

MPO BOARD MEETING

August 13, 2026 | 5:00 pm - 7:00 pm



AGENDA

A meeting of the MPO Board will be held on **Thursday, August 13, 2026, at 5:00pm** at the new MAG Provo Offices, Provo, **282 River Bend Lane, Provo** and virtually via Zoom:

<https://us06web.zoom.us/j/83240110891>. [Directions to Provo MAG Office](#)

1. **Executive Director Welcome**

Michelle Carroll, Executive Director, 5 minutes

2. **Introductions**

Chair, Mayor Bill Wright, 5 minutes

3. **Public Comment**

Chair, Mayor Bill Wright, 5 minutes

4. **Action: Minutes of the MPO Board meeting held [June 11, 2026](#)**

Chair, Mayor Bill Wright, 5 minutes

5. **[Statewide Transportation Funding](#)**

Carlos Braceras, UDOT Executive Director, 20 minutes

6. **[Regional Transportation Planning](#)**

LaNiece Davenport, MPO Director, 20 minutes

7. **Action: [2027 TIP Adoption](#)**

Bob Allen, Transportation Program Manager, 15 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.

MPO BOARD MEETING

August 13, 2026 | 5:00 pm - 7:00 pm



8. Action: TIP Modifications

Bob Allen, Transportation Program Manager, 10 minutes

- a. [UTA Park and Ride Lots - Additional Funding](#)
- b. [American Fork 200 South 300 West Roundabout - Additional Funding](#)

9. RTP Development Guidelines

Kevin Feldt, Transportation Planning Manager, 5 minutes

10. [2055 RTP: Process Development Update - Prioritization Criteria and Weighting Update](#)

Kevin Feldt, Transportation Planning Manager, 25 minutes

11. [MPO Director Report](#)

LaNiece Davenport, MPO Director, 5 minutes

12. Other Business and Adjournment

Next meeting: September 10, 2026

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MPO BOARD MEETING

June 11, 2026 | 5:30 pm - 6:15 pm



Board Member Attendees	Present	Alternates/ Others in Attendance
Mayor Carla Merrill, Alpine		Council Member Brett Wright, Eagle Mountain Alt.
Mayor Brad Frost, American Fork - Vice Chair	✓	Council Member Tim DeGraw, Salem Alternate
Mayor Wyatt Cook, Cedar Fort	✓	Council Member Lance Wadman, Saratoga Springs Alt.
Mayor Denise Andersen, Cedar Hills	✓	Brad Kenison, Lehi Alternate
Mayor Troy Walker, Draper		Ezra Nair, Utah County Alternate
Mayor Jared R. Gray, Eagle Mountain		Ben Hunter, American Fork and MPO TAC Vice Chair
Mayor Robert Haddock, Elk Ridge		Chandler Beutler, UTA
Mayor Hollie McKinney, Fairfield		
Mayor Neil Brown, Genola	✓	
Mayor Steven Staheli, Goshen		
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		
Mayor Chris Carn, Saratoga Springs		
Council Member Stacy Beck, Spanish Fork	✓	
Mayor Wade Menlove, Spring Lake	✓	
Mayor Matt Packard, Springville	✓	
Mayor Zack Stratton, Vineyard		
Mayor Ben Hillyard, Woodland Hills		
Commissioner Skyler Beltran, Utah County	✓	
Commissioner Brandon Gordon, Utah County		
Commissioner Amelia Powers Gardner, Utah County		
Bryce Bird, Utah Division of Air Quality		
Carlos Bracerias, Utah Department of Transportation		
Jay Fox, Utah Transit Authority	✓	
Mayor Natalie Hall, Bluffdale*		
Andy Owen, Camp Williams*		
Ivan Marrero, FHWA*	✓	
Peter Hadley, FTA*		
Jered Johnson, MPO TAC Chair*	✓	
		MAG STAFF
		Andrew Wooley, IT Manager
		Bob Allen, Transportation Program Manager
		Cody Christensen, Transportation Planner II
		Kendall Willardson, Transportation Planner II
		Kevin Feldt, Transportation Planning Manager
		Kimberly Brenneman, Executive Assistant
		LaNiece Davenport, MPO Director
		Michelle Carroll, Executive Director
		Spencer Foster, Local Administrative Advisor

DISCUSSION & AGENDA ITEMS

Call to Order (00:04:13)

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

Public Comment (00:09:18)

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

Minutes - Action (00:09:41)

Commissioner Skyler Beltran moved to approve the minutes from May 14, 2026.

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

MPO Bylaws Amendment (00:14:08)

LaNiece Davenport presents straightforward amendments to the MPO bylaws prompted by Senate Bill 197 from the 2026 General Session, which restructured UTA governance from a three-member Board of Trustees to a seven-member part-time transit commission appointed by the Governor, Senate President, and Speaker of the House. She explains that the bill also expands the duties of UTA Executive Director Jay Fox, including required coordination with MPOs, COGs, counties, and cities. To align with this, the amendments designate Jay Fox as the MPO Board representative for UTA, replacing Trustee Jeff Acerson, and adjust the TAC language so Jay appoints the TAC representative. Redline changes appear on pages 3 and 7 of the bylaws.

Council Member Brett Wright moved to approve the amended Bylaws of the MAG MPO Board and TAC dated June 11, 2026.

Mayor Neil Brown seconded the motion, and the motion passed all in favor.

MAG MPO FY2027 Unified Planning Work Plan (UPWP) (00:14:08)

Kevin Feldt presents the FY 2027 Unified Planning Work Program (UPWP), describing it as the set of basic planning tasks MAG will carry out in fiscal year 2027. Compared with the draft shown in previous months, the final version adds the FY 2027 budget, documents 2026 legislative outcomes, and is reformatted to be more user-friendly. The schedule calls for MPO Board action now so MAG can submit the final UPWP to FHWA and FTA by July 1. There are no questions from the board.

Council Member Tim DeGraw moved to approve the MAG MPO FY2027 Unified Planning Work Program as presented.

Council Member Stacy Beck seconded the motion, and the motion passed all in favor.

2055 RTP: Process Development - Prioritization Criteria and Weighting Update (00:16:31)

Kevin Feldt then introduces the 2055 Regional Transportation Plan (RTP) prioritization framework. He explains that project prioritization is built around five goals, with criteria subdivided by mode (e.g., road, transit, active

transportation), and that each mode will ultimately receive its own prioritized project list. The new element he emphasizes is goal weighting, where each goal is assigned a percentage (summing to 100%) that affects overall rankings; adjusting weights will shift which projects rise to the top. MAG staff will propose initial weights and convene a working group (six MPO Board members and six TAC members) to review and refine them in meetings tentatively set for July 8–9 or July 20–21. In August, TAC will review and adjust weights and make a recommendation for final MPO Board action, using a live weighting tool. Michelle Carroll asks how “growth” is represented; Kevin notes that growth is embedded in the travel demand model inputs and influences all goals. He also mentions planned meetings with the Utah County legislative delegation between the August and September meeting rounds.

Federal Performance Measures - Target Modifications (00:20:48)

Bob Allen, with FHWA representative Ivan Marrero present, reviews required federal performance measures and proposed target updates for the next four-year cycle. He explains that Utah’s MPOs and UDOT coordinate to set statewide targets for pavement and bridge condition (on and off the Interstate), safety (fatalities and serious injuries), system reliability, freight/truck reliability, percent of non-SOV travel, and peak-hour excessive delay. While MPOs could set their own targets, doing so would require separate monitoring and investment planning; MAG staff recommends adopting the statewide targets. Bob reviews each category: Utah’s pavement and bridge conditions remain strong, but some targets (e.g., interstate pavement “good” condition and truck travel time reliability) are adjusted to better reflect observed performance and to avoid penalties; safety continues to aim for a 2.5% annual reduction in fatalities/serious injuries; reliability targets are generally maintained; non-SOV travel targets are increased (reflecting Utah County’s strong performance); and peak-hour excessive delay per capita targets are adjusted upward.

Mayor Brad Frost moved to adopt the adjusted statewide targets for the required federal performance measures as presented.

Mayor Neil Brown seconded the motion, and the motion passed all in favor.

2026 TIP Project List (00:28:40)

Bob Allen presents the 2026 Transportation Improvement Program (TIP) project priority list, the culmination of the two-year prioritization cycle using updated scoring metrics adopted earlier in the year. He notes that the revised scoring tends to favor active transportation projects, so MAG examined the historic funding by mode over the last four TIP cycles (roughly: 67% roads, 20% active transportation, 4.5% transit, 8% other) to avoid over-funding a single mode. Using draft revenue assumptions for 2029–2030 (about \$115M, with 10% per-project and \$10M/year program-level contingencies), staff sketches a notional allocation that would fund the top active transportation, road, and one transit project while roughly matching historic percentages.

During discussion, Brett Wright (Eagle Mountain City Council, attending with Mayor Gray’s support) strongly advocates moving the Wild Blossom Boulevard Corridor extension higher on the list to secure funding in the 2026 cycle, arguing that Eagle Mountain and Saratoga Springs have only two ways in and out, rapid growth (~8,500 new residents/year in Cedar Valley), severe congestion, and safety concerns highlighted by a recent major crash. He contrasts “wants vs. needs,” suggesting defunding the High Line Canal Trail Phase 2 and Mount

Timpanogos bus canopies and using both project funds plus the program-level contingencies to advance Wild Blossom.

Bob and Commissioner Skyler Beltran clarify that about \$10–12M of the funds are CMAQ/TAP, which are restricted to active transportation and congestion mitigation, not general roads, and thus are not freely interchangeable. Bob and Michelle Carroll also emphasize the importance and frequent use of project and program contingencies, noting they have dropped very low in recent years as projects come back for cost increases. Several members (including Commissioner Amelia Powers Gardner, Mayor Marsha Judkins, and Saratoga Springs Councilmember Lance Wadman) express empathy for Cedar Valley's challenges while underscoring fiscal responsibility, the need for contingencies, and the system-wide value of transit and active transportation investments. UTA's Jay Fox explains that the "bus canopies" project is actually a full Mount Timpanogos facility upgrade (capacity, maintenance, operators) that would leverage ~80% FTA Bus and Bus Facilities grant funding and expand bus service capacity countywide.

After extended debate, Brett Wright moves to adopt the 2026 TIP project list but drastically change mode splits (10% active transportation, 4.5% transit, 1.5% "other," and the remainder to roads) and explicitly bump Wild Blossom Boulevard up just below Loafer Mountain Parkway Phase 2. Lance Wadman seconds "to bring it to a vote." The motion fails on vote. A subsequent motion is then made (by Stacy Beck) and seconded (by Wadman) to approve the TIP project priority list as presented and to allow Bob to proceed using historical mode share guidance and contingencies to build the draft TIP for final board approval in August; that motion passes, and the board adopts the list in its current order.

Council Member Brett Wright moved to adopted the 10% for AT, 4.5 for Transit, and % for other, and the remaining fund be used to bump Wildflower up to below Loafer

The motion failed for lack of support

Council Member Stacy Beck moved to approve the 2026 TIP Prioritized Project List as presented.

Commissioner Amelia Powers Gardner seconded the motion, and the motion passed all in favor.

Other Business and Adjournment (00:00:00)

Chair Mayor Bill Wright stated the next MPO Board meeting is scheduled for August 13, 2026.

Chair Mayor Bill Wright moved to adjourn the meeting.

Utah Transportation Funding Overview

August 19, 2026



Department of
Transportation

Funding info on UDOT's Strategic Direction



UDOT Strategic Direction



Funding



Fiscal Year
2025



FY 2026
Fiscal Year
2026



Fiscal Year
2027



Funding info on UDOT's Strategic Direction

FY27 UDOT Funding \$2.5 B

Transportation Investment Fund
(TIF)

\$1.3 B

52%

Transportation Fund

\$579 M

23%

Highway Federal Funds

\$440 M

17%

Transit Transportation
Investment Fund (TTIF)

\$96 M

4%

Active Transportation
Investment
Fund (ATIF)

\$44 M

2%

Cottonwood Canyons
Transportation Investment Fund

\$22 M

<1%

Rural Transit

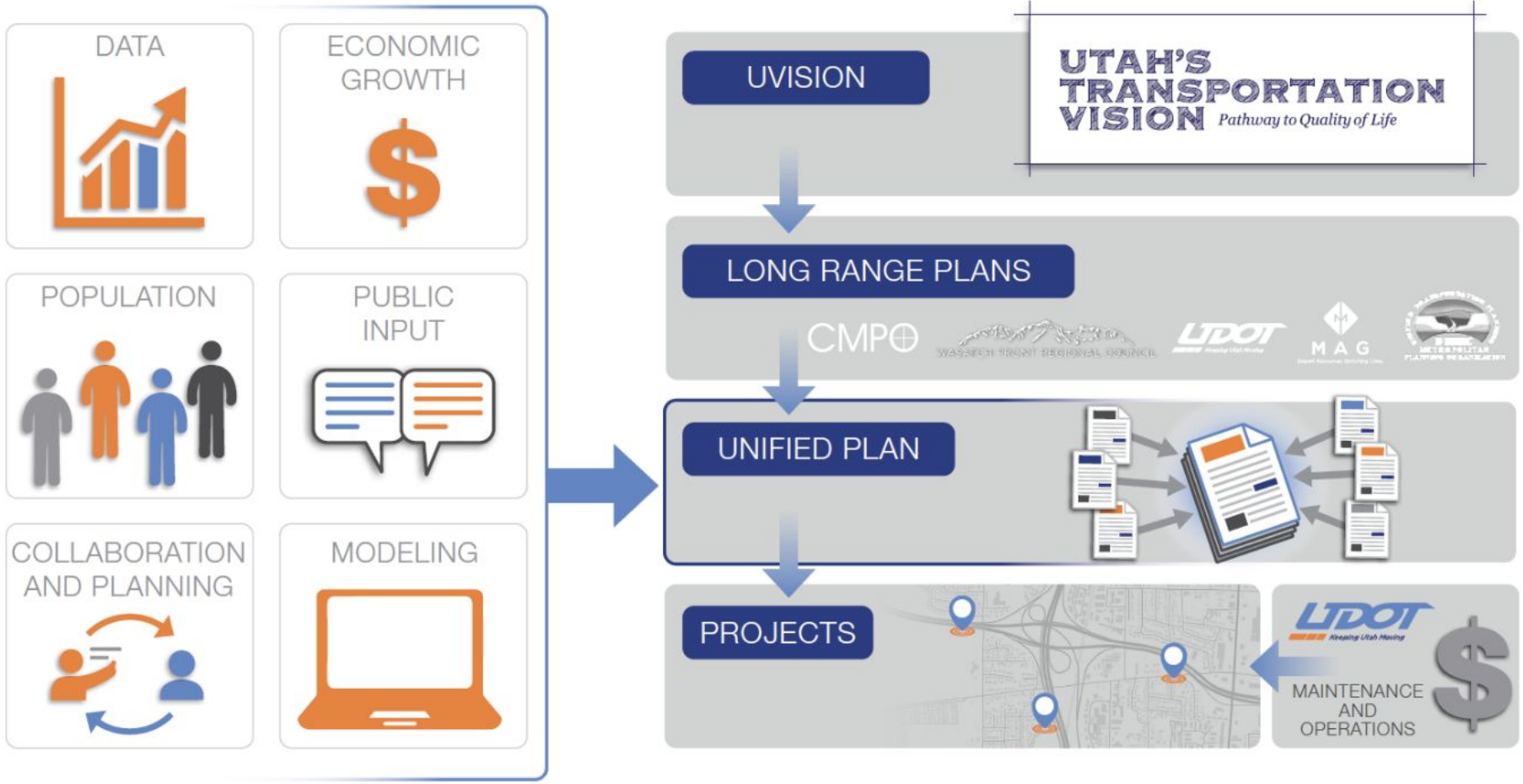
\$15 M

<1%

Aeronautics

\$16 M

<1%



Capacity Project Delivery Overview

UDOT/MPOs



Utah's Unified
Transportation
Plan

Plan

Transportation Commission

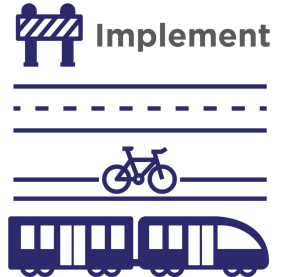
Ranked List



STIP

Rank & Fund

UDOT



Study
Design
Build
Operate
Maintain

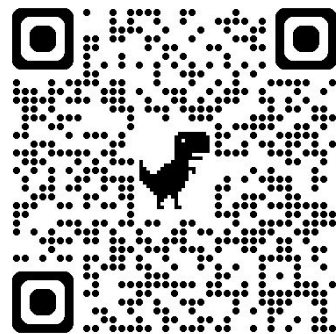
Phase 1
2023-2032



 Prioritization Models	Quality of Life Framework			
	 Good Health	 Strong Economy	 Better Mobility	 Connected Communities
TIF Highway 	- Safety and Design Composite 15%	- Future Employment Growth 15% - Opportunity Cost 10%	- Current Reliability 25% - Future Volume 20%	- Future Population Growth 15%
TIF Active 	- Safety and Access Composite 20%	- Active Transportation Demand 30%	- Mode Shift Potential 20%	- Network Connectivity Composite 30%
TTIF Transit 	- Safety and Security Composite 15%	- Transit Propensity 30% - Opportunity Cost 10%	- System Ridership 15%	- Future Population and Employment Density 30%
TTIF First and Last Mile 	- Safety and Access Composite 25%	- Active Transportation Demand 30%	- Transit Ridership 20%	- Destination Connectivity Composite 25%



Ranked List



Statewide Ranked List (TIF Highway)

Capacity Project Prioritization TIF Highway Decision Support Tool

7/2/2026

[LINK TO SCORING DETAILS](#)

Freeway or Expressway Projects

	Region	Total Score
Pioneer Crossing 8-lane Expressway (Left South Expressway)*	Region Three	63
Cory Wide Freeway (SR-73) Frontage Roads (East) from Ranches Pkwy to Mountain View Corridor	Region Three	61
Mountain View Freeway, Cory Wide to 2100 N	Region Three	54
I-80 Widening from Mountain View Corridor to I-15	Region Two	47
Cory Wide Freeway (SR-73) Frontage Roads (West) from Ranches Pkwy to Eagle Mountain Boulevard	Region Three	42
I-215 Widening from Legacy Parkway to I-80	Region Two	38
Southern Parkway Segment II (St George), Desert Canyon Dr to Airport Access (2nd barrel)	Region Four	33
I-15: Widen from MP 368.3 to MP 372.6, SR-13 to Honeyville (WFRG boundary from MP 365.7 to 368.3)	Region One	27
I-15: Widen NB from MP 372.6 to MP 379.4	Region One	27
I-15: Add Travel Lanes and Improve Bridge, MP 58.6 to 65.1 (Iron County)	Region Four	26
SR-201 Widening from Tocoee County Line to Rio Tinto Driveway	Region Two	23

Interchange Projects

	Region	Total Score
Mountain View Corridor Interchange @ 7800 South	Region Two	77
I-15 Interchange @ Riverdale Road (Weber County)	Region One	74
I-15 Interchange @ 650 North (Clearfield)	Region One	74
I-15 Interchange @ 2700 North (Fair West)	Region One	68
SR-224: Capacity improvements and improve interchange at I-80, MP 11.2 to MP 11.65 (Kimball Junction)	Region Two	68
Mountain View Corridor Interchange @ 9000 South	Region Two	65
I-15 / University Parkway Interchange (Crem)	Region Three	65
I-15 / Santiquin Main Street Interchange	Region Three	62
SR-201 Interchange @ 7200 West	Region Two	57
I-15 / UC 8000 S Interchange	Region Three	56
Mountain View Corridor Interchange @ 4100 South	Region Two	54
I-15: South Cedar interchange improvement, Exit 57, MP 57.1	Region Two	53
I-15 / Pleasant Grove Boulevard Interchange	Region Three	51
Mountain View Corridor Interchange @ 3500 South	Region Two	51
SR-4 Segment 3: Telegraph Street Interchange (Washington County)	Region Four	51
I-15 Interchange Improvements at MP 4 - I-15 SPUI or Flyover at MP 4	Region Four	49
SR-9 Segment 1: Virgin River Bridge to SR-7 Reconstruct / Split Diamond Interchange	Region Four	43
I-15 Interchange @ 200 North	Region One	41
Mountain View Corridor Interchange @ 5400 South	Region Two	33
SR-9 Segment 2: Purgatory Rd. Interchange (Washington County)	Region Four	32
I-40 @ US-40: Add lane eastbound I-40 to southbound US-40	Region Two	29
Mountain View Corridor Interchange @ 6200 South	Region Two	29
I-15 / Spanish Fork Center Street Interchange	Region Three	29
US-6 & US-89: Interchange, Thistle (MP 187.5)	Region Three	22
I-84 & SR-157: New Mt. Green Interchange, MP 94.0	Region One	17

Arterial Projects

	Region	Total Score
St. George Blvd/Red Cliffs Dr - Intersection Improvements	Region Four	64
Vineyard Connector: 1600 N Orem to Geneva Road	Region Two	62
Porter Rockwell Boulevard Widening from 14600 South to Point of the Mountain Connector Road	Region Two	50
14600 South Widening from 800 West to Porter Rockwell Boulevard	Region Two	50
SR-9 (H), increase capacity from SR-58 to Southern Parkway (Washington County)	Region Four	48
9000 South Widening from Bangerter Highway to Redwood Road	Region Two	47
SR-111 / Barchus Highway Widening from 5400 South to South Jordan Parkway (11000 South)	Region Two	44
10600 South / 10400 South Widening from Bangerter Highway to Redwood Road	Region Two	44

Geneva Road from 1880 S Orem to Center St Provo	Region Three	42
Provo Center Street: Geneva Rd to 1600 W	Region Three	40
Sunset Blvd: widen to 6 lanes from Valley View Dr to 1400 W (St. George)	Region Four	37
US-89: Make a consistent 4-lane cross section, MP 263.6 to 264.2 (Ephraim)	Region Four	34
SR-252 (Logan: 1000 W.), 1400 N. to 2500 N.	Region One	34
Westach Boulevard Widening from Bengal Boulevard to North Little Cottonwood Road	Region Two	28
Vineyard Connector from 1600 North to 900 West	Region Three	26
US-40: Extend 5-Lane Section MP 115.50 to MP 116.82 (Ballard)	Region Three	25
US-40: Convert to 5-Lane Section, Red Area, MP 68.3 to 71.10 (Duchesne County)	Region Three	24
SR-179: Widen or restripe to 2 lanes each direction, MP 0.0 to 3.0 (Tooele County)	Region Two	23
US-191: Capacity improvement south of Moab, MP 120.5 to 123.0	Region Four	22
SR-30: Widen Roadway from MP 90.1 to 95.1 (Box Elder County)	Region One	22
SR-30: Widen roadway from MP 95.1 to 102.3 (Box Elder and Cache Counties)	Region One	20
Nibley Logan Western Arterial, Hwy 89/91 to SR 30	Region One	17

Operational Improvement Projects

	Region	Total Score
I-15 Managed Motorways Operations Salt Lake County	Region Two	64
I-15 Managed Motorways Operations North Davis County	Region One	59
I-15 Managed Motorways Operations South Weber County	Region One	57
I-15 Freeway - Managed Motorways Utah County	Region Three	56
I-15 Managed Motorways Operations South Davis County	Region One	50
Main Street / State Street (SR-126) Operations North Davis County	Region One	48

Climbing or Passing Lane Projects

	Region	Total Score
I-15 Freeway Southbound Climbing Lane from Payson 800 South to Santaquin Center Street	Region Three	54
I-15: Widen northbound from 2 lanes to 3 lanes from MP 182.2 to 187.1 (south of Scipio)	Region Four	42
I-15: Widen southbound from MP 16.6 to 24.0 (Washington County)	Region Four	33
I-15: Widen southbound from MP 28.1 to 38 (Washington County)	Region Four	33
I-15: Widen northbound from MP 15.0 to 20.5 (Washington County)	Region Four	31
I-15 Operational/Passing Lanes- Northern WFRG MPO Boundary to US-91	Region One	29
I-15: Widen southbound from MP 43.5 to 56 (Iron County)	Region Four	28
I-15: Widen NB from MP 233.3 to MP 241.9, Mona to Utah County line	Region Two	28
US-40: Add westbound Passing Lane (Pleasant Valley), MP 101.70 to 103.40 (Duchesne County)	Region Three	24
US-40: Add eastbound Passing Lane (BridgeLand), MP 93.00 to 94.90 (Duchesne County)	Region Three	24
US-40: Add eastbound Passing Lane (East of Red Creek), MP 66.65 to 68.3 (Duchesne County)	Region Three	24
US-6: Add passing lanes and safety improvements MP 205 to 211 (Utah County)	Region Four	24
US-191: Palters Canyon to Big Canyon Passing Lane, MP 80 to 81.5 (San Juan County)	Region Four	23
US-191: Wilson Arch Passing Lane, MP 99.2 to 100.4 (San Juan County)	Region Four	20

* Interim solution funded on 5/10/24

Projects shaded in green have been at least partially funded by the Utah Transportation Commission. Minor changes to project scope may be assumed in programming.

Freeway or Expressway
Projects
Interchange Projects
Arterial Projects
Operational
Improvement Projects
Climbing or Passing
Lane Projects

Statewide Ranked List (TIF Highway)

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I-15: Widen NB from MP 372.6 to MP 379.4	Region One	27
I-15: Add Travel Lanes and Improve Bridge, MP 58.8 to 65.1 (Iron County)	Region Four	26
SR-201 Widening from Tocoee County Line to Rio Tinto Driveway	Region Two	23

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14600 South Widening from 800 West to Porter Rockwell Boulevard	Region Two	50
SR-9 (H), increase capacity from SR-58 to Southern Parkway (Washington County)	Region Four	48
9000 South Widening from Bangerter Highway to Redwood Road	Region Two	47
SR-111 / Bascabus Highway Widening from 5400 South to South Jordan Parkway (11000 South)	Region Two	44
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Geneva Road from 1880 S Orem to Center St Provo	Region Three	42
Provo Center Street: Geneva Rd to 1600 W	Region Three	40
Sunset Blvd: widen to 6 lanes from Valley View Dr to 1400 W (St. George)	Region Four	37
US-89: Make a consistent 4-lane cross section, MP 263.6 to 264.2 (Ephraim)	Region Four	34
SR-252 (Logan: 1000 W.), 1400 N. to 2500 N.	Region One	34
Weatch Boulevard Widening from Bengal Boulevard to North Little Cottonwood Road	Region Two	28
Vineyard Connector from 1600 North to 900 West	Region Three	26
US-40: Extend 5-Lane Section MP 115.50 to MP 116.82 (Ballard)	Region Three	25
US-40: Convert to 5-Lane Section, Red Area, MP 68.3 to 71.10 (Duchesne County)	Region Three	24
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US-191: Capacity improvement south of Moab, MP 120.5 to 123.0	Region Four	22
SR-30: Widen Roadway from MP 90.1 to 95.1 (Box Elder County)	Region One	22
SR-30: Widen roadway from MP 95.1 to 102.3 (Box Elder and Cache Counties)	Region One	20
Nibley Logan Western Arterial: Hwy 8591 to SR 30	Region One	17

Operational Improvement Projects

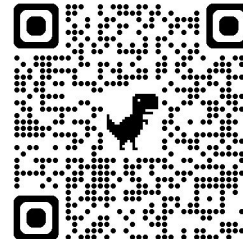
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I-15 Freeway Southbound Climbing Lane from Payson 800 South to Santaquin Center Street	Region Three	54
I-15: Widen northbound from 2 lanes to 3 lanes from MP 180.2 to 187.1 (south of Scipio)	Region Four	42
I-15: Widen southbound from MP 16.6 to 24.0 (Washington County)	Region Four	33
I-15: Widen southbound from MP 28.1 to 38 (Washington County)	Region Four	33
I-15: Widen northbound from MP 15.9 to 20.5 (Washington County)	Region Four	31
I-15 Operational/Passing Lanes- Northern WFRG MPO Boundary to US-91	Region One	29
I-15: Widen southbound from MP 43.5 to 56 (Iron County)	Region Four	28
I-15: Widen NB from MP 233.3 to MP 241.9, Mona to Utah County line	Region Three	28
US-40: Add westbound Passing Lane (Pleasant Valley), MP 101.70 to 103.40 (Duchesne County)	Region Three	24
US-40: Add eastbound Passing Lane (Bridgeland), MP 93.00 to 94.90 (Duchesne County)	Region Three	24
US-40: Add eastbound Passing Lane (East of Red Creek), MP 66.65 to 68.3 (Duchesne County)	Region Three	24
US-6: Add passing lanes and safety improvements MP 205 to 211 (Utah County)	Region Four	24
US-191: Peters Canyon to Big Canyon Passing Lane, MP 80 to 81.5 (San Juan County)	Region Four	23
US-191: Wilson Arch Passing Lane, MP 99.2 to 100.4 (San Juan County)	Region Four	20

* Interim solution funded on 5/10/24

Projects shaded in green have been at least partially funded by the Utah Transportation Commission. Minor changes to project scope may be assumed in programming.





**Department of
Transportation**

MPO BOARD MEETING

August 13, 2026 | 5:00 pm - 7:00 pm



11 | Regional Transportation Planning

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

PURPOSE

The purpose of this item is to provide the MPO Board with an overview of the region's long-term transportation funding needs and to seek Board input on potential funding sources that could help address the region's projected funding gap.

BACKGROUND

The MAG MPO is responsible for regional transportation planning for Utah County and works with local governments, UDOT, UTA, and other transportation partners to plan for the region's growing transportation needs.

The region is experiencing significant population and employment growth, increasing demand for transportation infrastructure and services. As part of the long-range transportation planning process, MAG evaluates anticipated transportation revenues against the cost of needed transportation investments. This includes capacity projects for roads, transit, and active transportation, as well as ongoing operations, maintenance, and preservation needs.

Current projections indicate that available transportation funding will not be sufficient to meet the region's anticipated needs. The projected funding shortfall is approximately 67.8 percent of identified transportation needs. This gap highlights the importance of identifying funding strategies that can provide long-term, stable, and adequate funding for the region's multimodal transportation needs.

MAG MPO staff has identified a range of potential funding options for consideration including local option sales taxes, vehicle registration fees, road usage charge, and tolling. Each option has different revenue potential, implementation requirements, funding characteristics, and levels of local control. The authority to implement these options varies. Some require action by the Utah Legislature or federal government, while others may involve local governments, voters, or multiple levels of government.

The purpose of the Board discussion is not to select or authorize a new funding source. Rather, staff is seeking Board input regarding which funding tools warrant further consideration as the region works to address its long-term transportation funding needs. Future analysis could examine potential revenue amounts, implementation requirements, legal authority, geographic applicability, administrative costs, equity considerations, political feasibility, and the potential impact on transportation investment.

Any future proposal to establish or increase a transportation funding source would require the appropriate legislative, local government, voter, or other authorization and would return to the appropriate decision-making body for consideration.

REQUESTED BOARD ACTION

This is an informational and discussion item.

ATTACHMENTS

[Presentation](#)



MAG

Regional Transportation Funding

*Overarching goal is to establish long-term, stable,
and adequate funding for our multimodal
transportation needs.*

August 13, 2026 MPO Board



Statewide and Regional Transportation Funding and Planning Outlook

- ✓ **01** | Statewide Transportation Funding Overview (UDOT)
- 02** | Regional Transportation Funding (MAG)
- 03** | Interactive Polling (MAG)

Regional Transportation Funding explaining “fiscal constraint”

Federal law requires RTPs to be *fiscally constrained*, meaning our plan must include projects we reasonably expect to have funding to build.

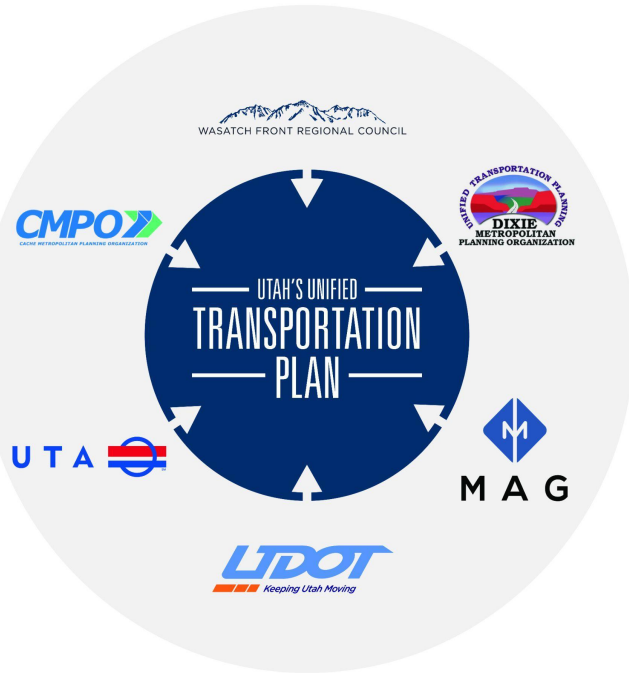
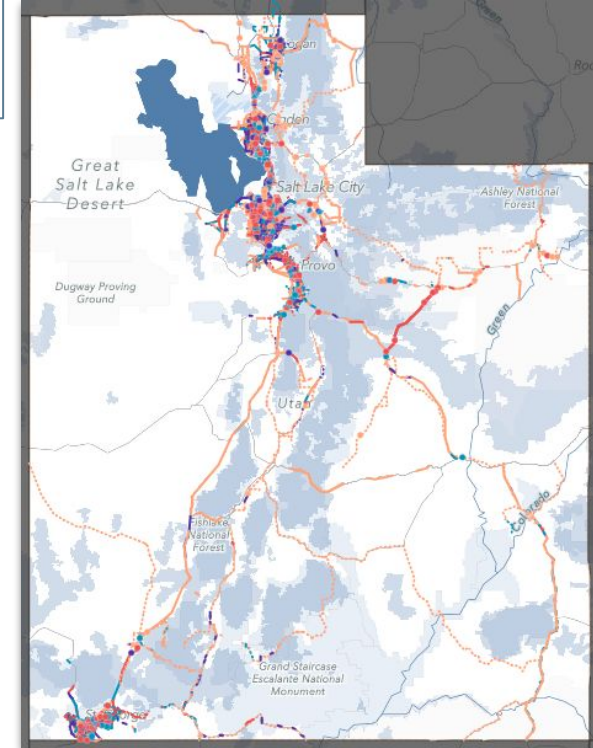
- Estimates of Future Transportation Funding & Costs
- Estimates are based on current law, existing funding programs, historical trends, and reasonable assumptions
- *Estimates are Not Predictions of Exactly what will Happen*



Utah's Transportation agencies work together

— UTAH'S 2023-2050 UNIFIED — TRANSPORTATION PLAN

Utah's transportation agencies work together to develop assumed funding and to identify funding estimates for roads, transit, and active transportation capacity and operations / maintenance.



Financial Model inputs and outputs



FORECASTS

- Population, Households, and Jobs
- Major developments
- Updated general plans
- Infrastructure investment



REVENUES / FUNDS

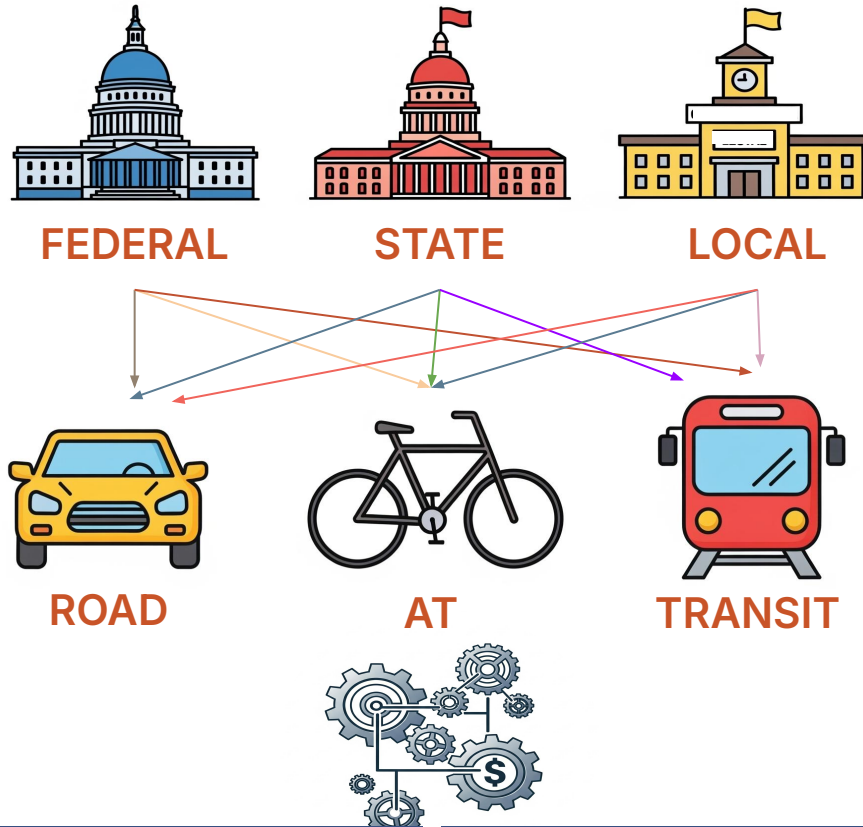
- Sales tax (state TIF, TTIF, ATIF, CCTIF, RT, A)
- Vehicle registrations (state TIF, TF)
- Motor tax (state TIF)
- Fuel tax (state TF)
- Permits and fees (state TF)
- Highway federal funds (state)
- Local Option sales taxes (local)
- B and C funds (local)
- New sources (mix)



ALLOCATION

- Capacity projects
- Preservation projects
- Operations expenses
- Inflationary costs
- Bond payments

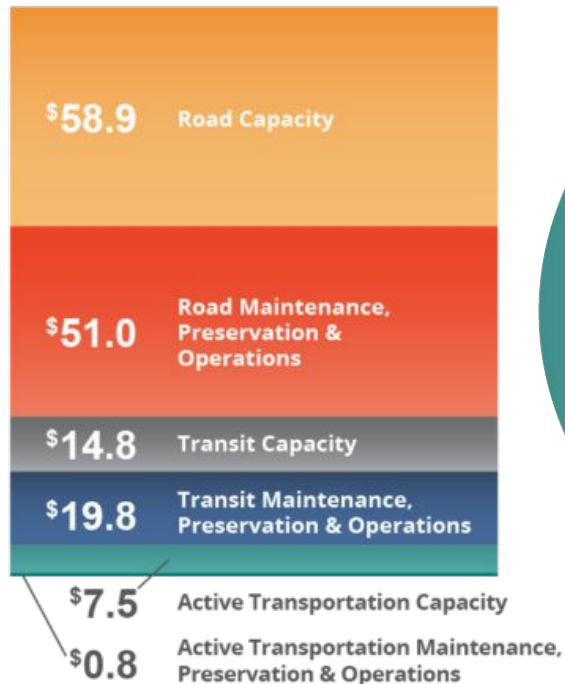
Financial Model inputs and outputs



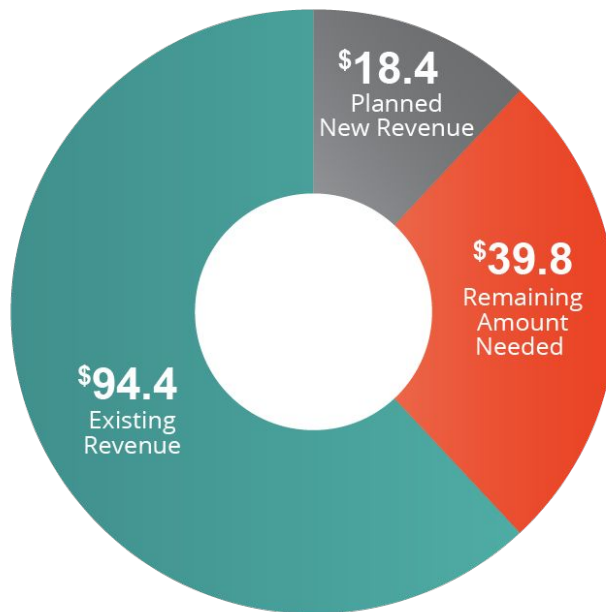


Financial Model statewide needs vs. financial estimates (2023-2050)

\$153 B NEEDS

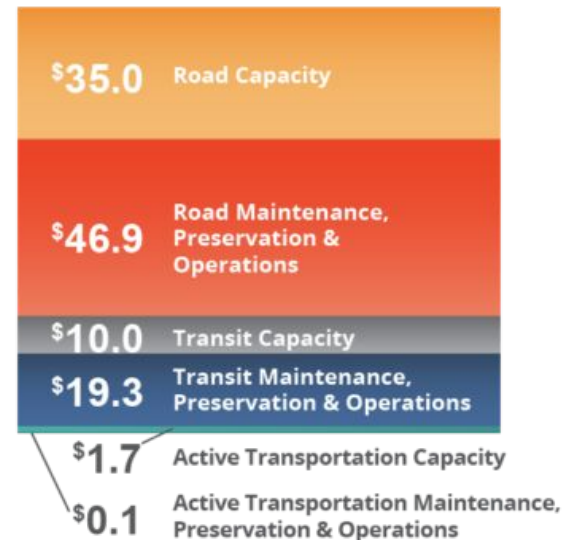


ESTIMATED REVENUE



All totals in billions

\$113 B FISCALLY CONSTRAINED



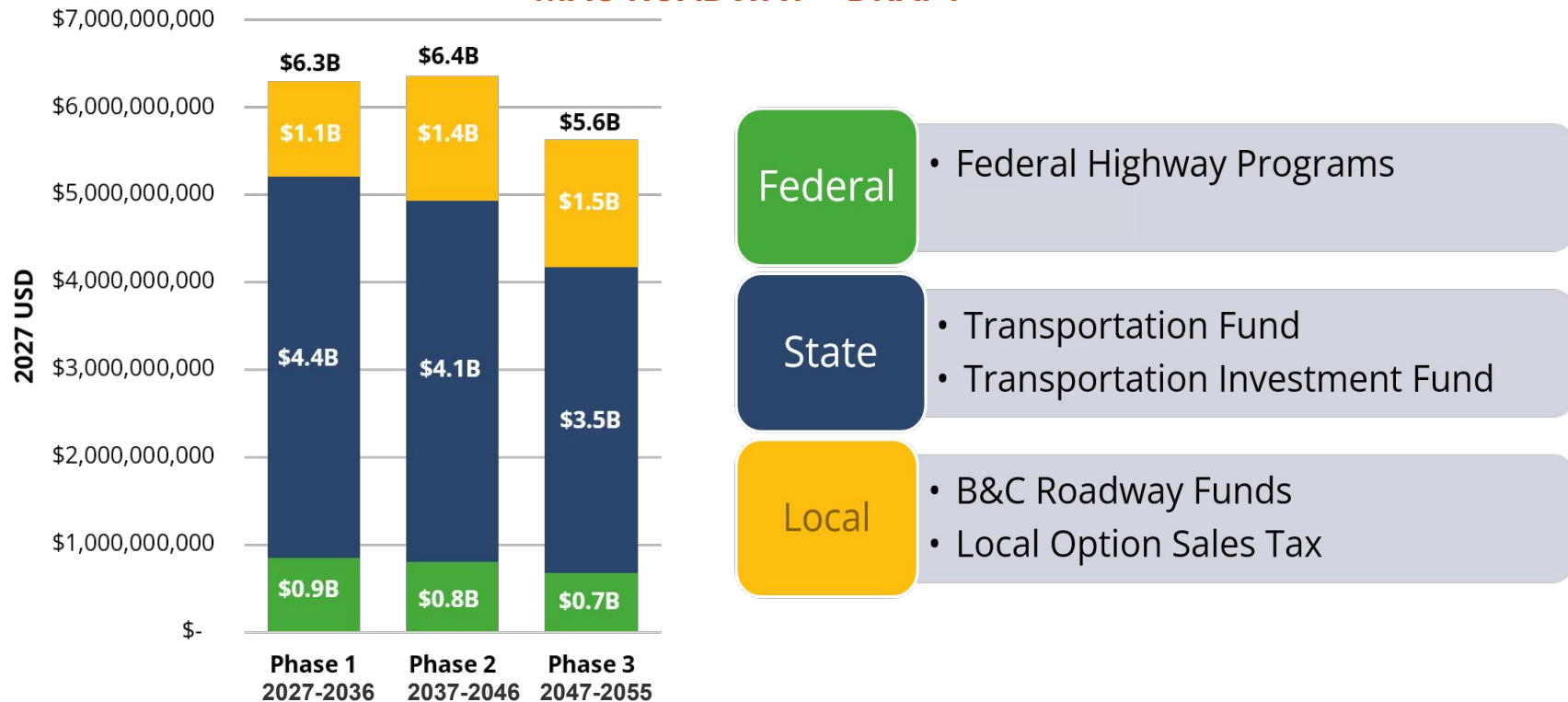
Regional Funding Outlook





Financial Model revenue estimates through 2055

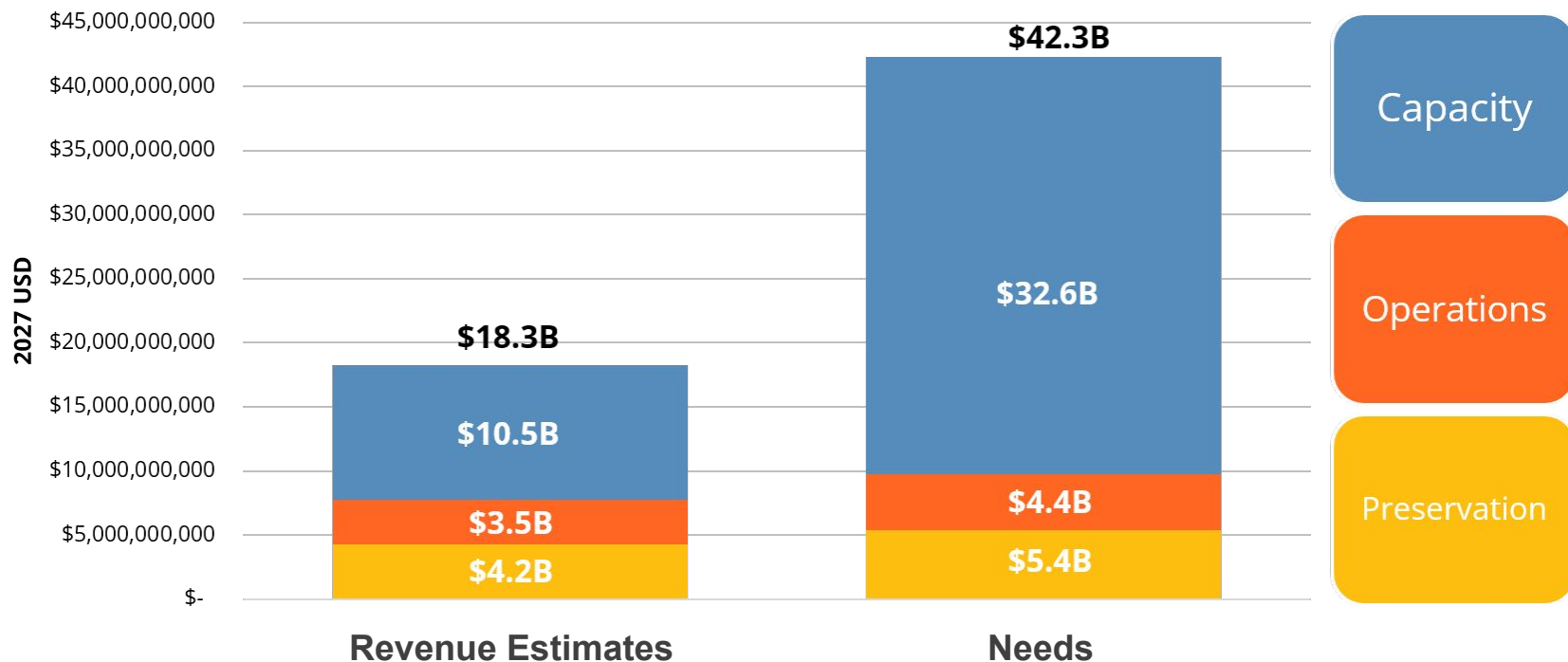
MAG ROADWAY – DRAFT





Financial Model revenue estimates vs. needs through 2055

MAG ROADWAY – DRAFT





Financial Model revenue estimates vs. needs through 2055

MAG ROADWAY REVENUE ESTIMATES – DRAFT

67.8%

Total Shortfall

\$22.1B

Funding Gap

Looking Ahead

Other possible funding opportunities

Why do we need other funding options?

- Close the significant funding gap
- Prepare for and manage continued growth
- Maintain and preserve existing transportation infrastructure
- Provide reliable, multimodal transportation options
- Create stable, sustainable funding for the future





Statewide and Regional Transportation Funding and Planning Outlook

- ✓ **01** | Statewide Transportation Funding Overview (UDOT)
- ✓ **02** | Regional Transportation Funding (MAG)
- 03** | Interactive Polling (MAG)

Funding Opportunity	Potential to Close Funding Gap	How it Works	Currently In Place	Authority	Notes
Sales Tax	High	Tax on taxable purchases dedicated to transportation	Yes (state)	Utah Leg., Voters, Locals	Broad tax base; Tied to economic activity
Vehicle Registration Fees	Moderate	Annual fee added to vehicle registration	Yes (state and local)	Utah Leg., Locals	Predictable revenue; flat fee/vehicle
Motor Fuel Tax	Moderate	Tax on gasoline for transportation	Yes (state and federal)	US Congress, Utah Leg.	Heavy lift
Federal Funds and Grants	High but variable	Formula \$ to Transportation Agencies and Competitive \$ Agencies can seek via applications	Yes	US Congress, Fed Agencies	Competitive; Project-specific rather than ongoing
Local Option Sales Tax	Moderate	Local sales tax dedicated to transportation	5 in place, 3 assumed	Utah Leg., Voters, Locals	
B and C Funds (local)	Moderate	State funds distributed to cities and counties for local transportation needs	Yes	Utah Leg., Transp. Comm.	

Funding Opportunity	Potential to Close Funding Gap	How it Works	Currently In Place	Authority	Notes
Road Usage Charge	High but longer term	Drivers pay based on miles traveled (gas tax supplement/replacement)	Limited to EV	Utah Leg.	Alternative to fuel tax as vehicles become more fuel-efficient
Utility Fees (Transportation Utility Fees)	Moderate	Fees to pay for developing, constructing, maintaining, operating, repairing, upgrading, or replacing a transportation facility	No but easy to add	Utah Leg., Locals	
Bond (financing tool)	High upfront	Borrow against future revenues to fund projects sooner; repay over time	Limited to our authority	Utah Leg., Voters, Locals	Accelerates projects, requires dedicated repayment pot; heavy lift; limits future \$
Tolling	High for specific facilities	Users pay to use a specific road/facility	Limited	Federal Gov, Utah Leg,	Best suited for major facilities; requires approvals

Based on what you've heard today, staff would like to know which funding options we should explore further.

Access Survey using Link:

<https://survey.ahaslides.com/s/mrh8cus>

or

Use your phone's camera to scan the QR code





Statewide and Regional Transportation Funding and Planning Outlook

- ✓ **01** | Statewide Transportation Funding Overview (UDOT)
- ✓ **02** | Regional Transportation Funding (MAG)
- ✓ **03** | Interactive Polling (MAG)

Thank you!

MPO BOARD MEETING

August 13, 2026 | 5:00 pm - 7:00 pm



7 | Action: 2027 Transportation Improvement Program (TIP) Adoption

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

BACKGROUND

The Metropolitan Planning Organization (MPO) MAG is responsible for preparing and approving a Transportation Improvement Program (TIP) for the area. The TIP lists transportation projects and programs within the MPO for the fiscal years 2027–2031. Conceptual projects are listed through 2032. Regardless of the selection agency, all regional projects listed in the TIP must be approved by the MPO committees and come from Phase 1 of the RTP. The 2027 TIP includes 225 projects totaling over \$3.8 billion.

MAG selects projects to be funded in the TIP every two years. Selected projects use federal, state, and local transportation tax dollars. Most projects selected from this cycle are funded in 2029 and 2030.

The 2026 TIP Selection Process is complete. MAG staff has reviewed and scored each submitted concept report. TAC also reviewed and scored each project during the Concept Review meeting in April. Those scores were combined to create a final score for each project. In June, the Board approved the Project Priority List for funding. Since then, Staff have funded projects according to directions from the MPO Board until all funding was programmed. The 2026 MAG Funded Projects list is included in the packet.

As the MAG Public Participation Plan requires, the 2027 TIP began a 30-day public comment period on July 10th and will continue until August 10th. A public open house was held on July 22nd, at MAG offices. We have not received any regionally significant comments.

The 2027 TIP which includes all projects, descriptions, and funding, can be found at magutah.gov/tip.

STAFF RECOMMENDATION

MAG Staff recommends adoption of the 2027 TIP as presented. The MPO TAC recommended on August 3, 2026 that the MPO Board approve the 2027 Transportation Improvement Program as presented.

SUGGESTED MOTION

I move to approve the 2027 Transportation Improvement Program as presented.

ATTACHMENTS

[Presentation](#)

[2026 Final Funding List](#)

[Resolution](#)

[Air Quality Conformity](#)



2027 Transportation Improvement Program

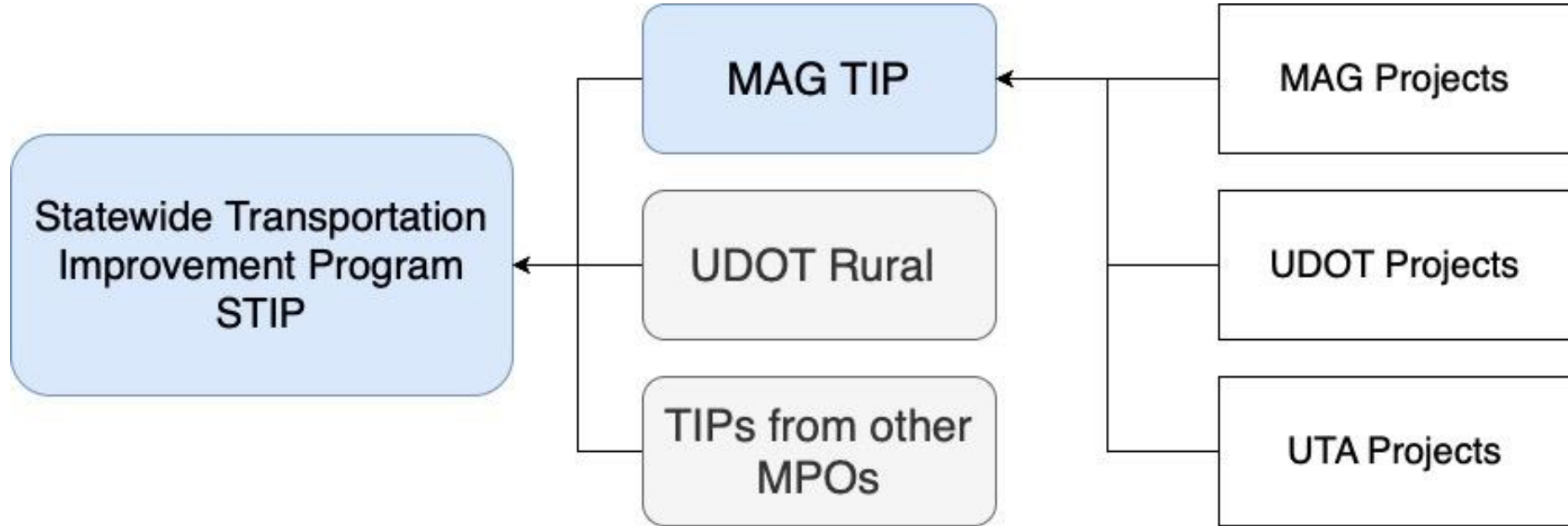
Adoption

August 13, 2026

2026 Transportation Improvement Program (TIP)

- The Metropolitan Planning Organization (MPO) MAG is responsible for preparing and approving a Transportation Improvement Program (TIP) for the area
- The TIP lists transportation projects and programs within the MPO for the fiscal years 2027–2031. Conceptual projects are listed through 2032
- All regional projects listed in the TIP must be approved by the MPO committees and come from Phase 1 of the RTP
- 2027 TIP includes 225 projects totaling over \$3.8 billion





2026 MAG Selection Process

- Completed the Concept Stage - May
- MPO Board approved the Project Priority List - June
- Staff programmed funds to the Priority List as directed by the MPO Board and TAC - June
- Ready for adoption as part of the 2027 TIP



2026 Final Funding List

Type	Agency	Title	Federal	Non Federal	Fund Year
Active Trans.	Lehi	Lehi SR-92 Trail Bridge		\$4,466,598	2029
Active Trans.	Saratoga Springs	Jordan River Trail - Market Street Connection		\$2,263,170	2029
Active Trans.	Utah County	Highline Canal Trail Phase 2	\$12,900,000	\$4,286,797	2030
Other	Spanish Fork	Taxiway Bravo - Spanish Fork Airport		\$1,768,849	2029
Roads	Orem	800 S Orem Blvd Intersection Improvements		\$4,491,919	2029
Roads	Lindon	Lindon 400 W - State St to 200 S		\$2,806,254	2029
Roads	Saratoga Springs	Pony Express Completion Project		\$11,340,328	2029
Roads	Eagle Mountain	Ranches Parkway (Cory B Wride Highway to Pony Express Parkway)		\$11,281,430	2029
Roads	Lehi	Lehi 700 South Roadway Extension to 850 E & Phase III Cycle Track		\$7,869,942	2029
Roads	Spanish Fork	Spanish Fork Parkway / US-6 Intersection		\$2,774,702	2029
Roads	Springville	SR 51 Widening - Dry Creek Parkway to Spanish Fork Parkway		\$9,720,062	2030
Roads	American Fork	Pony Express Extension - Phase 2		\$21,661,569	2030
Roads	Utah County	Loafer Mountain Parkway Phase 2		\$13,409,211	2030
Transit	UTA	Mt. Timpanogos Bus Canopies	\$6,074,266		2029
Study	MAG	Utah Lakeshore Trail Study		\$200,000	2027
			\$18,974,266	\$98,340,832	



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

Public Involvement

- Began a 30 day Public Comment Period on July 10th that will close on August 10th
- An Open House was held on July 22nd at MAG offices from 4pm to 6pm
- Not received and regionally significant comments



Air Quality Conformity

- The TIP must be derived from a conforming RTP
- MPO Board adopted Transplan50 as a conforming RTP
- MAG staff has confirmed the 2027 TIP conforms to air quality standards and is fiscally constrained





Suggested Motion:

"I move to approve the 2027 Transportation Improvement Program as presented."

2026 Final Funding List

Type	Agency	Title	Federal	Non Federal	Fund Year
Active Trans.	Lehi	Lehi SR-92 Trail Bridge		\$4,466,598	2029
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Study	MAG	Utah Lakeshore Trail Study		\$200,000	2027
			\$18,974,266	\$98,340,832	

**RESOLUTION OF THE MOUNTAINLAND METROPOLITAN
PLANING ORGANIZATION APPROVING THE 2027 - 2032
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, MAG is the officially designated Metropolitan Planning Organization for the Provo/Orem Urbanized Area and, as such, has the responsibility for developing a Transportation Improvement Program, and

WHEREAS, the MPO Board is the policy committee of the MPO, and

WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next five years, and

WHEREAS, the Utah Department of Transportation and State Transportation Commission, the Utah Transit Authority, the Mountainland MPO, and its local jurisdictions desire to approve the 2027-2032 Transportation Improvement Program (TIP), and

WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and

WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Provo/Orem Urbanized Areas and budgets for mobile source emissions, and

WHEREAS, MAG has found that the proposed Transportation Improvement Program projects conform to and are consistent with the State Implementation Plan;

NOW THEREFORE LET IT BE RESOLVED that the MAG MPO Board

- (1) Approve the 2027-2032 Transportation Improvement Program,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Utah County, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Bill Wright Chair
MAG MPO Board

Michelle Carroll
Executive Director
MAG

Date: August 13, 2026



Conformity Determination for the MAG MPO Transportation Improvement Program 2027-2031

The Transportation Improvement Program (TIP) is a five-year construction program funded by MAG and our regional transportation partners, UDOT and UTA. The program funds projects, programs, and studies to improve and expand the regional transportation network. MAG funds about \$500 million of the \$4 billion five-year program. Mountainland Association of Governments (MAG) MPO Transportation Improvement Program (TIP) 2027-2031 is available at magutah.gov/tip. The MPO Board will vote on the final program at its August 13, 2026, meeting.

The 30-day public comment period for the TIP concludes on August 10th.

The current Transportation Authorization Bill - the Infrastructure Investment and Jobs Act (IIJA) 2021 - and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a "conforming" Transportation Plan (Plan) and Transportation Improvement Program (TIP).

A conforming Plan has been analyzed for emissions of controlled air pollutants and found to satisfy emission level limits established in the State Implementation Plan (SIP) for air quality and must meet the requirements of EPA's Conformity Regulations for the Utah County and Provo City non-attainment areas. These conformity analyses are made by the Mountainland MPO, as the Metropolitan Planning Organization (MPO) for the region, and then submitted to the Utah Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration for their concurrence. This conformity determination has been prepared under the appropriate conformity regulations issued jointly by the EPA and US Department of Transportation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states, "The TIP may be demonstrated to [conform]... without new regional emissions analysis if the regional emissions analysis already performed for the plan also applies to the TIP."

This section includes the following three conditions:

First, the TIP must include all projects that must be started within the TIP timeframe to achieve the transportation network envisioned in the Plan.



Second, all regionally significant projects in the TIP are included in the regional emissions analysis. Third, the design concept and scope for TIP projects have not changed significantly from the plan.

Long Range Transportation Plan Conformity

The 2050 Mountainland MPO Plan, as of June 2024, was found to conform to state air quality requirements, as documented in MAG's Air Quality Conformity analysis dated June 12, 2024. FHWA and FTA concurred with this analysis in their conformity finding memorandum dated July 11, 2024. The submitted TIP contains projects that are consistent with the 2050 MAG Plan and are included in the regional emissions analysis.

Regional Significance

All regionally significant projects, regardless of funding source (federal, state, or local), are included in the TIP and Plan and in the plan's regional emissions analysis.

Concept and Scope

The design concept and scope of all regionally significant projects in the TIP have not changed significantly from those identified in the Mountainland MPO Plan. The TIP and Plan were developed simultaneously, and therefore, projects that require conformity analysis are derived from the new Plan.

In conclusion:

The FY 2027 MPO TIP conforms to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Utah County. All projects in Utah County included in the TIP may go forward.

The FY 2027 MPO TIP conforms to the applicable controls and goals of the State Implementation Plan for PM_{2.5} in Utah County. All projects in Utah County included in the TIP may go forward.

The FY 2027 MPO TIP conforms to the applicable EPA standards for Ozone in Utah County. All projects in Utah County included in the TIP may go forward.

The FY 2027 MPO TIP conforms to the applicable controls and goals required for Carbon Monoxide in Provo City. All projects in Provo City included in the TIP may go forward.



The FY 2027 MPO TIP for Utah County meets the conditions of CFR 93.122(G)(1) and conforms to the State Implementation Plans for air quality for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in Utah County included in this TIP may be found to conform.

Contact Shauna Mecham with any questions.

smecham@magutah.gov

Audit trail

Details		
FILE NAME	2027 TIP Conformity Determination for Public Comment - 7/20/26, 12:35 PM	
STATUS	Signed	
STATUS TIMESTAMP	2026/07/20 18:36:50 UTC	

Activity		
SENT	smecham@magutah.gov sent a signature request to: Shauna Mecham (smecham@magutah.gov)	2026/07/20 18:36:02 UTC
SIGNED	Signed by Shauna Mecham (smecham@magutah.gov)	2026/07/20 18:36:50 UTC
COMPLETED	This document has been signed by all signers and is complete	2026/07/20 18:36:50 UTC

The email address indicated above for each signer may be associated with a Google account, and may either be the primary email address or secondary email address associated with that account.

MPO BOARD MEETING

August 13, 2026 | 5:00 pm - 7:00 pm



8a | Action: TIP Modification - UTA Park and Ride Lots - Additional Funding

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

BACKGROUND

In 2022, UTA was awarded federal funding to construct a park and ride lot in Eagle Mountain and in Saratoga Springs. \$6,024,739 total funds are available for this project. The project is now designed and ready to bid. Due to environmental constraints at the Saratoga Springs location and inflation, the project needs an additional \$1,624,142.

In 2020 UTA was awarded \$4,293,315 in federal funds to construct a new UVX station on 900 East in Provo. That project is complete with \$855,859 remaining.

UTA is requesting \$768,283 in contingency funds and the reallocation of the remaining funds from the UVX station to the Park and Ride Lots project.

Original Funds	\$6,024,739
UVX Funds	\$855,859
10% Contingency	\$602,474
New Funds	\$165,809
New Total	\$7,648,881

STAFF RECOMMENDATION

MAG Staff recommends reallocating the UVX funds and adding the contingency funds as requested. MPO TAC recommended on August 3, 2026 that the MPO Board reallocate \$855,859 from the UVX station project and add \$768,283 to the Park and Ride Lots project.

SUGGESTED MOTION

I move to reallocate \$855,859 from the UVX station project and add \$768,283 to the Park and Ride Lots project.

ATTACHMENTS

[Presentation](#)

[UTA Request](#)



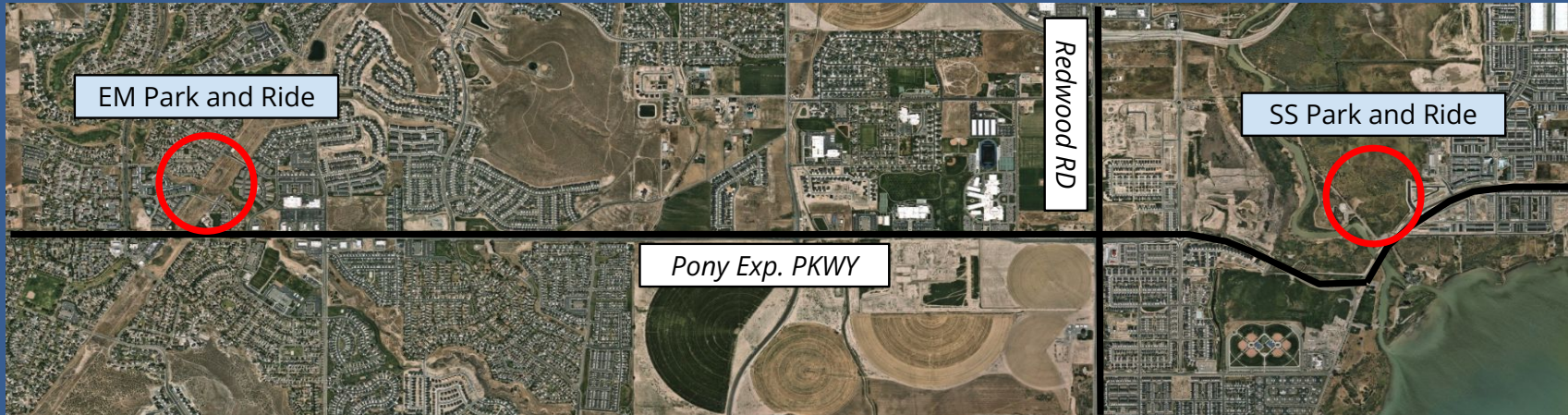
TIP Modification UTA Park and Ride Lots

Additional Funding

August 13, 2026

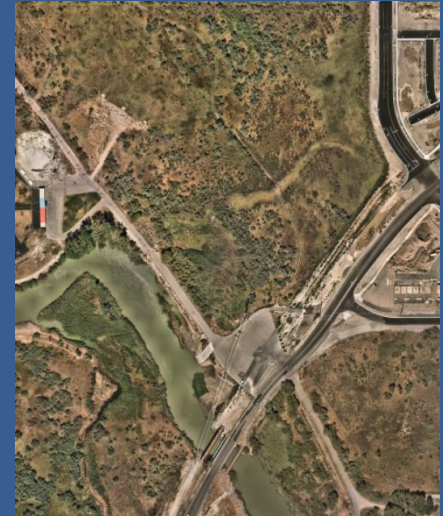
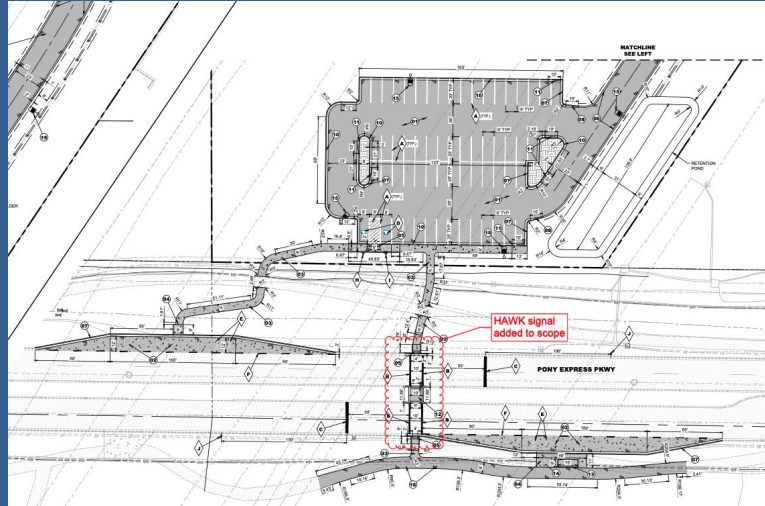
UTA Park and Ride Lots

- In 2022, UTA was awarded federal funding to construct a park and ride lot in Eagle Mountain and in Saratoga Springs
- \$6,024,739 in federal funds are available for this project



UTA Park and Ride Lots

- The project is now designed and ready to bid.
- Due to environmental constraints at the Saratoga Springs location and inflation, the project needs an additional \$1,624,142



UTA Park and Ride Lots

- In 2020 UTA was awarded \$4,293,315 in federal funds to construct a new UVX station on 900 East in Provo
- That project is complete with \$855,859 remaining





- UTA is requesting \$768,283 in contingency funds
- Reallocation of the remaining funds from the UVX station to the Park and Ride Lots project

Original Funds	\$6,024,739
UVX Funds	\$855,859
10% Contingency	\$602,474
<i>New Funds</i>	<i>\$165,809</i>
New Total	\$7,648,881

Suggested Motion

"I move to reallocate \$855,859 from the UVX station project and add \$768,283 to the Park and Ride Lots project."

Original Funds	\$6,024,739
UVX Funds	\$855,859
10% Contingency	\$602,474
New Funds	\$165,809
New Total	\$7,648,881

Questions?

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



[07/09/2026]

To: Mr. Bob Allen, MAG

From: Tracy Young, UTA Grants Director

CC: Daniel Hofer (UTA Director of Programming and Support), Carlie Torres (UTA PM), David Osborn (UTA Director of Capital Design and Construction), Alma Haskell (UTA Senior Grant Analyst), Gregg Larsen (UTA Manager of Grant Services), and Laren Livingston (UTA Program Mgmt. Support).

Subject: STIP PIN 20350 - UTA Park and Ride Lots - Utah County: Eagle Mountain and Saratoga Springs

Re: Funding and Schedule Updates

UTA is constructing two Park and Ride lots and the associated pull-out bus stops along Pony Express Parkway in Utah County, one in the City of Eagle Mountain and one in the City of Saratoga Springs. Through coordination with the cities, the project design was finalized, accounting for existing soil conditions, city requirements, safety requirements, the limitations of the established project locations, and unknown utility conflicts.

We are petitioning the Mountainland Association of Governments (MAG) to:

- Reprogram \$855,859 total funds (\$797,917 federal and \$57,942 UTA local) from UTA cost savings on the 900 East UTA project in Provo to the Park and Ride projects, and
- Program an additional \$768,283 total funds (\$716,270 federal and \$52,013 UTA local) to complete the UTA Park and Ride projects.

Funding Overview - STIP PIN 20350	Total Amount	Federal Amount	Local UTA Match
Original Funding and Est Cost (set per application estimate)	\$4,685,478.00	\$4,368,271	\$317,207
Funds Reprogramed 01/14/2024 (see memo from that req. on p. 2)	\$1,339,263.00	\$1,248,594	\$90,669
TOTAL COST as of 01/14/2024 (UTA held on request for more so final design could refine final cost est.)	\$6,024,741.00	\$5,616,865.00	\$407,876.00
Existing Contracts + past COs (Horrocks = \$960,377 Geneva = \$4,748,237)	\$5,708,614.00	\$5,322,140.00	\$386,474.00
Additional Cost in 2026 Change Orders (per final design costs - see attached)	\$1,940,269.00	\$1,808,912.00	\$131,357.00
NEW TOTAL FINAL COST	\$7,648,883.00	\$7,425,777.00	\$539,233.00
Additional Funding Needed (New Total Final Cost less Total Cost as of 1/14/24)	\$1,624,142.00	\$1,514,187.00	\$109,955.00
Additional Source 900 East UVX Station Savings	\$855,859.00	\$797,917.00	\$57,942.00
July 2026 Final Additional Funding Request (Additional Funding Needed less 900 East UVX Savings)	\$768,283.00	\$716,270.00	\$52,013.00

(PAST MEMO FROM JANUARY 2024 CHANGES - FOR REFERENCE ONLY)

UTA PROJECT FUNDING OVERVIEW	TOTAL	(Federal)	(Local)
Original Funding programmed by MAG in PIN 20350	\$4,685,478	\$4,368,271	\$317,207
Transferred Project Funds to Reprogram to PIN 20350:			
Reprogram MAG Phase 1 Stops *	\$675,001	\$629,303	\$45,698
Reprogram MAG Phase 3 Stops *	\$364,262	\$339,601	\$24,661
Reprogram MAG Hist. S. Rail Trail *	\$300,000	\$279,690	\$20,310
Sub-Total of Reprogrammed funds:	\$1,339,263	\$1,248,594	\$90,669
New Project Total	\$6,024,741	\$5,616,865	\$407,876
Eagle Mountain 90% Design Engineer's Estimate w/ Signal	\$2,200,000	\$2,051,060	\$148,940
Remainder Left For Saratoga Springs	\$3,824,741	\$3,565,805	\$258,936

*Available MAG funds are from previous grant projects, as outlined below. Alma Haskell (UTA) and Bob Allen (MAG) have discussed these changes, and UTA is officially requesting that all these funds be reprogrammed to the STIP PIN 20350 Park and Ride project. As approved, UTA will develop the grant agreement with FTA for the funds that have already been transferred and will amend the other funds to that grant once available at the start of Federal Fiscal Year (FFY) 2025. This is per the most current project schedule (attached).

1. MAG Phase 1 (transferred to UTA in 2019) and MAG Phase 3 (transferred to UTA in 2023).
 - a. The MAG Phase 1 and Phase 3 bus stops have been constructed with local funds or will be completed using UTA's 5339 Bus and Bus Facilities Discretionary grant previously awarded.
2. The Historical Rail Trail funds were programed and transferred to UTA in 2023, the funds were not utilized as the project was completed by UDOT and MAG separately from the transferred funds.

MPO BOARD MEETING

August 13, 2026 | 5:00 pm - 7:00 pm



8b | Action: TIP Modification American Fork 200 South 300 West Roundabout - Additional Funding

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

BACKGROUNDIn 2022, American Fork was awarded \$1,028,500 to build a new roundabout at the intersection of 200 South and 300 West. This is a congested intersection at one of the few corridors that cross I15 to the west side of the community. The project is designed and ready for construction. Due to inflation and the need to purchase and demolish a home next to the intersection, additional funding is needed.

Original Funds	\$1,028,500
10% Contingency	\$102,850
New Funds	\$687,540
New Total	\$1,818,890

American Fork is requesting \$687,540 in contingency funds to complete the project.

STAFF RECOMMENDATION

MAG Staff recommends adding the requested funds. The MPO TAC recommended on August 3, 2026 that the MPO Board add \$687,540 to the 200 South 300 West roundabout project.

SUGGESTED MOTION

I move to add \$687,540 to the 200 South 300 West roundabout project.

ATTACHMENTS

[Presentation](#)

[American Fork Request](#)



TIP Modification American Fork 200 S 300 W Roundabout Additional Funding

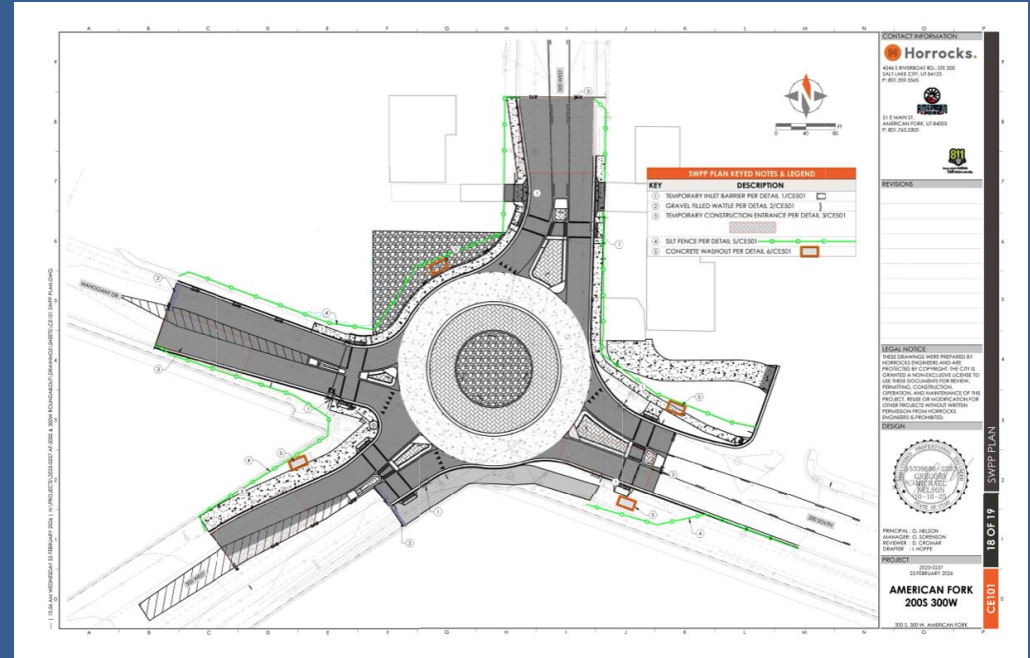
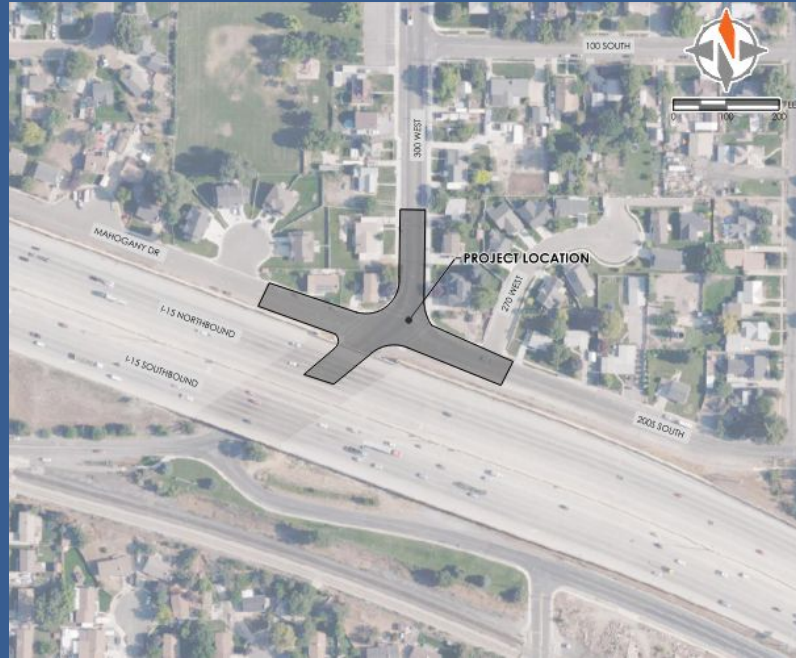
August 13, 2026

American Fork 200 S 300 W Roundabout

- In 2022, American Fork was awarded \$1,028,500 to build a new roundabout
- Intersection of 200 South and 300 West
- Congested intersection at one of the few corridors that cross I15 to the west side of the community



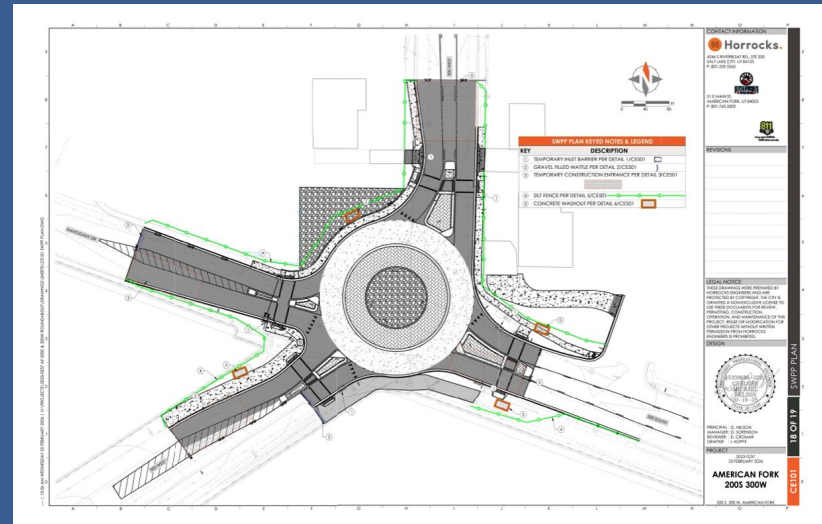
American Fork 200 S 300 W Roundabout



American Fork 200 S 300 W Roundabout

- Project is designed and ready for construction
- Due to inflation and the need to purchase a home next to the intersection, additional funding is needed.

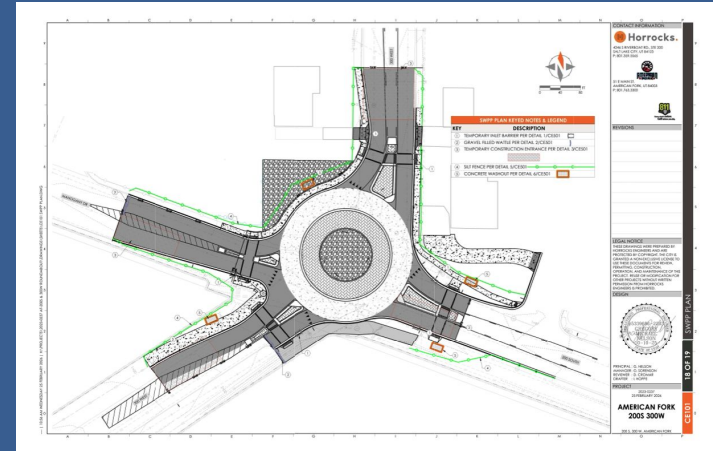
Original Funds	\$1,028,500
10% Contingency	\$102,850
<i>New Funds</i>	<i>\$687,540</i>
New Total	\$1,818,890



Suggested Motion

"I move to recommend that the MPO Board add \$687,540 to the 200 South 300 West roundabout project."

Original Funds	\$1,028,500
10% Contingency	\$102,850
New Funds	\$687,540
New Total	\$1,818,890



Questions?

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





July 9, 2026

Mountainland Association of Governments (MAG)

Attn: Transportation Planning Department

586 East 800 North

Orem, UT 84097

OFFICE: (801) 763-3060

FAX: (801) 763-3005

WEB: www.americanfork.gov

Subject: Request for Additional Funding – 200 South & 300 West Roundabout Project

275 E. 200 N.

American Fork, UT 84003

Dear Mr. Bob Allen,

American Fork City respectfully submits this request for additional funding assistance for the 200 South and 300 West Roundabout (RAB) Project, a critical multimodal transportation and trail improvement project located north of I-15 on 300 West.

This project is one of the most significant trail-related transportation investments undertaken by the City in recent years. The proposed roundabout will complete a coordinated series of roundabouts along 300 West, replacing an all-way stop intersection and significantly reducing congestion and vehicle queuing along this high-volume corridor. A roundabout south of I-15 on 300 West was successfully completed in 2024, and the proposed roundabout at 200 South will complete the system, allowing the I-15 undercrossing to operate more efficiently and safely for motorists, bicyclists, and pedestrians.

The project also supports regional mobility objectives. 300 West serves as one of the primary access routes to the FrontRunner Station, which experiences approximately 210,000 annual boardings, and provides the main access to Utah Lake's boat harbor. In addition, the roundabout will provide a critical multi-use trail connection, improving trail continuity north and south of I-15 and State Street while directly connecting to the American Fork Transit-Oriented Development (TOD) area.

The project was originally funded in 2023, with construction anticipated in 2024. However, delays related to the pandemic extended the project schedule, pushing construction into 2026. During this period, inflation significantly impacted project costs. The estimated construction cost increased from \$958,871 to \$1,285,000, representing an increase of more than 30 percent. In addition, the project required right-of-way acquisition and the demolition of an existing building at a cost of \$431,431. Other project components—including utilities, design, construction management, and contingency—also experienced substantial cost increases.

Bid results received from six contractors indicate construction costs ranging from \$1,285,000 to \$1,512,823.05. Construction is anticipated to be fully completed by October 15, 2026.

To deliver the project as approved and maintain its full scope and regional benefits, American Fork City is requesting \$736,881.03 in additional MAG funding, with a City



local match of \$49,886.85. This supplemental funding is necessary to address inflation-related cost increases and ensure successful completion of the project.

American Fork City remains committed to delivering a project that supports MAG's regional transportation goals, enhances multimodal/trail connectivity, improves safety, and strengthens access to transit and trail facilities.

OFFICE: (801) 763-3060
FAX: (801) 763-3005
WEB: www.americanfork.gov

Thank you for your time and consideration. Please feel free to contact us if additional information is needed.

Sincerely,

A handwritten signature in black ink, appearing to read "Ben Hunter".

Ben Hunter

City Engineer

275 E. 200 N.
American Fork, UT 84003

MPO BOARD MEETING

August 13, 2026 | 5:00 pm - 7:00 pm



9 | RTP Development Guidelines

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

BACKGROUND

The MAG 2055 Regional Transportation Plan (RTP) development follows federal and state long-range planning guidelines.

The MPO Policy Board recognizes transportation planning is an ongoing process requiring periodic updates as projects evolve. These guidelines balance flexibility with accountability by ensuring the RTP follows a process to set regional goals and identify projects to meet the established goals resulting in a fiscally responsible performance-based long-range regional transportation plan adhering to federal requirements. In addition, regional preferences are incorporated into RTP development. The guidelines also allow for plan revisions to receive appropriate technical review, public engagement (as appropriate), and MAG MPO Board oversight while allowing routine administrative updates to be processed efficiently.

REQUESTED ACTION

No action requested.

MPO BOARD MEETING

August 13, 2026 | 5:00 pm - 7:00 pm



10 | 2055 RTP: Process Development Update - Prioritization Criteria and Weighting Update

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



★ MPO Decision Points

BACKGROUND

The MAG 2055 Regional Transportation Plan (RTP) is in the process of prioritizing projects. The workflow runs from criteria selection in April through the final project selection in November.

Priority Weights Priority weights determine a project's overall ranking. Because the weights must total exactly 100%, adjusting them requires trade-offs. This allows the region to intentionally shift rankings toward projects that advance strategic priorities.

Scoring Criteria These are the criteria MAG staff will proceed to work with.

- Highway: Focuses on completing the regional grid, relieving congestion/delay, and serving areas with high job and population growth.
- Transit: Prioritizes high-use areas, improves high-capacity transit, serves likely transit users, and lowers car use.
- Active Transportation: Focuses on expanding the bike/walk network, enhancing transit access, and improving safety in high-crash locations.

Process for Defining Weights: Weights are defined through a staggered, three-step consensus process:

- MPO Staff: Proposes a baseline based on technical expertise.
- TAC: Reviews the baseline and averages member inputs into a consensus
- Prioritization Criteria Working Group: Reviews the staff baseline and refines inputs.
- MPO Board: Reviews the TAC consensus and makes the final decision.

ATTACHMENT

[Presentation](#)

2055 RTP Update: Prioritization Criteria and Weighting

MAG MPO Board Meeting

August 13, 2026

Topics

- Scoring/Ranking Process (Prioritization)
- Criteria Update
- Project Scoring
- Goal Area Weights
- Next Steps/Schedule

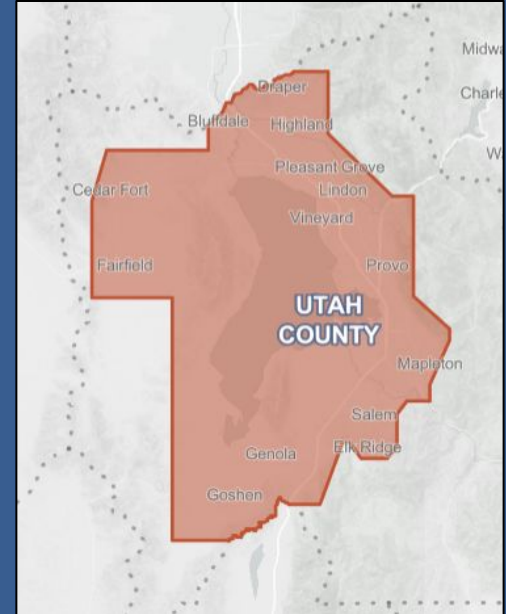


Source: MAG

Scoring/Ranking Process

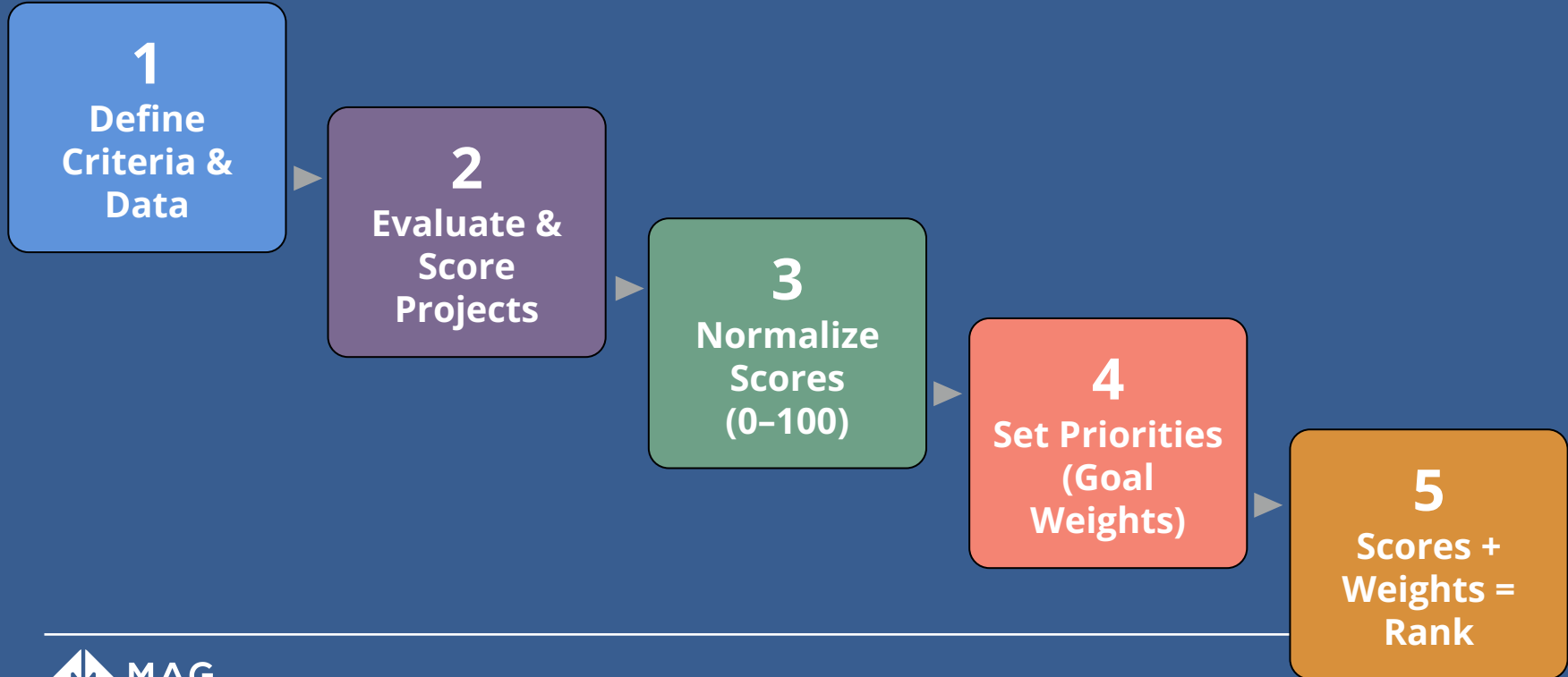
How We Arrived Here

1. Initial Project Screening
 - All Viable Projects
 - January & February Workshops
2. Project Scoring/Ranking (Prioritization)
 - Data Driven Based On Selected Criteria
 - Apply Priorities (Goal Weights)
 - Working Group Assistance



Source: MAG

Scoring/Ranking Process



Working Group Participants

MPO Board Members

Mayor Jared Gray, Eagle Mountain

Mayor Hollie McKinney, Fairfield

Mayor Paul Binns, Lehi

Mayor Carolyn Lundberg, Lindon

Mayor Marsha Judkins, Provo

Commissioner Skyler Beltran, Utah County

MPO TAC Members

David Salazar, Eagle Mountain

Jared Johnson, Spanish Fork

Vern Keeslar, Provo

Richard Neilson, Utah County

Jeff Lewis, UDOT

Alex Beim, UTA

Dede Murray, UTA

Working Group Progress

July 9th

- Discussed Evaluation Criteria
- Reviewed Initial Project Scoring
- Received Goal Weighting Overview

July 22nd

- Finalized Evaluation Criteria
- Reviewed Revised Project Scoring
- Discussed Initial Goal Weighting

Criteria Update

Active Transportation Criteria

IMPROVING ACCESS TO OPPORTUNITIES

- Extends or connects to the existing bike/walk network
- Serves more people within walking distance
- Provides access to Wasatch Choice Centers

QUALITY OF TRANSPORTATION CHOICES

- Adds miles of new or improved bike/walk infrastructure
- Enhances access to transit stops and corridors

MANAGEABLE & RELIABLE TRAFFIC CONDITIONS

- Not applicable

SAFE TRANSPORTATION FACILITIES

- Provides bike/ped separation in locations of high rate of bike/pedestrian crashes

CLEAN AIR

- Not applicable

No
Changes

Transit Criteria

IMPROVING ACCESS TO OPPORTUNITIES

- Benefits high daily transit trips areas
- Serves more people within walking distance
- Provides access to Wasatch Front Choice Centers

QUALITY OF TRANSPORTATION CHOICES

- Provides transit to areas of high forecasted population growth
- Serves communities most likely to use transit
- ***(New) Expands the transit service area to serve key regional needs***

MANAGEABLE & RELIABLE TRAFFIC CONDITIONS

- Improves or creates high-capacity transit
- ***(New) Alignment serves corridor with high ridership potential***

SAFE TRANSPORTATION FACILITIES

- Not applicable

CLEAN AIR

- Lowers vehicle miles traveled by car

Roadway Criteria

IMPROVING ACCESS TO OPPORTUNITIES

- Completes or adds capacity in the “ideal” regional grid network
- Serves an area with a high number of jobs accessible by car
- Provides access to Wasatch Front Choice Centers

QUALITY OF TRANSPORTATION CHOICES

- ***(Revised) Serves areas of high forecasted population growth***
- Supports an area of high daily transit usage

MANAGEABLE & RELIABLE TRAFFIC CONDITIONS

- Relieves the worst projected future congestion points
- Provides relief in roads with high vehicle delay

SAFE TRANSPORTATION FACILITIES

- Addresses an area of the high-injury network

CLEAN AIR

- Not applicable

Project Scoring

Active Transportation Scores



Rank	Project	Normalized
1	US 189 Shared Use Path – College Connector Trail to Provo Fron Runner	100.00
2	Historic Utah Southern Rail Trail – Lehi to Pleasant Grove	98.55
3	Orem E-W Connector – Geneva Road to Provo River Parkway	96.19
4	Orem 1600 N Trail	91.32
5	College Connector Trail 120	90.51
6	Canyon Road Pathway	89.68
7	Hobble Creek Trail – South	89.45
8	Springville 400 E Trail	88.96
9	Provo 600 S Trail	88.88
10	Springville Main Street Trail	88.00

Transit Scores



Rank	Project	Normalized
1	Central Corridor – Light Rail	100.00
2	Utah County Connector (Pony Express) – Light Rail	93.08
3	FrontRunner Fleet Upgrades	89.97
4	Utah County Connector (Pioneer Crossing) – Light Rail	89.11
5	Central Corridor – Bus Rapid Transit	86.04
6	UVX Extension to Provo Airport – Bus Rapid Transit	84.99
7	UVX Extension to Vineyard – Bus Rapid Transit	82.45
8	South Valley Commuter Rail – Regional Rail	80.52
9	Cedar Valley Enhanced Bus Route – Enhanced Bus	77.91
10	Mountain View Corridor – Bus Rapid Transit	75.63

Roadway Scores



Rank	Project	Normalized
1	I-15 Freeway – Managed Motorways	100.00
2	I-15 Capacity Improvements	87.91
3	Lakeview Freeway – New Expressway	78.36
4	UC 8000 S – Widen to 5 lanes	76.12
5	Lehi South Expressway (alternative) – New Freeway	75.00
6	I-15 Widening South – Add one lane NB and SB	72.27
7	Orem 1200 W – Widen from three to five lanes	72.10
8	Geneva Expressway – Widen from five lanes to seven lanes	71.33
9	Triumph Boulevard – Widen to seven lanes	70.84
10	Spanish Fork 2600 W / Spanish Fork Main Street – New and widen to five lanes	70.76

Selected Roadway Scores



Rank	Project	Normalized
1	I-15 Freeway – Managed Motorways	100.00
3	Lakeview Freeway – New Expressway	78.36
13	Vineyard Connector / Pleasant Grove Blvd. Connector – New & widen lanes	62.27
40	I-15 / UC 8000 S Interchange – Reconstruction	53.53
52	Mountain View South Freeway – New Freeway	51.55
66	Geneva Road Safety Improvements	48.19
80	Cory Wride Freeway – New Freeway	44.83
91	I-15 / Pleasant Grove Blvd. / 2000 W Interchange – Interchange Improvements	42.65
99	Foothill Boulevard – New three-lane road	39.68
144	Redwood Road – Five-lane road, major arterial	26.93

Goal Area Weights

Goal Weighting Process



**Staff
recommendations**



**Workgroup testing
and discussion**



**TAC Consideration
and
Recommendation**



**Board Approval and
Action**

TAC Recommendations

Goal Area	Active Transportation	Transit	Roadway
Access to Opportunities	40%	30%	20%
Transportation Choices	40%	30%	30%
Manageable and Reliable Traffic	--	30%	40%
Safety	20%	--	10%
Clean Air	--	10%	--

Active Transportation Weights

Goal Area	Correlation	Weight
Access to Opportunities	Existing and planned development areas	40%
Transportation Choices	Lon-distance trails	40%
Manageable and Reliable Traffic	N/A	--
Safety	Existing crash clusters	20%
Clean Air	N/A	--

Transit Weights

Goal Area	Correlation	Weight
Access to Opportunities	Centrally located “trunk” lines; improved service on existing corridors	30%
Transportation Choices	Emerging and underserved areas; system expansion	30%
Manageable and Reliable Traffic	Rail modes; High land use intensity corridors	30%
Safety	N/A	--
Clean Air	Centrally located “trunk” lines; Improved service on existing corridors	10%

Roadway Weights

Goal Area	Correlation	Weight
Access to Opportunities	I-15 improvements, new roadway connections/completing gaps in built-up areas	20%
Transportation Choices	New/widened arterial and expressway connections in developing areas	30%
Manageable and Reliable Traffic	I-15 capacity/operational improvements; capacity enhancements at chokepoints	40%
Safety	I-15 interchange improvements; capacity and functional type upgrades	10%
Clean Air	N/A	--

Board Discussion

Goal Area	Active Transportation	Transit	Roadway
Access to Opportunities	40%	30%	20%
Transportation Choices	40%	30%	30%
Manageable and Reliable Traffic	--	30%	40%
Safety	20%	--	10%
Clean Air	--	10%	--

Next Steps/Schedule

What Staff Needs From the Board

FEEDBACK

Do the weights feel right?

REFINEMENT

Where should we look closer?

AFTER TODAY

Final scoring & ranking

Board Next Steps/Schedule

- August 13 – Goal Area Weighting
- September 10 – Project Ranking List (Action)
- September 21 or 23 – Project Phasing Workshop
- October 8 – Draft Project Phasing List (Discussion)
- November 12 – Draft Project Phasing List (Action)
 - 2055 Draft RTP



Source: MAG

Discussion

LaNiece Davenport

MPO Director

801.229.3837

laniece@magutah.gov

Kendall Willardson

Transportation Planner II

801.229.3840

kwillardson@magutah.gov

Kevin Feldt

Transportation Planning Manager

801.229.3841

kfeldt@magutah.gov

MPO BOARD MEETING

August 13, 2026 | 5:00 pm - 7:00 pm



11 | MPO Director Report

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

1. Federal Transportation Update

BUILD America 250

MAG, along with eleven other Metropolitan Planning Organizations (MPOs) from across the Intermountain West, signed a [joint letter to Congress outlining regional priorities for the BUILD America 250 Act and the next surface transportation reauthorization](#). Developed through collaboration among regional MPOs, these recommendations complement the national priorities advanced by AMPO and NARC while emphasizing issues unique to our region. The letter expresses support for the bipartisan work underway, highlights key priorities for growing metropolitan regions—including the Capital Investment Grant (CIG) program and other transit investments—and provides recommendations to strengthen the final legislation. This update is provided to inform the Board of MAG's participation in this regional effort and our continued engagement in shaping federal transportation policy. As a reminder, Utah's MPOs shared our statewide MPO priorities with our members of Congress in February 2026 ([Transportation Reauthorization Policy Priorities](#)).

PATH Act

Senators Mark Kelly (D-Ariz.) and John Curtis (R-Utah) have introduced the bipartisan Promoting Access to Transit in High-Growth Communities (PATH) Act, which would make it easier for fast-growing regions to compete for federal transit funding. The bill would require the Federal Transit Administration to consider projected population growth and local transportation planning—not just current ridership—when evaluating Capital Investment Grant applications. A companion bill has also been introduced in the House. [Check out this Deseret News op-ed](#) from Mayor Ramsey, South Jordan City.

Aug 6

[Senate Introduces Stopgap Bill with Short-Term Surface Transportation Extension](#)

The Senate introduced a Continuing Resolution to avoid a federal shutdown through December 11, which includes an extension of surface transportation funding. The extension funds Highway Trust Fund programs at existing levels but does not include the "advance appropriations" funding levels from Division J of the 2021 Infrastructure Investment and Jobs Act. Division J programs would instead lose guaranteed funding October 1 and would be subject to annual appropriations. The Senate aims to pass a final version of the bill before going on recess.

When asked about transportation funding beyond December 11, Senate Environment and Public Works (EPW) Chair Shelley Moore Capito (R-W.Va.) told reporters her committee aims to release a multi-year surface transportation reauthorization bill in September. Senator Capito added that she hopes to pass a final version of the reauthorization before the end of the year.

Aug 3

The Senate Committee on Appropriations agreed on a stopgap bill that would fund the federal government through December 11 to avoid a shutdown. The bill mostly maintains funding at current levels to ensure certain programs can continue without disruptions. The legislation includes an extension of federal surface transportation funding at existing levels for Highway Trust Fund-funded programs but does not extend the "advance appropriations" funding levels from Division J of the 2021 Infrastructure Investment and Jobs Act. Under the current text, Division J programs would lose guaranteed five-year funding October 1 and would be subject to annual appropriations.

The stopgap also includes language preventing the federal government from making changes to the grantmaking process in order to delay the implementation of the Office of Management and Budget's [proposed overhaul of the process](#). As this newsletter is being sent, the Senate is taking a procedural vote and aims to pass the bill before going on recess. If that happens, the House will decide whether or not to take it up when they return from recess in September.

2. MAG Planning Department Action Plan Update

As a reminder, the MAG Planning Department developed a 2026–2028 Action Plan to prioritize our work and guide the Department's efforts over the next three years. The plan is organized around three goals:

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

Goal 2: Program and Project Compliance and Implementation

Goal 3: Strengthen Department Capacity and Internal Alignment

ATTACHMENTS

[Build America 250 Act letter](#)

[Transportation Reauthorization Policy Priorities](#)

July 15, 2026

The Honorable Sam Graves
Chairman
House Committee - Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
House Committee - Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Shelley Moore Capito
Chairman
Senate Committee - Environment & Public Works
410 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Sheldon Whitehouse
Ranking Member
Senate Committee - Environment & Public Works
410 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Tim Scott
Chairman
Senate Committee - Banking, Housing, & Urban Affairs
534 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Elizabeth Warren
Ranking Member
Senate Committee - Banking, Housing, & Urban Affairs
534 Dirksen Senate Office Building
Washington, DC 20510

RE: Intermountain West MPO Perspectives on the BUILD America 250 Act

Dear Chairman Graves, Chairman Capito, Chairman Scott, Ranking Member Larsen, Ranking Member Whitehouse, and Ranking Member Warren:

Metropolitan Planning Organizations (MPOs) of the [Intermountain West](#) – Arizona, Colorado, Idaho, New Mexico, Nevada, Utah, and Washington – appreciate the leadership of the U.S. House Transportation and Infrastructure Committee in advancing the BUILD America 250 Act and laying the groundwork for the next federal surface transportation reauthorization bill. Our regions—including some of the nation's fastest-growing metropolitan areas—rely on a strong federal-state-regional-local transportation partnership to maintain mobility, support economic competitiveness, and accommodate quality of life as our areas continue to grow. Overall, we view the proposal as a strong foundation for reauthorization. The bill refines the framework established under recent transportation authorizations, preserving robust federal investment levels and advancing the valuable role that MPOs play in regional transportation planning and project development.

BUILD America 250 includes several provisions that are particularly beneficial to metropolitan regions. We would like to see the following important provisions prioritized and included in the subsequent Senate titles and final version of the bill:

- Continued support for core formula programs that provide states and MPOs with predictable funding to address regional transportation needs.
- Increases to key MPO-administered programs, including Metropolitan Planning (PL) funds and the Surface Transportation Block Grant Program (STBG). A 22% increase over 5-years in PL is a meaningful start, but those gains are somewhat offset with inflationary impacts. PL funds are the core source of federal financial support for MPOs to conduct transportation planning and are the foundation of project delivery. If it doesn't get planned, it doesn't get built.

- Preservation and enhancement of local funding set-asides within the Bridge Investment Program, and the new Surface Transportation Assistance Grant (STAG) Program, ensuring that metropolitan regions and local governments continue to have direct access to transportation funding for projects that address community priorities and regional needs.
- Continuation of the Safe Streets and Roads for All (SS4A) program, which has provided valuable resources to local governments seeking to improve transportation safety and reduce roadway fatalities.
- Improvements to the Capital Investment Grant (CIG) program, including bipartisanly supported language offered by Representative Burgess Owens (UT) that would allow for the consideration of population growth and transit-oriented planning rate when fixed-guideway projects are evaluated in the Capital Investment Grant Program. This change recognizes the realities facing rapidly growing metropolitan areas throughout the Intermountain West, and the opportunity to coordinate development and transit investment.
- Inclusion of project delivery and permitting reforms intended to streamline the efficiency of federal review processes. This is a critical theme of BA250 that provides greater predictability, reduces duplicative reviews, and accelerates project implementation while maintaining meaningful environmental stewardship, public involvement, and coordination with local and regional planning processes.

We encourage Congress to continue refining the proposal as reauthorization advances, and would ask that the following be considered:

- Additional investment in core formula programs remains warranted. Although the bill provides increases for programs such as PL and STBG, rapidly growing metropolitan regions continue to face transportation demands that outpace available resources. Greater investment in PL and STBG would provide MPOs, local governments, and states with the ability to address region-specific priorities while improving system performance and reliability.
- We remain concerned that the proposal does not meaningfully address the long-term structural challenges facing the Highway Trust Fund. While maintaining current funding levels provides near-term certainty, a sustainable revenue solution will ultimately be necessary to ensure the continued viability of the federal transportation program. We encourage Congress to examine highway formula funding fairness. Current apportionment methodologies continue to rely on outdated data that do not fully reflect the significant population growth experienced by many western states. Fast-growing regions are often required to accommodate substantial increases in travel demand before federal formula distributions fully recognize those changes. Reauthorization presents an opportunity to modernize funding formulas and better align federal investment with current population and transportation realities.
- We are monitoring the proposed Highway Block Grant Program (Sec. 1128) and other provisions that could alter the distribution of federal transportation resources. While additional flexibility can be beneficial, any new funding structure should be carefully evaluated to ensure it preserves transparency, predictability, and equitable distribution among growing states and metropolitan regions.
- We encourage considering the inclusion of advance appropriations for core transportation programs. The use of advance appropriations in the IIJA provided valuable funding certainty and helped ensure that transportation agencies could effectively deliver major infrastructure investments. This is particularly important for transit programs, which would otherwise experience a substantial reduction from IIJA funding levels despite continued growth in demand and infrastructure needs across many metropolitan regions.

As Congress continues work on surface transportation reauthorization, the MPOs of the Intermountain West look forward to partnering with federal policymakers to strengthen the bill and ensure that transportation investments support the needs of rapidly growing communities. We appreciate the committee's efforts to preserve the core federal transportation program while providing targeted improvements and look forward to continued dialogue on how best to position the nation's transportation system for the next generation of growth and opportunity.

Sincerely,

Community Planning Association of Southwest Idaho (ID)
Denver Regional Council Of Governments (CO)
Maricopa Association of Governments (AZ)
Mountainland Association of Governments (UT)
North Front Range Metropolitan Planning Organization (CO)
Pikes Peak Area Council of Governments (CO)
Pima Association of Governments (AZ)
Regional Transportation Commission of Southern Nevada (NV)
Regional Transportation Commission of Washoe County (NV)
Sacramento Area Council of Governments (CA)
Spokane Regional Transportation Council (WA)
Wasatch Front Regional Council (UT)



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho



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North Front Range
Metropolitan
Planning
Organization



Pikes Peak Area
Council of Governments
Communities Working Together



Pima Association of Governments



SACOG
Sacramento Area
Council of
Governments



Spokane
Regional
Transportation
Council



**WASATCH FRONT
REGIONAL COUNCIL**



Surface Transportation Reauthorization

Utah's Metropolitan Planning Organization (MPO) Priorities

The current federal multi-year surface transportation authorization legislation – the Infrastructure Investment and Jobs Act (IIJA) – expires on September 30, 2026. Utah's metropolitan planning organizations (MPOs) have jointly developed *priorities* for a multi-year reauthorization to keep Utah moving. These shared priorities aim to advance the collaborative work between all partners, as embodied in [Utah's Unified Transportation Plan](#). They also aim to advance [Utah's Shared Reauthorization Principles](#), developed by Utah's transportation agencies and partners.

PRIORITY #1: Increase Metropolitan Planning Funds (PL)

Planning is the first step and foundation of effective transportation project delivery. Planning increases efficiency and effectiveness by (i) building consensus, (ii) prioritizing the most impactful policies and investments, and (iii) streamlining project development. Strategic planning assures leaders at all levels – federal, state, local, and private – that transportation dollars are invested wisely.

Collaborative transportation planning is particularly important in high-growth areas like Utah. Good planning helps address some of the biggest challenges to maintaining a high quality of life for residents, such as traffic congestion, air quality, housing affordability, transportation choices, and access to opportunities for jobs and education.

Planning has become increasingly complex over recent years, given the growing number of interrelated policy issues such as housing, economic development, and environmental impacts. It requires advanced modeling, public engagement, and interagency coordination. Additionally, federal responsibilities have increased over time. However, despite their critical role, metropolitan planning funds remain below 1% of total transportation formula dollars.

Metropolitan planning funds should be increased to enable MPOs to more effectively serve their communities, coordinate with other public and private sector partners and transportation agencies, and ensure that federal and other funds are utilized as effectively and efficiently as possible. Planning funds are critical as MPOs plan for transportation systems that address the needs of our communities, fostering economic growth, safety, mobility, and quality of life.



PRIORITY #2: Increase Surface Transportation Block Grant Program (STBG) funding

STBG is a well-proven, core Federal-aid formula program that supports local investments into regional, state, and federal transportation systems by providing funding for urban and rural transportation projects included in state and regional transportation plans.

Rapid population growth and economic expansion are driving travel demands, but funding has failed to keep pace. In Utah, STBG funding requests outstrip available funding by more than tenfold, highlighting the program's critical need. STBG funds are used to address transportation capacity needs, enhance transportation choices, and improve the safety and effectiveness of the transportation system.

STBG recognizes the importance of the local-state-federal intergovernmental partnership and suballocates funding to support local decision-making and locally owned infrastructure. STBG federal dollars are leveraged with other state and local dollars to advance project priorities.

The STBG program should be continued and enhanced by increasing funding for the overall program and maintaining the suballocation process to MPOs. In contrast to discretionary grants programs, which can be administratively burdensome without certainty of award, STBG provides the stability and flexibility to plan for and address priority needs.

Funding should continue to be set aside through the Transportation Alternatives Program (TAP). TAP is an essential program that enables MPOs to work with local communities and state DOTs to work with non-urbanized communities. TAP provides more choices for travel, which leads to greater system balance, taking pressure off roadways. TAP is a great example of federal investment in the state, regional, and local partnership.

PRIORITY #3: Continue funding for air quality improvement while streamlining program administration

MPOs in Utah are committed to promoting clean air and public health while also ensuring Utah has a thriving economy.

MPOs in air quality non-attainment areas operate two similar federal formula funding programs, the long-standing Congestion Mitigation Air Quality (CMAQ) and – new in IIJA – the Carbon Reduction Program (CRP). The CRP program's objectives and requirements overlap with CMAQ. While CMAQ focuses on reducing all emissions, CRP is focused on carbon reduction. The actions that reduce one pollutant usually reduce others, making program consolidation logical and efficient. These two programs have commonality in objectives and parallel analytical processes working towards similar goals.

MPOs in non-attainment areas should be authorized to address the requirements of both programs through the CMAQ process. This would be administratively more efficient without reducing benefits.

MPOs in attainment areas value CRP as their only funding source, solely dedicated to retaining air quality. **MPOs should be authorized to use CRP funds for any STBG-eligible project that advances the program objectives.**

PRIORITY #4: Maintain funding for Safe Streets and Roads For All (SS4A) and convert SS4A to formula

Safety is the first priority in transportation, and the Safe Streets and Roads for All (SS4A) grant program, which was authorized in the IIJA, promotes safety for all users of local roads. In 2023, there were 40,901 fatalities and 2.44 million serious injuries on the nation's roadways ([NHTSA Traffic Safety Facts, April 2025](#)). Safety improvements to roadways and vehicles have contributed to reducing the number of fatalities in recent years, and the means to support these safety improvements should continue.

MPOs and local communities were authorized to apply for discretionary grant funding through SS4A, and where such grants were awarded, they provided impactful assistance dedicated to safety improvements for non-state roadways.

The IIJA authorized a substantial portion of the federal transportation program to be administered through discretionary grant programs – some existing and several new programs. However, providing funding through many discretionary grant programs can create administrative inefficiencies at the federal and state/local levels. In contrast, formula funding provides administrative efficiency, leads to more balanced distribution, reduces administrative burdens, and provides predictability that is essential for infrastructure planning and investment.

SS4A should be converted to a formula program to create the certainty and the expectation that the safety needs of all users are an established and ongoing priority in planning for and constructing local roadways. This would enhance and broaden the impact of the program.

Additionally, **SA4A funds should be allowed to be used as safety enhancements for projects selected through another competitive process**, such as on projects funded through STBG. If a safety enhancement can be made to a project selected through STBG, then SS4A formula funds should be allowed to be allocated to that project without a separate administrative process.

PRIORITY #5: Maintain robust funding for the transit Capital Investment Grant (CIG) Program

Utah is one of the fastest-growing states in the nation, with the population projected to increase to five million people by 2050. Utah's mobility, economy, and quality of life depend on providing transportation choices to keep Utah moving, including expanding and enhancing our transit system.

For example, the FrontRunner Commuter Rail system is the transit spine of Utah's Wasatch Front, serving over 80% of the state's population. As Utah continues to grow, reliance on the FrontRunner is critical to mitigate congestion and promote mobility. The FrontRunner double-tracking project is currently in the CIG Core Capacity project pipeline. The project will provide convenient and safe public transportation that fulfills ridership requirements. The CIG program's investment in the project is critical to the frequency and reliability of FrontRunner and for mobility in the region. **CIG funding for core projects like FrontRunner should be continued and enhanced.**

Furthermore, fast-growing areas of Utah desire to provide enhanced transit service as the development is occurring, rather than attempting to provide service after development has already occurred, and much of the opportunity for transit to shape development patterns has been missed. **The CIG program criteria should enable fast-growing areas with high transit potential to compete for project funding.**

CIG, a proven and highly utilized program, delivers substantial positive impacts. This discretionary grant program has long provided critical funding for large, high-impact, capital-intensive transit projects, leveraging both state and local funding to maximize investment. With a rigorous multi-year evaluation process, this program prioritizes projects that demonstrate significant value. Continuing to invest in this program fully is key to addressing growth and maintaining quality of life in Utah.

Utah's Metropolitan Planning Organizations

- [Wasatch Front Regional Council](#)
- [Mountainland Association of Governments](#)
- [Cache MPO](#)
- [Dixie MPO](#)

