

MPO BOARD MEETING

May 14, 2026 | 5:30 pm - 7:00 pm



Board Member Attendees	Present	Alternates/ Others in Attendance
Mayor Carla Merrill, Alpine	✓	Laurel Price, Utah County Alternate
Mayor Brad Frost, American Fork - Vice Chair	✓	Council Member Tim DeGraw, Salem Alternate
Mayor Wyatt Cook, Cedar Fort	✓	Council Member Kasey Beck, Mapleton
Mayor Denise Andersen, Cedar Hills		Ben Hunter, MPO TAC Vice Chair
Mayor Troy Walker, Draper		David Salizar, Eagle Mountain
Mayor Jared R. Gray, Eagle Mountain	✓	Jay Fox, UTA
Mayor Robert Haddock, Elk Ridge		Issac Paxman, Utah County
Mayor Hollie McKinney, Fairfield	✓	Mary De La-Mar Schafer, UTA
Mayor Neil Brown, Genola	✓	Julie Bjornstad, WFRC
Mayor Steven Staheli, Goshen		Adam Cowie, Linton
Mayor Brittany Bills, Highland	✓	Council Member Katrice MacKay, Provo
Representative David Shallenberger, Legislator	✓	Jaron Robertson, UTA
Senator Michael K. McKell, Legislator		Rob Clayton, UDOT
Mayor Paul Binns, Lehi	✓	Boyd Humpherys, UDOT
Mayor Carolyn Lundberg, Linton	✓	Dillon Muribrook, Spanish Fork
Mayor Therin Garrett, Mapleton	✓	Jeff Lewis, UDOT
Mayor Karen McCandless, Orem		Muriel Xochimiltl, X-Factor
Mayor Bill Wright, Payson - Chair	✓	Dede Murray, UTA
Mayor Eric Jensen, Pleasant Grove	✓	Conner Haus, Mike Kennedy's office
Mayor Marsha Judkins, Provo	✓	Chandler Beutler, UTA
Mayor Cristy Simons, Salem	✓	
Mayor Daniel Olson, Santaquin	✓	
Mayor Chris Carn, Saratoga Springs	✓	
Mayor Mike Mendenhall, Spanish Fork	✓	
Mayor Wade Menlove, Spring Lake	✓	
Mayor Matt Packard, Springville		
Mayor Zack Stratton, Vineyard	✓	
Mayor Ben Hillyard, Woodland Hills	✓	
Commissioner Skyler Beltran, Utah County	✓	MAG STAFF
Commissioner Brandon Gordon, Utah County	✓	April Crane, Finance Director
Commissioner Amelia Powers Gardner, Utah County		Andrew Wooley, IT Manager
Bryce Bird, Utah Division of Air Quality	✓	Bob Allen, Transportation Program Manager
Carlos Bracerias, Utah Department of Transportation	✓	Cody Christensen, Transportation Planner II
Trustee Jeff Acerson, Utah Transit Authority	✓	Johnathon Knapton, Communications Manager
Mayor Natalie Hall, Bluffdale*	✓	Kendall Willardson, Transportation Planner II
BG Shawn M. Fuellenbach, Camp Williams*	✓	Kevin Feldt, Transportation Planning Manager
Ivan Marrero, FHWA*	✓	Kimberly Brenneman, Executive Assistant
Peter Hadley, FTA*		Michelle Carroll, Executive Director
Jered Johnson, MPO TAC Chair*		Minoo Abrishami, Transportation Planner
		Spencer Foster, Local Administrative Advisor
		Tim Hereth, Analytics Manager

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:16)

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

Public Comment (00:05:12)

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

Minutes - Action (00:05:46)

Mayor Dan Olson moved to approve the minutes from April 16, 2026.

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

Lehi - Crossroads Blvd/Lehi Main Scope Modification (00:06:10)

Bob Allen presents a revenue-neutral scope modification for the Lehi Main Street/Crossroads Boulevard widening project at the Jordan River between Lehi and Saratoga Springs. The original project widened an old 2-lane bridge and roadway segment to five lanes, funded with about \$13.6M in county funds. The project is complete with roughly \$920,000 left over. Since completion, Lehi City has seen increased crashes at Willow Lane, a three-legged intersection within the project limits, and a new traffic signal is warranted. Lehi requests to use \$300,000 of the remaining funds to add the signal, with about \$620,000 returning to the TIP fund. MPO Board members discussed design, including the idea of a "high-T" intersection to maintain a free westbound through movement.

Mayor Jared Gray moved to approve the addition of a traffic signal to the Crossroads Blvd/Lehi Main St project adding direction to consider a high-t design.

Carlos Bracerias seconded the motion, and the motion passed all in favor.

Lindon - 200 S/Geneva Rd Intersection Additional Funding Request (00:52:56)

Bob Allen introduces a TIP modification for Lindon City's intersection at 200 South and Geneva Road near the North Pointe Solid Waste Special Service District and a railroad crossing. The original 2018 award was \$700,000 to add a right-turn pocket and address dangerous queuing up and over the I-15 overpass. Due to inflation, complex Union Pacific Railroad coordination, and additional design requirements (extended crossing, trail crossing, pedestrian beacons, and signal arms), costs have increased substantially. Mayor Lundberg explains regional significance: 200 South serves heavy garbage truck traffic for many Utah County cities using the transfer station and will become a key access to a major North Pointe expansion, and the intersection will eventually connect directly to the planned Vineyard Connector / Utah City corridor. UDOT is contributing \$850,000 in railroad funds; the request from MAG funds is about \$2.43M in additional money. After questions about the adjacent corner building and trail alignment, Commissioner Skyler Beltran moves approval, Mayor Marsha Judkins seconds, and the motion passes unanimously.

Commissioner Skyler Beltran moved to approve adding \$2,429,400 to the 200 S/Geneva Rd project.

Mayor Marsha Judkins seconded the motion, and the motion passed all in favor.

Springville - 1200 W Phase 3 Additional Funding Request (00:13:00)

Bob Allen presents a funding request from Springville City for Phase 3 of the 1200 West corridor (a long-range north-south facility from Spanish Fork up to about 1400 North / Flying J area). Springville previously received \$1.3M to construct half of a 5-lane cross section from 400 South to 500 North, with the understanding that developers would build the other half as land develops, mirroring earlier phases. Design is now complete, but the city is facing very high right-of-way costs and construction cost increases. To complete this last portion, Springville requests an additional \$3.64M. The city commits to covering construction management and inspection plus its normal match.

Mayor Wyatt Cook moved to approve adding \$3,641,488 to the Springville 1200 W project.

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

2026 TIP Prioritized Project List (00:16:20)

Bob Allen updates the board on the 2026 TIP project selection cycle. He reviews the two-stage process: projects went through an initial project idea phase, then a more detailed concept phase. MAG staff applied a technical scoring based on criteria adopted by the board earlier in the year; the Technical Advisory Committee (TAC) then spent a full day hearing project presentations and applied its own score. The combined technical + TAC scores were used to generate a draft prioritized list covering nearly \$200M in requested projects; actual available funding is estimated around \$110M, once adjustments for non-federal delivery and inflation by programmed year are considered. Projects include roadway, active transportation, and a small number of transit and airport projects. Bob emphasizes that the scoring is a decision-informing tool, not a binding decision: the board can deviate, but historically has rarely done so. He notes that, under the new scoring system, active transportation projects tend to score higher, so future funding discussions must consider how many AT projects to fund relative to other modes. Several mayors, especially from rapidly growing western cities, voice concerns about major capacity and safety needs (e.g., third access from Eagle Mountain, SR-73 congestion and crashes) and the relatively low ranking of some critical road projects. The list is presented for information only; no action is taken, and formal adoption is targeted for the June 11 meeting.

Corridor Preservation Process Adoption (00:26:36)

Cody Christensen presents the updated Corridor Preservation process developed with a working group of board and TAC members. He reviews the purpose of corridor preservation—identifying and acquiring future road and transit right-of-way early to ensure availability, control costs, and reduce hardship on property owners. The board annually approves a map of eligible corridors (typically in the fall). Recent state legislation added active transportation (AT) as an eligible use for corridor preservation funds, but to qualify an AT project must be regionally significant and shown on the map. Because there are currently no AT corridors on the preservation map, and adding them now would essentially require restarting the ranking process, the working group recommends handling AT on a case-by-case basis as requests arise, and revisiting a dedicated AT ranking process in the future if demand warrants. Cody also walks through the ranking criteria for high, medium, and low

priority measures—covering connectivity, timing, pre-planning, efficiency of the purchase (e.g., using or re-selling excess property), multimodal elements, functional road classification, funding history, and other factors. With questions addressed and prior discussions largely completed at earlier meetings, the board is asked to approve the revised process (discussion is in the transcript; the formal motion and vote occur just outside the clipped section, but the direction is to adopt this updated framework).

Mayor Carla Merrill moved to approve the Corridor Preservation Process to be amended as presented with a minimum threshold of 50 points.

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

MAG MPO FY2027 Draft Unified Planning Work Plan (UPWP) (00:35:00)

Kevin Feldt reviewed the FY2027 Unified Planning Work Program (UPWP) for the MPO. He describes the UPWP as the federally required work plan and budget outlining major planning tasks for the next fiscal year (starting July 1). Key tasks include: finishing the 2055 Regional Transportation Plan (RTP) and its air quality conformity analysis, completing the 2027 TIP, supporting UDOT's Northern Utah County Planning and Environmental Linkage (PEL) study, launching a regional growth forum (a more flexible, forum-style body instead of a standing committee), coordinating with UTA on their long-range transit plan and an activity-based travel model, and ongoing technical assistance, forecasting, and administrative work. Kevin Feldt noted the UPWP was released for public comment, with three commenters and five main comments—mostly about RTP content (e.g., transit emphasis, land use), so formal responses will appear primarily in RTP documentation but will also be answered as UPWP feedback. Since the prior MPO Board review, staff has finalized the FY2027 budget, updated 2026 legislative outcomes, and cleaned up authorship and editor credits. The UPWP will return as an action item next month for adoption and submission to FHWA/FTA before July 1.

2055 RTP: Process Development - Draft Prioritization Criteria (00:38:45)

Kevin Feldt presented draft project prioritization criteria for the 2055 Regional Transportation Plan (RTP), built on a Multiple Objective Decision Analysis (MODA) framework. He explained that each mode—roadway, transit, and active transportation—will be scored separately against the MPO Board's previously adopted five RTP goals: (1) Improved access to opportunities, (2) Manageable and reliable traffic conditions, (3) Quality transportation choices, (4) A safe transportation system, and (5) Clean air. For each goal, he described example metrics: e.g., for access, projects are evaluated on how they complete the road grid, increase jobs or residents accessible by car, transit, or walking; for reliability, projects are judged on relief of future congestion chokepoints and delay; for quality choices, the focus is on supporting high-growth areas, high transit demand, and expanded AT mileage; for safety, criteria draw heavily from the region's Safe Streets for All plan, including high injury networks and new tools like bike boxes; and for clean air, the overall effect on vehicle miles traveled and multimodal shifts. Kevin Feldt outlined next steps: gathering MPO Board feedback now, returning on June 11 for consensus on criteria and to introduce weighting, using working groups (board + TAC members) over the summer to refine weights, and presenting final weighting recommendations to the MPO Board by the August 13 meeting.

Report on the Statewide MPOs Regional Roadway Grid Study (01:01:30)

Tim Hereth reported on the nearly completed statewide Regional Roadway Grid Study, funded by the Legislature to help all MPOs and UDOT adopt a consistent approach to defining and evaluating roadway grid connectivity. He walked through an online “Story Map” resource that will present the study’s findings and interactive datasets. The study looked at benefits of well-connected grid systems—accessibility, resilience to incidents, network efficiency, and equity of access by income and geography—using literature review and data analysis. Each MPO’s existing plans and projects were compiled and vetted via workshops and TAC review to generate a set of candidate connectivity projects, which were then analyzed with common performance metrics. The output is a three-tier list of recommended projects: Tier 1 projects suitable for near-term MPO programming, Tier 2 longer-range or lesser-benefit projects, and Tier 3 more local or low-impact connections. The Story Map also includes several map layers (e.g., barriers and crossings, income/geography, other grid metrics) intended as tools for local planning and to support efforts like SB 195 (connections over barriers). Tim Hereth additionally highlighted a visual jurisdictional transfer infographic explaining the step-by-step process if a community wishes to transfer road ownership to or from UDOT. The study is in final formatting and will soon be made public as a planning resource.

Other Business and Adjournment (01:07:33)

Chair Mayor Bill Wright stated the next MPO Board meeting is scheduled for June 11, 2026.

During Other Business, Mayor Jared Gray invited the Mayors in the room to attend Mayor’s Night at the Rodeo in Eagle Mountain on June 11.

The conversation then shifted to safety concerns: several MPO Board members from Eagle Mountain, Saratoga Springs, and Fairfield reported receiving real-time information about multiple serious vehicle crashes occurring simultaneously on the limited access routes serving their valley (including a primary arterial with only two lanes in critical segments). They emphasized that:

- There are very few access points in and out of the valley, creating a chokepoint for daily travel and emergency response.
- The crashes involved significant injuries and likely fatalities, with air medical response and multiple emergency calls, underscoring the life-safety risk of current conditions.
- The area continues to experience rapid residential growth, adding large numbers of vehicles each month, while roadway capacity and alternate routes have not kept pace.
- Local leaders feel that despite repeatedly raising these issues and submitting projects, some of their most critical road capacity and safety projects are not ranking high enough relative to other investments (including some non-capacity projects), and are not being addressed quickly enough.

MPO Board member feedback and discussion included:

- MPO Board agreed that the situation is a concern from a safety and reliability standpoint, and that the region needs more than incremental fixes.

- Suggestions to intensify joint advocacy with state legislators, focusing specifically on western Utah County access, the lack of redundancy in the network, and the need to treat this as a county- and region-level priority, not just a local problem.
- Discussion of funding and scheduling constraints: staff and state transportation representatives explained that major projects are programmed many years in advance under the state's transportation infrastructure fund, with a substantial portion of revenues already committed through the early 2030s. They outlined current and planned studies and projects intended to improve access and capacity in the northwest part of the county (e.g., corridor extensions, new connections, and long-range planning studies).
- A recognition that long-range plans (RTP, corridor studies, PELs) must clearly capture these access and safety needs so they are eligible for funding, but also that timing is critical; some MPO Board members noted that tools such as state bonding or other accelerators may be needed to address the gap between growth and infrastructure delivery.
- Agreement that the MPO can most contribute by strengthening and clarifying its plans and priorities, while elected officials coordinate a stronger, unified message to state decision-makers.

Chair Mayor Wright closed the discussion by reiterating that the MPO's role is to ensure these needs are accurately planned and prioritized so they can be funded, and acknowledged both the severity of the current situation and the need for continued, coordinated work with state partners.

Chair Mayor Bill Wright adjourned the meeting.