

MPO Board Meeting

January 8, 2026 | 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	✓	Cameron Diehl, ULCT
Mayor Wyatt Cook, Cedar Fort	✓	Cache Hancey, Vineyard
Mayor Denise Andersen, Cedar Hills	✓	Naseem Ghandour, Vineyard
Mayor Troy Walker, Draper		Ben Hunter, American Fork
Mayor Jared R. Gray, Eagle Mountain	✓	Jeff Lewis, UDOT
Mayor Robert Haddock, Elk Ridge		Andrew Gwynn, UDOT
Mayor Hollie McKinney, Fairfield	✓	Brad Kenison, Lehi
Mayor Neil Brown, Genola	✓	Mary DeLaMare-Schafer, UTA
Mayor Steven Staheli, Goshen	✓	Rob Clyaton, UDOT
Mayor Brittney P. Bills, Highland	✓	Boyd Humpherys, UDOT
Representative David Shallenberger, Legislator		Jackie Larsen, Utah County Farm Bureau
Senator Michael K. McKell, Legislator		Richard Jensen, Provo Resident
Mayor Paul Binns, Lehi	✓	Ben Wuthrich, WFRC
Mayor Carolyn Lundberg, Lindon	✓	John Barney, UTA
Mayor Therin Garrett, Mapleton	✓	Councilmember Stacy Beck, Spanish Fork
Mayor Karen McCandless, Orem	✓	Vern Keesler, Provo
Mayor Bill Wright, Payson - Chair	✓	John Dorney, Orem
Mayor Eric Jensen, Pleasant Grove	✓	Dede Murray, UTA
Mayor Marsha Judkins, Provo	✓	Nick Wilcox, UTA
Mayor Cristy Simons, Salem	✓	Holly Sweeten, Office of Representative Owens
Mayor Daniel Olson, Santaquin	✓	Mallory Bateman, Kem C. Gardner Policy Institute
Mayor Chris Carn, Saratoga Springs	✓	Jenny Reese, Office of Senator Curtis
Mayor Mike Mendenhall, Spanish Fork	✓	Jim Evans, UDOT
Mayor Wade Menlove, Spring Lake	✓	Councilmember Tim DeGraw, Salem
Mayor Matt Packard, Springville	✓	
Mayor Zack Stratton, Vineyard	✓	MAG STAFF
Mayor Ben Hillyard, Woodland Hills	✓	Andrew Wooley, IT Manager
Commissioner Skyler Beltran, Utah County	✓	Bob Allen, Transportation Program Manager
Commissioner Brandon Gordon, Utah County		Cody Christensen, Transportation Planner II
Commissioner Amelia Powers Gardner, Utah County	✓	Dan Wayne, Community Planning Manager
Bryce Bird, Utah Division of Air Quality	✓	Johnathon Knapton, Communications Manager
Carlos Braceras, Utah Department of Transportation	✓	Kendall Willardson, Transportation Planner II
Trustee Jeff Acerson, Utah Transit Authority	✓	Kevin Feldt, Transportation Planning Manager
Mayor Natalie Hall, Bluffdale*	✓	Kimberly Brenneman, Executive Assistant
BG Shawn M. Fuellenbach, Camp Williams*		LaNiece Davenport, MPO Director
Ivan Marrero, FHWA*		Minoo Abrishami, Transportation Planner I
Peter Hadley, FTA*		Shauna Mecham, Planner I/ Air Quality Analyst
Jered Johnson, MPO TAC Chair*	✓	Spencer Foster, Local Administrative Advisor
		Tim Hereth, Analytics Manager

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:47)

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

Public Comment (00:06:13)

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

Minutes - Action (00:06:32)

Mayor Dan Olson moved to approve the minutes from October 9, 2025 and November 13, 2025.

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

Gardner Policy Institute Projections Overview (00:07:11)

Mallory Bateman from the Gardner Policy Institute explained their role as the state's demographic and economic modeling resource and outlined the latest long-range (40-year) population and job projections. Their model operates at the state and county level and is updated every four years to align with transportation planning cycles, using Utah population estimates, tax data, building permits, school enrollment, and vital statistics on births and deaths, supplemented by national economic assumptions and expert review. She emphasized three core drivers: declining fertility (a major change this cycle), increasing life expectancy (producing more older residents and more deaths), and migration heavily tied to the economy and young adult movers. For Utah overall, growth remains strong but no longer follows the old "double in 20 years" pattern; for Utah County in particular, projections show robust, above-state and above-national growth, with the county adding the most people in the state due largely to higher fertility and continued in-migration. Utah County is projected to see significant job growth (from roughly 470,000 to about 750,000 jobs) but the population will grow even faster because of its young age profile and higher births, leading to an aging yet still youth-heavy population mix compared with the rest of Utah. She underscored that these are "most likely" scenarios contingent on current assumptions and policies, and that local land use and policy decisions can materially change the future depicted in the projections.

Growth Data Report (00:22:27)

Tim Hereth presented MAG's Growth Data Report, which uses county parcel (assessor) data—refined with aerial photography to verify year built and unit counts—to show where and how fast Utah County has actually grown over the past ~30 years. His maps and charts highlighted that growth is now widespread but especially intense in the north and west (Lehi, Saratoga Springs, Eagle Mountain) and increasingly in the south, with Cedar Valley emerging from almost no units to a major share of new housing. Over just the last six years since the previous regional plan baseline (2019), Saratoga Springs, Lehi, Eagle Mountain, and American Fork have added thousands of units, and several smaller south-county cities (Salem, Santaquin, Mapleton) are now accelerating as well. Comparing Utah County's recent trend to Salt Lake County's historic trajectory shows Utah County has effectively "picked up" where Salt Lake's growth has slowed, taking a larger share of Wasatch Front housing growth. Tim Hereth explained that this parcel-level "base year" dataset feeds MAG's land-use and travel demand models,

which then drive long-range transportation planning and project selection; the updated base (through 2025/early 2026) will be available via an online map viewer for TAC and cities to review and validate.

Regional Involvement and Support (00:34:14)

Johnathon Knapton, MAG's Director of Government and Public Relations, outlined MAG's strategy for engaging in the upcoming state legislative session and supporting regional priorities. He described a new series of weekly legislative lunches at the Capitol (every Thursday at noon in the Seagull Room, with a virtual option) where mayors and their designees can review key bills, share positions, and interact with legislators; he also noted a "Legislative Landscape" newsletter that will go out quarterly outside session and weekly during session to summarize relevant legislation. Johnathon Knapton emphasized that MAG's tracking focuses on bills affecting its core purview—transportation, transit, aging services, economic development—by "culling" the full state bill list down to a manageable set, with a public bill-tracker on MAG's website showing bill status, brief descriptions, and whether MAG is monitoring or supporting them. He previewed a lean state budget year and highlighted priority themes such as homelessness, water, housing, education, road usage fees, and gas tax adjustments, and noted some positive signals (e.g., restoring funding to the Local Area Administration program and a potential investment at "the Point"). He also clarified MAG's use of lobbyists (for regional, programmatic issues—not individual transportation projects) and explained that MAG's positions on bills are guided by feedback from mayors at the Thursday meetings, allowing MAG and its lobbyists to reflect regional consensus when working with legislators.

TIP Modification - Saratoga Springs - Pony Express Funding Request and Scope Modification (00:45:57)

Bob Allen presented a requested TIP modification for the Saratoga Springs project to widen Saratoga Road and Pony Express Parkway, originally awarded about \$9 million in 2022 county ¼-cent funds to expand Saratoga Road to five lanes (Pony Express to Pioneer Crossing) and Pony Express to three lanes with a new signal. After design, updated estimates rose to about \$10.6 million due to higher construction costs, utility (overhead/underground power) work, culvert and drainage upgrades, and pedestrian improvements. Saratoga Springs also asked to expand the project scope so Pony Express is fully built to five lanes now (rather than three now and two later), including buffered bike lanes and curb and gutter on the south side, to avoid future tear-outs and match the long-term plan for the corridor. The city committed \$1.5 million from remaining State Infrastructure Bank loan funds toward the expanded scope and requested MAG release the project-specific 10% contingency (~\$0.9M) plus additional regional contingency (about \$3.0M total new MAG funds, including scope expansion) for a new total MAG contribution of roughly \$13 million and a new overall project cost of about \$14.5 million. Bob Allen noted the project was unanimously recommended for approval by the TAC, tied it to the broader plan for a five-lane Pony Express corridor east toward Lehi and American Fork, and fielded questions about corridor continuity, future phases, transit service planning on the corridor, and whether MAG's standard 10% contingency policy should be revisited in light of persistent cost inflation.

Mayor Jared Gray moved to approve extending the scope of the Pony Express Signal project as presented and add \$3,944,219.

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

Corridor Preservation - Provo 1185 W 820 N (01:04:35)

Cody Christensen presented Provo City's request for corridor preservation funds to acquire a single-family home at 1185 W 820 N along the planned 820 North corridor (RTP corridor H-41). The property (about 0.54 acres) lies within a long-planned widening project and is being offered by a willing seller—the heirs of the deceased owner, who gave the city first right of refusal—meeting state corridor-preservation requirements. The appraised value is \$690,000, and with estimated closing costs the total funding request is \$691,100. Cody Christensen noted this would be the 16th property acquired on this corridor and would reduce the regional corridor-preservation fund balance from about \$1.6 million to roughly \$810,000, prompting broader board discussion about the fund's sustainability, lack of a formal ranking/prioritization system, and the need to revisit how projects are selected and how rental income from preserved homes and the \$10 vehicle registration fee feed back into the fund. Concerns over process and remaining balance ultimately led the board to move toward creating a working group and updated criteria before acting on additional applications.

Erza Nair moved to approve this Provo 820 N Corridor Preservation Fund request for \$691,100.

Mayor Marsha Judkins seconded the motion.

There was discussion on the motion. Mayor Marsha Judkins withdrew her second and the motion failed.

Commissioner Skyler Beltran made a motion to request the MAG lobbyists to request for an increase in Corridor Preservation Fund.

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

2055 RTP Regional Workshops for TAC and MPO Board (01:34:58)

Kendall Willardson gave an overview of the upcoming work on the 2055 Regional Transportation Plan (RTP) and the series of regional workshops that will involve both TAC members and the MPO Board. He explained that the RTP is the blueprint for the region's long-range, multimodal transportation system (highway, transit, and active transportation), and that the new 2055 RTP—targeted for adoption in 2027—builds on the current "TransPlan50" plan by updating projects, phasing, and revenues based on new data and growth. Kendall Willardson outlined that near-term workshops (late January for technical staff, then sessions for mayors and other stakeholders) will focus on three main tasks: (1) confirming/refining goals and objectives (drawn from the Wasatch Choice Vision and earlier one-on-one mayor feedback), (2) previewing a trends assessment that looks at population, employment, travel time, and access to transit/active transportation, and (3) reviewing an initial project list compiled from city transportation master plans, the existing RTP, and recent studies. Through spring, MAG will use this input and technical screening to narrow and prioritize projects into RTP phases/decades, with further engagement as the draft plan and funding assignments take shape.

2026 TIP Selection Process Kickoff (01:42:01)

Bob Allen briefly kicked off the 2026 TIP (Transportation Improvement Program) selection process, explaining that this is MAG's biennial process for deciding how to allocate roughly \$150 million every two years in regional highway/transportation funds (a mix of federal and county quarter-cent sales tax, often swapped with UDOT for

local delivery). He emphasized that the basic framework has been refined but largely consistent for about 25 years, and that it is separate from UDOT's own large-project funding process. The immediate priority is for cities to coordinate with their TAC representatives (engineers/planners) to develop project ideas and submit draft project concepts by February 2, accompanied by a required letter from the mayor or city manager confirming the jurisdiction supports those applications. Bob Allen noted that MAG staff and TAC will then apply an established technical scoring system, combine it with TAC member scoring, and use the resulting ranked list as a decision-informing tool (not a rigid formula) when TAC and the MPO Board later recommend and approve the final slate of funded projects. He encouraged mayors to talk with their TAC members now, since key work happens before the next board-level update.

Other Business and Adjournment (01:48:37)

Chair Mayor Bill Wright stated the next MPO Board meeting is scheduled for February 12, 2026.

Mayor Marsha Judkins moved to adjourn the meeting.

Mayor Dan Olson seconded the motion, and the motion passed all in favor.