Overview

- Mountainland Metropolitan Planning Organization (MPO) receives approximately $9m in STP-Urban and STP-NonUrban federal funds annually.

- The requirements for using these funds include:
  - Federal NEPA environmental process
  - Buy America
  - Davis Bacon Wages
  - Federal right of way (ROW) acquisition process
  - Requires the UDOT project management process

- Each of these requirements add significant time and costs to local transportation projects

- MPO would like to exchange its federal funds with UDOT for state transportation funds.
  - State funds do not carry the same requirements.
Exchange Process

• MPO will receive $.85 state funds from UDOT for every $1 of federal funds.

• The MPO and UDOT agree to exchange FFY2017 and FFY2018 funds with the option to continue the process beyond those years.

• The exchange will take place annually, in one lump sum, at the beginning of the FFY or when FHWA confirms the federal funds are available.

• Requires a 6.77% local match for each project.

• Projects will continue to be selected through the adopted MPO TIP project selection process.
Benefits

• MPO
  • No federal involvement or regulations
  • Limited UDOT involvement
  • Streamlined process, quicker delivery
  • 15% to 30% cost savings for not using federal funds
  • MPO’s Project Management Process is much simpler

• UDOT
  • Better able to utilize federal funds
  • Less time spent managing small local projects
Questions?
MPO/COUNTY JOINT PROJECT MANAGEMENT PROCESS

Managing Projects Funded with MPO State and County Funds
Overview

- MPO will exchange federal funds with UDOT for state transportation funds
- MPO is responsible for project management
- Utah County already manages MPO projects funded with county funds
- MPO staff and county staff have developed a joint project management process
  - UDOT will initially play a minor advisory role to the MPO and county
- All project funds awarded to UDOT or the Utah Transit Authority (UTA) will be managed by their respective agencies with an inter-local agreement
Purpose

- Help jurisdictions develop complete, efficiently delivered, lasting transportation projects
- Remain accountable to the MPO committees, Technical Advisory Committee (TAC) and the Regional Planning Committee (RPC) that awarded the funds
- Ensure approved projects are completed in a timely manner
- Help local jurisdictions overcome unforeseen project funding and or scoping issues
- Follow proven project delivery processes and standards
Benefits

• Projects funded with MPO funds and projects funded with county funds will follow the same process

• Joint project management process is significantly simpler than the current UDOT process

• Projects will be able to follow simplified acquisition, procurement procedures

• More local control of projects

• Increased accountability to MPO committees
Process

- Project Initiation
  - Develop an inter-local agreement

- Design
  - MPO/County will be involved at certain milestones
  - Project will be designed to applicable local/national/state standards

- Construction
  - MPO/County will be notified of changes to project scope or budget over 10%
  - MPO/County will be invited to final inspection
Process

• Reimbursement
  • Local government will submit one itemized monthly invoice, with backup, to the MPO/County.
  • Any costs in excess of the total awarded MPO/county funds will be the responsibility of the local government.
  • MPO/county and the local government will continue to follow the previously adopted contingency funds policies.

• Completion
  • Local government will submit a statement of completion with final invoice
  • Any remaining funds will be retained by the MPO to be redistributed through the TIP selection process.
Questions?