

MPO Board Meeting

November 13, 2025 | 5:30 pm - 7:00 pm



Board Member Attendees	Present	Alternates/ Others in Attendance
Mayor Carla Merrill, Alpine	✓	Ryan Clark, Orem alternate
Mayor Brad Frost, American Fork - Vice Chair	✓	Ezra Nair, Utah County
Mayor Wyatt Cook, Cedar Fort	✓	
Mayor Denise Andersen, Cedar Hills	✓	
Mayor Troy Walker, Draper		
Mayor Tom Westmorland, Eagle Mountain	✓	
Mayor Robert Haddock, Elk Ridge		
Mayor Hollie McKinney, Fairfield	✓	
Mayor Neil Brown, Genola	✓	
Mayor Steven Staheli, Goshen	✓	
Mayor Kurt Ostler, Highland	✓	
Representative David Shallenberger, Legislator	✓	
Senator Michael K. McKell, Legislator	✓	
Mayor Mark Johnson, Lehi	✓	
Mayor Carolyn Lundberg, Lindon	✓	
Mayor Dallas Hakes, Mapleton		
Mayor David Young, Orem		
Mayor Bill Wright, Payson - Chair	✓	
Mayor Guy Fugal, Pleasant Grove		
Mayor Michelle Kaufusi, Provo		
Mayor Kurt Christensen, Salem	✓	
Mayor Daniel Olson, Santaquin	✓	
Mayor Jim Miller, Saratoga Springs	✓	
Councilmember Stacy Beck, Spanish Fork	✓	
Mayor Matt Packard, Springville	✓	
Mayor Julie Fullmer, Vineyard	✓	
Mayor Brent Winder, Woodland Hills		
Commissioner Skyler Beltran, Utah County	✓	
Commissioner Brandon Gordon, Utah County	✓	
Commissioner Amelia Powers Gardner, Utah County		
Bryce Bird, Utah Division of Air Quality	✓	
Carlos Braceras, Utah Department of Transportation	✓	
Trustee Jeff Acerson, Utah Transit Authority	✓	
Mayor Natalie Hall, Bluffdale*		
BG Shawn M. Fuellenbach, Camp Williams*		
Ivan Marrero, FHWA*	✓	
Peter Hadley, FTA*	✓	
Jered Johnson, MPO TAC Chair*	✓	

DISCUSSION & AGENDA ITEMS

Call to Order

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

Public Comment

Chair Mayor Bill Wright opened the meeting to the public.

Richard Jensen, from the Provo Pleasant View neighborhood, expressed concerns about the rapid depletion of the corridor preservation fund due to the high costs of purchasing homes for road expansion projects—specifically referencing Provo's 2200 North Street. He questioned the sustainability and prudence of using these funds to demolish housing near urban centers as a strategy for managing growth and traffic. Richard Jensen advocated for pausing additional purchases on 2200 North until Provo's new transportation plans are completed. He encouraged the board to consider alternative, community-focused planning strategies that balance quality of life, public safety, and paced city access. He also offered to collaborate in the planning process for Provo's 2030 transportation master plan and asked the board to weigh these points during deliberations.

Jackie Larsen, serving on the Utah County Farm Bureau board, brought up concerns from neighboring property owners regarding agenda item nine, specifically about the corridor preservation of Spanish Fork 300 East. Jackie Larsen asked whether the entire acreage of the parcel under consideration would be used for the road, or if part of it might be sold to a developer on the south side. She requested clarification on how the process would work in this case.

Minutes - Action

Mayor Denise Andersen moved to approve the minutes from October 9, 2025.

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

2025 MPO Director Report

LaNiece Davenport, MPO Director, delivered an extensive report highlighting updates and accomplishments for 2025 and outlining priorities for the upcoming year. She began by introducing new planning department staff: Kevin Feldt (Transportation Planning Manager), Cody Christensen (Transportation Planner), and Minoo Abishami (Transportation Planner) focused on active transportation. Each shared a personal fact and described what excites them about their roles.

LaNiece Davenport then reviewed the Wasatch Choice Vision, the region's blueprint integrating land use and transportation to guide growth in Utah County and preserve quality of life. She touted the addition of new city and town centers to the plan—there are now 71 regionally identified—along with the adoption of 10 regional goals emphasizing transportation options, safety, housing, recreational space, fiscal responsibility, and clean air.

LaNiece Davenport summarized progress on the 2027 Regional Transportation Plan (RTP), which is mid-way through its four-year development cycle. The RTP now stretches its planning horizon to 2055 and introduces a

“buildout scenario” to better understand ultimate transportation needs. Recent successes include outreach efforts, defining project selection criteria, and integrating the RTP with long-term land use plans.

The report also highlighted 2025 funding accomplishments, particularly within the Transportation Improvement Program (TIP), which invested \$46 million in projects. Specific examples featured were the 9th East Station UVX, the Lindon trail project, and safety upgrades in Eagle Mountain. The corridor preservation program was spotlighted for protecting \$11.7 million in future right-of-way to maintain long-term project viability.

Additional highlights included support programs for local governments: station area planning, the TAG (Technical Assistance to Governments) program, and the LAA (Local Administrative Advisor) program, which aids small municipalities lacking in-house planning capacity.

Looking to 2026, LaNiece Davenport outlined priorities such as launching a new growth-focused committee, collaborating with the Olympic Transportation Working Group for the 2034 Olympics, and continuing robust development of the 2027 RTP. She closed by recognizing ten outgoing mayors for their service and commitment to regional transportation planning.

Road Functional Classification System Adoption

Matthew Silski presented the Road Functional Classification System update, explaining its importance in the regional transportation planning process. He outlined that this system catalogs all significant arterial and collector roads in the region—both existing and planned—that are regionally significant and eligible for federal funding. Only roads included in this network are eligible for TIP (Transportation Improvement Program) funds, making participation vital for local agencies.

Matthew Silski described the comprehensive update process, noting that it takes place every ten years, but interim updates are allowed every five years or as needed if roads become newly significant. The update involved collecting hundreds of comments from cities and local stakeholders, reviewing proposed changes against federal guidelines, and incorporating input from technical committees. The updated network aims to reflect current traffic realities and projected growth, ensuring cities aren't excluded from future project opportunities.

He emphasized that the updated system is essential for keeping the region's plans current and matching project eligibility with funding opportunities. The MPO Board was asked to adopt the revised classification system to meet the year-end deadline for federal submission.

Senator Mike McKell moved to approve the Utah County Road Functional Classification System so it can be submitted to the Federal Highway Administration (FHWA) by the December 29, 2025 deadline.

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

TIP Modification - Vineyard Regional Trail Enhancement

Bob Allen presented a TIP (Transportation Improvement Program) modification regarding the Vineyard Regional Trail Enhancement project. Originally awarded over \$842,000 in federal TAP funds for active transportation

improvements, the project included trail crossings and realignment of a driveway at Lakeside Sports Park, near Orem and Vineyard. As the project design advanced, it became clear that the intersection warranted a new traffic signal, an upgrade not anticipated during the original application process.

The addition of the signal, along with inflation and updated cost estimates, raised the total project cost to approximately \$1.784 million. Vineyard City requested an additional \$965,000 in TIP funds to cover these increased expenses and the expanded project scope. Bob explained the reasons behind the cost increase—including unexpected design needs and significant local development since the project's initial planning.

Bob Allen noted that MAG staff considers such increased funding and scope modifications through a contingency process, acknowledging that estimating costs several years in advance can be challenging, especially in a rapidly growing area. Board members discussed how to avoid large cost increases in the future, suggesting earlier design work and better up-front planning.

Mayor Steve Staheli moved to approve adding a traffic signal to the scope of the Vineyard Regional Trail Enhancements project and \$965,053 in funding.

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

2026 TIP Selection Schedule and Draft Metrics

Bob Allen presented the 2026 TIP (Transportation Improvement Program) Selection Schedule, outlining the process and timeline for how regional transportation projects will be proposed, evaluated, and selected for funding in the coming year.

He explained that the process starts in January 2026, with the adoption of updated project scoring metrics. MAG staff will meet with local communities to discuss potential projects and guide applicants through the process. The project idea stage runs through February, with the TAC (Technical Advisory Committee) meeting on February 23 to review all initial project concepts.

By April 6, detailed concept reports on selected projects are due. MAG staff will score the projects using the updated metrics, and results will be shared on April 23. An in-depth review by the TAC happens on April 27, where each project is discussed further. On May 4, the TAC will recommend a ranked list of projects, which is brought to the Board on May 14 for review (but not for immediate action).

The final project list will be adopted on June 11. Afterward, MAG staff will allocate available funding to as many highly ranked projects as budget allows, while also recommending how much funding to reserve for contingency. The final TIP will be approved by the board on August 13.

Bob Allen noted the process is largely unchanged from past years, aside from improvements in the project metrics. The online application system, Workflow, will again be used, with staff providing training to ensure easy

access for all participants. He emphasized the importance of the careful, multi-stage process to maximize funding impact and transparency.

Corridor Preservation: Spanish Fork 300 East

Cody Christensen presented a corridor preservation funding request for Spanish Fork City concerning property at 1172 South Bradford Lane, along the 300 East corridor (designated as H1-17 in phase three of the Regional Transportation Plan). The request involved purchasing two single-family homes and adjacent undeveloped land needed to preserve right-of-way for a future transportation project.

The appraised value for the acquisition was \$1.4 million, with estimated closing costs of \$2,500, bringing the total request to \$1,402,500. Cody Christensen noted that this would leave an estimated \$1.6 million remaining in the unobligated corridor preservation fund, though the exact amount was still being finalized.

Key questions addressed:

- The city was approached by the property owner, making this an opportunity-based acquisition rather than a forced sale.
- Only part of the acquired parcel will be needed for the transportation corridor; a developer has already expressed interest in purchasing the surplus property.
- By state law, proceeds from any resale of surplus property must be returned to the corridor preservation fund.
- The exact design of the corridor and the width of the required right-of-way have not yet been finalized, which is typical in early-stage acquisitions.

Cody Christensen and other staff reaffirmed that such purchases are standard for corridor preservation, enabling flexible future transportation planning, and ensuring prudent use of public resources.

Councilmember Stacy Beck moved to approve this Spanish Fork Corridor Preservation Fund request for \$1,402,500.

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

Corridor Preservation Process Discussion

The Corridor Preservation Process discussion, led by Cody Christensen, focused on challenges and strategies for maintaining the long-term viability of the fund that acquires rights-of-way for future transportation projects. He noted that the fund balance is low and demand is rising, making it essential to explore new guidelines and funding options.

Key points included:

- The corridor preservation fund is currently sustained by a \$10 vehicle registration fee, but this amount is set by state law and cannot be increased without legislative action.

- Existing state code provides guidelines on prioritization, such as giving preference to rapidly growing areas, willingness of local governments to complete detailed studies, effectiveness of preservation projects, availability of matching funds, and inclusion of projects in master plans.
- Ideas for improvement included: developing a scoring/prioritization process (similar to the TIP); possibly implementing application windows to manage demand; and considering geographic distribution so all areas contributing to the fund see potential benefits.
- A key suggestion was to form a working group (including TAC, Board Members, and potentially state legislators) to establish guidelines, evaluate funding options, and ensure fair, transparent allocation.
- The urgency was acknowledged: until new guidelines are in place, there may be a pause or cap on applications if the fund gets too low.

The Board generally supported empowering the TAC to draft recommendations and recognized the importance of legislative involvement for any funding changes. The next steps involve establishing the working group and speeding up the process of guideline creation to secure the fund's financial future and allow for sustainable corridor planning throughout the region.

2023 RTP: Amendment 3/ AQ Conformity Determination

Bob Allen presented Amendment 3 to the 2023 Regional Transportation Plan (RTP), which required an air quality (AQ) conformity determination. This amendment focused on two regionally significant, non-exempt projects in Utah County:

1. Widening I-15 from Payson to Santaquin (expanding to three lanes in each direction, with a new total cost of \$164 million).
2. The Santaquin Main Street Interchange project, with an updated scope and funding now totaling \$115 million.

Because these projects are major additions or significant changes to the RTP, federal regulations required a new emissions analysis and public review to ensure the amendments would not negatively impact regional air quality standards. The air quality conformity review was completed, and both projects were determined to remain within approved air quality limits.

A 30-day public comment period was held, yielding no significant issues. The amendment process and findings were shared with transportation partners, who concurred with the results.

Representative David Shallenberger moved to approve the 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.

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

2027 RTP: Process Development Update

Bob Allen provided an update on the ongoing development of the Regional Transportation Plan (RTP). He explained that the RTP update is at the halfway point of its four-year cycle, with robust work occurring to define

project goals, initial project lists, and project screening criteria. Since the last meeting, the team has synthesized feedback from Board and TAC (Technical Advisory Committee) members about the plan's draft goals and objectives.

Major current activities include running models for trends assessment (such as growth, traffic, and land use), preparing complete initial project lists, and developing screening criteria to focus efforts on the most suitable projects for inclusion. The update process is highly collaborative, with upcoming dedicated sessions to review and refine the project list alongside stakeholders.

Bob Allen highlighted integration of Board and TAC feedback into the goals, including priorities like economic opportunity, traffic management, high-capacity transit, multimodal access, and clean air. He also introduced the “buildout scenario,” a novel approach that considers the transportation network’s needs if/when available land is fully developed—helping to future-proof the plan beyond the mandated 2055 horizon.

Looking ahead, the plan will emphasize finalizing objectives and performance metrics, continuing outreach and input sessions with local leaders, and preparing a foundational RTP for adoption next spring. Stakeholders were encouraged to remain engaged, as this coming year is critical for final decisions.

2026 Meeting Dates

Mayor Dan Olson moved to cancel the December 11, 2025 meeting.

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

Mayor Kurt Ostler moved to approve the proposed 2026 MPO Board meeting dates.

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

Other Business and Adjournment

Chair Mayor Bill Wright stated the next MPO Board meeting is scheduled for January 8, 2026.

Mayor Bill Wright adjourned the meeting.