

AGENDA

A meeting of the MPO TAC will be held on **Monday, January 5, 2026, at the Utah County Health and Justice Building, Room 2500, 151 South University Ave., Provo**, and virtually via Zoom: <https://us06web.zoom.us/j/82903164389>. [Driving and parking directions](#)

1. Welcome and Introductions

Chair, Jered Johnson, 5 minutes

2. Public Comment

Chair, Jered Johnson, 5 minutes

3. Action: Minutes of the MPO TAC meeting held [October 27, 2025](#)

Chair, Jered Johnson, 5 minutes

4. Action: [2026 TIP Selection Process Kickoff](#)

Bob Allen, Transportation Project Manager, 10 minutes

5. Action: [TIP Modification: Saratoga Springs - Pony Express Funding Request and Scope Modification](#)

Bob Allen, Transportation Project Manager, 5 minutes

6. Action: [Corridor Preservation - Provo 1185 W 820 N](#)

Cody Christensen, Transportation Planner II, 5 minutes

7. [Growth Data Report](#)

Tim Hereth, Analytics Manager, 15 minutes

8. [2055 RTP: Goals, Process, and 2026 Calendar](#)

Kendall Willardson, Transportation Planner II, 15 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.

MPO TAC Meeting

January 5, 2026 | 1:30 pm - 3:00 pm



9. MPO Orientation

Bob Allen, Transportation Project Manager, 5 minutes

10. Other Business and Adjournment

Next meeting: February 2, 2026

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MPO TAC Meeting

October 27, 2025 | 1:30 pm - 3:00 pm



Member Attendees	Present	MAG Staff	Present
Ryan Robinson, Alpine		LaNiece Davenport, MPO Director	✓
Ben Hunter, American Fork - Vice Chair		Bob Allen, Sr. Transportation Planner	✓
Mayor Wyatt Cook, Cedar Fort		Kimberly Brenneman, Executive Assistant	✓
Chandler Goodwin, Cedar Hills		Andrew Wooley, IT Manager	✓
Todd Taylor, Draper	✓	Matthew Silski, GIS Analyst	✓
David Salazar, Eagle Mountain	✓	Kendall Willardson, Transportation Planner	✓
Royce Swenson, Elk Ridge		Tim Hereth, Analytics Manager	✓
Mayor Hollie McKinney, Fairfield		Kevin Feldt, Transportation Planning Manager	✓
Mayor Neil Brown, Genola		Cody Christensen, Transportation Planner	✓
Mayor Steven Staheli, Goshen		Minoo, Transportation Planner	✓
Chris Trusty, Highland	✓	Spencer Foster, LAA	✓
Brad Kenison, Lehi	✓		
Noah Gordon, Lindon			
Rob Hunter, Mapleton			
Taggart Bowen, Orem			
Jill Spencer, Payson	✓		
Britton Tventen, Pleasant Grove	✓		
Vern Keeslar, Provo	✓		
, Salem			
Jason Bond, Santaquin			
Jeremy Lapin, Saratoga Springs	✓		
Jered Johnson, Spanish Fork - Chair	✓		
Brad Stapley, Springville			
Rob Clayton, UDOT - Region 3			
Alex Beim, UTA			
Ezra Nair, Utah County	✓		
Richard Nielson, Utah County	✓		
Commissioner Skyler Beltran, Utah County	✓		
Eric Ellis, Vineyard	✓		
, Woodland Hills			
COL Jason T. Wilde, Camp Williams*			
Bruce Katchner, Bluffdale*			
Trisha Sharma, FHWA*	✓		
Peter Hadley, FTA*			
Elizabeth Slade, Utah Air Quality Board*	✓		
Alternates/ Others in Attendance			
Dede Murray, UTA			
Ajla Hadzialijagic, Gov. Office			
Austin Roy, Saratoga Springs			
Brandon Larsen, Eagle Mountain			
Mike West, Lehi			
Kim Struthers, Lehi			

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:08)

Chair Jered Johnson opened the meeting at 1:30 pm.

Public Comment (00:02:02)

Chair Jered Johnson opened the meeting to the public. There were no public comments.

Minutes - Action (00:02:14)

Richard Nielsen moved to approve the minutes from September 22, 2025.

Eric Ellis seconded the motion, and the motion passed all in favor.

Road Functional Classification System Approval (00:02:41)

Matthew Silski presented the 2025 road functional classification network update, emphasizing its importance in determining eligibility for federal aid and explaining that the network reflects current regional road conditions. He distinguished this functional classification update from longer-range transportation master plans and described the decennial major update process, as well as other annual and five-year opportunities for network amendments. Matthew Silski also noted the process for city feedback and clarified the implications for project funding, particularly regarding TIP projects. The discussion then turned to concerns about how city-recommended changes could be incorporated into the approval motion, with participants seeking assurance that their comments and requested modifications would be acknowledged and have a pathway for inclusion. Matthew Silski reiterated the process for submission and consideration of late feedback. The group debated the likelihood of UDOT responding individually to city recommendations and how feedback loops could be structured, ultimately agreeing that although UDOT is not required to act on every comment, all submissions would be forwarded for their technical review prior to final MPO Board action.

Vern Keeslar moved to recommend that the MPO Board adopt the Utah County Road Functional Classification Network so it can be submitted to the Federal Highway Administration (FHWA) by the December 29, 2025 deadline provided that MAG staff forward any and all comments submitted by the Cities on or before October 30th to UDOT for review.

Noah Gordon seconded the motion, and the motion passed all in favor.

TIP Modifications - Vineyard Regional Trail Enhancements (00:26:58)

Bob Allen presented a proposed TIP Modification concerning the Vineyard Regional Trail Enhancements project, explaining its two main components—improvement of trail crossings at specific community intersections and realignment of a park driveway to create safer access, particularly near a local elementary school. The presentation highlighted a scope change to the project: the addition of a new traffic signal warranted by the finalized design and necessary for intersection safety, which, along with inflation, significantly raised the total project cost. Bob Allen described how available federal TAP funds would be reallocated from another project to

help cover the increased expenses, while the contingency fund and additional county funds would make up the balance. The members then discussed and clarified points regarding the distinction between TAP and TIP funds, in-house engineering costs versus UDOT management of federal projects, and the details that led to the funding shortfall. Members also questioned whether the project change set a precedent for scope expansion, expressing concern over projects that grow in cost after initial approval. Bob Allen responded by emphasizing the balancing act between requiring detailed upfront engineering and the risk/cost that poses to applicants, noting that project processes have been adjusted to solicit more detail in initial reports.

Chris Trusty moved to recommend that the MPO Board approve adding a traffic signal to the scope of the Vineyard Regional Trail Enhancements project and \$965,053 in funding.

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

2026 TIP Selection Schedule and Draft Metrics (00:41:31)

Bob Allen presented an overview of the 2026 TIP (Transportation Improvement Program) Selection Schedule, providing a comprehensive calendar for the project submission, review, and approval process. He emphasized key milestones including the kickoff meeting in early January, deadlines for project ideas and concept reports, and the timeline for both technical reviews and stakeholder meetings. Applicants are encouraged to meet with MAG staff to strengthen their project submissions before final project ideas are due, with a required letter of approval from city leadership. Bob Allen described the two-stage process—first assessing project ideas for general feedback, then refining those into detailed concept reports that are scored with a set of evolving, more quantitative draft metrics. The workflow system used for submissions was praised for its efficiency and will be re-employed in the coming cycle. He explained that after stakeholder review meetings and scoring, the MPO TAC committee will recommend a ranked project list in May, with final funding scenarios developed in July and formal approval expected in August and September after public comment. Bob Allen clarified that county-funded projects require additional approval from the Board of Commissioners. Throughout the discussion, he and participants highlighted the importance of transparency, the iterative peer review system, and regular opportunities for applicants to refine and improve their projects.

Corridor Preservation: Spanish Fork 300 East (00:52:30)

Kendall Willardson and Cody Christensen presented a corridor preservation funding request for Spanish Fork's 300 East (corridor H117), seeking \$1.4 million to acquire two single-family homes and adjacent vacant land necessary for future roadway expansion in the river bottoms area. The city was approached by the property owner, and, as the parcels are critical for completing the planned corridor, the intent is to use unobligated MAG corridor preservation funds for the purchase. Discussion with the committee clarified that after securing the portion needed for the road, the city plans to sell the remaining land to a developer, with proceeds returning to the preservation fund—ensuring responsible use and replenishment of the resource. Questions addressed included how much of the parcel is required, anticipated development plans, division of funding responsibility for local versus regional road connections, and process logistics to guarantee only essential property is acquired.

Vern Keeslar moved to recommend that the MPO Board approve this Spanish Fork Corridor Preservation Fund request for \$1,402,500.

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

Corridor Preservation Process Discussion (01:00:36)

Kendall Willardson led a discussion on the sustainability and future management of the MAG corridor preservation fund. With rising demand and limited resources, the committee explored strategies to ensure the fund's long-term viability. Members debated whether to adopt periodic application windows or maintain a rolling process, and considered implementing project prioritization, scoring criteria, and incentives for applicants who bring matching funds. The group discussed the fund's revenue source—a vehicle registration fee—and its deposit frequency and statutory framework, emphasizing the need for flexibility while guarding against a "first-come, first-served" depletion. Committee members shared ideas on maximizing return through efficient property resale, fair geographic distribution of funds, and establishing a working group to propose potential policy and procedural updates. The conversation reflected a shared commitment to refining the application and decision-making process, enhancing transparency, encouraging collaborative funding, and maintaining the fund as a revolving and sustainable resource for corridor preservation across the region.

2023 RTP: Amendment 3/ AQ Conformity Determination (01:18:01)

Kendall Willardson presented the 2023 Regional Transportation Plan (RTP) Amendment, which focused on two major projects: improvements to I-15 between Payson and Santaquin, and the Santaquin Main Street interchange. He explained that the amendment process includes a federally-required air quality conformity determination and must match fiscal constraints, necessitating adjustments and reallocation of funds among projects. The committee was informed that the amendment was currently open for public comment, a period running through November 12 ahead of final board consideration. Discussion clarified the purpose of the amendment process—ensuring the RTP remains accurate, reflects the latest project priorities, and complies with funding and regulatory requirements.

Brad Kenison moved to recommend that the MPO Board approve 2023 RTP Amendment 3 level 3 amendments and the associated Air Quality Conformity Determination Report, barring any regionally significant comments during the public comment period.

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

2027 RTP: Process Development Update (01:20:38)

Kendall Willardson provided an update on the Regional Transportation Plan (RTP) process development, outlining the committee's progress through the initial planning phases. He reported that efforts are focused on refining the RTP's goals and objectives using feedback from both the TAC committee and the MPO Board, with the next steps involving finalizing and presenting these for broader reaction early next year. Kendall described ongoing work to assess current and future regional trends—such as population, employment, and traffic patterns—and to develop an initial project list that draws from prior RTPs, active studies, and recent input. He explained that upcoming activities will include preparing project screening criteria and appointing regional workshops to gather further feedback from local government stakeholders, including city managers and development directors. The update also noted that, as the process advances, project selection criteria will stay

aligned with the established goals and objectives, and the travel demand model—currently in use in its prior version—will be updated once the new model is calibrated and adopted alongside the updated RTP. Kendall Willardson emphasized the ongoing need for stakeholder engagement and outlined the timeline for presenting drafts and convening outreach meetings early in the new year.

2026 Meeting Dates (01:28:17)

Bob Allen presented the proposed 2026 meeting schedule for the MPO Technical Advisory Committee (TAC), announcing a shift from holding meetings on the last Monday of each month to the first Monday. This adjustment was intended to better align TAC meetings with the MPO Board's meeting cycle, improving coordination and decision timeliness. The schedule featured monthly meetings starting on January 5, with notes that the July 6 and December 7 meetings would likely be canceled due to typical holiday and vacation conflicts.

Eric Ellis moved to approve the proposed 2026 MPO TAC meeting dates as proposed.

Chris Trusty seconded the motion, and the motion passed all in favor.

Other Business and Adjournment (01:32:16)

Chair Jered Johnson stated the next MPO TAC meeting is scheduled for January 5, 2026.

Brad Kenison moved to adjourn the meeting.

Chris Trusty seconded the motion, and the motion passed all in favor.

4 | 2026 TIP Selection Process Kickoff

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

BACKGROUND

The Transportation Improvement Program (TIP) is a multi-year plan (usually 4-6 years) detailing specific, funded projects for improving a region's transportation network, including roads, transit, and active transportation. It's a federally required document, developed by Metropolitan Planning Organizations (MPOs), that lists regionally significant projects, ensures consistency with long-range plans, and includes public input, serving to implement the Regional Transportation Plan (RTP).

Key Aspects of a TIP

- **Scope:** Covers all transport modes (highways, transit, active transportation) and includes capital, maintenance, and enhancement projects including those funded by MAG, UDOT and UTA.
- **Funding:** Identifies sources (federal, state, local) and estimates costs for specific projects, ensuring it's "fiscally constrained."
- **Timeframe:** Typically covers at least four years and is updated annually.
- **Consistency:** Ensures projects align with the long-term Regional Transportation Plan (RTP) and local plans.
- **Public Involvement:** Requires public review, comment, and participation in the development and amendment process.
- **Approval:** Must be approved by the MPO board and the Governor.

MAG selects and funds projects every two years using Federal, County, and Exchanged Funds. Approximately \$110m is available for projects in 2029 and 2030. Prior to the commencement of each selection process, MAG reviews the process and makes adjustments as necessary. For the 2026 selection process, staff has worked with a group of TAC and Board members to update the scoring matrix. That scoring matrix is now ready for adoption. Once adopted, the process will begin and culminate in the adoption of a new TIP in August. No other changes to the process have been made.

STAFF RECOMMENDATION

Staff recommends the new scoring matrix be adopted.

SUGGESTED MOTION

I move to recommend that the MPO Board approve the TIP selection scoring criteria as presented.

ATTACHMENTS

[Presentation](#)

[Scoring Criteria](#)

5 | TIP Modification: Saratoga Springs - Pony Express Funding Request and Scope Modification

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

BACKGROUND

In 2022, Saratoga Springs was awarded County Transportation Tax funds to expand capacity along two roads. The initial project scope involved widening Saratoga Road to three lanes, extending from Pony Express to Pioneer Crossing, and widening Pony Express (145 North) to three lanes, from Saratoga Road to 1100 West (Lehi). It also included installing a new traffic signal at the intersection of Saratoga Road and 145 North in Saratoga Springs. The original conceptual cost estimate for the project was \$9,012,550, with MAG funding \$8,402,400 and the City contributing \$610,150.

Due to substantial construction cost increases and newly identified conditions/requirements since the original 2022 funding submission, the Pony Express project's updated cost is \$10,605,999.

- Undergrounding overhead power (including Rocky Mountain Power fees): \$211,110
- Dry Creek Culvert improvements: \$150,000
- General construction cost inflation (~22%): \$1,982,761
- Drainage Outfall improvements: \$358,000
- Additional Pedestrian Improvements (1,600 LF of 8' sidewalk/trail): \$154,000

Scope Modification

In addition to the original scope, the project design team has completed designs to expand Pony Express to 5-lanes and has determined that this increase would cost an additional \$3,850,000. That would include buffered bicycle lanes and south-side curb and gutter, including extension from 1100 West easterly to about 700 West to reach planned improvements of Lehi City, a roadway length increase of about 0.3 miles – \$3,850,770

The City has \$1,500,000 remaining from a State Infrastructure Bank loan and the funding increase request from MAG for this would be \$2,350,770.

STAFF RECOMMENDATION

Staff recommends approval of the scope change and addition of the requested funds.

Original Project	
Original Funds	\$9,012,550
10% Contingency	\$901,255
New Funds	\$692,194
New Total	\$10,605,999
Scope Mod	
MAG Funds	\$2,350,770
Local Funds/Match	\$1,500,000
Mod Total	\$3,850,770
Combined Total	
New MAG Funds	\$3,944,219
New Project Total	\$14,456,769

SUGGESTED MOTION

I move to recommend that the MPO Board approve extending the scope of the Pony Express Signal project as presented and add \$3,944,219.

ATTACHMENTS

[Presentation](#)

[Letter](#)

[Estimate](#)

6 | Corridor Preservation: Provo 1185 W 820 N

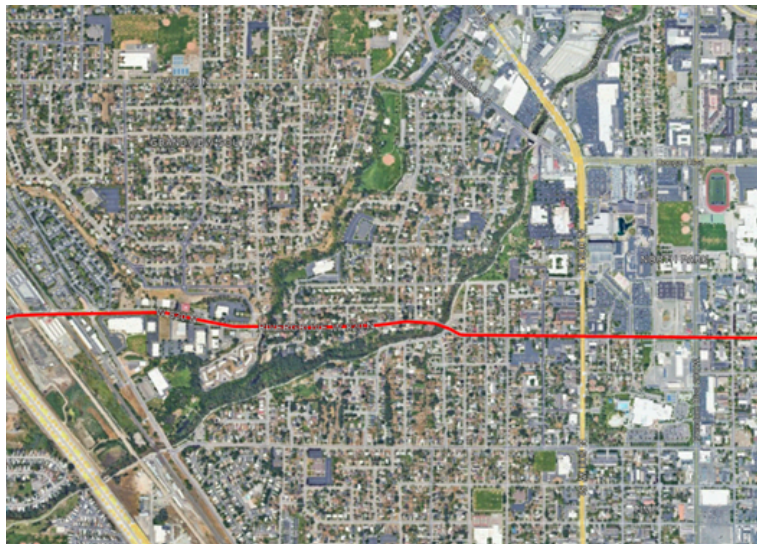
Cody Christensen, Transportation Planner II | 801-229-3848 | cchristensen@magutah.gov
Kendall Willardson, Transportation Planner II | 801-229-3840 | kwillardson@magutah.gov

BACKGROUND

The Utah County Corridor Preservation Fund is a dedicated fund for the preservation of planned transportation corridors within Utah County. MAG and Utah County work together to approve purchases using this fund. Properties purchased using this fund become the property and responsibility of the applying jurisdiction.

The city of Provo is requesting funds to purchase an existing residence located at 1185 West 820 N. This corridor is project H41 on the RTP and on the 2024 Corridor Preservation Project List. The MPO Board has approved the purchase of five previous properties on this corridor with an additional one pending MPO board approval. The seller is a willing seller.

Corridor H41, Provo 820 North
Appraised value: \$690,000
Estimated closing costs: \$1,100
Total request: \$691,100
Unobligated funds: Approximately \$910,000



STAFF RECOMMENDATION

This request is within the purpose and policies of the Corridor Preservation Fund Program. The fund has an adequate balance, and the property is apparently needed for the future building of 820 N. The seller is a willing seller and initiated negotiations

SUGGESTED MOTION

I move to recommend that the MPO Board approve this Provo 820 N Corridor Preservation Fund request for \$691,100.

ATTACHMENTS

[Presentation](#)
[1185 W 820 N Application](#)
[1185 W 820 N Map](#)
[1185 W 820 N Parcel Map](#)

7 | Growth Data Report

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

BACKGROUND

Every other year, parcel data is collected from Utah County and processed for use in the Real Estate Market Model (REMM) to produce population and job forecasts. This data is valuable to see the history of Utah County's housing growth over the years. The data represents a complete 2025 and includes some housing to be completed in 2026.

ATTACHMENTS

[Presentation](#)

8 | 2055 RTP: Goals, Process, and 2026 Calendar

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

BACKGROUND

The Regional Transportation Plan (RTP) is a blueprint for the area's transportation system. It includes multimodal and regionally significant projects for the next 30 years, up to 2055. The development of the RTP is a data-driven process that involves collaboration with local governments and partner agencies, including UDOT, UTA, FHWA, and FTA. The MAG MPO is the lead agency on the plan's development.

The current 2023 RTP (or TransPlan50) includes 262 projects totaling \$31.5 billion, broken down by three decade periods or phases. The plan can be found online at magutah.gov/2023rtp.

MAG is currently developing the 2055 RTP, which is scheduled to be adopted in June 2027 and can be found online at magutah.gov/2027rtp. The previous year's work (2025) included hiring our consultant Fehr and Peers, developing goals, objectives, and performance measures, and creating an initial project list with screening criteria. MAG staff will introduce some of this work in the meeting today and provide further details in our upcoming workshops.

The 2055 RTP is guided by six main goals:

- Improving Access to Opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user-friendly transportation facilities
- Clean Air

Additional objectives and performance measures are linked to each goal, guiding the project screening process and shaping future prioritization methods.

ATTACHMENTS

[Presentation](#)

[2055 RTP Process Overview for 2026](#)