MPO TAC Meeting

June 1, 2026 | 1:30 pm - 3:00 pm

Member Attendees	Present	MAG Staff	Present
Jason Judd, Alpine		Andrew Wooley, IT Manager	✓
Ben Hunter, American Fork - Vice Chair	✓	Bob Allen, Transportation Program Manager	✓
Council Member Eric Boud, Cedar Fort		Cody Christensen, Transportation Planner II	✓
Chandler Goodwin, Cedar Hills		Kendall Willardson, Transportation Planner II	✓
Todd Taylor Draper	✓	Kevin Feldt, Transportation Planning Manager	✓
David Salazar, Eagle Mountain	✓	Kimberly Brenneman, Executive Assistant	✓
Melanie Paxton, Elk Ridge		LaNiece Davenport, MPO Director	✓
Mayor Hollie McKinney, Fairfield		Matthew Silski, GIS Analyst	✓
Mayor Neil Brown, Genola		Minoo Abrishami, Transportation Planner	✓
Mayor Steven Staheli, Goshen		Spencer Foster, Local Administrative Advisor	✓
Chris Trusty, Highland		Tim Hereth, Analytics Manager	✓
Brad Kenison, Lehi	✓		
Noah Gordon, Lindon	✓		
Rob Hunter, Mapleton		Springville, Highland, Saratoga Springs,	
Taggart Bowen, Orem	✓	Mapleton, Santaquin	
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			
Dede Murray, UTA	✓		
Ezra Nair, Utah County			
Richard Nielson, Utah County			
, Vineyard			
Ted Mickelsen, 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	
Austin Roy, Saratoga Springs	Brandon Larsen, Eagle Mountain
Braden Sheppard, Farmland Reserve	Mike West, Lehi
Carlie Torres, UTA	Naseem Ghandor, Vineyard
Derek Burton, CUWCD	Sarah Rasmussen Bateman, UVU
Jordan Sheets, Kimley-Horn	Brian Voeks
Lani Eggertsen-Goff, Parametrix	Glen Tanner, Utah County Alternate
Seth Barrus, Mapleton	Britton Tveten, Pleasant Grove
Tippe Morlan, Saratoga Springs	Jeff Lewis, UDOT
Mack Drzayich	
	Online: Todd Taylor, Jill Spencer

DISCUSSION & AGENDA ITEMS

Call to Order (00:02:21)
Chair Jered Johnson opened the meeting at 1:30 pm.

Public Comment (00:04:00)
Chair Jered Johnson opened the meeting to the public.

Chair Jered Johnson read a written public comment submitted by Michael Floyd, Eagle Mountain resident, regarding a May 14, 2026 accident on Mountain View Corridor and Pony Express and simultaneous crashes across Cedar Valley. Mr. Floyd described extreme gridlock and limited access to health care due to no hospitals west of Mountain View Corridor and urged the committee not to prioritize bus canopies, airport taxiways, or trails over projects that relieve Cedar Valley bottlenecks, specifically citing the Wild Blossom Boulevard corridor extension, which is ranked near the bottom of the 2026 TIP list.

UTA New Service Presentation (00:06:24)
Bob Allen introduced Dede Murray (UTA) and Nick Wilcox (UTA) to present on the North Utah County Innovative Mobility Zone serving Cedar Valley and North Utah County. Dede Murray explained that this IMZ will use UTA On Demand (app-based, flexible transit rather than fixed route) as the primary solution in a zone of about 77 square miles, projected to serve ~160,000 annual riders, 180,000 residents, and 71,000 jobs when it launches in summer/August 2026. The $2.50 fare will include free transfer to bus and FrontRunner, helping solve first/last-mile issues and generating detailed trip data to inform future fixed-route and guideway planning. Nick Wilcox described the service area (Eagle Mountain, Saratoga Springs, Lehi Station, American Fork Station, Texas Instruments area, hospitals, schools), the six-mile distance cap (with exceptions for trips to FrontRunner stations), approximate fleet size (16–17 vehicles, eight ADA-accessible), and expected wait times (10–15 minutes typical, up to ~30 minutes at peak). Questions covered duration (indefinite, with contract limits but no current plan to withdraw zones), fare parity with bus, use of passes, coverage in eastern Eagle Mountain, and experience in West Provo (good potential but underused; Provo/UTA need to promote it more).

MAG MPO FY2027 Unified Planning Work Plan (UPWP) Adoption (00:19:09)
Kevin Feldt presented the FY2027 Unified Planning Work Program for the MPO. He briefly recapped major tasks funded in the 2027 fiscal year, including: coordination with UTA's Long-Range Transit Plan (LRTP/Pell study), completion of the Transportation Improvement Program (TIP), completion and maintenance of the Regional Transportation Plan (RTP), and other standard MPO planning work. Since the prior draft, MAG added the FY2027 budget, identified 2026 legislative outcomes, and reformatted the document. Kevin Feldt outlined the schedule: TAC recommendation at this meeting, MPO Board action on June 11, and submission of the final UPWP to FHWA and FTA before July 1.

Brad Kenison moved to recommend that the MAG MPO Board approve the FY2027 Unified Planning Work Program as presented.

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

Federal Performance Measures - Target Modifications (00:21:32)

Kendall Willardson presented proposed updates to the federal performance measure targets MAG must adopt in coordination with UDOT under FHWA rules. He reviewed the framework: targets are set on a four-year basis for the National Highway System (NHS) and cover pavement condition, bridge condition, safety (fatalities/serious injuries, motorized and non-motorized), reliability, freight reliability, percent of non-single-occupancy-vehicle travel, and peak-hour excessive delay per capita. UDOT provides the technical analysis and recommended statewide targets; MPOs may either adopt those or set their own (which triggers a substantial additional analysis burden).

Key recommendations discussed:

- Pavement (Interstate): Adjust "good" target from 50% to 45%, keep "poor" at ≤5%, recognizing expected decline with modeling and avoiding FHWA penalties.
- Pavement (Non-Interstate NHS): Maintain 30% good and ≤10% poor.
- Bridge Condition: Maintain current targets while methodology changes are implemented through 2028; leave some "pressure" to help with potential federal grant competitiveness.
- Safety (motorized & non-motorized): Maintain 2.5% reduction targets in fatalities and serious injuries over the four-year period; Kendall noted fatalities are generally trending slightly down, serious injuries more mixed, and that safety is being elevated in RTP/TIP prioritization.
- Reliability (person-miles): Keep targets at 80% reliable for interstate and 65% for non-interstate, recognizing ongoing construction, growth, and inflation/buying power constraints.
- Freight Reliability (truck travel time reliability index): Increase the target from 1.60 to 1.75, effectively accepting a somewhat less reliable freight network compared to past goals, because observed data are trending above the former target; UDOT recommends the same change statewide and other MPOs are adopting it.
- Percent Non-SOV Travel: Increase Provo–Orem urban area target from 26% to 29% non-SOV commuting (based on federal survey data showing an upward trend); similar conservative increases in other urban areas.
- Peak-Hour Excessive Delay per Capita: Raise the Provo–Orem target from 7 to 10.5 annual hours, acknowledging increasing congestion; Salt Lake is substantially higher (~20 hours), reflecting greater urbanization.

Questions focused on:

- Statewide or MPO-led;
- Timing; and
- How multimodal considerations might be better reflected in the future.

Vern Kesslar moved to recommend that the MPO Board adopt the adjusted statewide targets for the required federal performance measures as presented.

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

TIP Selection - Funding Discussion (00:39:26)
Bob Allen led a discussion item on how to apply the recently adopted TIP priority list within expected funding constraints and by mode (roads, active transportation, transit, "other" such as airports). He reviewed historical allocations from the last four funding cycles (approximate averages): 67% roads, ~20% active transportation, ~4.5% transit, ~8% other, noting that "other" is volatile because it has often been dominated by airport projects (Provo).

Bob Allen then walked through projected funding for FY2029–2030. Using the TAC-approved priority order, he built a "blue list" of projects that could be funded under these assumptions while roughly matching historic mode shares. In that scenario:

- The top three active transportation projects (including Highline Canal Trail – Phase 2) are funded, landing near 21% of total funds (close to the historic 19.9%).
- One "other" project (Spanish Fork Taxiway Bravo) is funded, about 1.5% of total funds (though historical average for "other" is nearer 8%).
- A substantial set of roadway projects are projected to be funded down to a natural scoring break, using about 73% of funds (somewhat higher than the historical 67% road share).
- One transit project (UTA bus canopies) is funded at ≈4.5% of total, almost exactly matching the historic transit share.

Bob Allen stressed this was a draft and that further refinement (e.g., adjusting for whether a project is in 2029 vs. 2030, updated revenue data, bid outcomes, and contingencies) could push funding slightly farther down the list. The MPO Board at its next meeting will review both prioritization and potential mode splits and may direct MAG either to stay close to historical proportionality or to deviate (e.g., spend more on roads and less on AT/transit), though staff is not recommending a modal rebalance.

Dave Salazar highlighted that Eagle Mountain is experiencing severe, growing congestion with serious safety and emergency-access concerns. The northwest part of Utah County relies essentially on two heavily loaded east–west routes, SR-73 and Pony Express, carrying roughly 50,000 and 35,000 vehicles per day respectively. With city growth above 6% annually, key links like Ranches Parkway are already operating above capacity. He pointed to the recent serious crashes on SR-73/Mountain View and on Pony Express (including the death of a 13-year-old), which produced system-wide gridlock and highlighted lack of redundancy and delayed emergency response. On that basis, he strongly advocated that:

- Ranches Parkway be treated as an immediate congestion-relief project, and
- The Wild Blossom Boulevard corridor extension be moved higher in priority as a critical regional relief and secondary route for Cedar Valley.

David Salazar provided potential changes to fund more projects including:
Reduce or repurpose MAG's central contingency set-aside
Identify and reclaim funds from "stalled" or non-advancing projects
Leverage MAG Corridor Preservation funds to lower TIP construction costs
More frequent "true-up" between projected and actual revenues
Consider, at the Board level, whether to modestly rebalance mode shares

Several members strongly defended MAG's long-standing regional contingency practices—both the 10% TIP contingency and an additional large contingency—arguing that recent experience with major cost overruns (especially right-of-way and bids doubling) shows that without a shared buffer, already-approved projects could fail and the region would lose credibility. Overall, the committee acknowledged Eagle Mountain's acute needs but leaned toward preserving contingency and the adopted prioritization framework, while asking staff to look creatively for smaller funding adjustments rather than reshuffling the list.

2055 RTP: Process Development Update - Prioritization Criteria and Weighting Update (01:28:16)
Kendall Willardson provided a brief update on the 2055 Regional Transportation Plan (RTP) process, focusing on scoring criteria and upcoming weighting decisions.

He confirmed that the draft evaluation criteria under MAG's five RTP goals (safety, mobility/reliability, multimodal choices, environment/health, economic vitality) are moving forward substantially as previously presented, with one notable refinement requested: incorporating educational destinations (e.g., UVU, BYU, MTech, major school campuses) into the "high access to opportunity" criterion, not just jobs.

Next, MAG will score projects unweighted, then apply weights to the goals/metrics. Initially each goal will be equal, but staff expects, for example, managing reliable traffic may ultimately receive more weight.

Kendall Willardson outlined a process for setting weights:

- MAG staff and consultants will develop an initial "baseline" weighting proposal.
- A joint working group (TAC + MPO Board members + UDOT + UTA) will meet twice in July to review the baseline weights and criteria nuances, then recommend adjustments.
- TAC will then review and comment on the working group's proposal.
- The MPO Board will make the final decision on weights in August, which will then be used to produce ranked and phased RTP project lists for adoption around November.

Kendall Willardson asked for 5–6 TAC volunteers to serve on the RTP working group. After discussion volunteers and seats were identified, including representation from Eagle Mountain (David Salazar), American Fork (Ben Hunter), Spanish Fork (Jered Johnson), Utah County (to be designated), and participation from UDOT and UTA (Dede Murray confirmed UTA's technical staff will be involved).

Other Business and Adjournment (01:41:24)
Chair Jered Johnson stated the next MPO TAC meeting is scheduled for August 3, 2026 at the new MAG Provo Office building..

Chair Jered Johnson adjourned the meeting.