

TMAC Meeting Minutes – February 19, 2026

Location: Provo City Public Works/Zoom

1. Introductions – TMAC Chair Beth Provence

Chair Beth Provence called the meeting to order and welcomed attendees.

- **TMAC Members Present:**

Beth Provence – West District, Committee Chair

Greg Macfarlane - Academia

Noah Gordon – Northwest District, Committee Vice Chair

Lisa Jensen – Planning Commission Member

David Keller – Central District

Kendall Thurston – East District (Zoom)

Jim Brookhart – Central District (Alternate) (Zoom)

Ryan Koller – Northwest District (Alternate)

- **Provo City Staff and Guests Present:**

Vern Keeslar – Public Works, Traffic Manager

Kaehan Shour – Public Works, Engineer

Ashley Suyak – Engineering

Joseph Gandy – Public Works, Management Analyst/Public Information

Boden Goulding – Development Services, Parking Enforcement Supervisor

Sandra Bussio – Development Services, Parking Manager

Hannah Salzl – Development Services, Planner/Planning and Sustainability

Bob Allen – Mountainland Association of Governments (MAG)

Katrice MacKay – City Council

Rachel Whipple – City Council

2. Action Item – Approve Minutes from January 15, 2026

- A motion was made by Greg Macfarlane to approve the January 15, 2026, meeting minutes
- The motion was seconded by Lisa Jensen
- Vote: Unanimous

3. Mountainland Association of Governments (MAG) Presentation – Bob Allen, Transportation Program Manager

Presenter: Bob Allen, Transportation Improvement Program Manager, Mountainland Association of Governments (MAG)

- Bob Allen provided an overview of MAG’s role as the Metropolitan Planning Organization (MPO) for Utah County. Under federal law, MPOs are required for urbanized areas exceeding 50,000 population and are responsible for regional transportation planning. MAG coordinates regional transportation planning and serves as a liaison between local governments, UDOT, and federal agencies.

Regional Transportation Plan (RTP)

- Key Points:
 - Updated every four years with a 30-year planning horizon (current horizon year: 2055).
 - Must be fiscally constrained and meet air quality conformity standards.
 - Includes regionally significant road, transit, and active transportation projects.
 - Divided into three phases: 2026–2036, 2036–2046, and 2046–2055.
- The RTP functions similarly to a city’s General Plan by establishing a long-term transportation vision. Projects may shift phases over time depending on funding, priorities, and updated modeling.

Transportation Improvement Program (TIP)

- The TIP identifies specific projects with committed funding over a five-year period and is updated every two years. MAG programs approximately \$60 million annually, focusing on regional collectors, minor arterials, active transportation projects, and select regional improvements. Larger infrastructure projects are typically funded through UDOT’s prioritization process.

Growth Projections

- Key Projections:
 - Current population of Utah County: just under 800,000.
 - Projected population by 2055: approximately 1.4 million.
 - Utah County growth expected to exceed the combined growth of Salt Lake, Weber, and Davis counties during the same period.
- Employment growth is projected to increase but at a slower rate than household growth, creating potential commuting challenges.

Travel Patterns & Modeling

- MAG uses a regional travel demand model to evaluate transportation needs. The model accounts for projected population and employment growth, evaluates congestion impacts, and requires extensive data processing for each scenario. Without planned improvements, 2055 congestion levels would significantly worsen. Incorporating RTP projects improves system performance, though some congestion is expected to remain.

Unified Transportation Plan

- Utah utilizes a Unified Transportation Plan (UTP) that aligns cost assumptions, revenue projections, mapping, and planning coordination across MAG, UDOT, and other regional planning organizations.

Next Steps

- Current Phase:
 - Project collection and refinement.
 - Initial screening and prioritization.
 - Upcoming technical modeling and fiscal constraint analysis.
 - Public involvement process.
 - Draft prioritization rollout (Fall 2026).
 - Target adoption: June 2027.

4. Adjournment

The meeting was adjourned at 1:33 PM with appreciation expressed to TMAC members, staff, and presenters. The next meeting will be held on March 19, 2026, at 12:30 PM.

A full video/audio recording of this meeting can be found on YouTube at the link below:

[Provo City TMAC | February 19, 2026](#)