

MPO

Technical Advisory Committee



AGENDA | April 22, 2024 | 9:00 am - 2:00 pm

Options to Participate

In Person | Central Utah Water Conservancy District 1426 E 750 N Bldg. 2, Orem, UT

Virtual | <https://us06web.zoom.us/j/85256795413>

Public Comment: At the meeting or submit to Kimberly Brenneman 801.229.3834, kbrenneman@mountainland.org.

1. Public Comment

Chair, Jill Spencer

2. ACTION: Approve MPO TAC Minutes from February 26, 2024

Chair, Jill Spencer

3. TIP Project Scoring

Robert Allen, Senior Transportation Planner & Program Manager, 10 minutes

- a. [TIP Project Scoring](#)

4. ACTION: TIP Modification

Robert Allen, Senior Transportation Planner & Program Manager, 10 minutes

- a. [Spanish Fork - 2000 E US6 Connection](#)
- b. [Spanish Fork - Spanish Fork Pkwy RR Crossing](#)

5. ACTION: Safe Streets for All (SS4A)

Calvin Clark, Transportation Project Manager, 10 minutes

- a. [Safety Action Plan Preview](#)

6. Public Participation Plan/Title VI Update

Kendall Willardson, Transportation Planner, 10 minutes

- a. [Introduction of Plans to Committees and Timeline](#)

7. CONCLUSION

Next meeting will be held on June 3, 2024.

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify Kimberly Brenneman at 801-229-3834, kbrenneman@mountainland.org at least 24 hours prior to the meeting. The minutes listing meeting attendees, discussion summary, and motions as well as the meeting video recording will be made available on at www.mountainland.org/mptac/ after committee approval.

MPO Technical Advisory Committee

MINUTES | February 26, 2024 | 1:30 pm

CUWCD: 1426 E 750 N, Orem UT

[Recording](#)

Attending:

Austin Roy
Jed Muhlestein
Ben Hunter
Chandler Goodwin
Chris Trusty
Rex Harris
Peter Hadley
Andy Spencer
Jordan Sheets
McKay Parkinson
Brad Kenison
Mike West
Michael Florence
Noah Gordon
Rob Hunter
Seth Barris
John Dorney
Jill Spencer, Chair
Aaron Wilson
Britton Tveten
Paul Evans
Vern Keeslar
Matt Marziale
Jason Bond
Jeremy Lapin
Dillon Muirbrook
Jered Johnson, Vice Chair
Jeff Anderson
Eric Mason
Eric Rasband
Matt Parker

Representing:

Alpine
Alpine
American Fork
Cedar Hills
Eagle Mountain
FHWA
FTA
Highland
Kimley-Horn
Kimley-Horn
Lehi
Lehi
Lindon
Lindon
Mapleton
Mapleton
Orem
Payson
Pleasant Grove
Pleasant Grove
Provo (resident)
Provo
Salem
Santaquin
Saratoga Springs
Spanish Fork
Spanish Fork
Springville
UDOT
UDOT
UDOT

Alma Haskell	UTA
Dede Murray	UTA
Nick Wilcox	UTA
Lisa Shepherd	Utah County
Max Gula	Utah County
Richard Nielson	Utah County
Chris Wilson	Vineyard
Naseem Ghandor	Vineyard
Patrick James	Vineyard

MAG Staff:

Melanie Haws
Kendall Willardson
Tim Hereth
Calvin Clark
Andrew Wooley
Shawn Eliot

Jill Spencer called the meeting to order at 1:32 p.m.

Public Comment (2:14)

None

Approve MPO TAC Minutes January 22, 2024 (2:35)

Richard Nielson moved to approve the MPO TAC meeting minutes from January 22, 2024. Brad Kenison seconded the motion. The motion passed unanimously.

TIP Project Selection Technical Subgroup Update - Bob Allen, MAG (3:38)

In October of 2023, MAG staff solicited volunteers from the MPO Technical Advisory Committee and the MPO Board to participate in the TIP Project Selection Subgroup. The purpose of the subgroup is to review the current project selection process and scoring metrics used, and make recommendations for possible improvements for 2026. A primary goal is to make the metrics more data driven.

The subgroup has met 3 times and is currently working on potential metrics that could be used to technically rank proposed projects and include Safety, Environment, Growth, Congestion, etc. Any changes proposed by the subgroup will be reviewed and approved by the TAC and MPO Board.

RTP Process Update Overview - Shawn Eliot, MAG [\(16:23\)](#)

Every four years, the MPO is required to prepare and adopt a long range Regional Transportation Plan (RTP). With over 20 billion in projected transportation projects, getting this document right is paramount in forwarding the goals, programs, and projects to keep up with challenging growth and fostering a healthy regional economy. This is a collaborative process between MPO staff, local government leaders and staff, state and federal agency staff, community groups, and the public. In preparation for the next RTP update, due in June 2027, MPO staff are producing an updated RTP work scope process and policy outlining the tasks, processes, and collaboration needed to produce this data intensive, decision support document.

One key highlight in this draft process, MPO staff make a conscious effort to meet more regularly with MPO committees, local government leaders and staff, agency staff, and the public. During this next update cycle, over 80 meetings are planned to educate, gain feedback, report back on progress, and build consensus. More details and approval of the process is planned later this Spring.

RTP Amendment 2024-1 - Shawn Eliot, MAG [\(38:00\)](#)

The regional transportation plan is updated every four years. The last update was adopted in June 2023. In between updates, new projects and changes to projects are proposed through the amendment process. There are currently 19 amendments proposed in the upcoming RTP Amendment 2024-1. Work is currently ongoing on refining financial assumptions and air quality modeling. Presented is a preview of what will be brought to the MPO committees in May after a conformity determination is completed and a 30-day public comment period is held. Amendment 2024-1 includes:

- 3 new transit projects
 - Point of the Mountain Bus Shuttle, Lehi
 - Point of the Mountain Light Rail, Draper to Lehi
 - FrontRunner Double Track, Lehi to Provo
- New Geneva Rd Safety Improvement Project
- 1 project correction on Vineyard Connector
- 10 projects that change phase (approved at plan approval, but AQ Conformity Determination was omitted)
- 2 interchange and 2 road projects to be merged (road and interchange would be built together)

This is to brief MPO committees on the ongoing work for the upcoming amendment to be approved in May 2024, after a 30-day public comment period.

Corridor Preservation Process Overview - Calvin Clark, MAG (50:55)

The Utah County Corridor Preservation Fund is established by [State Code 72-2-117.5](#). The Utah County Council of Governments (COG) is assigned responsibility of this fund, but through interlocal agreement authorizes the MPO to operate for and on behalf of the COG. A portion of all vehicle registration fees paid for vehicles registered in Utah County are deposited into the fund. The MPO Board has requested that the MPO TAC be involved in the process.

These funds can be provided to municipalities in Utah County (including the County itself) to purchase right-of-way for projects that are listed in the [Corridor Preservation Project Map](#). UDOT is also eligible to request these funds, though these funds should be prioritized for the municipalities. The MPO board can submit a project list to the County Commission for adoption at most once per calendar year. Historically, the RTP has been adopted as the project list. The current project list was adopted in December 2019. MAG staff intends to propose a new project list for adoption after the 2023 RTP is amended later this year.

Purchases made with these funds can be used to purchase undeveloped or developed land. Purchasers should exhaust all reasonable methods to preserve ROW before inquiring for funds. Purchases may be made to acquire undeveloped land where there is imminent development to avoid more costly and disruptive acquisition at a later time, or may be used to acquire developed land when planned transportation corridors induce economic hardship on owners. In all cases, sellers must be willing to sell and no use or threat of eminent domain is permissible.

Instructions for city staff for application for these funds is found on the [MAG Corridor Preservation Program](#) website. These funds can be used to cover the appraised purchase price and reasonable closing costs. Once purchased, the property becomes the responsibility of the municipality doing the purchasing. Properties can be utilized in whatever capacity until it is needed for the transportation project, but any income in excess of maintenance expenses must be returned to the fund. When the project is constructed and excess property is surplused at prevailing market rates, proceeds must be returned to the fund.

Other Business and Adjournment

The next MPO TAC meeting is scheduled for March 25, 2024.

Brad Kenison moved to adjourn the meeting at 2:45 p.m. Vern Keeslar seconded the motion. The motion passed unanimously.

DRAFT

MPO Technical Advisory Committee | Staff Report

TIP 2024 Selection Process - Project Scoring

Bob Allen, TIP Manager | 801-229-3813 | ballen@mountainland.org

BACKGROUND

The 2024 TIP selection process has reached the scoring stage. MAG Staff has scored each of the projects using the approved selection criteria. Those scores are included in this packet and have been normalized to a maximum of 50 to accommodate their combination with TAC scores.

In this meeting, each project will have 10 minutes to present. Those presentations should be uploaded into Workflow before the meeting. They can include any information that helps to describe the project and the need to fund it.

Once each project has been presented, jurisdictions will use Workflow to score each project. Scores will be normalized to a maximum of 50 and combined with staff scores.

MAG staff will then take the scored projects and develop a draft list using the scored list and available funding. That list will be presented to TAC for approval on May 20th.

PROCESS TIMELINE

April 22 - TAC will score projects and the combined scoring list will be created

May 2 - MAG Staff will present the project scores to the MPO Board for information only

May 20 - MAG Staff will present a combined ranked list based on available funding for TAC recommendation

June 6th - MPO Board will adopt a final ranked list of projects

July 1st - Draft TIP will go out for public comment

July 22nd - TAC recommends TIP for final approval

August 1st - MPO Board adopts the 2025 TIP

STAFF RECOMMENDATION

Information Only. TAC will make a recommendation on May 20th.

SUGGESTED MOTION

NA

ATTACHMENTS

MAG Staff Scores

MPO Staff Technical Score

2024 TIP Project Selection

MPO Staff Technical Score Lists created 4/10/24 using the approved TIP scoring criteria. MPO TAC members will score each project at the April 22, 2024 TAC meeting. Staff and TAC scores will be combined to create a draft Project Priority List. That list will be shared with the MPO Board on May 2, 2024. Staff will then develop available revenue to review with TAC at their May 20, 2024 meeting. The MPO Board will approve a final Project Priority List on June 2, 2024. TAC and the Board can make adjustments to the draft Project Priority List during this process.



Road Concepts			
Proj#	Project	Score (50 Max)	Staff Notes:
1	Spanish Fork Main ST - Reconstruction Phase II 300 S to 600 N	32.5	Highly congested corridor. Medians will help reduce friction and provide more safety, but without other regional north/south corridors through Spanish Fork, traffic volumes will continue to remain high. Concerns with bike lanes proposed between the travel lanes and parking areas. Should incorporate buffered bike lanes. Left turn queue areas at intersections could be longer. Directly addresses known safety issues on the High Injury Network identified in the Safety Action Plan.
2	Lehi 2300 West - Widening Main ST to Pioneer Crossing	28.8	Last phase of MAG funded multi-phase project. Lowest congested segment on the entire corridor with moderate congestion. Adds continuous center turn lane. High crash rate. Trail adds to complete street concerns, but shoulders are needed to allow for bike users and to give more separation between trail users (80 foot ROW has been a concern on previous phases, not being the proper width for a regional corridor, but the project has still been funded).
3	Saratoga Springs Pony Express Parkway - Widening Jordan River Bridge	27.9	Highly congested road in extreme high growth area. Aids in building out the highway grid. This phase only builds the river bridge, and should be constructed with a future phase road widening project (currently not funded). Creates new Jordan River trail undercrossing.
4	Pony Express Parkway / Eagle Mountain Blvd - New Signal	25.4	Future growth creates highly congested conditions approaching the roundabout. Improves queueing issues at roundabout. Information supplied does not show how adjusted growth projections were added to modeling (growth rate might be too high). Low crash rates. Could a 4-lane roundabout or other lane configurations address the congestion issues at a lower cost?
5	Orem Center ST - Widening Geneva to 1200 West	23.8	High congestion area. The proposed concept is sub-standard, doesn't match the already improved road footprint at I-15 or Geneva RD, and though would have 5-lanes, would still have a bottleneck effect. Project should be proposed with a consistent cross section. Corridor has a moderate crash rate.
6	Pleasant Grove Center ST / 600 West - Intersection Improvements	23.1	Moderately congested intersection with queue backing issues at the State ST intersection. Moderate crash rate. Expensive project with 600 W being a local collector, could look at other possible options (moving 600 W connection farther to the east or ending 600 W at Garden DR with a Garden DR connection to State ST farther to the west, etc.).
7	American Fork Mill Pond RD - Widening Pioneer Crossing to AF 200 South	22.4	Moderately congested collector in high growth area. Addresses turning movements at intersections. Creates better connection to FrontRunner. Low crash rates.
8	Cedar Hills DR / N County BLVD - Intersection and Traffic Improvements	22.3	Low congestion area with limited queue storage between intersections. High crash rate on the high injury network. Project more local in nature with commercial access and high school queueing causing the problems.
9	Timpanogos HWY / North County BLVD - Phase 3 Highland	21.5	Highly congested corridor north of SR92. Proposed project is a third (MAG funded) attempt to fix the congestion problem. Safety concerns with lane alignment in the intersection are minimal compared to congestion issues north of the intersection. Proposed shoulder improvements north of SR92 do not address the congestion issue. Recommend using congestion mitigation recommendations from the SR92 Access and Circulation Study, including widening the road to 5 lanes into Alpine. Many of the proposed intersection improvements are on UDOT roads and could be a partner on this project. Moderate crash rate on the high injury network.
10	Salem 750 N - New Road	16.5	A pioneer road in a limited congested area. Project adds to the grid highway network adding more connectivity in a high growth area with no crash data, and crosses a corridor on the high injury network.
11	Highland 6800 West - Shoulders/Turn Lane Phase 4	14.4	No congestion, functions more like a local road. Great city project. Low crash rate. MAG has funded other segments of this corridor, but previously funded segments are closer to American Fork with much higher traffic volumes.
Transit Concepts			
1	UTA On-Demand Service - New Service West Provo	17.6	Low ridership at 250 riders per day. Other areas of Utah County have greater potential based on UTA Micromobility Report. Low potential for SOV reduction. Serves underserved populations areas. Moderate first/last mile improvement. Limited use gives low environmental and safety scores. Is supported by the RTP. Very high cost per rider. Would be helpful to understand what a fixed route would cost and ridership.
2	UTA New Radio System - Upgrade Systemwide	15.0	No information is given to demonstrate any improvements or efficiencies for ridership. Does not score well because system upgrade does not impact mode choice, safety, or environment. Is a needed system upgrade. UTA applied for funding through WFRC for their area and has not received a high score for this project. Other UTA operation or maintenance funds or federal funds might be a better fit for the project.

MPO Staff Technical Score

2024 TIP Project Selection

MPO Staff Technical Score Lists created 4/10/24 using the approved TIP scoring criteria. MPO TAC members will score each project at the April 22, 2024 TAC meeting. Staff and TAC scores will be combined to create a draft Project Priority List. That list will be shared with the MPO Board on May 2, 2024. Staff will then develop available revenue to review with TAC at their May 20, 2024 meeting. The MPO Board will approve a final Project Priority List on June 2, 2024. TAC and the Board can make adjustments to the draft Project Priority List during this process.



Active Transportation Concepts

Proj#	Project	Score (50 Max)	Staff Notes:
1	Lehi Frontrunner Trail - Phase 1 Lehi FrontRunner Station to 2100 North	35.4	Regional trail connecting the business area to downtown Lehi. Stand-alone trail provides good separation from road conflicts offering safe and comfortable transportation options for users. Moderate history of pedestrian crashes in the area, improves safety for adjacent high-injury network road. City should work with UDOT to incorporate trail separation over Lehi 2100 N FWY as that project progresses.
2	Highline Canal Trail - Phase I Payson to Santaquin	33.1	Major regional trail creating AT backbone trail in south Utah County. Excellent separation from road crossings. No history of pedestrian crashes. Good phased approach to leverage MPO funding. If funded, could be a good candidate for future Utah Trail Network funding.
3	Utah Lake Parkway Trail Lindon to American Fork	30.0	Major regional trail creating AT backbone trail in north/central county. No history of pedestrian crashes. Finishes last link in trail between Provo and Saratoga Springs. MAG has funded multiple phases of this trail
4	Tickville Trail Eagle Mountain	27.4	Sub-regional trail in suburban area. Stand-alone trail provides good separation from road conflicts offering safe and comfortable transportation options for users. Eventually ties into Utah Lakeshore and Jordan River Trails. Moderate history of pedestrian crashes, improves safety for adjacent high-injury network road.
5	Lehi 700 South Cycle Track Phase 2 Jordan River Trail to Lehi 2300 West	26.3	Good regional connection. Phase 2 of an already funded cycle track. Connects to the regional trail system (Jordan River Trail) and eventually to the TOD area of the American Fork FrontRunner Station. Low history of pedestrian crashes, but improves safety for adjacent high-injury network road as an alternative to Pioneer Crossing.
6	Mapleton US-89 Trail Maple ST to 1600 South	22.9	Sub-regional trail along major arterial highway. Future phase does tie into the regional trail system. Low history of pedestrian crashes, improves safety on high-injury network road. Good improvement on high-speed highway corridor. Being on a state road, could be a good candidate for other state funding.
7	Santaquin Highland Drive Trail	19.9	Localized trail along collector road. Future phase does tie into the regional trail system. No history of pedestrian crashes, not on a high-injury network road.
8	Santaquin South Ridge Farms Trail Summit Ridge PKWY to Santaquin 500 South	19.1	Concept doesn't give enough detail on the proposed separation of trail and road. Proposed termini of the planned trail south of the built up city area does not offer a logical termini to the downtown planned trail network. No history of pedestrian crashes. With a connection to Main ST, the trail would connect the Summit Ridge area to the downtown core. Recommend the city conduct additional study on a trail connection to Main ST and going through the local planning process to gain local support.

Other Concepts

1	Provo Airport Terminal Phase 2	NA	Vital regional project. MPO project scoring criteria is not set up to score this type of project. However, MAG funded phase one of this project at 15m. Staff recommend approval.
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MPO Technical Advisory Committee | Staff Report

4a - TIP Modification - Spanish Fork 2000 E US 6 Connection

Bob Allen, TIP Manager | 801-229-3813 | ballen@mountainland.org

BACKGROUND

In 2020, Spanish Fork was awarded \$1,371,900 in exchange funds to complete the connection from US6 to Canyon Rd. The project included a new roundabout and a 3 lane cross section.

The project is complete and was over budget due to inflation on materials and labor. Spanish Fork is requesting the 10% contingency and \$155,904 be added to the project..

Original Funds	\$1,371,900
10% Contingency*	\$137,190
New funding Needed	\$155,904
New Project Total	\$1,664,994

*Awarded by the TIP Manager as per MPO guidelines.

STAFF RECOMMENDATION

MAG Staff Recommends that the requested funds be added to the project.

SUGGESTED MOTION

I move to recommend that \$155,904 be added to the combined Spanish Fork US6 Connection Project.

ATTACHMENTS

[Letter](#)

[Presentation](#)



April 12, 2024

Mr. Bob Allen

MAG Senior Transportation Planner & Program Manager

586 East 810 North

Orem, UT 84097

RE: 2000 East; Canyon Rd to US-6 Phase 1 - PIN 19089

Mr. Allen,

Spanish Fork City is requesting contingency and additional funding for the 2000 E US-6 Connection [Phase 1] project. We recently completed this project, which consisted of a multi-lane roundabout and the accompanying approach legs, in preparation for future phases which will provide a new connection to US-6.

Scope of Project

Phase 1 of this project completed the design and construction of a multi-lane roundabout at 2300 E and 920 S in Spanish Fork, including the approach legs to existing and future roadways. This was a crucial step because the future phases of the project will construct a new signalized access to US-6, which will be utilized by residents of Spanish Fork, Salem, Elk Ridge, and Woodland Hills.



Project Cost Summary

Throughout construction, extensive efforts were made to control rising costs.

However, unexpectedly high levels of inflation in both material and labor costs had a significant impact on this project. As the project neared completion we exceeded our available funding as described below.

MAG Original Funding Agreement	\$1,371,900
Total Project Cost	\$1,664,994
Funding Shortfall	\$293,094
MAG 10% Contingency	\$137,190
Additional Funds Requested	\$155,904
Total Funding Request	\$293,094

We hereby request the 10% contingency funds, and ask that the additional funds request be presented at TAC for approval.

Cost Savings Efforts

Spanish Fork City worked to mitigate the impact of rising costs throughout the project and made concessions where possible. Nonetheless, the rate of inflation ultimately exceeded our ability to complete the project within the original budget.

To minimize the fiscal responsibility incurred by MAG, the City chose to independently pursue signalization of the intersection at 2300 E and Canyon Rd (SR-198). This intersection is congested and dangerous, but in an attempt to be sensitive to MAG's many financial commitments and needs, we worked directly with UDOT to fund this signal. A separate agreement was made with UDOT and work is ongoing to construct that signalized intersection, no MAG money required.

This project is a good example of the cost overruns we are seeing in the area. We originally estimated the signal project to cost \$250k-\$300k, and the UDOT agreement was made for \$350k. The project is now anticipated to cost more than \$550k, in large part due to inflationary pressures.

We appreciate your consideration of this request, and look forward to continuing to work in good faith with you and the rest of the MAG partners.

Cordially,



Dillon Muirbrook

Traffic Engineer

Spanish Fork City

dmuirbrook@spanishfork.org

MPO Technical Advisory Committee | Staff Report

4b - TIP Modification - Spanish Fork Parkway Railroad Crossing

Bob Allen, TIP Manager | 801-229-3813 | ballen@mountainland.org

BACKGROUND

In 2020, Spanish Fork was awarded \$3,009,850 in county funds to build a railroad crossing and complete the connection of Spanish Fork Parkway to SR 51. The project included the crossing and a 3-lane cross section.

The project is complete and was over budget due to the following.

1. Mass Grading: The development north of the project was expected to remove excess dirt. However, due to delays, the project had to remove the dirt to build the roadway.
2. Underground Stream: Discovery of an underground stream mandated extra excavation and stabilization measures. This area required additional excavation, geogrid, E-fill installation for stabilization, and a French drain to capture water and direct it to the storm drain.
3. RR Crossing Inflation: Union Pacific Railroad's inflation-related charges added \$500,000 to the project.
4. Storm Drain Conflicts: Encountering a 24-inch high-pressure gas line during storm drain installation necessitated rerouting utilities along SR-51.
5. Re-establishment: Cost for landscaping restoration post-construction.
6. General Inflation: Overall construction cost escalation from 2020 to 2023.

Spanish Fork requests the 10% contingency and \$1,630,021 be added to the project.

Original Funds	\$3,009,850
10% Contingency*	\$300,985
New funding Needed	\$1,630,021
New Project Total	\$4,940,856

*Awarded by the TIP Manager as per MPO guidelines.

STAFF RECOMMENDATION

MAG Staff Recommends that the requested funds be added to the project.

SUGGESTED MOTION

I move to recommend that \$1,630,021 be added to the combined Spanish Fork US6 Connection Project.

ATTACHMENTS

[Letter](#)

[Presentation](#)



April 15, 2024

Mr. Bob Allen
MAG Senior Transportation Planner & Program Manager
586 East 810 North
Orem, UT 84097

RE: Spanish Fork Parkway RR Crossing Project - PIN 19022

Dear Mr. Allen,

I hope this message finds you well. I am writing to bring to your attention the Spanish Fork Parkway RR Crossing project, which was approved in 2020 with a budget of \$3,009,850. The construction of this project was successfully completed in November 2023. However, unforeseen challenges during construction have led Spanish Fork City to request an additional \$1,931,006 in funding to cover the incurred costs.

Therefore, I kindly request your consideration in providing the additional funding required, which would bring the total project cost to \$4,940,856. Your support in this matter would be greatly appreciated and would ensure the successful completion and functionality of this vital transportation infrastructure.

The request encompasses the previously approved 10% contingency of \$300,985 and an additional \$1,630,021, primarily attributed to several unexpected project challenges:

1. **Mass Grading:** The development north of the project was expected to remove excess dirt. However, due to delays, the project itself had to remove the dirt to build the roadway.
2. **Underground Stream:** Discovery of an underground stream mandated extra excavation and stabilization measures. This area required additional excavation, geogrid and E-fill installation for stabilization, and a French drain to capture water and direct it to the storm drain.
3. **RR Crossing Inflation:** Union Pacific Railroad's inflation-related charges added \$500,000 to the project..

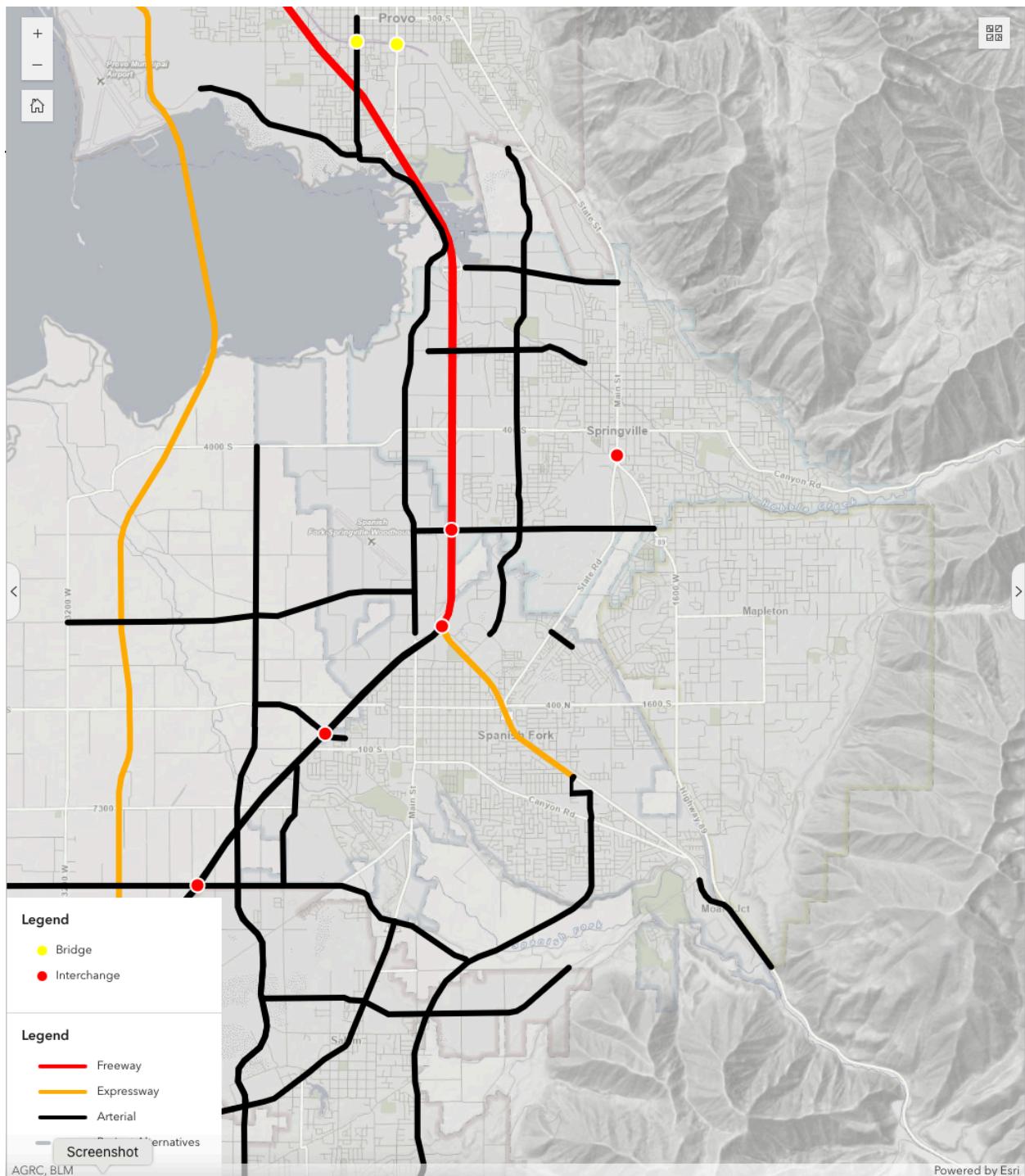
4. Storm Drain Conflicts: Encountering a 24-inch high-pressure gas line during storm drain installation necessitated rerouting utilities along SR-51.
5. Re-establishment: Cost for landscaping restoration post-construction.
6. General Inflation: Overall construction cost escalation from 2020 to 2023.

Spanish Fork City kindly requests an additional \$1,931,006 to be allocated to the Spanish Fork Parkway RR Crossing project. Please do not hesitate to contact me if you have any questions.

Sincerely,



Jered Johnson
Engineering Division Manager
jjohnson@spanishfork.org







MPO Technical Advisory Committee | Staff Report

5. Safe Streets for All

Calvin Clark, Transportation Project Manager, cclark@mountainland.org, 801-229-3848

BACKGROUND

The Safe Streets for All (SS4A) program is a multi-year USDOT program intended to assess and address regional and local roadway safety issues to prevent roadway deaths and serious injuries. The program provides \$1 billion nationwide in competitive planning and implementation funds. In order to apply for implementation funds, the region must first complete a Safety Action Plan (SAP), which identifies high crash rate areas and seeks to address these through safety-oriented programs and projects.

The draft SAP has been developed in close cooperation with staff and leaders of the communities in the MPO. The SAP identifies which corridors have the greatest amount of documented safe issues as the High Injury Network (HIN). The plan recommends proven countermeasures to address issues identified in the HIN to reduce the number of fatalities and serious injuries. The plan also contains research of best practices at the city and region level and provides recommendations for MAG in terms of policies, procedures, and education.

The SAP is required to contain a commitment from local leadership for a vision/goal for safety. This requires the governing body to publicly commit to an eventual goal of zero roadway fatalities and serious injuries that includes setting a target date to achieve significant declines in roadway fatalities. The stakeholder group, consisting of members of the MPO TAC and Board recommended adopting the "Fifty in 50" goal: Reduce fatal and serious injury crashes by 50% by 2050, with an eventual goal to eliminate all fatal and serious injury crashes.

STAFF RECOMMENDATION

Staff recommends adopting the "Fifty in 50" goal in preparation for the adoption of the Safety Action Plan.

SUGGESTED MOTION

I move to recommend that the MPO commit to the goal to reduce fatal and serious injury crashes by 50% by 2050, with an eventual goal to eliminate all fatal and serious injury crashes.

ATTACHMENTS

MPO Technical Advisory Committee | Staff Report

6 - Public Participation Plan/Title VI Update

Kendall Willardson, Transportation Planner | kwillardson@mountainland.org | 801-229-3840

BACKGROUND

What are the Public Participation Plan and Title VI Plan?

As required by federal code, the **Public Participation Plan** outlines how MAG reaches out to the public throughout the transportation planning process and plans. Efforts to include other departments in MAG and how they interact with the public will also be included. Core Components include:

- How can the public give feedback during the development and amendment of our plans?
- Roles of our committees: Where and when can people access through meetings and materials.
- Identify community and agency groups generally involved in our transportation process.
- The public is given opportunities to influence the development of the plan.

Title VI is a federal regulation aimed at preventing discrimination on the basis of race, color, or national origin in their programs or activities, and it obligates Federal funding agencies to enforce compliance. The plan outlines how MAG (AOG-wide) will comply with these regulations. Core components include:

- Structure and procedures, which include within the organization and organizations we subcontract with. It also includes training and enforcement.
- Identify where and how many in Title VI groups through census data in the MAG region.
- How will MAG provide assistance to persons who are limited in English
- How MAG will address complaints and where the public can find these resources.

Public Participation Plan/Title VI Update Kickoff

The last update to these plans was in 2019. Per the MPO Board Federal Certification Review, we must submit updated plans by November 2023. We encourage you to provide suggestions on how we can better interface with the public and be involved in developing the documents. A brief timeline is provided in the presentation, and a copy of the previous plans is attached.

STAFF RECOMMENDATION

Information only. This is to brief MPO committees on the ongoing work that MAG staff will eventually bring for approval in October.

SUGGESTED MOTION

None.

ATTACHMENTS

Here is the presentation: [Public Participation Plan/Title VI Update](#)

Link to: [2019 Public Participation Plan and Title VI Plan](#)