



MOUNTAINLAND
Metropolitan Planning Organization

MOUNTAINLAND MPO
REGIONAL PLANNING COMMITTEE

Thursday, April 2, 2009

UTAH COUNTY HISTORIC COURTHOUSE

**BALLROOM, 3RD FLOOR - SOUTH END
51 SOUTH UNIVERSITY AVE, PROVO, UTAH**

5:30 p.m.

AGENDA

1. Approve the minutes for the February 5 and 19, 2009 meetings - *Attachment*
2. Unified Planning Work Program Special Studies - *Andrew Jackson* 15 minutes
3. Transportation Improvement Program Modifications - *Shawn Eliot* 10 minutes
4. American Recovery & Reinvestment Act 1511 Certification - *Andrew Jackson* 10 minutes
5. American Recovery & Reinvestment Act Project List Expansion - *Andrew Jackson* 10 minutes
6. Corridor Preservation - *Jim Price* 10 minutes
7. Population - *Shawn Eliot* 5 minutes
8. I-15 Reconstruction Update - *Del Hawks, Project Manager, UDOT* 20 minutes
9. Update Reports from FHWA, UDOT, UTA, Transportation Commission
10. Public Comment and Other Business
 - a. Next Meeting – May 7, 2009

* Meeting minutes are recorded with a digital recorder. A hard copy of the attendees, a brief summary, and all motions made during a meeting will be approved at the next meeting. A CD of the entire meeting is available upon request. *

AGENDA ITEM # 2

DATE: 2 April 2009

SUBJECT: Unified Planning Work Program Draft Project List

PREPARED BY: Andrew Jackson

BACKGROUND: Every year the Metropolitan Planning Organization must identify its work program for the year, including the use of federal funds. This work program includes identifying studies and/or projects that will be undertaken during the next year.

Staff recommends the following six projects/studies:

1. The Central Valley Transit Study. Cost \$150,000 (local match \$10,155), This will be a study looking at transit connectivity between and within the communities of Orem and Provo and between the various transit modes (i.e. bus, BRT, Frontrunner). The match will be paid for by Orem and Provo. This study was initially requested by Provo.
2. The Central Valley Trail Study. Cost \$120,000 (local match \$8,714). This study will look in depth at trails in Orem and connectivity of trails within the central Utah Valley area (Lindon, Orem, Vineyard, Provo). Orem will pay 62.5% of the local match and share with the other three communities the remainder of the local match based on population. This study was initially requested by Orem
3. American Fork Main Street Study. Cost \$40,000 (local match \$2,702). This study will look at the gap area between two recent UDOT studies (I-15/Main Street interchange and State Street) in downtown American Fork. The match will be paid by American Fork. This study was initially requested by American Fork.
4. Bike Trail Brochure. Cost \$15,000 (local match \$1,015). This project is printing a new bike route/trail brochure. Several new routes and trails have been added to the system since our last brochure. To stay current we need to print new brochures. The match will be provided by non-local governmental sources. This project was initialized by staff.
5. Transportation Demand Model Contract. Cost \$17,500 (local match \$1,185). We run a joint Transportation Demand Model with the Wasatch Front Regional Council. WFRC provides additional technical assistance to MAG related to the model. This

is a continuation of a model contract with WFRC for the technical assistance. The match will be paid by UTA. This contract was initially requested by staff.

6. Fiber Network. Cost \$35,000 (local match \$2,370). This project will bring a fiber optic network into the building which will allow for real time traffic data collection, connection to UDOT databases, traffic camera monitoring, and allow for teleconferencing. The match will be provided through a Local Planning Assistance Grant from the State. This project was initially requested by staff.

Based on input received on these draft projects and studies, staff will prepare a final UPWP for adoption at the next Regional Planning Committee meeting in May.

The UPWP projects funding staff positions at the current level, with the possibility of adding a part-time temporary intern position to deal with increased reporting requirements of the ARRA.

RECOMMENDATION: Identify projects and studies for inclusion in the next UPWP.

SUGGESTED MOTION: I move to authorize staff to prepare the final UPWP for adoption at the next Regional Planning meeting based on the following studies and projects:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.

CONTACT PERSON: Andrew Jackson 801-367-0699 ajackson@mountainland.org

ATTACHMENTS: None

AGENDA ITEM #3

DATE: 2 April 2009

SUBJECT: Transportation Improvement Program - Board Modification

PREPARED BY: Shawn Eliot

The TIP is a 4 year program that will next be updated in 2011. During the program life, changes can occur in three ways:

- *Staff Modifications = minor scope changes, additional funds (under 250k), corrections*
- *Board Modifications = new projects, additional funds (over 250k), major scope change*
- *Board Amendments = new regionally significant projects not in first phase of the RTP*

Before the Regional Planning Committee are 4 Board Modifications that need approval before they can be placed on the TIP. They include:

1. **I-15 Freeway Reconstruction - American Fork to Provo Center ST - \$1.725b State Funds**
2. **UTA Bus Expansion - 15 New System Expansion Buses - \$5m ARRA Funds**
3. **Orem Intermodal Center - New Construction - \$2m ARRA Funds**
4. **Vineyard Connector - Orem to American Fork - Reduction of State Funds from \$158m to \$65m.**

RECOMMENDATION: The MPO Technical Advisory Committee met and reviewed the projects and recommends to Regional Planning that they be placed in the TIP program. Staff also recommends that the Board Modifications, which include the remaining ARRA (stimulus) projects and state projects, for inclusion into the TIP program.

SUGGESTED MOTION: ...motion that the Mountainland MPO Transportation Improvement Program be modified to include the ARRA and state funded projects listed above.

CONTACT PERSON: Shawn Eliot, 801-229-3841 or seliot@mountainland.org

AGENDA ITEM #4

DATE: 2 April 2009

SUBJECT: Certification under Section 1511 of the American Recovery and Reinvestment Act of 2009

PREPARED BY: Andrew Jackson

BACKGROUND: Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act, MAG must certify that the infrastructure investment funded by ARRA (pronounced R-a) has received full review and vetting required by law and that the use of tax payer dollars is appropriate.

Since the projects funded were in the MAG Long Range Plan and in the current TIP and the project list was approved at a public meeting, the ARRA projects have been fully reviewed and vetting. We are *not* requested to certify that the ARRA is a proper use of tax payer dollars, only that the projects are an appropriate use. Since the projects were all advanced from our future year's project list, if they were not a proper use of funds, they should not have been on the list in the first place. Regardless of ARRA funding, these projects would be built at sometime with taxpayer dollars.

RECOMMENDATION: Authorize the Chair to sign the attached Section 1511 Certification

SUGGESTED MOTION: Finding that the ARRA projects have been properly reviewed and vetted through the MPO Long Range Planning Process and that all the projects were programmed to use taxpayer dollars, I move to authorize the Chair to sign the Section 1511 Certification as required by the American Recovery and Reinvestment Act.

CONTACT PERSON: Andrew Jackson 801-367-0699 ajackson@mountainland.org

ATTACHMENTS: 1511 Certification

AGENDA ITEM #5

DATE: 2 April 2009

SUBJECT: American Recovery and Reinvestment Act of 2009 Project List Expansion

PREPARED BY: Andrew Jackson

BACKGROUND: At a special Regional Planning Meeting held on February 19th 2009 a list of five projects was adopted to be funded with ARRA funds. The list totaled \$9.88 million. After the project list was approved, final numbers indicate that the MAG region should receive a total of about \$10.111 million or about an additional \$230,000. If current ARRA projects do not meet specific timeline milestones, and cannot meet the funding deadlines, funds may be withdrawn and moved to a project that can meet the deadlines. Additionally, in the current bidding climate, we may see bids coming in about 10-15% lower than engineering estimates (This is less than what many of you have seen in your city and county bids, but as more agencies put projects to bid with ARRA funds we expect a tightening of the market). Utah is one of five states in the country on the leading edge of having projects ready to go. There is a possibility that if we show we can get projects going and jobs created in a short period of time we are more likely to get additional funding from the Federal Government.

If funds become available, staff will need to act quickly to use them. Staff is seeking guidance now so that when money is available we do not need to hold a special Regional Planning Committee meeting to get projects approved.

For current ARRA projects, staff recommends that any savings within the Historic Utah Southern Rail Trail stay within the project to expand into the next phase of the project and savings within the ITS/Emergency Data Integration project be used in the project to acquire additional software for improved functionality. Staff recommends any savings in the two UDOT projects be used for other UDOT projects within the MPO. Since the American Fork 50 South project has a limited scope, staff recommends that any savings within this project go back into the TIP for the next available project.

Staff has identified four projects that could be able to use ARRA funds. They are: the Orem and Provo Intermodal Centers; the Provo ACS Light Traffic Responsive Signal System; the I-15 ITS Expansion/Highway Advisory Radio; and UDOT priorities (pavement rehabilitation on I-15 and SR-92 and widening of 800 North in Orem from I-15 to 400 West)

Staff is requesting that the Regional Planning Committee rank the four above mentioned new projects for ARRA funding. Staff also requests the Regional Planning Committee give

staff the authority to program saved and additional ARRA funds as they become available based on your recommended prioritization.

RECOMMENDATION: Authorize Staff to use ARRA funds as designated by the Regional Planning Committee.

SUGGESTED MOTION: I move to authorize staff to program saved and/or additional ARRA funds in the following order:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.

CONTACT PERSON: Andrew Jackson 801-367-0699 ajackson@mountainland.org

ATTACHMENTS: ARRA Project list

AGENDA ITEM #6

DATE: April 2, 2009

SUBJECT: **Corridor Preservation Authorization – Highland City**

PREPARED BY: Jim Price

BACKGROUND:

The City of Highland has applied for Corridor Preservation Funds to purchase two properties for right of way on 9600 North, listed as project # 50 on the Eligible Corridors map (attached.) The owners of each property are willing sellers anxious to conclude the transaction with Highland.

Property #1 – Gregory and Janine Walkenhorst, 9761 North Pheasant Drive, a residence. \$820,750.

Property #2 – Vard and Barbara Jensen, 9768 North Pheasant Drive, a residence. \$837,552

RECOMMENDATION: Highland has met the requirements of the Local Option Corridor Preservation Fund program and while adequate funds are not yet available for this purchase. It is recommended that approval be made at this time.

SUGGESTED MOTION:

CONTACT PERSON: Jim Price
801-229-3848 (office)
801-400-8736 (mobile)
jprice@mountainland.org (email)

ATTACHMENTS:

Corridor Preservation Map, property location map.

AGENDA ITEM #5

DATE: February 5, 2009

SUBJECT: **Corridor Preservation Authorization – Highland Cdiy**

PREPARED BY: Jim Price

BACKGROUND:

North County Boulevard is a high-priority project that is needed to alleviate congestion during I-15 reconstruction, and for future traffic flows through north Utah County. Utah County seeks to begin construction as soon as possible.

During FY 2008, Regional Planning authorized staff and Utah County to use the Local Option Corridor Preservation Fund to purchase as much right of way as possible along the North County Boulevard (4800 W) corridor. \$6.5 million was used to acquire approximately one-half of the needed property. It is estimated that the remaining ROW can be acquired during the next 12-14 months if Corridor Preservation Fund cash flows are prioritized to be used for this project.

As of January 2009, the original \$10 vehicle registration fee is supplemented by the 3rd quarter-cent, from which 20% is required to be dedicated to corridor preservation. The combined revenue streams should generate \$7 million - \$8 million annually.

RECOMMENDATION: Staff recommends that the North County Boulevard Project be given priority access to the Local Option Corridor Preservation Funds in order to expedite acquisition of needed rights of way, and that Utah County be authorized to make and conclude purchase agreements as funds become available. It is also recommended that a quarterly progress and expenditures report be required to be presented to the Regional Planning Committee regarding these activities.

SUGGESTED MOTION:

CONTACT PERSON: Jim Price
801-229-3848 (office)
801-400-8736 (mobile)
jprice@mountainland.org (email)

ATTACHMENTS:

North County Boulevard Parcel Map

AGENDA ITEM #7

DATE: 2 April 2009

SUBJECT: Population Estimates - Census Data

PREPARED BY: Shawn Eliot

INFORMATIONAL ITEM ONLY

There are two sources that estimate current population, the US Census Bureau and the Governor's Office of Planning and Budget. Current estimates should not be confused with the decennial census data (actual head count once each decade) or population projections done by the state for county data and by the AOGs for municipal data.

Census Population Estimate Data: The census produces estimates for July 1 of each year for municipalities, counties, states, and the nation based off data from the previous year. For the 2008 estimates, national, and state data was released in December 2008. County data was released in March 2009. Municipal data will be released in June (which is the data that the state uses for distributing tax funding to the cities).

Each year in Utah County, there have been challenges to the various estimates because the data did not reflect current conditions. This might finally change. The new county census for 2008 is 530,837, while state estimate for 2008 519,632. This is the first time the census estimate is higher than the state.

2000-2008 County Population Estimate Data: Since 2000, Utah County has grown faster than any other county in Utah except Washington. The county added 162,301 persons, more people than any other county. Utah County now has a larger population than Davis and Weber counties combined. The 2008 estimate was based on data from 2007 when growth in the region was still strong.

2000-2008 Metropolitan Population Estimate Data: The Provo/Orem Metropolitan area (Utah and Juab counties) was the 3rd faster growing metro area in the country, right behind St. George which was 2nd. The growth rate in Provo/Orem was twice that of Ogden/Clearfield (Davis Weber counties) and three times as fast as Salt Lake City metro. Provo/Orem metro went from being the 120th largest metro area in the country in 2000, to the 92nd. It was the 29th fastest growing in terms of additional persons.

CONTACT PERSON: Shawn Eliot, 801-229-3841 or seliot@mountainland.org

ATTACHMENTS: Utah Counties Population - 2000-2008
Top Ten Fastest Growing Metropolitan Areas - 2000-2008

AGENDA ITEM # 8

DATE: 2 April 2009

SUBJECT: I-15 reconstruction update

PREPARED BY: Andrew Jackson

BACKGROUND: During the last Legislative Session the Legislature appropriated \$1.725 billion for the reconstruction of I-15. The attached map show the limits of the reconstruction from the American Fork Main Street interchange to the Provo Center Street interchange.

Del Hawks, the UDOT I-15 Core Project Manager will present this item and be available for questions.

RECOMMENDATION: Information only.

SUGGESTED MOTION: Information only

CONTACT PERSON: Andrew Jackson 801-367-0699 ajackson@mountainland.org

ATTACHMENTS: I-15 reconstruction map