

# MPO BOARD MEETING

April 16, 2026 | 5:30 pm - 7:00 pm



Board Member Attendees	Present	Alternates/ Others in Attendance
Mayor Carla Merrill, Alpine	✓	Council Member Ezra Nair, Vineyard Alternate
Mayor Brad Frost, American Fork - Vice Chair	✓	Commissioner Jim Evan, UDOT Alternate
Mayor Wyatt Cook, Cedar Fort	✓	
Mayor Denise Andersen, Cedar Hills	✓	David Salazar, Eagle Mountain
Mayor Troy Walker, Draper		Conner Haus, Rep. Mike Kennedy's Office
Mayor Jared R. Gray, Eagle Mountain	✓	Boyd Humpherys, UDOT
Mayor Robert Haddock, Elk Ridge		Jaron Robertson, UTA
Mayor Hollie McKinney, Fairfield	✓	Christopher Chesnut, UDOT
Mayor Neil Brown, Genola	✓	Jeff Lewis, UDOT
Mayor Steven Staheli, Goshen	✓	Rob Clayton, UDOT
Mayor Brittany Bills, Highland	✓	Ben Hunter, MPO TAC Vice Chair
Representative David Shallenberger, Legislator	✓	Mayor Kate Bradshaw, ULCT
Senator Michael K. McKell, Legislator		Cameron Diehl, ULCT
Mayor Paul Binns, Lehi	✓	Muriel Xochimitl, X-Factor
Mayor Carolyn Lundberg, Lindon	✓	Chandler Beutler, UTA
Mayor Therin Garrett, Mapleton		
Mayor Karen McCandless, Orem	✓	
Mayor Bill Wright, Payson - Chair	✓	
Mayor Eric Jensen, Pleasant Grove	✓	
Mayor Marsha Judkins, Provo	✓	
Mayor Cristy Simons, Salem	✓	
Mayor Daniel Olson, Santaquin	✓	<b>MAG STAFF</b>
Mayor Chris Carn, Saratoga Springs	✓	Cody Christensen, Transportation Planner II
Council Member Stacy Beck, Spanish Fork	✓	Kendall Willardson, Transportation Planner II
Mayor Wade Menlove, Spring Lake	✓	Kevin Feldt, Transportation Planning Manager
Mayor Matt Packard, Springville		Kimberly Brenneman, Executive Assistant
Mayor Zack Stratton, Vineyard	✓	LaNiece Davenport, MPO Director
Mayor Ben Hillyard, Woodland Hills		Matthew Silski, GIS Analyst
Commissioner Skyler Beltran, Utah County	✓	Michelle Carroll, Executive Director
Commissioner Brandon Gordon, Utah County	✓	Minoo Abrishami, Transportation Planner I
Commissioner Amelia Powers Gardner, Utah County	✓	Spencer Foster, Local Administrative Advisor
Bryce Bird, Utah Division of Air Quality	✓	Tim Hereth, Analytics Manager
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 (00:01:43)**

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

### **Public Comment (00:05:45)**

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

### **Minutes - Action (00:06:57)**

Mayor Chris Carn moved to approve the minutes from March 12, 2026.

Mayor Paul Binns seconded the motion, and the motion passed all in favor.

### **Regional Growth Forum (00:06:57)**

Kevin Feldt presented the concept of a Regional Growth Forum as a pivot from the originally proposed MPO Growth Committee after extensive discussion with the MPO TAC and MAG leadership. Instead of a formal standing committee reporting directly to the MPO Board, the forum would be a region-wide, quarterly gathering focused on collaboration and information sharing among elected officials, city staff, industry professionals, and partners such as UDOT, UTA, water districts, and the Utah Lake District. It would be publicly noticed, organized (not open-mic at large), and topic-driven, emphasizing “think regionally, act locally”—helping jurisdictions coordinate on cross-boundary issues like housing, employment, land use, transportation, water, and economic development. Kevin Feldt explained that the forum itself would not have decision-making or funding authority; its “power” would be in shared data, best practices, and coordination. Based on survey responses from local jurisdictions, the first meetings are expected to focus on transportation–land use and transportation–economic development relationships, as well as corridor preservation and implementation of the county grid network. MAG plans to schedule the initial forum meeting in early fall (around September) and will send out a survey reminder and further details to refine topics and participation.

### **Corridor Preservation Program Update (00:16:32)**

Cody Christensen presented an update on the Corridor Preservation Program, explaining that its purpose is to proactively identify and purchase future corridors for roadways, transit, and (newly) active transportation so the right-of-way can be secured before projects are imminent and land prices escalate. He reviewed eligibility, noting projects must be on the Regional Transportation Plan (RTP) and meet certain qualifiers. Cody Christensen then walked through the revised scoring framework, which is organized into high, medium, and low priority categories. High-priority factors include connectivity, project timing—where 6–10 years out is considered the “sweet spot”—and pre-planning. Medium-priority factors cover efficiency of corridor purchase (buying only what’s needed vs. whole parcels and how quickly excess land is resold) and the functional classification of the facility (arterial, collector, etc.). Low-priority factors include funding history (whether a sponsor has received funds in the last five years), a new growth element based on percent population growth in the area (replacing a previous multi-jurisdiction factor), and the amount of local match contributed, which can boost lower-scoring projects. He emphasized that projects will not compete directly against each other; instead, they will be

evaluated against a fixed points threshold (still to be finalized) to determine if they are “viable” before being advanced to MPO TAC and the MPO Board for action.

#### **2055 RTP: Project List Update (00:22:08)**

Kendall Willardson reported on the 2055 Regional Transportation Plan (RTP) project list update, summarizing outcomes from the January–February workshops. He explained that MAG staff took the large initial set of candidate projects for highways/roadways, transit, and active transportation—shown to MPO Board members at the workshops—and, using the comments and direction received, narrowed the list from just under 500 projects to under 400. The resulting “screened” list and updated maps are included in the meeting packets. Kendall Willardson outlined next steps: a final opportunity for feedback via a web-map-based public comment period running May 4–June 3, open to local governments and stakeholders. He asked MPO Board members to alert MAG staff to any major concerns with specific projects by April 30, noting that staff is already receiving and incorporating MPO TAC comments. He then connected this project-screening work to the broader RTP process, explaining that the refined list will feed into prioritization and phasing (Phase 1, 2, and 3 in 10-year increments) later in the year, with workshops in August, finalized phased project lists by November, a second public comment period in February 2027, and full RTP adoption targeted for June 2027.

#### **2055 RTP: Prioritization Overview (00:28:57)**

Kendall Willardson explained that the 2055 RTP is moving from building the project list into the prioritization phase, where projects will be evaluated under financially constrained resources. To do this in a consistent and transparent way, MAG will use a Multi-Objective Decision Analysis (MODA) framework, a federally recognized best practice that scores how projects perform against the board-approved RTP goals and objectives (e.g., access, clean air, safety, mobility). He emphasized that MODA is a staff tool, not a replacement for MPO Board decision-making: it will not select projects, and it can’t capture every local nuance. The process will define performance measures and criteria, rate and normalize projects to a common 0–100 scale so they can be compared, and then apply weights to reflect which goals the board considers most important. MPO TAC and the MP Board will help set these priorities, review results, and use the rankings and score “distance” between projects as an input to decide which projects go into the fiscally constrained RTP. Kevin Feldt noted that staff will return frequently over the coming months, including an end-of-summer workshop, so the MPO Board can refine measures, weights, and final project selections leading up to RTP completion.

#### **2055 RTP: Data Discussion (00:38:15)**

Tim Hereth gave an overview of MAG’s data products and web tools that support the 2055 RTP and local planning, focusing on how cities and partners can access and review MAG data. He demonstrated the Maps and Data section on [magutah.gov](http://magutah.gov) and walked through several key applications: Community Profiles (city-level demographics, transportation mode share, traffic volumes, land use, housing, and income using ACS and MAG forecasts), the Wasatch Choice Vision map, the RTP map (showing fiscally constrained and needs projects), the TIP app and its dashboard (programmed projects and funding by year/agency), and a Traffic application with historic and 2050 forecast volumes and animated growth. He also showed the Base Year Review / building-stock app that maps existing buildings and units over time, a generalized future land use layer combining city general plans, a popular bike lanes and trails map, and a more technical traffic model outputs app that exposes modeled speeds, capacities, lanes, and transit for different years and scenarios. Throughout, Tim Hereth stressed that

these tools are meant to be transparent, interactive resources for cities, invited feedback on errors—especially in parcel and housing counts—to improve the base year for modeling, and explained that MAG regularly updates data using aerial imagery and works within statewide standards (Gardner Policy Institute population, ACS, etc.) to maintain consistency across the region.

#### **MAG MPO FY2027 Unified Planning Work Program (UPWP) Draft (01:04:36)**

Kevin Feldt explained that the UPWP is an annually required document that functions as MAG's work plan and budget for MPO activities, covering both MAG staff work and certain tasks by UDOT and UTA. It documents prior-year accomplishments, identifies regional planning priorities, and lays out funding sources and budgets for five core program areas: long-range planning, short-range planning, travel demand and socioeconomic forecasting, technical planning assistance to local governments, and administration/coordination (including legislative work). For FY2027, MAG is updating the UPWP to align with the 2055 RTP goals and objectives (rather than the 2050 RTP), refresh the MPO Board and stakeholder lists, revise organization charts for MAG, UDOT, and UTA, and incorporate the new FY2027 budget and revenue sources. Key anticipated tasks include: completing the 2055 RTP and associated air quality conformity analysis; completing the next TIP; assisting with the North County PEL study; initiating the new Regional Growth Forum; coordinating with UTA on its long-range transit plan and with UDOT on the Unified Plan; and beginning development of a next-generation activity-based travel model. Kevin Feldt outlined the schedule: the public comment period on the draft opened April 9 and runs through May 9, with notices sent to city staff and PIOs; MPO TAC received the same presentation earlier in the week; he will return to the MPO Board on May 14 with a comment summary and near-final draft; and then seek MPO Board approval in June, so the UPWP can be submitted to FHWA and FTA by July 1.

#### **MPO Director Report (01:11:22)**

LaNiece Davenport gave a four-part MPO Director report. First, she reminded MPO Board members that MAG planning staff are available to visit city council meetings or work sessions to introduce the MPO, explain services, and discuss coordination opportunities; several visits are already scheduled, and she invited additional cities to reach out. Second, she provided a federal update on the FY27 President's budget and the ongoing Surface Transportation reauthorization and appropriations process, noting the administration's emphasis on core infrastructure (roads, bridges, freight, aviation, maritime), proposed reductions for transit/EV/multimodal programs, the role of the reauthorization in setting MPO funding rules, and the likelihood of a continuing resolution if Congress does not complete reauthorization before the current law's expiration on September 30, 2026. Third, she highlighted the new "Bob the Bobsled Express" BRT line in Park City, operated by High Valley Transit on SR-224 with 10–15-minute service and zero-emission buses, emphasizing that roughly half of its ~\$100 million cost came from a mix of federal and state funds and the rest from local sources and local option sales taxes, as an example of what similar funding strategies could enable in Utah County. Finally, she previewed the upcoming COG meeting agenda item on the new UTA Transit Commission structure, noted she would attend and be available as a resource, and then concluded her report.

#### **Other Business and Adjournment (01:18:00)**

Chair Mayor Bill Wright stated the next MPO Board meeting is scheduled for May 14, 2026.

Chair Mayor Bill Wright adjourned the meeting.