

MPO TAC Meeting

March 2, 2026 | 1:30 pm - 3:00 pm



AGENDA

A meeting of the MPO TAC will be held on **Monday, March 2, 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/82903164389>. [Driving and parking directions](#)

1. **Welcome and Introductions**

Chair, Jered Johnson, 5 minutes

2. **Public Comment**

Chair, Jered Johnson, 5 minutes

3. **Action: Minutes of the MPO TAC meeting held [February 2, 2026](#) and [February 23, 2026](#).**

Chair, Jered Johnson, 5 minutes

4. **Action: [TIP Project Ideas and Study Approval](#)**

Bob Allen, Transportation Planning Manager, 10 minutes

5. **Action: [2055 RTP: Goals and Objectives Adoption](#)**

Kendall Willardson, Transportation Planner II, 10 minutes

6. **[2055 RTP: Project Screening Workshops Update](#)**

Kendall Willardson, Transportation Planner II, 10 minutes

7. **[MPO Regional Growth Committee Update](#)**

Kevin Feldt, Transportation Planning Manager, 15 minutes

8. **[Corridor Preservation Process Update](#)**

Cody Christensen, Transportation Planner II, 10 minutes

The MPO TAC 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 <https://magutah.gov/mpotac/> after committee approval.

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9. [Legislative Update](#)

Johnathon Knapton, Director of Public & Gov. Relations, 15 minutes

10. **Other Business and Adjournment**

Next meeting: April 13, 2026

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Member Attendees	Present	MAG Staff	Present
Jason Judd, Alpine	✓	Bob Allen, Transportation Program Manager	✓
Ben Hunter, American Fork - Vice Chair	✓	Kevin Feldt, Transportation Planning Manager	✓
Mayor Wyatt Cook, Cedar Fort		Kimberly Brenneman, Executive Assistant	✓
Chandler Goodwin, Cedar Hills		Andrew Wooley, IT Manager	✓
Todd Taylor, Draper	✓	Dan Wayne, Community Planning Manager	✓
David Salazar, Eagle Mountain	✓	Matthew Silski, GIS Analyst	✓
Melanie Paxton, Elk Ridge	✓	Kendall Willardson, Transportation Planner	✓
Mayor Hollie McKinney, Fairfield		Tim Hereth, Analytics Manager	✓
Mayor Neil Brown, Genola		Minoo Abrishami, Transportation Planner I	✓
Mayor Steven Staheli, Goshen			
Chris Trusty, Highland	✓		
Brad Kenison, Lehi	✓		
Noah Gordon, Lindon	✓		
Rob Hunter, Mapleton			
John Dorny, Orem	✓		
Jill Spencer, Payson			
Britton Tventen, Pleasant Grove	✓		
Vern Keeslar, Provo	✓		
Matt Marziale, Salem	✓		
Jason Bond, Santaquin	✓		
Jeremy Lapin, Saratoga Springs	✓		
Jered Johnson, Spanish Fork - Chair			
Brad Stapley, Springville			
Rob Clayton, UDOT - Region 3	✓		
Alex Beim, UTA			
Ezra Nair, Utah County	✓		
Richard Nielson, Utah County	✓		
Eric Ellis, Vineyard			
Ted Mickelsen, Woodland Hills			
COL Jason T. Wilde, Camp Williams*			
Bruce Katchner, Bluffdale*			
Kelly Lund, FHWA*			
Peter Hadley, FTA*			
Elizabeth Slade, Utah Air Quality Board*	✓		
Alternates/ Others in Attendance			
Kevin Croshaw, Avenue Consultants		Dede Murray, UTA	
Austin Roy, Saratoga Springs		Sarah Rasmussen Bateman, UVU	
Jeff Anderson, Springville		Jeff Lewis, UDOT	
Kevin Anderson, Cedar Hills		Dillon Murbrook, Spanish Fork	
Mike West, Lehi		Dave Anderson, Spanish Fork	
Naseem Ghandour, Vineyard		Nick Wilcox, UTA	
Patrick O'Brien, American Fork		Alma Haskell, UTA	
Michael Florance, Lindon		Codi (virtual with no last name provided)	
Patrick James, Vineyard		Gary (virtual with no last name provided)	
Derek Bruton, CUWCD		Michelle (virtual with no last name provided)	
Carlie Torres, UTA		Shawn (virtual with no last name provided)	

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:23)

Vice Chair Ben Hunter opened the meeting at 1:30 pm.

Public Comment (00:05:24)

Vice Chair Ben Hunter opened the meeting to the public. There were no public comments.

Corridor Preservation Process (00:05:45)

Cody Christensen explained that the corridor preservation program exists to secure future roadway corridors early, in line with Utah state code, so that land is available for construction, costs are reduced, and property-owner hardship is minimized. He outlined the current MAG process: cities submit an application to MAG; MAG prepares it for TAC and MPO Board approval; once approved, the applicant either purchases the property and is reimbursed or has funds sent directly to a title company. MAG then requests money from Utah County, which holds and tracks the corridor preservation fund, and all revenues from vehicle registration fees, rents, reimbursements, and partial property sales flow back into that county fund. Cody Christensen showed that roughly \$56M has come into the program over the last 10 years, with about \$52.6M obligated with a current balance of around \$4.1M, and committed to bringing updated balance information to every TAC and Board meeting. He reviewed key policy requirements (must have a willing seller, applicant must first try to preserve the corridor by other means such as planning and zoning, must consider cost-effectiveness and long- and short-term maintenance, and rental rules where cities can keep up to 5% of the original purchase price for maintenance, with excess rent returned to the fund). Cody Christensen also described plans to audit all acquired properties—contacting each jurisdiction to confirm what is owned, whether there are rentals, how properties are being used, and whether any excess land could be sold to return money to the fund. Finally, he summarized working-group discussions about possible changes: prioritizing certain corridors from the RTP map, exploring ways to speed up “turnover” (e.g., strip takes, earlier design to define needed right-of-way and sell excess), considering whether to give more points to projects with design work or in earlier RTP phases, not requiring TIP projects to pay the fund back, potentially increasing the \$10 vehicle registration fee in a future legislative session to bolster revenues, and possibly using a scoring/threshold system to prioritize applications while still keeping the process flexible and open year-round rather than using rigid application windows.

Minutes - Action (00:42:31)

Brad Kennison moved to approve the minutes from January 5, 2026.

Jeremy Lapin seconded the motion, and the motion passed all in favor.

2055 RTP: TAC Workshop Review (00:43:10)

Kendall Willardson reported back on the recent 2055 RTP TAC workshops, noting they were held just the prior week and generated about 200 map comments, plus many additional table discussions. Major themes included strong interest in high-quality transit, especially first/last-mile and broader coverage, and ensuring good connections to the emerging Utah Trail Network, not just the main spine but local tie-ins. TAC participants

generally agreed with the initial project screening results, particularly where lower-scoring roadway projects were flagged, and tied that to earlier trends work showing a jobs–housing imbalance and the need to think about economic development tools (e.g., Provo Airport investment and other strategies) alongside transportation. Kendall Willardson emphasized the importance of better land use–transportation coordination, including explicitly integrating Wasatch Choice Vision centers to reflect and support local land use work already underway. Looking ahead, MAG will analyze and implement the workshop feedback over the coming week, make some targeted map updates (not wholesale changes, to keep continuity), and then move into a new round of elected-officials workshops later in the month. For that round, MAG recommends that each jurisdiction have a TAC member or alternate present to provide local technical context, help “gut check” projects, and ensure elected officials’ feedback is grounded in the same RTP framework used in the technical workshops.

Wasatch Choice Vision (00:53:33)

Dan Wayne presented the Wasatch Choice Vision stating it is the region’s shared, long-range land use and transportation framework built around a network of centers—downtowns, station areas, mixed-use nodes, and key corridors—where growth, jobs, housing, and mobility investments are focused to maximize access and quality of life. The vision was created collaboratively with local governments, UDOT, UTA, and MAG, and is intended to guide everything from regional transportation planning (like the RTP) to local general plans and station-area plans. It lays out how coordinated land use and transportation—compact, walkable centers connected by high-quality transit, roads, and trails—can help manage growth, support economic development, and improve housing and travel options. MAG is now in the implementation phase, using tools like station-area and small-area plans, technical assistance to cities, and funding programs (e.g., TIP criteria that reward projects serving centers) to turn the Wasatch Choice Vision from maps and concepts into on-the-ground projects and policies across Utah County and the broader region.

Regional Buildout Scenario Update (01:05:14)

Kevin Feldt explained that the Regional Buildout Scenario is a long-range analysis intended to look beyond the 2055 RTP and estimate what conditions might be like when all developable land in Utah County is essentially built out, without tying it to a specific year. The purpose is to give elected officials and cities a clearer picture of ultimate population, employment, and mobility needs so they can identify future corridors now and right-size/future-proof facilities and right-of-way (for example, knowing if a corridor that’s 5 lanes in 2055 may ultimately need more). The work uses existing local general plans, current zoning and allowable densities, and the Wasatch Choice Vision as inputs, then overlays them on the transportation network and performs a trends analysis to estimate long-term development capacity while excluding undevelopable areas (mountains, lake, wetlands, etc.). Kevin Feldt emphasized that land use decisions remain strictly local—MAG is only estimating population and employment as a surrogate to understand travel demand—and that the Buildout Scenario is meant to inform decisions and regional cooperation, not change the adopted RTP, with Phase 1 of this thinking effectively represented by the current 2050/2055 RTP and the Buildout analysis serving as a longer-term planning lens.

Proposed New MPO Regional Growth Committee (01:26:19)

Kevin Feldt presented a proposal for a new MPO Regional Growth Committee, responding to an MPO assessment that identified the need for more structured, high-level discussion among elected officials about

regional growth issues. The committee's purpose would be to monitor and discuss how rapid growth in Utah County intersects with transportation and land use—supporting the transportation–land use connection and helping inform long-range planning—while explicitly not delving into non-growth policy areas such as housing regulation, public safety, land-use regulation itself, air quality policy, or water. Land use authority would remain with local governments; MAG's role and the committee's focus would be on population/employment forecasts and regional implications, not zoning. Membership structure (elected officials, staff, industry professionals, voting/non-voting) and meeting frequency would be set by the MPO Board, with MAG providing staff support and at least occasional joint meetings with TAC to cross-pollinate technical and policy perspectives. Kevin asked TAC members to submit any written comments by the following Monday so they could be incorporated into the proposal going to the MPO Board (on the 12th), with an update to TAC anticipated in April on how the Board decides to proceed.

Other Business and Adjournment (01:32:15)

Vice Chair Ben Hunter stated the next MPO TAC meeting is scheduled for February 23, 2026.

Vice Chair Ben Hunter moved to adjourn the meeting.

MPO TAC Meeting
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Member Attendees	Present	MAG Staff	Present
Jason Judd, Alpine		Bob Allen, Transportation Program Manager	✓
Ben Hunter, American Fork - Vice Chair	✓	Kevin Feldt, Transportation Planning Manager	✓
Mayor Wyatt Cook, Cedar Fort		Kimberly Brenneman, Executive Assistant	✓
Chandler Goodwin, Cedar Hills		Andrew Wooley, IT Manager	✓
Todd Taylor, Draper	✓	Dan Wayne, Community Planning Manager	✓
David Salazar, Eagle Mountain		Matthew Silski, GIS Analyst	✓
Melanie Paxton, Elk Ridge	✓	Kendall Willardson, Transportation Planner	✓
Mayor Hollie McKinney, Fairfield		Tim Hereth, Analytics Manager	✓
Mayor Neil Brown, Genola		Minoo Abrishami, Transportation Planner I	✓
Mayor Steven Staheli, Goshen			
Chris Trusty, Highland	✓		
Brad Kenison, Lehi	✓		
Noah Gordon, Lindon	✓		
Rob Hunter, Mapleton			
John Dorny, Orem	✓		
Jill Spencer, Payson			
Britton Tventen, Pleasant Grove	✓		
Vern Keeslar, Provo	✓		
Matt Marziale, Salem	✓		
Jason Bond, Santaquin	✓		
Jeremy Lapin, Saratoga Springs	✓		
Jered Johnson, Spanish Fork - Chair			
Brad Stapley, Springville			
Rob Clayton, UDOT - Region 3	✓		
Alex Beim, UTA			
Ezra Nair, Utah County	✓		
Richard Nielson, Utah County	✓		
Eric Ellis, Vineyard			
Ted Mickelsen, Woodland Hills			
COL Jason T. Wilde, Camp Williams*			
Bruce Katchner, Bluffdale*			
Kelly Lund, FHWA*			
Peter Hadley, FTA*			
Elizabeth Slade, Utah Air Quality Board*			
Alternates/ Others in Attendance			
Dave Nicholson, Provo City		Dede Murray, UTA	
Danielle Nixon, Provo City		Dillon Murbrook, Spanish Fork	
Jeff Anderson, Springville City		Alma Haskell, Utah Transit Authority	
Neil Winterton, Pleasant Grove City			

DISCUSSION & AGENDA ITEMS

Call to Order

Chair Jered Johnson opened the meeting at 8:00 am.

TIP Contingency Discussion

Bob Allen explained that the MPO's TIP contingency fund, which has historically been used to help cover project cost overruns (due to inflation, right-of-way, etc.), is nearly depleted, with only about \$9 million remaining through 2028 while current and likely requests already exceed that amount. He outlined two basic options: (1) eliminate the contingency "luxury" and put full responsibility for overruns on project sponsors, or (2) implement a "contingency shift" similar to UDOT's practice, where most 2027–2028 projects are pushed back one year (e.g., 2027 to 2028, 2028 to 2029). This shift would free up roughly up to \$50 million in 2027 revenue to significantly bolster the contingency fund but would also delay the current selection cycle so that new awards would target 2030–2031. The MPO Board gave clear direction favoring the contingency shift to keep projects whole, with the understanding that projects already under agreement (e.g., some Eagle Mountain and Lehi projects) would generally not be moved, pending a detailed "three-dimensional chess" financial analysis. Bob Allen emphasized that staff will contact sponsors individually to discuss timing, that most will likely need to accept some delay, and that future TIP modifications—especially those involving major scope changes—will face increased scrutiny.

TIP Project Ideas Presentations

Here are the projects mentioned in this portion of the meeting, with city and a short description for each:

- Alpine – Canyon Crest & Ridge Drive Roundabout Safety Project
 - City: Alpine
 - Description: Construction of a 135-foot diameter roundabout at the intersection of Canyon Crest Road and Ridge Drive to correct poor sight distance, reduce risky turning movements, and improve pedestrian crossings. The project realigns the southbound approach, uses previously acquired right-of-way (including a purchased home on the northeast corner), and creates a safer, more visible gateway on one of Alpine's three primary access routes.
- American Fork – Pony Express Extension Phase 2 (to Pleasant Grove Blvd / I-15)
 - City: American Fork
 - Description: Extension of the Pony Express corridor from roughly 700 West in American Fork east to the Pleasant Grove Boulevard / I-15 interchange, building two lanes with turn lanes at intersections while preserving right-of-way for a future five-lane section. This phase provides a direct east-west regional alternative to Pioneer Crossing and State/Main Street, carrying projected volumes of 10,000–15,000 vehicles per day and improving freeway access for traffic from Lehi, American Fork, and western communities.
- American Fork – Meadows Crossing Flyover & Connectivity Planning Study
 - City: American Fork

- Description: A planning and pre-environmental study to refine concepts for a flyover connection from Pioneer Crossing (near 1020 West) over I-15 into the Meadows commercial area, tying down toward the FrontRunner station/TOD. Building on earlier MAG and UDOT ICE work, the study will evaluate alignments, queuing and interchange impacts, multimodal and trail elements, and costs to identify a preferred alternative that improves access to the TOD while protecting I-15 ramp operations.
- American Fork – 620 South / 100 South East-West Gap Connection
 - City: American Fork (with Pleasant Grove)
 - Description: Completion of an approximately 0.4-mile missing segment of 620 South (American Fork) / 100 South (Pleasant Grove) between 500 East and North County Boulevard to create a continuous 4.7-mile east-west corridor. The project will construct a five-lane arterial cross-section on the American Fork side transitioning to a collector in Pleasant Grove, improving connectivity from the foothills near Battle Creek to the I-15/500 East area and supporting planned intersection improvements at North County Boulevard.
- American Fork – 700 West Collector Completion to Meadows / FrontRunner
 - City: American Fork
 - Description: Right-of-way acquisition and construction to complete and widen 700 West between the future Pony Express extension and the Meadows / FrontRunner station area, filling in partial and missing segments. The project will create a continuous collector with appropriate laneage and sidepaths, offering a more direct multimodal route from Pony Express to the FrontRunner station and major commercial destinations in the Meadows.
- Eagle Mountain – Ranches Parkway Widening & Pony Express Intersection Upgrades
 - City: Eagle Mountain
 - Description: Conversion of Ranches Parkway from a four-lane divided parkway with a wide landscaped median to a six-lane corridor (three lanes each way, including a continuous center turn lane) with two new traffic signals and safer crossings. The project also upgrades the Pony Express / Ranches Parkway intersection with dual lefts and improved right-turn and acceleration lanes, addressing high volumes (over 30,000 vehicles per day), dangerous left turns, maintenance-vehicle conflicts, and limited U-turn options for emergency responders.
- Eagle Mountain – Silver Lake Parkway / Woodhaven Extension & School Area Safety
 - City: Eagle Mountain
 - Description: Extension of Silver Lake Parkway / Woodhaven south to Saratoga Springs near the new high school, including about 350 feet of new roadway in Eagle Mountain and coordinated improvements in Saratoga Springs. The project removes two roundabouts, realigns Woodhaven as the continuous north-south route, consolidates crosswalks at a new signalized intersection, and upgrades lane configurations to manage higher volumes and improve pedestrian safety around Silver Lake Elementary and nearby schools.
- Eagle Mountain – Wild Blossom Boulevard Early Connection to Wildflower
 - City: Eagle Mountain
 - Description: Construction of an initial two-lane segment of Wild Blossom Boulevard between Ranches Parkway / Spring Run Parkway and the Wildflower development, with half-width arterial right-of-way and drainage swales. This pioneering improvement opens an alternate link to

SR-73/Mountain View, supports future regional commercial and tech development, and sets the stage for a full minor arterial that could ultimately carry up to 24,000 vehicles per day in the buildout network.

- Elkridge – Mountain Trail Connectivity Feasibility Study (to Payson Canyon)
 - City: Elkridge
 - Description: A feasibility study to identify alignments, access points, and right-of-way needs for a regional trail connection from Elkridge up to Payson Canyon, restoring mountain access lost when private property was closed. The study will coordinate with Payson, Salem, Woodland Hills, and Utah County, examine connections from Elkridge Drive and the Salem/High Line Canals, and define a north-south mountain trail link that ties into the broader regional trail system.
- Elkridge – Elkridge Drive Mountain Trail Right-of-Way Acquisition
 - City: Elkridge
 - Description: Acquisition of trail right-of-way along upper Elkridge Drive and adjacent foothill properties to enable construction of a continuous regional trail from Elkridge to Payson Canyon. The project focuses on securing easements or parcels needed for the north-south mountain access route, supporting future connections to Mount Loafer Parkway, the Salem Canal, the planned High Line Canal Trail, and future US-198 trail facilities.
- Fairfield – Fairfield Intersection Safety Improvements (SR-73/State Park Area)
 - City/Agency: Fairfield (discussed by MPO staff)
 - Description: Safety and capacity improvements to the intersection near the state park and access to the airport/dumps, including added acceleration/deceleration lanes and a left-turn pocket on a high-speed, two-lane corridor. The request is for approximately \$3.3M in funds, with Fairfield providing the match despite having no staff.
- Highland City – Town Center to Murdoch Canal / Highland Glen Trail Connections
 - City: Highland
 - Description: Two trail projects that extend an existing town center trail to the Murdoch Canal Trail and to Highland Glen Park, improving regional connectivity to Cedar Hills and surrounding retail and higher-density residential areas. These links strengthen multimodal access between Highland's town center, parks, and neighboring cities.
- Highland City – "Main Line" Metro Water Easement Trail (SR-92 Corridor)
 - City: Highland
 - Description: A regional trail in the Metro Water easement along SR-92, connecting Cedar Hills to Alpine and providing access to American Fork Canyon and foothill biking networks. Initial crossing treatment of SR-92 would likely be a HAWK signal, with a longer-term goal of a grade-separated crossing.
- Highland City – 4800 West / North County Boulevard Intersection & Turn Lane Project (Alpine Access)
 - City: Highland (serving Alpine connection)
 - Description: Phase project to improve the 4800 West / North County Blvd / Canyon Drive area, including better alignment, property acquisition, and a southbound right-turn pocket to SR-92 (Timpanogos Highway). The project addresses congestion, backups into neighborhoods, and safety at a heavily used access route between Alpine, Lone Peak High School, and I-15.
- Lehi – SR-92 Center Street Active Transportation Bridge

- City: Lehi
- Description: A grade-separated shared-use bridge over SR-92 at Center Street to link multiple regional trails (600 East trail, Murdoch Canal Trail, Dry Creek Trail) and major land uses (Sky Ridge High, Viewpoint Middle, Lehi High, temple, mixed-use centers, large employers). The goal is to eliminate high-risk at-grade crossings, especially for school children and micromobility users, with Lehi requesting roughly half of the bridge cost from MAG.
- Lehi – 700 South Cycle Track Phase 3 (Jordan River to FrontRunner Connection)
 - City: Lehi
 - Description: Third and final phase of the 700 South cycle track, completing an east–west all-ages facility from the Jordan River Trail to the American Fork FrontRunner Station. The approximately \$11M project (with \$3M in extra local funds from Lehi) serves heavy school and commuter bike/ped traffic and provides an alternative auto access to the station.
- Lehi – Regional Trail Counters Deployment
 - City: Lehi
 - Description: Purchase and installation of permanent trail counters on key regional trails (Murdoch Canal, Rail Trail, Jordan River, Lakeshore and undercrossings) to provide continuous usage data. The counters will support UDOT’s statewide count program and help quantify the benefits and induced demand from active transportation investments like the SR-92 bridge.
- Lindon – 200 South / Gilman Lane–400 North Connectivity & Safety Project
 - City: Lindon
 - Description: Completion of a long-planned minor arterial connection between 200 South and 400 North at State Street, including closing unsafe Gilman Lane access to US-89, building roughly 1,100 feet of new roadway, and adding two mini-roundabouts plus missing sidewalk/curb-gutter segments. UDOT has committed \$1M (reallocated from a canceled signal), and Lindon is seeking about \$1.6M more to finish the project.
- Mapleton – US-89 South Gap Multi-Use Trail
 - City: Mapleton
 - Description: Construction of about 4,700 feet of 12-foot multi-use trail along US-89 at the south end of Mapleton to close the last major gap in the highway trail system. The project lies in UDOT right-of-way and will connect existing and planned neighborhood/foothill trails with the junior high and commercial nodes, replacing informal shoulder/dirt walking routes.
- American Fork – 800 North / 1550 East Provo River & Murdoch Trail Hub and Realignment
 - City: American Fork
 - Description: Trail and access hub project at 800 North & 1550 East where the Provo River Trail and Murdoch Canal Trail converge, potentially relocating up to two private businesses to shift the trail off a busy corridor and create enhanced parking and trailhead amenities. The concept also contemplates future Olympic-related park-and-ride and shuttle use, though business relocation is a major share of the estimated cost.
- Orem – 800 South / Orem Boulevard Intersection Realignment & Capacity Improvements
 - City: Orem
 - Description: Reconstruction and widening of the 800 South & Orem Boulevard signalized intersection, including added turn lanes and realignment to correct severe lane misalignment

where through movements currently shift into opposing turn lanes. The project improves safety, reduces crash risk and backups toward State Street, and may require partial or full acquisition/relocation of one commercial property.

- Orem/Provo Joint Corridor – 2000 South / 2000 North Widening & Roundabout Safety Improvements
 - City: Orem (lead presenter) with Provo
 - Description: Widening 2000 South (Orem) / 2000 North (Provo) to a three-lane cross-section with buffered bike lanes and sidewalks, plus modifications to the Sandhill Road roundabout and safety fixes at two rail crossings and adjacent canals. The corridor will serve new residential growth, provide a stronger connection between Geneva Road, Lakeview Parkway, and Sandhill, and support future Independence Avenue connectivity, addressing serious pedestrian and truck-encroachment issues at the existing roundabout.
- Pleasant Grove – 700 South Industrial Corridor Safety, Signals, and Railroad Crossing Project
 - City: Pleasant Grove
 - Description: A comprehensive safety and operations package on 700 South, including new traffic signals at 1300 West and 800 West, improved turning radii and truck movements at Geneva Road, and a safe, signalized crossing of the active rail line. The corridor serves industrial businesses, low-income housing, a regional school for students with disabilities, and two bus routes; current conditions include frequent trucks overrunning ramps, pedestrians walking across tracks without protection, and vehicles using shoulders to bypass queues.
- Provo – Independence Avenue Northern Extension
 - City: Provo
 - Description: Extension of Independence Avenue from its current terminus near 1150 North up to approximately 1730 North in Provo, completing a key north-south corridor on the east side of I-15. The project would construct the missing segment and connect either to Orem Main Street or potentially Sandhill Road (final alignment to be determined by a current study), creating a continuous multi-modal facility with bike lanes and removal of on-street parking. This corridor is a Priority 1 in Provo's transportation master plan and is envisioned as a Geneva Road-type arterial on the east side of I-15.
- Provo – 2230 North / 250 East Intersection Realignment and Widening
 - City: Provo
 - Description: Safety and capacity improvements along 2200–2230 North near 250 East / 2320 North, a busy corridor serving BYU, Rock Canyon Temple, Canyon Road, and University Avenue. The project will realign offset intersections, add a traffic signal, and widen the roadway to four lanes, addressing hazardous merge conditions at a blind curve and improving access for nearby middle and elementary schools. Provo has acquired several adjacent properties to support the intersection reconstruction and lane configuration.
- Provo – West Provo Transit Study
 - City: Provo
 - Description: Planning study to evaluate current and future transit options west of University Avenue between Lakeview Parkway and approximately 2000 West, including the Provo Airport, Provo Bay, and rapidly developing west-side neighborhoods. The study will assess the performance of existing on-demand zone service (Route 581) and fixed-route buses (831, 833,

850) and explore enhancements such as improved airport service, increased frequencies, and potential autonomous shuttle connections between Provo Central and the airport. The goal is to proactively define a transit network that supports significant west-side growth and recent utility investments (e.g., upgraded wastewater plant and major lift station).

- Salem – Spanish Fork Canyon to Loafer Mountain Parkway Regional Connector
 - City: Salem
 - Description: Construction of the final missing roadway segment to create a continuous east-west major collector from Spanish Fork Canyon through Salem to Payson and I-15 via Loafer Mountain Parkway. The 3.6-mile corridor ties together improvements by Spanish Fork, DR Horton, Flagship Homes, Utah County, and Salem, providing an alternative to Spanish Fork Main Street and improving access to Elkridge, Woodland Hills, and east Payson. The requested TIP funding (just under \$4 million of an overall ~\$37 million corridor investment) focuses on the segment across Utah County wetlands mitigation property and adjacent farmland, where both Utah County and the Lyman family have agreed to donate needed right-of-way.
- Santaquin – 500 South / 200 West and Adjacent Intersection Safety Improvements
 - City: Santaquin
 - Description: Geometric and safety upgrades at a complex four-leg intersection near 500 South and 200 West, close to the Santaquin Red Barn and Olson's Greenhouses. The project replaces the existing skewed, triangular configuration with a more conventional layout using curb, gutter, and concrete channelization to slow traffic and reduce run-off-the-road crashes on a challenging grade. While striping improvements are included, most costs are for earthwork, concrete, and tie-ins that will also support a planned trail along the same corridor.
- Santaquin – 500 South Trail (Main Street to Summit Ridge Parkway)
 - City: Santaquin
 - Description: Construction of an approximately 2-mile shared-use trail along the corridor from Main Street (near the older downtown) south and west past the Red Barn to Summit Ridge Parkway, the south I-15 interchange. The trail will provide a safe, lit, off-street route for pedestrians and cyclists traveling between established neighborhoods and the rapidly growing Summit Ridge area, using existing right-of-way and coordinated with the nearby intersection safety project. Although it does not yet connect to other regional trail systems, it is intended as a key local north-south and east-west active transportation spine through active agricultural lands.
- Santaquin – Highland Drive Trail Gap Completion (East of I-15)
 - City: Santaquin
 - Description: Filling missing trail segments along Highland Drive on the east side of I-15 between the Main Street interchange and Canyon Road. The project will connect existing trail pieces built with adjacent multifamily and Safe Routes to School projects into a continuous facility serving nearby neighborhoods, schools, and businesses. All necessary right-of-way is already city-controlled, allowing focus on constructing the remaining shared-use path sections and completing a key local active transportation corridor.
- Saratoga Springs – Pony Express Parkway Completion (Bridge Approach Segments)
 - City: Saratoga Springs

- Description: Widening and completion of the last remaining non-five-lane segments of Pony Express Parkway on both sides of the already funded Pony Express Jordan River bridge, creating a continuous five-lane corridor through Saratoga Springs. The project includes approximately 2,100 feet of new/widened roadway west of the bridge and a multi-lane segment east of the bridge tying into a new UTA Park & Ride lot and express bus stop. Right-of-way is largely dedicated through adjacent development, and the project supports a future regional east-west express bus from Eagle Mountain and Saratoga Springs to I-15, building on previous MAG-funded phases of Pony Express in multiple cities.
- Saratoga Springs – Jordan River Active Transportation Crossing at Downtown Core
 - City: Saratoga Springs
 - Description: New active transportation river crossing near the narrowest point between Redwood Road and the Jordan River, aligned with a planned cycle track in Lehi and Saratoga Springs' future mixed-use downtown / transit hub area. The project would construct a bridge and connecting trail segments to link Lehi's east-side bicycle network with Saratoga's west-side system and the Mountain View Corridor Trail, using corridor already occupied by regional stormwater outfalls. This crossing is intended to provide a high-quality east-west bike and pedestrian alternative to vehicle travel on Pioneer Crossing and other constrained roadways.
- Saratoga Springs – North Jordan River Trail West-Bank Gap Closure
 - City: Saratoga Springs
 - Description: Construction of missing Jordan River Trail segments on the west bank near Crossroads Boulevard / Lehi Main Street, connecting existing trails in both Saratoga Springs and Lehi. The project closes two critical gaps: one just north of the Crossroads Boulevard bridge and another to the south where a compromised parcel and future roadway widening make conventional development unlikely. Completing these short but strategic segments will provide continuous north-south trail access along the west side of the river, enhancing regional connectivity from Willow Park and other south-end facilities up into Lehi's trail network.
- Spanish Fork – Spanish Fork Parkway & US-6 Intersection Reconstruction (with 3400 East Improvements)
 - City: Spanish Fork
 - Description: Reconfigure the Spanish Fork Parkway / US-6 intersection to add a second southbound through lane (aligning with the existing dual receiving lanes) and formalize movements so through traffic no longer uses the right-turn lane to access the "Small Mart" area. The project addresses heavy peak-hour congestion, frequent split failures, queues backing into the upstream roundabout, and a low-probability but serious risk of queues reaching the nearby railroad crossing. As a condition of railroad approval, the project also converts the 3400 East / US-6 T-intersection into a forced/free right with an acceleration lane on US-6. Design is ~60% complete, with preliminary Union Pacific Railroad approval, making it a near "shovel-ready" regional safety and capacity improvement on a critical east-west corridor between Spanish Fork and Mapleton.
- Spanish Fork – Taxiway Bravo Extension at Spanish Fork Airport
 - City: Spanish Fork
 - Description: Extend and complete Taxiway Bravo at Spanish Fork's general aviation airport in two remaining phases, building on the already-funded initial phase. The airport is now the busiest

general aviation airport in Utah (≈118,000 annual operations on a single runway), serving multiple flight schools and a growing based-aircraft population. Completing Taxiway Bravo is essential to: Resolve safety issues and airspace conflicts between Provo and Spanish Fork traffic, enable the FAA to approve a control tower at Spanish Fork (a prerequisite is a full parallel taxiway), and relieve Provo Airport's runway and airspace capacity by shifting significant training and general aviation activity out of Provo's controlled airspace. The project supports regional commercial air service by reducing training "touch-and-go" conflicts at Provo, and leverages over \$100M in private development plus prior FAA, state, and city investments at the Spanish Fork Airport.

- Springville – SR-51 Widening between 1600 South (Dry Creek Parkway) and Spanish Fork Parkway
 - City: Springville
 - Description: Widen a current two-lane section of SR-51 between the new I-15 / 1600 South (Dry Creek Parkway) interchange and Spanish Fork Parkway to a five-lane cross section with a regional multi-use trail. When the new interchange opens, day-one volumes are expected in the 12,000–14,000 vpd range, with long-term modeled volumes above 18,000 vpd, which a two-lane section cannot handle. The corridor is already largely built-out with industrial/commercial land uses, meaning development will not fund the needed widening. The project: Provides a functional outlet for traffic from the new interchange, serves Mapleton and Spanish Fork as an additional east–west access, closes a major regional bike/ped gap by continuing the trail system that connects to Spanish Fork Parkway, 1600 South, and 1200 West, and addresses a looming bottleneck that would otherwise shift heavy traffic onto less suitable local routes.
- UTA – Mount Timpanogos Bus Canopy Expansion
 - City: Orem (UTA Mount Timpanogos Bus Facility – serves all of Utah County)
 - Description: Construct an additional bus storage canopy at UTA's Mount Timpanogos operations and maintenance facility to cover more buses. Existing canopies are at or near capacity, leaving little or no covered space for additional fleet. Canopies are critical to: Protect buses from weather (snow, ice, sun) and maintain a state of good repair, improve operational reliability (e.g., avoiding delays from de-icing/clearing snow before pull-out), and enable future service expansion in Utah County by providing adequate protected storage for a growing fleet. The project is based on recent canopy projects in Ogden and Salt Lake and reflects current high steel and concrete costs.
- UTA – Mount Timpanogos Facility Access Road to Signalized Intersection
 - City: Orem (UTA Mount Timpanogos Bus Facility)
 - Description: Build a new access road from the Mount Timpanogos bus facility south through the Waste Management/energy property to connect to Business Park Drive and the existing signalized intersection at Geneva Road & University Parkway. Currently, buses enter/exit at an unsignalized driveway on Geneva and must make difficult left turns or right-turn, then weave across heavy traffic to reach I-15 and UVU. The new connection: Provides a safer, more reliable, and more flexible access route for buses, reduces delays to large peak-period pull-outs and pull-ins, and supports future service expansion by eliminating a growing operational choke point as traffic volumes on Geneva continue to increase.
- UTA – Mount Timpanogos Operations (Operators) Building Replacement
 - City: Orem (UTA Mount Timpanogos Bus Facility)

- Description: Replace the undersized, outdated operators/admin building at the Mount Timpanogos facility with a modern structure sized to current and future staffing needs. The existing building is about 1.4× undersized compared to recommended standards, providing inadequate: Operator break and layover space, training and meeting rooms, and office and support space for supervisors and administrative staff. Renovation/expansion of the current structure would require major electrical, fire, and HVAC upgrades with poor cost-benefit, so a new building on the Geneva-facing side of the campus is proposed. This project is necessary to sustain and expand bus operations for all of Utah County from this base.
- Utah County – High Line Canal Trail Phase 2 (Goose Nest Drive to Spanish Fork)
 - Agency: Utah County (regional trail; spans multiple cities including Payson / Salem / Spanish Fork)
 - Description: Construct Phase 2 of the High Line Canal Trail, extending the new trail segment (already funded in Phase 1 from Santaquin Center Street to Goose Nest Drive in east Payson) eastward to Spanish Fork along the piped High Line Canal. Modeled after the Murdoch Canal Trail, this phase includes: A high-quality multi-use trail along the canal corridor, Grade-separated crossings at key arterials (e.g., undercrossing at Loafer Mountain Parkway/Elkridge Drive, likely an overcrossing at Woodland Hills Drive), and Several trailheads with parking and restrooms. The project is coordinated with High Line Canal Company, Central Utah Water, and Bureau of Reclamation, and is already federalized due to the canal piping project (prior CMAC funding). Total cost is high (≈\$22M), so phasing or additional state/federal matches may be used. It is a major north-south/east-west regional active-transportation spine in south Utah County.
- Utah County – Loafer Mountain Parkway Phase (8000 South to 7300 South & I-15 Crossing)
 - Agency: Utah County
 - Description: Extend Loafer Mountain Parkway, a planned major north-south corridor in south Utah County, from 8000 South (near the Benjamin/Salem I-15 interchange) to 7300 South / 300 South across I-15 and the FrontRunner corridor. This phase follows the recently completed segment south into Elk Ridge and ultimately is intended to continue north to 4000 South / South Springville. The current request focuses on: A new bridge structure over I-15, Spanish Fork River, and future FrontRunner tracks, a three-lane (future five-lane) roadway cross section, with space for a multi-use trail, and corridor preservation already underway east of I-15, with development expected to fund some local pieces. The corridor will provide a badly needed mid-valley north-south alternative between Spanish Fork Main (US-198) and 3200 West, connect to a future FrontRunner station, and support rapid residential growth in Salem/Elk Ridge (thousands of approved homes).
- Vineyard – Rail Consolidation North Corridor Preservation
 - City: Vineyard (in partnership with UDOT, Union Pacific, FRA, and adjacent cities)
 - Description: Acquire right-of-way for the northern segment of the Vineyard/Provo industrial lead rail consolidation, which relocates about 4 miles of Union Pacific track off the current Geneva-area alignment and onto a new consolidated corridor in Vineyard. The north preservation segment covers the area around 1600 North near the Vineyard-Lindon-Orem interface, where surrounding parcels are already fully developed. Vineyard has pre-negotiated corridor reservations with the primary landowner (Vineyard Properties of Utah), and this funding would secure the land permanently. Corridor preservation is a critical early step to: Eliminate multiple

at-grade rail crossings on Geneva Road, Unlock UDOT safety projects (e.g., 400 North/Geneva realignment) and Orem's Center Street improvements, and enable large-scale economic redevelopment and a future trail use on the old rail alignment. This right-of-way will also strengthen Vineyard's position to leverage substantial federal (CRISI, rail crossing elimination) and state funds for the eventual ~\$140M construction phase.

- Vineyard – Rail Consolidation South Corridor Preservation
 - City: Vineyard
 - Description: Acquire right-of-way for the southern segment of the Vineyard rail consolidation corridor, south of 1600 North through largely undeveloped lands (including Central Utah Water and the former Geneva/Cameo areas). As with the north segment, Vineyard has arranged corridor accommodations with the same primary landowner and now seeks to purchase the corridor outright. This section will connect the new consolidated rail line back into the existing Union Pacific main, enable removal of four existing crossings while adding only two new ones, and serve planned commercial/mixed-use redevelopment in the East Geneva area (including the Huntsman Mental Health Institute campus). Like the northern segment, this preservation funding represents a relatively small portion of total project cost but is pivotal for securing future federal rail-program construction grants and implementing multiple state and local roadway projects that depend on the consolidation.
- Woodland Hills – Woodland Hills Trail (Segment 2 Construction)
 - City: Woodland Hills
 - Description: Construct Segment 2 of the Woodland Hills Trail, the first implementation phase of a three-segment mountain-side trail system identified in: The South Utah County Active Transportation Plan, Woodland Hills' 2017 and 2025 general plans (where trails ranked as residents' top priority), The MAG RTP, Nebo Beltway study, and Utah Trail Network. Segment 2 runs along Woodland Hills Drive / 11,200 South, connecting: Woodland Hills to Salem, Elk Ridge, and county trail projects, the planned High Line Canal Trail and other regional routes, and local amenities like the city park, future pickleball courts, and the Switchback Trail into the national forest. The project provides the city's first separated pedestrian/bike facility in an area with steep, narrow mountain roads and no sidewalks, addressing significant safety concerns for residents, visitors, and event traffic (e.g., Maple Days). It also incorporates drainage improvements (channels, sumps, check dams) to better manage hillside runoff. Total cost for Segment 2 is about \$3.04M, with a local match and some right-of-way already preserved via recent development.

Other Business and Adjournment (00:00:00)

At the end of the meeting, Bob Allen wrapped up by shifting everyone's attention from project ideas to the next steps in the TIP selection process. He walked through the schedule on MAG's website, noting that this meeting completed the project idea stage, which is purely advisory and not binding on applicants. He emphasized that sponsors should now go back to their communities, decide which projects to advance, and then prepare concept reports. Bob Allen explained that, once MAG finishes a few workflow adjustments, sponsors will receive an email telling them it's okay to switch their applications in Workflow Manager from "Idea Submitted" to "Concept Report," which will unlock more detailed fields for scope, quantities, and cost estimating (e.g., linear feet of trail or sidewalk, number of signals, etc.). He highlighted the key dates: concept report meetings with staff around

March 23–26, final concept reports due April 6, staff scoring by April 23, and a concept review and scoring TAC meeting on April 27 where TAC will develop a scored list. Then, at the May 4 TAC meeting, members will vote on a recommended ranked list for the MPO Board, which is expected to take final action at its June 11 meeting.

Bob Allen then opened the floor for feedback on whether the project idea meeting format was useful and how it could be improved. Several members said the idea stage is valuable but asked for clearer guidance about whether to proceed to the concept. In response, Bob Allen proposed sending a simple feedback survey (high/medium/low plus a comment box for each project) to TAC members, noting it would be non-binding and intended to help sponsors gauge support and refine concepts early. Others suggested enabling real-time comments in Workflow and, in the future, possibly scoring on a few specific criteria (e.g., regional impact) rather than a single up/down vote, though Bob Allen said for this cycle he would keep it simple but encourage detailed written feedback. He agreed to send the survey within a few days and to share results with the group, while keeping individual votes anonymous. After confirming there were no additional questions or concerns, he thanked everyone for staying through a long session.

Chair Jered Johnson adjourned the meeting.

MPO TAC MEETING

February 2, 2026 | 1:30 pm - 3:00 pm



4 | Action: TIP Project Ideas and Studies Approval

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

BACKGROUND

MAG is continuing the 2026 TIP selection process that began last month and will be completed in August.

For the Project Idea Phase of the process, 45 projects were submitted with a total draft cost estimate of over \$250M. On February 23rd, TAC met to review and give feedback for each project. Additionally, MAG staff reviewed and rated each project based on the adopted selection criteria. The purpose of this phase is to help projects determine whether to continue with the process. No feedback or rating precludes a project from moving to the Concept Phasensert text.

Studies submitted through this process do not need to continue into the Concept Phase. The following studies are requesting to be funded.

Meadows Crossing	American Fork	\$250,000
Provo Westside Transit	Provo	\$250,000
Payson Canyon Trail Phase II	Elk Ridge	\$125,000
Total		\$625,000

STAFF RECOMMENDATION

MAG Staff Recommends that the five studies presented be funded at \$625,000.

SUGGESTED MOTION

I move to recommend that the MPO Board approve funding the studies listed above.

ATTACHMENTS

[Presentation](#)



MAG

TIP Project Ideas and Studies

March 2, 2026

2026 TIP Project Idea Results

45 Projects

\$250,000,000

Rated by MAG Staff

Presented to TAC on February 23rd



Rank/Score: Sponsors of lower ranked projects should consider changes to scope or whether to move forward to the concept stage.

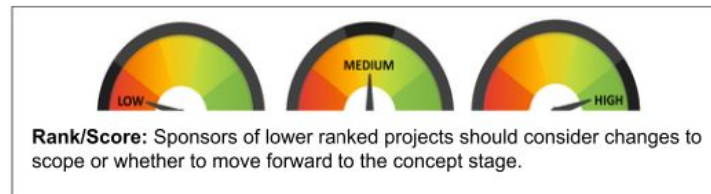
2026 TIP Project Idea Results

Studies

Meadows Crossing	American Fork	\$250,000
Provo Westside Transit	Provo	\$250,000
Payson Canyon Trail Phase II	Elk Ridge	\$125,000
Total		\$625,000

Studies submitted through this process do not need to continue into the Concept Phase.

The above studies are requesting to be funded.



2026 TIP Project Idea Results

Studies

An additional study is proposed to be funded through the TIP for a Utah Lakeshore Trail Feasibility Study.

- Identify an alignment of the trail from University Avenue to Lincoln Beach
- Partially funded through the TAG program
- Requesting \$200,000
- Voted on at the next TAC and MPO Board meetings



2026 TIP Project Idea Results

Studies

Meadows Crossing	American Fork	\$250,000
Provo Westside Transit	Provo	\$250,000
Payson Canyon Trail Phase II	Elk Ridge	\$125,000
Total		\$625,000

"I move to recommend that the 3 studies presented be funded at \$625,000."



Rank/Score: Sponsors of lower ranked projects should consider changes to scope or whether to move forward to the concept stage.



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

MPO TAC MEETING

February 2, 2026 | 1:30 pm - 3:00 pm



5 | Action: 2055 RTP: Goals and Objectives Adoption

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

BACKGROUND

As part of the MAG 2055 Regional Transportation Plan (RTP) Update, staff is presenting the DRAFT RTP Goals and Objectives for adoption. The proposed goals and objectives are designed to guide and evaluate long-term transportation projects and policies. Specifically, they will be utilized in two critical ways:

- Project Screening (EXPLORE Phase): Acting as the first filter during the initial screening of proposed projects to determine if a project advances or is saved for the next RTP.
- Project Prioritization (PRIORITIZE Phase): Establishing the methodology to complete the needs-based and financial prioritization of projects.

Goals were developed as part of the adoption of the Wasatch Choice Vision which consisted of 10 goals. MAG Staff recommend to focus on five more transportation oriented goals for the RTP as listed below:

1. Improving Access to Opportunities
2. Manageable and Reliable Traffic Conditions
3. Quality Transportation Choices
4. Safe, User-Friendly Transportation Facilities
5. Clean Air

MAG Staff presented the goals and provided a feedback exercise in TAC and MPO Board meetings to further refine for objectives. Both the goals and objectives can be found in the staff report.

STAFF RECOMMENDATION

MAG Staff recommends the adoption of the Goals and Objectives as presented after development and feedback of goals from the Wasatch Choice Vision study, and creation of the objectives in collaboration with TAC and MPO Board in October.

SUGGESTED MOTION

"I recommend to the MPO Board to approve the 2055 Regional Transportation Goals and Objectives as presented."

ATTACHMENTS

[Presentation](#)

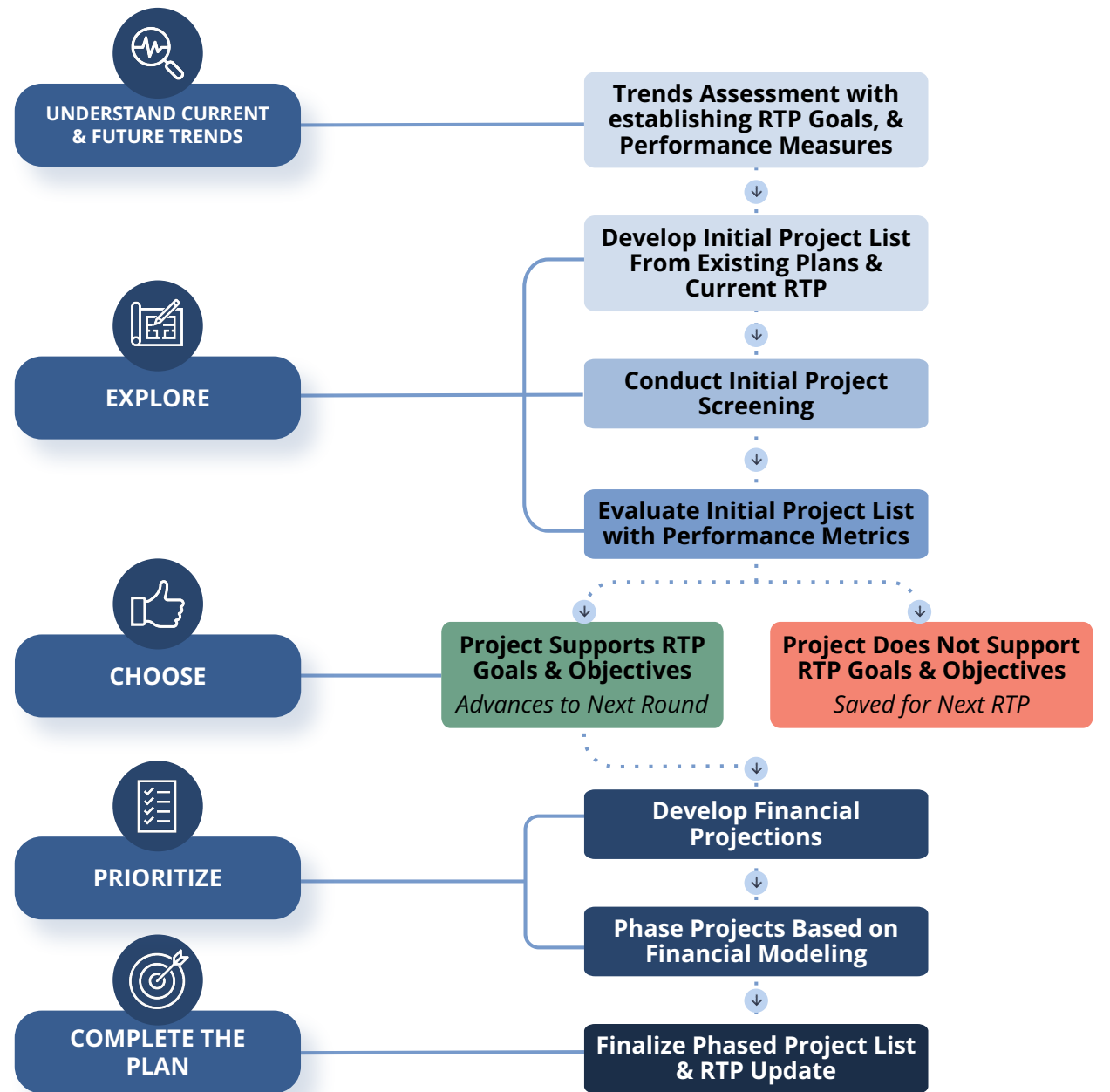
[DRAFT 2055 RTP Goals and Objectives](#)

5. 2055 RTP: Goals and Objectives Adoption

MPO TAC
March 2, 2026



2055 RTP Process Overview



Purpose of RTP Goals

- Points us to the desired end state of Utah County's Transportation Network
- Address key desired outcomes based on the region's overall vision, (Wasatch Choice Vision)
- Used to guide and evaluate long-term transportation projects and policies

How Goals are Used in RTP

- **Project Screening** (EXPLORE): Part of first filter during the initial screening of proposed projects. Do projects support goals and objectives
- **Project Prioritization** (PRIORITIZE): They are used to develop methodology to complete the needs-based and financial prioritization of projects

RTP Goals and Objective Development



Draft 2055 RTP Goals



Improving Access to Opportunities



Safe, user-friendly transportation facilities



Manageable and reliable traffic conditions



Clean Air



Quality transportation choices

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

Draft 2055 RTP Objectives



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



Quality Transportation Choices

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

Draft 2055 RTP Objectives



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



Clean Air

- Clean Air Quality

Suggested Motion

“I recommend to the MPO Board to approve the 2055 Regional Transportation Goals and Objectives as presented.”



Thank you!

magutah.gov/2055rtp

DRAFT 2055 RTP Goals and DRAFT Objectives



MAG RTP Goal	Objectives
Improving access to opportunities	Building and preserving the grid network
	Improving access to opportunities within the County
	Access to a Quality Multimodal Network

MAG RTP Goal	Objectives
Manageable and reliable traffic conditions	Provide roadway redundancy and eliminate choke points within major travel corridors
	Maintain reliable congestion levels
	Reduce travel delay

MAG RTP Goal	Objectives
Quality transportation choices	Availability of existing and planned infrastructure to support development
	Increase transit availability/ use
	Increase active transportation availability

MAG RTP Goal	Objectives
Safe, user-friendly transportation facilities	Integrate safety policies from the MAG SS4A plan into the RTP
	Address Vulnerable Users (VRU) needs in infrastructure investment

MAG RTP Goal	Objectives
Clean Air	Improve air quality

MPO TAC MEETING

February 2, 2026 | 1:30 pm - 3:00 pm



6 | 2055 RTP: Project Screening Workshops Update

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

BACKGROUND

As part of the MAG 2055 Regional Transportation Plan (RTP) Update, staff recently hosted the 2026 RTP Elected Officials Workshops. The workshops were well attended by local government officials and TAC members, providing a critical opportunity for collaboration. During the workshop, MAG staff received hundreds of comments through map exercises and discussions.

Feedback from the workshop highlighted several major regional priorities and concerns. The initial major themes gathered from the discussion include:

- Better connections to High-Capacity Transit, specifically FrontRunner.
- A strong focus on East-West mobility.
- The need for safe pedestrian crossings over major facilities, such as I-15.
- Concerns regarding right-of-way constraints and community impacts

Staff will use the screening categories and feedback from the workshops to refine the initial project list. Projects will either be advanced or held back, with documentation for the decision. Furthermore, some projects will move forward with the aim of building consensus and further defining alignment. Other projects will be advanced for analysis within the Planning and Environmental Linkages (PEL) Study, which is focused on East-West Connectivity in Northern Utah County.

ATTACHMENTS

[Presentation](#)

6. 2055 RTP: Project Screening Workshops Update

MPO TAC
March 2, 2026



2026 RTP Elected Officials Workshop Review

- **Major Themes**
 - Better Connections to High Capacity Transit (FrontRunner)
 - Focus on East-West Mobility
 - Safe Pedestrian Crossings over Major Facilities (i.e. I-15)
 - Right-of-Way Constraints and Community Impact



How Do We Screen the Projects?

Based on the project screening process, projects are organized into three categories.

1. **Green (good to go)** – Project is consistent with all scoring criteria (RTP Goals, supports the Trends assessment and has a project sponsor).
2. **Yellow (need to resolve a few questions)** – Project likely consistent with majority of all scoring criteria but requires a discussion to resolve any open questions.
3. **Blue (need to resolve several questions)** – Project might not be consistent with scoring criteria and requires a discussion to resolve any open issues.

How Project List will be Refined

- **Move Forward:** Project will be considered in prioritization phase
 - **Consensus Needed:** Several alternatives or one project need further consensus and will be discussed during the prioritization phase
 - **PEL Study Projects:** Project alternatives move forward to be analyzed by PEL Study
- **Hold Back:** Project does not move forward but held and documented

Next Steps





LaNiece Davenport
MPO Director



Kendall Willardson
Project Manager



Kevin Feldt
Transportation Planning
Manager



Bob Allen
Transportation Program
Manager

magutah.gov/2055rtp

MPO TAC MEETING

February 2, 2026 | 1:30 pm - 3:00 pm



7 | MPO Regional Growth Committee Update

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 lead, guide and assist with transportation implementation, further coordinating transportation and land use efforts, and implementation of Wasatch Choice Vision, 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.

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;
- Population and employment estimates;
- 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-related actions to the MAG MPO Board.

STAFF RECOMMENDATION

Staff recommends the MAG MPO TAC provide MAG staff with comments and suggestions regarding the proposed new MAG MPO committee prior to Monday, February 9, 2026. Staff will provide TAC comments and suggestions to the MAG MPO Board at their February 12, 2026 meeting.

SUGGESTED MOTION

A motion is not required. This is an information item.

ATTACHMENTS

[Presentation](#)

MPO Regional Growth Committee Update

MAG MPO TAC Meeting

March 2, 2026

Why

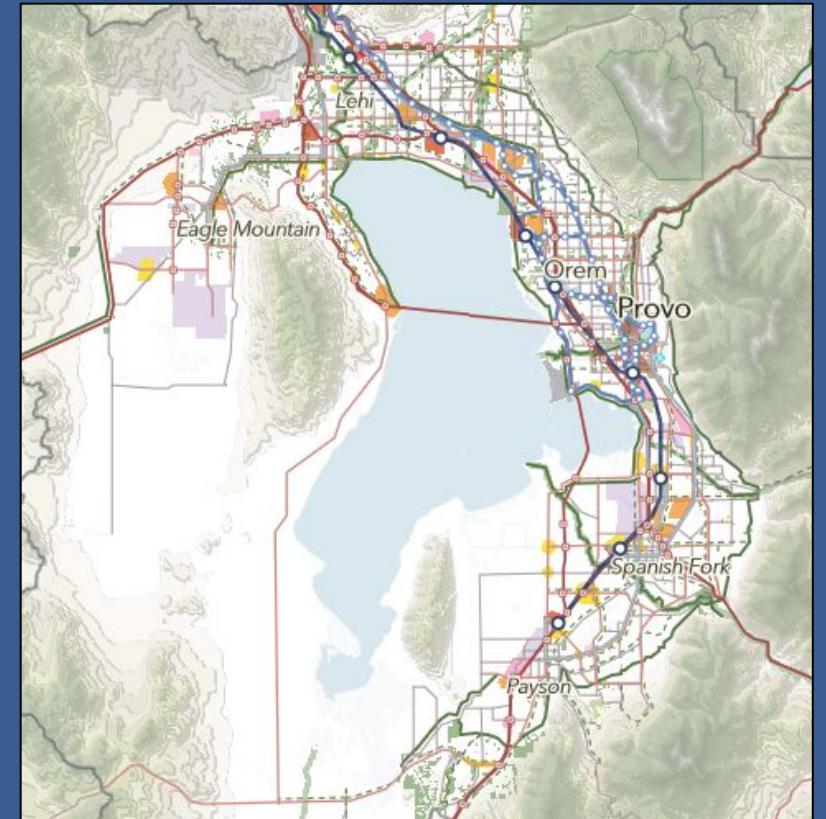
Why New Committee?

- 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

Purpose

Committee Purview

- Growth-related Issues and Opportunities
 - Wasatch Choice Vision Implementation
 - Long-range Planning Implementation
- 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

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

Next Steps

- No Motion Requested
- Action at April 13, 2026 Meeting



Source: MAG

Discussion



MPO TAC MEETING

February 2, 2026 | 1:30 pm - 3:00 pm



8 | Corridor Preservation Process

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

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

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

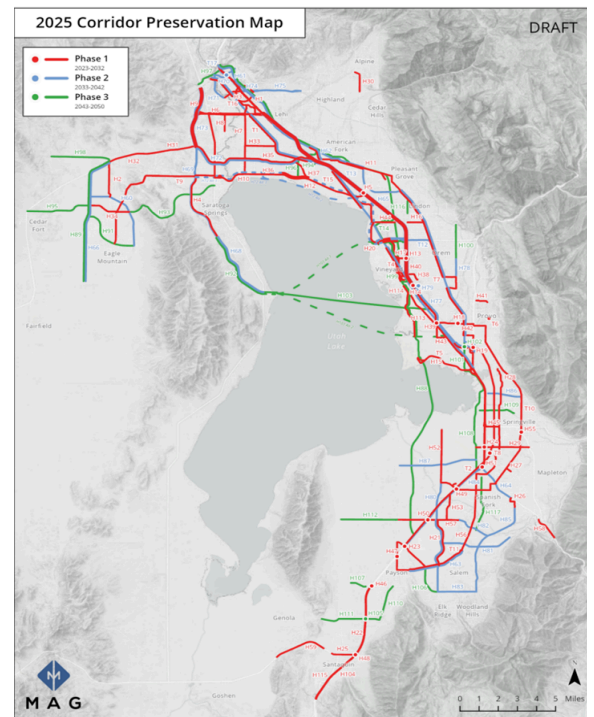
BACKGROUND

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, containing both TAC and MPO Board members, met on January 29, 2026, February 12, 2026 and will meet again on March 12, 2026 to review and give input on MAG staff recommendations for and ranking policy and any other changes. The group has narrowed down what they would like to see for the new process and are getting closer to present these for approval. These recommendations will be what is presented to the TAC members today.

Also, just as a way of information to the committee, the fund has recently received two big injections of revenue in the receipt of fees for 2025 and a reimbursement from an Orem project. The fund now stands at about \$7.1 million as opposed to the lower amount reported at previous meetings.



STAFF RECOMMENDATION

This request is within the purpose and policies of the Corridor Preservation Fund Program. With the fund balance beginning to trend lower, we are looking for a recommendation as to implement a new ranking system going forward, or just adjust the current policies to reflect agreed upon changes.

SUGGESTED MOTION

None at this time.

ATTACHMENTS

[Presentation](#)



Corridor Preservation Process

March 2, 2026

Agenda

- Policies and Program Background
 - Current Policies
- Fund Balance
- Revenues
 - Rents
 - Excess Property Sales
 - Reimbursements
 - Fee Increase
- Ranking System

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 by protection of potential highway corridors from incompatible development**
 - **Secure land at significantly reduced costs versus those typically encountered when funded highway projects seek needed right of way; and**
 - **Relieve induced hardships on properties designated for future corridor development.**
- At times when a new or widened roadway is planned, property owners in the immediate area may have difficulty selling their homes or property because of the future project. Here, the program can step in and acquire the property at full market price, reducing or relieving the stress on the owners.
- Utah Code 72-2-117.5

Current MAG Application Process

- MAG receives application from applicant
- MAG prepares application for presentation to TAC and MPO Board
- Once approved, applicant proceeds with purchase of the property
- Applicant requests funds from MAG
 - Applicant can purchase and get reimbursed
 - Or, applicant can have funds sent to title company
- MAG requests funds from Utah County
- Once funds are received from county, funds are distributed
- All revenues (i.e Fees, Rents, Reimbursements) are collected by the county.

Revenue (i.e. Registrations,
Rents, Reimbursements)



Utah County (Tracked by Utah
County Auditor's Office)



MPO Board Approves Project

MAG



Jurisdiction

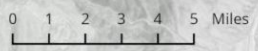
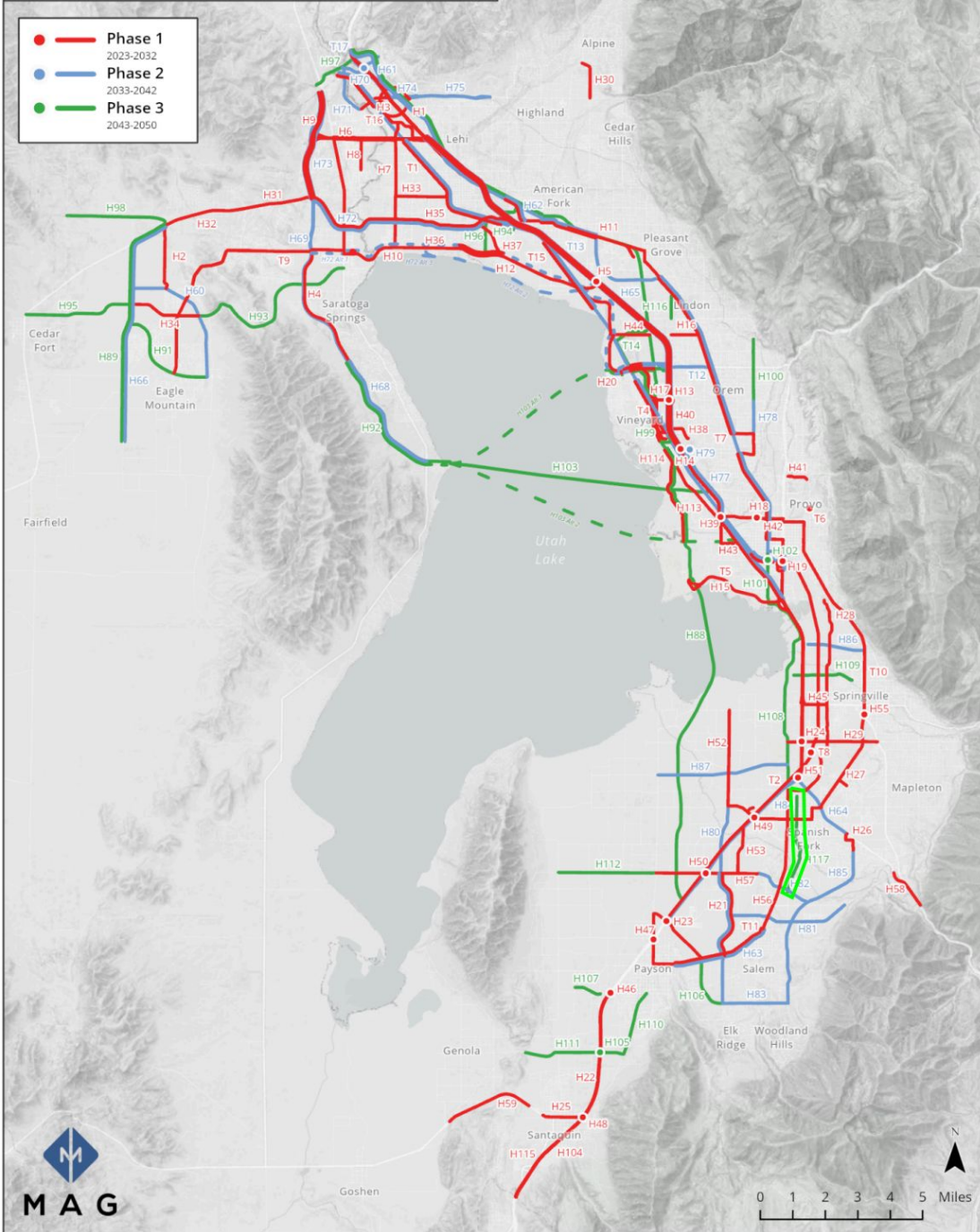
Rent, Property Sales



2025 Corridor Preservation Map

DRAFT

- **Phase 1**
2023-2032
- **Phase 2**
2033-2042
- **Phase 3**
2043-2050



Current Policies

Prioritization for Allocation of Funds

- The willingness of applicant to complete studies and impact statements that meet UDOT standards.
- The applicant's attempts at preservation of corridor rights-of-way by the use of local planning and zoning powers:
 - Developer dedication
 - Zoning ordinance
 - Transfer of development rights
 - Annexation agreements
 - Compliance with Master Plan
- The availability of other public and private matching funds

Current Policies(Continued)

Prioritization for Allocation of Funds

- The cost effectiveness of the preservation project
- Long and short-term maintenance costs for property acquired.
 - An amount up to 5% of the original purchase price may be requested for normal maintenance costs.
 - Maintenance above this amount will be the responsibility of the applicant
- Due to the limited available funds, it is anticipated that the majority of corridor preservation efforts will be accomplished through local planning and zoning rather than outright purchase.

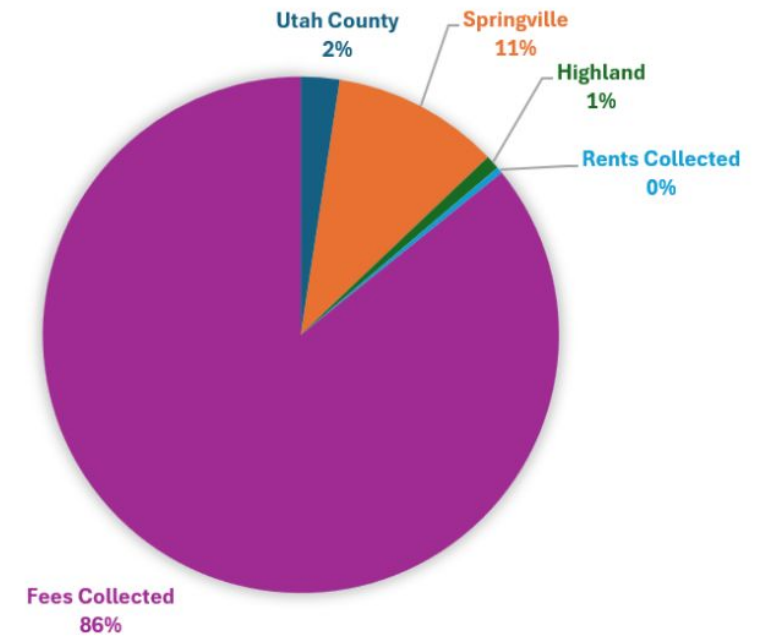
Fund Balance

Obligated	Reimbursed	Balance Not Reimbursed
\$ 52,653,763.69	\$ 8,489,590.37	\$ 44,164,173.32

Reimbursements

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	
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	\$ 56,819,205.22
			\$ 52,653,763.69
	Unused Balance		\$ 4,165,441.53

FUNDS COLLECTED 2016-2025



Revenue-Rents

- **Property Management (Rents)**
 - Not all projects include rentable properties
 - MAG conducting audit to determine which properties are being rented
 - Who should audit rents?
 - County?
 - MAG?
- **Rent**
 - State Code does not require market rate
 - Does MAG/County want to require this?
 - Rent collected yearly

Revenue-Sale of Property

- **Sale of Excess Property**
 - How do we speed up turnover?
 - Prioritize projects with design work?
 - Allows property to be resold after the lot is modified to exclude needed ROW
 - Prioritize strip takes on greenfield property?
 - Prioritize projects in Phase 1 of RTP?
 - Other?

Revenue-Reimbursements

- Reimbursements-Revolving Loan Fund (RLF)
 - Purchases on UDOT built projects repay Corridor Preservation Fund by agreement with project funds
 - Do we want to charge non-UDOT projects?
 - Reduces available TIP funding.

Revenue-Fee Increase

- State Law currently limits fee to \$10
- Change would require Legislative Action
 - How much would we ask to increase?
 - \$15, \$20, More?
- Require Local Match?

Potential Changes

- **Current System**
 - Flexibility
 - Opportunistic
 - Doesn't prioritize purchases based on project
- **Prioritize Corridors**
 - Reduce number of eligible corridors
 - For example, Phase 1 unfunded projects and Phase 2 projects
- **Ranking System**
 - Less Flexibility
 - Funding available during specified windows
 - Prioritizes purchases based on projects

Ranking System

- **Salt Lake County Example**
 - Open application window
 - 2 months prior to balance of \$3 Million fund balance
 - Scoring is for internal decision making only, not binding
 - Properties purchased after application is submitted are eligible
 - Properties purchased prior to application are ineligible

Other Questions/Ideas?

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

MPO TAC MEETING

February 2, 2026 | 1:30 pm - 3:00 pm



9 | Legislative Update

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

BACKGROUND

A review will be given of legislation dealing with MAG-related issues. The council will also be oriented to the MAG Legislative Bill Tracker which can be accessed at https://magutah.gov/bill_tracker/.

Bill updates are ongoing but likely discussion topics include:

- **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 206: Multicounty Appraisal Trust Amendments.** Tax Increment Financing transparency is a point of focus during this legislative session, with a number of bills presented on the topic. SB 206 is expected to eventually consolidate much of the verbiage from other proposed bills, including bills 427, 228, 461, and 507.
- **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.
- **SB 247: Road Funding Amendments.** This bill amends the minimum average rack price of motor fuel for purposes of calculating fuel tax rates. The bill adjusts the minimum rack price from \$1.78 to \$2.67 and establishes that the minimum price will be adjusted annually. This bill may be in competition with HB 575, sponsored by Rep. Roberts, which also deals with fuel tax rates.
- **SB 281: Senior Nutrition Private Donation Incentives.** This bill creates an incentive for private donations for senior nutrition programs. It establishes the Senior Nutrition Private Donation Matching Fund and creates a matching incentive for local area agencies that obtain qualifying private donations. MAG is working with Senator Stratton to make adjustments to this bill's verbiage.
- **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 unanimously out of the Political Subdivisions Committee this week.
- **HB 507: State Coordination of Regional and Local Economic Development Projects Amendments.** This bill addresses local and regional economic development projects by creating a new tax increment financing tool called "Regionally Significant Development Zones." These zones would be city or county created and follow the HTRZ framework. GOEO committee approval would be required for the increment. Previous tax increment financing tools (Housing and Transit Reinvestment Zones, First Home

Investment Zones, and Home Ownership Promotion Zones) would be consolidated under this new RSDZ tool. ULCT position is pending, awaiting a substitute bill.

- **HB 575: Fuel Tax and Supply Amendments.** This bill reduces the motor fuel tax rate, requires reporting related to refining operations, and enacts provisions related to pipeline permitting. It appears that this bill would create a short term reduction of the gas tax (from 37.9 to 31.9 cents per gallon) that would then come back up but be balanced by increased production to keep prices at the pump down. It carries a potential impact to revenue, with a higher impact on state revenue than county/city revenue. ULCT position pending while additional changes to the bill are being made.
- **HB 586: Transportation Funding Amendments.** Requires the State Tax Commission, beginning in fiscal year 2028, to annually capture 10% of growth in the state sales tax is captured above a FY26 baseline (after existing sales tax transfers - Transportation Investment Fund (TIF), etc.), and is deposited into the Transit Transportation Investment Fund (TTIF). State sales tax (after transfers) is projected to grow \$327.3M from FY26 to FY28. Under current projections, this mechanism would double the funding going into the TTIF by FY34. Once the annual TTIF funding is doubled, the growth mechanism ends.

STAFF RECOMMENDATION

Information only item.

SUGGESTED MOTION

Information only item.

ATTACHMENTS

None