

MPO TAC Meeting
January 5, 2026 | 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	✓	Kendall Willardson, Transportation Planner II	✓
David Salazar, Eagle Mountain	✓	Tim Hereth, Analytics Manager	✓
Royce Swenson, Elk Ridge		Cody Christensen, Transportation Planner II	✓
Mayor Hollie McKinney, Fairfield		Spencer Foster, LAA	
Mayor Neil Brown, Genola		Minoo Abrishami, Transportation Planner	
Mayor Steven Staheli, Goshen		Mathew Silski, GIS Analyst	
Chris Trusty, Highland			
Brad Kenison, Lehi	✓		
Noah Gordon, Lindon	✓		
Rob Hunter, Mapleton	✓		
Taggart Bowen, Orem			
Jill Spencer, Payson	✓		
Aaron Wilson, 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	✓		
Alex Beim, UTA			
Ezra Nair, Utah County	✓		
Richard Nielson, Utah County	✓		
Eric Ellis, Vineyard , 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			
Kevin Anderson, Cedar Hills Alternate		Brandon Larsen, Eagle Mountain	
Robert Mills, Payson Alternate		Chris Trusty, Highland	
Jack Henneman, Fehr & Peers		Kim Struthers, Lehi	
Jared Hall, Orem		Mayor Matt Packard, Springville	
Tyler Smithson, Parametrix		Austin Roy, Saratoga Springs	
Jeff Lewis, UDOT Region 3		Derek Burton, CUWCD	
Naseem Ghandour, Vineyard		Mayor Marsha Judkins, Provo	
Tippe Morlan, Saratoga Springs		Alma Haskell, UTA	
Dede Murray, UTA		Mike West, Lehi	
John Dorny, Orem		Kevin Crowshaw	
Dillon Muirbrook, Spanish Fork		Michelle (virtual with no last name provided)	
Dave Anderson, Spanish Fork		Shawn (virtual with no last name provided)	

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:27)

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

Public Comment (00:01:28)

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

Minutes - Action (00:01:43)

Rob Hunter moved to approve the minutes from October 27, 2025.

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

2026 TIP Selection Process Kickoff (00:03:31)

Bob Allen gave a detailed kickoff update on the 2026 TIP project selection process. He reminded TAC that the TIP is a federally required, fiscally constrained, multi-year program that combines MAG, UDOT, and UTA regionally significant projects (roads, transit, active transportation, airports) and is updated annually, with MAG selecting new projects every two years. For this cycle, MAG expects roughly \$110 million available (including a contingency contribution), with most new project funding in 2029–2030. Eligible projects include new roads, widenings, intersections, active transportation, airport projects, regional transportation studies, new transit services, and air-quality programs. Key requirements are that road projects be on the state functional class map, capacity projects must already be in local transportation plans, and each project idea must include leadership consent (letter from mayor or city manager). The process has four main steps:

1. Project Ideas – short, high-level submittals describing the problem, basic scope, rough cost (using UDOT’s latest federal-style cost-estimating spreadsheet), approvals, and any illustrative materials. MAG staff will review and categorize ideas as high/medium/low potential (non-binding, just feedback) before the project-idea meeting.
2. Concept Reports – for projects moving forward, sponsors must provide a much more detailed scope and cost estimate (signals, turn-lane lengths, sidewalk/trail footage, etc.), so later change orders and funding increases are minimized; detailed supporting materials (maps, presentations, videos) are encouraged. MAG will score concepts using the adopted criteria and methodology, TAC will also score them, and the two scores (MAG 50% / TAC 50%) will be combined to produce an initial ranked list.
3. Funding Allocation – after TAC recommends a draft priority list, MAG staff will “do the math”: starting at the top of the list, they will assign the earliest and most appropriate funding sources (federal, county, and exchange funds) to each project until funds are exhausted, while also reserving a portion for contingency and matching project types with suitable fund types (for example, UTA or UDOT projects that are better suited for federal funds).
4. Final TIP Adoption – a draft funded list (with fund types and amounts) will be released in early July for a 30-day public comment period, after which TAC and the MPO Board will take final action in August, completing the 2026 selection round.

Throughout the process, MAG will again use the Workflow online system for applications, with one designated “submitter” per entity, support for consultants via separate logins, and an improved structure (including the ability to print submissions) based on lessons from the last cycle.

Richard Nielson moved to recommend that the MPO Board approve the TIP selection scoring criteria as presented with the noted change on the transit perpendency

Vern Keslar seconded the motion, and the motion passed all in favor.

TIP Modification: Saratoga Springs - Pony Express Funding Request and Scope Modification (00:37:04)

Bob Allen presented a TIP modification request from Saratoga Springs for the Pony Express Parkway / Saratoga Road project, originally selected in 2022 with \$9 million in county funds. The initial scope was to widen Saratoga Road from Pioneer Crossing to Pony Express to five lanes and to widen Pony Express east to the Lehi city line to a three-lane section, including a new traffic signal at the key intersection. Due to construction cost increases and new conditions—including power line issues, additional culvert and drainage work, general inflation, and added pedestrian improvements—the updated cost for the original scope has risen to about \$10.6 million, requiring \$690,000 from MAG’s contingency (on top of the project’s built-in 10% contingency) to fully fund what was already approved. While refining the design, the city and its consultant also evaluated expanding the scope to widen Pony Express to five lanes instead of three through a defined segment east of the intersection, adding two additional lanes, buffered bike lanes, and south-side curb and gutter. Saratoga Springs committed \$1.5 million from a State Infrastructure Bank loan toward this added work, but the total cost of the scope expansion is about \$3.85 million, leaving roughly \$2.35 million in additional project cost to be covered by MAG. Combining the overrun on the original scope and the proposed expansion, the request to TAC was to add a total of \$3,944,219 in new MAG funding, bringing MAG’s overall contribution to about \$14 million and the full project cost to roughly \$14.5 million. Jeremy Lapin from Saratoga Springs explained that doing the extra widening now, bundled with the existing project, is far cheaper and avoids repeatedly tearing up the corridor, while addressing severe east-west congestion and positioning the corridor for future transit service

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

David Salazar seconded the motion, and the motion passed all in favor.

Corridor Preservation - Provo 1185 W 820 N (00:58:41)

Cody Christensen presented a corridor preservation request from Provo City for a property at 1185 W 820 North, located on the planned H-41 / 820 North corridor. The parcel is a single-family home on 0.54 acres with a willing seller; an appraisal set the value at \$690,000, with estimated closing costs of about \$1,100, for a total request of approximately \$691,100 from the county corridor preservation fund. The property lies directly on the future corridor alignment, and approval would reduce the fund’s uncommitted balance from about \$1.6 million to roughly \$810,000. In discussion, TAC members noted that the house sits relatively far back from the existing roadway and asked whether full acquisition is necessary, but Provo staff emphasized the long-term need to choose one side of the corridor for widening and the uniqueness and market value of this river-adjacent

property. There was also concern about the corridor fund dropping below \$1 million and questions about the timing and flow of new vehicle-registration revenue, but staff confirmed the revenue is ongoing and that a prioritization committee will be convened soon.

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

Aaron Wilson seconded the motion, and the motion passed all in favor.

Growth Data Report (01:05:54)

Tim Hereth presented an update on MAG's growth and housing data, built from parcel-level information refined with aerial imagery to more accurately assign year-built for units through 2025 (and early 2026 in some areas). He showed that since 2005 Utah County has experienced intense, geographically broad growth, with particularly strong recent activity in South County and Cedar Valley (Eagle Mountain area), and that the county's share of state population has risen to about 29%, on a trajectory similar to what Salt Lake County experienced roughly 30 years ago—though Utah County is now slightly outpacing that historical trend, suggesting we are capturing more of the region's growth than previously expected. At the sub-regional level, growth that used to be dominated by the North (e.g., Lehi) has become more balanced, with North, South, and West all contributing significantly; cities like Saratoga Springs, Eagle Mountain, and Lehi together account for roughly 47% of recent housing unit growth despite representing only about a third of the county's buildable urban land. Tim Hereth highlighted emerging curves in smaller south-county cities such as Mapleton, Salem, and Santaquin, as well as strong multifamily growth in Provo, Orem, American Fork, and Vineyard, which may not translate 1:1 into population growth but does increase unit counts. He previewed MAG's base-year review web tool (now live), which displays parcel and TAZ-level housing and land-use data for 2023 and beyond, and asked cities to review and submit corrections and comments within about two weeks of his forthcoming email—emphasizing that local feedback is critical to finalizing accurate base-year data for the next round of modeling and RTP forecasting.

2055 RTP: Goals, Process, and 2026 Calendar (01:18:50)

Kendall Willardson outlined the launch of the 2055 Regional Transportation Plan (RTP) update, explaining that MAG is shifting from the "TransPlan 50 / 2027 RTP" naming to the simpler "2055 RTP", reflecting the plan's horizon year while still containing three 10-year phases (near, mid, long term). He reviewed that the RTP is a multimodal, regionally significant, data-driven plan—covering arterial-and-above roads, fixed-guideway transit, and regional active transportation—and must align with growth forecasts, the base-year data Tim Hereth is preparing, and coordination with FHWA, UDOT, UTA, and the other MPOs via the Unified Transportation Plan. For 2026, the work focuses on: finalizing goals and objectives (access and congestion, high-quality multimodal options, safety for all users, and clean air), refining the trends assessment, screening and building an initial project list (about 400 candidate road and transit projects plus active transportation), and then prioritizing and phasing those projects into the three time bands by year-end. Kendall Willardson described a series of regional workshops—TAC-focused workshops by subarea (West, Central, South, North) in late January and MPO Board and elected officials workshops by area in late February—where staff will present goals, trends and draft network maps, and solicit detailed local feedback on missing, mis-scoped, or mis-phased projects. He emphasized the importance of TAC members and elected officials attending their regional workshop (or another

if they have a conflict), actively marking up maps, and coordinating with new mayors and councils so that the 2055 RTP reflects current local plans and priorities.

MPO Orientation (01:36:24)

Bob Allen briefly introduced the upcoming MPO Orientation for new MPO Board members, noting that it will be held at 4:00 PM on Thursday, January 8, 2026 in the Health and Justice Building, Room 2500, immediately before the regular 5:30 PM Board meeting. The purpose is to help newly elected mayors and other officials understand the structure, roles, and processes of the MPO, including how TAC, the Board, the TIP, and the RTP fit together and what participation means for their communities. Bob Allen strongly encouraged TAC members to attend alongside their mayors, both to support their learning and to help explain how MPO decisions affect local projects, and asked TAC to communicate the importance of this orientation to their newly elected officials.

Other Business and Adjournment (01:40:25)

Kevin Feldt noted that MAG staff will be proposing the creation of a new standing committee focused on growth and development issues, parallel in stature to TAC and reporting directly to the MPO Board (not as a subcommittee). He explained that he will present this to the Board on Thursday with several structural options (membership, roles, naming, scope) rather than a fixed model, and then refine the concept based on Board direction. Kevin Feldt noted that details are still being worked out—such as who would serve on the committee and its exact responsibilities—but that MAG intends to bring a more formal, detailed agenda item to TAC at the February 2 meeting for further discussion and input.

Chair Jered Johnson stated the next MPO TAC meeting is scheduled for February 2, 2026.

Jered Johnson adjourned the meeting.