MOUNTAINLAND TECHNICAL ADVISORY COMMITTEE

MAG
586 East 800 North, Orem UT
August 26, 2019
1:30 p.m.

Minutes

Attending:
Steve Mumford, Chair
Brad Kenison, Vice Chair
Norm Beagly
Jed Muhlestein
Aaron Wilson
Adam Olsen
Paul Goodrich
Jered Johnson
Byron Haslam
Shaun Hilton
Dave Anderson
Chris Wilson
Gordon Miner
Mike Gottfredson
Alex Beim
Brad Stapley
Ken Anson
Chris Trusty
Alma Haskell
Scott Sensanbaugh
Shane Winters
Sam Kelly
Todd Trane
Darren Bunker
Eric Rasband
Richard Nielson
Daniel Jensen
Noah Gordon

Eagle Mountain
Lehi
Santaquin
Alpine City
American Fork
American Fork
Orem
Spanish Fork
Spanish Fork
Pleasant Grove
Spanish Fork
Vineyard
Saratoga Springs
Horrocks Engineers
UTA
Springville
UTA
Eagle Mountain
UTA
American Fork
Provo
Orem
Highland
UDOT
UDOT
UT County
Payson
Lindon
Steve Mumford Called the meeting to order at 1:30 p.m.

Public Comment: None

Approve August 26, 2019 Meeting Minutes
Ken Anson moved to accept the July 22, 2019 TAC meeting minutes as presented. Scott Sensanbaugher seconded the motion. The motion passed unanimously.

MAG Recertification Report - Shawn Seager, MAG
Staff from the Federal Highways Administration (FHA) and Federal Transit Administration (FTA) certified the MAG (UDOT/UTA) MPO planning process for Utah County during a three-day audit conducted July 30, 2019 through August 1, 2019. Federal law requires a planning review every four years.

Kevin Osborn, FTA specified that no corrective actions were identified. Listed are commendations and recommendations made through the audit process.

Commendations
1. Efforts to raise the bar by UDOT, UTA, and MAG in sustainability by utilizing the INVEST tool to self-audit our performance.
2. Innovative efforts by UDOT, UTA, and MAG to visualize the TIP with a new mapping tool that is updated weekly by the UDOT STIP web service.
3. Collaboration by UDOT, UTA, and MAG in the financial planning of Utah’s Unified Transportation Plan detailing statewide cost and expense coordination.
4. Innovative efforts by UDOT, UTA, and MAG to develop visualization tools including the TIP map previously mentioned, the RTP development story map and video, as well as environmental data for both the public and elected officials.
5. Innovative efforts by UDOT, UTA, and MAG to engage the public via outreach with open houses and outdoor venues.

Recommendations
1. Project prioritization alignment with goals and performance measures.
2. Document public participation plan goals and measures. Invite the public to develop the plan with staff.
4. Continue to enhance the MAG website to make items easy to find and link to UDOT and UTA data sets.

Spanish Fork Corridor Preservation Request - Jim Price, MAG
UDOT, at the request of Spanish Fork City, is applying for Utah County Corridor Preservation Funds to purchase a parcel of undeveloped ground needed for a future Spanish Fork Center Street Interchange. This is listed as a Phase 2 project in the current eligible corridors map, 2025-2034; however, UDOT anticipates the project will begin in the early years of that phase.

 Eligible Corridor: #55, I-15/Spanish Fork Center St. Interchange
Location: 30 N 1100 W, Spanish Fork Size: 1.755 acres
Status: Willing Seller
Appraised Value: $266,800 Est.
Acquisition Costs: $13,000
Total Request: $280,000

MAG staff finds that is a proper use of Corridor Preservation Funds; that the project should occur within a reasonable time frame; and recommends approval, under the condition that prior to accessing the funds, UDOT and Utah County execute an agreement for UDOT to reimburse the Utah County Corridor Preservation Fund for this purchase when project funds become available.

There is approximately $8.6m in the current fund. Property purchased with Corridor Preservation Funds that are not used will be sold and go back into the fund.

Paul Goodrich moved that the Technical Advisory Committee favorably recommend to the Regional Planning Committee that this purchase be approved, under the condition that prior to accessing the funds, UDOT and Utah County execute an agreement for UDOT to reimburse the Utah County Corridor Preservation Fund for this purchase when UDOT
project funds become available. Richard Nielson seconded the motion. The motion passed unanimously.

**Payson Corridor Preservation Request** - Jim Price, MAG

UDOT, at the request of Payson City, is applying for Utah County Corridor Preservation Funds to purchase undeveloped ground needed for a future Payson Main Street Interchange. This purchase will be for 6 of 8 lots approved for residential development prior to completion of the UDOT Environmental Impact Statement, and to the city being aware of the need to protect them for the future project. The remaining 2 lots have been developed and are not part of this application.

Eligible Corridor: #23, I-15/Payson Main St. Interchange
Location: approx. 150 W Douglas Drive, Payson
Size: 1.22 acres
Status: Willing Seller
Appraised Value: $402,000
Est. Acquisition Costs: $51,000
Total Request: $453,000

MAG staff finds that is a proper use of Corridor Preservation Funds; that the project should occur within a reasonable time frame; and recommends approval, under the condition that prior to accessing the funds, UDOT and Utah County execute an agreement for UDOT to reimburse the Utah County Corridor Preservation Fund for this purchase when project funds become available.

There is approximately $8.6m in the current fund. Property purchased with Corridor Preservation Funds that are not used will be sold and go back into the fund.

**Norm Beagley moved that the Technical Advisory Committee favorably recommend to the Regional Planning Committee that this purchase be approved, under the condition that prior to accessing the funds, UDOT and Utah County execute an agreement for UDOT to reimburse the Utah County Corridor Preservation Fund for this purchase when UDOT project funds become available. Brad Kenison seconded the motion. The motion passed unanimously.**

**Corridor Preservation Policy and Eligible Corridors Map Review** - Jim Price, MAG

In 2006, Utah County enacted the Local Option Corridor Preservation Fund, a program paid for by a $10.00 annual vehicle registration fee. Statute requires that money from the Fund be spent according to locally adopted policies, and within corridors that are included on county, municipal, and MPO Regional Transportation Plans. (UC 72-2-1-117.5)
Historically, the MAG Highways RTP has been adopted as the list of eligible corridors in order to comport with statute. Recently the state legislature made certain transit rights of way eligible for corridor preservation.

Jim Price asked for feedback on whether TAC wants to adopt transit in the RTP. He stated that it will make it easier for local purchases and that the purchases will not be used to build, but to secure property. A general discussion took place. The committee recommended adopting transit into the RTP knowing that UTA’s portion will be paid back. The final recommendation will be given January 2020.

**TIP Project Selection Process Discussion** - Robert Allen, MAG

The next Transportation Improvement Program (TIP) selection cycle will begin this fall and select projects to be funded in 2023 and 2024 with approximately $75m to $85m in funds available.

At the beginning of each selection cycle, the process is reviewed, and adjustments are considered. Bob Allen reviewed the following topics and asked for feedback regarding whether it should be implemented, or if more information is needed:

- **Project must be adopted in local plan**: Yes
- **Airport projects are eligibility**: Yes. Information was requested about cost limits and how airport projects would be critiqued. Review the matrix.
- **Formula distribution**: More information was requested on county action, consistency with laws and if cities can bond against it. A subcommittee will be formed to work out the details.

**Cost estimates:**

1. **Remove from idea phase**: No. Wants to use cost brackets.
2. **Third party review at concept phase**: Yes, if there is no additional cost. Agreed that there needs to be a more thorough review of the scope.

**Ranked list creation:**

1. **MAG staff scoring-primary list creation**: No
2. **Idea phase score portion of final score**: No
3. **MAG staff score a portion of final score**: Yes. It will help temper any potential politics at this time.
4. **Make voting public**: Yes. Make it public after voting. No instant scoring and not retroactive.
5. **Other**: None

Information from the discussion will be presented the MPO Regional Planning Committee on September 5, 2019. Any adjustments to the selection process that are recommended by TAC, must be approved by RPC at the October 3, 2019 meeting.
**Travel Demand Model Version 8.3 Official Release** - Tim Hereth, MAG

With the adoption of the Regional Transportation Plan, the travel demand model is officially adopted with a new base year (2015) that includes new highway and transit networks to reflect the newly planned projects and a new socioeconomic dataset.

**Other**

Next TAC meeting is scheduled for Monday, September 23, 2019, 1:30 p.m.

**SB 34 Affordable Housing Update** - Robert Allen, MAG

Senate Bill 34, passed during the 2019 legislative session, requires additional elements be added to a city’s general plan. Land use, transportation, and moderate-income housing elements need to be updated by December 1, 2019 and submitted to the state. TIFF and TTIFF funds will only be programed in communities that have a complying general plan.

**Brad Kenison moved to adjourn the meeting at 4:05 p.m. Jeremy Lapin seconded the motion. The motion passed unanimously.**