Mountainland MPO
Technical Advisory Committee

Monday, February 27, 2017

Mountainland Conference Room
586 East 800 North, Orem, UT
1:30 P.M.

1. Welcome, Introductions and Public Comment - Richard Nielsen
3. Unified Planning and Work Program Amendment - Shawn Seager, MAG
4. Modification of TransPlan40 Regional Transportation Plan - Chad Eccles, MAG
5. Other Business
   UTA
   UDOT

Next Meeting March 27, 2017

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify Jessica Adams at 801-229-3845 or jadams@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/tac
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 projects 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 2019.

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 Study. 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 in the Unified Planning Work Program (UPWP) at $250,000. The
local match is paid by UTA. This amendment would allow MAG staff to broaden the scope of work for this project

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 seleiot@mountainland.org
ATTACHMENT: RTP Development of Major Transportation Corridors Project-Detailed Information
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.