Between 5:00 p.m. to 5:30 p.m. MAG Staff will be available to discuss the current agenda or future agenda items in detail before the meeting begins.

1. Approve the February 2, 2017 meeting minutes

2. Public Comment  
   
3. Unified Planning and Work Program Amendment, Repurposing the existing $250,000 - South County Transit Study into Consultant Support to assist in the Development of the TransPlan2050 Regional Transportation Plan (Road, Transit and Bike/Pedestrian) - Shawn Seager, MAG Staff

4. Modification of TransPlan40 Regional Transportation Plan to include the UVU Pedestrian Bridge in Phase 1 (2015-2024) - Chad Eccles, MAG Staff

5. Update Reports from FHWA, UDOT, UTA, and Transportation Commission

6. Other Business
   a. Next Scheduled Meeting – April 6, 2017

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify Melanie Haws at 801-229-3834 or mhaws@mountainland.org at least 24 hours prior to the meeting.

* Meeting minutes are recorded. A hard copy of the attendees, a brief summary, and all motions made during a meeting will be approved at the next meeting. Audio recordings of these meeting are available at www.mountainland.org/mpo-regional-planning-committee
MOUNTAINLAND MPO REGIONAL PLANNING COMMITTEE

Historic Courthouse, 3rd Floor Ballroom
51 South University Ave., Provo

Thursday, February 2, 2017
5:30 p.m.

Minutes

Attending: Representing:
Mayor Gary Gygi, Chair Cedar Hills
Mayor Wilford Clyde, Vice-Chair Springville
Mayor Mike Daniels Pleasant Grove
Mayor Steve Leifson Spanish Fork
Mayor Sheldon Wimmer Alpine
Mayor Ty Ellis Elk Ridge
Mayor Mark Thompson Highland
Mayor Richard Brunst Orem
Mayor Christopher Pengra Eagle Mountain
Mayor Howard Anderson Cedar Fort
Mayor Kirk Hunsaker Santaquin
Mayor Brian Wall Mapleton
Mayor Farnsworth Vineyard
Mayor Jeff Acerson Lindon
Mayor Jim Miller Saratoga Springs
Commissioner Bill Lee Utah County
Commissioner Nathan Ivie Utah County
Council Member Shellie Baertsch Saratoga Springs
Council Member Michelle Weeks Draper
Barry McLerran Representative Mia Love
Sherrie Hall Everett UTA
Ken Anson UTA
Steve Meyer UTA
Mary DeLaMare-Schaefer UTA
Mayor Gary Gygi called the meeting to order at 5:30 p.m.

**Approve the November 3, 2016 meeting minutes**

Mayor Mike Daniels moved to approve the November 3, 2016 meeting minutes. Mayor Jeff Acerson seconded the motion. The motion passed unanimously.

**Public Comment**

No comments.

**Quick Training on Audio/Recoding System** – Melanie Haws

Press the button in the middle of the microphone stand until the red light turns on to speak. When finished, press the button again and light will turn off. The audio system will both provide an audio recording of the meeting and amplify sound.

**Election of Officers** – Shawn Seager, MAG Staff

The Mountainland Regional Planning Committee, in consultation with MPO staff and in accordance with the MPO Bylaws, shall nominate from its membership the positions of Chair and Vice Chair. Both Chair and Vice Chair shall be elected officials from jurisdictions within the MPO. Ratification of nomination shall require a simple majority vote. The position of Chair and
Vice Chair shall be for one-year terms. Successive terms are not limited. Individuals may request to be replaced at any time.

If the Chair should relinquish his or her elected position, he or she shall be replaced by the Vice Chair and a new Vice Chair will be elected.

The positions necessitate attendance at the following monthly meetings:

- Regional Planning Committee, Provo, 1st Thursday of each month
- MPO Finance, monthly in Orem
- Joint Policy Advisory Committee, SLC, 1st Thursday of each month
- Mountainland Steering Committee, rotates location, 4th Thursday
- Active Transportation Committee, SLC, 2nd Wednesday
- WFRC Regional Growth Committee, SLC, 3rd Thursday, every other month (invited)
- Ad hoc meetings in SLC

Additional meetings may also be requested.

Mayor Mark Thompson motioned to nominate Mayor Gary Gygi for Chair and Mayor Wilford Clyde for Vice Chair of the Mountainland Association of Governments Regional Planning Committee. The motion passed unanimously.

Understanding Winter PM 2.5 – Dr. M Baasandorj

Dr. Munkhbayar Baasandorj, Atmospheric Sciences Research Professor, University of Utah, and Dr. Stephen Brown, National Oceanic Atmospheric Administration (NOAA) Research Lab, Colorado, presented on a study being done to better understand effective strategies to improve wintertime air quality in the intermountain west. The Department of Air Quality and the University of Utah are collaborating with 20 out-of-state investigators from NOAA, Environmental Protection Agency, and other universities on a research project titled – Utah Winter Fine Particulate Study.

Mayor Wilford Clyde asked what is contributing the pollution. Dr. Baasandorj stated that the main contributors are ammonium nitrates, livestock, and industrial and vehicle emissions. There are three sites in Lindon, UT to measure pollutants. Commissioner Nathan Ivie asked if the chemistry can be reversed or reduced. Dr. Baasandorj said that more research needs to be done to learn how it is formed before significant change can take place.

MAG Budget FY-2017 Amendments – Bob Allen and Shawn Seager

a. Exchange Program

MAG and UDOT have agreed to exchange MPO Federal Funds for State Transportation Funds in Utah County.
• MAG TAC and Regional Planning Committee approved the exchange program in June of 2016.
• MAG staff and UDOT have signed an agreement for Federal Fiscal Year 2017 funds.
• This amendment will increase the MAG Budget $10,332,230 in Utah State funds and will increase the total FY17 MAG budget from $12,365,720 to $22,697,950.
  o These are not new funds to our transportation project, but these funds will now go through the MAG budget then directly to the cities and counties via the MPO TIP project selection process. In the past UDOT managed the MPO federal funds and federal project delivery process for the Cities and Utah County.
• The MAG budget needs to be amended to reflect the addition of these funds.

b. Consolidate Planning Grant (CPG)
MAG and UDOT enter into an annual agreement called the Consolidate Planning Grant CPG. This annual grant funds our operations and planning studies. The CPG is composed of several sources of funding including:
  Federal Transit Authority 5303
  Planning Funds (PL)
  Surface Transportation Funds (STP)
  Rollover funds from previous year

The actual amount of these funds received from UDOT in the signed CPG Federal Aid Agreement has changed from our estimated $2,766,411 to an actual $2,688,474 or $77,937 less than originally planned due to changes in 5303, STP and Rollover funds from previous years that assumed full obligation authority when in fact they were subject to a 95% Obligation Limitation. At our request UDOT (Bill Lawrence) has increased the obligation limitation to 100 % for all future Planning funds for all four MPO's in the State of Utah thus eliminating or reducing this potential issue in the future.

Funding Section H. Planning Opportunities Contingency in the FY17 MAG Unified Planning and Work Program will be reduced from $466,792 to 388,855 or $77,937 less to accommodate this reduction. No projects, studies or staff will be affected with this reduction.

On January 23, 2017, the Technical Advisory Committee unanimously passed the motion to amend the MAG Budget FY-2017 to reflect the increased in UDOT exchanged funds and decrease in actual CPG funds.

MAG Staff recommends amending the MAG Budget FY-2017 to reflect the increased in UDOT exchanged funds and decrease in actual CPG funds.
Mayor Richard Brunst moved that the Mountainland MPO Regional Planning Committee amend the MAG FY 2017 Budget to reflect the addition of $10,332,230 of State Transportation funds from the exchange program and decrease the MPO CPG revenue and expenditure from $2,766,411 to an actual $2,688,474. Mayor Steve Leifson seconded the motion. The motion passed unanimously.

It was noted that the suggested motion on the staff reports listed MAG Technical Advisory Committee to amend the MAG FY 2017 Budget, when in fact it should have read Mountainland MPO Regional Planning.

**TIP Modifications** - Bob Allen and Shawn Eliot

**a. UTA Funding, Add New Provo Frontrunner Station Reconfiguration to TIP**

UTA is requesting a project be added to the TIP. The total project cost is $150,000, with $120,000 in UTA’s 5339 Bus and Bus Facility federal formula funds. This will pay for reconfiguration of the bus area at the Provo Intermodal Station; adding two saw tooth curbs for local route (not BRT) buses to allow buses to operate more efficiently and for easier passenger boarding and alighting. The project is a categorical exclusion because it is in the existing footprint of an existing transit hub facility, and makes only minor changes to the curb and sidewalk at the bus loop area. Provo Intermodal is located at 686 South Freedom Blvd. in Provo, UT 84601.

Mayor Christopher Pengra moved that TIP be modified to add the Provo Intermodal Station reconfiguration project totaling $150,000. Commissioner Nathan Ivie seconded the motion. The motion passed unanimously.

**b. MPO Revenue Update and Add New Projects from 2016 Final Project Priority List to the TIP**

The Transportation Improvement Program (TIP) is a 4 year program that lists all the regional transportation projects and programs. The next TIP updated will be in 2017.

At the last project selection process in 2016, a priority list was approved and used to fund projects down to the projected amount of funding available at the time. Projects that were not funded were approved to be funded in priority order if additional funds came available before the next selection process in 2018. Additional funding of $16.9m is now available due to funding not needed for the Provo/Orem BRT project, left over funds from project closeouts, and revised balances from UDOT.

Before the committee is a Board Modification to the TIP. It is proposed that the next four projects on priority list be funded. Available funding fully funds the first three projects;
- Pony Express PKWY
- Elk Ridge DR
- SF 1100 East Trailhead

The next project on the list is Lakeview PKWY Phase 3. The city of Provo has requested that $1.6m be applied to this project with the city using local funding to fund the remainder of the phase. It is proposed that all the projects be placed in FY2020 for now and be adjusted when more information is available.

The 4 projects combined equate to $15.8m. It is proposed to keep the remaining $1.1m in the fund balance to possibly use for a BRT No-Fare program. This program would combine funding with UTA and possibly the universities to fund 3 years of fare costs for BRT. Currently this is in the development stage and it is not proposed to be approve this at this time. More information will be presented at a later date.

Mayor Mike Daniels moved that the MPO Regional Planning Committee at the recommend to the MPO TAC modify the Transportation Improvement Program to add Pony Express PKWY $7.9m, Elk Ridge DR $5.7m, SF 1100 East Trailhead $586k, and Lakeview PKWY $1.6m. Mayor Ty Ellis seconded the motion. The motion passed unanimously.

**Other Business**

a. Next meeting is scheduled for March 2, 2017.

Mayor Gary Gygi adjourned the meeting at 7:00 p.m. No motion was given.
AGENDA ITEM #3

DATE: 02/27/2017

SUBJECT: Unified Planning and Work Program Amendment, Repurposing the existing $250,000 - South County Transit Study into Consultant Support to assist in the Development of the TransPlan2050 Regional Transportation Plan (Road, Transit and Bike/Pedestrian)

PREPARED BY: Shawn Eliot

BACKGROUND:

After meeting with Springville and Spanish Fork City over the past year MAG Staff determined that in addition to future transit project in the area, roadway connectivity is also a concern to city staff. This proposed repurposing of the existing $250,000 - South County Transit Study into Consultant Support to assist in the development of the TransPlan2050 Regional Transportation Plan (Road, Transit and Bike/Pedestrian). It will allow MAG staff to further understand the need of all Utah County cities and consider all mode for the next RTP to be adopted in June of 2015.

REGIONAL TRANSPORTATION PLAN DEVELOPMENT: TransPlan50 is the next Regional Transportation Plan (RTP) for urban Utah County through 2050 created by the Metropolitan Planning Organization (MPO). The plan lists regionally significant transportation projects by phases, generally in 10 year increments, starting in 2019. Each phase is fiscally controlled to statewide funding assumptions and must meet federal air quality standards. Assigning projects to a phase is done by forecasting growth and land-use trends and using the MPO Travel Demand Model to predict where new transportation facilities are needed. Economic development and regional connectivity can also be used to determine phasing. All projects requiring funding through the MPO Transportation Improvement Program (TIP) and Statewide Transportation Program (STIP) must be listed within the first 10-year phase of the RTP.

PROPOSAL: In development of the RTP, MPO staff are proposing that consultant services be used for three areas of the plan; major highway development, major transit development, regional connectivity and corridor spacing. It is anticipated that the consultant would help the MPO develop transportation facilities and land-use patterns scenarios. Development of the scenarios would be done through small area meetings held during 2017. Each meeting will consist with about 5 geographically connected municipalities, Utah County, UDOT, and UTA. Mayors, county commissioners, city managers, city council members, planning commissioners, and city and county staff would be invited to participate. A heavy emphasis would be placed on having a large participation rate to gain multiple opinions. It is anticipated that two meetings per small area will be needed. The outcome of these meetings will produce the Wasatch Choice for 2050 preferred scenario for Utah County.

FUNDING: MPO staff propose that a significant scope of work be included for the South County Transportation Stud. Staff believe that any major facilities in the south county must be looked at holistically with other areas of the county. Transit to Spanish Fork doesn’t work without looking at transit in Provo and Orem. A new south county highway corridor connection to Provo doesn’t work unless you study how the corridor connects into Provo/Orem and beyond. What are the impacts of a Utah Lake bridge to the south county? Currently, the South County Transportation Study is programmed
RECOMMENDATION: MPO staff recommend that the UPWP be amended to repurpose the existing $250,000 - South County Transit Study into Consultant Support to assist in the Development of the TransPlan2050 Regional Transportation Plan (Road, Transit and Bike/Pedestrian)

SUGGESTED MOTION: I move that the MPO Technical Advisory Committee recommend to the MPO RPC that Unified Planning Work Program be amended to repurpose the existing $250,000 - South County Transit Study help develop and facilitate the Regional Transportation Plan Development of Major Transportation Corridors Project.

CONTACT PERSON: Shawn Eliot, 801-229-3841 or seliot@mountainland.org
ATTACHMENT: RTP Development of Major Transportation Corridors Project-Detailed Information

Major Highway Corridor Concepts
The Provo/Orem urbanized area has major geographic constraints limiting transportation connections between the established urban east side and the high-growth west. Utah Lake, Lake Mountain, and West Mountain form a formidable barrier blocking easy transportation links. The I-15 freeway is the only north/south freeway in Utah County. In many locations, it is only one of two major roads traversing between the central Provo/Orem area to the areas south and north. With growth predictions showing the county raise above 1 million before 2040, the discussion should be had of what large highway facilities should be planned to connect high growth areas and what can be done as enhancements to I-15 and paralleling facilities. Utah Lake Bridge, highway around Utah Lake, I-15 parallel road or other improvements to I-15 should be looked at.

The consultant will review demand models and present findings to the small area meetings proposed as part of the RTP development. The outcomes of these meetings will help formulate the next list of major projects for the RTP. The consultant will work with the affected municipalities to help facilitate the projects being added to the municipal transportation plans.

Regional Connectivity
Most municipalities in Utah County have evolved in a somewhat radial pattern, growing from a downtown core outward. In many cases, each jurisdiction grew without much discussion of how their separate transportation systems would connect. Most local planning looked at the city’s internal needs relying on UDOT or the county to handle regional connections. This has led to a highway network with limited major facilities connected at recommended ITE spacing. Salt Lake Valley and many other urban areas have a grid system of major roads that cross east/west and north/south across the entire valley or area. In some places, Utah Valley has lost the ability to create these connections without major disruptions to established neighborhoods and commercial areas. The discussion of how to make connections and at what cost should be had.

The consultant will review demand models, ITE spacing guidelines, and draft regional corridor solutions. They will work with the municipalities in the small area meetings and other meetings to facilitate ideas, show impacts to the transportation system and land-use, and work to gain projects being added to the municipal transportation plans.

Major Transit Concepts
Currently many discussions are occurring regarding major transit routes. Vineyard, Orem State ST, south county, and the Thanksgiving Point area to name a few. The RTP should address needs, and to some extent the local desires of transit. It should also explain demand and funding realities of today. The plan could create a vision with our elected officials of what a 1 million population Utah County could realize with transit. Funding discussions should be held among decision makers to find ways to fund their priority projects.

The consultant will review demand models, suggest other models that could be used, use past study work (north county) and draft regional transit solutions. They will do this by working with the municipalities in the small area meetings and other meetings to facilitate ideas, show impacts to the transportation system and land-use, and work to gain projects being added to the municipal transportation plans. The outcome will allow municipalities a better understanding and buy-in of the future system.
BACKGROUND: Orem City has requested a modification to TransPlan40 to separate the pedestrian element of the 800 South Interchange already approved as a phase one project, and create and add as a new project, the UVU Pedestrian Bridge to the RTP in phase 1 as unfunded in anticipation of receiving construction funding through UDOT choke-point funding and other potential private sources.

This project has been in discussion for some time and is a top concern for UVU. Currently, students and others who commute using Frontrunner and desiring to get to UVU’s east campus will cross I-15 using the University Parkway Interchange and there have been accidents and a fatality there. Safety is a top concern and also convenience in getting to campus. This bridge will add a more direct walk to campus which will encourage transit riders to continue to use Frontrunner for their trip to campus.

An engineering firm is currently under contract to provide a better cost estimate for the bridge as well as an architectural rendering of what it may look like.

See attached modification reports for specific projects and additional information.

STAFF RECOMMENDATION: MPO Staff recommends approval of the modifications to TransPlan40. MPO TACs recommendation will be presented at the MPO RPC meeting.

SUGGESTED MOTION: I move that the MPO TAC Committee approve and recommend to Regional Planning the modifications of separating the pedestrian element of the phase 1, 800 South interchange and adding the UVU Pedestrian Bridge into TransPlan40 as a phase 1 project as an unfunded project.

CONTACT PERSON: Chad Eccles, 801-229-3824 or ceccles@mountainland.org
ATTACHMENT: RTP Modification Info Sheet
TRANSPLAN40

MODIFICATION 17-1

TransPlan40 is the Regional Transportation Plan for urban Utah County through 2040. It is created by the Mountainland Association of Governments acting as the Metropolitan Planning Organization (MPO). The plan lists regionally transportation significant projects by phases, generally in 10 year increments, starting in 2015. Each phase is fiscally controlled to statewide funding assumptions and must meet federal air quality standards. Assigning projects to a phase is done by forecasting growth and land-use trends and using the MPO Travel Demand Model to predict where new transportation facilities are needed. Economic development and regional connectivity can also be used to determine phasing. All projects requiring funding through the MPO Transportation Improvement Program and Statewide Transportation Program must be listed within the first 10-year phase of TransPlan40.

Changes to TransPlan40 can occur in two ways, modification or amendment. A modification is any action that does not require an air quality determination. This includes minor project scope changes, newly identified funding added to a project, removing projects, and moving illustrative projects (unfunded) between phases. An amendment is required when a new regionally significant project is added to the plan or a funded project is moved between phases of the plan. Amendments require an air quality conformity determination to be made as well as identification of or the assumptions behind the new funding needed to build the project.

RTP#130  UVU Pedestrian Bridge

In Modification 17-1, it is proposed to take the pedestrian element from the 800 South Interchange already in phase 1 and separate it as a new project and add the Pedestrian Bridge at Utah Valley University into the TransPlan40 as unfunded in Phase 1 (2016-2025). The city of Orem made this request. It is anticipated that full funding for the project will occur soon. When funding is identified an amendment with an air quality determination will occur.

This bridge has been considered for some time as a safety concern has arisen as students and others ride Frontrunner and then cross the University Parkway Interchange to get to the Utah Valley University Campus. The Structure would span from the Orem Intermodal Center over the railroad tracks, over I-15 and 1200 West to land on the Campus on the east side of I-15. It is anticipated that much of the funding would come from UDOT choke-point funding.