

# MPO Technical Advisory Committee

## MINUTES | February 26, 2024 | 1:30 pm



CUWCD: 1426 E 750 N, Orem UT

[Recording](#)

<b>Attending:</b>	<b>Representing:</b>
Austin Roy	Alpine
Jed Muhlestein	Alpine
Ben Hunter	American Fork
Chandler Goodwin	Cedar Hills
Chris Trusty	Eagle Mountain
Rex Harris	FHWA
Peter Hadley	FTA
Andy Spencer	Highland
Jordan Sheets	Kimley-Horn
McKay Parkinson	Kimley-Horn
Brad Kenison	Lehi
Mike West	Lehi
Michael Florence	Lindon
Noah Gordon	Lindon
Rob Hunter	Mapleton
Seth Barris	Mapleton
John Dorney	Orem
Jill Spencer, Chair	Payson
Aaron Wilson	Pleasant Grove
Britton Tveten	Pleasant Grove
Paul Evans	Provo (resident)
Vern Keeslar	Provo
Matt Marziale	Salem
Jason Bond	Santaquin
Jeremy Lapin	Saratoga Springs
Dillon Muirbrook	Spanish Fork
Jered Johnson, Vice Chair	Spanish Fork
Jeff Anderson	Springville
Eric Mason	UDOT
Eric Rasband	UDOT
Matt Parker	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.**