Mayor Dan Olson moved to approve the minutes from October 9, 2025 and November 13, 2025.

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

Gardner Policy Institute Projections Overview (00:07:11)

Mallory Bateman from the Gardner Policy Institute explained their role as the state's demographic and economic modeling resource and outlined the latest long-range (40-year) population and job projections. Their model operates at the state and county level and is updated every four years to align with transportation planning cycles, using Utah population estimates, tax data, building permits, school enrollment, and vital statistics on births and deaths, supplemented by national economic assumptions and expert review. She emphasized three core drivers: declining fertility (a major change this cycle), increasing life expectancy (producing more older residents and more deaths), and migration heavily tied to the economy and young adult movers. For Utah overall, growth remains strong but no longer follows the old "double in 20 years" pattern; for Utah County in particular, projections show robust, above-state and above-national growth, with the county adding the most people in the state due largely to higher fertility and continued in-migration. Utah County is projected to see significant job growth (from roughly 470,000 to about 750,000 jobs) but the population will grow even faster because of its young age profile and higher births, leading to an aging yet still youth-heavy population mix compared with the rest of Utah. She underscored that these are "most likely" scenarios contingent on current assumptions and policies, and that local land use and policy decisions can materially change the future depicted in the projections.

Growth Data Report (00:22:27)

Tim Hereth presented MAG's Growth Data Report, which uses county parcel (assessor) data—refined with aerial photography to verify year built and unit counts—to show where and how fast Utah County has actually grown over the past ~30 years. His maps and charts highlighted that growth is now widespread but especially intense in the north and west (Lehi, Saratoga Springs, Eagle Mountain) and increasingly in the south, with Cedar Valley emerging from almost no units to a major share of new housing. Over just the last six years since the previous regional plan baseline (2019), Saratoga Springs, Lehi, Eagle Mountain, and American Fork have added thousands of units, and several smaller south-county cities (Salem, Santaquin, Mapleton) are now accelerating as well. Comparing Utah County's recent trend to Salt Lake County's historic trajectory shows Utah County has effectively "picked up" where Salt Lake's growth has slowed, taking a larger share of Wasatch Front housing growth. Tim Hereth explained that this parcel-level "base year" dataset feeds MAG's land-use and travel demand models,

which then drive long-range transportation planning and project selection; the updated base (through 2025/early 2026) will be available via an online map viewer for TAC and cities to review and validate.

Regional Involvement and Support (00:34:14)

Johnathon Knapton, MAG's Director of Government and Public Relations, outlined MAG's strategy for engaging in the upcoming state legislative session and supporting regional priorities. He described a new series of weekly legislative lunches at the Capitol (every Thursday at noon in the Seagull Room, with a virtual option) where mayors and their designees can review key bills, share positions, and interact with legislators; he also noted a "Legislative Landscape" newsletter that will go out quarterly outside session and weekly during session to summarize relevant legislation. Johnathon Knapton emphasized that MAG's tracking focuses on bills affecting its core purview—transportation, transit, aging services, economic development—by "culling" the full state bill list down to a manageable set, with a public bill-tracker on MAG's website showing bill status, brief descriptions, and whether MAG is monitoring or supporting them. He previewed a lean state budget year and highlighted priority themes such as homelessness, water, housing, education, road usage fees, and gas tax adjustments, and noted some positive signals (e.g., restoring funding to the Local Area Administration program and a potential investment at "the Point"). He also clarified MAG's use of lobbyists (for regional, programmatic issues—not individual transportation projects) and explained that MAG's positions on bills are guided by feedback from mayors at the Thursday meetings, allowing MAG and its lobbyists to reflect regional consensus when working with legislators.

TIP Modification - Saratoga Springs - Pony Express Funding Request and Scope Modification (00:45:57)

Bob Allen presented a requested TIP modification for the Saratoga Springs project to widen Saratoga Road and Pony Express Parkway, originally awarded about \$9 million in 2022 county ¼-cent funds to expand Saratoga Road to five lanes (Pony Express to Pioneer Crossing) and Pony Express to three lanes with a new signal. After design, updated estimates rose to about \$10.6 million due to higher construction costs, utility (overhead/underground power) work, culvert and drainage upgrades, and pedestrian improvements. Saratoga Springs also asked to expand the project scope so Pony Express is fully built to five lanes now (rather than three now and two later), including buffered bike lanes and curb and gutter on the south side, to avoid future tear-outs and match the long-term plan for the corridor. The city committed \$1.5 million from remaining State Infrastructure Bank loan funds toward the expanded scope and requested MAG release the project-specific 10% contingency (~\$0.9M) plus additional regional contingency (about \$3.0M total new MAG funds, including scope expansion) for a new total MAG contribution of roughly \$13 million and a new overall project cost of about \$14.5 million. Bob Allen noted the project was unanimously recommended for approval by the TAC, tied it to the broader plan for a five-lane Pony Express corridor east toward Lehi and American Fork, and fielded questions about corridor continuity, future phases, transit service planning on the corridor, and whether MAG's standard 10% contingency policy should be revisited in light of persistent cost inflation.

Mayor Jared Gray moved to approve extending the scope of the Pony Express Signal project as presented and add \$3,944,219.

Commissioner Skyler Beltran seconded the motion, and the motion passed all in favor.

Corridor Preservation - Provo 1185 W 820 N (01:04:35)

Cody Christensen presented Provo City's request for corridor preservation funds to acquire a single-family home at 1185 W 820 N along the planned 820 North corridor (RTP corridor H-41). The property (about 0.54 acres) lies within a long-planned widening project and is being offered by a willing seller—the heirs of the deceased owner, who gave the city first right of refusal—meeting state corridor-preservation requirements. The appraised value is \$690,000, and with estimated closing costs the total funding request is \$691,100. Cody Christensen noted this would be the 16th property acquired on this corridor and would reduce the regional corridor-preservation fund balance from about \$1.6 million to roughly \$810,000, prompting broader board discussion about the fund's sustainability, lack of a formal ranking/prioritization system, and the need to revisit how projects are selected and how rental income from preserved homes and the \$10 vehicle registration fee feed back into the fund. Concerns over process and remaining balance ultimately led the board to move toward creating a working group and updated criteria before acting on additional applications.

Erza Nair moved to approve this Provo 820 N Corridor Preservation Fund request for \$691,100.

Mayor Marsha Judkins seconded the motion.

There was discussion on the motion. Mayor Marsha Judkins withdrew her second and the motion failed.

Commissioner Skyler Beltran made a motion to request the MAG lobbyists to request for an increase in Corridor Preservation Fund.

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

2055 RTP Regional Workshops for TAC and MPO Board (01:34:58)

Kendall Willardson gave an overview of the upcoming work on the 2055 Regional Transportation Plan (RTP) and the series of regional workshops that will involve both TAC members and the MPO Board. He explained that the RTP is the blueprint for the region's long-range, multimodal transportation system (highway, transit, and active transportation), and that the new 2055 RTP—targeted for adoption in 2027—builds on the current "TransPlan50" plan by updating projects, phasing, and revenues based on new data and growth. Kendall Willardson outlined that near-term workshops (late January for technical staff, then sessions for mayors and other stakeholders) will focus on three main tasks: (1) confirming/refining goals and objectives (drawn from the Wasatch Choice Vision and earlier one-on-one mayor feedback), (2) previewing a trends assessment that looks at population, employment, travel time, and access to transit/active transportation, and (3) reviewing an initial project list compiled from city transportation master plans, the existing RTP, and recent studies. Through spring, MAG will use this input and technical screening to narrow and prioritize projects into RTP phases/decades, with further engagement as the draft plan and funding assignments take shape.

2026 TIP Selection Process Kickoff (01:42:01)

Bob Allen briefly kicked off the 2026 TIP (Transportation Improvement Program) selection process, explaining that this is MAG's biennial process for deciding how to allocate roughly \$150 million every two years in regional highway/transportation funds (a mix of federal and county quarter-cent sales tax, often swapped with UDOT for

local delivery). He emphasized that the basic framework has been refined but largely consistent for about 25 years, and that it is separate from UDOT's own large-project funding process. The immediate priority is for cities to coordinate with their TAC representatives (engineers/planners) to develop project ideas and submit draft project concepts by February 2, accompanied by a required letter from the mayor or city manager confirming the jurisdiction supports those applications. Bob Allen noted that MAG staff and TAC will then apply an established technical scoring system, combine it with TAC member scoring, and use the resulting ranked list as a decision-informing tool (not a rigid formula) when TAC and the MPO Board later recommend and approve the final slate of funded projects. He encouraged mayors to talk with their TAC members now, since key work happens before the next board-level update.

Other Business and Adjournment (01:48:37)

Chair Mayor Bill Wright stated the next MPO Board meeting is scheduled for February 12, 2026.

Mayor Marsha Judkins moved to adjourn the meeting.

Mayor Dan Olson seconded the motion, and the motion passed all in favor.

5 | 2026 MAG Legislative Update

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

BACKGROUND

MAG conducts 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.

Bills to highlight:

- SB 36: Transportation Commission Amendments. The bill requires UDOT to complete a study on UDOT's composition and regions, as well as the qualifications of the UDOT Executive Director.
- SB 197: Transportation Funding and Governance Amendments. The bill continues to move forward, passing through committee unanimously. The bill proposes significant changes to UTA's governance structure. ULCT, MPOs, and COGs continue to work with legislators to ensure maximum local representation in the new Transit Commission.
- SB 242: Transportation Amendments. After discussion with legislators, the newest version of this bill has returned Utah County's portion of the "fifth fifth" back to county control.
- HB 184: Local Land Use Revisions. This bill deals with regulation of certain land uses in residential zones, specifically making regulations for areas that qualify as preferred land use. Mayors within MAG's region have expressed concerns about the loss of government authority and the feasibility of many of the requirements laid out. At MAG's Legislative Lunch working group on Jan. 29th, it was voted that MAG would take a position of nonsupport of this bill. ULCT has taken a position of nonsupport. Update: This bill has been held in committee and will require changes before being reconsidered.
- HB 425: Local Government Fees Amendments. This consensus bill outlines how a transportation utility fee (TUF) may be implemented. Notably, it requires local studies to justify any proposed fees, allows for differential rates between commercial and residential uses, and excludes the lowest-traffic day of the week from traffic counts. This final provision is a compromise intended to address concerns about fees being imposed on houses of worship. Update: This bill passed through committee with a favorable recommendation.

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.



6 | Wasatch Front Regional Council (WFRC) Committee Appointments

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

BACKGROUND

Appoint MAG MPO Board members to represent the MAG Region on three WFRC committees for 2026:

- **Regional Growth Committee (RGC)** serves as the policy advisory body to the Wasatch Front Regional Council regarding long-range transportation planning, land use, and other growth related issues. The RGC, in cooperation with local governments, Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and other stakeholders, is responsible for the development of the Regional Transportation Plan (RTP), Wasatch Choice Vision, and Transportation and Land Use Connection (TLC) program. These responsibilities include the facilitation of communication between local, state, and federal officials regarding various planning issues, educational opportunities to improve technical planning skills, and “best practices” in planning. **RGC meets virtually and in-person in Salt Lake City at 9:15 a.m. on Jan 15, Mar 19, May 21, Aug 20, Oct 8.**

2025 NON VOTING MEMBER

Mayor Julie Fullmer, Vineyard City

2026 NON VOTING MEMBER

[Vacant] Appointment Needed

- **Transportation Coordinating Committee (Trans Com)** serves as the policy advisory body to the WFRC (Council) regarding short-range transportation planning and programming. One of Trans Com’s principal roles is to provide recommendations to the Council regarding the region’s Transportation Improvement Program (TIP). **Trans Com meets virtually and in-person in Salt Lake City at 1:30 p.m. on Feb 19, Apr 30, Jun 18, Aug 20, Oct 15.**

2025 NON VOTING MEMBER

Mayor Jim Miller, Saratoga Springs City

2026 NON VOTING MEMBER

[Vacant] Appointment Needed

- **Active Transportation Committee (ATC)** advises the Transportation Coordinating Committee (Trans Com) on bicycle and pedestrian facility programming issues within the funding programs identified in the WFRC TIP which provides federal funding for bicycle and pedestrian projects. **ATC meets virtually and in-person in Salt Lake City at 9:15 a.m. on Feb 10, Apr 14, Jun 9, Aug 11, Oct 13.**

2025 MEMBER

Mayor Carla Merrill, Alpine City

2026 MEMBER

[Incumbent Mayor Merrill is eligible for reappointment] Appointment Needed

SUGGESTED MOTION

I move to approve the appointment of [name] to Regional Growth Committee; and [name] to Transportation Coordinating Committee; and [name] to Active Transportation Committee.



7 | Joint Policy Advisory Committee Appointments

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

BACKGROUND

Appoint five (5) MPO Board Members to serve on the [Joint Policy Advisory Committee](#) (JPAC) for 2026 to represent the MAG MPO region.

JPAC is the statewide forum for discussion of cross-agency transportation issues. JPAC coordinates the development of the four MPO’s long-range transportation plans, UTA’s Long Range Transit Plan, and UDOT’s plan for the rural areas of Utah. This coordination leads to the development of [Utah’s Unified Transportation Plan](#). JPAC also discusses issues, including state and federal transportation legislation, roadway and transit safety, traffic management, and active transportation. The Committee is comprised of both board members and executive staff from the following participating organizations: Mountainland Association of Governments (MAG), Wasatch Front Regional Council (WFRC), Cache Metropolitan Planning Organization (CMPO), Dixie Metropolitan Planning Organization (DMPO), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA).

| 2025 JPAC MEMBERS | 2026 JPAC MEMBERS |
|--|---|
| Mayor Bill Wright, Payson City | [Incumbent is eligible for reappointment] Appointment Needed |
| Mayor Carla Merrill, Alpine City | [Incumbent is eligible for reappointment] Appointment Needed |
| Commissioner Amelia Powers Gardner, UTCo | [Incumbent is eligible for reappointment] Appointment Needed |
| Commissioner Brandon Gordon, UTCo | [Incumbent is eligible for reappointment] Appointment Needed |
| Mayor Julie Fullmer, Vineyard City | [Vacant] Appointment Needed |

SUGGESTED MOTION

I move to approve the following individuals to serve on the Joint Policy Advisory Committee (JPAC) for 2026 term:

- [Name]
- [Name]
- [Name]
- [Name]
- [Name]

8 | 2026 Transportation Improvement Program Scoring Overview and Adoption

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

BACKGROUND

The Transportation Improvement Program (TIP) is a multi-year program (usually 4-6 years) detailing specific, funded projects for improving the Region's transportation network, including roads, transit, and active transportation. It's federally required, developed by Metropolitan Planning Organizations (MPOs), and lists regionally significant projects, ensures consistency with long-range plans, includes public input, and implements 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 Scoring Adoption

MAG MPO Board

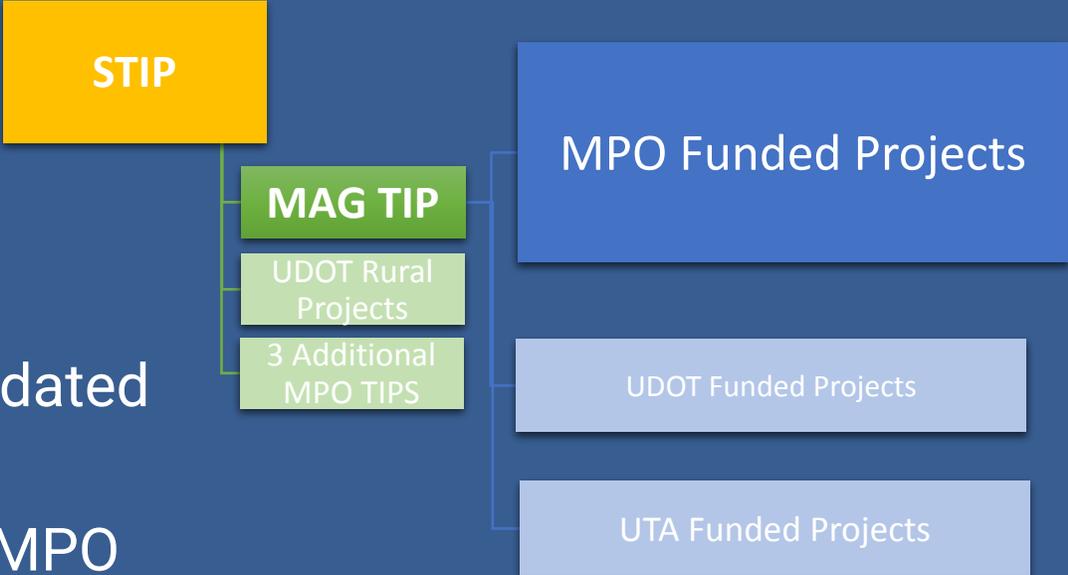
February 12, 2026

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).

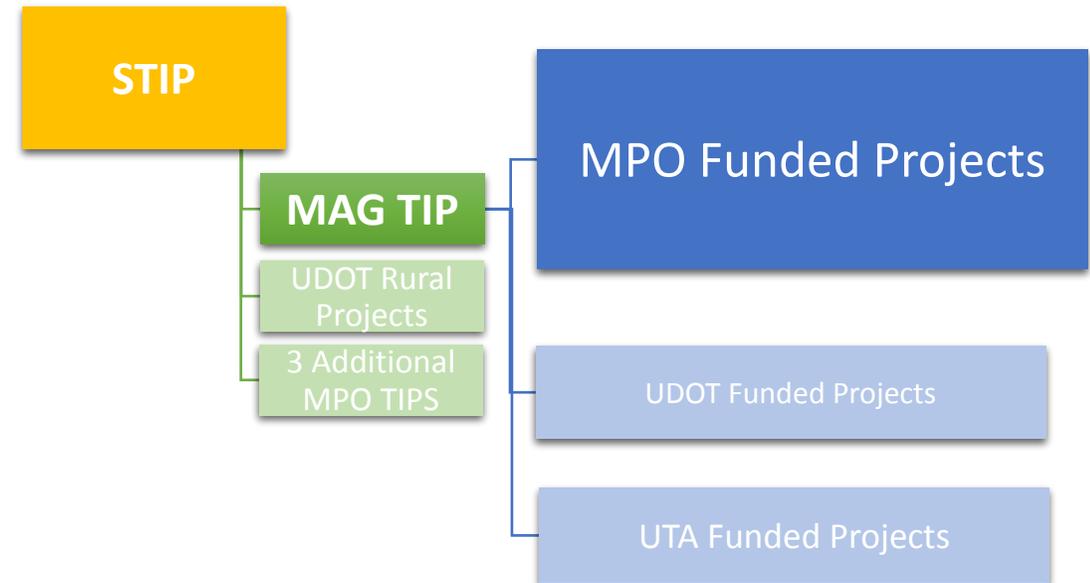
Key aspects of the TIP include:

- 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.



How does an idea become a project?

Identify a Need

- Congestion issues
- New growth
- Safety concern
- New transportation modes



RTP Development

- Local and regional goals
- Data development
- Corridor studies
- Air Quality
- Project Prioritization and Phasing
- Fiscal Constraint



UDOT Prioritization

- Phase 1 Fiscal Constrained
- Major Projects
- Every Year



MAG Programming

- Phase 1 Need or supported
- Regionally Significant
- Every 2 years

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 | Numeric 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 |

Suggested Motion

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

Contingency Discussion

Projects sometimes cost more than the original estimates developed during selection process due to excessive inflation, ROW issues, unforeseen complications, project delays, railroad, etc.

Applicant Responsibility

- Find additional funds outside of the program
- Sacrifice other projects to keep whole
- Cut scope

Contingency Fund

- Program funds to keep projects whole
- Keeps Projects Whole

Contingency Discussion

- The Board has traditionally maintained a contingency fund - **\$9m**
- Recent demand and upcoming requests exceed remaining funds through 2028

Applicant Responsibility

- Find additional funds outside of the program
- Sacrifice other projects to keep whole
- Cut scope

Contingency Fund “Shift”

- Move 2027 and 2028 projects back to 2028 and 2029
- 2027 funds become contingency - \$50m
- New projects programed for 2030 and 2031

Exchange Funds

- MAG receives approximately \$12m in federal STBG funds for projects each year
- Work with UDOT to “Exchange” federal funds for state transportation funds
 - Removes many of the federal requirements that can slow down a project and drive up costs
 - Reduces project management responsibilities for UDOT
- UDOT must have a project within the MPO with state funds that can be or is already federalized
- First year we have not been able to make that exchange work
- Few projects will need to be federally funded

Questions?

Bob Allen, Programming Manager

801-229-3813 | rallen@magutah.gov



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 |
| 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 |
| 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.) | | 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 |
| 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 |
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| 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 |

9 | Corridor Preservation Program Update

Cody Christensen, Transportation Planner II | 801-229-3848 | cchristensen@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.

With the fund balance beginning to get low, the decision was made to form a Working Group to help decide future policies for the application process.

The Working Group members met on January 29, 2026, and again on February 12, 2026, to review and give input to MAG staff for a project ranking policy and any other changes. This feedback and recommendations will be shared today. We will continue working with the Working Group and TAC members and should have something to present in March for approval by this body.

STAFF RECOMMENDATION

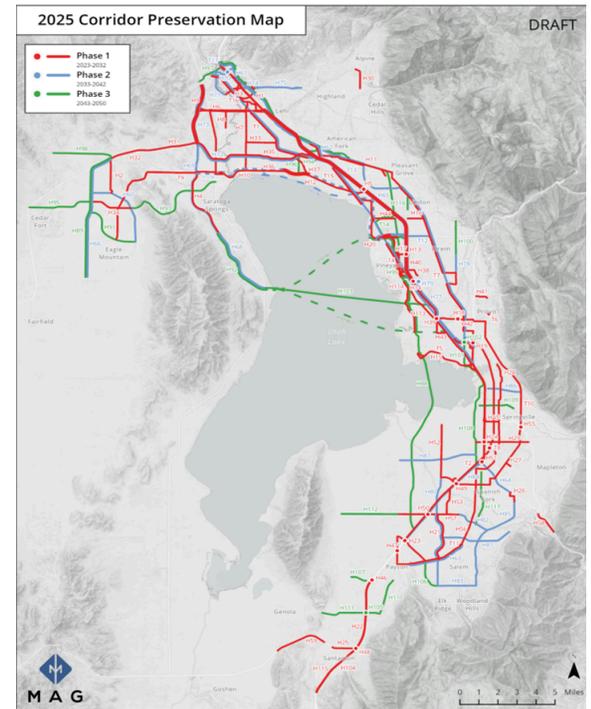
MAG staff is continuing to seek feedback regarding a new ranking system and/or to adjust the current policies to reflect agreed upon changes.

SUGGESTED MOTION

None at this time.

ATTACHMENT

[Presentation](#)





Corridor Preservation Process

February 12, 2026

Background and Policies

What is Corridor Preservation?

- Corridor Preservation is a way to **identify and acquire needed right of way for future roads and transit projects** while the property is undeveloped - before houses or businesses are built. There are three main goals:
 - **Assure that land will be available for roadway construction**
 - **Secure land at significantly reduced costs**
 - **Relieve induced hardships on properties designated for future corridor development**
- Utah Code 72-2-117.5

Current Application Process

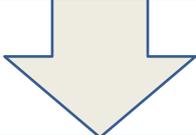
1. MAG receives application from applicant
2. MAG prepares application for presentation to TAC and MPO Board
3. Once approved, applicant proceeds with purchase of the property
4. Applicant requests funds from MAG
 - a. Applicant can purchase and get reimbursed
 - b. Or, applicant can have funds sent to title company
5. MAG requests funds from Utah County
6. Once funds are received from County, funds are distributed
7. All revenues (i.e fees, rents, reimbursements) are collected by the County.

Revenue
(UTCo Vehicle Registration Fees)



Utah County
(Co. Auditor's Office)

MPO Board Approves Project

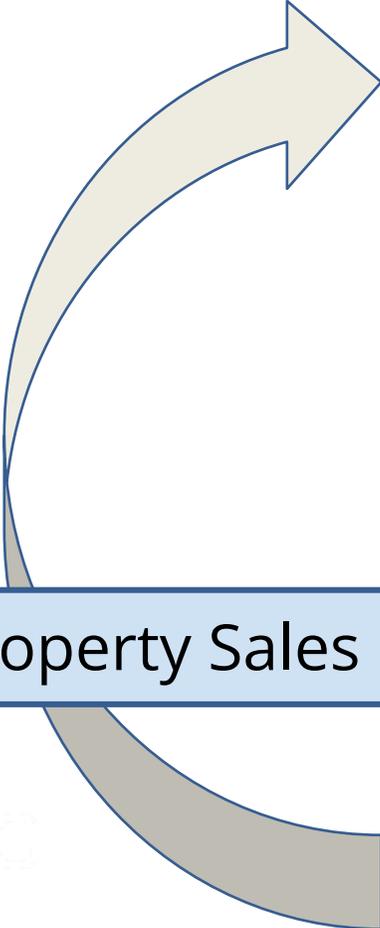


MAG



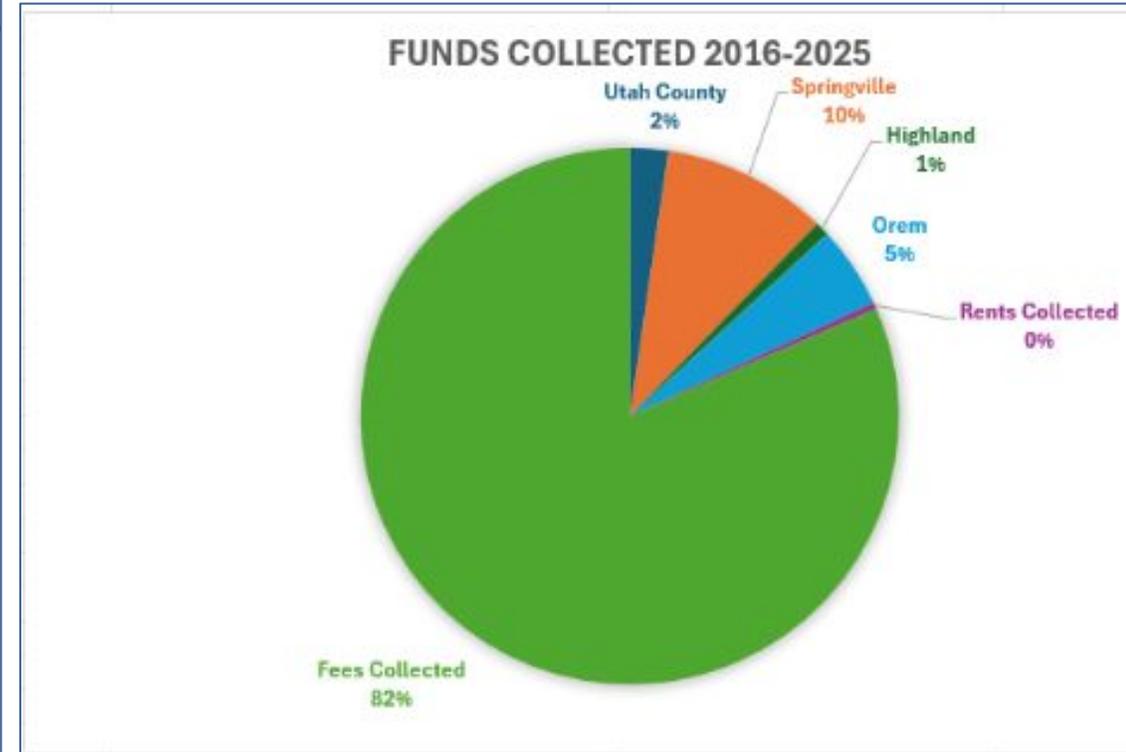
Jurisdiction

Rents, Property Sales



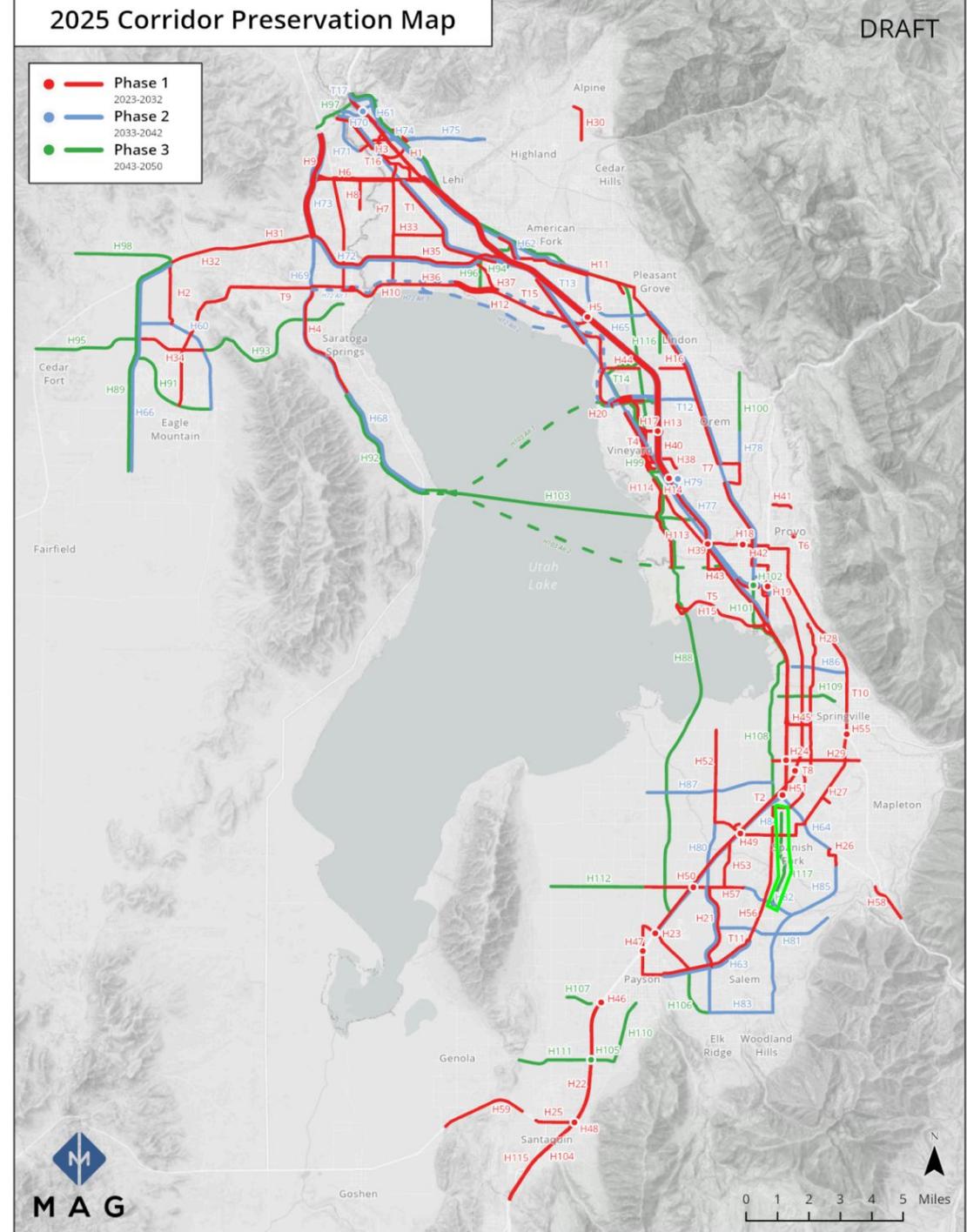
Fund Balance

| Approved | Reimbursed | Obligated | |
|------------------|--|------------------|------------------|
| \$ 52,653,763.69 | \$ 11,446,156.37 | \$ 41,207,607.32 | |
| Revenue | | | |
| Year | Sources | Collected | Balance |
| 2016 | Sale of North County Blvd.-Utah County | \$ 198,777.00 | |
| 2016 | Sale of North County Blvd.-Utah County | \$ 139,197.00 | |
| 2016 | Return of Funds-Utah County | \$ 9,900.00 | |
| 2016 | Return of Funds-Utah County | \$ 32,125.00 | |
| 2016 | Return of Funds-Utah County | \$ 24,000.00 | |
| 2016 | Return of Funds-Utah County | \$ 19,000.00 | |
| 2016 | Return of Funds-Utah County | \$ 30,000.00 | |
| 2016 | Fees Collected for 2016 | \$ 4,136,812.00 | |
| 2017 | Sale of North County Blvd.-Utah County | \$ 170,000.00 | |
| 2017 | Fees Collected for 2017 | \$ 3,964,465.00 | |
| 2018 | Sale of North County Blvd.-Utah County | \$ 443,027.00 | |
| 2018 | Fees Collected for 2018 | \$ 4,836,036.00 | |
| 2019 | Fees Collected for 2019 | \$ 4,612,744.00 | |
| 2020 | Fees Collected for 2020 | \$ 4,509,920.00 | |
| 2021 | Fees Collected for 2021 | \$ 5,089,776.00 | |
| 2022 | Excess Property Not Needed-Springville | \$ 5,957,483.40 | |
| 2022 | Excess Property Not Needed-Highland | \$ 502,597.97 | |
| 2022 | Fees Collected for 2022 | \$ 5,088,330.00 | |
| 2023 | Property Management Services-Provo | \$ 148,831.67 | |
| 2023 | Fees Collected for 2023 | \$ 5,313,187.00 | |
| 2024 | Sale of Property-Utah County | \$ 310,957.00 | |
| 2024 | Fees Collected for 2024 | \$ 5,497,138.00 | |
| 2024 | Property Management Services-Provo | \$ 75,798.18 | |
| 2025 | Fees Collected for 2025 | \$ 5,709,103.00 | |
| 2026 | Orem Reimbursement | \$ 2,956,566.00 | \$ 59,775,771.22 |
| | | | \$ 52,653,763.69 |
| | Unused Balance | | \$ 7,122,007.53 |



Eligible Projects

- RTP Projects - see map
- State highway
- Principal arterial highway
- Minor arterial highway
- Collector highway in an urban area
- Transit facility



Utah Code: Revenues/Projects Shall be Prioritized Based On:

- Areas with rapidly expanding population
- Applicant willingness to complete studies and impact statements
- Preservation of transportation corridors by the use of local planning and zoning processes: Developer dedication, Zoning ordinance, Transfer of Development Rights, Annexation agreements, Compliance with Master Plan
- Availability of other public and private matching funds for a project
- Cost-effectiveness of the preservation projects
- Long and short-term maintenance costs for property acquired
- Transportation corridor is included as part of county and municipal master plan and RTP

Revenue: Rents

Property Management / Rental Properties

- Not all projects include rentable properties

Note: MAG staff currently conducting an audit to determine which properties are being rented

- Code does not mandate market-rate pricing; rather, it allows for local discretion in establishing fee structures

Note: Work Group Discussed 1) Requiring 90% of market rate pricing; 2) Requiring recipient to manage properties; 3) Requiring rent to be collected yearly.

Revenue: Reimbursements

Is the Program a Revolving Loan Fund (RLF)?

- Yes for UDOT built projects
- Do we want to charge non-UDOT projects?
If yes for TIP built projects then TIP program funding pot is reduced accordingly.

Note: Work Group discussed and decided “no”

Revenue: Local Match

Should the Program Require a Local Match?

Note: Staff/Work Group discussed and decided “no”

Revenue: Vehicle Registration Fees

Should the \$10 Fee Increase?

- State Law currently limits fee to \$10 – Increasing the fee would require legislative action
- What is an appropriate fee – \$15, \$20, more?

Note: Work Group discussed and are in favor of increasing the fee for the 2027 session. MAG staff are discussing with lobbyists and legislators.

Revenue: Sale of Property

Should we Accelerate Property Turnover & Resale?

- Prioritize design-ready projects to expedite excess property identification
- Exclude required Right-of-Way (ROW) allowing for immediate resale of remaining parcels
- Prioritize acquisitions on undeveloped land to minimize complex negotiations
- Prioritize projects that are in Phase 1 of the RTP for near term delivery

Note: Work Group discussed these ideas

Potential Changes

Prioritize Corridors

- Reduce Eligible Corridors Map
 - Currently the RTP map
- Prioritize Specific Phases in the RTP plan
 - High scoring for Phase 1, Phase 2, etc.
- Prioritize by Function Type

Prioritize Projects

- Scoring System with minimum threshold
 - Project Type
 - Strip Takes
 - Matching Funds
 - Funding History
 - Design and/or Planning Work
 - Others

Project Prioritization

Scoring System (Minimum Threshold)

- High-Priority (up to 15 points)
 1. Connectivity
 2. Project Timing
 3. Pre-Engineering or Environmental Clearance

- Medium-Priority (up to 10 points)
 1. Project Completion
 2. Multi-Modal Elements
 3. Roadway Functional Classification
 4. Funding History

- Low-Priority (up to 5 points)
 1. Serves Multiple Jurisdictions
 2. Local Match

Potential Program Changes

Current System

- Flexibility
- Opportunistic
- Doesn't prioritize purchases based on project

Prioritize Corridors

- Reduce number of eligible corridors, e.g. Phase 1 unfunded projects and Phase 2 projects

Ranking System

- Less flexibility
- Funding available during specified windows
- Prioritizes purchases based on projects

Other

Administrative Costs

- MAG has previously not utilized the fund to cover administrative costs but may need to begin minimally charging the fund to support rising administrative demands.

Other Questions/Ideas?

<https://magutah.gov/corridor/>

10 | 2055 RTP: Regional Workshops Update

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

BACKGROUND

The Mountainland Association of Governments (MAG) Metropolitan Planning Organization (MPO) is developing the 2027–2055 Regional Transportation Plan ([2055 RTP](#)) — a data-driven, multi-modal blueprint for Utah County's future. In collaboration with local leaders and state partners, this fiscally responsible plan prioritizes roadway, transit, and active transportation projects to meet the region's growing mobility needs.

The MAG MPO is hosting regional workshops in January-February 2026 as a way to bring together all of Utah County's local government leaders and staff, as well as state leaders, and MPO members to receive feedback on an initial set of needed multimodal transportation projects. These workshops help ensure that we are using a RTP planning process that ensures broad input, is consensus-based, and addresses federal, state, and local growth, safety, and transportation demands.

The MAG MPO staff hosted the first set of regional workshops in January for MPO TAC members and other local government staff. MAG staff sought feedback on a preliminary set of screened transportation projects. Staff received nearly 200 comments. Major themes included:

- Ensuring quality transit projects and coverage, including around new FrontRunner stations in south County and new Transit Fresh Look projects in west County
- Ensuring a high-quality active transportation network, with a special focus on the Utah Trail Network
- General consensus on road projects that scored lower in the screening process, especially those with environmental constraints near Goshen and out to Tooele County
- Focus on the Provo airport to bring additional economic benefits to the County
- Great attendance and collaboration with transportation partners (UTA/UDOT/WFRC)

In terms of next steps, MAG staff will continue to analyze, address, and implement these comments.

We ask that all MPO Board members, all local government elected officials including commissioners, mayors, council members, city managers and TAC members attend the very important regional workshops (listed below) so that your voice will be heard when it comes to needed transportation projects in your community.

| | Central Region | North Region | South Region | West Region |
|----------------|---------------------------|---|---|--|
| Date | Tuesday, Feb 17 | Wednesday, Feb 18 | Thursday, Feb 19 | Monday, Feb 23 |
| Location | Orem City Council Chamber | Lehi City Power | Spanish Fork City Library | Saratoga Springs Council Chamber |
| Time | 5-7 pm | 5-7 pm | 5-7 pm | 6-8 pm |
| Cities Invited | Orem, Provo, Vineyard | Alpine, American Fork, Cedar Hills, Draper, Highland, Lehi, Linton, Pleasant Grove, | Elk Ridge, Genola, Goshen, Mapleton, Payson, Salem, Santaquin, Spanish Fork, Springville, Spring Lake, Woodland Hills | Bluffdale, Cedar Fort, Eagle Mountain, Fairfield, Lehi, Saratoga Springs |

ATTACHMENT
[Presentation](#)

2055 RTP: Regional Workshops Update

MPO Board
February 12, 2026



2027-2055 Regional Transportation Plan (2055 RTP)

The MAG Metropolitan Planning Organization (MPO) is currently developing the **2055 RTP — a data-driven, multi-modal blueprint for Utah County's future.**

In collaboration with local leaders and state partners, this **fiscally responsible plan prioritizes roadway, transit, and active transportation projects** to meet the region's growing mobility needs.

The MAG MPO is hosting **regional workshops to bring together all of Utah County's** local government leaders and staff, as well as state leaders, and MPO members to receive feedback on an initial set of needed multimodal transportation projects. The workshops help ensure broad input, consensus-building, and that we address federal, state, and local growth, safety, and transportation demands.



January 2026 TAC Member Workshops

2026 RTP Stakeholder Engagement Workshop Review

- **Major Themes**
 - Broad interest in ensuring quality transit projects and coverage, first and last mile
 - Ensuring the right connections with the Utah Trail Network
 - General consensus on road projects that scored lower in the screening process



2026 RTP Stakeholder Engagement Workshop Review

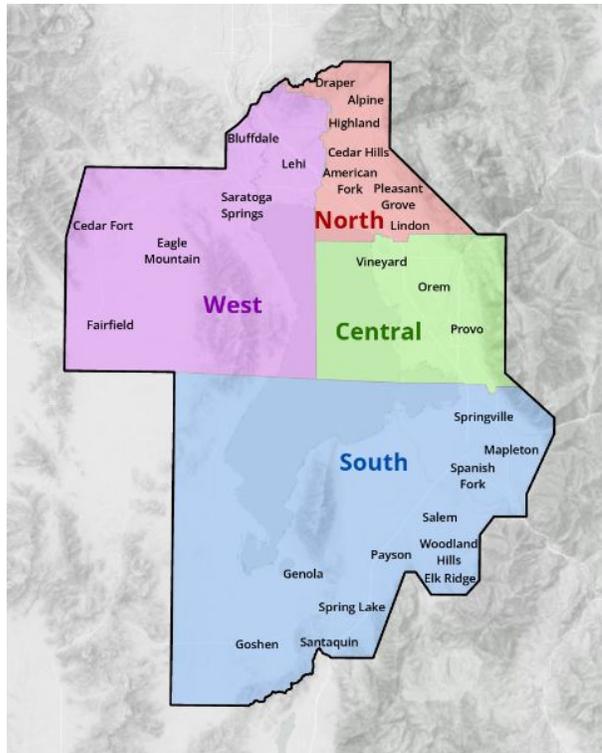
- **Major Themes (continued)**
 - Bringing Jobs and Economic Development to Utah County
 - Job/Population Imbalance
 - Better Land Use Coordination with Transportation





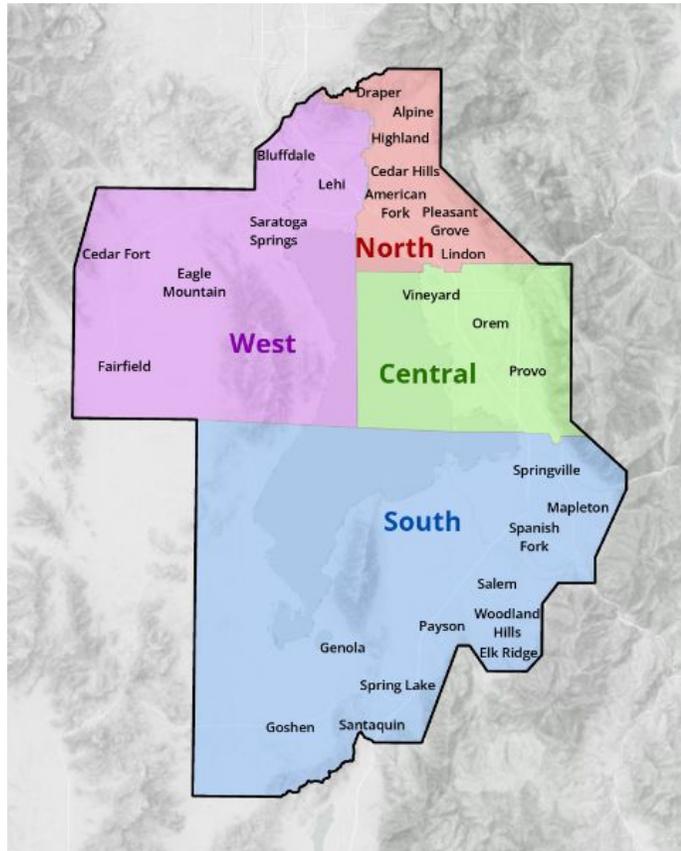
February 2026 Elected Officials Workshops

2026 RTP Elected Officials Workshop



| | Central | North | South | West |
|----------------|---------------------------|---|---|--|
| Date | Tuesday, Feb 17 | Wednesday, Feb 18 | Thursday, Feb 19 | Monday, Feb 23 |
| Location | Orem City Council Chamber | Lehi City Power | Spanish Fork City Library | Saratoga Springs Council Chamber |
| Time | 5-7 pm | 5-7 pm | 5-7 pm | 6-8 pm |
| Cities Invited | Orem, Provo, Vineyard | Alpine, American Fork, Cedar Hills, Draper, Highland, Lehi, Lindon, Pleasant Grove, | Elk Ridge, Genola, Goshen, Mapleton, Payson, Salem, Santaquin, Spanish Fork, Springville, Spring Lake, Woodland Hills | Bluffdale, Cedar Fort, Eagle Mountain, Fairfield, Lehi, Saratoga Springs |

2026 RTP Elected Officials Workshop



MPO Board Members...

- Workshops are YOUR opportunity to comment on projects and process as well as a call for additional projects
- All elected officials and TAC members invited
- Feedback received will refine initial list to be presented in April



Thank you!

magutah.gov/2055rtp

11 | Wasatch Choice Vision Overview

Dan Wayne, Community Planning Manager | 801-229-3824 | dan.wayne@magutah.gov

BACKGROUND

Developed in partnership with local governments from Brigham City to Santaquin City, the [Wasatch Choice Vision](#) (WCV) is a shared blueprint for future growth and development along the Wasatch Front. Together with a program of multimodal transportation infrastructure and services, this vision is designed to support a growing population and maintain quality of life over the next 30 years. The Utah County portion of the WCV (Exhibit 1) was recently updated and adopted by the MAG MPO Board on October 9, 2025.

WCV is a centers-based vision, featuring neighborhood, city, urban, and metropolitan centers. Centers are where people gather; where public spaces, commerce, and housing meet; and where multimodal transportation infrastructure and services offer convenient and affordable mobility options.

The number, location, and type of center is determined by local governments. In the 2025 WCV update, local governments added 44 new centers, for a total of 71 centers (see Exhibit 1 and 2). This increase is reflective of the region's steady population growth as well as a greater interest in centers-based development patterns.

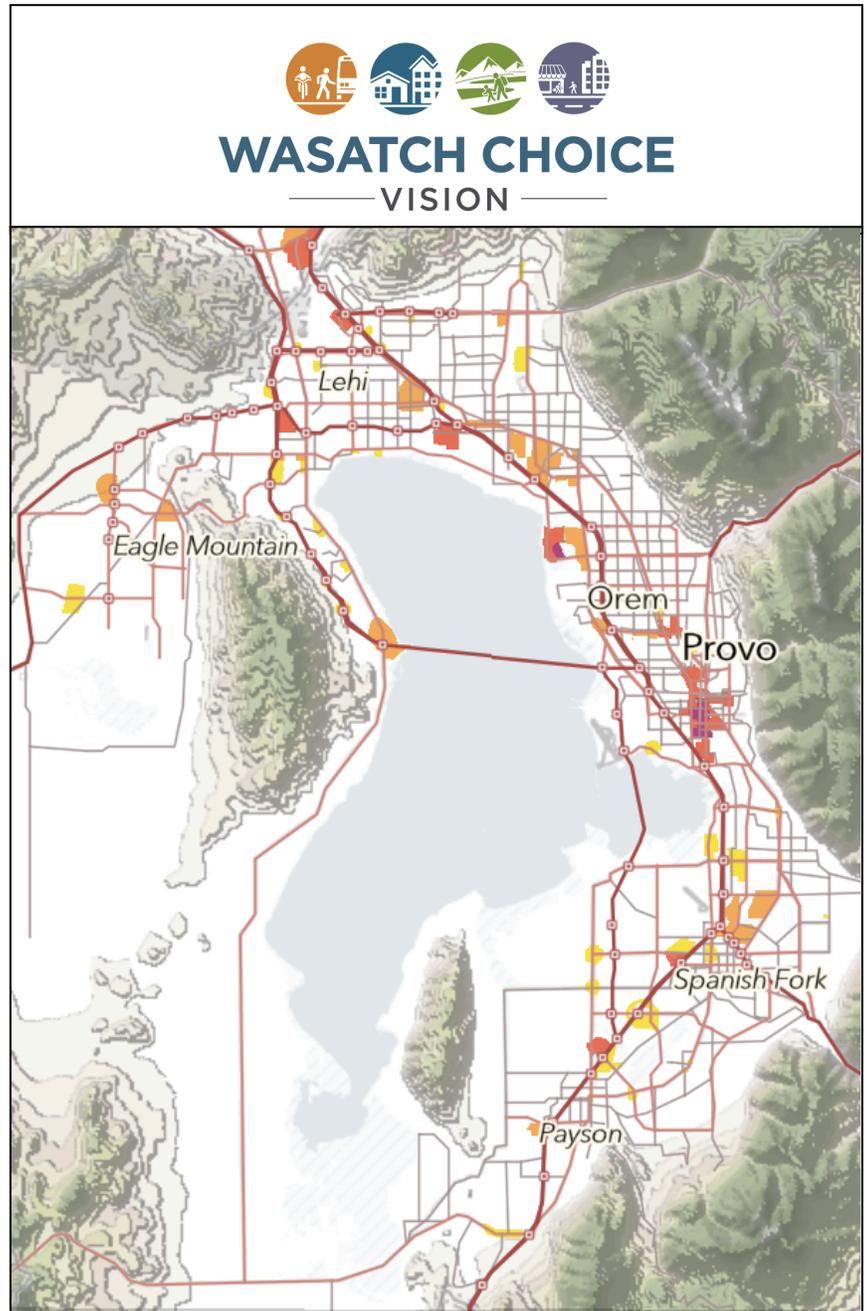


Exhibit 1: The Utah County portion of the Wasatch Choice Vision (adopted by the MAG MPO Board October 2025)

Exhibit 2: Wasatch Choice Vision centers in the Utah County region

| Center Type | Number of Centers in 2025 WCV Update | Count Increase | Area (acres) | Area Increase (acres) | % Increase (Acres) |
|--------------|--------------------------------------|----------------|---------------|-----------------------|--------------------|
| Metropolitan | 2 | 1 | 584 | 138 | 31% |
| Urban | 9 | 4 | 3,231 | -612 | -16% |
| City | 19 | 9 | 5,795 | 2,101 | 57% |
| Neighborhood | 41 | 30 | 4,986 | 3,920 | 368% |
| Total | 71 | 44 | 14,596 | 5,547 | 61% |

NEXT STEPS

Tools and Resources - To aid local governments in planning for their centers, MAG and the Wasatch Front Regional Council (WFRC) have collaborated to offer a variety of [tools and resources](#). Examples include, but are not limited to, renderings that help residents and decision makers visualize centers (Exhibit 3); [Form Based Code Tool](#); and the [Missing Middle Housing Toolkit](#).



Exhibit 3: Wasatch Choice Vision planning tools and resources include illustrative renderings of different types of centers.

Planning Technical Assistance Opportunities - Technical consultant services are also available to local governments through MAG's [Technical Assistance To Governments \(TAG\) Program](#). A call for projects is issued annually in the Fall, with applications due each December. Up to seven projects are awarded each cycle. Examples of past/current projects include: downtown plans for Lehi, Pleasant Grove, and Coalville; corridor plans for Springville and State Route 32; small area plans for Payson's Main Street and Nebo Beltway; a poly-centric city center plan for American Fork; and zoning and/or development code updates for Park City and Spanish Fork.

TAG applications for plans and studies within WCV centers, and that include tasks and deliverables that support real-world implementation, are highly successful. In Pleasant Grove City for instance, the TAG-funded Downtown Plan identifies a number of opportunity sites, and the project scope includes technical tasks needed by the landowner/developer to advance infill and redevelopment projects at these locations. In Lehi City, the Historic State Street Station Area Plan and Downtown Plan were carried out concurrently to help ensure that land development and transportation investments are well coordinated.

All local governments in the three-county MAG region are eligible to apply to the TAG Program. Local governments are highly encouraged to reach out to MAG to discuss their individual needs, challenges, and project ideas in advance of the application deadline.

Capital Funding Opportunities - In addition to planning technical assistance awards, MAG considers WCV centers when developing its capital transportation improvement programs. MAG is also in the process of integrating and aligning Economic Development Programs, including Community Development Block Grants (CDBG).

ATTACHMENT
[Presentation](#)

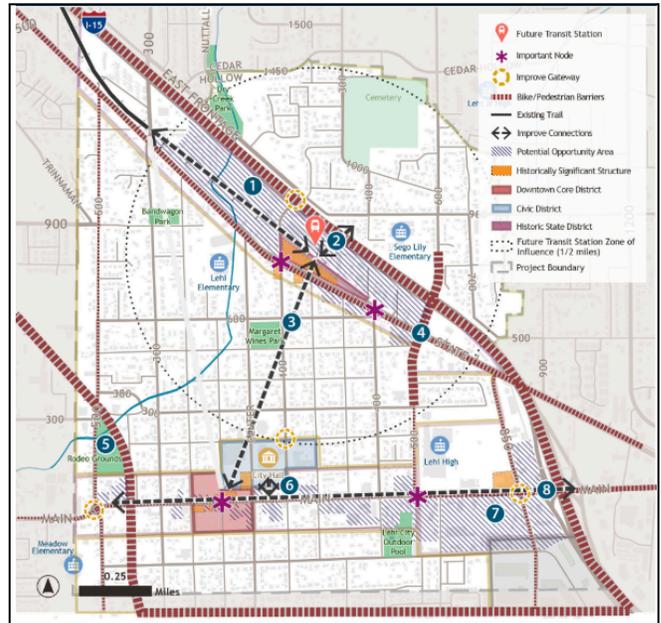


Exhibit 4: The Lehi Downtown Plan and Historic State Street Station Area Plan coordinated transportation and land use planning within a WCV center.

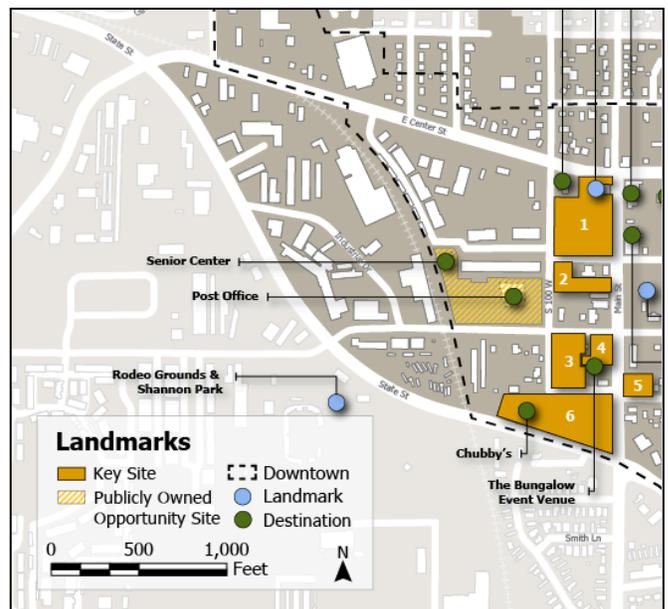


Exhibit 5: Infill and redevelopment opportunity sites being evaluated in Downtown Pleasant Grove



MAG

Wasatch Choice Vision Overview

MPO Board, Item #11, February 12, 2026



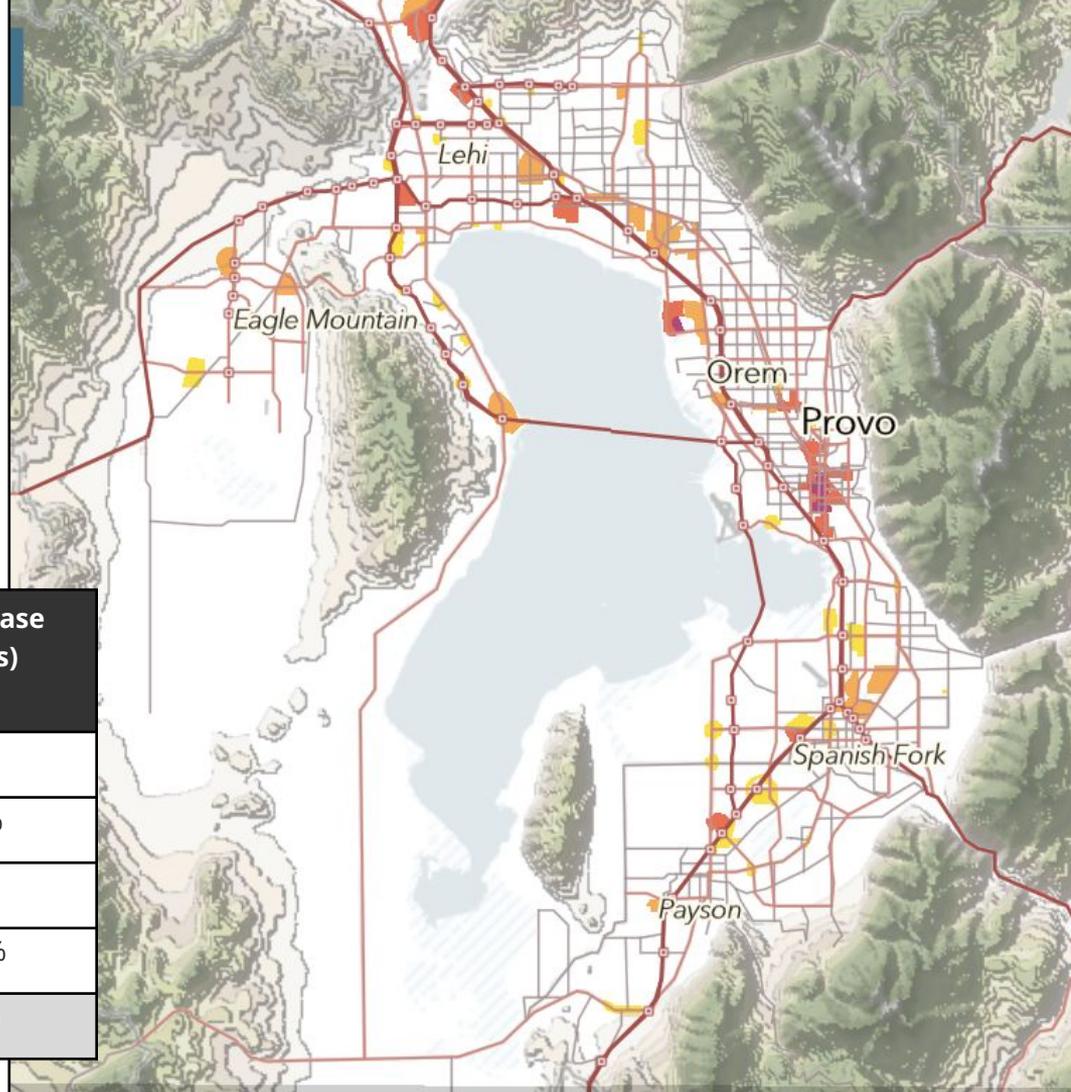
MAG



WASATCH CHOICE

VISION

Adopted October 9, 2025



| Center Type | Number of Centers in 2025 WCV Update | Count Increase | % Increase (Acres) |
|--------------|--------------------------------------|----------------|--------------------|
| Metropolitan | 2 | 1 | 31% |
| Urban | 9 | 4 | -16% |
| City | 19 | 9 | 57% |
| Neighborhood | 41 | 30 | 368% |
| Total | 71 | 44 | 61% |



WASATCH CHOICE VISION

Tools & Resources

Utah is growing... and we have a plan.
Our future quality of life depends on the choices we make today. Wasatch Choice Vision is our communities' shared vision for investments, development patterns, and economic opportunities. The Wasatch Choice Vision map and key strategies will enhance quality of life even as we grow.

[Click here to review recent land use map updates \(from May 2025\) in comparison to the previous 2023 map.](#)

Wasatch Choice Vision key strategies for a thriving region

- Transportation Choices**
Provide people with real choices in how they get around - by driving, transit, biking and walking - so people can easily reach their destinations.
- Housing Options**
Support housing types and locations that meet the needs of all residents.
- Parks & Public Spaces**
Ensure ample and convenient public spaces, and opportunities for gathering and recreating.

Impacts of the Vision

Utah Missing Middle Housing Toolkit

Welcome to the Utah Missing Middle Housing (MMH) Toolkit, where communities of all sizes across Utah can learn about, consider, plan for, and implement more housing options tailored to their city or town. This Toolkit is continually being updated with new and enhanced resources, so check back regularly for additional tools that can help your community!

Director Cox MMH Intro Message

Welcome to Utah's Missing Middle Housing Toolkit
Governor Spencer Cox introduces Utah's Missing Middle Housing Toolkit, designed to support Utah communities in addressing their housing needs.

What is Missing Middle Housing?
Learn about the background and history of Missing Middle Housing (MMH) and how the many product types associated with it serve our communities.

Missing Middle Housing & Home Ownership
Learn about the additional home ownership options that better products may accommodate for residents within your community.

Missing Middle Housing in My Utah Community
Learn the steps to engage, understand, and implement missing middle housing and how it can benefit your community's citizens.

Missing Middle Housing Resources & Downloads
Download and access documentation, tools, resources, and additional information about Missing Middle Housing.

Contact the Utah Missing Middle Housing Toolkit Team
Connect with the Utah MMH Toolkit Team to learn more about MMH, engage in activities, and provide feedback to improve the toolkit.

Tools & Resources

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.

The Wasatch Choice Vision builds on community values through an extensive public input process from our partners and community leaders to establish a blueprint for growth.

The following resources have been created by the partners of the Wasatch Choice Vision to help us all as we implement our shared vision. Resources include a variety of tools, maps, technical assistance, and data.

Featured Maps and Data

The Wasatch Choice Vision Partners developed a large number of maps and data resources to help communities understand current and future conditions to inform implementation of the Wasatch Choice Vision.

The following highlight what is available and represent new features.

Additional maps and data resources are available on WERC's Maps & Data webpage, the Utah League of Cities and Towns (ULC&T) Resource webpage, as well as at MAG's Mapping Center.

If you need assistance using any of these tools, or have any questions or suggestions, please contact Ben Gording.

- Access to Opportunities**
View many included destinations can you get to from each spot in your community? Or how many patterns of potential employers can reach each site in your community? This helps inform economic development site selection and locations for moderately priced housing.
- General Future Land Use**
Determines the designated land uses in the general plans within the WLC's 400+ planning jurisdiction. While this map layer is not a substitute for the detailed local plans available directly from cities, it presents consistent land use types, ex. single family residential, mixed use and park/recreative lands, etc.

Open Spaces

[Wasatch Parkways](#)

To promote shared objectives such as access to opportunities, land transportation choices and infrastructure utilities or network, and Quality measures.





WASATCH CHOICE VISION

Technical Assistance

Search MAG About MAG Contact Us Careers Bids/RFP Bill Tracker Hey, Daniel ☰

 **MAG**
Expert Resources. Enriching Lives.

About Us ▾ Informed Aging ▾ Community Development ▾ Home Programs ▾ Planning ▾

TAG - Technical Assistance to Governments Program

Technical assistance is available 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 plans: [Wasatch Choice Vision](#) and [Transportation](#).

Available Funding

- Up to \$1,000,000 will be made available annually depending on number and quality of applications received.
- Assistance is provided in the form of consultant services procured by MAG on behalf of the local government.

Local Match Requirement

- 6.77%

TAG Cycle IV Call for Projects is now open! See links below for complete details and instructions...

Sample Project Types

- Small-area plans
- Corridor plans
- Multimodal plans
- Zoning ordinance/policy updates
- Conceptual design for specific projects
- See [current/past projects links](#) below and TAG Program Guidelines for more examples

Planning for Growth

What We Do

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

TAG Program Contact

 Dan Wayne
Community Planning Manager
801-229-3824
dan.wayne@magutah.gov



Technical Assistance to Governments (TAG) Program



Cycle IV Program Guidelines (FY 2025/26)

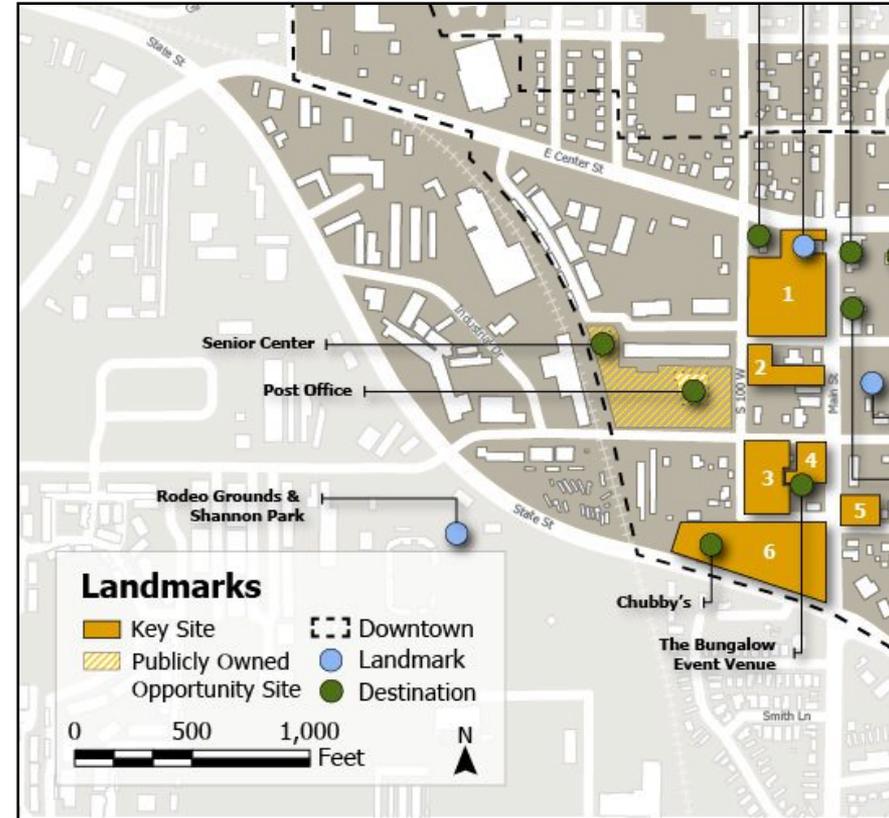
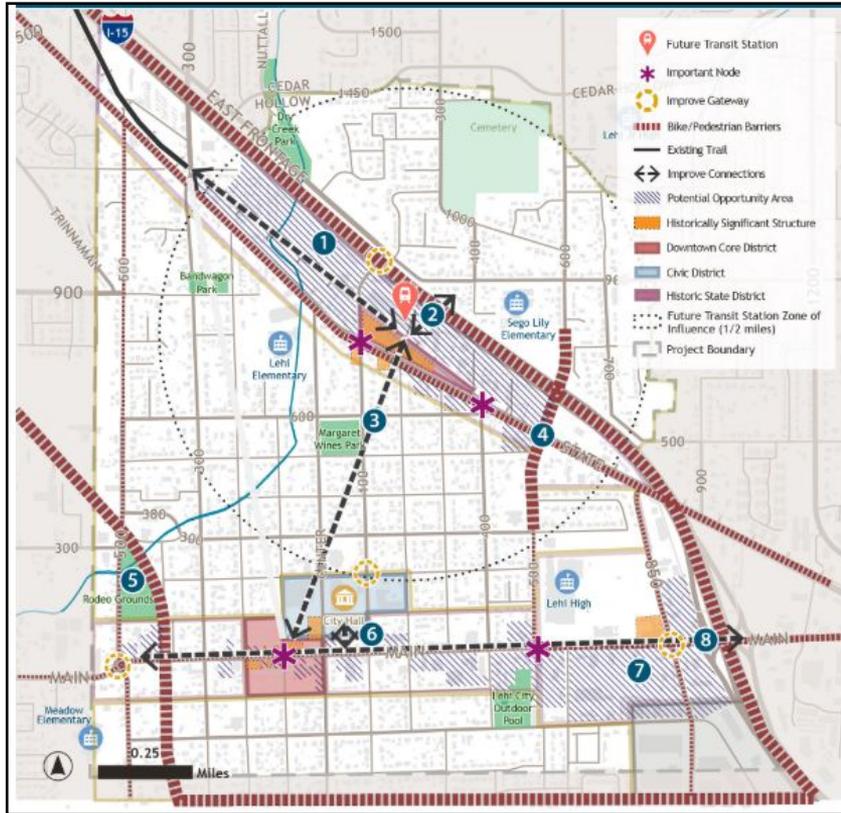
Pre-Application Letters of Intent Deadline: September 25, 2025

Final Application Deadline: December 11, 2025

MAG's TAG Program is supported by generous funding contributions from the Utah Department of Transportation and Utah Transit Authority



Project Examples



WCV Planning & Implementation Support



DAN WAYNE

Community Planning &
Economic Development Manager

dan.wayne@magutah.gov

530-953-6828





12 | Regional Buildout Scenario Update

Kevin Feldt, AICP, Transportation Planning Manager | 801-229-3841 | kfeldt@magutah.gov

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

BACKGROUND

The MAG MPO Metropolitan Planning Area population and employment continues to grow at a very fast pace. To plan for the anticipated population and employment growth, MAG MPO staff have been asked to anticipate transportation needs beyond the Regional Transportation Plan (RTP) 2055 horizon. In addition, a request from Utah House of Representatives District 53 Representative Kay Christofferson has been received asking MAG MPO staff to investigate a possible buildout scenario for Utah County.

STAFF RECOMMENDATION

Staff recommends the MAG MPO Board provide MAG staff with comments and suggestions regarding the staff work to date regarding a buildout scenario for Utah County.

SUGGESTED MOTION

No motion required. This is an information item.

ATTACHMENT

[Presentation](#)

Regional Buildout Scenario Update

MAG MPO Board Meeting

February 12, 2026

Why Are We Doing a Regional Buildout Scenario?

- Responsive to Legislators and Elected Officials in High Growth Areas
- Desire to Know Long Range Conditions
- Preserve Future Corridors Now
- Good Stewards of Public Funds

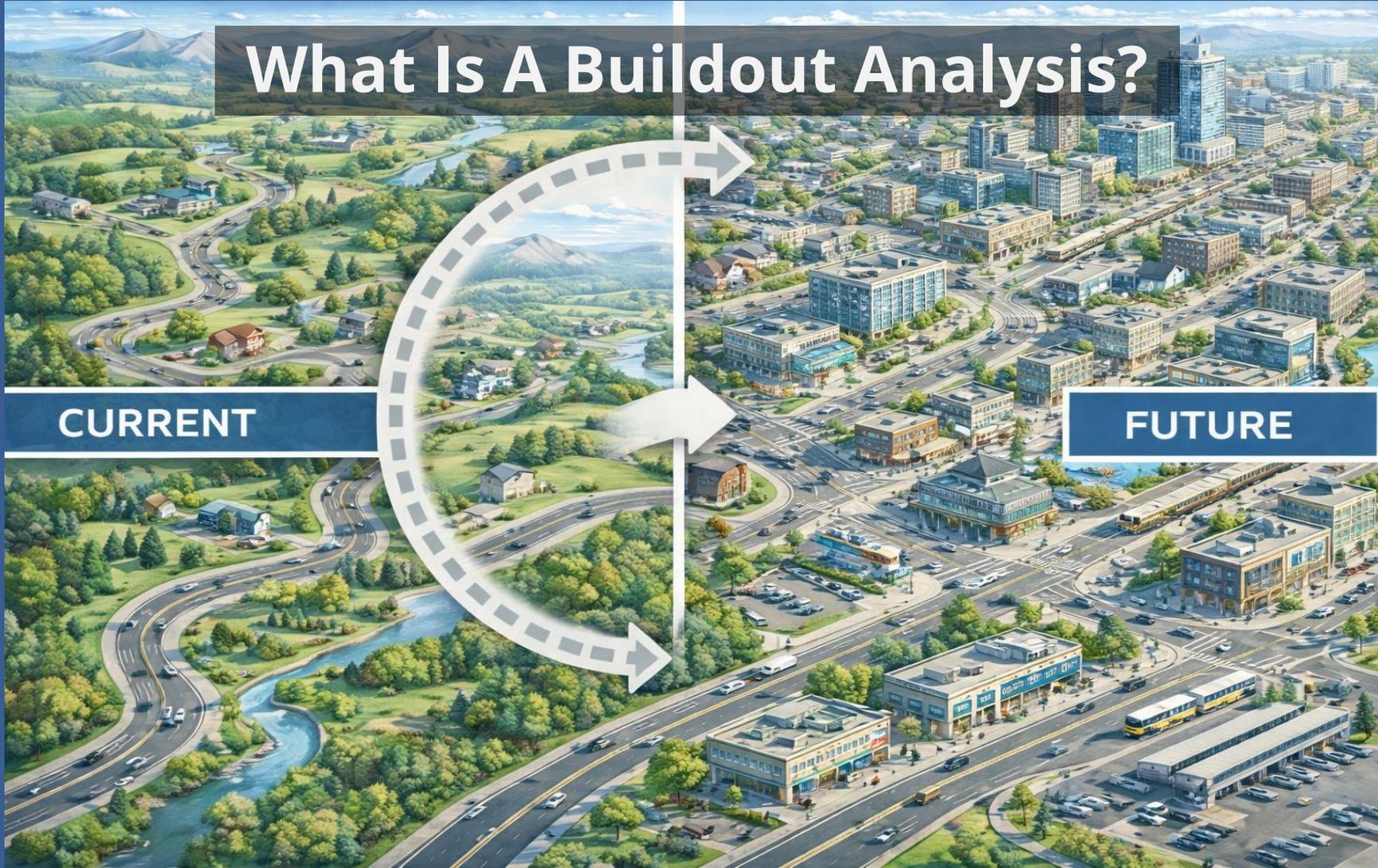


Source: MAG

What Is A Buildout Analysis?

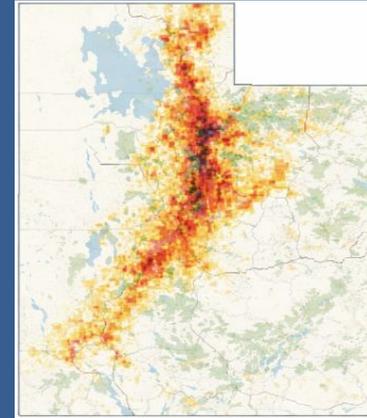
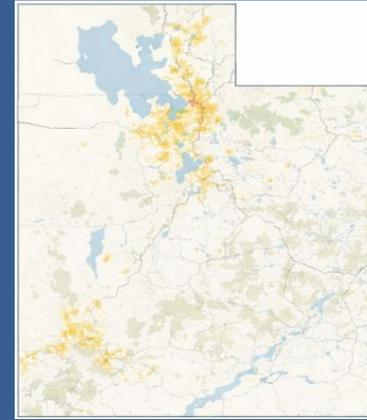
CURRENT

FUTURE



What is Buildout?

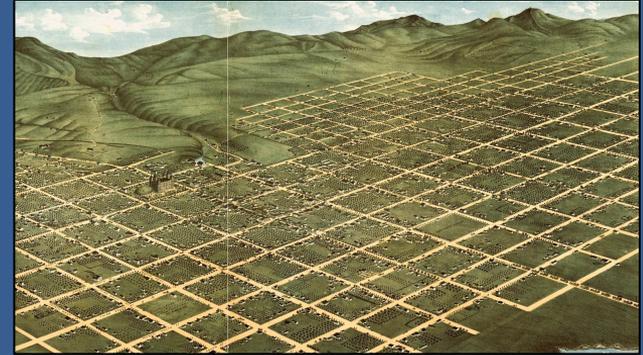
- **NOT** Part of 2055 RTP Process
 - Separate and Distinct Analysis
- Explores Use of Developable Land to Maximum Potential
 - Estimates Maximum Development Capacity
- Uses Current Zoning and Land Use Data
- Provides possible Future Scenario to Analyze Potential Infrastructure Needs



Source: MAG

Buildout Scenario Purpose

- Inform Current Decisions for Optimum Future Benefit
- Understand Potential Future Conditions
 - Population
 - Employment
 - Mobility Needs
- Corridor Preservation Opportunities
- MAG MPO Planning Area Coordination and Collaboration



Source: MAG

Progress to Date

- Conducted Literature Review
- Determined Methodology
- Developing Draft Trends Analysis
- Land Use Input Preparation
 - Local General Plans Incorporated
 - Population and Employment Estimates
 - Data Collection



Source: MAG

Literature Review

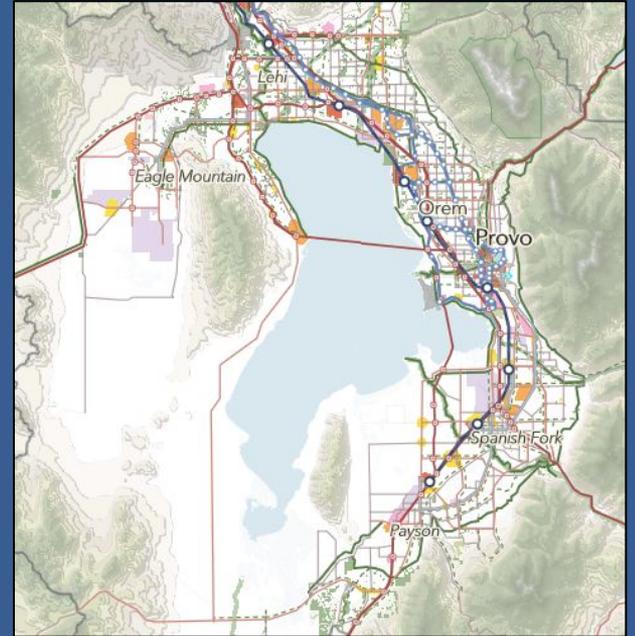
- Used Widely Across United States
- Examined Six Examples
 - Connecticut
 - Maine
 - Massachusetts
 - New Jersey
 - North Carolina
 - Virginia



Source: MAG

Methodology

- Use 2050 RTP as Phase 1
- Develop Buildout Transportation Network
- Incorporate Local Government General Plans
- Incorporate Wasatch Choice Vision
- Perform Trends Analysis
 - Population Estimates
 - Employment Estimates



Source: Wasatch Choice Vision

Buildout Overview

Buildout and the RTP

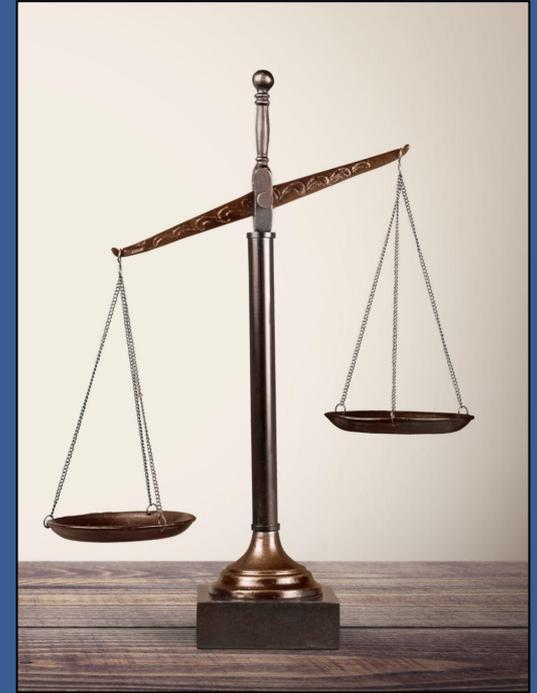
- It will not replace our fully vetted and adopted 2055 forecast
- It is intended to provide and additional perspective as projects are being tested and selected during the plan's development process



Source: MAG

Many Factors to Consider

- Established areas vs new areas
- How jobs and housing are balanced
- How the adjacent valleys are addressed



Modeling Methodology

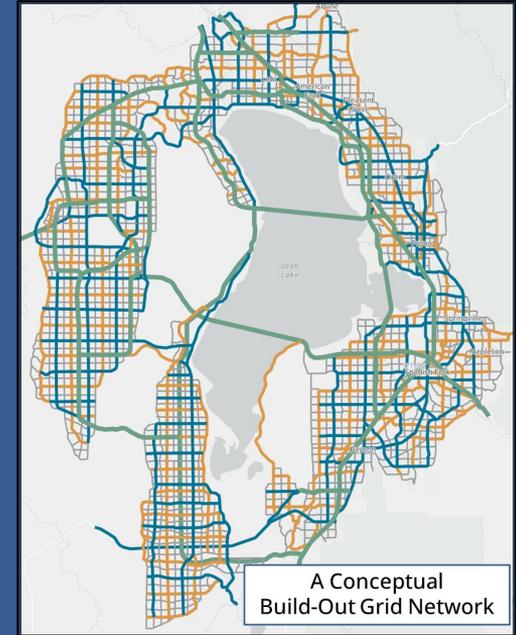
- Start with local land use plans and Wasatch Choice Vision centers.
- Apply additional densification assumptions in established areas.
- Apply assumptions to remaining buildable areas of the county.
- Run the Real Estate Market Model to allocate housing and employment growth until the model output indicates the land availability is depleted.
- Test ideal transportation network in the Travel Demand Model.



Note: This methodology is being reviewed by a committee comprising of transportation partners, some cities, and consultants.

Roadway Assumptions

- Start with
 - Current Phase 3 RTP Needs Projects
 - Tier 1 and Tier 2 projects from the Statewide MPOs Regional Roadway Grid Study
- Continue with the Institute Of Transportation Engineers (ITE) recommended urban facility spacing
 - Freeway every 5 miles
 - Principal Arterial every 2 miles
 - Minor Arterial every mile
 - Collector every ½ mile



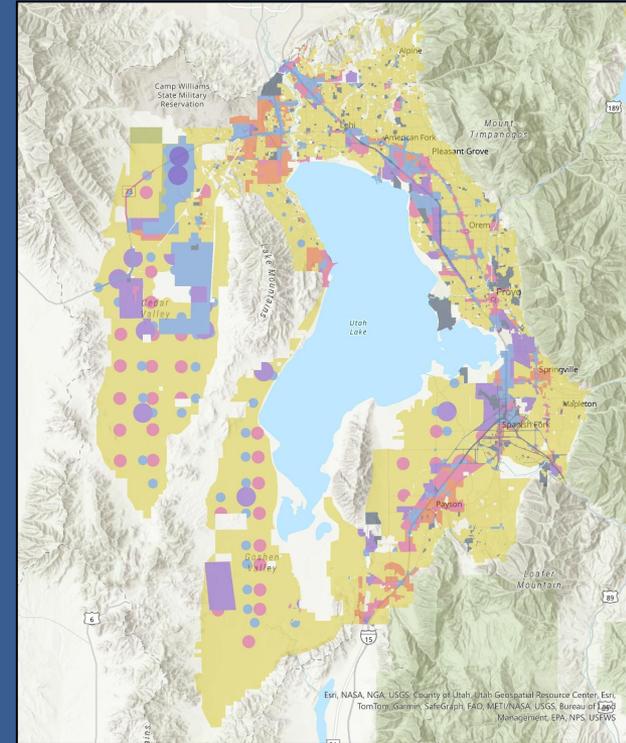
Source: MAG

Land Use Assumptions

Buffer Intersections on the Transportation Network

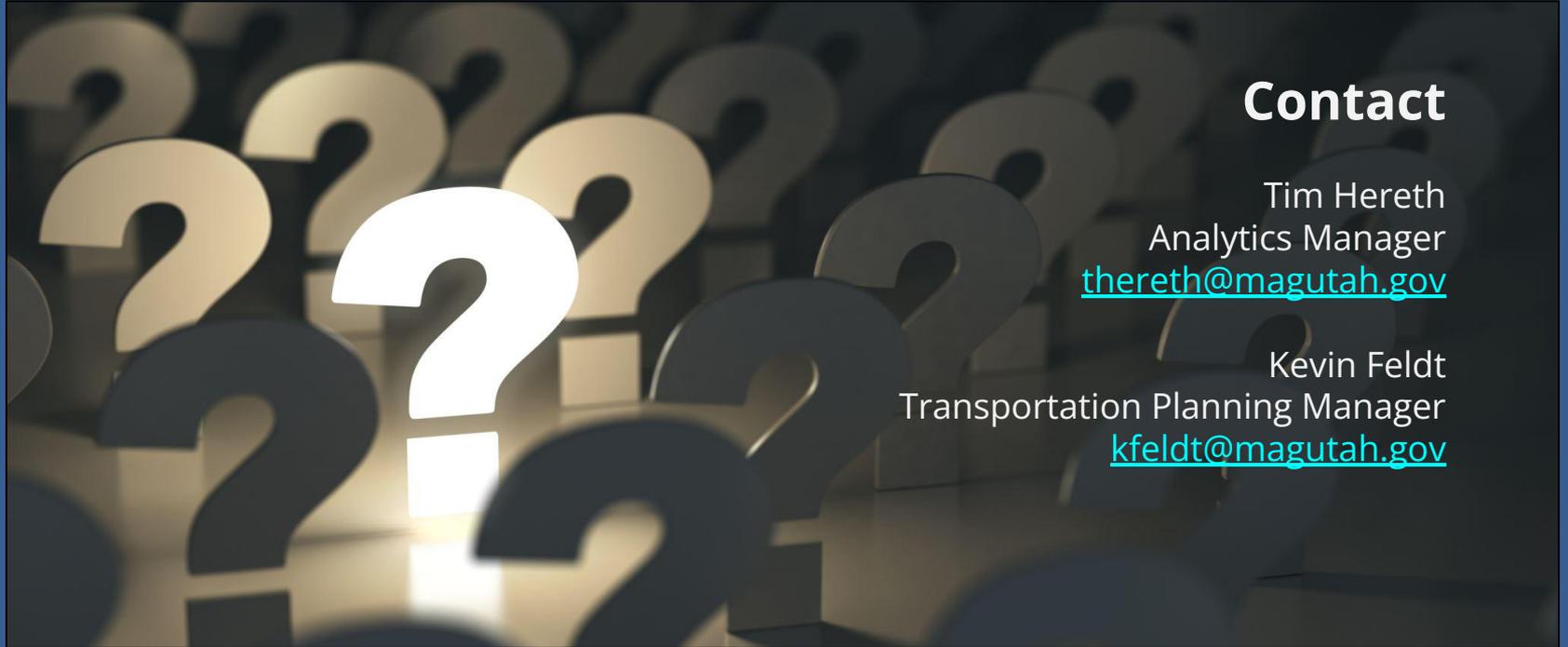
- Freeway/Freeway
 - Half mile radius
 - Mixture of industrial, commercial, and some high density residential
- Arterial/Arterial
 - Quarter mile radius
 - Mixture of commercial
 - Medium density residential
- Arterial/Collector
 - Quarter mile radius
 - Medium density residential
 - Some commercial

Note: All other land is assumed low density residential



Source: MAG

Questions?



Contact

Tim Hereth
Analytics Manager
thereth@magutah.gov

Kevin Feldt
Transportation Planning Manager
kfeldt@magutah.gov

13 | New Committee Proposal

Kevin Feldt, AICP, Transportation Planning Manager | 801-229-3841 | kfeldt@magutah.gov

BACKGROUND

The MAG MPO Metropolitan Planning Area population and employment continues to grow at a very fast pace. To plan for the anticipated population and employment growth, MAG MPO staff have been asked to anticipate transportation needs beyond the Regional Transportation Plan (RTP) 2055 horizon. To lead, guide and assist the process, MAG staff is proposing the creation of a new MAG MPO committee focused on regional growth topics and initiatives. The proposed new committee's standing, goal, need and purpose are outlined as follows:

STANDING

The Committee will be formed by the MAG MPO Board and will report directly to the MPO Board.

GOAL

To provide oversight and leadership regarding regional population and employment growth from a transportation and land use connectivity perspective.

NEED

The need to create the committee includes several factors:

- Expected regional population and employment in year 2055
- Desire to plan for regional buildout
- Desire to preserve right-of-way for planned and anticipated conditions
- Implement RTP
- Implement Grid Network
- Implement Wasatch Choice Vision
- Changing travel behavior
- Changing mobility technology

PURPOSE

The New Committee will serve as a policy advisory entity to the MAG MPO Board regarding matters relating to regional growth, including

- Regional vision
- Data management
- Regional build-out planning
- Right-of-Way preservation
- Population and employment estimates
- Long-range planning
- Regional coordination and collaboration
- Growth-related topics

- Associated topics as determined by the MAG MPO Board

The New Committee will receive information and recommendations from MAG staff and in turn determine the appropriate recommendation to the MAG MPO Board. The Committee will lead, monitor, analyze, report and recommend regional growth actions to the MAG MPO Board.

STAFF RECOMMENDATION

Staff recommends the MAG MPO Board provide MAG staff with comments and suggestions regarding the proposed new MAG MPO committee prior to Thursday, February 26, 2026. Staff will provide additional information based on Board input at the March 12, 2026 MAG MPO Board meeting and will seek action at the April 9, 2026 MAG MPO Board meeting to form a new MAG MPO Board committee focused on growth-related regional transportation and land use topics.

SUGGESTED MOTION

No motion required. This is an information item.

ATTACHMENTS

[Presentation](#)

[New Committee Prospectus](#)

New Committee Proposal

MAG MPO Board Meeting

February 12, 2026

Why

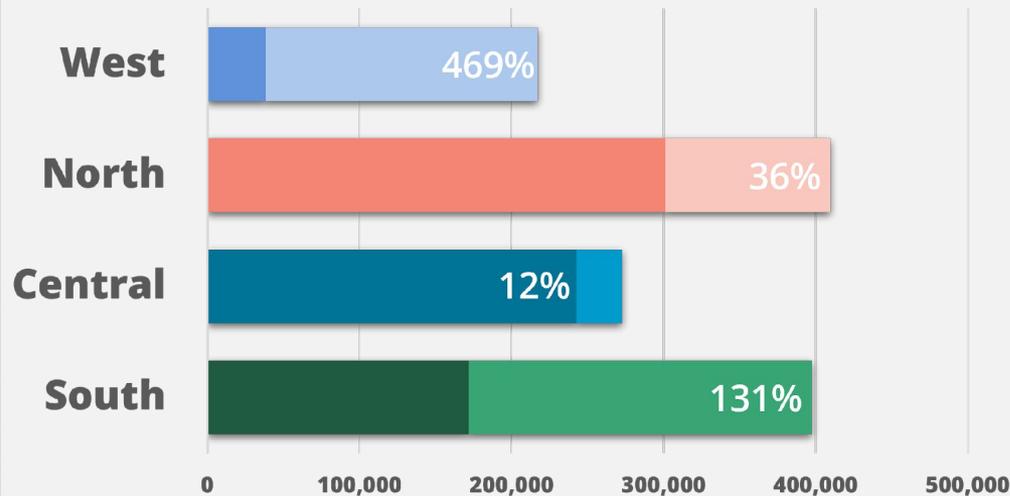
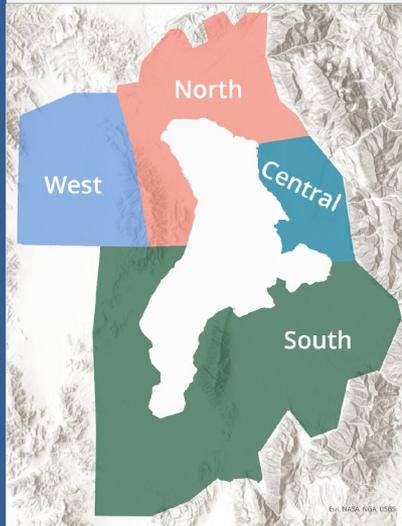
Why New Committee?

- MAG MPO Organizational Assessment Recommendation
- Provide Regional Growth Discussion Forum
- Monitor Growth in a Rapidly Growing Region
- Support Transportation and Land Use Connection
 - Land Use is Local Purview
 - Population and Employment Estimates (surrogate for land use) are MPO Purview

Need

MAG MPO Growth

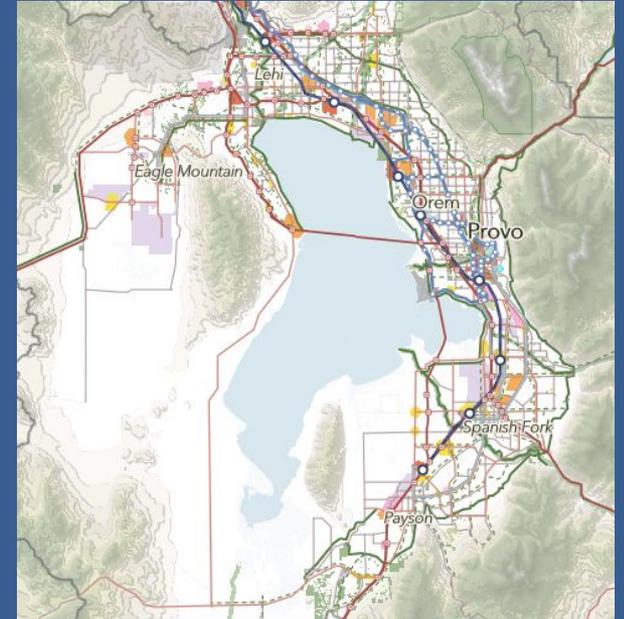
Population Growth Today to 2055



Purpose

Committee Purview

- Growth-related Issues and Opportunities
- Wasatch Choice Vision Implementation
- Long-range Planning Implementation
 - Regional Buildout
 - Regional Grid Network
- Data Management
- Regional Coordination and Collaboration
- Report and Recommend
 - Report Findings to MAG MPO Board
 - Recommend Action to MAG MPO Board



Source: Wasatch Choice Vision

Purpose

NOT Committee Role

- The Committee's Role Will **NOT** Include
 - Non Growth-Related Topics
 - Housing Affordability
 - Housing Supply
 - Public Safety
 - Land Use Regulation
 - Air Quality Topics
 - Water Topics



Source: MAG

Members

- Many Options
 - Voting and Non-voting;
 - Elected Officials; and/or
 - Local Government Technical Staff; and/or
 - Industry Professionals
- Confirmed by MAG MPO Board
- Chair and Vice-chair Selected by Committee
- MAG Staff Serve as Committee Staff



Source: MAG

Schedule

Bylaws

- Schedule

- Regularly Scheduled Meetings
 - Monthly (suggest initially)
 - Bi-monthly
 - Quarterly



- Bylaws

- New Article IV Identifying New Committee Bylaws



Next Steps

- No Motion Requested
- Comments by February 23
- MAG MPO Board Update March 12
- TAC Update and Action – April 6
- MAG MPO Board Action – April 9



Source: MAG

Questions?



Contact

LaNiece Davenport
MPO Director
laniece@magutah.gov

Kevin Feldt
Transportation Planning Manager
kfeldt@magutah.gov

New Committee and Organization Chart

Standing

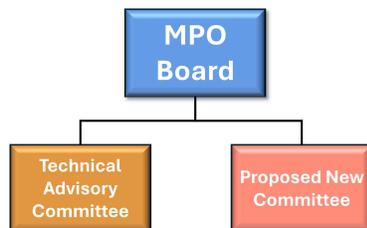
The Committee will be formed by the MAG MPO Board and will report directly to the MPO Board.

Goal

To provide oversight and leadership regarding regional population and employment growth from a transportation and land use connectivity perspective.

Organization Chart

The New Committee will report directly to the MAG MPO Board, similar to the existing Technical Advisory Committee (TAC). The New Committee will have the same relationship to the MAG MPO Board as the TAC and will not be subordinate to the TAC. The MAG MPO committee structure is depicted in the graphic below.



Need

The need to create the committee includes several factors:

- Expected regional population and employment in year 2055;
- Desire to plan for regional buildout;
- Desire to preserve right-of-way for planned and anticipated conditions;
- Implement RTP;
- Implement Grid Network;
- Implement Wasatch Choice Vision;
- Changing travel behavior; and,
- Changing mobility technology.

Purpose

The New Committee will serve as a policy advisory entity to the MAG MPO Board regarding matters relating to regional growth, including

- Regional vision;
- Data management;
- Regional build-out planning;
- Right-of-Way preservation;
- Land use;
- Long-range planning;

- Regional coordination and collaboration;
- Growth-related topics; and,
- Associated topics as determined by the MAG MPO Board.

The New Committee will receive information and recommendations from MAG staff and in turn determine the appropriate recommendation to the MAG MPO Board. The Committee will lead, monitor, analyze, report and recommend regional growth actions to the MAG MPO Board.

Name

Potential committee names include:

- Regional Growth Committee
- Regional Growth Advisory Committee
- Growth Advisory Committee
- MPO Advisory Committee
- Regional Advancement Advisory Committee
- Sustainable Growth Committee
- Sustainable Growth Advisory Committee
- Sustainable Futures Committee

Members

Committee membership options include:

1. All MAG MPO Board members (Committee of the Whole);
2. Elected officials (appointed officials serve as ex-officio members);
3. Fifty percent of MPO Board members (from high growth cities);
4. Eleven MAG MPO Board members with corresponding TAC members as ex-officio members;
5. Eleven MAG MPO Board members with corresponding TAC members and partner staff as ex-officio members;
6. Fifteen members (consisting of non-MPO Board members) selected and confirmed by the MAG MPO Board

Committee members (other than options 1 and 2 above) would be selected by a MAG MPO Board Nominating Committee and confirmed by the full MAG MPO Board. Potential committee members could include:

- MAG MPO Board Members
- MAG MPO TAC Members
- ULCT
- UAC
- Gardner Policy Institute
- GOPB
- Industry Professionals
- University Staff

The Committee Chairperson would be selected by Committee members. MAG staff will serve as staff to the Committee with Kevin Feldt as the primary MAG contact.

Schedule

Regularly scheduled meetings would be scheduled at the committee's pleasure. Meeting schedule possibilities include monthly (suggested initially), bi-monthly and quarterly.