MPO TAC Meeting

August 31, 2026 | 1:30 pm - 3:00 pm

AGENDA

A meeting of the MPO TAC will be held on **Monday, August 31, 2026 at 1:30 pm, at** the new MAG Provo Offices, Provo, **282 River Bend Ln, Provo** and virtually via Zoom: https://us06web.zoom.us/j/82903164389

1. **Welcome and Introductions**
   Vice Chair, Ben Hunter, 5 minutes

2. **Public Comment**
   Vice Chair, Ben Hunter, 5 minutes

3. **Action: Minutes of the MPO TAC meeting held August 3, 2026**
   Vice Chair, Ben Hunter, 5 minutes

4. **State Transportation Funding Discussion**
   Rob Clayton, UDOT, 15 minutes

5. **Regional Transportation Funding Discussion**
   Bob Allen, Transportation Planning Manager, 15 minutes

6. **Spring Creek Feasibility Study**
   Kendall Willardson, Transportation Planner II, 10 minutes

7. **Wasatch Front Transit-Supportive Development Guide**
   Kendall Willardson, Transportation Planner II, 10 minutes

8. **Action: 2055 RTP: Project List Adoption**
   Kendall Willardson, Transportation Planner II, 20 minutes

The MPO TAC holds public meetings in-person, with a virtual option. Persons interested in providing comments can reach out to Kimberly Brenneman at 801-229-3817 or kbrenneman@magutah.gov or attend the meeting and comment during the public comment period.
Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify Kimberly Brenneman at 801-229-3817, kbrenneman@magutah.gov at least 24 hours prior to the meeting.
The minutes listing meeting attendees, discussion summary, and motions as well as the meeting video recording will be made available online at https://magutah.gov/mpotac/ after committee approval.

9. **Small Area Population Projections**
   Tim Hereth, Analytics Manager, 5 minutes

10. **Other Business and Adjournment**
    Next meeting: October 5, 2026

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MPO TAC Meeting

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Member Attendees	Present	MAG Staff	Present
Jason Judd, Alpine		Andrew Wooley, IT Manager	✓
Ben Hunter, American Fork - Vice Chair	✓	Bob Allen, Transportation Program Manager	✓
Council Member Eric Boud, Cedar Fort		Cody Christensen, Transportation Planner II	✓
Chandler Goodwin, Cedar Hills		Dan Wayne, Community Planning Manager	✓
Todd Taylor, Draper	✓	Jared Lillywhite, Transportation Modeler	✓
David Salazar, Eagle Mountain	✓	Kendall Willardson, Transportation Planner II	✓
Melanie Paxton, Elk Ridge	✓	Kevin Feldt, Transportation Planning Manager	✓
Mayor Hollie McKinney, Fairfield		Kimberly Brenneman, Executive Assistant	✓
Mayor Neil Brown, Genola		LaNiece Davenport, MPO Director	✓
Mayor Steven Staheli, Goshen		Matthew Silski, GIS Analyst	✓
Chris Trusty, Highland	✓	Minoo Abrishami, Transportation Planner	✓
Brad Kenison, Lehi	✓	Shauna Mecham, Planner/ Air Quality Analyst	✓
Noah Gordon, Lindon	✓	Tim Hereth, Analytics Manager	✓
Rob Hunter, Mapleton			
Taggart Bowen, Orem	✓		
Jill Spencer, Payson	✓		
Britton Tveten, Pleasant Grove			
Vern Keeslar, Provo	✓		
Matt Marziale, Salem			
Jason Bond, Santaquin			
Jeremy Lapin, Saratoga Springs	✓		
Jered Johnson, Spanish Fork - Chair	✓		
Brad Stapley, Springville			
Rob Clayton, UDOT - Region 3	✓		
Dede Murray, UTA			
Ezra Nair, Utah County			
Richard Nielson, Utah County	✓		
Eric Ellis, Vineyard			
Ted Mickelsen, Woodland Hills	✓		
COL Jason T. Wilde, Camp Williams*			
Bruce Katchner, Bluffdale*			
Kelly Lund, FHWA*			
Peter Hadley, FTA*			
Elizabeth Slade, Utah Air Quality Board*			

Alternates/ Others in Attendance	
Adam (no last name)	Alice Beattie, High Street
Anthony Fletcher	Mayor Marsha Judkins, Provo
Derek Bruton, CUWCD	Michael Florance, Lindon
Laura Thompson	Mike West, Lehi
Leah Hansen	Seth Reichert, High Street
Paul Douglas	Morgan Brim, Vineyard
Tim (no last name)	
Will Goodreid, Parametrix	
Austin Roy,	

DRAFT

DISCUSSION & AGENDA ITEMS

Call to Order (00:09:39)
Chair Jered Johnson opened the meeting at 1:30 pm.

Public Comment (00:11:49)
Chair Jered Johnson opened the meeting to the public. There were no public comments.

Minutes - Action (00:12:07)
Richard Nielsen moved to approve the minutes from April 27, 2026; May 4, 2026; and June 1, 2026.

Brad Kenison seconded the motion, and the motion passed all in favor.

2027 Transportation Improvement Program (TIP) Adoption (00:12:51)
Bob Allen presented the 2027 Transportation Improvement Program (TIP) for adoption. He explained that this is a major year because the TIP includes both newly programmed projects and the annual update of the regional TIP, covering regionally significant projects through 2031 with some conceptual UDOT/UTA projects through 2032. Bob Allen outlines that about $3.8 billion in improvements are programmed for the region between now and 2032, and reviewed how MAG, UDOT, and UTA projects are combined into the regional TIP and then into the statewide STIP. He recapped the project selection process (concept stage in May, board priority list in June, TAC funding recommendations, and board approval of funding instructions), noted the Utah Lakeshore Trail study extension near Provo as a new $200,000 addition, and reported on the public involvement (comment period July 10–August 10, a lightly attended open house, and no regionally significant comments requiring changes). He confirmed the TIP's air quality conformity with the adopted TransPlan 50 RTP and its fiscal constraint.

During discussion, it was suggested that future cycles place more emphasis on roadway projects and consider reducing supplemental contingency funds to free money for municipalities. Bob Allen clarified that this TIP includes $18 million in contingency ($10M in 2029, $8M in 2030). It was raised by a member, a policy question about funding state route (UDOT) projects with limited regional funds (e.g., SR-51, SR-92, and Springville's SR-75), expressing concern about setting or expanding precedent when UDOT receives much larger statewide funding. Many other committee members respond that MAG has previously funded improvements on state routes such as US-6/Main Street and SR-198, arguing that some state corridors have been under-served by UDOT and that local/MAG funding can help elevate their priority.

Brad Kennison moved to recommend that the MPO Board approve the 2027 Transportation Improvement Program as presented.

Ben Hunter seconded the motion, and the motion passed all in favor.

UTA Park and RIde Lots - Additional Funding (00:29:00)
Bob Allen presented a TIP modification concerning two UTA projects: previously funded Express Parkway / Redwood Road park-and-ride lots (in the Ranches area of Eagle Mountain and just east of the Jordan River in

Saratoga Springs) and the UVX project. The park-and-ride project received about $6 million in 2022 (all federal funds reallocated from other projects that needed to spend down), is now designed and ready to go to bid, but requires an additional $1.6 million due to environmental constraints and cost increases—particularly at the Saratoga Springs site.

Bob Allem explained that the UVX project, which was previously funded at about $4.29 million in federal funds, is complete and has $855,000 in remaining federal funds. UTA is requesting that $768,283 of those leftover UVX federal funds be moved to the park-and-ride project, along with the project's existing 10% contingency and an additional draw from MAG's regional contingency pot. Because the total increase exceeds both 10% of the project cost and $500,000, it must come back to MPO TAC and MPO Board rather than be handled administratively. Bob Allen clarified that functionally this is equivalent to unspent project funds returning to contingency, then being reallocated, but the timing and all-federal funding structure (FTA funds) make it more efficient to formally shift the funds instead of asking FTA to "give back" federal money.

It was asked by a member for a review of the normal process for unspent funds (they normally revert to MAG's contingency pot and are reallocated with committee approval). Bob Allen confirmed that is still the principle here; the UVX funds would effectively behave like contingency. He notes that current MAG contingency is about $14 million, with more coming next year and another $18 million scheduled in 2029–2030. A committee member confirmed that both projects are fully federally funded (apart from UTA's match).
Vern Kesslar moved to recommend that the MPO Board reallocate $855,859 from the UVX station project and add $768,283 to the Park and Ride Lots project.

Taggart Bowen seconded the motion, and the motion passed all in favor.

American Fork 200 South 300 West Roundabout - Additional Funding (00:38:08)
Bob Allen introduced another TIP modification from American Fork City for the 200 South / 300 West roundabout. Awarded just over $1 million in 2022, this project will convert a heavily used intersection (a key alternative route for people crossing I-15 without using Main Street/Pioneer Crossing) into a roundabout to relieve congestion and support major development near the FrontRunner station. The project is ready for construction but faces inflation-related cost increases and added scope related to a residence at the northeast corner.

Bob Allen explained that American Fork had to purchase a house at that corner to resolve access and safety issues; the driveway currently exits into the middle of where the roundabout will be. Ben Hunter clarified that the purchase price of the house is not included in the funding request—the city is covering that and intends to resell the home after modifying the garage orientation and driveway to provide safe access. The TIP request is for $687,540 in additional funds, which is within MAG's policy threshold (less than 10% and under $500k from MAG's own contingency when combined with existing contingencies), allowing MAG to use the project's 10% contingency plus additional MAG contingency without violating policy.

Britton Tveten, Pleasant Grove moved to recommend that the MPO Board add $687,540 to the 200 South 300 West roundabout project.

Richard Nielsen seconded the motion, and the motion passed all in favor.

2055 Draft Socioeconomic Forecast (00:44:50)

Tim Hereth presented MAG's 2055 draft socioeconomic forecast, which provides the population, household, land use, and employment assumptions needed for the upcoming Regional Transportation Plan (RTP). He explained that 2023 is the base year, the most current base MAG has ever used, and that the horizon has been extended five years beyond the previous plan to 2055. MAG uses Utah County parcel data, Department of Workforce Services employment data, and Nearmap imagery to validate existing buildings and identify very recent development. Planned projects and building permits are used to project near-term growth, and general plan land use and capacity layers are built into the WFRC/MAG land use and travel demand model, enhanced with Wasatch Choice centers and station area plans.

Tim Hereth noted that MAG calibrates county-level totals to projections from the Kem C. Gardner Policy Institute, and that compared with the last RTP, the new forecast must accommodate roughly 170,000 more people within the RTP horizon. He described the real estate market model now in use, which replaces older spreadsheet methods and better captures the interaction between land use and transportation, as well as redevelopment potential. Tim Herth showed examples: density maps and household/job growth curves for different subareas. The model suggests that central and northern parts of the county see their share of growth decline over time as available land is built out, with more growth occurring in the south and west (e.g., Eagle Mountain's curve eventually flattening as capacity is reached). Job growth remains more concentrated but also spreads somewhat to match housing.

He emphasized the importance of city feedback to refine the model, especially where local knowledge of planned projects, zoning changes, or redevelopment may not be fully captured. Cities are encouraged to use a web map/comment tool (linked previously by email from MAG staff) where they can review data by city or traffic analysis zone (TAZ) and comment using specific numeric information (e.g., new 100-unit complexes, zoning changes from 4 to 12 units/acre). Questions include whether cities should flag apparent city-level totals (e.g., for Orem) or dig into specific TAZs—Tim says both kinds of comments are helpful. The comment period is open, and Tim Hereth asked the MPO TAC members to involve planners, engineers, and economic development staff in reviewing the data.

RTP Development Guidelines (01:1:20)

Kevin Feldt briefly informed the committee that MAG staff is beginning an effort to update or amend the Regional Transportation Plan (TransPlan). He framed it as a process to determine whether a full RTP update, a substantial amendment, or another approach is warranted, given the new forecasts and evolving project lists. Kevin Feldt indicated that staff will develop draft guidelines and an approach for how to handle RTP changes and will return to MPO TAC in the next month or so with more detailed information. There is no action requested at this time; this is an early notice to the committee.

DRAFT

2055 RTP: Process Development Update - Prioritization Criteria and Weighting Update (01:02:26)
Kendall Willardson presented MAG's work on project scoring and weighting criteria for the RTP. He explained that earlier in the year MAG used a high-level screening (e.g., color-coded green/blue tiers); since then, staff have developed a more detailed multi-objective decision analysis (MODA) framework to score roadway, transit, and active transportation projects against RTP goals. Each mode uses its own criteria set, but all are linked to overarching goals like access to opportunities, transportation choices, safety, growth management, and clean air.

Kendall Willardson describes the role of the RTP Project Scoring Working Group—composed of MPO TAC and MPO Board members representing different geographies—which met multiple times (including in July) to review criteria, test scoring, and set goal weights by mode. Criteria were adjusted based on feedback: for roadways, some measures shifted to emphasize relative growth compared to the region, more nuanced handling of congestion and reliability, and refined safety based on the Safe Streets for All work; for transit, there were adjustments to emphasize ridership potential, corridor conditions, and access to key centers; for active transportation, feedback focused on both existing stress and crash data and being proactive about safety even where crashes are not yet frequent.

A committee member suggested incorporating a more proactive, "safe systems" approach for active transportation and roadway safety, not just reacting to existing crash data. Kendall Willardson acknowledged this and noted that criteria for stress, exposure, and risky conditions are being considered. There was also discussion about distinguishing commute-oriented active transportation facilities (e.g., first/last mile to transit or employment centers) from primarily recreational ones, with Kendall Willardson explaining that some criteria explicitly look at connectivity to destinations like jobs, schools, and transit stations.

Kendall Willardson then presented the proposed weighting: for example, in active transportation, weights emphasize access to opportunities, transportation choices, and safety, with a modest but non-zero share for clean air, recognizing data limitations on precise emissions impacts. For roadways, weights emphasize connections to developing areas, manageable and reliable conditions (rather than simply building maximum capacity), and safety, with air quality still present but less dominant. Transit weights similarly balance serving existing/planned centers, expanding choices to unserved areas, and supporting corridors with strong ridership potential. Kendall notes that project cost is not part of the scoring itself but will be a key factor during phasing/fiscal constraint discussions to avoid biasing scores against otherwise strong but higher-cost projects.

He explained the timeline: in the near term, MAG will produce prioritized project lists using the agreed-upon criteria and weights and distribute them to the MPO TAC (with an expected email by August 24 so they can be included in the MPO TAC packet). Through late 2026, MAG will work with the MPO TAC and the MPO Board on phasing projects into fiscally constrained phases of the RTP, then move into public review and final RTP adoption in 2027. It was noted that the working group spent substantial time debating the numbers, and while cities can suggest changes, there should be a clear rationale rather than simply trying to boost a particular project's score. Kendall Willardson confirmed that comments on the weighting and scoring approach are welcome, but no formal action is requested at this meeting.

DRAFT

Other Business and Adjournment (01:25:55)
Chair Jered Johnson stated the next MPO TAC meeting is scheduled for August 31, 2026.

Chair Jered Johnson adjourned the meeting.

DRAFT

MPO TAC Meeting

August 31, 2026 | 1:30 pm - 3:00 pm

5 | Regional Transportation Funding Options

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

PURPOSE

The purpose of this item is to provide the MPO TAC with an overview of the region's long-term transportation funding needs and to seek 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 discussion is not to select or authorize a new funding source. Rather, staff is seeking 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 ACTION

This is an informational and discussion item.

ATTACHMENT

Presentation

Regional Transportation Funding

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

August 31, 2026 MPO TAC

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*

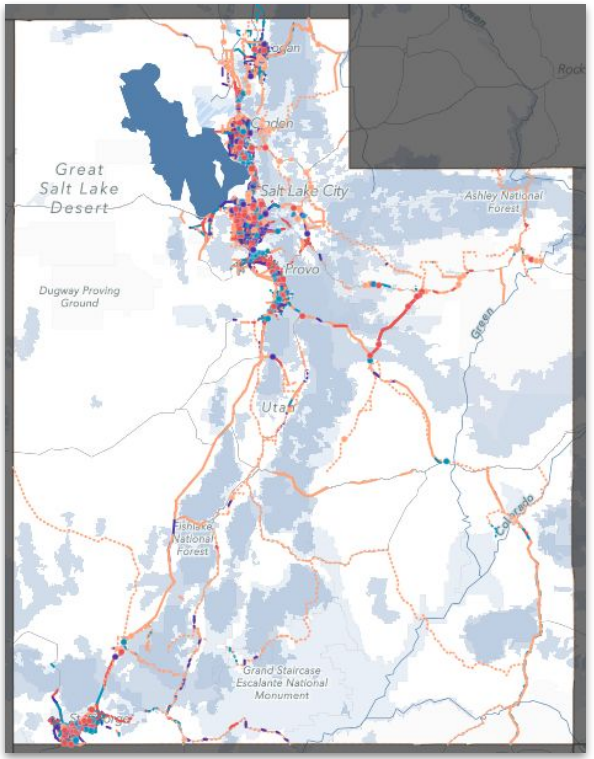


Utah's Transportation agencies work together



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

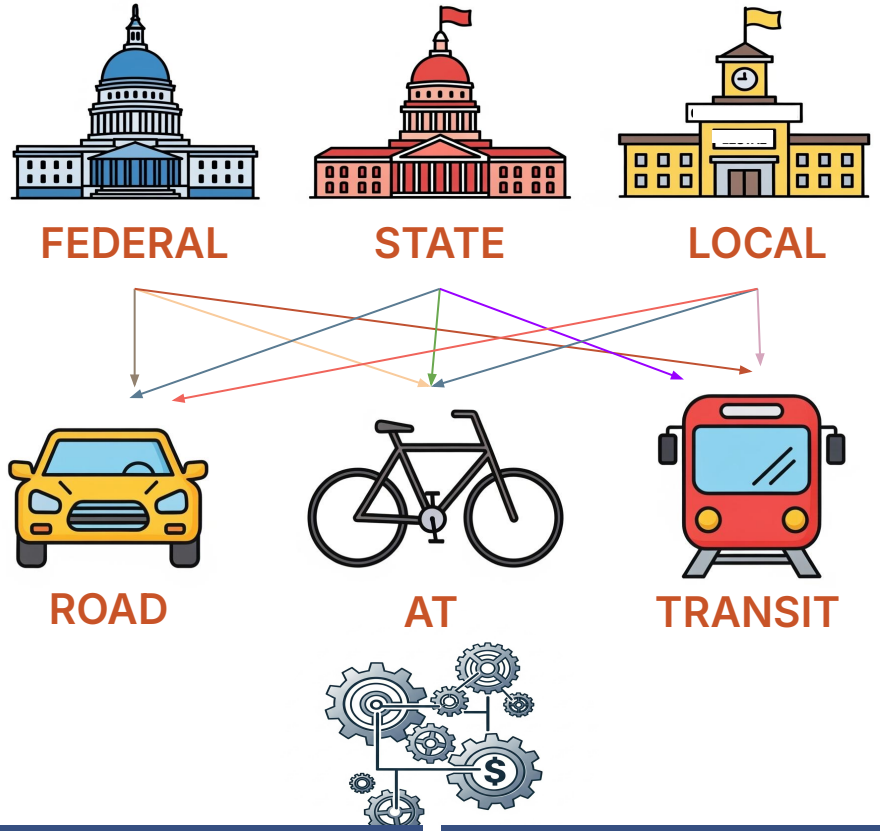
- Sales tax (state TIF, TTIF, ATIF, CCTIF, RT, A)
- Vehicle registrations (state TIF, TF)
- Motor tax (state TIF)
- Fuel tax (state TF)
- Permits and fees (state TF)
- Highway federal funds (state)
- Local Option sales taxes (local)
- B and C funds (local)
- New sources (mix)



ALLOCATION

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

Financial Model inputs and outputs

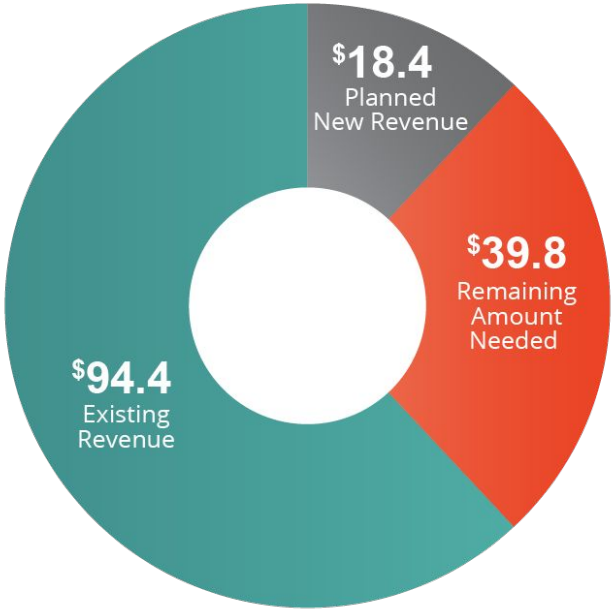


Financial Model statewide needs vs. financial estimates (2023-2050)

$153 B NEEDS



ESTIMATED REVENUE



All totals in billions

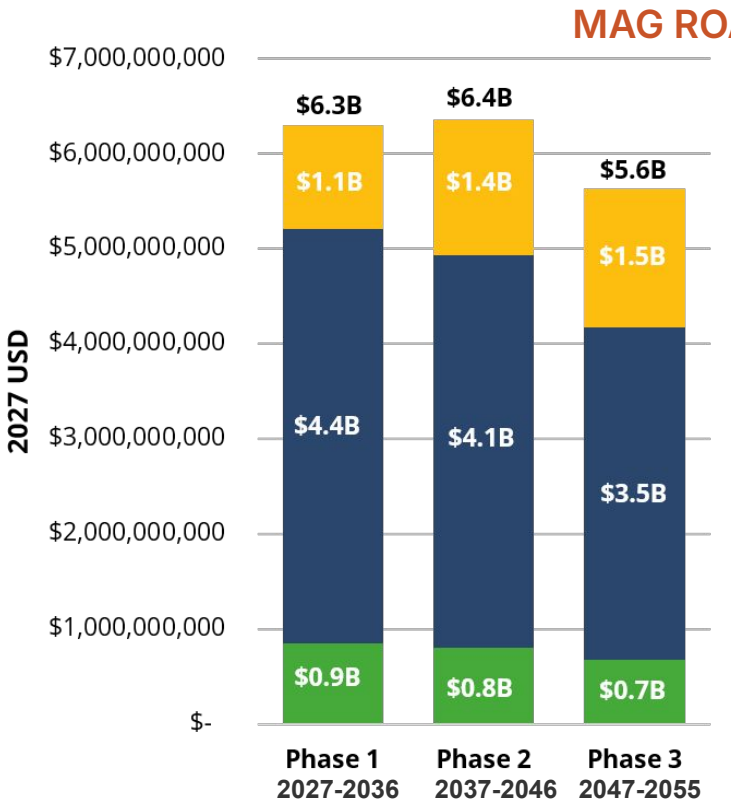
$113 B FISCALLY CONSTRAINED



Regional Funding Outlook



Financial Model revenue estimates through 2055



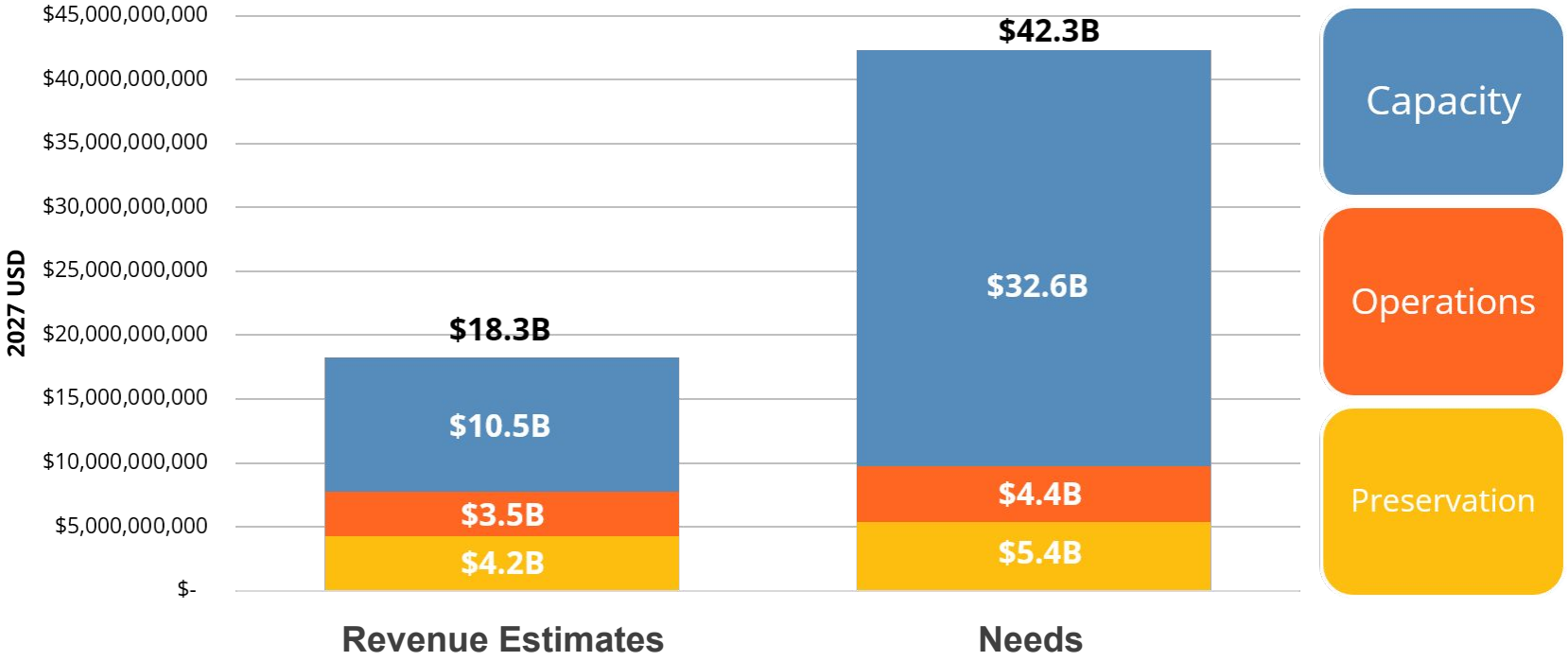
Federal
- Federal Highway Programs

State
- Transportation Fund
- Transportation Investment Fund

Local
- B&C Roadway Funds
- Local Option Sales Tax

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://presenter.ahaslides.com/survey/s/vxwyc4g

or

Use your phone’s camera to scan the QR code



Statewide and Regional Transportation Funding and Planning Outlook

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Thank you!

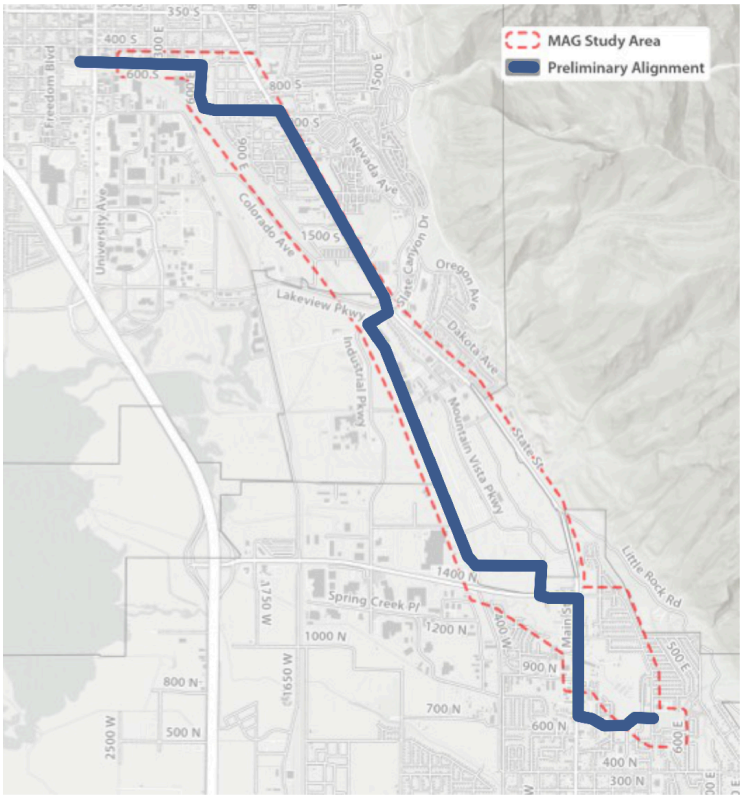
MPO TAC Meeting

August 31, 2026| 1:30 pm - 3:00 pm

6 | Spring Creek Feasibility Study

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

BACKGROUND



In coordination with MAG, Provo, Springville, UTA, UDOT, and Utah County, the consultant team led by Avenue Consultants with Bike Utah has finalized the Spring Creek Trail Feasibility Study (SCFS). Funded as study by the TIP in 2024, the primary purpose of this study was to establish a viable, high-comfort active transportation route between Provo and Springville with conceptual design (~5% design level) to inform future project phasing and cost estimates. The proposed trail establishes a critical AT regional link connecting north Springville directly to the Provo FrontRunner Station, maximizing transit accessibility and multi-modal integration across municipal borders.

To systematically evaluate the corridor constraints, the consultant team divided the trail route analysis into three distinct geographical segments. The alignment methodology prioritized safety, level of comfort, property ownership constraints, available right-of-way (ROW), utilities, grade changes, and public preference data gathered from user surveys in Provo and Springville. Roadway engineering standards from both cities, UDOT cross-sections, and future travel demand forecasts (projected traffic volumes up to 2040) were incorporated to ensure the designs accommodate future roadway widenings.

ATTACHMENT

Presentation

provo springville ART CITY Utah County HEART of UTAH MAG



SPRING CREEK TRAIL FEASIBILITY STUDY

MAG Technical Advisory Committee – August 31st, 2026



WELCOME

- Project Overview
- Trail Concepts
- Next Steps

SPRING CREEK TRAIL FEASIBILITY STUDY

PROJECT OVERVIEW



SPRING CREEK TRAIL
FEASIBILITY STUDY

Project Overview

Kendall Willardson – Transportation Planner

MAG Project Manager



- Trail feasibility study
- Route and concept for a facility that connects north Springville to the Provo Frontrunner Station
- ~5% design to help inform project costs and phasing



PROJECT GOALS

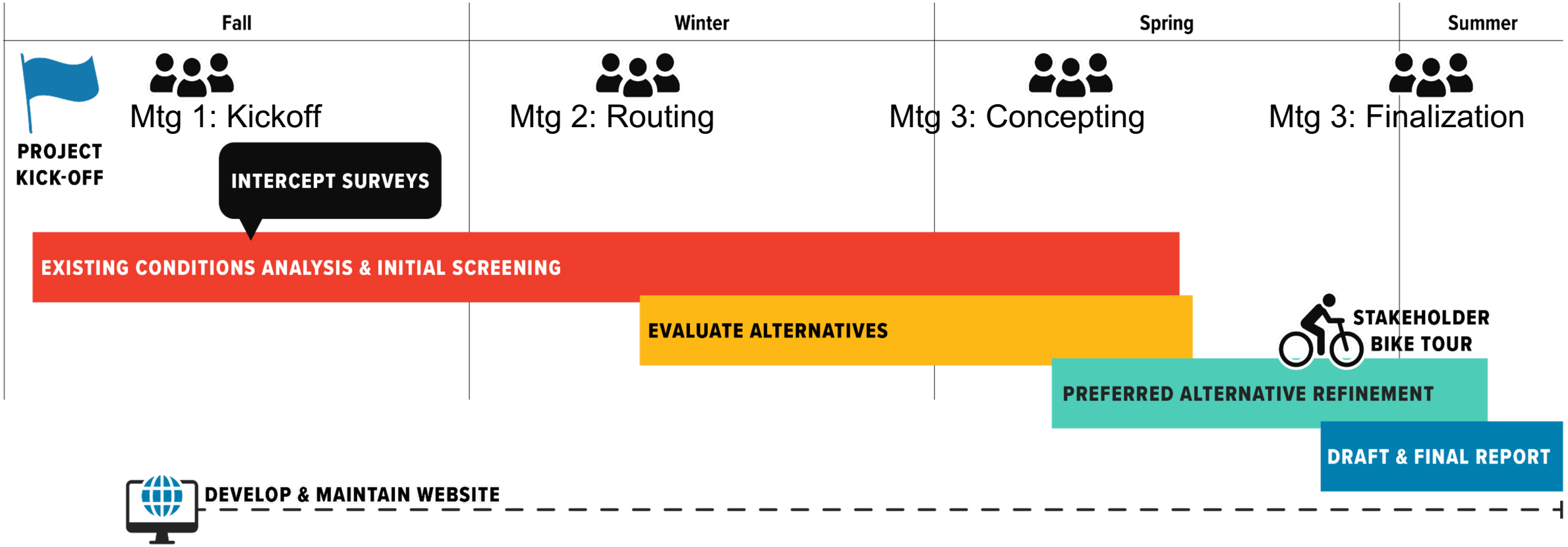
- Route and concept for a high comfort facility that maximizes usage
- Plan for a safe facility and with safe crossings
- Provide connections to existing and future facilities and destinations
- Recommend a cost-effective solution within funding constraints



PROJECT TEAM

- Consultants: Place Builders, Avenue, and Bike Utah
  - Consultant Project Manger: Kirby Snideman
- Steering Committee: MAG, Provo, Springville, Utah County
- Key Stakeholders: UDOT, UTA, & potentially impacted residents and property owners

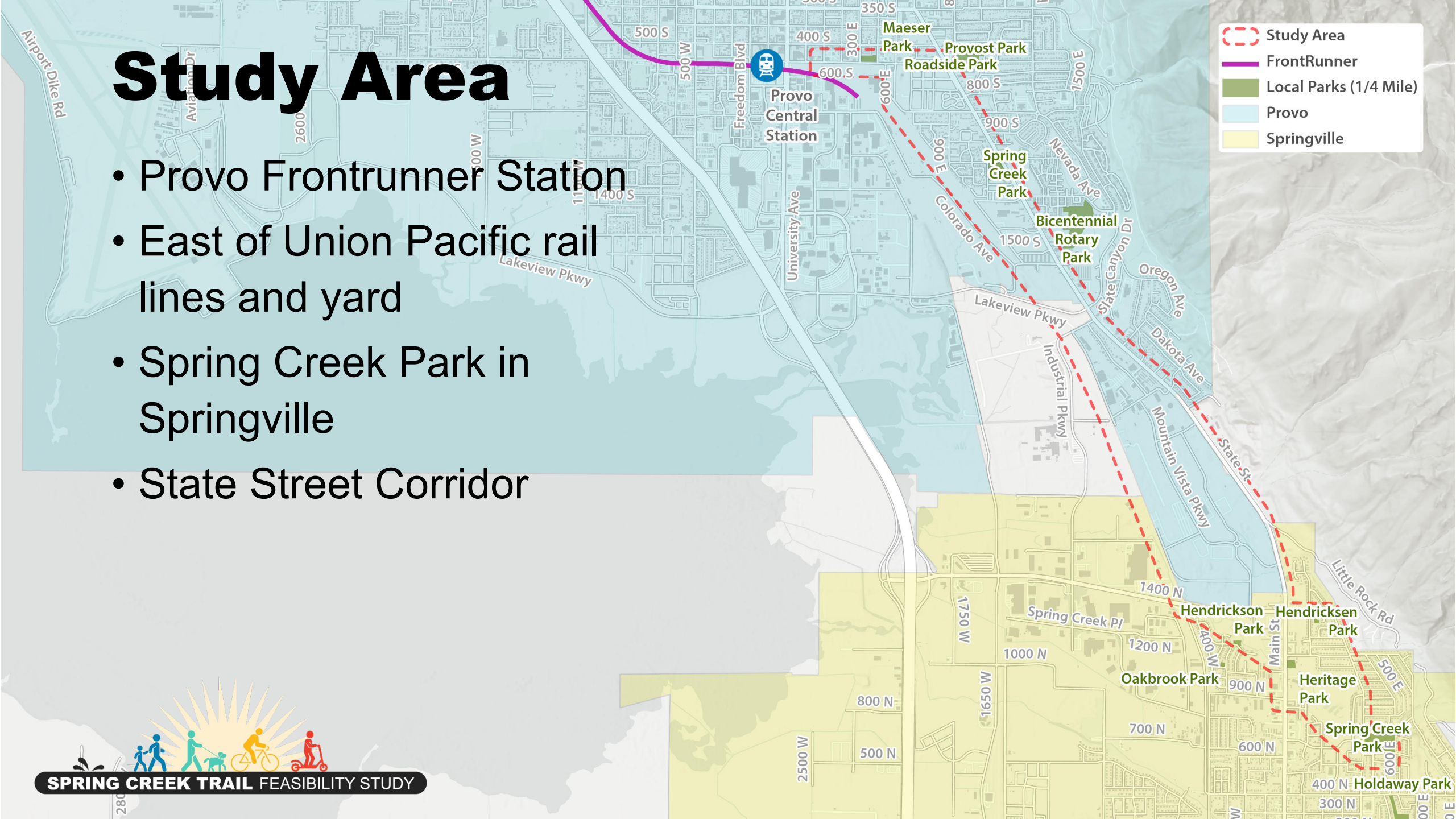
PROJECT SCHEDULE: Fall 2025 – Summer 2026



Mtg 1: Kickoff Meeting - September 25th, 2025
Mtg 2: Route Alternatives and Selection - November 13th, 2025
Mtg 3: Concept Alternatives and Selection - February 17th, 2026
Mtg 4: Final Concept Development - April 30th, 2026

Study Area

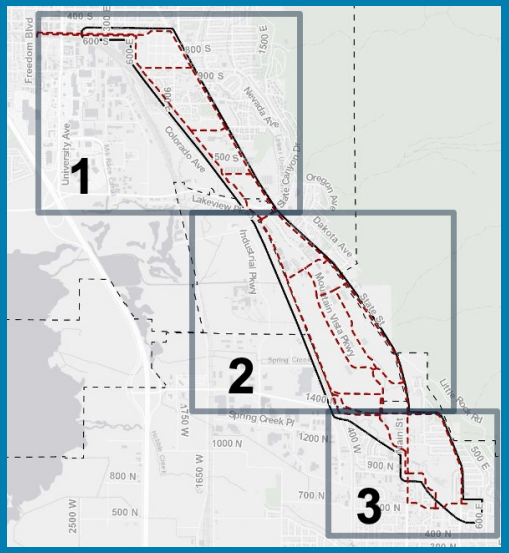
- Provo Frontrunner Station
- East of Union Pacific rail lines and yard
- Spring Creek Park in Springville
- State Street Corridor

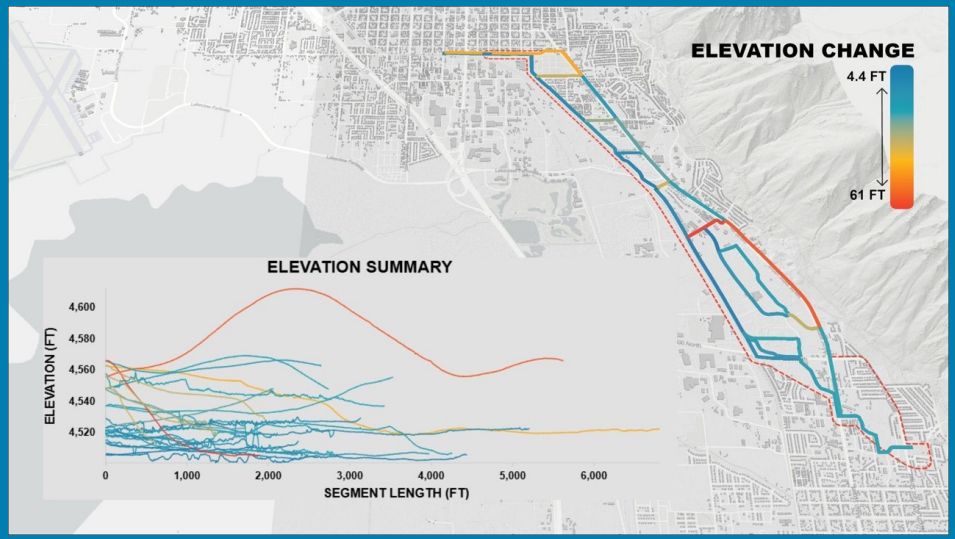


SPRING CREEK TRAIL FEASIBILITY STUDY

ROUTE METHODOLOGY

- Divided route analysis into 3 segments
- Considered potential constraints such as available ROW, property ownership, grade, utilities, etc.
- Considered safety and level of comfort conditions
- Surveyed potential trail users in Provo and Springville for insight into trail preferences

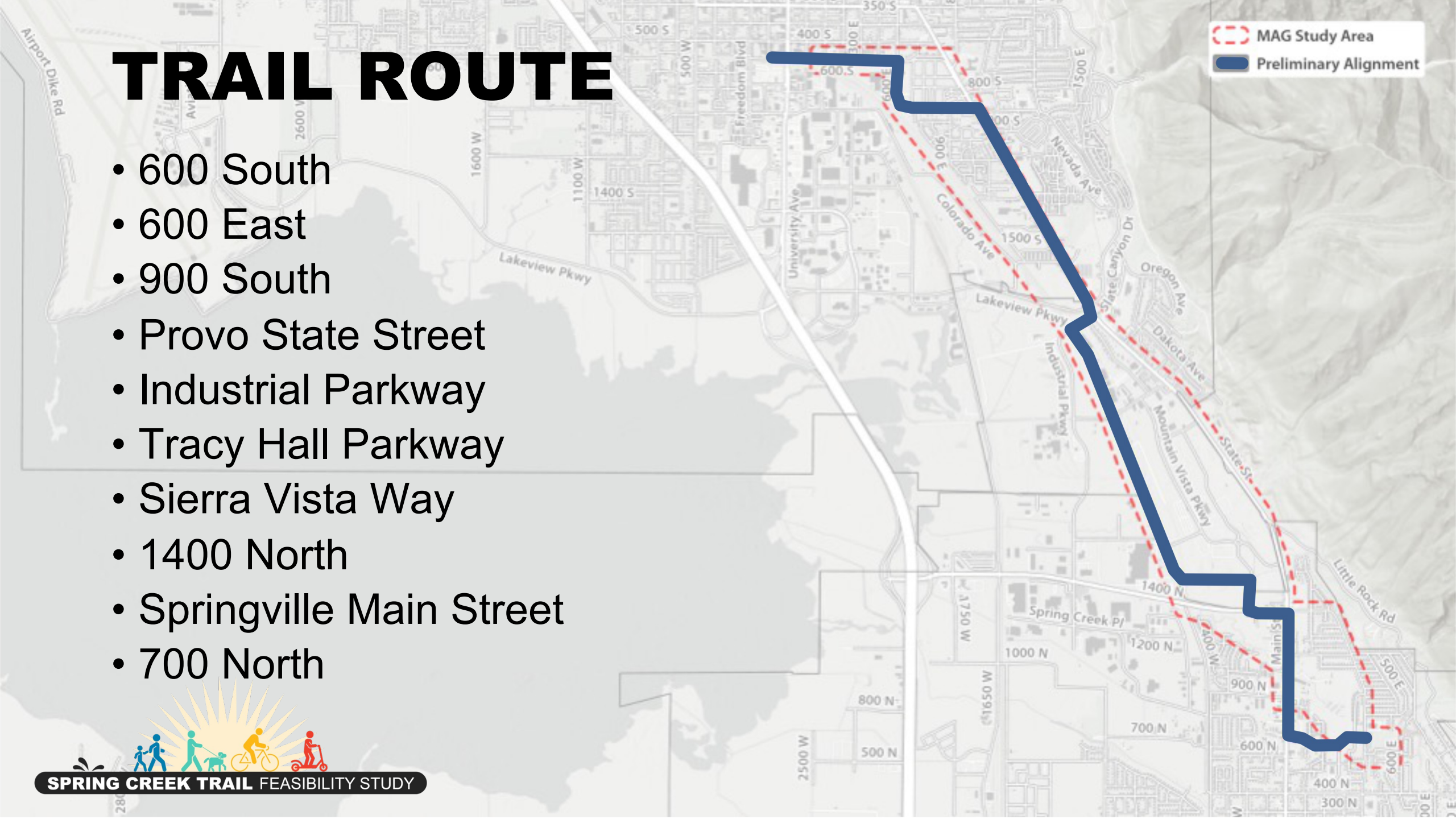






TRAIL ROUTE

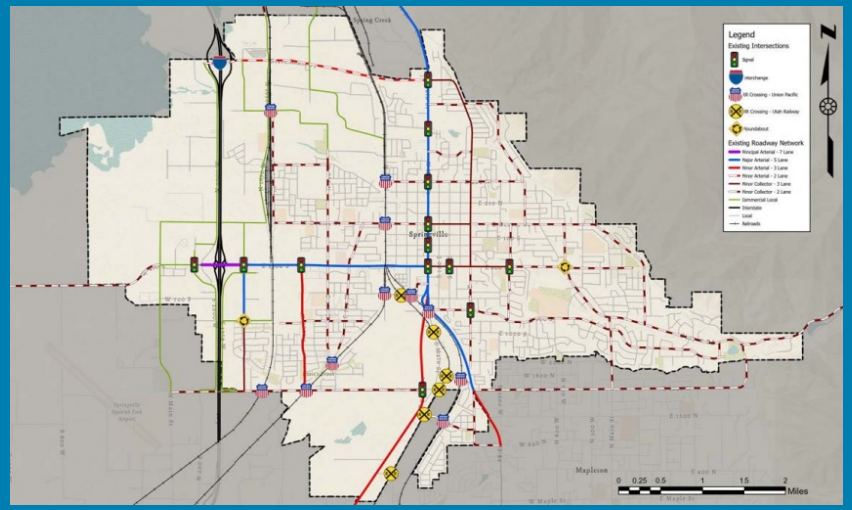
- 600 South
- 600 East
- 900 South
- Provo State Street
- Industrial Parkway
- Tracy Hall Parkway
- Sierra Vista Way
- 1400 North
- Springville Main Street
- 700 North

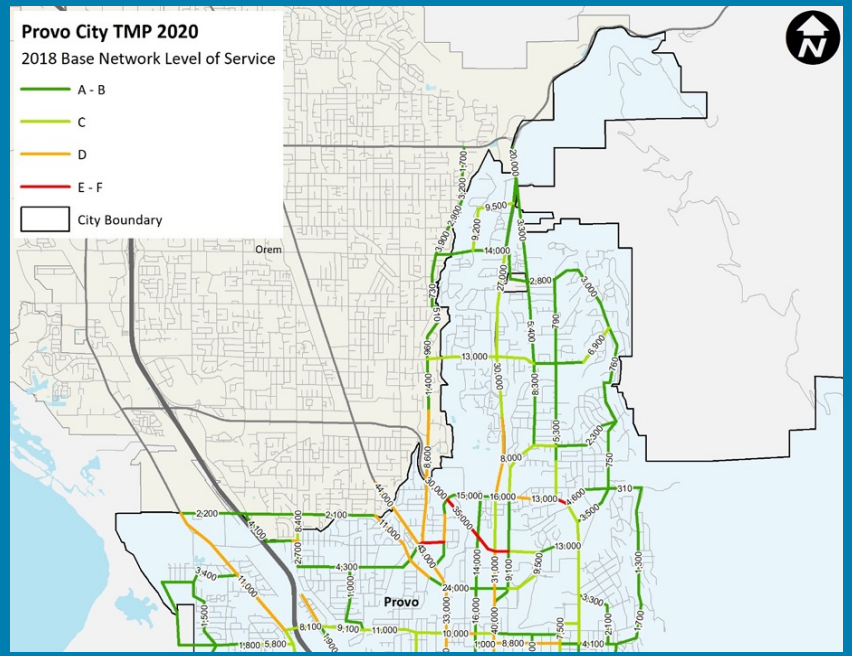


SPRING CREEK TRAIL FEASIBILITY STUDY

CONCEPT METHODOLOGY

- Reviewed adopted city plans and design standards
  - Roadway engineering standards for Provo and Springville
  - Adopted transportation master plans and private development plans
  - Reviewed projected traffic volumes and planned roadway changes to understand future constraints





CONCEPT METHODOLOGY

- Measured available ROW throughout route
- Selected a constrained location
- Developed a UTN concept for each street (12 feet wide)
- Measured impacts to determine need for alternative concept(s)
  - Impacts to ROW
  - Impacts to traffic operations
  - Impacts to infrastructure
  - Impacts to private property



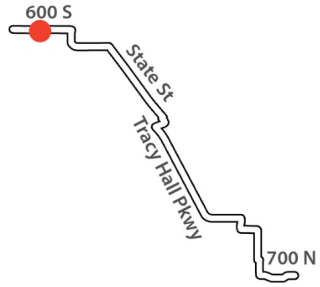


CONCEPTS



SPRING CREEK TRAIL
FEASIBILITY STUDY

600 S Frontrunner to 600 E



Existing Conditions (Provo 2018 TMP)

Functional Class:

- 2018: Major Collector
- 2040: Major Collector

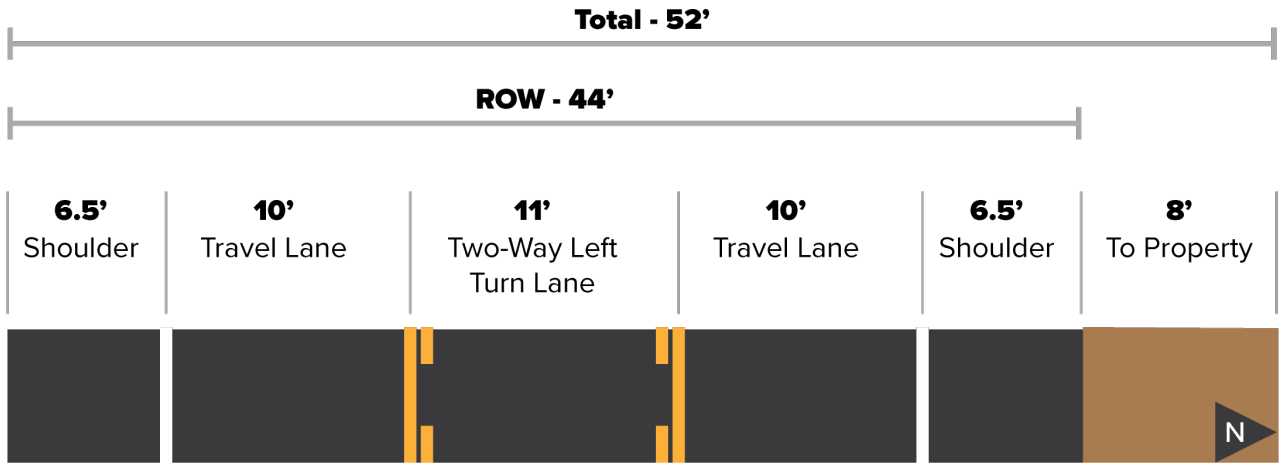
ADT:

- 2018: 3,500 vpd
- 2040: 4.400 vpd

Major Collector Standard Cross Section:

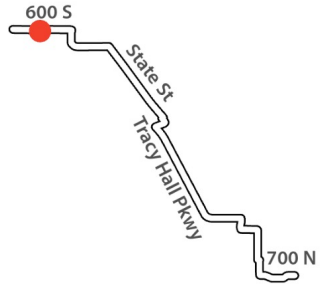
- 80’ ROW / 50’ Pavement

600 S & ~ 50 E

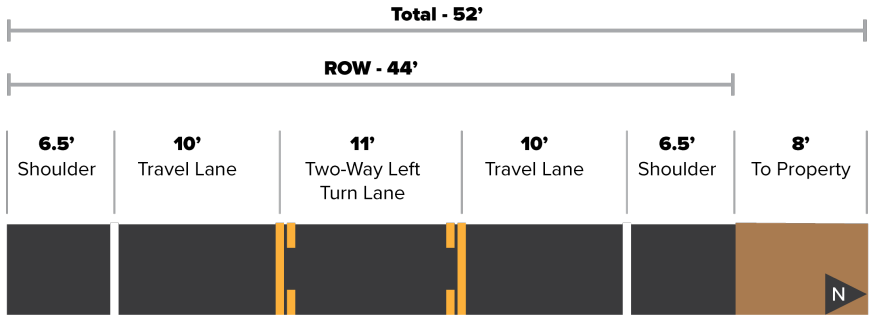




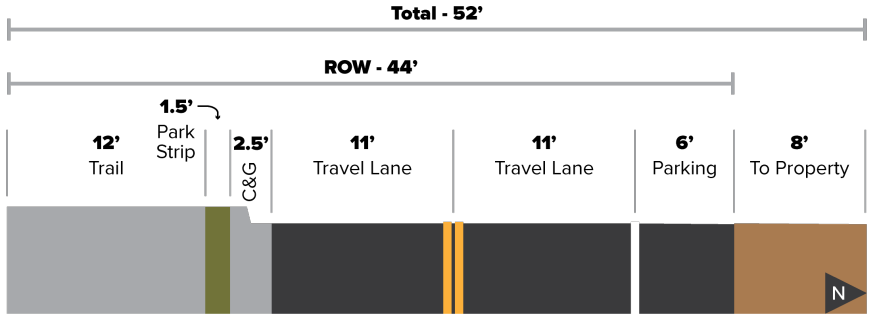
600 S Frontrunner to 600 E



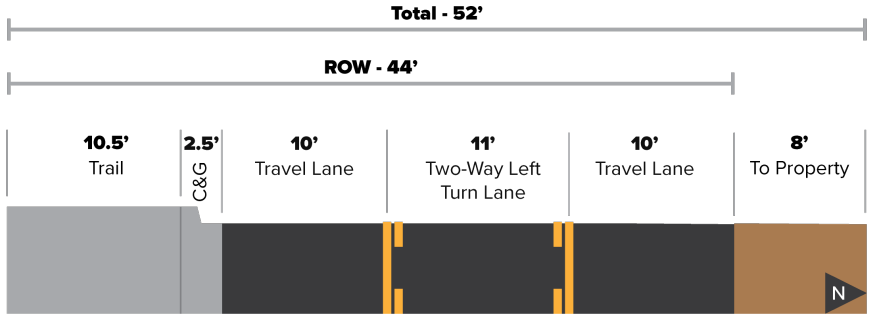
600 S & ~ 50 E



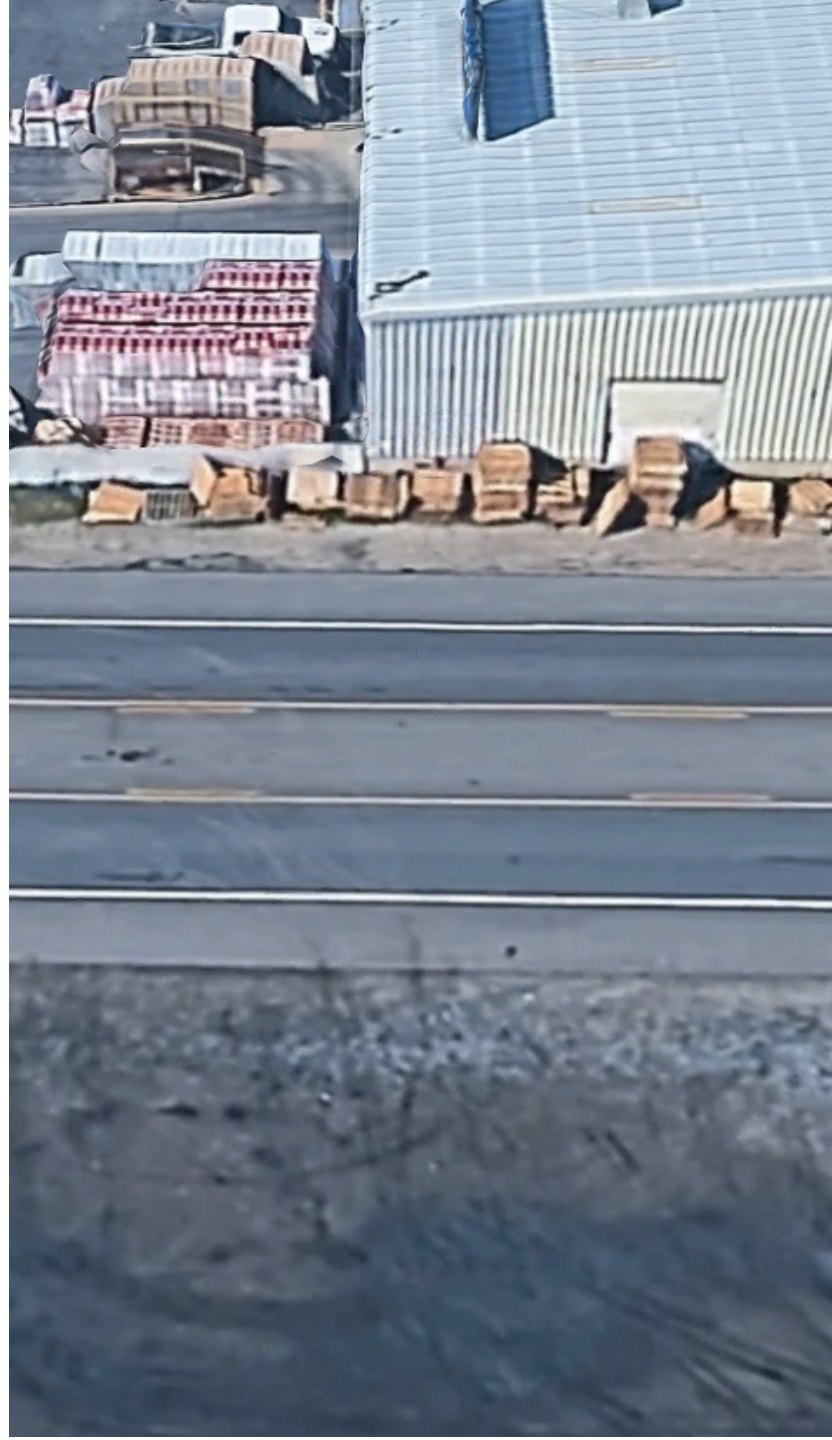
Existing



UTN Option:
no TWLTL

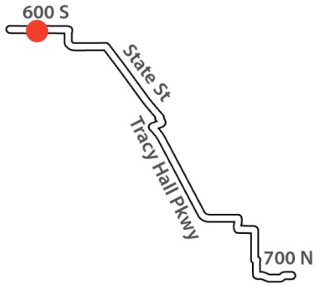


UTN Option:
no parking



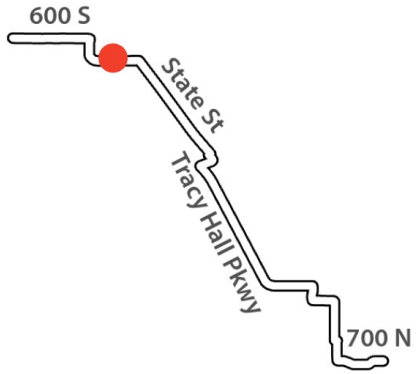
600 S Frontrunner to 600 E

600 S & ~ 50 E





600 E & 900 S



Existing Conditions (Provo 2018 TMP)

Functional Class:

- 2018: Minor Collector
- 2040: Minor Collector

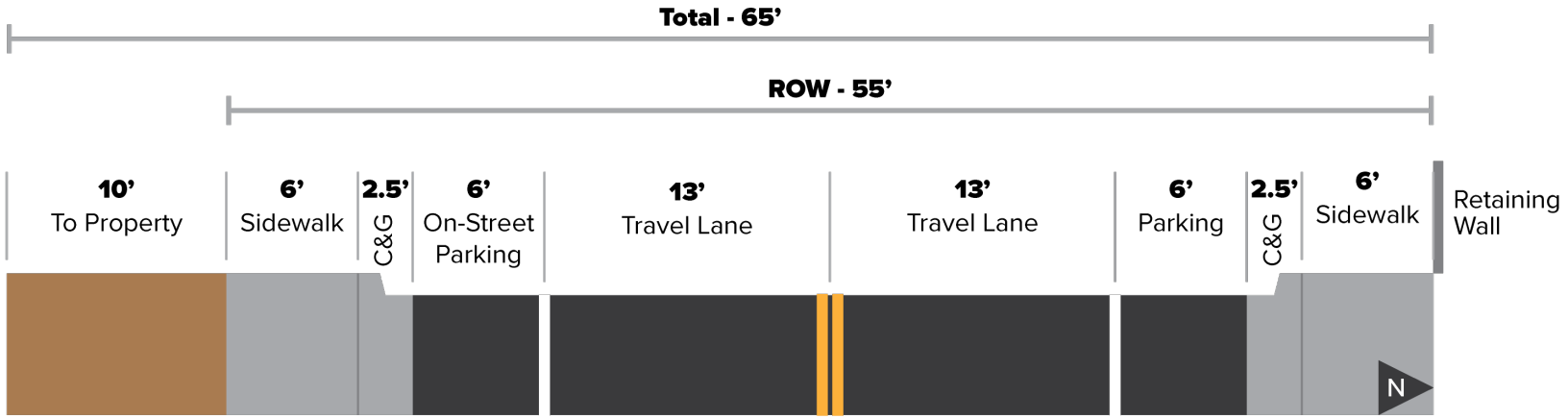
ADT:

- 2018: Unavailable
- 2040: 340 vpd

Standard Cross Section:

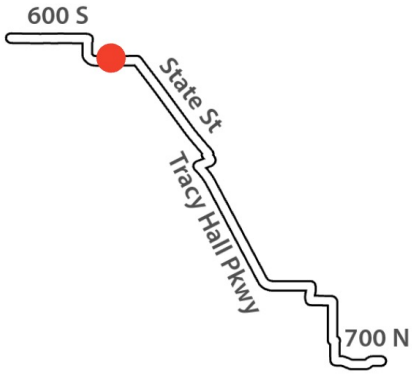
- 80’ ROW / 50’ Pavement

900 S & ~ 680 E

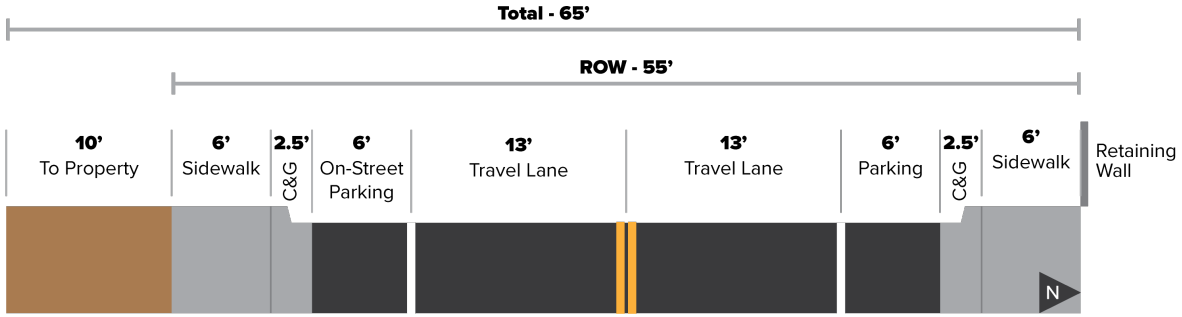




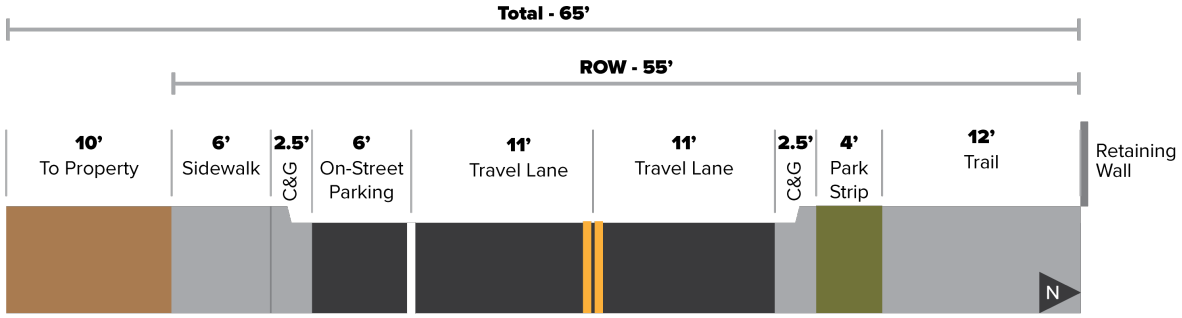
600 E & 900 S



900 S & ~ 680 E



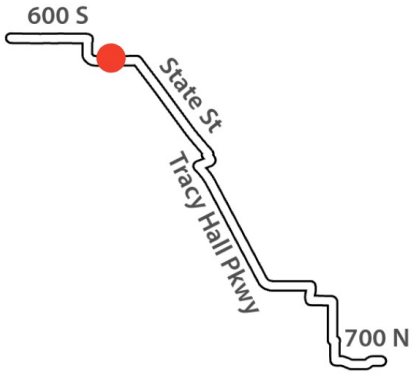
Existing



UTN Option:
Lane width reduction, no north side parking



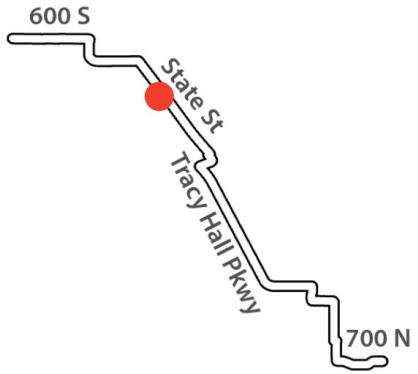
600 E & 900 S


600 S
State St
Tracy Hall Pkwy
700 N


900 South (& 680 East)
C&G
2.5 ft
Travel
Lane
11 ft
Travel
Lane
10 ft
Parking
6 ft
C&G
2.5 ft
Buffer
4 ft
Trail
12 ft

State St 900 S to Industrial Pkwy

Existing Conditions (Provo 2018 TMP)



Functional Class:

- 2018: Minor Arterial
- 2040: Minor Arterial
- UDOT: Principal Arterial

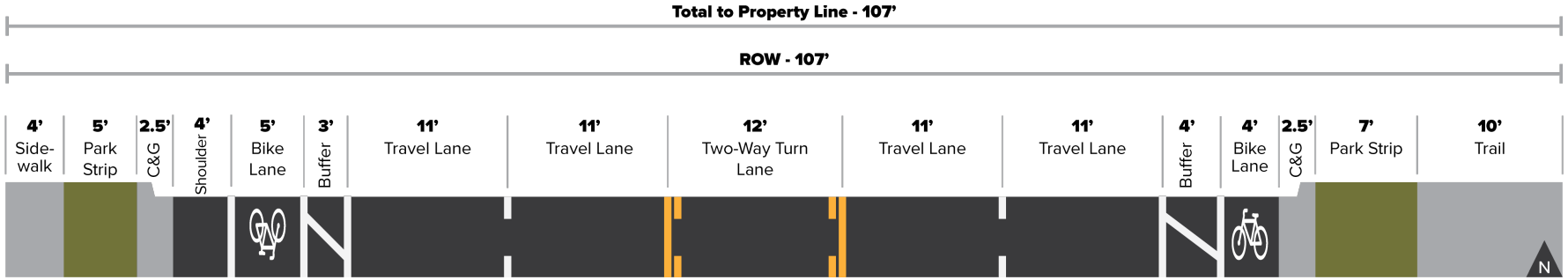
ADT:

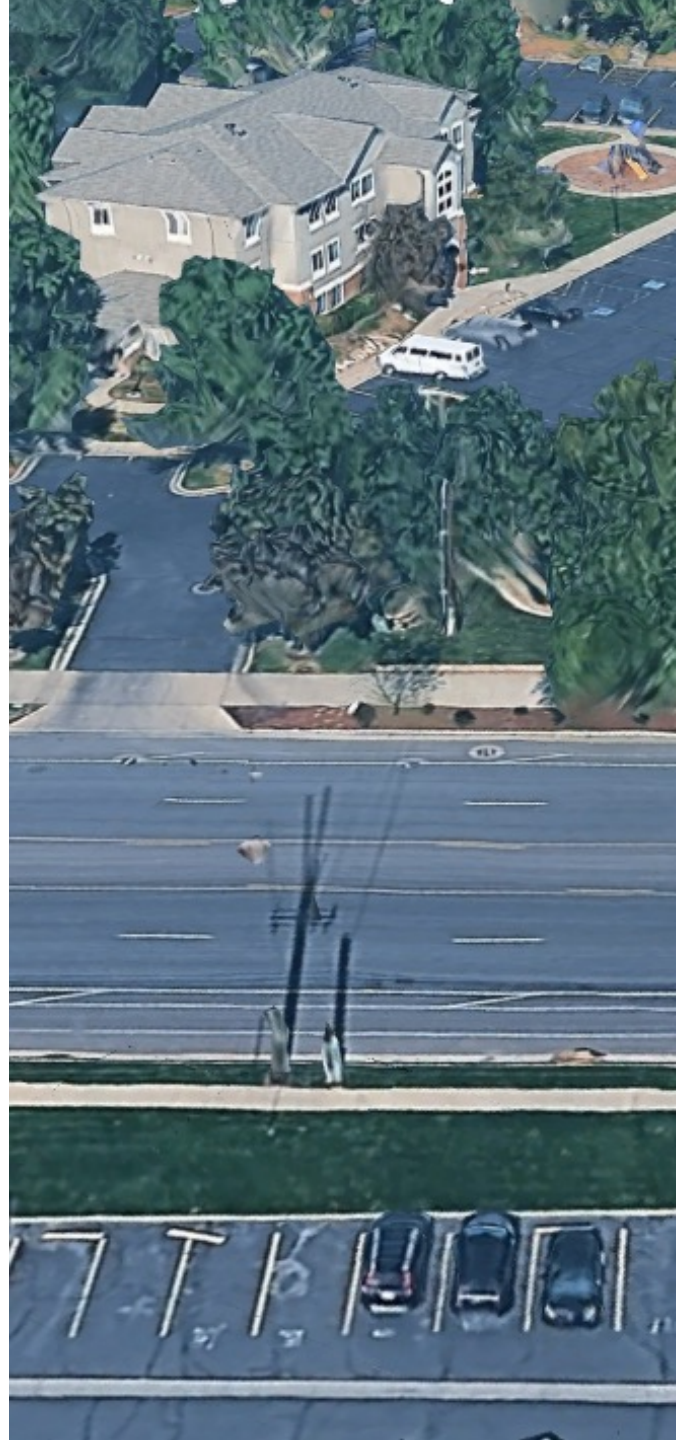
- 2018: 23,000 vpd
- 2040: 30,000 vpd

Standard Cross Section:

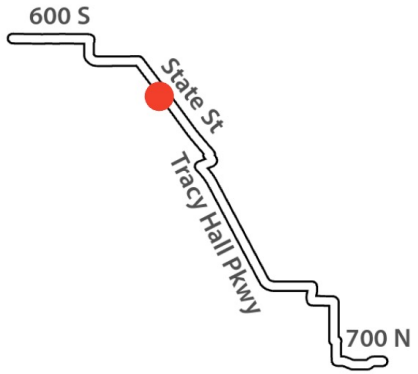
- 80’ ROW / 50’ Pavement (Provo Standard)
- 107’ ROW / 76’ Pavement (Existing UDOT Cross Section)

State St & ~ 1080 S



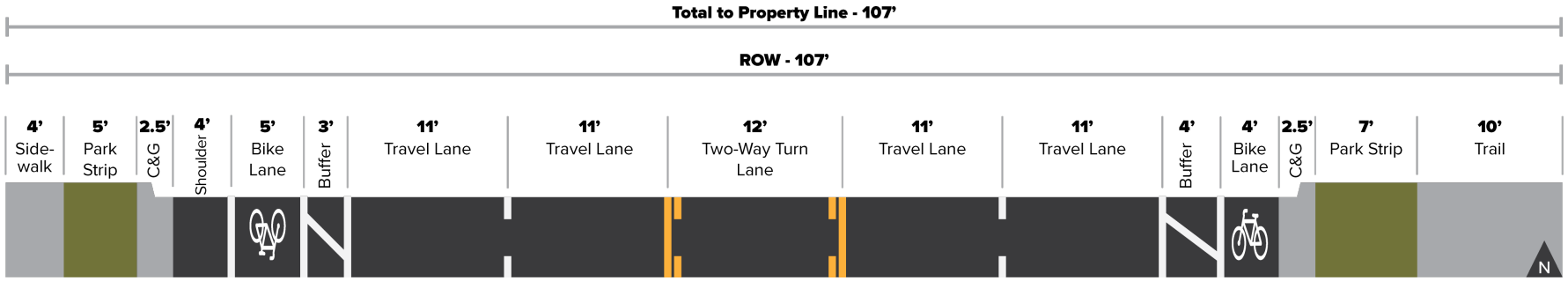


State St 900 S to Industrial Pkwy

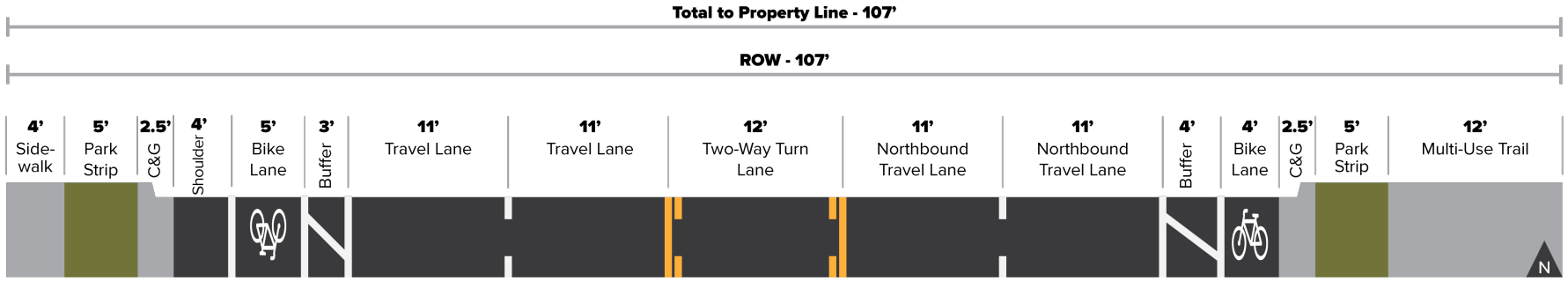


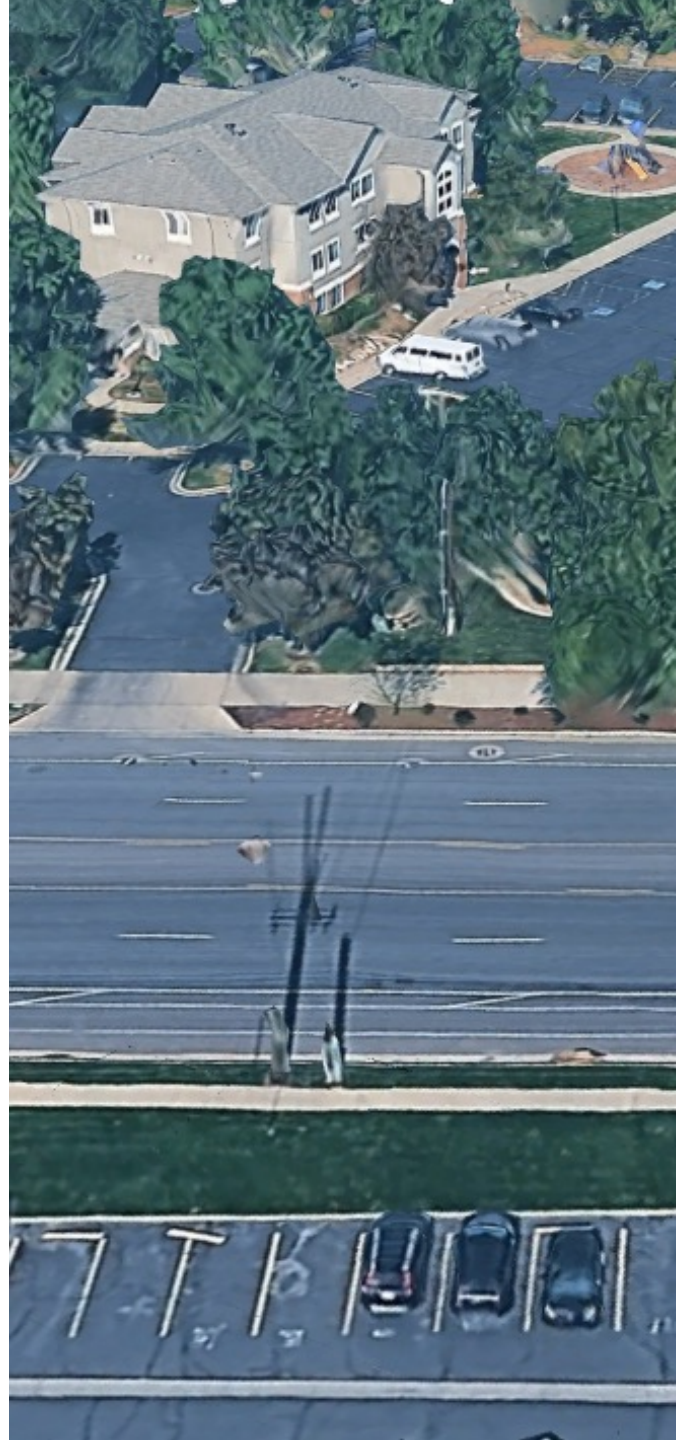
State St & ~ 1080 S

Existing

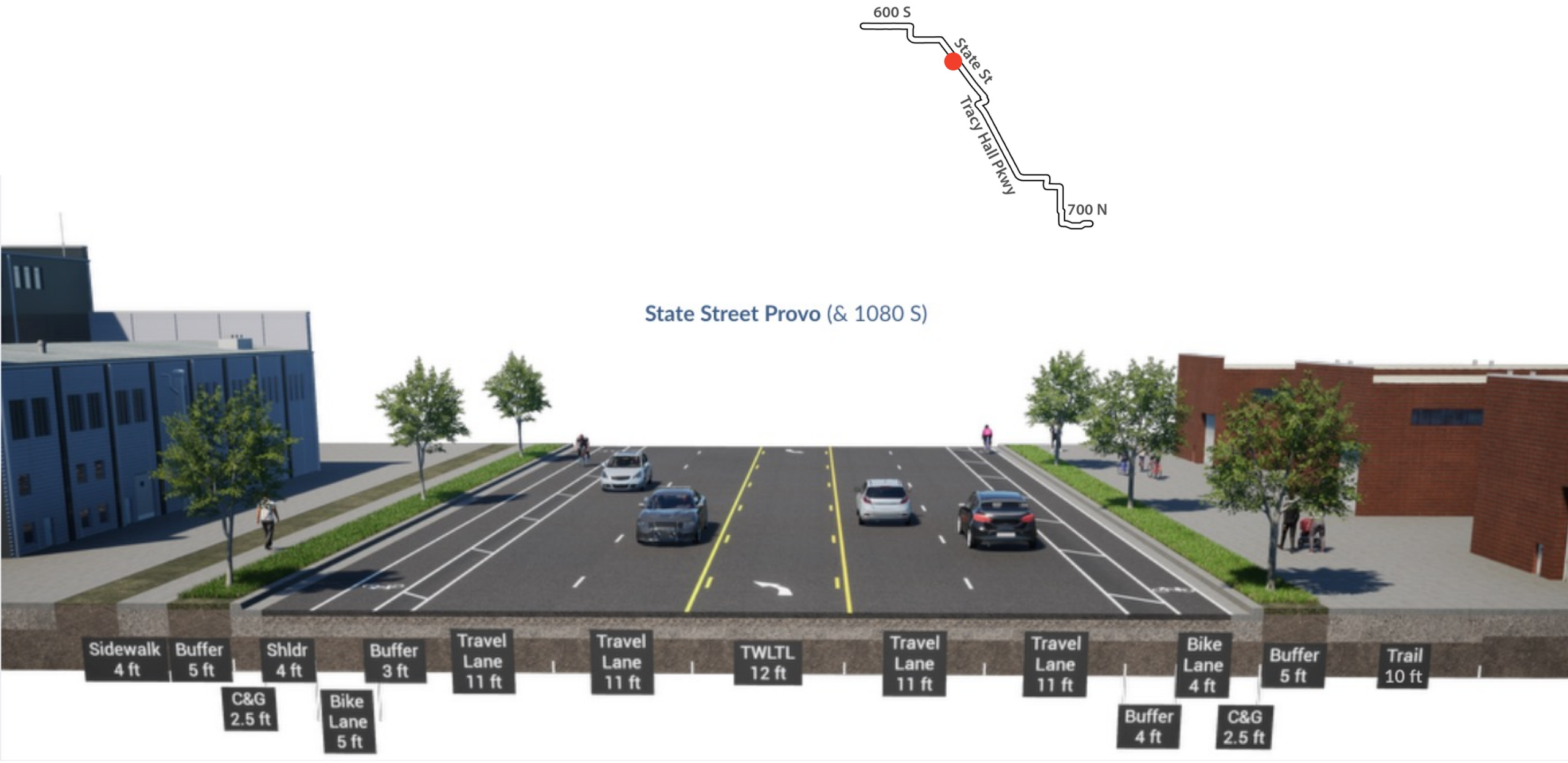


UTN Option: Park Strip Reduction



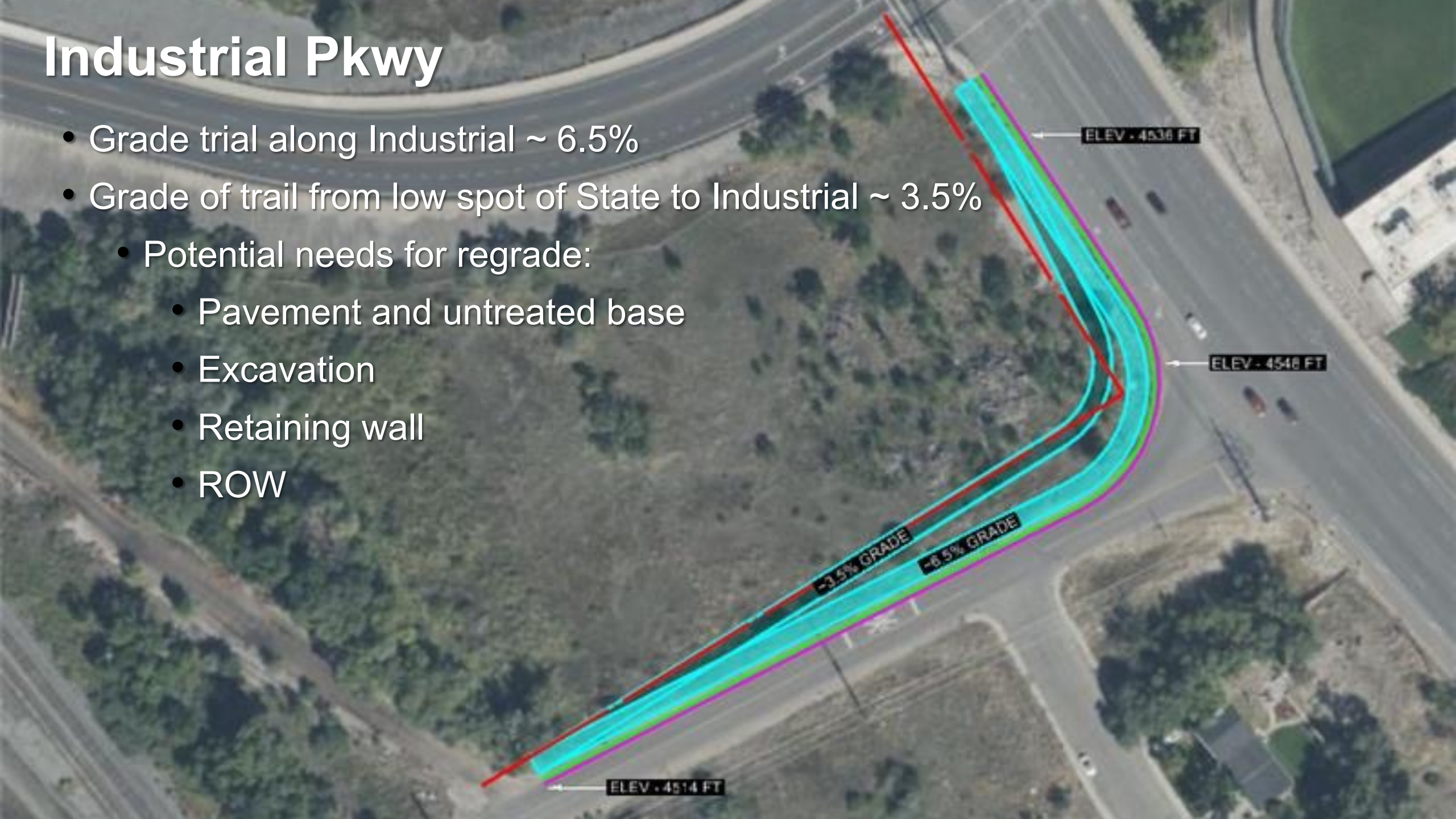


State St 900 S to Industrial Pkwy

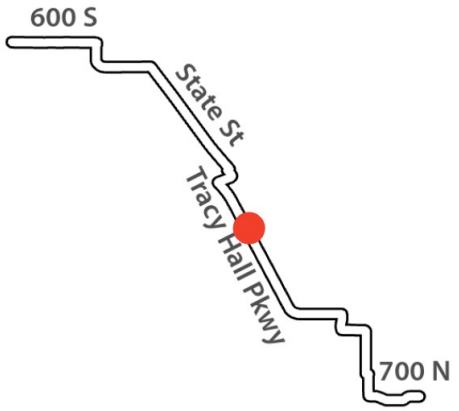


Industrial Pkwy

- Grade trial along Industrial ~ 6.5%
- Grade of trail from low spot of State to Industrial ~ 3.5%
  - Potential needs for regrade:
    - Pavement and untreated base
    - Excavation
    - Retaining wall
    - ROW

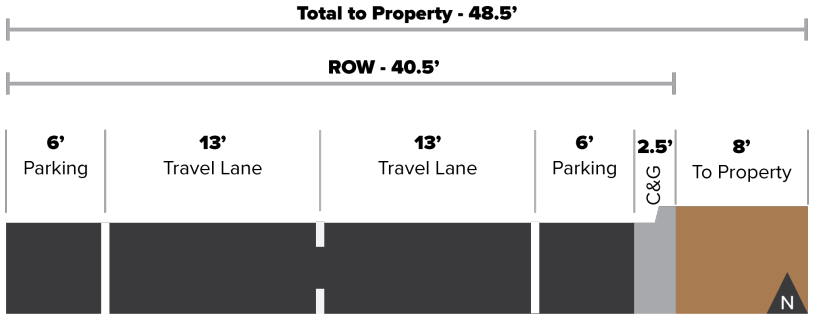


Tracy Hall Pkwy





Tracy Hall & ~ 2200 S



Existing Conditions

Functional Class:

- 2018: Local Road
- 2040: Minor Collector/Local Road

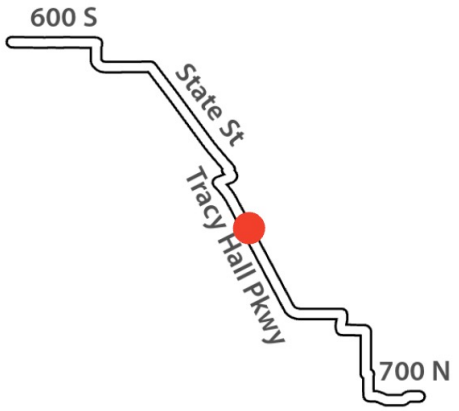
ADT:

- 2018: Unavailable
- 2040: 470 vpd

Standard Cross Section:

- 80' ROW / 50' Pavement
- 66' ROW / 36' Pavement (local road due to industrial use)

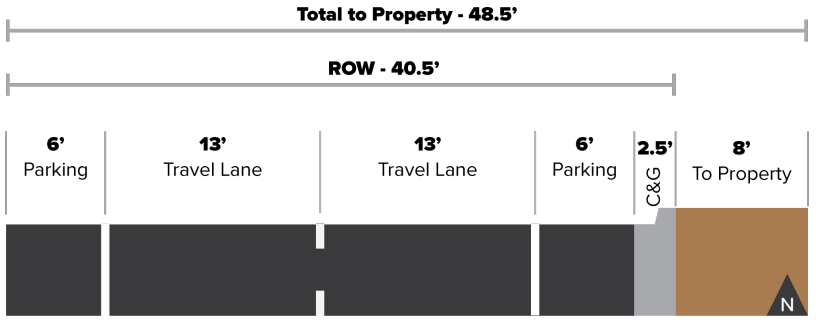
Tracy Hall Pkwy



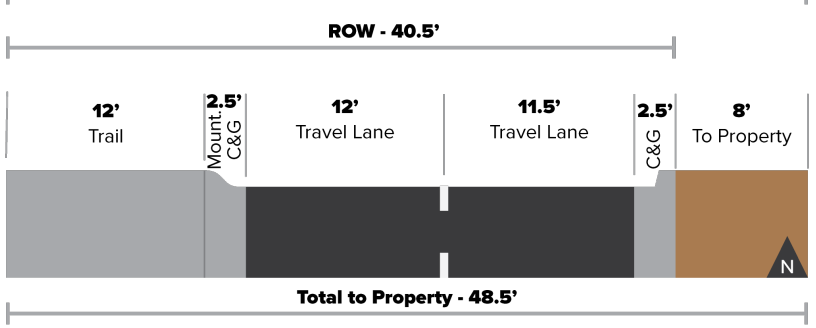


Tracy Hall & ~ 2200 S

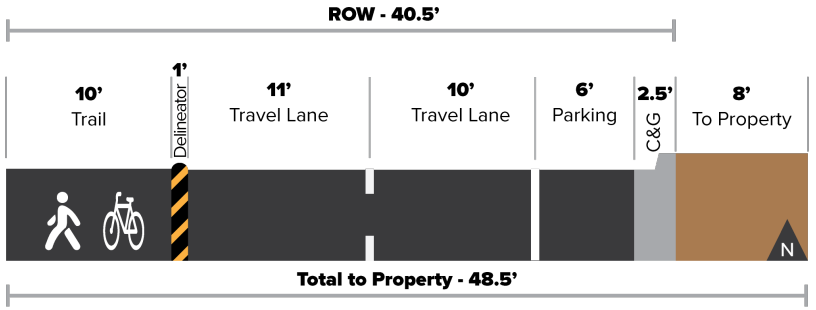
Existing



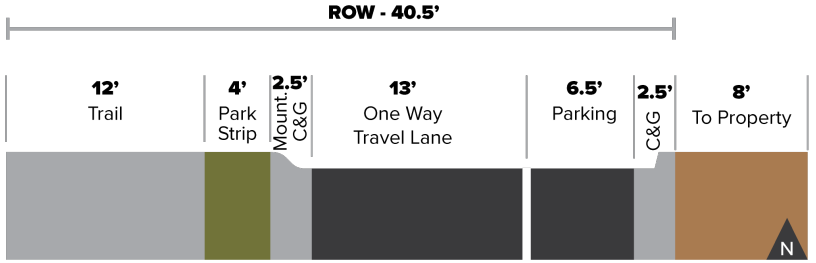
UTN Option:
Lane reduction, no parking



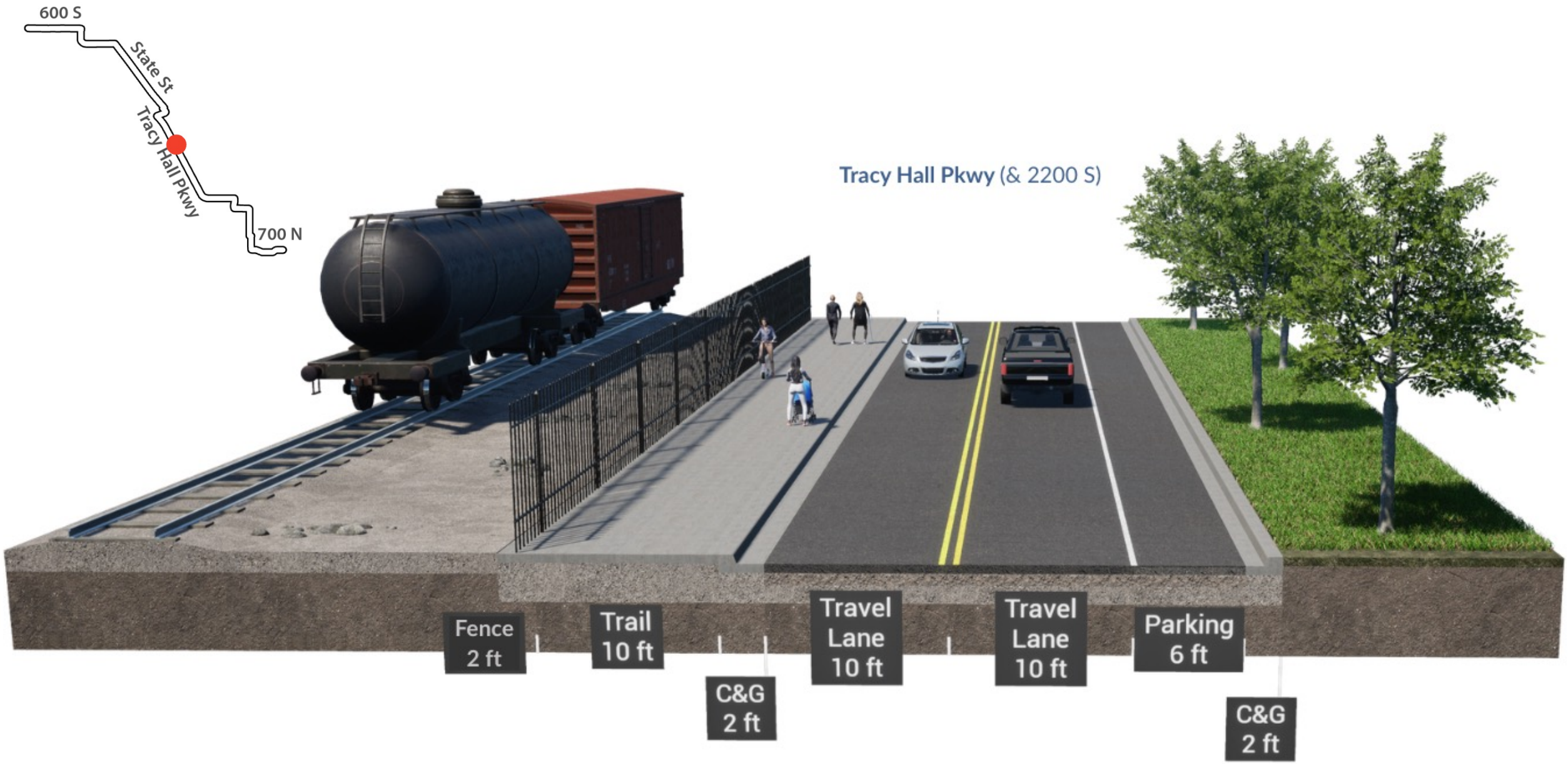
10 ft Option:
Mountable armadillo



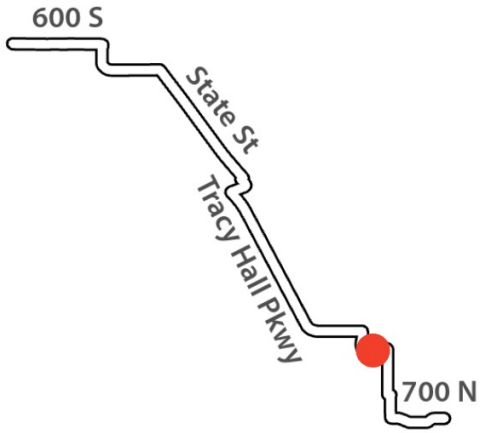
One-Way Option:
One travel lane + parking



Tracy Hall Pkwy



1400 N Sierra Vista Way to Main St



Existing Conditions

Functional Class:

- 2018: Minor Collector
- 2040: Major Arterial

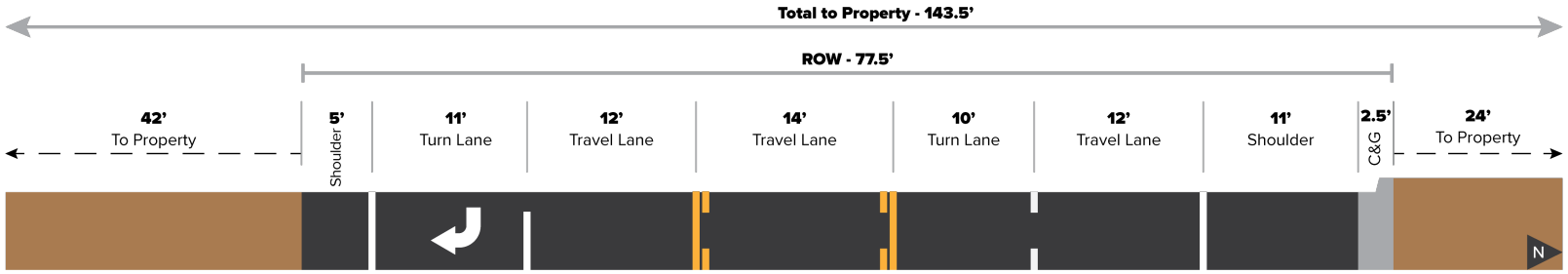
ADT:

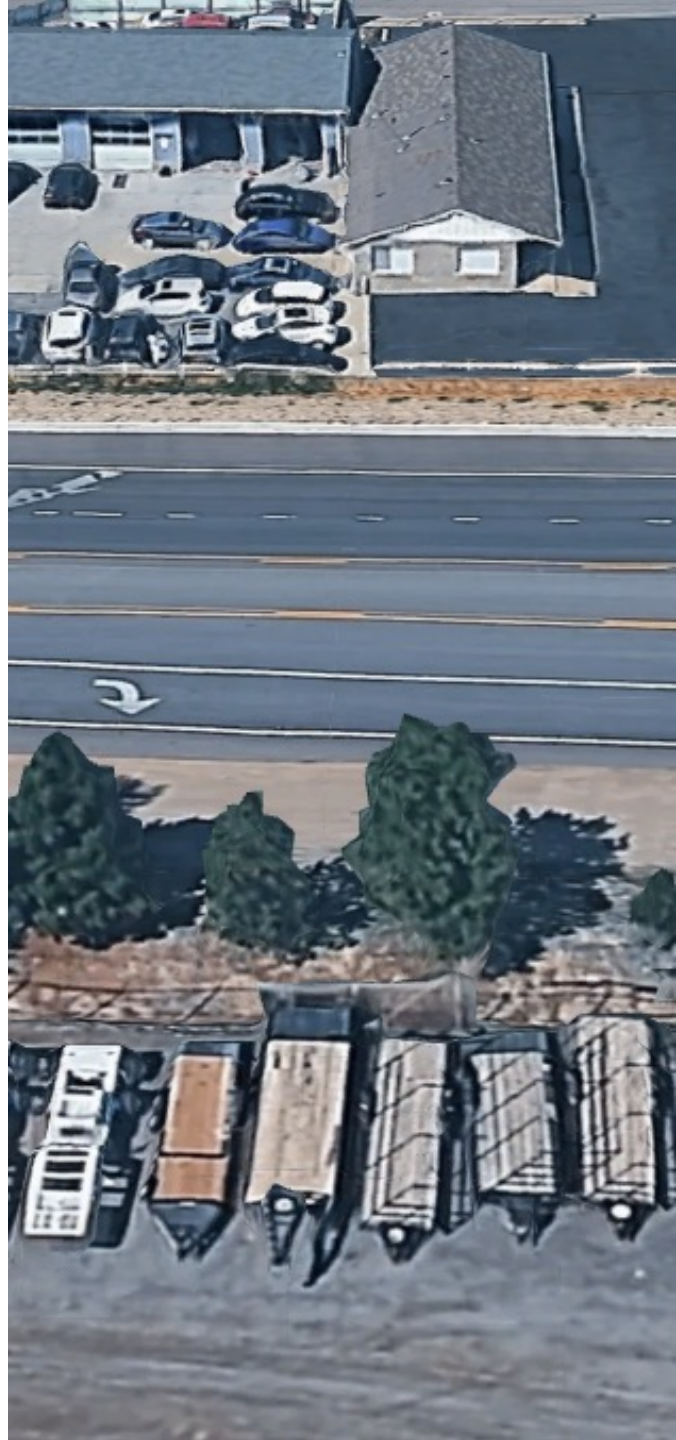
- 2018: 8,700 vpd
- 2040: 14,800 vpd

Standard Cross Section:

- Minor Collector with 10’ Trail: 3-Lanes / 77’ ROW
- Major Arterial with Trail: 5-Lanes / 107’ ROW

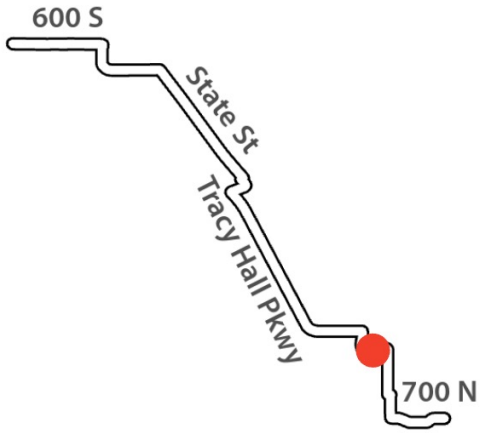
1400 N & ~ 60 W



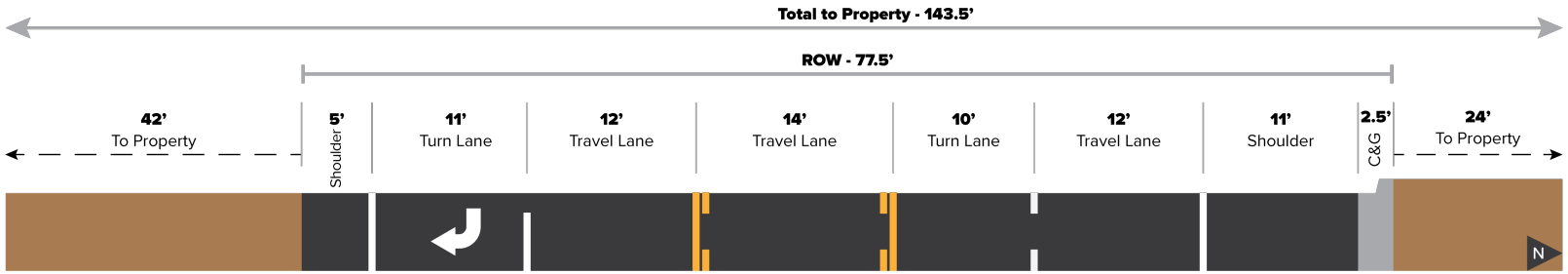


1400 N Sierra Vista Way to Main St

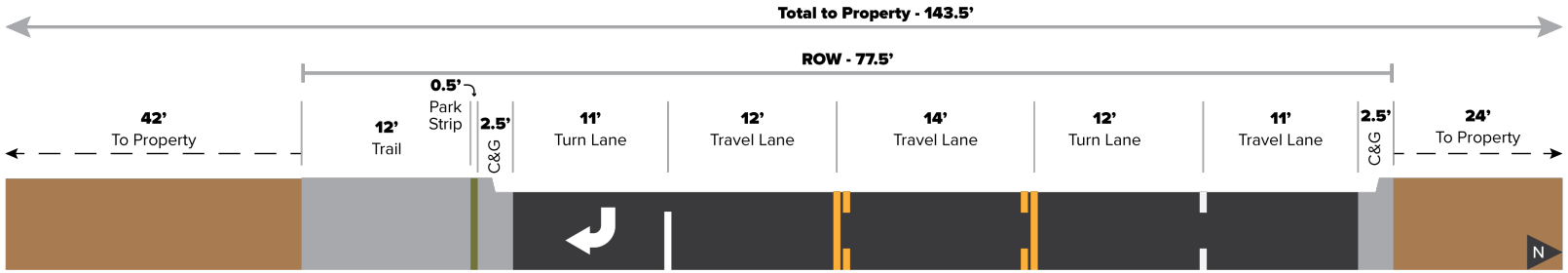
1400 N & ~ 60 W

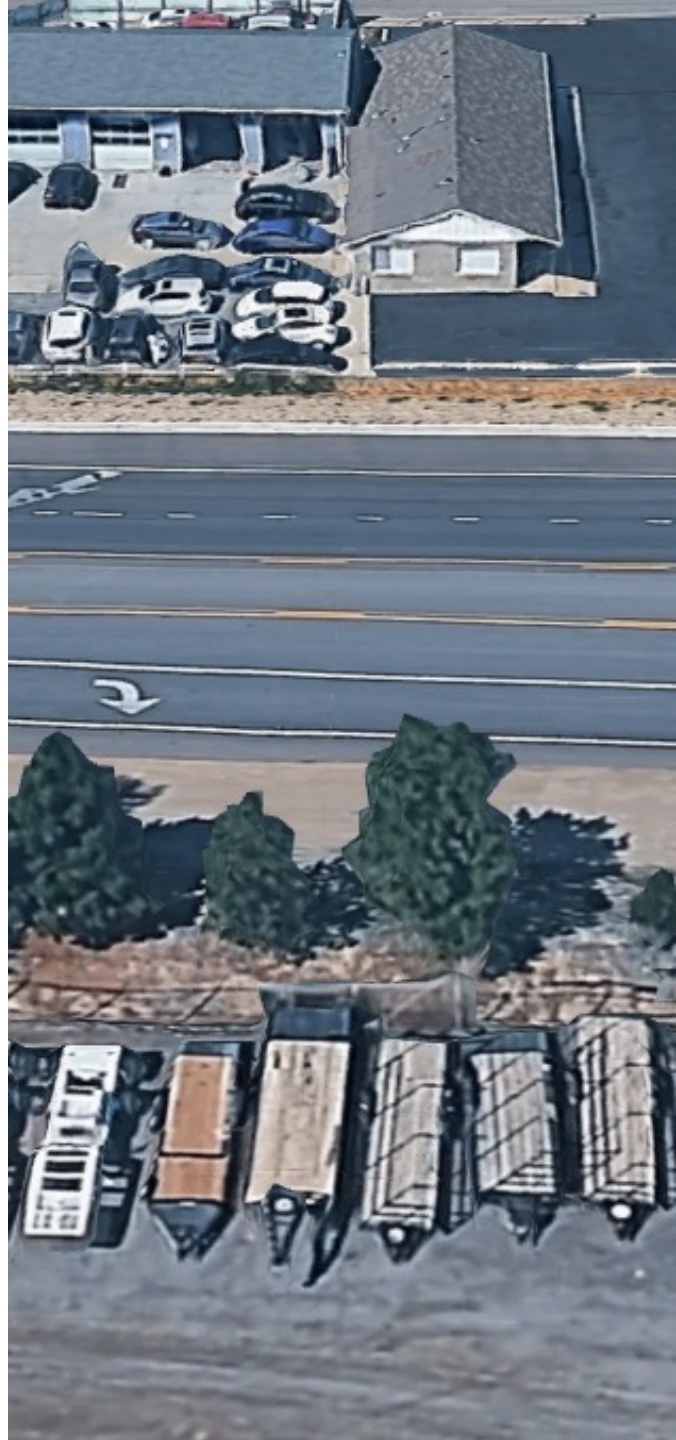


Existing

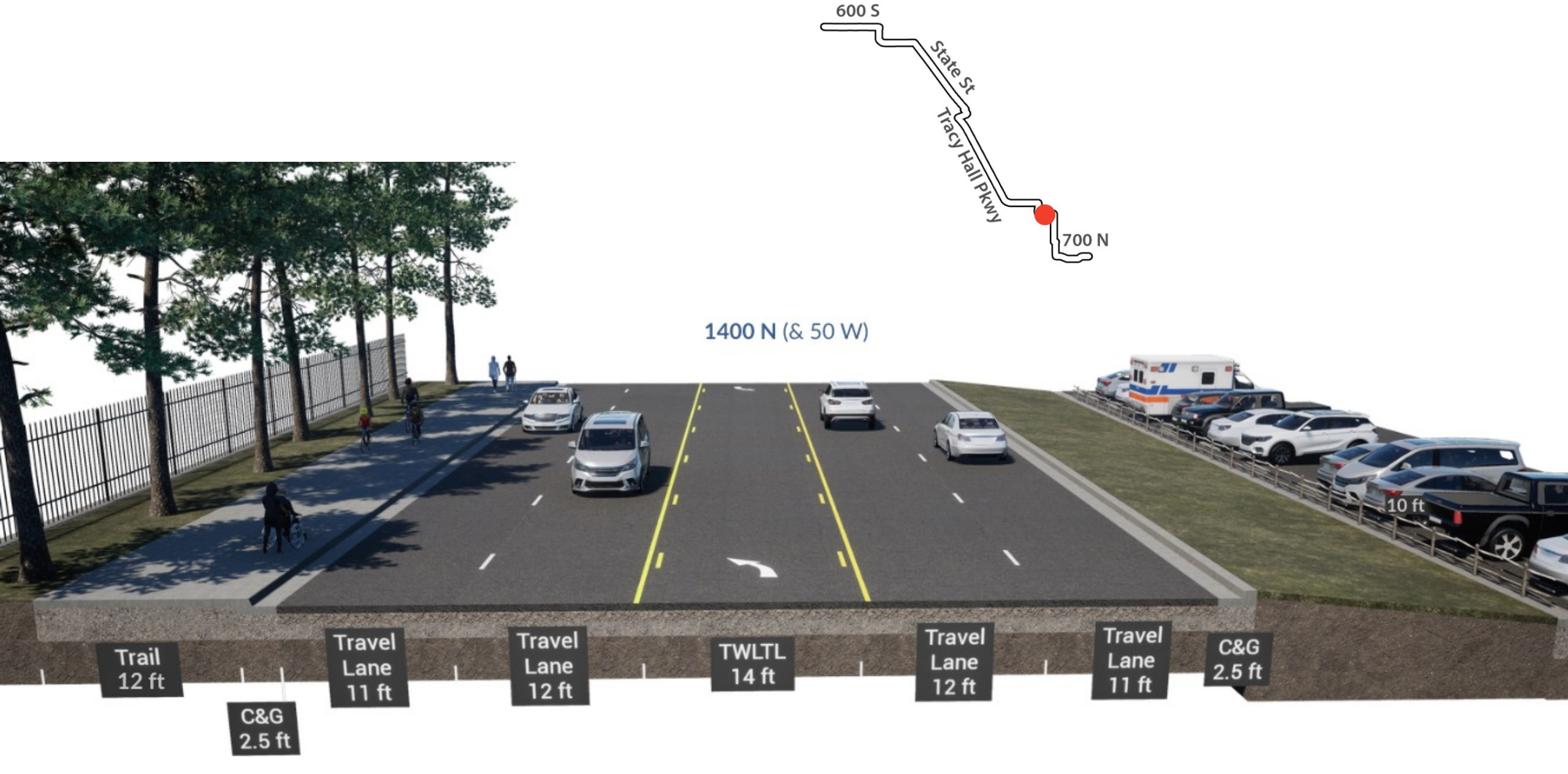


UTN Option: Shoulder elimination

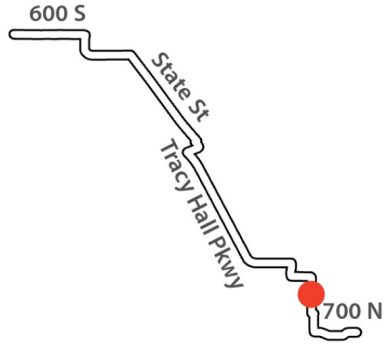




1400 N Sierra Vista Way to Main St



Main St 1400 N to 700 N



Existing Conditions

Functional Class:

- 2018: Major Arterial
- 2040: Major Arterial

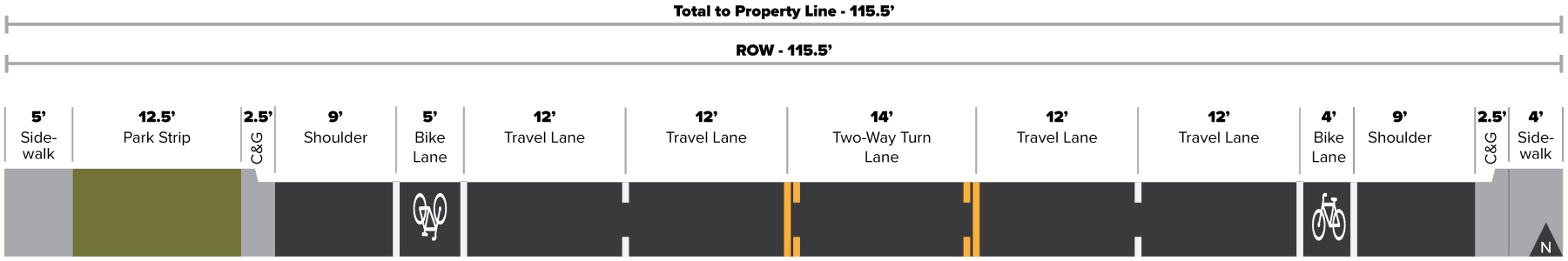
ADT

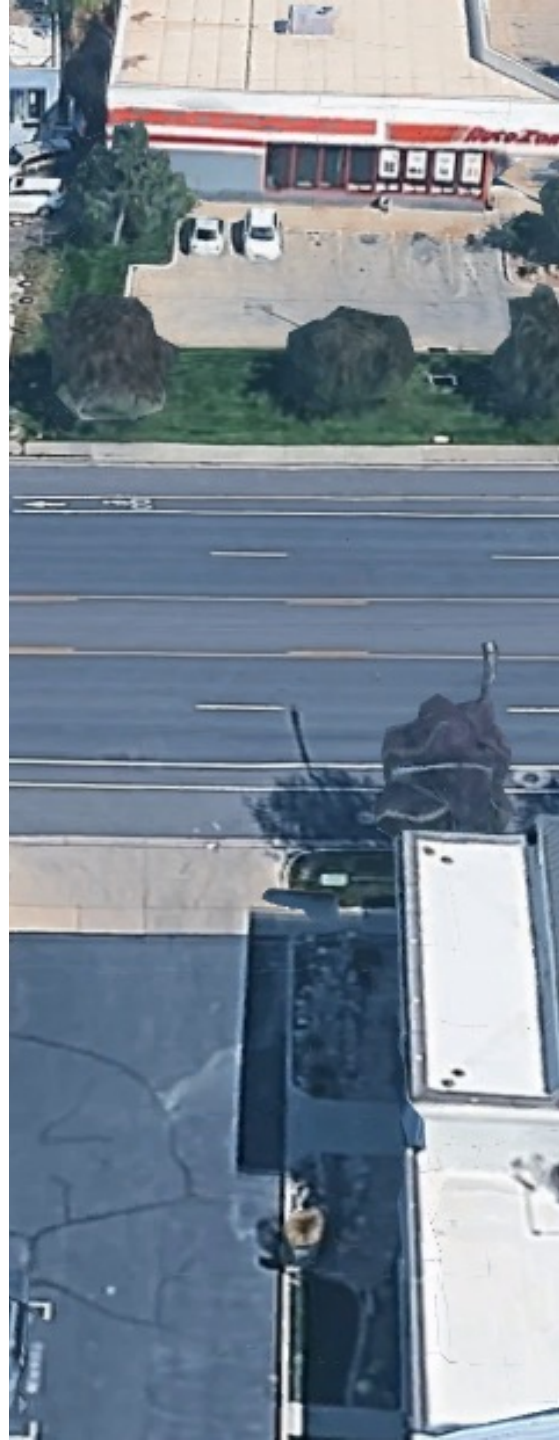
- 2018: 31,800 vpd
- 2040: 32,100 vpd

Standard Cross Section

- Major Arterial with Trail: 5-Lanes / 107’ ROW (Springville Standard)
- 115.5’ ROW / 89’ Pavement (Existing UDOT Cross Section)

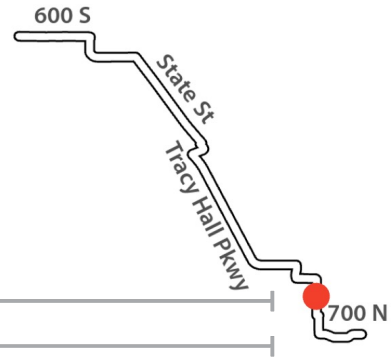
Main St & ~ 770 N



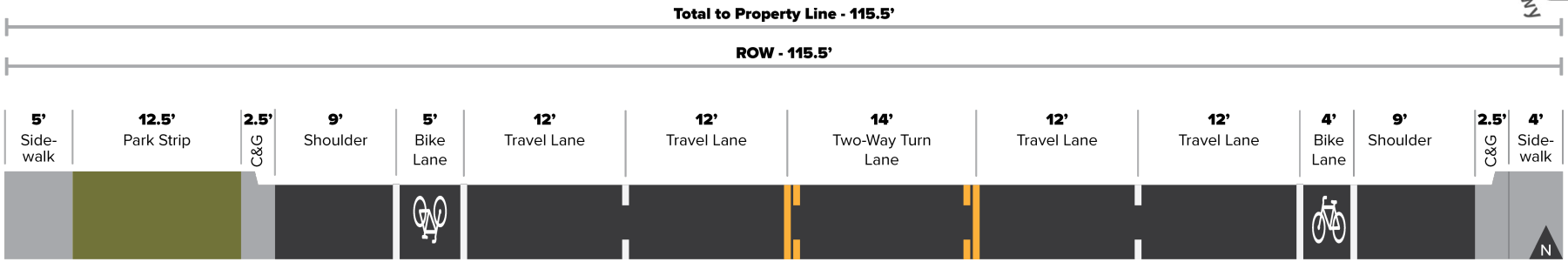


Main St 1400 N to 700 N

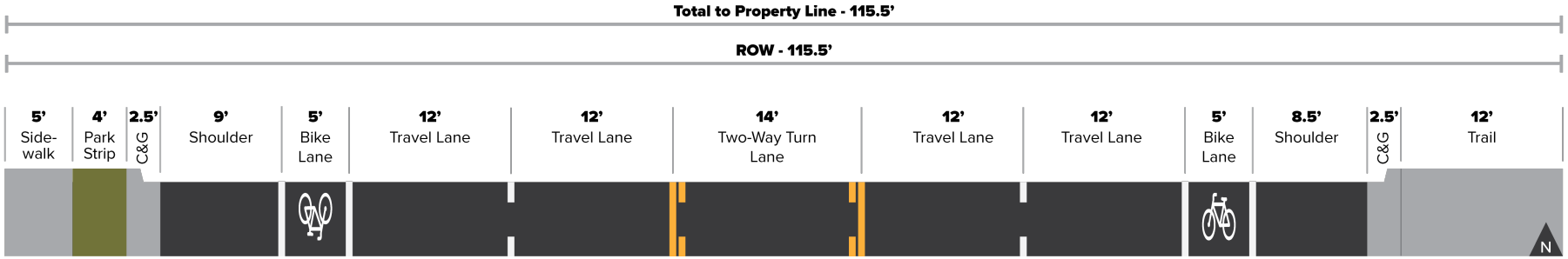
Main St & ~ 770 N



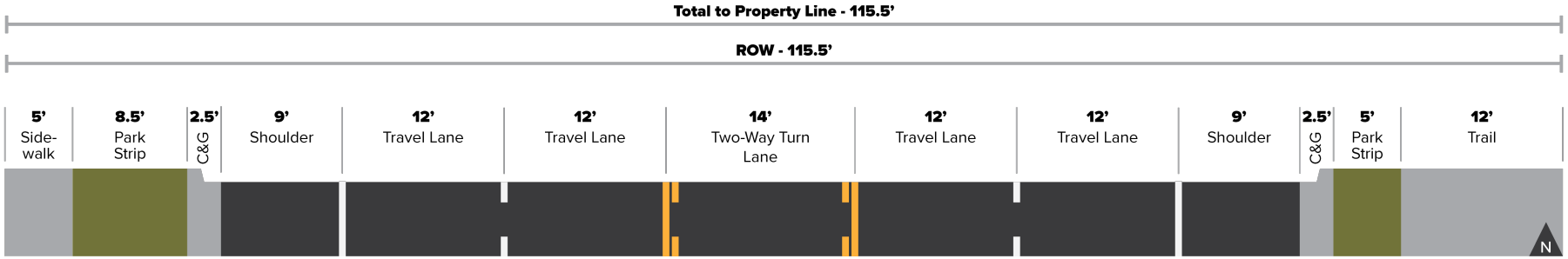
Existing

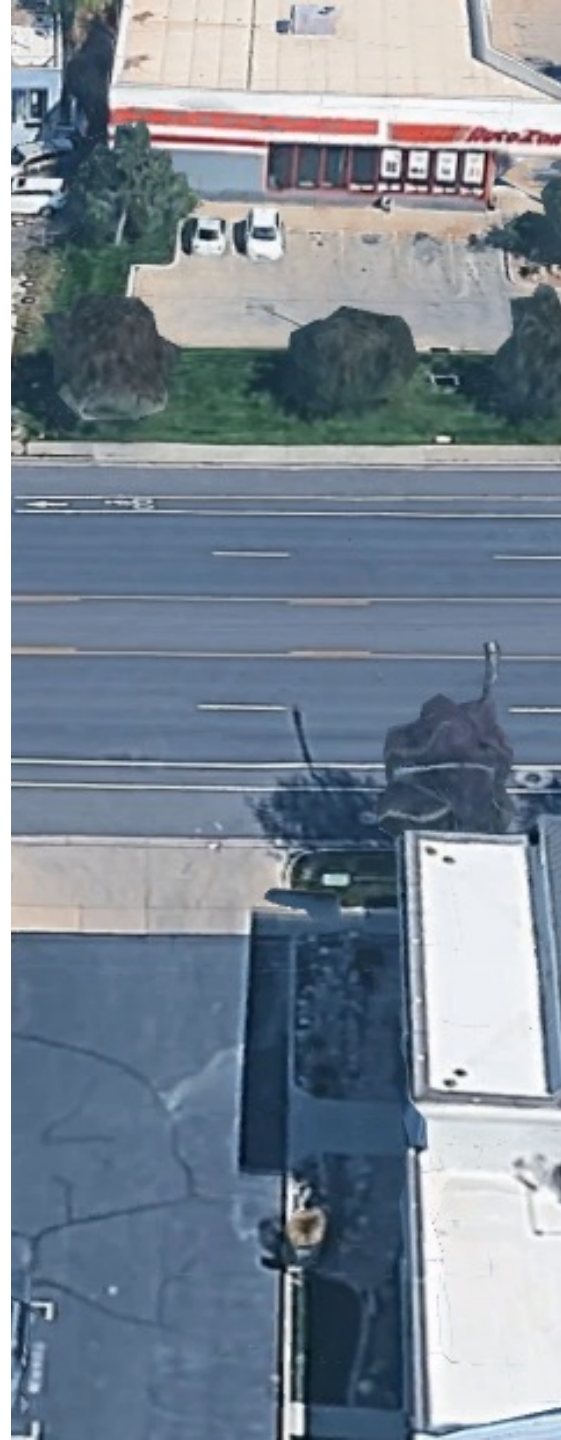


UTN Option: South side park strip reduction

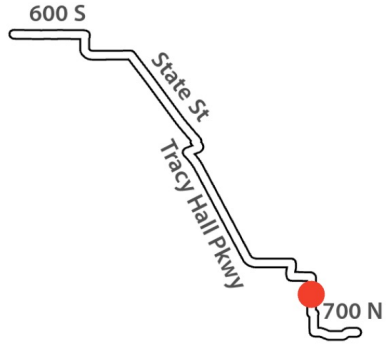


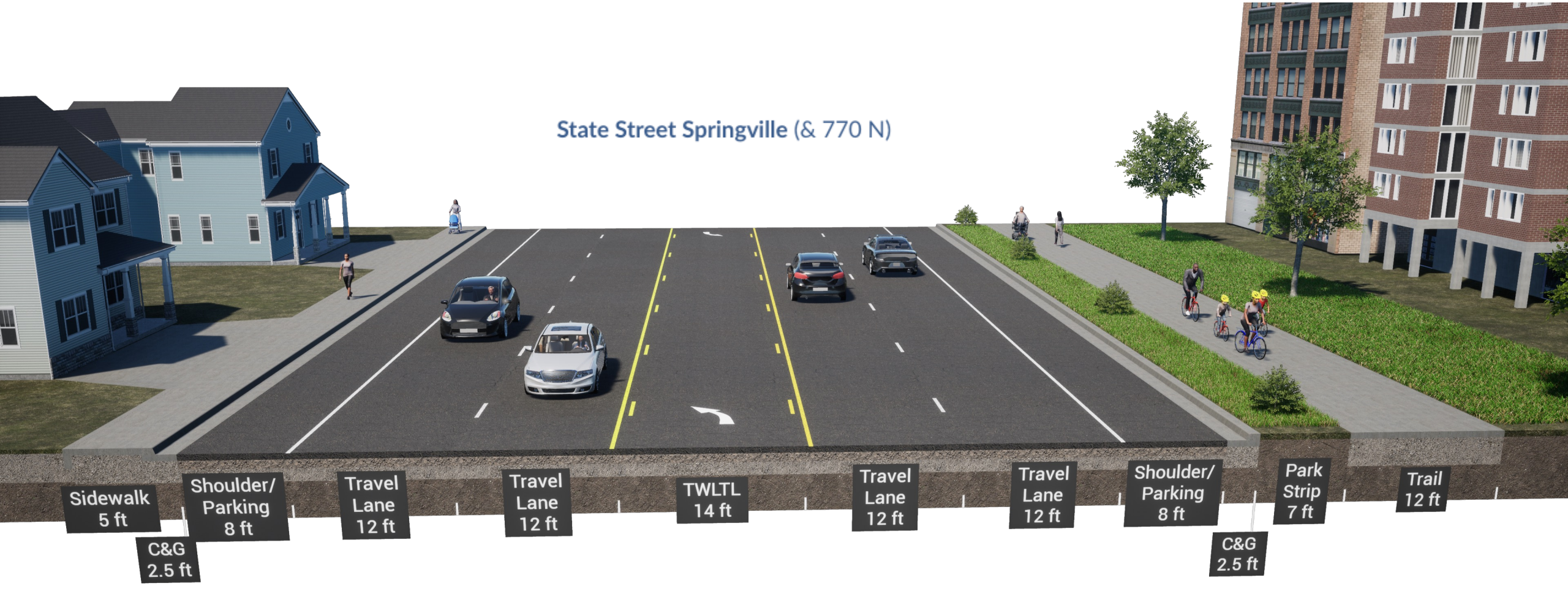
UTN Alternative: South side park strip reduction and bike lane elimination



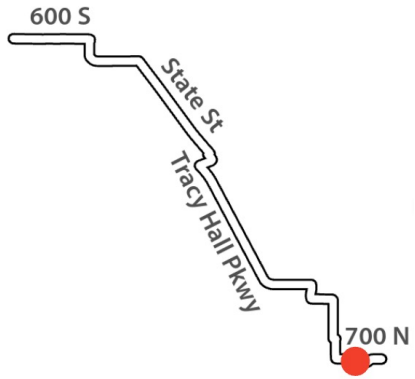


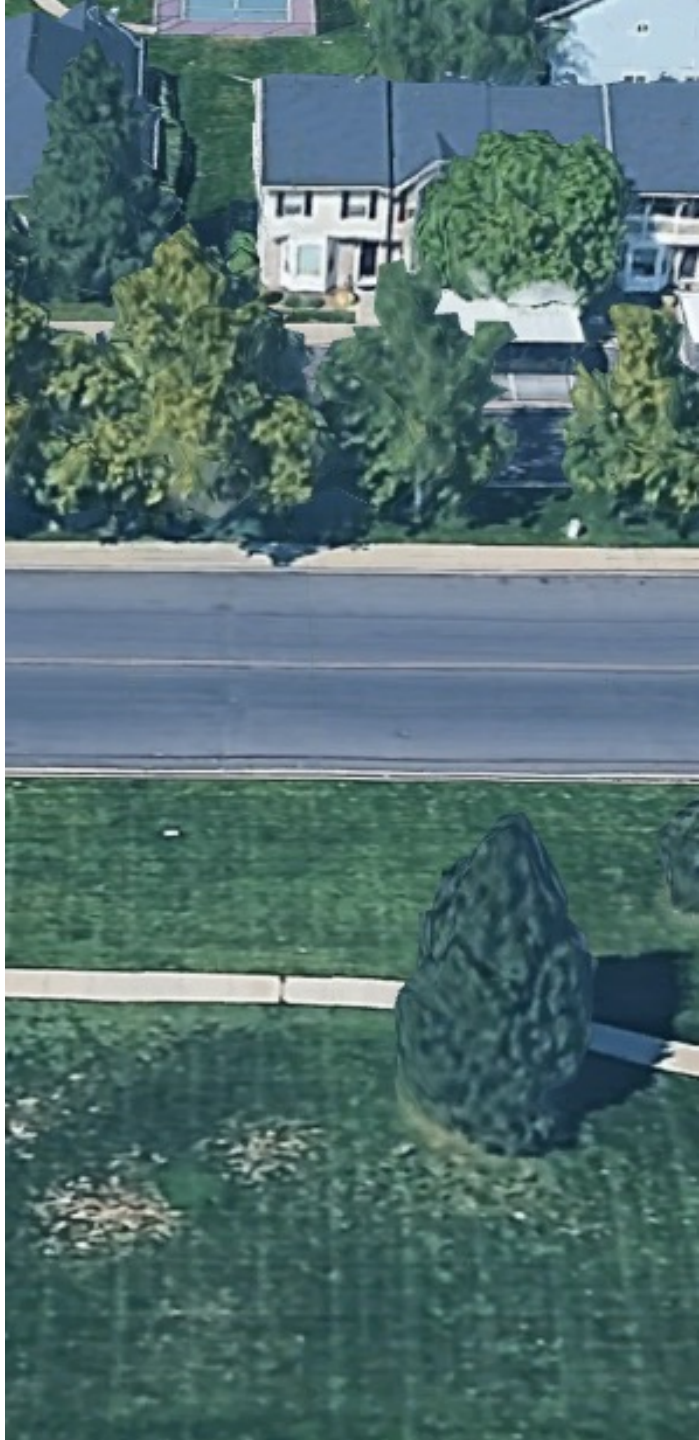
Main St 1400 N to 700 N





700 N Main St to 400 E





Existing Conditions

Functional Class:

- 2018: Minor Collector
- 2040: Minor Collector

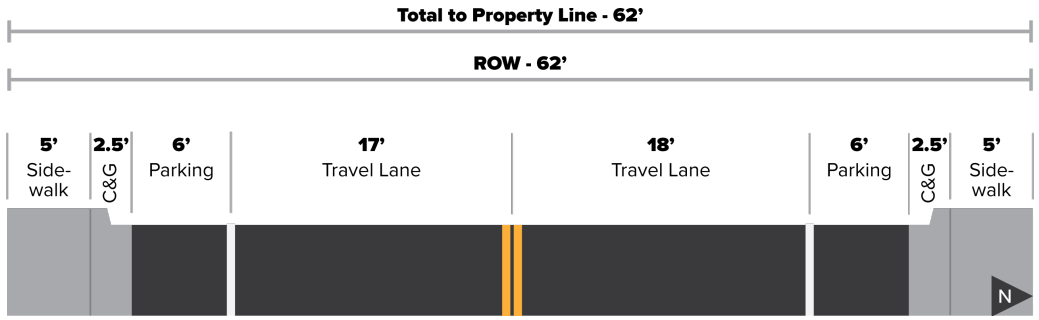
ADT:

- 2018: Unavailable
- 2040: 3,500 vpd

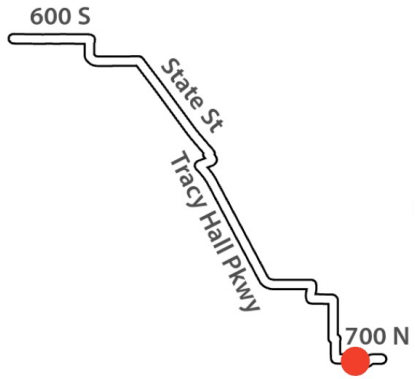
Standard Cross Section:

- Minor Collector with 10’ Trail: 3-Lanes / 77’ ROW

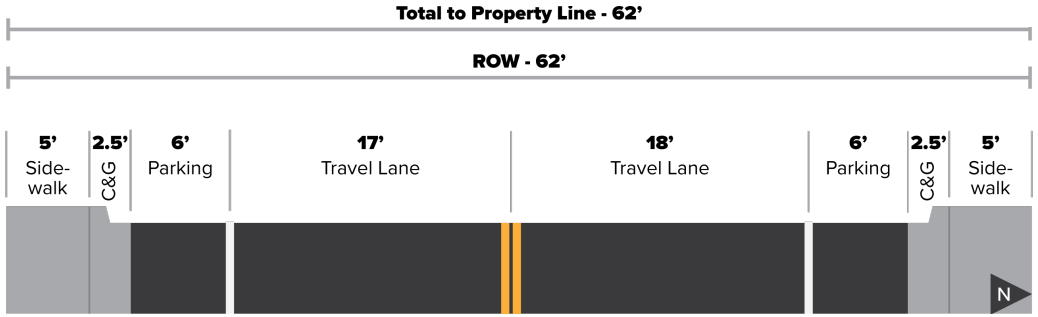
700 N & ~ 175 E



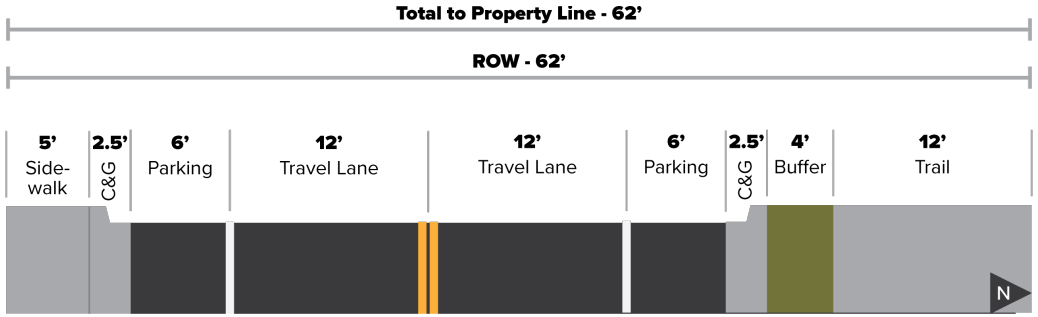
700 N Main St to 400 E



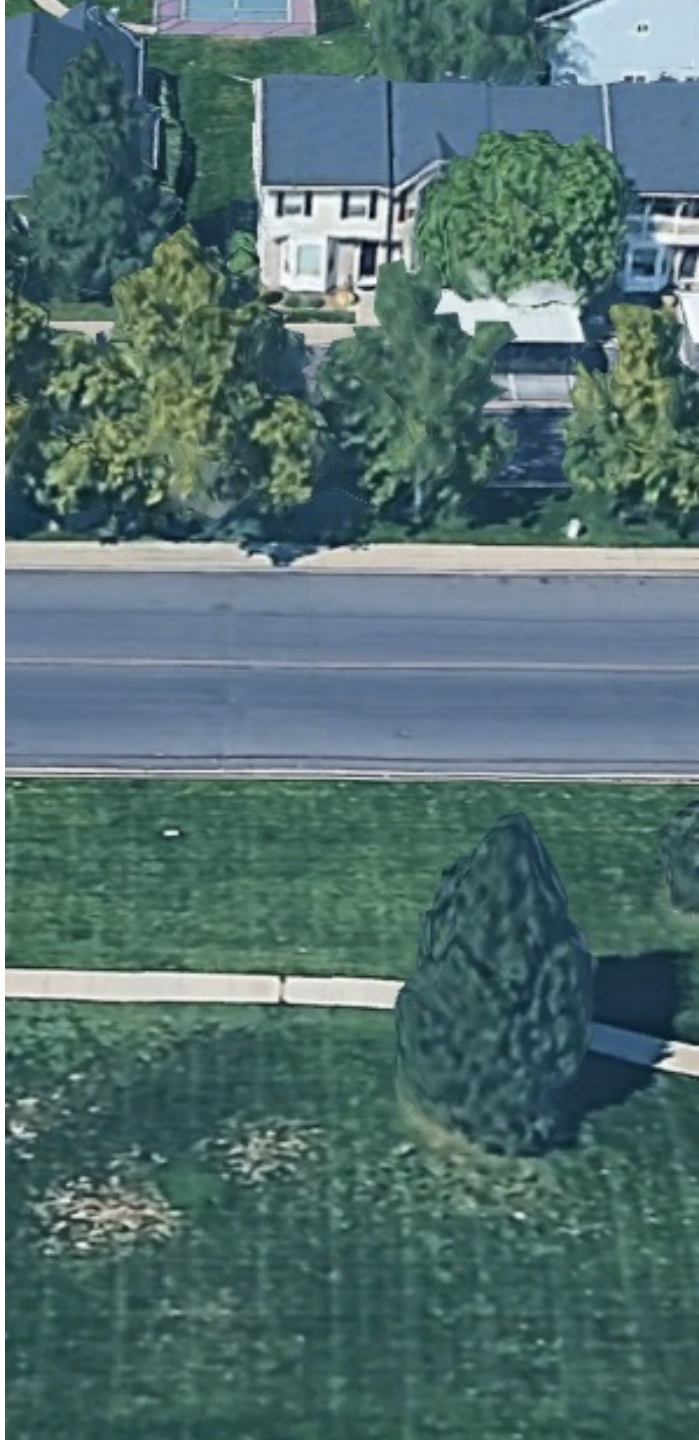
700 N & ~ 175 E



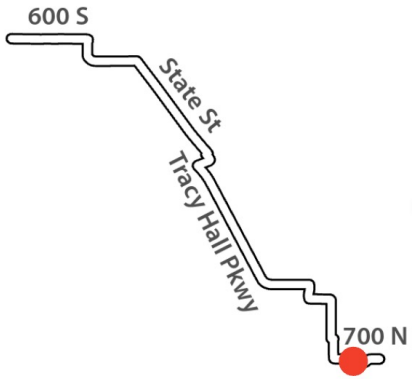
Existing

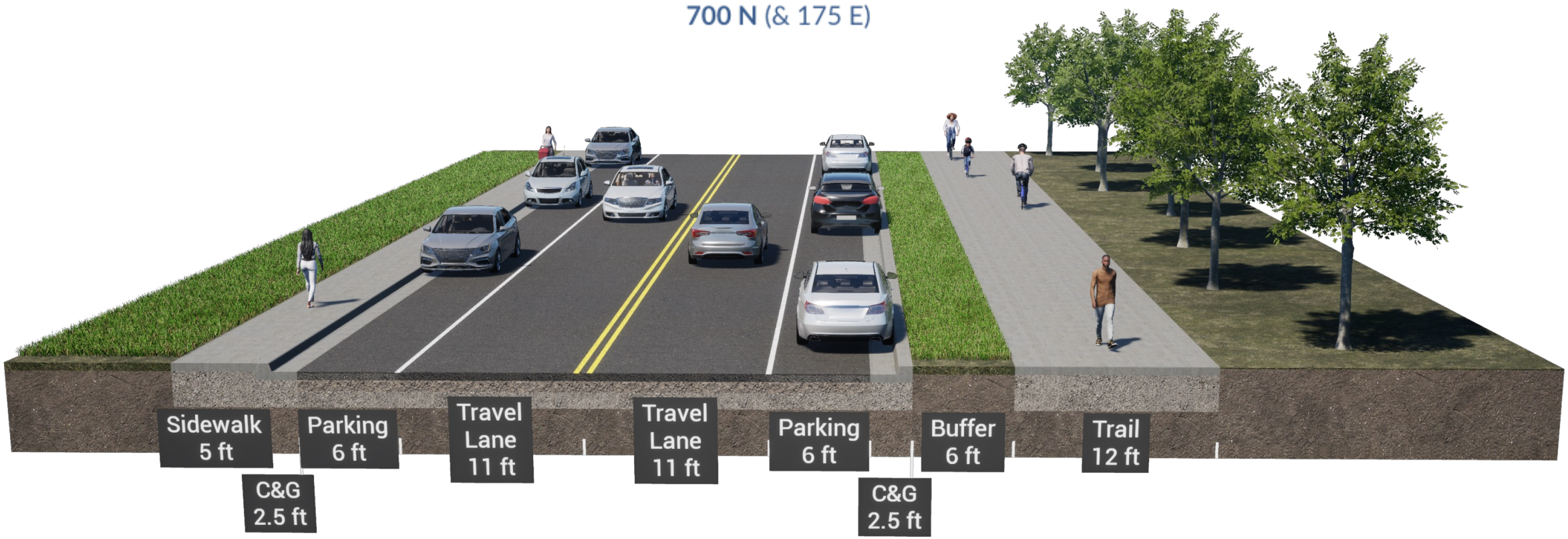


UTN Option:
Travel lane reduction



700 N Main St to 400 E





LINEWORK

Spring Creek Trail Concept



SPRING CREEK TRAIL FEASIBILITY STUDY

COST ESTIMATES

Section	P.E.	Construction	C.E.	Incentives	Aesthetics	Contigency	Total 2026	Total 2030
600 South	$83,000	$1,035,000	$104,000	$3,000	$8,000	$94,000	$1,327,000	$1,879,000
900 East & 600 South	$87,000	$1,086,000	$109,000	$1,000	$8,000	$98,000	$1,389,000	$1,967,000
State Street Provo	$1,000	$18,000	$2,000	$0	$0	$2,000	$23,000	$32,000
Industrial Pkwy (without regrade)	$27,000	$335,000	$33,000	$0	$3,000	$30,000	$428,000	$606,000
Tracy Hall Pkwy & Sierra Vista Way	$186,000	$2,313,000	$232,000	$7,000	$17,000	$210,000	$2,965,000	$4,200,000
1400 North (existing roadway)	$20,000	$247,000	$25,000	$0	$2,000	$22,000	$316,000	$447,000
State Street Springville	$233,000	$2,914,000	$292,000	$3,000	$22,000	$264,000	$3,728,000	$5,280,000
700 North	$50,000	$629,000	$63,000	$0	$5,000	$57,000	$804,000	$1,139,000
Total	**$687,000**	**$8,577,000**	**$860,000**	**$14,000**	**$65,000**	**$777,000**	**$10,980,000**	**$15,550,000**

Potential Future Projects	P.E.	Construction	C.E.	Incentives	Aesthetics	Contigency	Total 2026	Total 2030
State Street Undercrossing	$170,000	$2,124,000	$212,000	$0	$16,000	$193,000	$2,715,000	$3,847,000
State Street Undercrossing w/ Trail under Lakeview Pkwy	$178,000	$2,223,000	$222,000	$0	$17,000	$202,000	$2,842,000	$4,026,000
Industrial Pkwy Regrade	$64,000	$796,000	$80,000	$0	$6,000	$72,000	$1,018,000	$1,442,000
1400 North Undercrossing	$139,000	$1,734,000	$173,000	$0	$13,000	$157,000	$2,216,000	$3,139,000



NEXT STEPS

NEXT STEPS

- Final Report
  - Documents process, preferred alignment with alternatives and future options, final concepts, and cost estimates
- MAG RTP
- Funding options: Local municipalities, MAG, UTN
- Future engineering design & construction




SPRING CREEK TRAIL
FEASIBILITY STUDY
Thank You!

MPO TAC Meeting

August 31, 2026 | 1:30 pm - 3:00pm

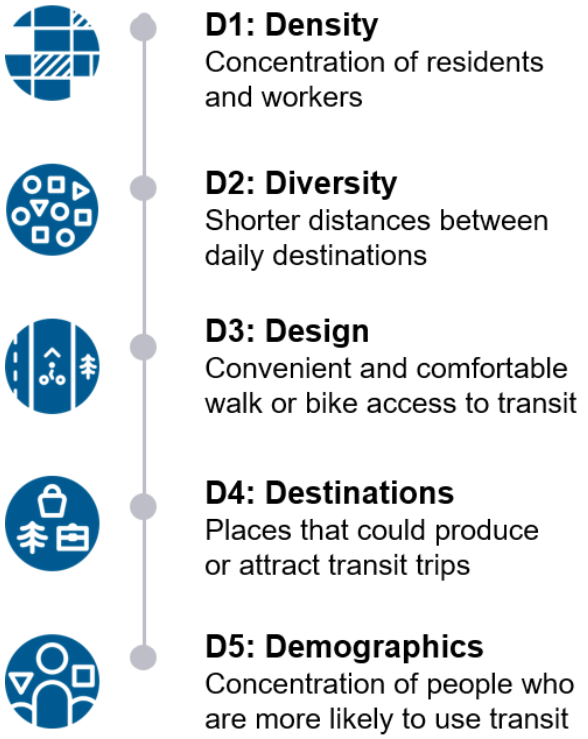
7 | Wasatch Front Transit-Supportive Development Guide

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

BACKGROUND

BACKGROUND & PROJECT PURPOSE

In coordination with Utah's key transportation and planning agencies—including the Utah Transit Authority (UTA), the Wasatch Front Regional Council (WFRC), the Mountainland Association of Governments (MAG), and the Utah Department of Transportation (UDOT)—the consultant team has developed the draft Wasatch Front Transit-Supportive Development (TSD) Guide. Led by Cascadia Partners, this initiative establishes a structured regional planning framework designed to align transit infrastructure capital investments with local land-use and urban design standards. The guide addresses the vital intersection of mobility and place, ensuring that transit works in harmony with adjacent communities to optimize ridership and support regional growth.



THE FIVE D'S OF TRANSIT-SUPPORTIVE DEVELOPMENT

The core analytical framework rests upon The Five D's of Transit-Supportive Development. These are five distinct spatial and socioeconomic conditions identified by the project team to directly influence travel behavior, shift modal choices, and increase overall transit utilization ('decide the ride'). The physical and programmatic quality of place surrounding a transit station is a non-negotiable ingredient to support long-term ridership. Within the framework's analytical base, a key metric focuses on the regional concentration of opportunities, targeting areas with a high concentration of jobs (measuring up to 75% of regional opportunity density in core areas) to maximize access.

ATTACHMENT

Presentation



WASATCH FRONT
Transit-Supportive Development Guide

MAG MPO Techincal Advisory Commitee

August 31, 2026

CASCADIA
PARTNERS

A Collaboration Between State and Regional Partner Agencies









Develop an action-oriented transit and land use guide to support communities in UTA's service area.

- Understand existing land use and transportation challenges and evaluate transit-ready conditions.
- Provide implementation-focused web tool to help communities identify their needs and calibrated action steps to support transit-oriented development.
- Provide guides to help cities across the Wasatch Front understand what it takes in their land use and street design to encourage transit service.

CONSULTANT TEAM



CASCADIA PARTNERS

Principal In Charge
Alex “Steiny” Steinberger



Project Manager
Pauline Ruegg



Fehr & Peers

Multi-Modal Transportation
Dan Cawley



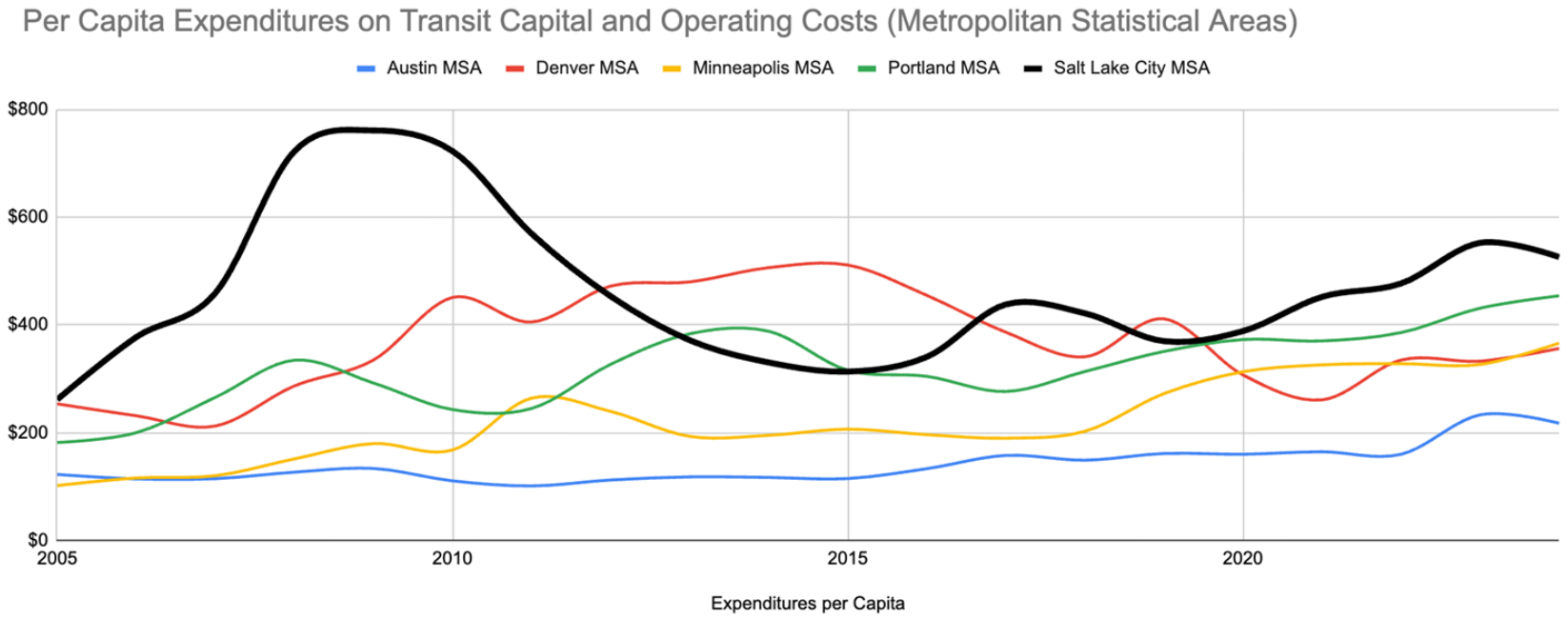
TOD Planning and Design
Preston Stinger



TOD Advisor
Reid Ewing

Project Background

Wasatch Front is a transit success story



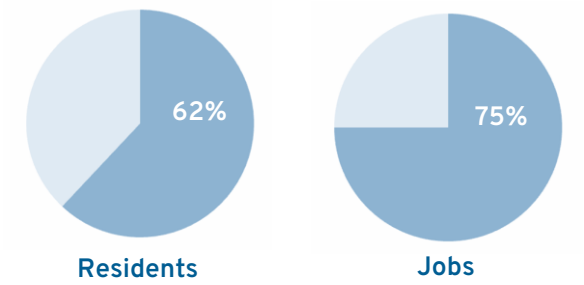
Source: National Transit Database, FTA

Land use practices are not always in sync with transit investments.

- Without a shift in local policy, the region's projected forms and location of growth will outpace UTA's ability to expand transit.

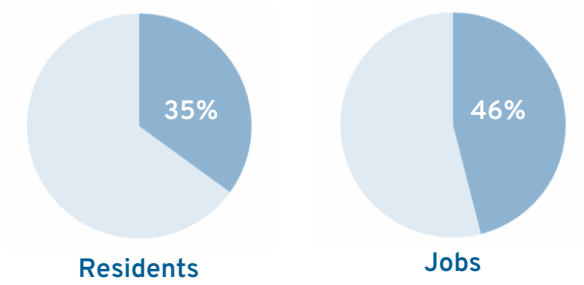
UTA's Goal: 70% of population within ½ mile walk

Current Service Levels



Projected Service Levels

based on anticipated growth in UTA service area



Source: UTA Moves 2050

Legislative Audit of Transit

- 2024 state audit of UTA's governance and planning emphasized the need to link transit and land use.
- "UTA Should Continue to Build on the Progress Made to Link Transit and Land Use."
- Prepare a guidebook for local governments in service area to illustrate characteristics of transit-supportive development.



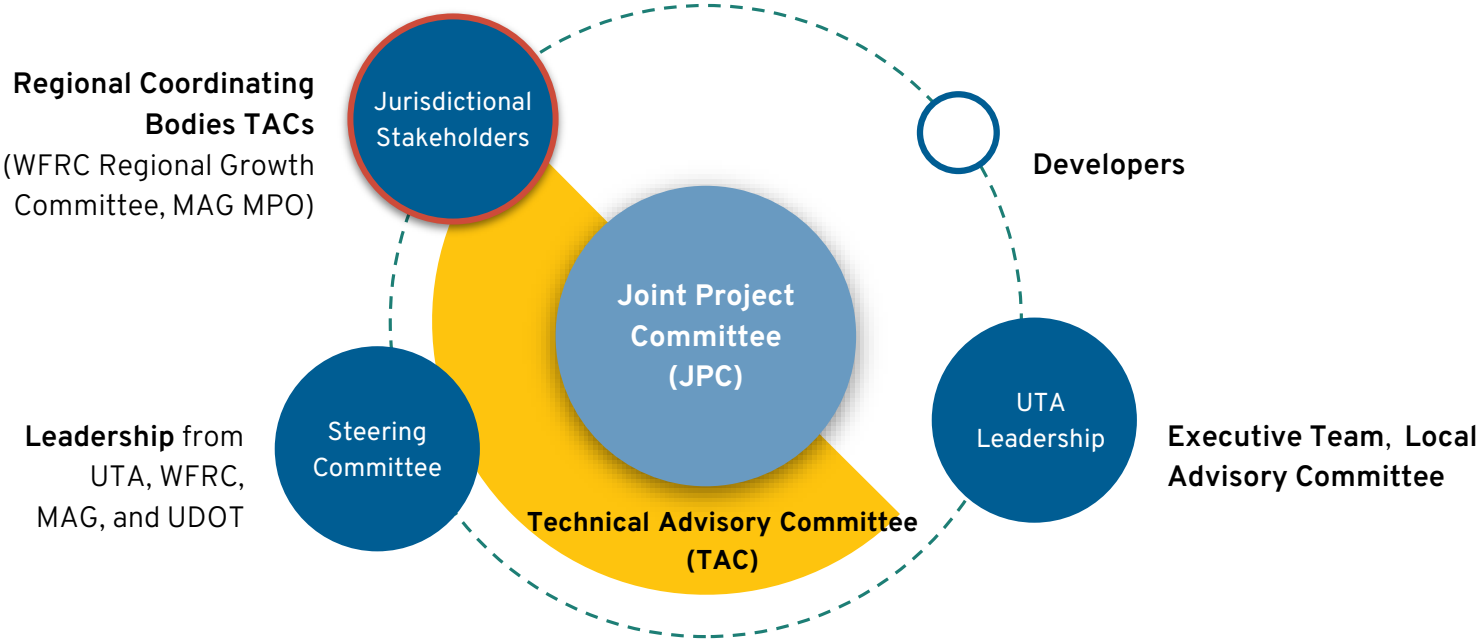
Project objectives for the Wasatch Front Transit-Supportive Development Toolkit

- Help communities connect desired goals to achieve level of transit-supportiveness.
- Answer the question: “What land use conditions do jurisdictions need to encourage in order to be transit-ready?”

Project Overview

Engage diverse group of technical and leadership stakeholders

Stakeholders will review deliverables, provide insights, test user tool, promote final tool.



The Five D's of Transit-Supportive Development (TSD)

- We identified five conditions that help "decide the ride," e.g, shift mode choice and increase transit use.
- The presence and quality of transit is only part of the equation to support transit-use. **The quality of place is a critical ingredient.**



D1: Density
Concentration of residents and workers



D2: Diversity
Shorter distances between daily destinations



D3: Design
Convenient and comfortable walk or bike access to transit

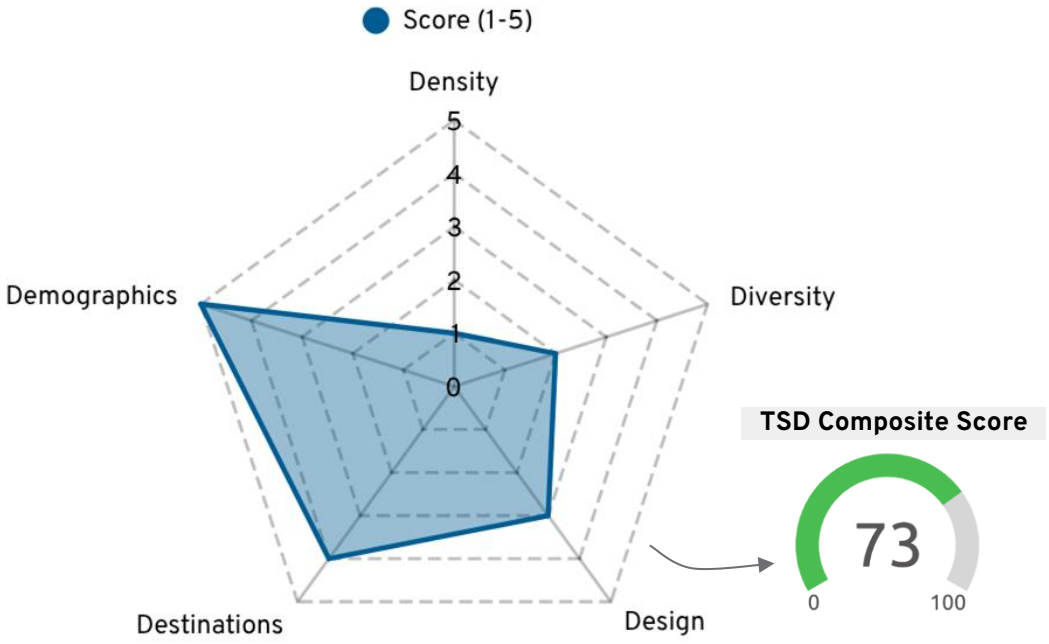


D4: Destinations
Places that could produce or attract transit trips



D5: Demographics
Concentration of people who are more likely to use transit

Components of Transit-Supportive Development (TSD)



5Ds of Transit-Supportive Development

D1: Density
Concentration of residents and workers

D2: Diversity
Shorter distances between daily destinations

D3: Design
Convenient and comfortable walk or bike access to transit

D4: Destinations
Places that could produce or attract transit trips

D5: Demographics
Concentration of people who are more likely to use transit

- The Wasatch Front is a diverse region – Transit Supportive Development should respond to that diversity.
- Approaches and desired outcomes should vary based on land use context!





Placetypes help us recognize these differences and tailor recommendations to local context.

Transit-Supportive Placetypes

CENTERS



METROPOLITAN CENTER



URBAN CENTER



CITY CENTER



NEIGHBORHOOD CENTER

DISTRICTS



EMPLOYMENT/ RETAIL

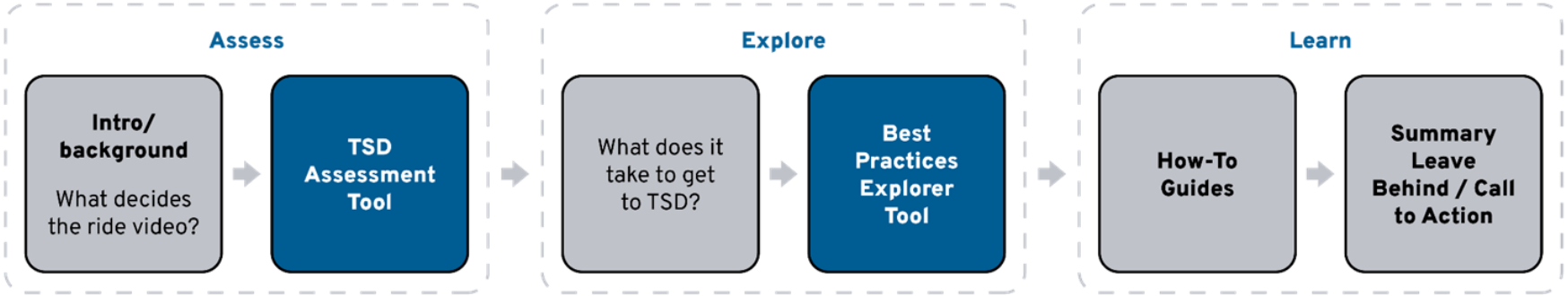
NEIGHBORHOODS



WASATCH CHOICE VISION

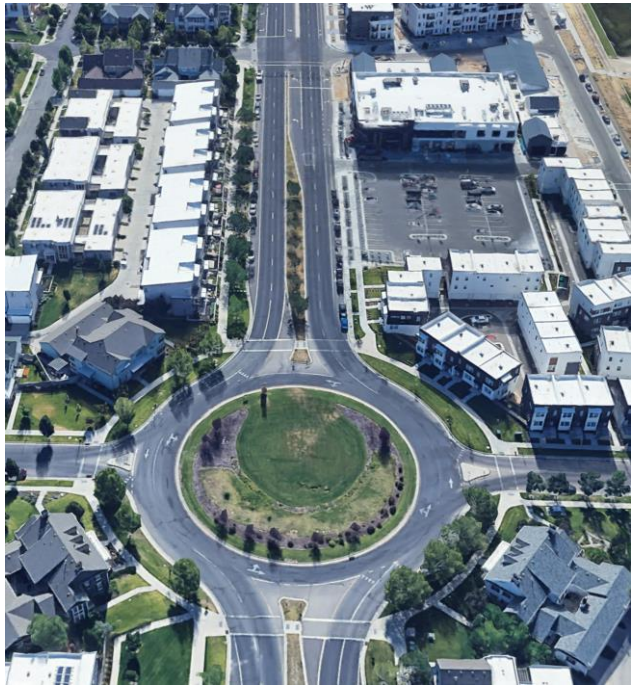
Integrated, Dynamic, Web-Based Tool

- Transit-Supportive Development Toolkit will be an interactive web-based tool
- Will include assessment of existing transit-supportive conditions, tool to explore best practices to improve outcomes, and leave behind How-to-Guides.



What Decides the Ride?

- It's not just the transit service and facilities – it's the land uses, design and networks that support the effective use of public transit.
- When transit can be accessed in a safe and convenient manner, e.g., 5 D's are met, people will choose to take transit over driving.
- This tool will help jurisdictions throughout the region understand how to integrate land use and transportation planning while underscoring the value and benefits of planning transit-supportive communities.



Daybreak's North Shore Village lacks robust transit service today, yet its urban form is transit supportive making it easier to serve in the future.

Questions for the TAC

- What do you think is critical to make this a successful tool that is widely used across the region?

MPO TAC Meeting

August 31, 2026| 1:30 pm - 3:00pm

8| 2055 RTP: Project List Adoption

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

BACKGROUND

In coordination with TAC, staff, MPO Board, and public comments, MAG is advancing the development of the 2055 Regional Transportation Plan (RTP) by adopting the 2055 Project List. This includes all three modes: Roadway, Transit, and AT. This list is available in this report as well as online. Several projects are at the stage where MAG staff will follow up with cities to narrow down the alternatives. No new projects are anticipated to be added unless deemed necessary with additional TAC and MPO Board approval.

Over the past few months, MAG staff with help from High Street has developed a RTP prioritization process with direction from our committees and working group. This has been shared with the TAC for comment. This ranking will play a vital role in phasing projects using the assumptions and recommendations for weighting.

The next step will be the phasing process. During this phase the following will be drawn upon: 1) Prioritization Rank, 2) Modeled Need, 3) Cost-Benefit ratios, 4) Project Readiness, (5) Project Feasibility and (6) Regional Consensus. This will be further discussed by the working group at their next meeting, Tuesday September 1st.

Projects will be assigned to Phase 1 (2027-2036), Phase 2 (2037-2046), Phase 3 (2047-2055), or designated as Exploratory (unphased, reserved for future study). The adoption schedule is as follows:

- September 1st, 2026: Working Group Review of Phasing Process
- September 10, 2026: Project List Adoption (MPO Board Action)
- September 21 or 23, 2026: Project Phasing Workshop (TAC Working Group Review)
- October 5, 2026: Draft Project Phasing List (Detailed Committee Discussion)
- November 2, 2026: Recommend MPO Board Draft Project Phasing List (Final Action)

STAFF RECOMMENDATION

Based on feedback received from TAC and MPO Board committee members and public comment staff recommends moving forward with the RTP list as listed in the staff report.

SUGGESTED MOTION

I move to recommend to the MPO Board to adopt the MAG MPO 2055 RTP List.

ATTACHMENTS

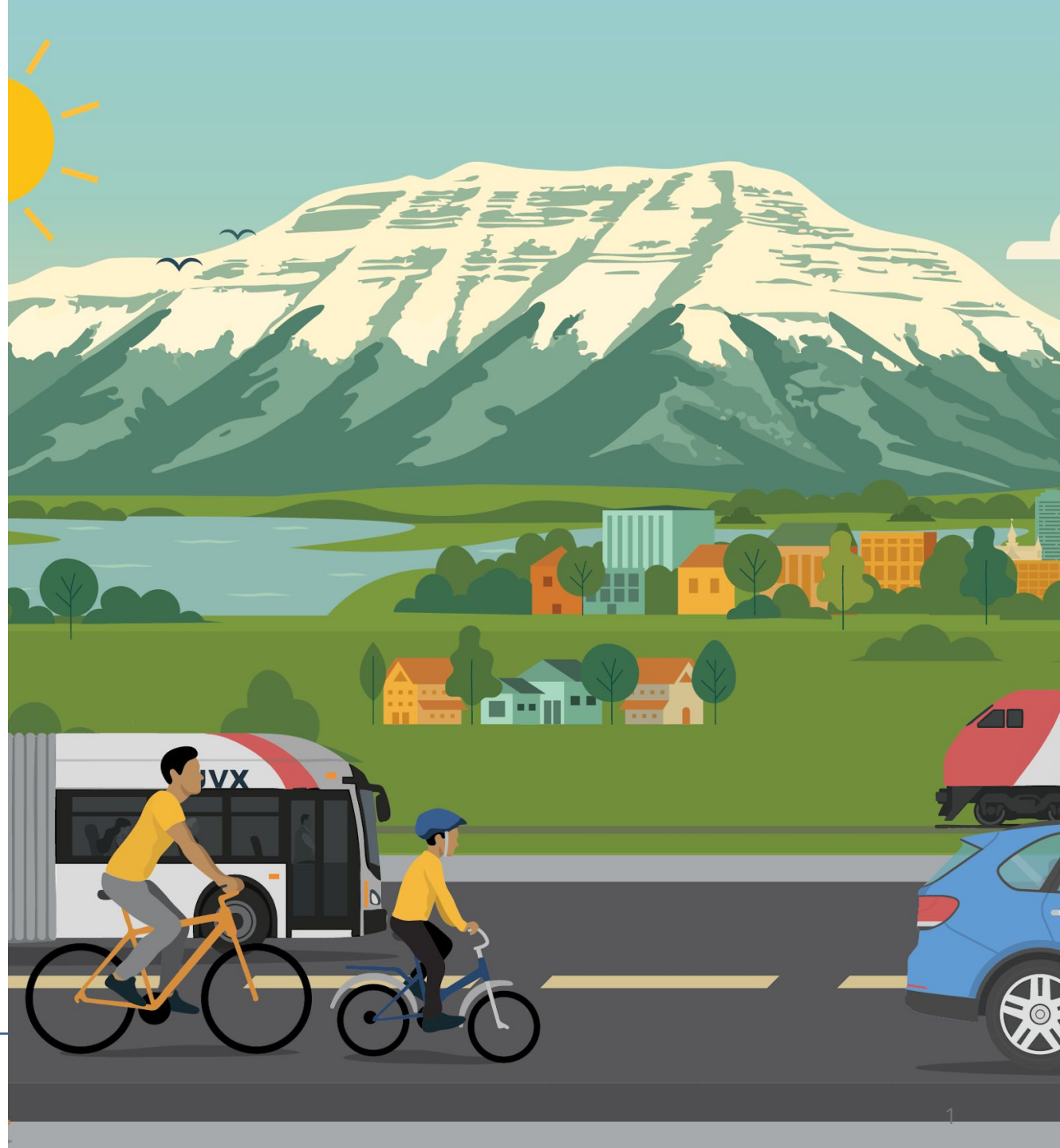
Presentation

8a. 2055 RTP Project List

8 2055 RTP: Project List Adoption

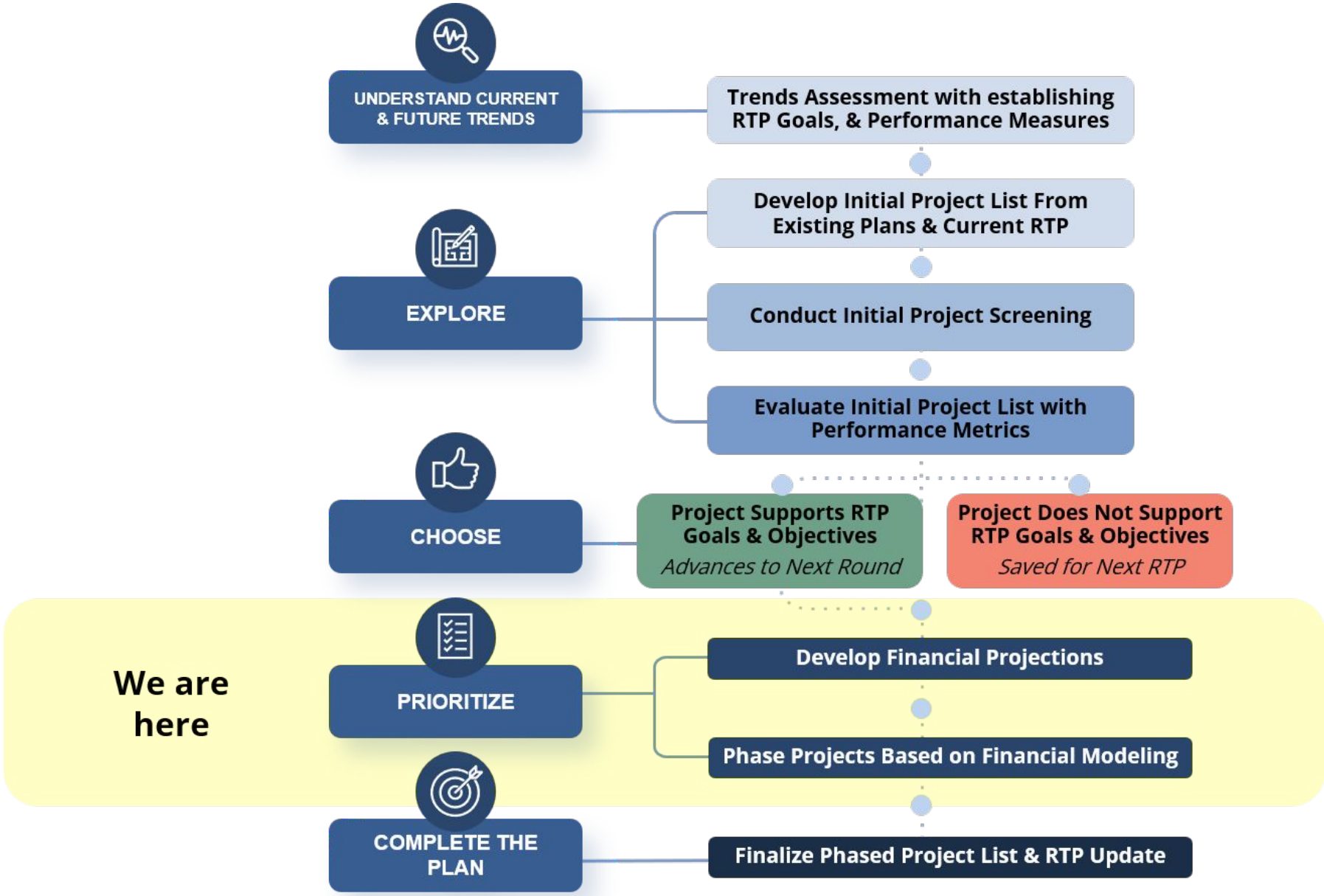
MPO TAC

August 31, 2026



MAG PLANNING

Process Overview



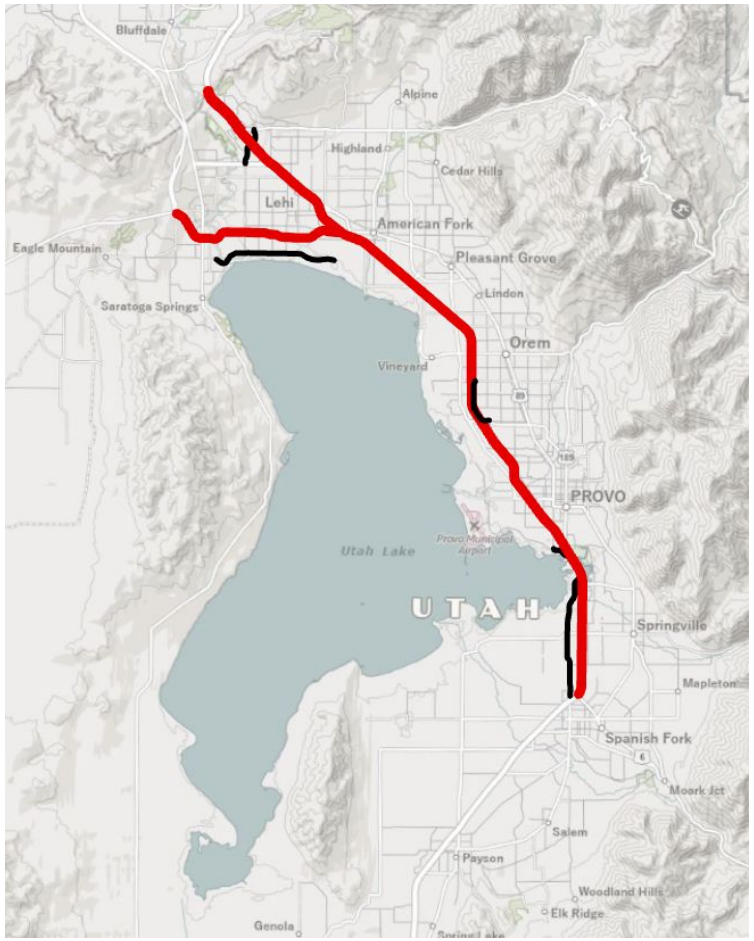
2055 RTP Project List

- 2055 Project list comprises the list of projects that will be considered in phasing
- Ranked in order using the goal area criteria and weights. **(Not being adopted today)**
- Ranks are used in assigning projects to phases along with other criteria and modeling

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%	--

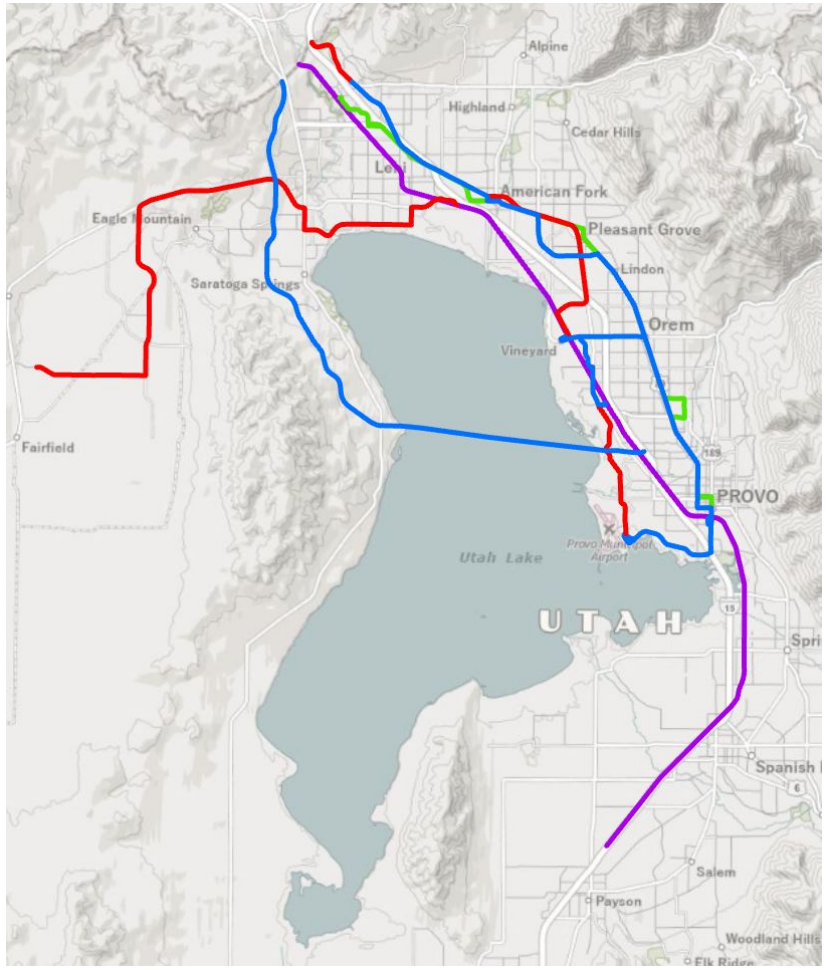
Top Roadway Projects Using Prioritization

Rank	Project	Normalized
1	I-15 Freeway – Managed Motorways	100.00
2	I-15 Capacity Improvements	86.38
3	I-15 Frontage Roads, SLC to SR 92	77.36
4	Pioneer Crossing Expressway	77.27
5	Triumph Blvd	74.77
6	I-15 Aux Lanes	72.27
7	Orem 1200 W – Widen from three to five lanes	70.81
8	I-15 Freeway Widening, Provo to SF	70.23
9	Pony Express Parkway, Widen to five	70.84
10	Spanish Fork 2600 W / Spanish Fork Main Street – New & widen to five lanes	70.76



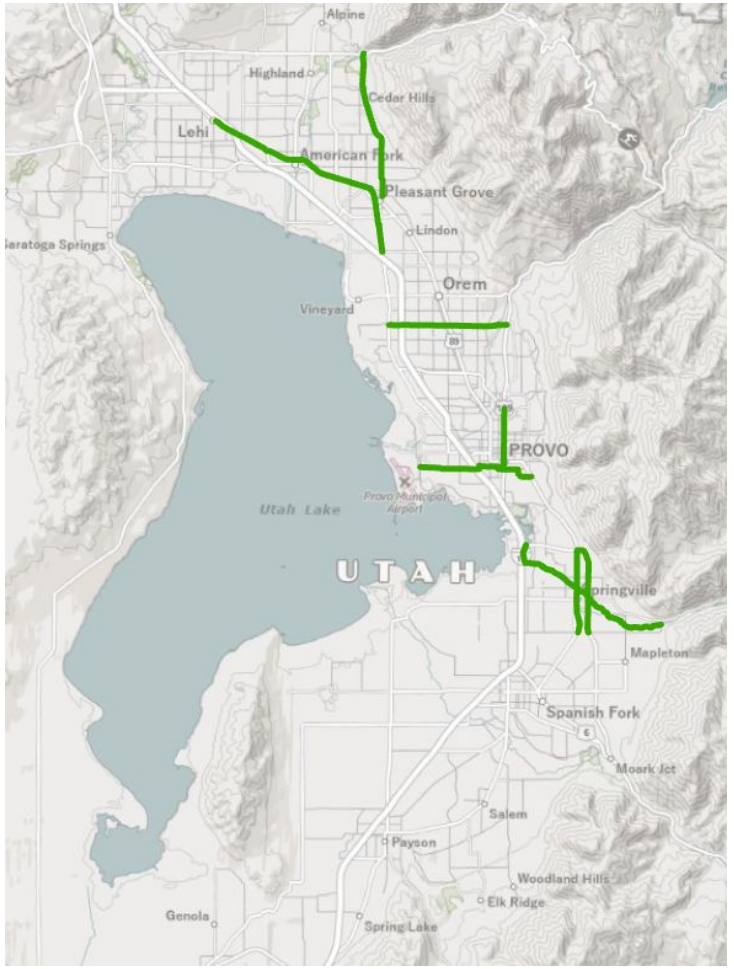
Top Transit Projects Using Prioritization

Rank	Project	Normalized
1	Central High Frequency Corridor, Light Rail	100.00
2	FrontRunner Fleet Upgrades	86.38
3	Central High Frequency Corridor, BRT	77.36
4	UVX Extension to Provo Airport	77.27
5	UVX Extension to Vineyard	74.77
6	Central Corridor State Street Enhanced Bus Route	72.27
7	Cedar Valley Enhanced Bus Route	70.81
8	Mountain View Corridor BRT	70.23
9	Utah County Connector- Pony	70.84
10	South Valley Commuter Rail	70.76

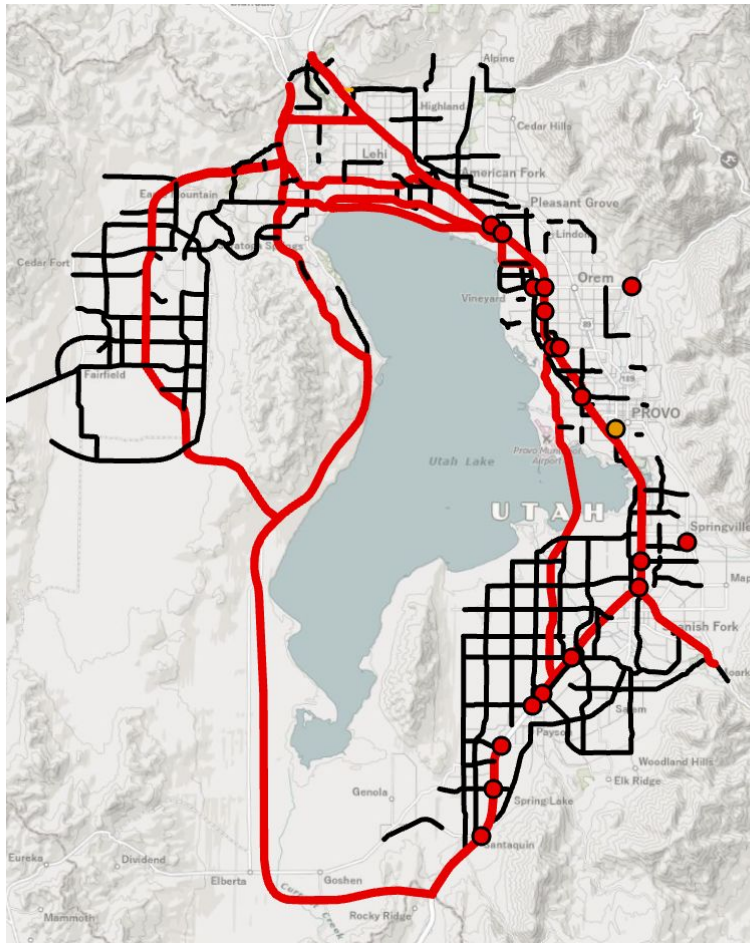


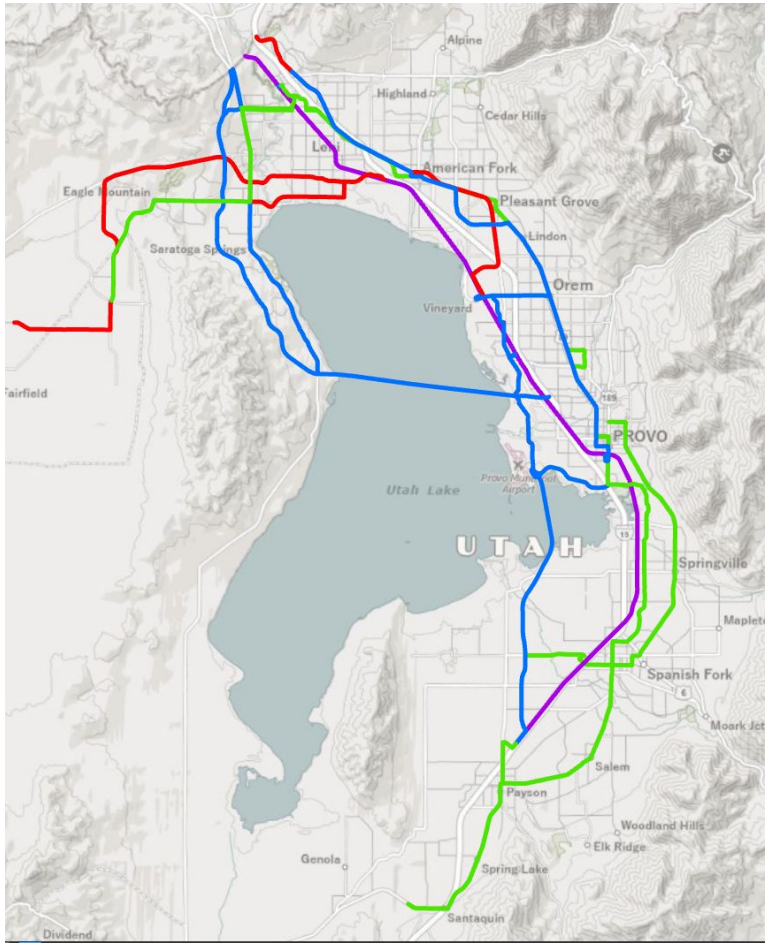
Top AT Projects Using Prioritization

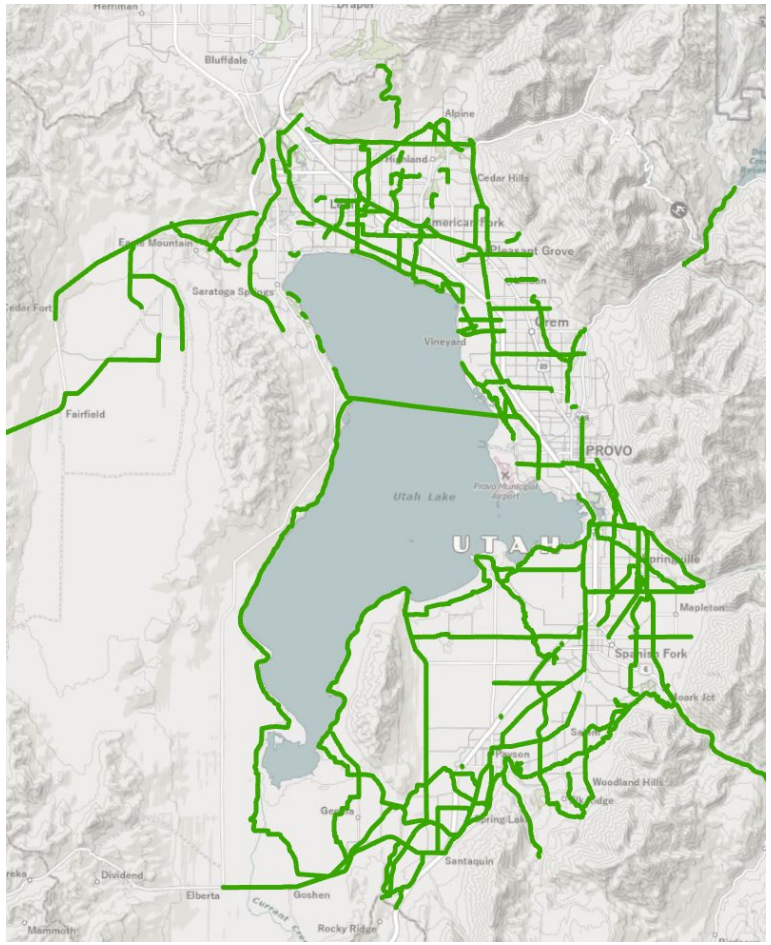
Rank	Project	Normalized
1	US 189 SHARED USE PATH 1406 - College Connector Trail to Provo Frontrunner Gap	100.00
2	HISTORIC UTAH SOUTHERN RAIL TRAIL (LEHI TO PLEASANT GROVE) 574 - Lehi Rail Trail	86.38
3	OREM E-W Connector - Geneva Rd to Provo Pwky Trail	77.36
4	Orem 1600 N Trail	77.27
5	COLLEGE CONNECTOR TRAIL 120	74.77
6	Canyon Road Pathway	72.27
7	Hobble Creek Trail (South)	70.81
8	Springville 400 E Trail	70.23
9	Provo 600 South Trail	70.84
10	Springville Main Street Trail	70.76



All 2055 RTP Projects







2055 RTP Phasing

- Phasing uses the following periods:
  - Phase 1: 2027-2036
  - Phase 2: 2037-2046
  - Phase 3: 2047-2055
  - Exploratory: Not phased, can be reconsidered as circumstances change or with further study

Needs Phase	Rank	Project	Planned Phase
Phase 1 Need	1	Project Q	Phase 1 Plan
	2	Project W	
	3	Project E	
	4	Project R	
	5	Project T	Phase 2 Plan
	6	Project Y	
	7	Project U	
Phase 2 Need	8	Project I	
	9	Project O	
	10	Project P	Phase 3 Plan
	11	Project A	
	12	Project S	
Phase 3 Need	13	Project D	Planned with No Funding Assumed
	14	Project F	
	15	Project G	
	16	Project H	
	17	Project J	
	18	Project K	
Exploratory	19	Project L	Exploratory
	20	Project Z	

2055 RTP Phasing

- Following are considered in Phasing
  - Prioritization Rank
  - Modeled Need
  - Cost Benefit
  - Project Readiness
  - Project Feasibility
  - Regional Consensus
- To be vetted with working group

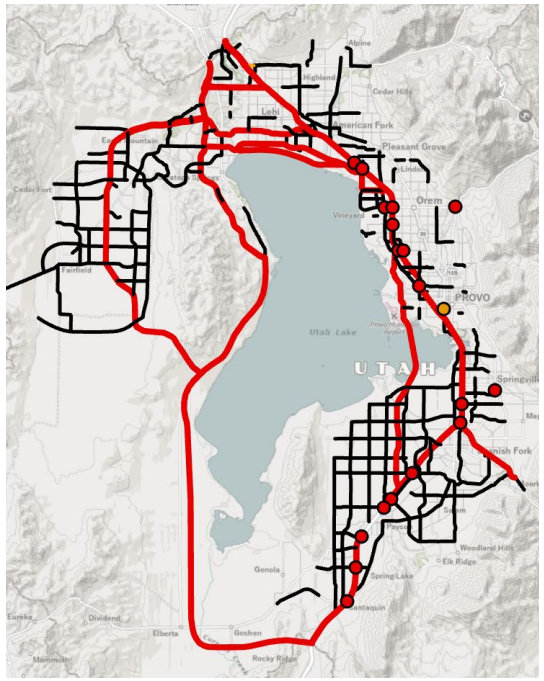
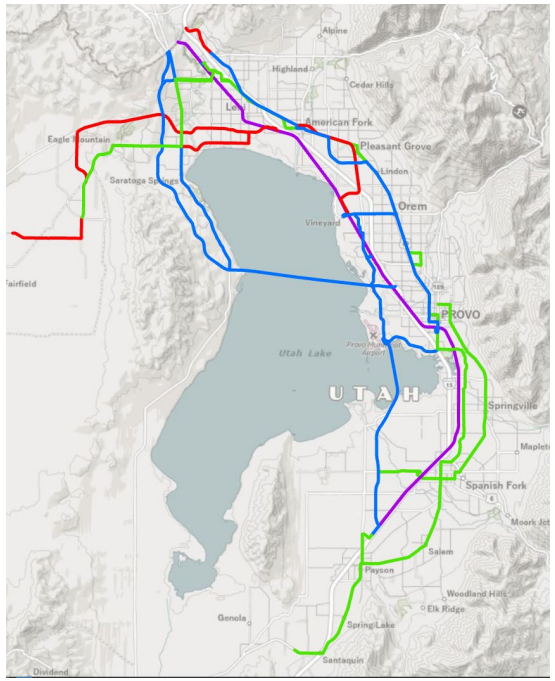
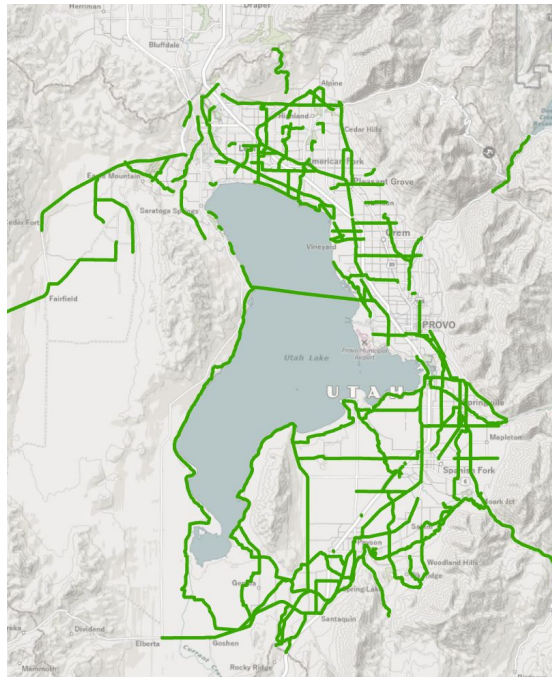
Needs Phase	Rank	Project	Planned Phase
Phase 1 Need	1	Project Q	Phase 1 Plan
	2	Project W	
	3	Project E	
	4	Project R	
	5	Project T	Phase 2 Plan
	6	Project Y	
	7	Project U	
Phase 2 Need	8	Project I	
	9	Project O	
	10	Project P	Phase 3 Plan
	11	Project A	
	12	Project S	
Phase 3 Need	13	Project D	
	14	Project F	Planned with No Funding Assumed
	15	Project G	
	16	Project H	
	17	Project J	
	18	Project K	
Exploratory	19	Project L	Exploratory
	20	Project Z	

Next Steps/Schedule

- September 10 – Project List Adoption (MPO Board Action)
- September 21 or 23 – Project Phasing Workshop
- October 5 – Draft Project Phasing List (Discussion)
- November 2 – Recommend to MPO Board Draft Project Phasing List (Action)
  - 2055 Draft RTP

Suggested Motion

- “I move to recommend to the MPO Board to adopt the MAG MPO 2055 RTP List”

MPO TAC Meeting

August 31, 2026 | 1:30 pm - 3:00 pm

9 | Small Area Population Projections

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

BACKGROUND

MAG staff showed the draft population and jobs forecast to the TAC at the last meeting. The TAC also had a period of time for review and to give feedback. MAG staff will review the feedback, what has been done to accommodate it, and how it has adjusted the 2055 forecast. MAG will present the revised city population and jobs forecast. This new draft forecast will be used for the official model work of the Regional Transportation Plan (RTP).

ATTACHMENT

Presentation

RESOURCE

DRAFT Estimates and Projections Feedback Map