

PAYSON CITY  
ECONOMIC DEVELOPMENT BOARD RETREET  
MTECH Building, 993 South 1950 West, Payson, Utah  
Monday, March 23, 2026, 5:00 p.m.

1. Call to Order

Economic Development Board Chair Brian Hulet called the meeting to order at 5:15 p.m.

Individuals present included:

Jill Spencer – Payson City Development Services Director  
Eric Rasband – Utah Department of Transportation  
Diane Jensen – Payson Santaquin Area Chamber of Commerce  
Scott Wolford – Utah Inland Port Authority  
Kris Phillips – Economic Development Board member  
Kevin Johnson – Mt View Hospital  
Mark Kershaw – Economic Development Board member  
Kirk Beecher – Planning Commission Chair  
David Rowley – Innovation Center  
Robert Mills – Assistant City Manager  
Dave Tucket – City Manager  
Ty Jones – Economic Development Board member  
Amalie Ottley – Payson City Recorder  
Brian Hulet – Economic Development Board Chair  
William Wright – Payson City Mayor  
Sean Pickup – Payson Automotive  
Christian Aledo – X Raptor Roofing  
Joseph Hansen – Self-employed  
Lindsay Hughes – Nebo School District  
Ron Gailey - OnPointe

2. UDOT (Utah Department of Transportation)

Eric Rasband presented the plan for Payson Parkway. He presented each of the phase up to year 2050. UDOT's transportation plans are updated every 4 years. He discussed the Payson Parkway project was discussed, noting that the PRI branch of The Church of Jesus Christ of Latter-day Saints has donated 40 acres of land along with funding support, while approximately \$95 million has been secured through Utah Department of Transportation for initial infrastructure including ramps, a railroad crossing, and a single lane in each direction connecting to State Route 198. Additional funding is still required, and the project will be presented for approval at a future committee meeting. The scope of the project includes realignment of I-15 and associated ramps, with environmental documentation cleared in 2017. The team hopes to secure remaining funding and begin preliminary work this year, with heavy construction anticipated next season. Total project costs are estimated up to \$1 billion, necessitating a phased, incremental funding approach. Concerns were noted regarding southern ramp connectivity. Eric noted that federal approval will be required for new access points to I-15. He added that the Utah Transportation Commission, which meets every six weeks and is appointed by the governor, will review projects as bids are received. Payson Main Street will remain open during construction, though future realignment is planned, with an emphasis on maintaining city connectivity and preserving the historic character. Additional connectivity considerations include access to nearby parcels such as Utah Valley University

and a proposed UTA Frontrunner. There are currently no plans to widen I-15 in this area through at least 2050.

### 3. UTA – not addressed

### 4. Inland Port/rail spurs

Scott Wolford from the Business Development team for Inland Port Authority discussed that once a parcel is built in an inland port area 25 years' worth of tax revenue is frozen. Revenues are then diverted for differential eligible purposes. 25% increase in property value still flows to taxing entities and 75% goes to the port authority and has to be reinvested in Payson City. That money can be used to invest in infrastructure to promote site readiness. Payson City then has an incentive to provide for potential businesses. Incentivized companies provide a workforce for the community and for kids coming from local schools and nearby communities. The goal of the inland port authority is to get more freight off trucks and onto rails using rail spurs. Rail spurs are short secondary tracks branching off a main line that are connected on one end and designed for loading, unloading, or storing railcars at specific industries. Rail spurs enable rail service to factories, warehouses, etc. serving as a cost-effective alternative to trucking. The group discussed if rail spurs are wanted in Payson City. Union Pacific builds rail yards to handle trains that can be up to 5 miles long with the goal to ship nationally at the same speed as trucks. Scott brought up how to make Payson attractive to a rail operator. He discussed that rail spurs bring jobs to the area but there is competition with other port authority areas. Scott also discussed the 25 year projections for Utah County for growth while jobs are still forecasted to be in SL County. The projections create concerns for traffic problems presenting the need to bring jobs and industry to Utah County, especially south Utah County. A rail spur in Payson City would require 3000 feet of straight tracks on flat ground for prospective commuter and/or transport rails. Mayor Wright stated that a rail spur would take large trucks off of the road but also doesn't want to cause disruption in the city. He added that the railways must have the right type of cargo. Jill Spencer discussed if people want to do rail spurs for single users or if there are more transloading opportunities. Jill brought up the importance of how the city would have to plan for and be competitive with other inland port areas including industrial zoning. She asked if Payson is set up to handle rail spurs and what changes in land use would be required in the General Plan. Christian Aledo asked about logistics of picking up from rail cars and delivery to his company. Scott indicated that rail shipping is more competitive at over 500 miles and better for large use cases. The group discussed the potential economic benefits of developing a rail spur, including its ability to create jobs, attract businesses, and strengthen local supply chains. Participants noted that rail access could encourage more in-house manufacturing and industrial activity, with larger "anchor" companies drawing in smaller supporting businesses. The relationship between commuter rail and rail spurs was clarified, with the understanding that while they cannot share the same track, they can be located adjacent to one another. It was also emphasized that a large box store would likely utilize the rail spur with frequent deliveries, creating additional opportunities for smaller businesses to benefit from increased logistics access.

### 5. PRI – not discussed

### 6. Innovation Center

David Rowley, Innovation Center Coordinator, introduced the new center. The Innovation Center is a place where start-up companies can come in and have a quick cost-effective way to

start a business. Three businesses currently rent space from the Innovation Center using the available office space, conference room, and podcast room. The Innovation Center also offers engraving, embroidery, 3D printing tools, etc. David's background is in helping businesses grow and serves as a mentor and interacts with the businesses and brings in other local experts in marketing and prototypes with the goal that the startups outgrow the space in a year and bring in more people. Hopefully the businesses will grow and stay in Payson. The Innovation Center website offers signs-ups for workshops, time with mentors, and other opportunities. David stated that advertising for the Innovation Center has included an I-15 billboard, social media, emails to businesses in Payson, and work with the local Chamber of Commerce.

## 7. Committee Reports, Assignments and Goals

Kris Phillips (Golf Event Committee) reported on the Golf Committee. She stated they are working on an invitation for golf tournament for the October 1<sup>st</sup> event. She indicated that the event invites perspective businesses to come to Payson. The tournament includes breakfast, helicopter rides, massages and many networking opportunities. Committee members discussed the possibility of other opportunities for people who don't play golf like hiking, biking, photography, and even a golf clinic.

Kirk Beecher (Strategic Plan, Website Committee) reported that he will work on the website and strategic plan as committee members are replaced.

Robert Mills (Business Retention Committee) reported that the committee continues to carry out the Economic Development Board's mission statement. He stated that the committee held a successful networking event in November 2025 at the local movie theater. Committee members were able to gather data from those businesses about successes and struggles in Payson City. Robert hopes that similar events will be held quarterly in the future. Robert brought up concerns about being able to visit the businesses in Payson. Committee members discussed the logistics of visiting the 700+ businesses in Payson and the ability to reach out to business owners on a regular basis.

Mark Kershaw (Education Committee) reported on his committee's theme "Adventures in Education" with the goal to bring students from local schools and the Advanced Learning Center (ALC) and MTech to connect students to local businesses. Mark reported on the things that were successful in 2025 and hopes to add more events.

Ty Jones (Downtown Committee) reported that he got a grant from the State of Utah to hire a director of the Downtown Coalition nonprofit organization. The director will be Ronda Hair from the ALC. He stated the goal of the Downtown Committee is to combine with the Main Street Initiative to promote economic vitality, promotion of downtown, design of downtown, organization. The new director will gather data to find out more about the business and spaces in the downtown area.

Dave Tuckett (Business Recruitment Committee) reported that the committee meets every week and focuses on reaching out to business owners and developers.

#### 8. OnPointe/Survey

Ron Gailey from OnPointe attended the meeting to report on surveys he has completed for the city in the past. In those surveys, businesses were asked what kind of growth they have had in the past 3 years and projected growth in the next 3 years. The survey also asked about the city's permitting process and rating, if they have sponsored events in the city or would want to sponsor an event in the future, and concerns and/or needs from the city. Committee members all agreed that the survey aimed at both residents and businesses would provide beneficial information to the committee.

#### 9. City Report

The following statistics about Payson City were reported:

- New businesses opened in 2025 = 98 total, 50 commercial, 48 home businesses.
- Businesses closed in 2025 = 53 in total, 28 commercial, 25 homes businesses
- 625 total active businesses currently.
- Commercial construction increased = 13% increase 839,443 square feet of buildable commercial space approved.
- Residential = 7,265 total units, some entitled and under construction
- Revenues have grown with property taxes, building permits, and other taxes. Sales tax has steadily increased, and other cities and the State have not grown as much.

#### 10. 2026 Goals, Plans, & Budget

Brian Hulet reported that budgets were approved for the Economic Development Board committees in varying amounts. He discussed the top priorities of the board for the coming year.

#### 11. Vision Statement

Brian presented the need for Payson to have a vision statement; he will work on that with other committee members and staff this year.

#### 12. Other

Brian asked the group if the Economic Development Board should provide recommendations to the City Council. Committee members discussed the need to follow Open Public meetings Act as well as what information is being shared. Jill Spencer brought up how State law provides guidance for how recommendations and decisions are made on land use. Robert Mills suggested that any feedback, information, or data, from the Economic Development Board moving forward go to the City Council through a focused and organized recommendation.

#### 13. Adjournment

Mayor Wright made a motion to adjourn the meeting. Jill Spencer seconded the motion. The meeting was adjourned at 8:15 p.m.