

# MPO TAC Meeting

September 22, 2025 | 1:30 pm - 3:00 pm



## DISCUSSION & AGENDA ITEMS

### Call to Order (00:00:36)

Chair Jered Johnson opened the meeting at 1:30 pm.

### Public Comment (00:01:46)

Chair Jered Johnson opened the meeting to the public. There were no public comments.

### Minutes - Action (00:01:57)

Brad Kenison moved to approve the minutes from August 25, 2025.

Jeff Andersen seconded the motion, and the motion passed all in favor.

### Action: Corridor Preservation Map Update (00:02:46)

Kendall Willardson provided an update on the Corridor Preservation Map. He outlined that this process, allowed once annually, ensures the Corridor Preservation Map is current—in this case, as of August 2024. The update included past amendments and recent studies, such as a realignment in Cedar Valley and additions like Lindon 400 West and Spanish Fork 300 East. Kendall Willardson also emphasized the importance of the revolving loan fund used for acquisitions, noting properties must be included on the Corridor Preservation Map for funding. He concluded by highlighting nuanced map changes and invited questions.

Ben Hunter moved to recommend that the MPO Board adopt the presented Corridor Preservation Project List.

Vern Keeslar seconded the motion, and the motion passed all in favor.

### Provo 2230 N Corridor Preservation (00:06:22)

Kendall Willardson presented a corridor preservation funding request to the committee for Provo. He described the request involving a single-family home on 2230 North, adjacent to notable city landmarks. The city was approached by the owner, and the total request—including appraised value and closing costs—amounted to \$715,900, with funding coming from an unobligated balance of \$4.2 million. Kendall Willardson explained that approving the Provo request, and a request from Lindon he will speak about next, would leave approximately \$3 million in the fund. He gave background on the corridor, the need for acquisition, and clarified that the pending approval would be forwarded to the MPO Board at the next meeting. Maps and details of affected parcels were referenced. Kendall Willardson invited technical questions and noted that Vern Keeslar from Provo City was available to provide further details. Vern Kesslar clarified the property acquisition reasons and corridor alignment constraints.

Brad Kenison moved to recommend that the MPO Board approve this Provo City Corridor Preservation Fund request for \$715,900.

Jeff Andersen seconded the motion, and the motion passed all in favor.

### **Lindon 400 W Corridor Preservation (00:10:58)**

Kendall Willardson presented a corridor preservation request for the Lindon 400 West corridor (H-116 in the regional plan), seeking funding to acquire a strip of land needed for the corridor's extension. The request covered only the necessary right-of-way—a portion of a larger six-acre vacant lot—and totaled approximately \$495,000, including closing costs. Kendall Willardson explained the remaining fund balance if both Provo and Lindon requests were approved. He highlighted the strip's importance for connecting to State Street. Noah Gordon from Lindon clarified that, although the parcel is larger, only about 0.88 acres were being acquired, with the rest planned for a park and detention basin, as the area had long been reserved on the city's master plan for this road extension. It was noted the corridor had been on Lindon's master plan since 1968, underscoring its importance and the persistence required to see longstanding plans realized.

Vern Keeslar moved to recommend that the MPO Board approve this Lindon City Corridor Preservation Fund request for \$494,999.

Richard Nielsen seconded the motion, and the motion passed all in favor.

### **2023 RTP: Amendment #3 - Notification of Level 1 Amendments (00:15:47)**

Kendall Willardson provided an update on Regional Transportation Plan (RTP) amendment number three. He explained that this update includes level one and level three amendments for projects such as Lindon 400 West, Spanish Fork 300 East, and the Payson interchange. While the Spanish Fork and Lindon projects are nearly ready to proceed, some elements still require additional air quality conformity analysis before advancing to public comment. Kendall Willardson emphasized that these amendments will soon be brought to the MPO Board for approval to formally initiate the public comment period, noting that the process was still in progress and more detailed updates would be provided at a future meeting.

### **Action: TIP Modification - Eagle Mountain - Pony Express Signal Scope Modification (00:17:48)**

Bob Allen presented a TIP modification proposal concerning the Eagle Mountain Pony Express signal project. He described the project's background: Eagle Mountain was previously awarded \$3.6 million in county funds to replace a large roundabout with a signalized intersection, and the city managed to cash-flow the project ahead of its scheduled funding. With the signal project now complete and \$400,000 remaining, Bob Allen explained that traffic issues had emerged due to congestion on the south leg, which is still a two-lane road. Eagle Mountain requested permission to use the unspent funds to widen this section to five lanes, at a total cost of \$1.2 million, without seeking additional funding. Bob Allen clarified that all past MAG funding had focused on the intersection and areas north, and this modification would extend improvements slightly south. He emphasized that the request would not increase the original grant amount, outlined limitations regarding contingency funds, and provided details in response to committee questions, ensuring clarity about the project's scope and financial boundaries.

Chris Trusty moved to recommend that the MPO Board approve extending the scope of the Pony Express Signal project as presented.

Brad Kenison seconded the motion, and the motion passed all in favor.

#### **RTP: 2027 Wasatch Choice Vision, Land Use Vision Final Adoption (00:23:18)**

Dan Wayne provided an update on the Wasatch Choice Vision, Land Use Vision, which is a foundational element for the region's new transportation plan. He explained that MAG and its consultants have worked closely with each city to identify future city centers and gather technical input, and are now preparing recommendations and clarifying questions for individual cities to refine the land use vision. Dan Wayne emphasized the importance of cities responding quickly to these upcoming requests, as prompt feedback will expedite the overall planning process. He gave examples of the kinds of questions being considered, such as the appropriate categorization and geographic distribution of neighborhood and urban centers. Dan Wayne reassured participants that while MAG is offering suggestions, the intent is to clarify—not dictate—city land use decisions. He mentioned that highlights and recommendations for each city will be presented in accessible formats, like city-specific screenshots, to make the review process easy, and he encouraged cities to provide input, as this vision will soon be presented for final adoption and included in travel and regional plans.

#### **RTP: 2027 Process Development Update (00:30:38)**

Kendall Willardson gave a brief update on the development of the 2027 Regional Transportation Plan (RTP). He noted that the current focus is on conducting one-on-one stakeholder meetings with cities and key stakeholders to gather feedback on the planning process. Kendall Willardson also highlighted that work is underway on a new RTP website to keep the public informed, and a significant data cleanup effort is happening through a GIS exercise that consolidates past and current RTP project ideas into an initial draft map. He explained that this draft is not final, but will serve as a basis for upcoming discussions with staff and technical committee members to determine which projects or modifications should move forward. Kendall Willardson finished by signaling that the draft RTP map will be presented in more detail at the next meeting for committee review and input.

#### **Road Functional Classification System Progress Update (00:34:16)**

Matthew Silski provided an update on the Road Functional Classification System, which catalogs existing and future funded collector and arterial roads throughout the state and is updated by UDOT every ten years. He shared that earlier this year, the group was asked to review and provide feedback on the network, resulting in an impressive 270 comments—more than any other regional planning organization in the state. This feedback led to meaningful updates, particularly where cities supplied recent traffic counts and clarifications on road function. While the state-level system only incorporates funded projects and existing roads, comments about unfunded or future projects have been forwarded to MAG's own consolidated planning layers for possible inclusion in future plans. Matthew Silski noted the final review map is nearly ready, with UDOT recommending a few last adjustments regarding system balance, and he indicated that members would soon receive a link for one final review before formal adoption. Kendall Willardson then briefly commented that any feedback relevant for the RTP's broader planning efforts is already being considered in other channels, ensuring that important local insights are integrated into long-term planning.

#### **Grid Study Update (00:39:20)**

Tim Hereth briefly introduced the next segment on the grid study, explaining that it was only touched on in passing at the last TAC meeting but now would receive more thorough attention. He welcomed Tim Baird, the

consultant project manager from Fehr & Peers. Tim Baird provided an overview and update on the Grid Study, a statewide project aimed at identifying gaps and opportunities in roadway connectivity within urbanized areas. He explained that the study, funded by the legislature, seeks to pinpoint missing links and propose impactful projects not currently included in existing plans. Earlier in the year, the team collected feedback from committee members on their conceptual project list; this input, along with technical analysis, helped them refine and categorize potential projects into three tiers based on their regional significance and feasibility. Tim Baird shared that the team would soon reach out for a second round of local feedback, presenting prioritized project concepts and technical details to ensure community needs and perspectives are reflected before final recommendations. He also highlighted that these concepts may assist cities in meeting SB 195 requirements for analyzing local transportation barriers and potential connections, and noted that the final results would be delivered in a user-friendly web map. The study's outcomes are intended to guide future regional and local transportation planning efforts.

#### **TIP Selection Process Draft (00:45:05)**

Bob Allen led a detailed presentation and discussion on revising the TIP (Transportation Improvement Program) selection process. He began by reviewing the evolution of the selection process, noting a shift from subjective TAC voting to a more balanced approach where MAG staff technical scores and committee votes are each weighted at 50%. Bob Allen introduced new, more quantitative scoring criteria aimed at increasing objectivity, such as travel time indices, congestion measures derived from real-time data, and truck travel time indices for freight impact evaluation. He outlined how road, transit, and active transportation projects would each be scored according to empirical, mode-specific performance metrics, and described efforts to modernize environmental and safety scoring, including using GIS tools for assessing project impacts and leveraging crash and safety data for prioritization. The presentation included significant committee feedback around the challenges of quantifying environmental impacts, the need for flexibility when unforeseen project costs or impacts arise, and concerns about fair treatment of cities with more complex project environments. Bob Allen reaffirmed that while the new process emphasizes data and transparency, final decisions remain collaborative and adaptive—quantitative scores are meant to inform, not dictate, funding recommendations. He indicated that refining the process would continue, with ongoing input from the working group and a goal of implementing the improved workflow in time for the next application cycle.

#### **Other Business and Adjournment (01:40:06)**

Chair Jered Johnson stated the next MPO TAC meeting is scheduled for October 27, 2025.

Brad Kenison moved to adjourn the meeting.

Richard Nielsen seconded the motion, and the motion passed all in favor.