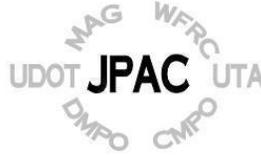


# Joint Policy Advisory Committee

MOUNTAINLAND ASSOCIATION OF GOVERNMENTS  
 UTAH DEPARTMENT OF TRANSPORTATION  
 DIXIE METROPOLITAN PLANNING ORGANIZATION



WASATCH FRONT REGIONAL COUNCIL  
 UTAH TRANSIT AUTHORITY  
 CACHE METROPOLITAN PLANNING ORGANIZATION

**Thursday, December 4, 2025**  
**Gathering and Lunch: 11:30-11:45 a.m.**  
**Meeting: 11:45 a.m.-1:30 p.m.**

JPAC		
<b>CACHE MPO</b>		
Kathleen Alder*	Mayor, Providence City	
Jeff Gilbert*	Director, Cache MPO	Present
Todd Beutler	Director, Connect	Present
<b>DIXIE MPO</b>		
Gil Almquist*	Commissioner, Washington County	
Myron Lee*	Director, Dixie MPO	Present
Darin Bushman	Executive Director, Five County AOG	
<b>MAG MPO</b>		
Bill Wright*	Mayor, Payson City	Present
Amelia Powers Gardner*	Commissioner, Utah County	
Brandon Gordon*	Commissioner, Utah County	
Julie Fullmer*	Mayor, Vineyard City	Present
Carla Merrill*	Mayor, Alpine City	Present
LaNiece Davenport*	Director, MAG MPO	Present
Michelle Carroll	Executive Director, MAG	Present
Kevin Feldt	Transportation Planning Manager, MPO MAG	Present
<b>UTAH TRANSPORTATION COMMISSION</b>		
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<b>UDOT</b>		
Carlos Braceras*	Executive Director, UDOT	Present
Ben Huot	Deputy Director, Planning and Investment, UDOT	Present
Tiffany Pocock	Director, Program Development, UDOT	Present
Andrea Olson	Director, Planning, UDOT	Present
Eileen Barron	Manager, Strategic Communications, UDOT	Present
Leif Elder	Director, Policy and Legislative Services, UDOT	
Peter Asplund	Analyst, Policy and Legislative Services, UDOT	Present

Josh Van Jura	Director, Transit and Trails, UDOT	
<b>UTA BOARD</b>		
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<b>UTA</b>		
Jay Fox*	Executive Director, UTA	
Carlton Christensen	Trustee, UTA	Present
Beth Holbrook	Trustee, UTA	
Jeff Acerson	Trustee, UTA	Present
Nichol Bourdeaux	Chief Planning and Engagement Officer, UTA	
Alex Beim	Manager, Long Range and Strategic Planning, UTA	Present
<b>WFRC</b>		
Lee Perry*	Commissioner, Box Elder County	
Mark Shepherd*	Mayor, Clearfield	Present
Bob Stevenson*	Commissioner, Davis County	Present
Steve Gale*	Mayor, Morgan City	
Commissioner Raelene Blocker*	Commissioner, Morgan County	Present
Jeff Silvestrini*	Mayor, Millcreek City	
Dirk Burton*	Mayor, West Jordan City	Present
Dawn Ramsey*	Mayor, South Jordan City	Present
Jenny Wilson*	Mayor, Salt Lake County	
Alison Stroud*	Councilmember, Sandy City	Present
Andy Pierucci*	Councilmember, Riverton City	Present
Dave McCall*	Councilmember, Tooele City	
Jared Hammer*	Councilmember, Tooele County	
Neal Berube*	Mayor, North Ogden	
Sharon Bolos*	Commissioner, Weber County	Present
Andrew Gruber*	Executive Director, WFRC	Present
Ted Knowlton	Deputy Director, WFRC	Present
Jory Johner	Manager, Long Range Planning, WFRC	Present
Julie Bjornstad	Senior Transportation Planner, WFRC	Present
Miranda Jones Cox	Manager, Government Relations, WFRC	Present
<b>FHWA</b>		
Ivan Marrero	Division Administrator, Utah, FHWA	Present
Patrick Gomez	Deputy Division Administrator, Utah, FHWA	
Trisha Sharma	Planner	Present
Kelly Lund	TPM, FHWA	
<b>FTA</b>		
Tracey MacDonald	Director, Planning and Program Development, FTA	

Peter Hadley	Community Planner, FTA	
* 2025 Voting Member		

OTHERS	
Laura Hansen, GOPB Chloe Weaver, GOPB Mallory Bateman, Kem C. Gardner Policy Institute Jenny Reese, Sen. John Curtis' Office Laurel Price, Utah County Alternate Nicole Neer, Utah County Alternate Hugh Van Wagenen, WFRC Kimberrly Rivera, X-Factor George Angerbauer, UTA Ross Romero, Salt Lake County Council	Jonathan Knapton, MAG Bob Allen, MAG Mino Abrishami, MAG Kendall Willardson, MAG Stephanie Tomlin, UDOT Annette Royle, UTA Johnnae Nardone, WFRC Cathie Griffiths, UTA Chandler Beutler, UTA

**Call to Order (00:00:17)**

LaNiece Davenport opened the meeting at 11:45 am.

**Minutes - Action (00:06:16)**

Andrew Gruber moved to approve the minutes from September 4, 2025.

Trustee Carlton Christensen seconded the motion, and the motion passed all in favor.

**State Topic: BUILD Coordinating Council (00:06:45)**

Laura Hansen explained that the BUILD Coordinating Council was created by executive order to better coordinate Utah's many long-range planning efforts across state agencies, regions, and topic areas (e.g., transportation, water, housing, energy, economic development). The council (cabinet-level) and its staff counterpart, the State Planners Alignment Network (SPAN), are designed to improve both vertical coordination (state → regions → counties → cities → neighborhoods → projects) and horizontal coordination (across policy areas like transportation, water, land use, agriculture, and public lands). She described the long-term vision: a unified, interactive statewide map that layers 30-year plans for transportation, water, energy, recreation, and economic development—along with political boundaries—to identify where investments align or conflict and where there are “clusters of opportunity.” To date, the council has agreed on shared goals and core values, analyzed “Utah’s troubling seven” risks plus added constraints (air quality, loss of prime ag land, natural disasters, land ownership, topography), and is now moving toward identifying “robust strategies”—actions that advance multiple goals at once (e.g., mixed-use centers, public-lands partnerships, regional infrastructure investments, and innovations in agriculture that support rural economies while conserving water). Laura Hansen emphasized that this is an evolving, iterative effort, including a state plan library and shared GIS data, and invited participants to learn more via the governor’s website at [governor.utah.gov/build](http://governor.utah.gov/build).

**State Topic: Utah Trail Network (00:21:39)**

Stephanie Tomlin, UDOT Trails Division Director, outlined the new statewide master plan for a connected system of paved, non-motorized trails funded through SB 185 (2023), which provides \$45M one-time and \$45M ongoing. The vision is a regional “backbone” of separated, comfortable trails that connect Utahns of all ages and abilities to key destinations, not just local recreational paths. To build the plan, UDOT held 11 regional workshops, 15 focus groups, and combined that input with existing local and regional active transportation plans and data to create a data-driven, statewide network. The final network is organized into three project types: (1) Base Network (high-scoring, regionally significant projects from existing plans), (2) Gap Closures (short missing links that

connect existing trails), and (3) Vision Corridors (longer “moonshot” regional routes requiring major investment). When built out, the network would total about 3,100 miles, placing roughly 95% of Utahns and 96% of jobs within one mile of a Utah Trail Network route and connecting 200+ cities, transit stations, and state/national parks. Stephanie Tomlin emphasized that UDOT is already programming feasibility, design, and construction projects, will refine maintenance roles and a “trail towns toolkit,” and is actively seeking local enthusiasm and partnership to prioritize which segments advance first.

#### **State Topic: 2025 Demographic and Economic Long-Term Planning Projections (00:48:12)**

Mallory Bateman from the Kem C. Gardner Policy Institute presented the 2025 Demographic and Economic Long-Term Planning Projections, explaining that Utah’s population is expected to grow from about 3.6 million to 5.6 million by 2065, but at a slower, moderating growth rate than in past decades. Using a state–county model updated every four years—with inputs on fertility, mortality, and migration and expert review from MPOs, UDOT, Water Resources, and others—the Institute now projects a significant shift in how Utah grows: net in-migration will overtake natural increase (births minus deaths) as the primary driver of growth, largely reflecting economic opportunity. Utah’s fertility rate has declined to ~1.8 (vs. ~1.6 U.S.) and is modeled to continue falling toward the national level, which, combined with longer life expectancy, produces a much older age structure: the share of residents 65+ rises from roughly 1 in 8 to about 1 in 4 by 2065, while the child share stabilizes or slightly shrinks. County patterns differ, with Utah County seeing the largest absolute population and job growth, followed by strong increases in the Wasatch Front and Southwest, and no county projected to lose population overall. Mallory Bateman emphasized that these projections are the “most likely scenario,” not destiny—factors like housing affordability, workforce attractiveness, transportation investment, water constraints, and local land-use choices can all bend the curve—and that the results are intended to inform long-range transportation, land use, infrastructure, school, and economic planning rather than prescribe specific policies.

#### **State Topic: 2026 Legislative Session (01:05:46)**

Johnathon Knapton (MAG) and Miranda Jones Cox (WFRC), emphasized that this will be a “lean, flat-budget” year with likely ~5% cuts across agencies, driven largely by slower revenue growth and recent income tax changes (corporate and individual) from the “One Big, Beautiful Bill” affecting the state’s income-tax base. Key themes legislative leaders and the Governor are signaling include fiscal restraint, household and housing affordability, and ongoing attention to redistricting (with a December special session to redefine federal delegation footprints). The Governor’s FY 2026 budget proposal (about \$30.7B, slightly below the prior year) includes limited new transportation items but does recommend restoring the Local Administrative Advisor Program (technical help for small communities), funding for Point of the Mountain site infrastructure, and a multi-agency aircraft hangar for UDOT and partners. Anticipated or active transportation-relevant bills include: (1) Housing reorganization placing state housing programs under GOEO with a deputy director of housing and clarifying UDOT’s new role using surplus land for affordable housing; (2) a Utah Transportation Commission/UDOT study bill to review commission composition, UDOT regional boundaries, and director qualifications; and (3) an emerging gas tax package from the Speaker to lower pump prices by cutting the per-gallon tax while backfilling revenue via removing an export exemption and raising severance taxes at the well—intended to be “revenue neutral,” but flagged by local leaders as needing independent verification to avoid undermining transportation funding. WFRC and MAG will support members during the session with bill and appropriations trackers and weekly on-the-Hill coordination meetings.

#### **State Topic: UDOT Major Projects update (01:19:54)**

Ben Huot, highlighted that UDOT is delivering the largest program in state history, with two roughly \$3 billion “anchor” projects: the FrontRunner strategic double-tracking from Ogden to Provo (aimed at achieving 15-minute peak service by ~2030, now in FTA’s core-capacity CIG process and moving toward a full funding grant agreement), and the I-15 reconstruction and widening from Salt Lake City to Farmington, plus associated Legacy Parkway widening, with a design-build contractor to be selected over about a year and main construction anticipated 2027–2031. Ben Hout then sampled regional highlights: in Region 1, multiple I-15 interchange projects (Shepherd Lane, Park Lane pedestrian bridges, 1800 North) and phased work at the I-84/US-89 interchange; in Region 2, continued grade-separation and interchange openings on Bangerter Highway, an environmental study

for the TRAX Red/Orange Line realignment through the Granary District, and an Environmental Assessment in Big Cottonwood Canyon for enhanced bus service, a mobility hub and tolling; in Region 3, the critical Mountain View Corridor gap from 2100 North to Porter Rockwell (linking Utah and Salt Lake counties and providing an alternative to I-15), along with major work on 2100 North, Pioneer Crossing, and west-county connections; and in Region 4, I-15 widening in St. George, SR-18 (Bluff Street) widening and drainage improvements, and a 12-foot trail on SR-7 as part of active transportation investments. Ben Huot noted complex coordination on projects like the Northern Corridor (BLM right-of-way) and, with UTA and FHWA, praised the deep UDOT–UTA collaboration and partners' support as essential to managing this unprecedented statewide construction program.

**Other Business and Adjournment (01:34:31)**

LaNiece Davenport stated the next JPAC meeting is scheduled for March 10, 2026.