

MPO BOARD MEETING

August 13, 2026 | 5:30 pm - 7:00 pm



Board Member Attendees	Present	Alternates/ Others in Attendance
Mayor Carla Merrill, Alpine		Sierra Pierson, Pleasant Grove Alternate
Mayor Brad Frost, American Fork - Vice Chair	✓	Council Member Kasey Beck, Mapleton Alternate
Mayor Wyatt Cook, Cedar Fort	✓	
Mayor Denise Andersen, Cedar Hills	✓	Alice Beattie, High Street Consulting
Mayor Troy Walker, Draper		Jackie Larsen, State Representative
Mayor Jared R. Gray, Eagle Mountain	✓	Andrew Gruber, WFRC
Mayor Robert Haddock, Elk Ridge		Jeff Lewis, UDOT
Mayor Hollie McKinney, Fairfield	✓	Muriel Xochimitl, UTA
Mayor Neil Brown, Genola	✓	AJW
Mayor Steven Staheli, Goshen	✓	Ajspencer
Mayor Brittany Bills, Highland		Andy Spencer
Representative David Shallenberger, Legislator	✓	Cameron Diehl, ULCT
Senator Michael K. McKell, Legislator	✓	Curtis Blair, Utah Valley Chamber
Mayor Paul Binns, Lehi	✓	Boyd Humpherys, UDOT
Mayor Carolyn Lundberg, Lindon		Jim Evans, Utah Transit Commission
Mayor Therin Garrett, Mapleton		Rob Clayton, UDOT
Mayor Karen McCandless, Orem	✓	Andrew Gwynn, UDOT
Mayor Bill Wright, Payson - Chair		Ben Hout, UDOT
Mayor Eric Jensen, Pleasant Grove	✓	Brandon Heston, UDOT
Mayor Marsha Judkins, Provo	✓	Chandler Beutler, UTA
Mayor Cristy Simons, Salem	✓	Nichol Boudreaux, UTA
Mayor Daniel Olson, Santaquin	✓	Jaron Robertson, UTA
Mayor Chris Carn, Saratoga Springs	✓	Jeff Acerson, Utah Transit Commission
Mayor Mike Mendenhall, Spanish Fork	✓	JJ Hsn, American Fork City
Mayor Wade Menlove, Spring Lake		
Mayor Matt Packard, Springville	✓	
Mayor Zack Stratton, Vineyard		
Mayor Ben Hillyard, Woodland Hills	✓	
Commissioner Skyler Beltran, Utah County	✓	
Commissioner Brandon Gordon, Utah County	✓	
Commissioner Amelia Powers Gardner, Utah County	✓	
Bryce Bird, Utah Division of Air Quality	✓	
Carlos Bracerias, Utah Department of Transportation	✓	
Jay Fox, Utah Transit Authority	✓	
Mayor Natalie Hall, Bluffdale*		
Colonel Andy Owens, Camp Williams*		
Ivan Marrero, FHWA*		
Peter Hadley, FTA*		
Jered Johnson, MPO TAC Chair*	✓	
		MAG STAFF
		Andrew Wooley, IT Manager
		Bob Allen, Transportation Program Manager
		Cody Christensen, Transportation Planner II
		Dan Wayne, Comm. Planning & Econ. Dev. Mgr.
		Kendall Willardson, Transportation Planner II
		Kevin Feldt, Transportation Planning Manager
		Kimberly Brenneman, Executive Assistant
		LaNiece Davenport, MPO Director
		Michelle Carroll, Executive Director
		Tim Hereth, Analytics Manager

DISCUSSION & AGENDA ITEMS

Call to Order (00:00:00)

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

Executive Director Welcome (00:07:20)

Michelle Carroll formally welcomed everyone to the MAG's new building and noted it was the first MPO Board meeting at the new location, with only temporary AV in place. She asked for patience as they worked through AV "kinks" and stressed speaking directly and closely into the microphones and avoiding side conversations. She clarified that MAG staff had not yet moved offices to this building (that would happen at the end of October) and reminded attendees to check calendar invites for smaller meetings, which might still be at the Orem office. She promised a future open house once they were fully settled.

Introductions (00:09:09)

Public Comment (00:12:06)

Chair Mayor Bill Wright opened the meeting to the public.

Representative Jackie Larson spoke to place concerns in a public forum regarding the TIP funding approval later on the agenda. She specifically asked that the Loafer Mountain Parkway Phase Two line item not be included in this TIP action at that time. She clarified she was not asking that it be removed from the RTP or lose its longer-term earmark (around 2030), only that it not be in the current funding approval. She said she would remain available for questions.

Mayor Wright closed the public comment period.

Minutes - Action (00:13:50)

Mayor Brad Frost moved to approve the minutes from June 11, 2026.

Mayor Cris Carn seconded the motion, and the motion passed all in favor.

Statewide Transportation Funding (00:14:30)

Carlos Braceras (UDOT) gave an in-depth presentation on state transportation funding and prioritization. He walked the MPO Board through UDOT's online Strategic Direction pages and focused on several key funds:

- Transportation Fund (gas tax & diesel "special fuels") – how revenues were projected, split 70% to UDOT / 30% to cities & counties (the B&C formula), and used for maintenance, operations, and smaller construction projects.
- Highway Federal Funds – the last year of the IIJA federal bill, issues around continuing resolutions, required state match, and the share that flowed to MPOs (MAG received about 18% of local pass-through funds).

- Transportation Investment Fund (TIF) – funded by 27.68% of statewide sales tax, used for capacity projects over \$5M, with a portion servicing debt from past bonds and another portion going to transit capital (including FrontRunner) and Active Transportation (Utah Trail Network).
- Aeronautics Account – aviation fuel revenue used to match FAA funds at airports (e.g., past investments at Provo Airport).

Carlos Braceras explained fiscal constraint, the Unified Plan (combining MPO and UDOT long-range plans), and the ranking process that generated a prioritized list of projects using criteria such as safety, future employment growth, current & future congestion, and population growth. He noted that Utah County had successfully pushed for more weight on future growth, which changed rankings. He also showed the cash-flow chart for TIF through 2032, highlighting that debt service gradually declined but that available cash was already programmed far into the future, limiting immediate capacity for new large projects. MPO Board members asked questions about how commission decisions interacted with the ranked list, how specific corridors (e.g., SR-73) were positioned, the role of bonding, and emerging technologies like advanced air mobility, which he described as a niche complement rather than a replacement for roads and transit.

Regional Transportation Planning (00:52:42)

LaNiece Davenport presented the regional funding picture under MAG's Regional Transportation Plan (RTP). She emphasized fiscal constraint: the region could only include in the fiscally constrained plan those projects it reasonably expected to fund with projected federal, state, and local revenues over the planning horizon (2027–2055). LaNiece Davenport presented modeling that compared total needs vs. projected revenues and noted a very large statewide gap (~\$40B) and a substantial shortfall in the MAG region just for roadway projects (about \$42B need vs. \$22.1B projected revenue, implying a ~68% gap).

She then walked through about 10 potential revenue mechanisms:

- Sales tax increases or adjustments (legislative authority required).
- Vehicle registration fees, already used in Utah County's corridor preservation program.
- Fuel tax (with declining long-term viability as vehicles become more efficient and electrified).
- Federal formula funds & competitive grants (high potential but with federal constraints and national competition).
- Local option sales taxes (which Utah County was already using to the full extent currently authorized).
- B&C road funds (noted as politically difficult to change).
- Road usage charges (RUC) based on miles driven, with long-term promise but implementation complexity.
- Transportation utility fees (TUFs) recently given clearer legislative support and distinct from property tax.
- Bonding (which helped accelerate projects but increased total cost and faced low current political appetite).
- Tolling for large, discrete projects, requiring both state and federal approvals.

The purpose was to start a policy conversation about which options the county and cities might have had an appetite to pursue, with an emphasis on stable, sustainable funding rather than relying on one-time earmarks.

2027 TIP Adoption (01:13:36)

Bob Allen explained the Transportation Improvement Program (TIP) listed all regionally significant projects to be funded in roughly the next five years, had to be fiscally constrained, and had to draw projects from Phase 1 of the RTP. This cycle's TIP included about 225 projects totaling approximately \$3.8 billion in investment.

He outlined the selection process: a two-year programming cycle, concept development concluded in May, the MPO Board provided direction in June on how to allocate funds, and staff then programmed projects and released the draft TIP for a 30-day public comment period (July 10–August 8) plus a public open house (July 22). Only one public comment was received, relating to the Loafer Mountain Parkway Phase Two project, and that comment was being forwarded to the relevant study team but did not trigger any required change to the overall TIP. Air quality conformity had been verified and the TIP was confirmed as fiscally constrained.

During questions on the draft TIP, members discussed the Loafer Mountain Parkway Phase Two project and concerns raised in the public comment earlier in the meeting. Bob Allen confirmed that this project used county sales tax funds, which had more flexibility than some restricted sources. There was discussion related to where the priority is greatest for a road in the north west region and a road in the south region.

Bob Allen explained that MAG's contingency funds (typically around 10% of project costs) existed to handle inflation and unforeseen project issues. The Board had previously directed staff to maintain these contingency levels because without them, big overruns would have forced MAG to either cancel projects or push many projects back by years to rebalance cash flow. It was argued that projects already sitting on their own dedicated funding should get extra scoring credit and that maintaining large contingency reserves effectively penalized unfunded high-need corridors. Bob Allen acknowledged that could potentially change for future scoring criterion.

Mayor Jared Gray moved to adopt the TIP list that was before the Board, with direction that staff return later with an amendment to add the Wildflower Road project to the TIP.

Mayor Cris Carn seconded the motion, and the motion failed due to lack of support.

Commissioner Brandon Gordon moved to approve the 2027 Transportation Improvement Program as presented.

Mayor Christy Simmons seconded the motion, and the motion passed all in favor.

UTA Park and Ride Lots - Additional Funding (01:33:34)

Bob Allen presented the first TIP modification request from UTA concerning two park-and-ride lots in Eagle Mountain and Saratoga Springs. One of the sites had encountered environmental constraints and cost inflation, resulting in a need for about \$1.6M in additional funding. UTA also had leftover federal funds from a completed FrontRunner-related project that could be partially reallocated. The proposal was to add \$768,283 in federal contingency funds, and to reallocate the remaining leftover funds from the prior project into this park-and-ride project, making it whole.

Mayor Marsha Judkins moved to approve reallocating \$855,859 from the UVX station project and adding \$768,283 to the Park and Ride Lots project.

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

American Fork 200 South 300 West Roundabout - Additional Funding (01:36:50)

Bob Allen presented the second TIP modification involving an intersection project in American Fork at 500 East near I-15, one of two primary routes to the FrontRunner station and a congested node. The project would construct a roundabout, but design work revealed the need to purchase an adjacent home to accommodate the geometry. The city of American Fork would purchase the home with its own funds, reconfigure the driveway and access, and then resell the home once construction was complete. The TIP modification request was for additional funding (from contingency) to cover construction-related modifications (but not the purchase price itself), reflecting inflation and the extra design complexity.

Mayor Densie Anderson moved to approve adding \$687,540 to the 200 South 300 West roundabout project.

Mayor Cris Carn seconded the motion, and the motion passed all in favor.

RTP Development Guidelines (01:40:30)

Kevin Feldt provided a brief update that MAG is working with a group of MPO Board and MPO TAC members to develop guidelines, with additional information being provided in the upcoming months.

2055 RTP: Process Development Update - Prioritization Criteria and Weighting Update (01:41:28)

Kevin Feldt presented an update on the UTPP (Utah Transportation Project Prioritization) system, which underpins how projects are scored and ranked for inclusion and phasing in the Regional Transportation Plan (RTP) and in funding programs. He explained that staff and a technical working group had reviewed the existing criteria and found some anomalies in how certain projects were scoring. To address this, they tested revised criteria and goal weights and brought forward a set of recommended changes. The goals were listed on the left of his slide, with mode-specific weights (for highways, transit, active transportation, etc.) on the right. The proposed adjustments modestly shifted emphasis toward traffic operations and transportation choices/multimodal access, while still preserving attention to safety, system preservation, and growth. Kevin Feldt stressed that these weights would be used to generate a new, test project ranking list that would inform Phase 1 RTP project selection and funding decisions. He outlined the schedule: staff would return to the September 10 MPO Board meeting with the test ranking results and seek direction, then move into a series of project workshops (one afternoon and one evening, currently planned for September 21 and September 23) to apply the system in the next RTP/TIP programming cycle. He invited board members to provide feedback on the proposed goal weights before they were finalized, since they effectively served as RTP development guidelines by determining which types of benefits and needs scored highest.

MPO Director Report (01:46:00)

LaNiece Davenport provided brief state and federal updates, noting that FrontRunner double-tracking had received an important federal capital grant (CIG) award, bringing in about \$1.28 billion in federal support. She

mentioned the PASS Act, co-sponsored by Rep. John Curtis, which aimed to improve federal formulas for fast-growing transit regions like Utah's. She also warned that the federal government might face a shutdown or continuing resolution around September 1, making passage of a timely transportation bill uncertain.

LaNiece Davenport referenced MAG's internal strategic goals (20+ goals) and noted the organization was on track with its implementation plan, offering to bring a more detailed progress report to a future board meeting.

Other Business and Adjournment (01:49:01)

Chair Mayor Bill Wright stated the next MPO Board meeting is scheduled for September 10, 2026.

Chair Mayor Bill Wright adjourned the meeting.