

MPO BOARD MEETING

March 12, 2026 | 5:30 pm - 7:00 pm



AGENDA

A meeting of the MPO Board will be held on **Thursday, March 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, 5 minutes

2. Public Comment

Chair, Mayor Bill Wright, 5 minutes

3. Action: Minutes of the MPO Board meeting held [February 12, 2026](#)

Chair, Mayor Bill Wright, 5 minutes

4. [Legislative Update](#)

Michelle Carroll, MAG Executive Director, 15 minutes

5. [MPO Regional Growth Forum](#)

Kevin Feldt, Transportation Planning Manager, 10 minutes

6. Action: [TIP Project Ideas and Studies Approval](#)

Bob Allen, Transportation Planning Manager, 10 minutes

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

Kendall Willardson, Transportation Planner II, 10 minutes

8. [2055 RTP: Project Screening Workshops Update](#)

Kendall Willardson, Transportation Planner II, 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 Process Update](#)

Cody Christensen, Transportation Planner II, 10 minutes

10. [MPO Director Report](#)

LaNiece Davenport, MPO Director, 5 minutes

11. **Other Business and Adjournment**

Next meeting: April 16, 2026

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Board Member Attendees	Present	Alternates/ Others in Attendance
Mayor Carla Merrill, Alpine	✓	HD Sanderson, Representative Kennedy's Office
Mayor Brad Frost, American Fork - Vice Chair	✓	Laurel Price, Utah County Alternate
Mayor Wyatt Cook, Cedar Fort	✓	Tim DeGraw, Salem Alternate
Mayor Denise Andersen, Cedar Hills	✓	Andrew Gruber, WFRC
Mayor Troy Walker, Draper		Ben Hunter, American Fork - MPO TAC Vice Chair
Mayor Jared R. Gray, Eagle Mountain	✓	Adam Cowie, Lindon Alternate
Mayor Robert Haddock, Elk Ridge	✓	Ezra Nair, Utah County
Mayor Hollie McKinney, Fairfield	✓	Sierra Pierson, Pleasant Grove
Mayor Neil Brown, Genola	✓	Taggart Bowen, Orem
Mayor Steven Staheli, Goshen	✓	Jim Evans, UDOT
Mayor Brittany Bills, Highland	✓	
Representative David Shallenberger, Legislator		
Senator Michael K. McKell, Legislator		
Mayor Paul Binns, Lehi	✓	
Mayor Carolyn Lundberg, Lindon		
Mayor Therin Garrett, Mapleton	✓	
Mayor Karen McCandless, Orem	✓	
Mayor Bill Wright, Payson - Chair	✓	
Mayor Eric Jensen, Pleasant Grove		
Mayor Marsha Judkins, Provo	✓	
Mayor Cristy Simons, Salem		
Mayor Daniel Olson, Santaquin	✓	MAG STAFF
Mayor Chris Carn, Saratoga Springs	✓	April Crane, Director of Finance & Operations
Mayor Mike Mendenhall, Spanish Fork	✓	Andrew Wooley, IT Manager
Mayor Wade Menlove, Spring Lake	✓	Bob Allen, Transportation Program Manager
Mayor Matt Packard, Springville	✓	Cody Christensen, Transportation Planner II
Mayor Zack Stratton, Vineyard	✓	Dan Wayne, Community Planning Manager
Mayor Ben Hillyard, Woodland Hills		Johnathon Knapton, Communications Manager
Commissioner Skyler Beltran, Utah County	✓	Kendall Willardson, Transportation Planner II
Commissioner Brandon Gordon, Utah County	✓	Kevin Feldt, Transportation Planning Manager
Commissioner Amelia Powers Gardner, Utah County		LaNiece Davenport, MPO Director
Bryce Bird, Utah Division of Air Quality		Michelle Carroll, Executive Director
Carlos Braceras, Utah Department of Transportation	✓	Minoo Abrishami, Transportation Planner I
Trustee Jeff Acerson, Utah Transit Authority	✓	Shauna Mecham, Planner/ Air Quality Analyst
Mayor Natalie Hall, Bluffdale*		Shelly Leavitt, Executive Assistant
BG Shawn M. Fuellenbach, Camp Williams*		Tim Hereth, Analytics Manager
Ivan Marrero, FHWA*	✓	
Peter Hadley, FTA*		
Jered Johnson, MPO TAC Chair*	✓	

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:44)

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

Public Comment (00:04:02)

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

Minutes - Action (00:04:27)

Mayor Dan Olson moved to approve the minutes from January .

Mayor Paul Binns seconded the motion, and the motion passed all in favor.

Air Quality Update (00:05:18)

Bryce Bird, Director of the Utah Division of Air Quality, reported that Utah County was officially designated in attainment for the PM2.5 standard on December 20, reflecting progress the region has actually maintained since 2019, even amid strong population and economic growth. He credited, in part, the MPO's long-term commitment to "living within a transportation budget" in its planning. He noted, however, that summer ozone remains a concern: despite declining emissions, more hot, cloudless days (over 90°F) are driving more frequent ozone exceedances, and Utah County is classified as a marginal non-attainment area while the northern Wasatch Front faces a potentially more severe designation. The division is focusing on volatile organic compounds (VOCs)—from refineries, petroleum storage, gasoline dispensing, and especially two-stroke lawn and garden equipment—and is pursuing tighter controls and incentive programs, including "dripless" gas nozzles and promotion of cleaner electric equipment through incentivefinder.utah.gov. He also highlighted new funding for a Great Salt Lake-focused monitoring network, with added monitors in Utah and Wasatch Counties and around exposed lakebed areas to better track dust and air quality trends.

2026 MAG Legislative Update (00:11:59)

Johnathon Knapton explained that his update was "less of a legislative update and more of a legislative plug." He reported that the Thursday MAG legislative lunches at the Capitol have been successful, with five legislators attending the most recent one in person, along with representatives from UDOT, UTA, ULCT, WFRC, Dixie MPO, Cache MPO, and regional commissioners and mayors. These weekly Thursday-at-noon meetings (in the Seagull Room on the first floor of the Senate Building, with a Zoom option) are intended as a forum to discuss key transportation-related bills as the session gains momentum. He urged commissioners and mayors to continue attending or start attending and invited anyone who did not receive the calendar invite to contact him or MAG staff. Johnathon Knapton also highlighted MAG's online bill tracker, which is updated multiple times a day: out of 800+ bills, MAG is closely tracking about 38 that are most relevant to MAG's mission and requested input and engagement from local officials on those items.

Wasatch Front Regional Council Committee Appointments (00:13:42)

LaNiece Davenport explained that WFRC, MAG's counterpart MPO to the north, seeks Utah County representation on several of its standing committees each year. The Regional Growth Committee (RGC)—

focuses on the connection between transportation, land use, and growth. The Trans Com (Transportation Coordinating Committee)—digs into the technical details of transportation planning and the Transportation Improvement Program. The Active Transportation Committee (ATC)—which covers walking and biking facilities across the Wasatch Front.

Mayor Jared Gray moved to approve the appointment of Mayor Jared Gray to Regional Growth Committee; and Mayor Chris Carn to Transportation Coordinating Committee; and Mayor Carla Merrill to Active Transportation Committee.

Mayor Paul Binns seconded the motion, and the motion passed all in favor.

Joint Policy Advisory Committee Appointments (00:18:32)

LaNiece Davenport explained that MAG appoints five members each year to the Joint Policy Advisory Committee (JPAC) a statewide transportation policy body, which includes MPOs, UDOT, UTA, and other transit districts.

Jim Evans moved to approve the following individuals to serve on the Joint Policy Advisory Committee (JPAC) for 2026 term: Mayor Wright, Mayor Merrill, Commissioner Powers Gardner, Mayor Lundberg, and Mayor Judkins.

Mayor Jared Gray seconded the motion, and the motion passed all in favor.

2026 Transportation Improvement Program Scoring Overview and Adoption (00:22:21)

Bob Allen presented an overview of the 2026 Transportation Improvement Program (TIP) and the updated project scoring process used to allocate roughly \$100–110 million per two-year cycle in MAG-controlled funds. He distinguished the TIP (a 4-plus-year, fiscally constrained, “real money” program of specific projects and years) from the long-range Regional Transportation Plan (RTP) (a 30-year vision plan). Bob Allen walked through the four-step MAG process: initial project idea submittal; a more detailed concept stage with refined scopes and costs; scoring and ranking by MAG staff and the Technical Advisory Committee (TAC) using a common matrix; and finally, funding projects from the top of the ranked list until projected revenues are exhausted. He explained that the revised scoring matrix—developed over months by a joint TAC/Board working group and unanimously supported by TAC—now uses mode-specific criteria (congestion for roads, separate criteria for transit and active transportation) that make about 50% of a project’s score, plus cross-cutting environment (10%), safety (25%), and other factors (15%) applied to all projects. MAG staff and TAC scores are each weighted 50% to form the total score, producing a ranked list that can then be adjusted by TAC and the board if needed before final programming.

Mayor Marsha Judkins moved to approve the TIP selection scoring criteria as presented.

Mayor Steve Staheli seconded the motion, and the motion passed all in favor.

Corridor Preservation Program Update (00:58:44)

Cody Christensen gave a brief Corridor Preservation Program update, focusing on how the funding flows and the program’s current balance. He explained that most corridor preservation revenue comes from vehicle

registration fees collected by the county, with the county auditor's office holding and tracking the funds. When this Board approves a corridor preservation application, the sponsoring jurisdiction submits for reimbursement through MAG; MAG then draws the money from the county account and passes it through to the city or town. Later, when preserved properties are sold, a project is completed, or rent is collected, those proceeds are returned to the county corridor preservation fund, not held by MAG. Cody Christensen reported that, after recent adjustments and a large reimbursement from Orem, the program's balance is about \$7.1 million, significantly higher than earlier estimates of roughly \$1.6 million. He also noted that a working group has met twice and is developing a ranking and threshold system to score future corridor preservation projects, with a more polished proposal expected for the next board meeting.

2055 RTP: Regional Workshops Update (01:00:39)

Kendall Willardson provided an update on the 2055 Regional Transportation Plan (RTP) regional workshops, explaining that MAG is in the first phase of the new long-range plan and is actively gathering input on initial project ideas for roads, transit, and active transportation. He reported that recent workshops with Technical Advisory Committee (TAC) members and staff generated around 200–300 map comments, reflecting strong engagement and helping MAG refine its draft project list. Key themes from those TAC workshops included strong interest in high-quality transit and first/last-mile connections, support for integrating the emerging statewide Utah Trail Network into the plan, general agreement with MAG's initial screening of lower-scoring road projects (with some concern about how jobs and economic development are weighted), and a desire for better land-use/transportation coordination. Kendall Willardson then outlined the upcoming evening "elected official workshops" for mayors, council members, commissioners, TAC members, and city managers, emphasizing that these in-person sessions—held across four locations with food provided—are the primary opportunity for local leaders to review, comment on, and add to the initial RTP project maps before MAG assembles a refined project list to bring back to the board in April.

Wasatch Choice Vision Overview (01:06:15)

Dan Wayne presented an overview of the Wasatch Choice Vision and how MAG is moving from high-level visioning into implementation. He reminded the Board that the region has completed Phase 1, a collaborative, centers-based visioning process that identified key centers in each community (with posters available for city use as a visible reminder). He described Phase 2 as the detailed technical work—station area plans, small-area plans, and targeted studies—needed to set goals, coordinate land use and transportation, and identify and prioritize specific projects for each center; MAG has already completed 16 station area plans and funded dozens of TAG (Technical Assistance to Governments) projects to support this. Phase 3 is where the plans become real through layered investments in roads, transit, walking and biking, redevelopment, and local infrastructure, with no single project being sufficient on its own. Dan Wayne highlighted MAG's Wasatch Choice Vision tools and resources webpage (including sample center renderings, a form-based code tool, and a missing-middle housing toolkit) and the annual TAG program, giving examples in Pleasant Grove and American Fork where MAG is helping cities update downtown/city-center plans and coordinate with UDOT transit investments. He encouraged cities to bring project ideas early, even outside the formal December TAG application window, so MAG staff can help shape competitive, context-sensitive planning efforts.

Regional Buildout Scenario Update (01:13:24)

Kevin Feldt and Tim Hereth presented an update on MAG's emerging Regional Buildout Scenario, explaining that it is separate from the federally required 2055 RTP and is intended as a much longer-range "crystal ball" look at how the region might function at or near full buildout under current local zoning and land-use plans. Kevin Feldt stated the goals are to better understand long-term population, employment, and mobility needs, to identify future infrastructure and corridor preservation needs, and to be more effective stewards of public funds in a high-growth area. Tim Hereth outlined a draft methodology that starts from the existing 2050 RTP network, then applies an "ideal grid" concept in still-undeveloped areas (especially Cedar Valley and Goshen Valley), with principal arterials roughly every two miles, minor arterials every mile, and collectors every half mile, recognizing that natural features like Utah Lake and the mountains create constraints. Around key intersections of these regional roads, MAG plans to assign employment and residential density in concentric patterns broadly mirroring today's Utah Valley densities, then run the land-use and traffic models to see what levels of demand this hypothetical future network can handle. LaNiece Davenport added that few MPOs nationwide have attempted this kind of buildout analysis, so MAG is effectively developing new methods as it goes, with early uses likely to include corridor preservation targeting, typical cross-section guidance, and validation of spacing assumptions for future arterials and collectors.

New Committee Proposal (01:22:07)

Kevin Feldt briefly introduced a new committee proposal aimed at giving MPO Board members and key technical staff a dedicated forum to discuss growth-related transportation issues in more depth than time allows during regular Board meetings. He explained that the concept is to create a group—similar in spirit to the Technical Advisory Committee (TAC), but focused on topics like regional growth, land use implications for transportation, population and employment forecasts, and long-range needs—that could function as a standing "think tank" for transportation policy and strategy. Questions still to be decided include the membership structure (e.g., full MPO Board, a subset of Board members plus TAC members, and/or other industry experts), meeting frequency and timing, and required bylaw adjustments. LaNiece Davenport reinforced that the intent is not "more bureaucracy," but rather a practical venue where elected officials can share ideas, vet concepts like station area planning or new funding tools, and learn from each other outside the constraints of a packed board agenda. Staff invited Board members to provide feedback over the coming weeks so MAG can return at the next meeting with a more detailed proposal.

Director's Report (01:24:57)

LaNiece Davenport delivered the Director's Report, emphasizing first that MAG staff are a direct resource to member jurisdictions for any transportation planning, programming, or funding questions, and offering to attend city council work sessions to brief councils on regional transportation topics. She reported on a recent Washington, D.C. trip where MAG leadership, including Chair Mayor Bill Wright, Vice Chair Mayor Brad Frost, and MAG staff, met with Utah's congressional delegation to stress three priorities: double-tracking FrontRunner (identified as the top statewide transportation priority, particularly for the 2034 Olympics), passage of a new federal transportation reauthorization bill with strong support for planning funds, and coordination on Olympic-related transportation needs. LaNiece Davenport noted that the subsequent release of the federal BUILDS Act appears to align with several of MAG's requests. She also outlined the work of the Olympics Transportation Working Group, chaired by UDOT's Carlos Braceras, and said MAG will soon distribute a project

input form so local governments can identify “must-have” and “good-to-have” projects for the Games. LaNiece Davenport then announced MAG’s move to a new office at the north end of the Riverwoods in Provo, with a goal of hosting MPO Board meetings there beginning around June and moving staff in by roughly October, followed by a holiday-season open house. Finally, she underscored the importance of the upcoming in-person RTP regional workshops for elected officials, stressing that MAG needs local input now to confirm that the base project list for the 2055 RTP is complete and accurate; for those unable to attend, MAG will arrange one-on-one follow-ups.

Other Business and Adjournment (01:30:46)

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

Mayor Jared Gray moved to adjourn the meeting.

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

DRAFT

MPO BOARD MEETING

March 12, 2026 | 5:30 pm - 7:00 pm



4 | Legislative Update

Michelle Carroll, MAG Executive Director | 801-229-3833 | mcarroll@magutah.gov

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

BACKGROUND

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

Bill & Budget Updates:

Local Administrative Advisor Program

Funding was restored (\$500K) and moved to an Ongoing status.

SB 197: (Harper, Bill Passed) Transportation Funding and Governance Amendments.

- Restructures UTA governance into a Transit Commission:
 - 2 Members from Speaker, 2 from President
 - 3 Members from Governor (1 x Davis/Weber/Box Elder; 1 x Utah/Tooele; 1 x Salt Lake)
 - Commissioners represent whole of district
- Increases state funding to build the Transit Transportation Investment Fund:
 - Starting 2028, State Tax Commission annually captures 5% of the growth in the state sales tax revenue (above a FY26 baseline), and deposits the increase into the TTIF.
 - Under current projections, this mechanism would double the funding going into the TTIF by FY34 (\$134.3M to \$268.6M).
 - Once the annual TTIF funding is doubled, the growth mechanism ends.

SB 242: (Harper, Bill Passed) Transportation Amendments.

- Makes changes to the "5th-5th" allocation and use:
- Allows Counties of the Second Class to use their .05% county portion of the .20% 5th-5th funds for transportation and public safety purposes.

HB 575: (Roberts, Bill Passed) Fuel Tax and Supply Amendments.

- Short term reduction of the gasoline tax (from 37.9 to 31.9 cents per gallon) from July 1-Dec. 31 2026
- Encourages increased refinery production to keep prices down when tax goes back up.
- Reduces Transportation Fund by \$40M, but holds counties/cities harmless (revenue neutral) via \$11.9M from the General Fund.

HB 62: (Gricius, Bill Passed) Road Jurisdiction Amendments.

- Directs the construction of a highway that connects Mountain View Corridor in Saratoga Springs with Cedar Valley Highway in Eagle Mountain.

HB 425: (Peterson, Bill Passed) Local Government Fees Amendments.

- Outlines how a transportation utility fee (TUF) may be implemented.
- Requires local studies to justify any proposed fees.
- Allows for differential rates between commercial and residential uses.

- Excludes the lowest-traffic day of the week from traffic counts.

ATTACHMENT

[Presentation](#)



Funding Update:

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Bill Updates:

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5 | MPO Regional Growth Forum

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 had proposed the creation of a new MAG MPO committee focused on regional growth topics and initiatives.

A proposal to create a new MAG MPO committee focused on regional growth challenges was presented to the MAG MPO TAC on March 2. The TAC provided MAG staff with comments focused on proposed committee participants, topics and proposed committee structure. Following the TAC meeting, MAG staff has decided to modify our original proposal to create a new MAG MPO committee addressing regional growth challenges. The new approach will *not* include a new committee at this time, but rather a Regional Growth Forum. The exact details regarding the Regional Growth Forum remain in development. Additional details addressing MAG Regional Growth Forum will be provided in the future.

A sampling of possible topics for discussion by the Regional Growth Forum include:

- Population growth,
- Employment growth,
- Housing,
- Water supply,
- Environment, and
- Intergovernmental coordination.

STAFF RECOMMENDATION

Staff recommends the MAG MPO Board provide MAG staff with comments and suggestions regarding suggested topics, guidance and participants for an initiative focused on regional growth topics.

ATTACHMENT

[Presentation](#)

Regional Growth Forum

MAG MPO Board Meeting

March 12, 2026

Why Tackle Growth Challenges?

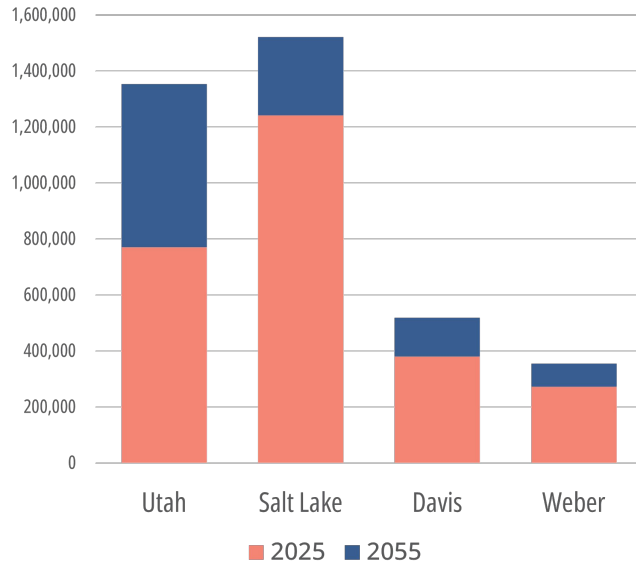
- Recommendation from MAG MPO Organizational Assessment
- Provide Regional Growth Discussion Forum
- Monitor Growth in a Rapidly Growing Region
 - Population and Employment Growth
- Look Forward



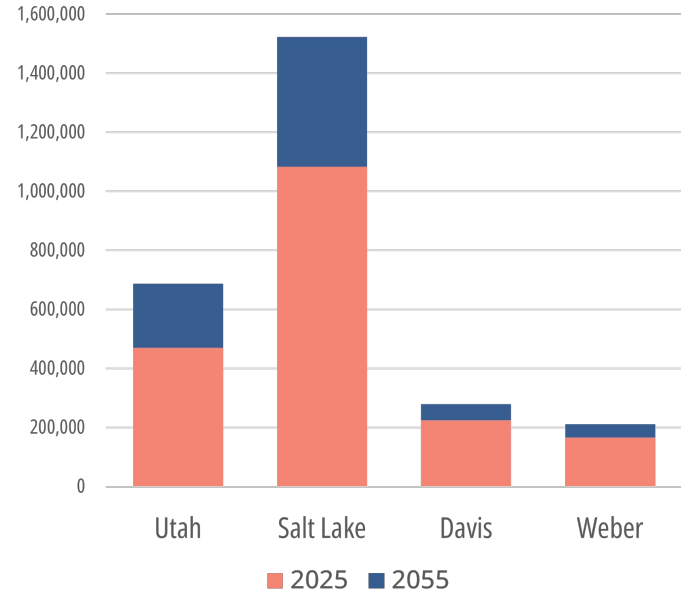
Source: MAG

Regional Growth

Population



Employment



Strategy

- Create a Regional Growth Forum
- Participants From Many Disciplines
 - Elected Officials
 - Appointed Officials
 - Government Staff
 - Industry Professionals
- MAG Staff Serve as Forum Staff



Source: MAG

TAC Discussion

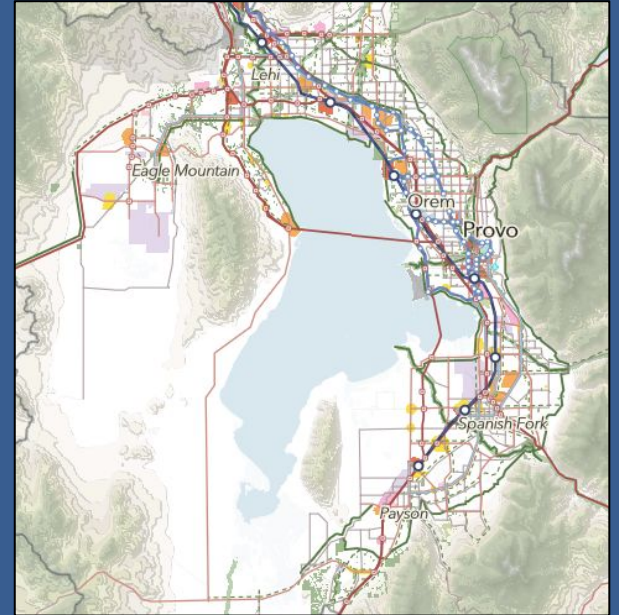
- Participants
- Topics
- Structure
- Schedule



Source: MAG

Growth Challenges

- Population and Job Growth
- Transportation and Mobility
- Water Supply
- Environment
- Economic Development
- Environment
- Technology



Source: Wasatch Choice Vision

Next Steps

- No Motion Requested
- Growth Challenges Survey
- Update at Future MAG MPO Board Meeting



Source: MAG

Discussion



MPO BOARD MEETING

March 12, 2026 | 5:30 pm - 7:00 pm



6 | 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. The MPO TAC recommended on March 2, 2026 that the MPO Board approve the 3 studies presented to be funded at \$625,000.

SUGGESTED MOTION

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

ATTACHMENT

[Presentation](#)



MAG

TIP Project Ideas and Studies

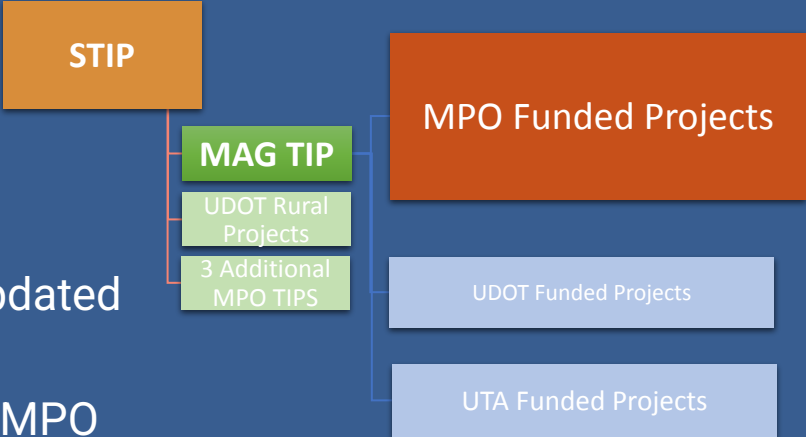
March 12, 2026

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).

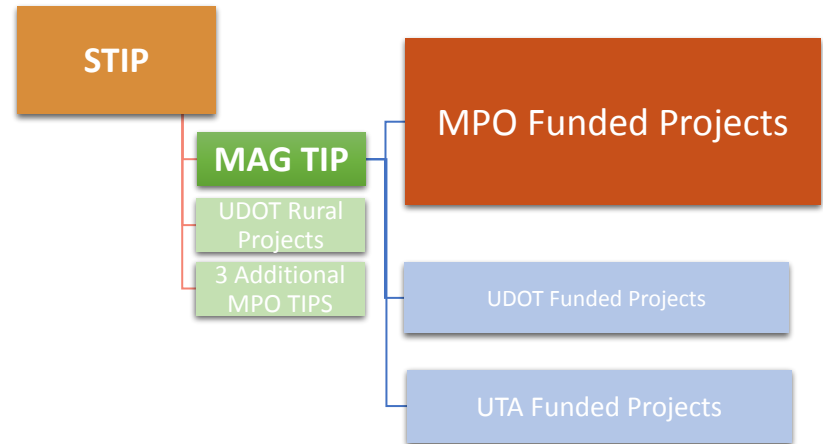
Key aspects of the TIP include:

- 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





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 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.

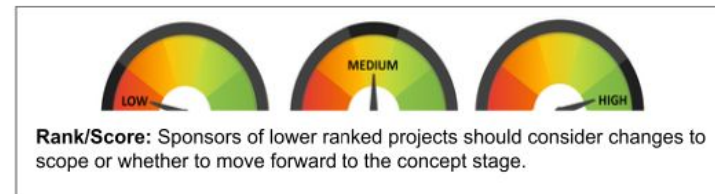
2026 TIP Project Idea Results

Studies

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Payson Canyon Trail Phase II	Elk Ridge	\$125,000
Total		\$625,000

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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

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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 to 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.

MPO BOARD MEETING

March 12, 2026 | 5:30 pm - 7:00 pm



7 | 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 at the January 2025 Board meeting 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 August 2025 TAC and October 2025 MPO Board meetings to further refine for objectives. Follow up to the feedback was presented at the November 2025 MPO Board meeting. The first draft of the goals and objectives were presented at the January 2026 MPO Board Meeting. 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. The MPO TAC recommended on March 2, 2026 that the MPO Board approve the 2055 Regional Transportation Goals and Objectives as presented.

SUGGESTED MOTION

I move to approve the 2055 Regional Transportation Goals and Objectives as presented.

ATTACHMENTS

[Presentation](#)

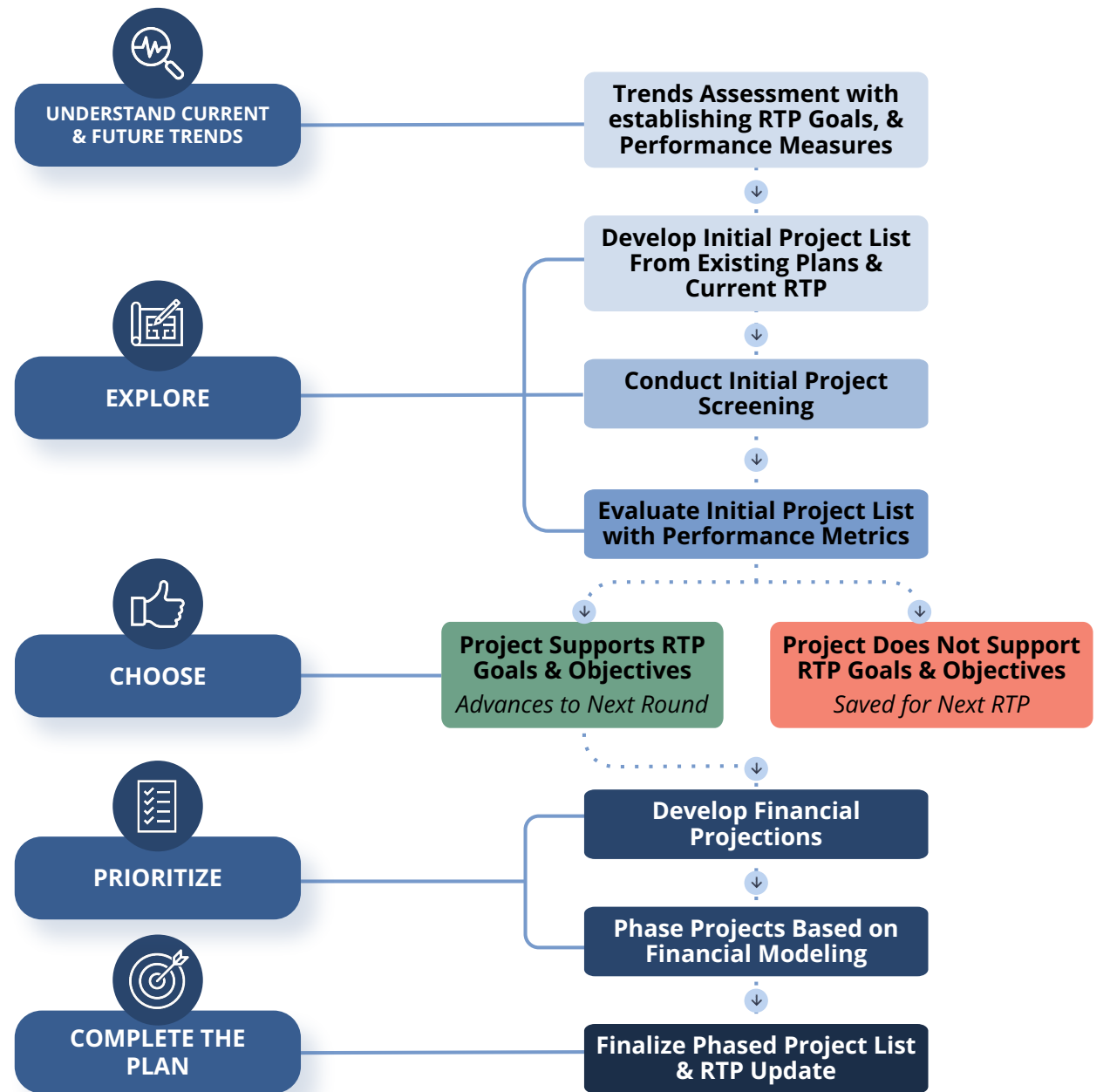
[DRAFT 2055 RTP Goals and Objectives](#)

7. 2055 RTP: Goals and Objectives Adoption

MPO Board
March 12, 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

TransPlan50 Goals (Current RTP)

Plan Goals & Projects

Plan goals are built around the different transportation modes balancing the needs of highways, transit, and active transportation projects.

- **Goal 1 | Enhanced Roadway Grid Network**
Create a regional highway grid of properly spaced and sized roads to help reduce congestion, better facilitate transit, and provide pedestrian safety
- **Goal 2 | Expanded Freeways, Expressways, and Arterials**
Growth and expansion require the regional highway system to evolve from the limited corridors today to a well-connected system of right-sized roads
- **Goal 3 | Robust Transit System**
Funding and constructing a broader regional rail and transit system increases mobility and accessibility within our high-growth region
- **Goal 4 | Connected Active Transportation System**
Create a regional network of active transportation (bicycle and pedestrian) facilities to provide safer alternatives for people to commute and recreate



RTP Goals and Objective Development



Wasatch Choice Vision



Liveable & Healthy
Communities



Access to Economic &
Educational Opportunities



Manageable & Reliable
Traffic Conditions



Quality Transportation
Choices



Safe, User Friendly
Streets



Clean Air



Housing Choices &
Affordable Living Expenses



Fiscally-Responsible
Communities & Infrastructure



Sustainable Environment



Ample Parks & Public
Spaces

MPO Board October Goals and Objectives Feedback

- Strategic Infrastructure Expansion: Advocating for new major infrastructure in right context
- Enhance multimodal options with strategic, high-capacity, and fast public transit.
- Moving beyond city-by-city planning to a regional, forward-thinking approach
- Improve safety by separating travel modes like bikes/pedestrians from vehicle traffic.

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

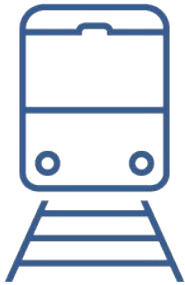
Draft 2055 RTP Objectives



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

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

Suggested Motion

“I move 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

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 BOARD MEETING

March 12, 2026 | 5:30 pm - 7:00 pm



8 | 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.

ATTACHMENT

[Presentation](#)

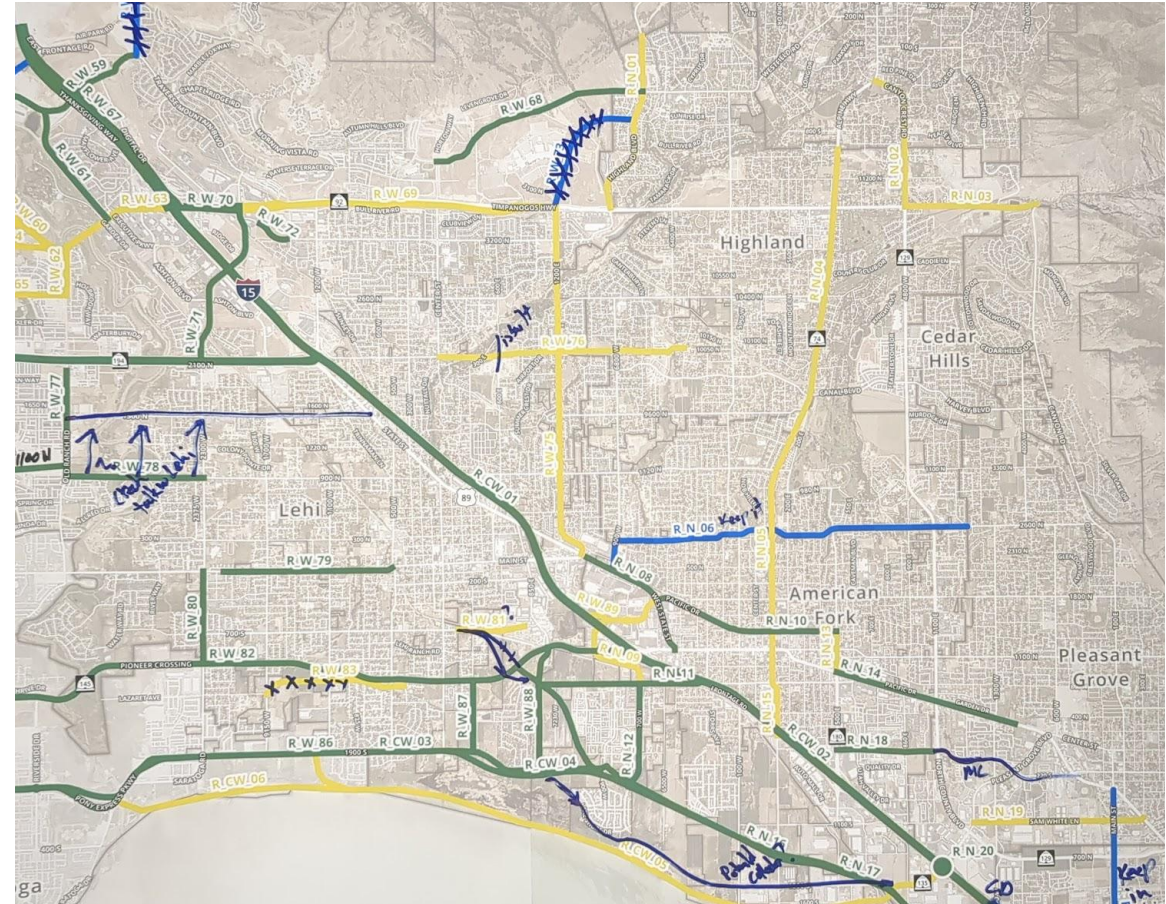
8. 2055 RTP: Project Screening Workshops Update

MPO Board
March 12, 2026



2026 RTP Elected Officials Workshop Review

- Received hundreds of comments (maps/discussion)
- Well attended by local government officials and TAC members



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 BOARD MEETING

March 12, 2026 | 5:30 pm - 7:00 pm



9 | Corridor Preservation Process Update

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

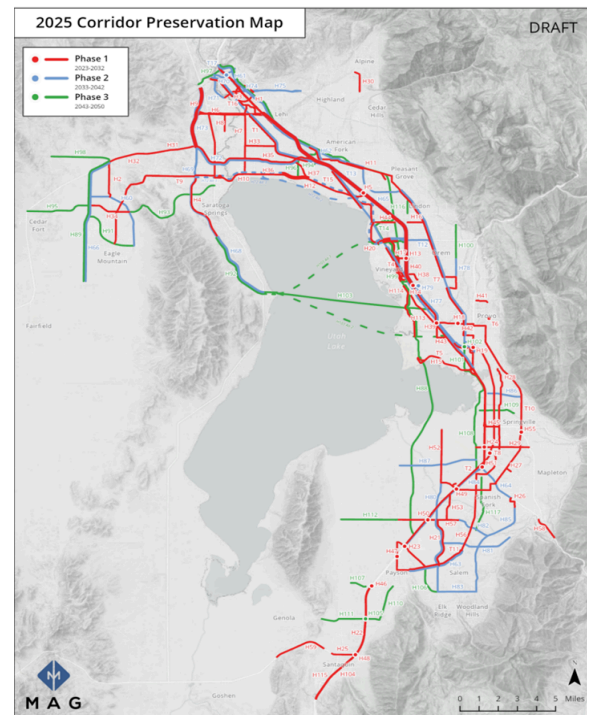
BACKGROUND

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.

ATTACHMENT

[Presentation](#)



Corridor Preservation Process Update

March 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

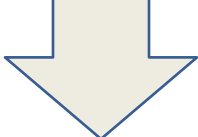
1. MAG receives application from applicant
2. MAG prepares application for presentation to TAC and MPO Board
3. Once approved, applicant proceeds with purchase of the property
4. Applicant requests funds from MAG
 - a. Applicant can purchase and get reimbursed
 - b. Or, applicant can have funds sent 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
(UTC Co Vehicle Registration Fees)

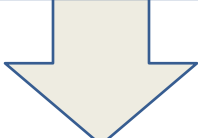


Utah County
(Co. Auditor's Office)

MPO Board Approves Project



MAG



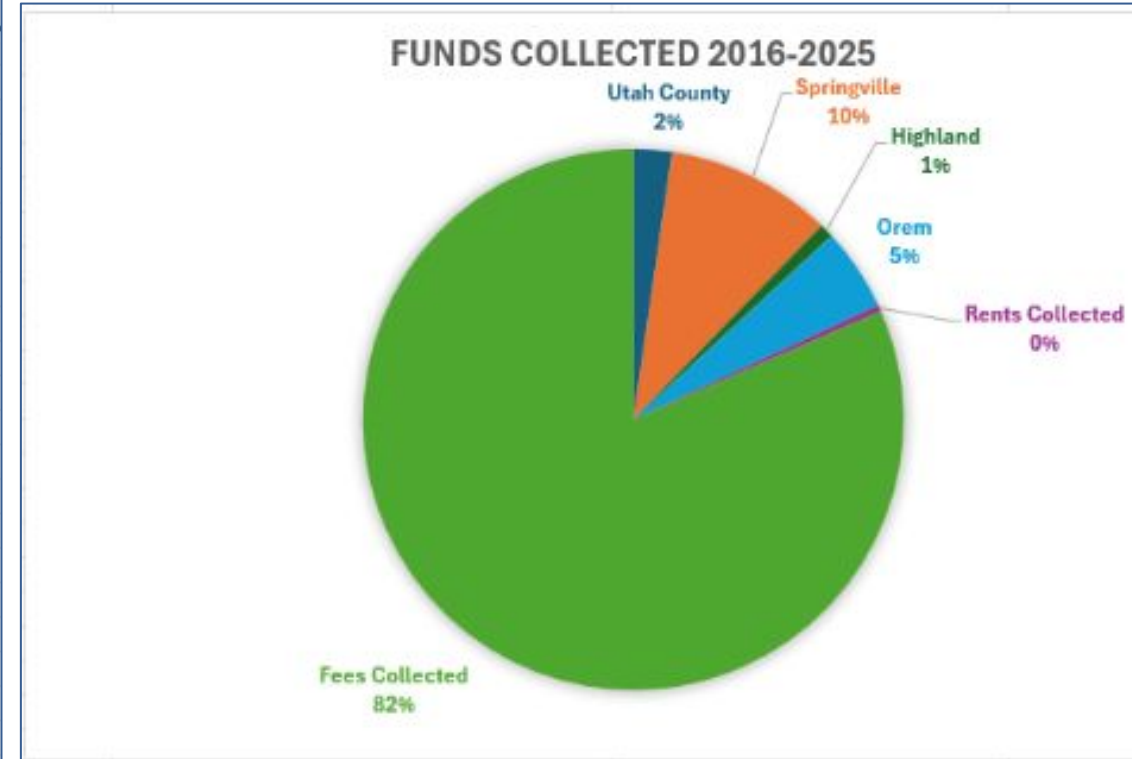
Jurisdiction

Rents, Property Sales



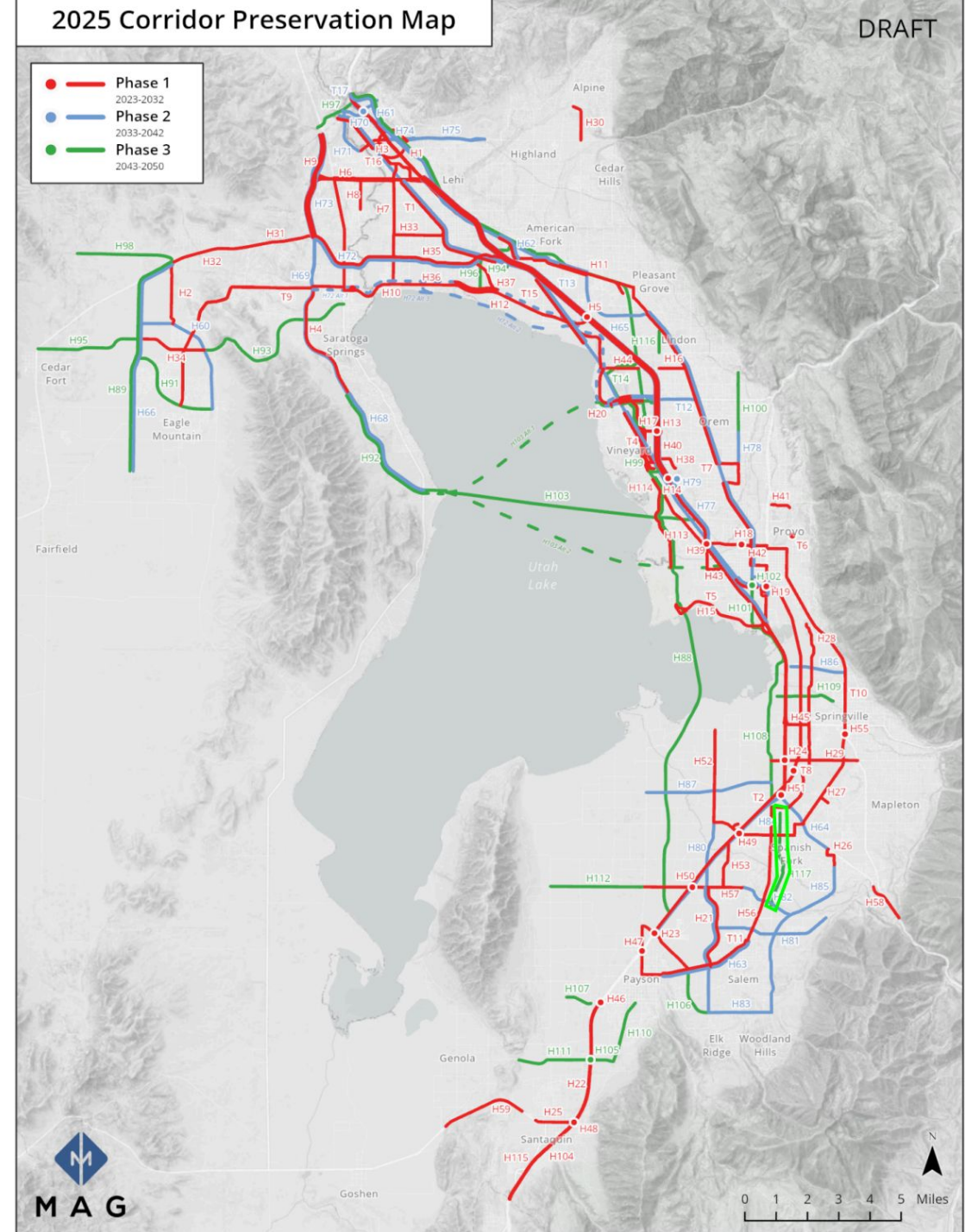
Fund Balance

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 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

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

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/>

MPO BOARD MEETING

March 12, 2026 | 5:30 pm - 7:00 pm



10 | Director Report

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

MAG PLANNING DEPARTMENT ACTION PLAN (DRAFT)

Purpose: Focus the Planning Department on strengthening regional relationships, improving transparency in transportation planning and programming, and ensuring programs are implemented effectively.

Goal 1. Strengthen Trust, Transparency, and Proactive Regional Leadership

Outcome: MAG is recognized by cities, counties, legislators, and partner agencies as transparent, predictable, solution-oriented, and the trusted regional convener.

Focus Areas:

- Annual coordination meetings with MAG member jurisdictions
- Clear communication and presentation standards
- Transparent Regional Transportation Plan to Transportation Improvement Program (RTP-to-TIP) project advancement process
- Assistance for and implementation of the Wasatch Choice Vision

Goal 2. Program and Project Compliance and Implementation

Outcome: Regional plans and programs are implemented effectively and in compliance with federal, state, and applicable local requirements; RTP is implemented in logical phases aligned with revenue forecasts and regional outcomes.

Focus Areas:

- Identify near-term Regional Transportation Plan priorities and align revenue forecasting and modeling with phasing
- Enhance oversight and coordination of federal and state programs with members and partners

Goal 3. Strengthen Department Capacity and Internal Alignment

Outcome: MAG Planning Dept. operates as a high-performing department with clear priorities and accountability measures, has attainable workload balance, and executes efficiently.

Focus Areas:

- Align staff time with strategic priorities
- Identify and address capacity gaps
- Shift reporting from activity updates to goal-based progress reporting

Board Reporting: The Board will receive regular progress updates organized by goal, including:

- On Track
- Needs Attention
- Off Track