

MPO Board Meeting

October 9, 2025 | 5:30 pm - 7:00 pm



Board Member Attendees	Present	Alternates/ Others in Attendance
Mayor Carla Merrill, Alpine	✓	Ezra Nair, Utah County Alternate
Mayor Brad Frost, American Fork - Vice Chair	✓	Vern Keeslar, Provo Alternate
Mayor Wyatt Cook, Cedar Fort		Jay Fox, UTA
Mayor Denise Andersen, Cedar Hills	✓	David Salazar, Eagle Mountain
Mayor Troy Walker, Draper		Representative Kay J. Christofferson
Mayor Tom Westmorland, Eagle Mountain	✓	Ben Hunter, American Fork
Mayor Robert Haddock, Elk Ridge		Lule Seegmiller, Lehi
Mayor Hollie McKinney, Fairfield	✓	Paige Albrecht, Lehi
Mayor Neil Brown, Genola		Dede Murray, UTA
Mayor Steven Staheli, Goshen	✓	Jim Golden, UDOT
Mayor Kurt Ostler, Highland	✓	Adam Cowie, Lindon
Representative David Shallenberger, Legislator	✓	Chandler Beutler, UDOT
Senator Michael K. McKell, Legislator		Jeff Lewis, UDOT
Mayor Mark Johnson, Lehi	✓	Rob Clayton, UDOT
Mayor Carolyn Lundberg, Lindon	✓	Michelle Stallings, Lehi
Mayor Dallas Hakes, Mapleton		Clair Woolman, Horrocks
Mayor David Young, Orem		Marcus Bennett, UTA
Mayor Bill Wright, Payson - Chair	✓	Britton Tueten, Pleasant Grove
Mayor Guy Fugal, Pleasant Grove	✓	Brad Kenison, Lehi
Mayor Michelle Kaufusi, Provo		Paul Hancoch, Lehi
Mayor Kurt Christensen, Salem		Richard Jensen
Mayor Daniel Olson, Santaquin	✓	
Mayor Jim Miller, Saratoga Springs	✓	
Councilmember Stacy Beck, Spanish Fork	✓	MAG STAFF
Mayor Matt Packard, Springville	✓	Andrew Wooley, IT Manager
Mayor Julie Fullmer, Vineyard	✓	Bob Allen, Sr. Transportation Planner
Mayor Brent Winder, Woodland Hills		Dan Wayne, Community Planning Manager
Commissioner Skyler Beltran, Utah County	✓	Johnathon Knapton, Communications Manager
Commissioner Brandon Gordon, Utah County	✓	Kendall Willardson, Transportation Planner
Commissioner Amelia Powers Gardner, Utah County		Kimberly Brenneman, Executive Assistant
Bryce Bird, Utah Division of Air Quality	✓	LaNiece Davenport, MPO Director
Carlos Bracerias, Utah Department of Transportation	✓	Tim Hereth, Analytics Manager
Trustee Jeff Acerson, Utah Transit Authority	✓	Matthew Silski, Senior GIS Analyst
Mayor Natalie Hall, Bluffdale*		Shauna Mecham, Planner/ Air Quality Analyst
BG Shawn M. Fuellenbach, Camp Williams*		
Ivan Marrero, FHWA*	✓	
Peter Hadley, FTA*		
Jered Johnson, MPO TAC Chair*	✓	

DISCUSSION & AGENDA ITEMS

Call to Order (00:08:29)

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

Public Comment (00:11:06)

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

Minutes - Action (00:11:32)

Mayor Jim Miller moved to approve the minutes from August 14, 2025.

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

2023 RTP: Amendment #3 - Notice of Approved Level 1 Amendments (00:12:10)

Kendall Willardson introduced the 2023 RTP amendment number three, noting it had been previously discussed. He explained that the review would begin with the level one amendments, which are the simplest changes requiring the least additional analysis—typically needs-based and not involving new funding. Because these projects do not require extra funds, they are exempt from air quality conformity determinations and are approved administratively by the MPO director, following established amendment procedures. He also specified that two such projects had already been approved and that their notification was the purpose of this part of the meeting.

2023 RTP: Amendment #3 - Level 3 Amendment Conformity Determination Report (00:15:19)

Kendall Willardson discussed the air quality conformity determination required for level three amendments to the Regional Transportation Plan, focusing on two major projects: the I-15 widening in South County and the Payson I-15 interchange. He explained that any regionally significant project seeking new funding must undergo a rigorous air quality analysis to ensure compliance with pollution budgets mandated by federal regulations. For both projects, air quality modeling showed pollutant levels would remain within acceptable limits, which qualified them to advance through the approval process. Should the board grant its approval, these amendments would move to a public comment phase before returning for final board adoption. Mayor Bill Wright then shared local perspective on the urgency of these projects, particularly addressing the congestion problems in areas where the freeway narrows, and indicated strong support for moving the process forward.

Mayor Denise Andersen moved to approve Amendment 3 - Level 3 Amendment Conformity Determination Report.

Mayor Matt Packard seconded the motion, and the motion passed all in favor.

Action: 2025 Corridor Preservation Project Map Update (00:20:18)

Kendall Willardson introduced the topic of corridor preservation, noting that recent updates to the corridor preservation map now include projects from the latest RTP amendments. He explained that the state has established a revolving fund specifically for Utah County to purchase critical right-of-way for future

transportation projects, and that eligible corridors must be listed on an official map to qualify. Kendall Willardson also outlined the process for updating the map to reflect newly approved projects, described how the funding mechanism operates, and emphasized that keeping the map current is essential for securing land needed for upcoming transportation improvements.

Representative David Shallenberg moved to approve the 2025 Corridor Preservation Project Map Update.

Mayor Lundberg seconded the motion, and the motion passed all in favor.

Action: Corridor Preservation Project Requests - Lindon, 400 West (00:22:07)

Kendall Willardson presented a corridor preservation funding request for Lindon's 400 West connection, explaining that the city was approached by a willing property seller and intends to purchase only the section required for roadway right-of-way. He outlined the estimated cost of just under \$500,000, which would reduce the corridor preservation fund to about \$3 million if all current requests are granted. Kendall Willardson emphasized the strategic timing and importance of this arterial project for the city and invited Lindon officials to provide further details. Mayor Carolyn Lundberg then elaborated on the project's longstanding inclusion in Lindon's transportation plans and its critical role in providing a much-needed, signalized access point to I-15 for west Lindon's residents and businesses. She discussed prior preparatory property acquisitions, addressed local safety and congestion challenges supported by crash data, described coordination efforts with UDOT, and noted that while city funds will cover the rest of the property and future improvements, corridor preservation dollars will focus solely on the roadway purchase—ultimately supporting regional connectivity and safety.

Mayor Dan Olson moved to approve Lindon 400 West.

Commissioner Skylar Beltran seconded the motion, and the motion passed all in favor.

Action: Corridor Preservation Project RequestsCorridor Preservation - Provo 820 North (00:28:10)

Kendall Willardson introduced another corridor preservation request, this time for a single-family home along Provo's 820 North corridor. He explained that the city was approached by a willing seller and that the property, which is appraised at \$594,000 with additional closing costs, brings the total funding request to \$597,533. Kendall Willardson highlighted the strategic importance of the property within the overall corridor, as it lies along a key arterial route needed for current and future transportation projects in Provo.

Mayor Dan Olson moved to approve Provo 820 North.

Mayor Julie Fullmer seconded the motion, and the motion passed all in favor.

Action: Corridor Preservation - Provo 2230 North 241 East (00:30:10)

Kendall Willardson presented a corridor preservation request for a single-family home located on Provo's 2230 North corridor, explaining that this request, along with another on the same street, was being addressed now due to a postponed board meeting. He detailed that the property is appraised at \$735,000, with estimated closing costs bringing the total to \$736,400. Kendall Willardson emphasized that acquiring this property is crucial

for relieving a significant bottleneck on this phase one, high-priority transportation route in northern Provo. He provided a visual overview of the property's location.

Mayor Brad Frost moved to approve Provo 2230 North 241 East.

Mayor Denise Andersen seconded the motion, and the motion passed all in favor.

Action: Corridor Preservation Project Requests Corridor Preservation - Provo 2230 North 700 East (00:32:47)

Kendall Willardson outlined the final corridor preservation request of the meeting: the acquisition of a single-family home at 2230 North, 700 East in Provo, with an appraised value of \$715,000 and \$900 in closing costs, totaling \$715,900. He explained that the purchase fits into ongoing efforts to secure key properties along important transportation corridors and showed its precise location on a map. When asked about the notably low closing costs, it was clarified that Provo's in-house property coordinator enables significant savings compared to typical transactions.

Mayor Tom Westmoreland moved to approve Provo 2230 North 700 East.

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

Action: TIP Modification Eagle Mountain - Pony Express Signal Scope Modification (00:34:49)

Bob Allen presented a TIP modification concerning the Pony Express signal project in Eagle Mountain, originally funded to replace a large roundabout with a signalized intersection and completed ahead of schedule due to the city's initiative in advancing construction. As the project came in under budget, with about \$400,000 remaining, Eagle Mountain requested permission to use these surplus funds to widen the south leg of the intersection to five lanes and ease a newly identified traffic bottleneck, rather than seeking additional regional funding. During the discussion, Bob clarified that even though both involved roads are contained within the city, regional transportation funds can be used if the roads are deemed regionally significant. He also explained that any new proposed projects, such as improvements to other intersections, would require submission through the normal selection process. Technical questions were addressed by city representatives, outlining the existing and planned lane configurations. The board expressed support for the city's cost-saving efforts and voted to approve the extension of the project scope to include the south leg widening utilizing the leftover funds.

Commissioner Skyler Beltran moved to approve TIP Modification Eagle Mountain - Pony Express Signal Scope Modification.

Mayor Carolyn Lundberg seconded the motion, and the motion passed all in favor.

Action: TIP Modification - Cedar Hills 4000 North (00:42:16)

Bob Allen presented a TIP modification for the Cedar Hills and Pleasant Grove joint project at 400 North and 400 West, including the construction of a new roundabout and road widening. Originally budgeted at \$1.5 million, the project's estimated cost escalated dramatically to \$6.7 million after the design phase uncovered unanticipated challenges, such as significant property impacts, complex drainage requirements, and inherited utility relocation

agreement dating back decades. City leaders, including Mayor Denise Andersen, emphasized the critical nature of this east-west corridor for community connectivity, school access, and pedestrian safety, citing that the current roadway lacks sufficient width, sidewalks, and infrastructure for the heavy traffic and pedestrian use it experiences. Both cities committed added funding—Cedar Hills for utilities and Pleasant Grove for sidewalks—and acknowledged their obligation for matching funds.

Mayor Julie Fullmer moved to approve TIP Modification - Cedar Hills 4000 North.

Mayor Matt Packard seconded the motion, and the motion passed all in favor.

2026 TIP Selection Process Draft (00:51:52)

Bob Allen provided an update on the upcoming TIP selection process, explaining that project evaluation criteria are being refined with input from a group of mayors and technical advisors to make the process more quantitative, transparent, and less political. With a new scoring framework in draft and further testing planned, he anticipated presenting the updated metrics and process for board approval soon. Bob Allen encouraged communities to begin preparing project ideas for submission, noting approximately \$110–120 million would be available in the next funding cycle, culminating in August. Several board members acknowledged the complexity of the project selection but praised staff for their diligence and openness to feedback.

Point of the Mountain Transit Environmental Assessment Update (00:57:22)

Jim Golden of UDOT provided an in-depth update on the Point of the Mountain transit Environmental Assessment (EA), announcing the critical achievement of a signed Finding of No Significant Impact (FONSI), which confirms full compliance with NEPA requirements after years of work. He outlined the long-range vision for enhancing transit options and regional connectivity between South Salt Lake County and northern Utah County, emphasizing the project's support for economic development and future land use. The EA identified light rail as the preferred long-term solution, citing its anticipated high ridership and integration with the existing network, though Jim Golden stressed that implementation would occur in carefully phased steps as funding becomes available. Initial efforts will focus on innovative mobility services, such as dedicated shuttles and flexible transit options, while full buildout of light rail will require nearly \$1 billion in capital costs, plus additional long-term expenses. Jim Golden explained that recent public engagement demonstrated strong interest in transit improvements and clarified that the EA environmentally clears only specific segments—future extensions, such as the Blue Line, would require new study. As the region continues to grow and secure funding, UDOT remains committed to a flexible approach that anticipates evolving needs, with a possible 15- to 20-year timeframe for phase two light rail construction, depending on development and available resources.

Action: Transit at the Point of the Mountain (01:08:43)

Mayor Mark Johnson delivered an in-depth presentation advocating for the reconsideration of the Blue Line light rail extension to Lehi, arguing that prior state commitments, local planning, and substantial transit-oriented developments (TODs) in Utah County are best served by this alignment rather than the newly proposed western route. Mayor Mark Johnson detailed the growing need for direct rail access to major employers like Adobe and Texas Instruments, shared business community support, and provided data showing that the eastern Blue Line option would benefit more residents and maximize regional connectivity. The discussion that followed included

questions about the motion's intent, federal funding realities, and the importance of robust ridership projections, with UDOT staff emphasizing that light rail can only be justified in the future once sufficient density is achieved. Multiple mayors and officials debated the appropriate role for MAG in supporting the Blue Line, eventually aligning around a consensus motion: MAG would formally express its support for revisiting the Blue Line connection whenever the Point of the Mountain transit Environmental Assessment is reevaluated, ensuring that Utah County's rapid growth, economic priorities, and transportation needs are kept at the forefront of future planning and funding decisions.

Mayor Julie Fullmer moved that with MAG's support, when the Point of the Mountain Transit Environmental Assessment is re-evaluated, the key stakeholders will also look at the Blue Line extension.

Carlos Braceras seconded the motion, and the motion passed all in favor.

Action: 2027 RTP: Wasatch Choice Vision, Land Use Vision Final Adoption (01:45:02)

Dan Wayne presented the Wasatch Choice Vision update to the board, highlighting the extensive collaboration with local governments to integrate their general plans into a shared regional vision for growth, land use, and transportation out to 2055. He emphasized that this process not only reflects individual community goals but also ensures cohesive planning across the Wasatch Front, informing both the 2027 Regional Transportation Plan (RTP) and its underlying travel demand model. Dan Wayne noted the update includes a significant increase in identified centers—particularly neighborhood centers—along with refinements to their classifications and sizes to better align with market expectations. He concluded by inviting questions and seeking board adoption of the updated vision for use in upcoming planning efforts.

Mayor Carla Merrill moved to approve 2027 RTP: Wasatch Choice Vision, Land Use Vision Final Adoption.

Mayor Denise Andersen seconded the motion, and the motion passed all in favor.

2026 MAG Legislative Involvement (01:47:57)

Johnathon Knapton informed the board about MAG's plans for the upcoming legislative session, announcing the launch of weekly Thursday "legislative lunch" meetings at the state Capitol to foster direct dialogue between mayors and legislators on key priorities and issues. He noted this new initiative mirrors successful efforts by other regional councils and will be supplemented by a bill tracker and regular newsletter to keep local officials updated on legislative matters impacting not only transportation, but MAG's broader array of programs. Johnathon invited questions and emphasized the goal of promoting effective communication and advocacy throughout the session.

Statewide MPOs Regional Roadway Grid Study (01:50:00)

Mayor Wright continued the item to a later date.

Other Business and Adjournment (01:50:10)

Chair Mayor Bill Wright stated the next MPO Board meeting is scheduled for November 13, 2025. Chair Mayor Bill Wright adjourned the meeting.