

NOTICE

Notice is hereby given that the Mayor and City Council will hold a Work Session on Wednesday, November 6, 2013 in the Council Chambers, 45 West 100 South, beginning at 6:00 pm.

DISCUSSION ITEMS

1. Interview of Transportation Master Plan Engineering Firm Applicants
2. General Discussion

If you are planning to attend this Public Meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City Office ten or more hours in advance and we will, within reason, provide what assistance may be required.

CERTIFICATE OF MAILING

The undersigned duly appointed City Recorder for the municipality of Santaquin City hereby certifies that a copy of the foregoing Notice and Agenda was e-mailed to the Payson Chronicle, Payson, UT, 84651.


By: Susan B. Farnsworth, City Recorder

Posted:
City Offices
Post Office
Zions Bank

**MINUTES OF A COUNCIL WORK SESSION
HELD IN THE COUNCIL CHAMBERS
NOVEMBER 6, 2013**

The meeting was called to order by Mayor James E. DeGraffenried at 6:00 pm. Council Members attending: Keith Broadhead, Matthew Carr, Kirk Hunsaker, James Linford, and Rick Steele.

Others attending: City Manager Ben Reeves, Community Development Director Dennis Marker, Public Safety Director Dennis Howard, J-U-B Representatives Lori Labrum, Mike Worrall, Rob Eldredge, Vijay Kornala, and Siobhan Locke, Zions Bank Representative Matthew Millis, Nick Miller, David Hathaway, Cindy Johnson, Hales Engineering Representatives Ryan Hales, Kordel Braley, Jeremy Searle, and Fred Philpot, Trevor Wood, Mayke Wood, InterPlan Representative Matt Riffkin and other unidentified individuals.

DISCUSSION ITEMS

Interview of Transportation Master Plan Engineering Firm Applicants

Representatives of J-U-B Engineers addressed the Mayor and Council Members with regard to drafting a Transportation Master Plan, Impact Fee Facilities Plan and Impact Fee Analysis (see attachment "A" for a copy of the presentation).

Representatives of Hales Engineering addressed the Mayor and Council with regard to working with the City to draft the Transportation Master Plan, Impact Fee Facilities Plan and Impact Fee Analysis (see attachment "B" for a copy of the presentation).

The Representatives of InterPlan did not arrive until their scheduled time to address the Mayor and Council Members had passed. However, Mayor DeGraffenried allowed Mr. Riffkin to make his presentation (see attachment "C").

After the presentation, Director Marker tabulated the Council Member's scoring of the submitting firms qualifications and opened the sealed bids.

- | | | |
|---------------------|----------|----------------------|
| • InterPlan | \$28,480 | 150 days to complete |
| • J-U-B | \$40,465 | 330 days to complete |
| • Hales Engineering | \$80,000 | 240 days to complete |

Director Marker will contact the references of the firms and report his findings to the Mayor and Council Members. At that time a final decision will be made as to which engineering firm will draft the Transportation Master Plan. It was noted that after all the information is compiled, the firm submitting the lowest bid amount may not be the actual firm awarded the bid.

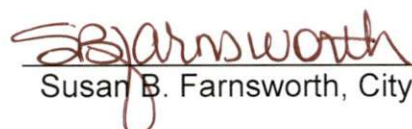
General Discussion

There wasn't time for a general discussion.

At approximately 7:15 pm the meeting adjourned.

Approved on November 20, 2013.


James E. DeGraffenried, Mayor


Susan B. Farnsworth, City Recorder

Transportation Master Plan, Impact Fee Facilities Plan, and Impact Fee Analysis for Santaquin City



The J-U-B Team

- **J-U-B ENGINEERS, Inc. (J-U-B)** - Transportation planning/traffic engineering specialists
- **The Langdon Group** - Public involvement specialists
- **Gateway Mapping** - GIS
- **L2 Data Collection** - Traffic data collection
- **Zions Bank Public Finance (ZBPF)** - IFA and financial analysis



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

OTHER J-U-B COMPANIES

ZIONS BANK

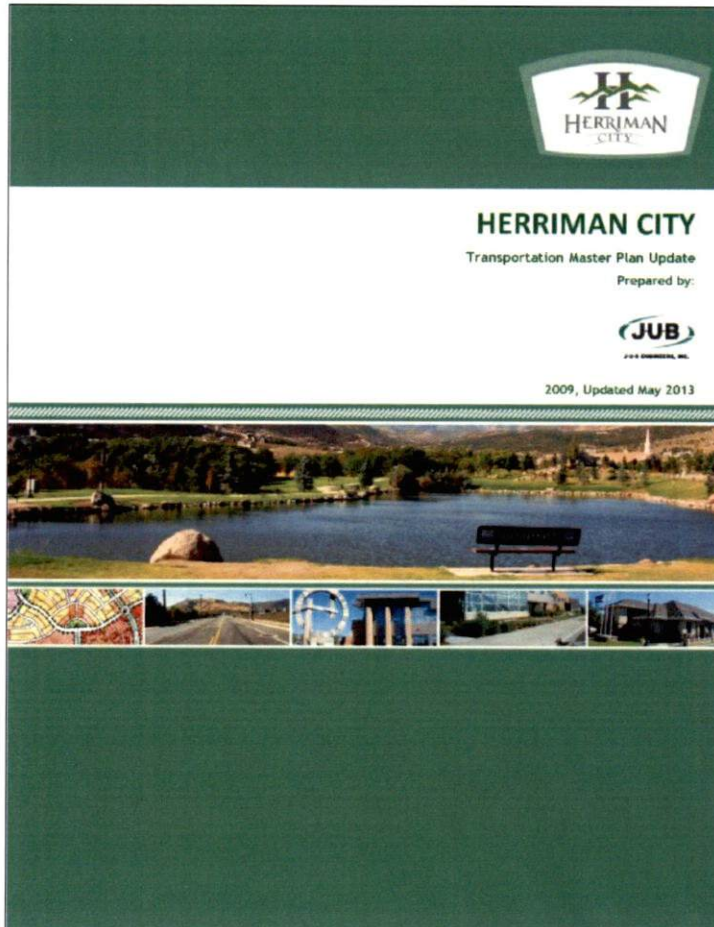


PUBLIC FINANCE



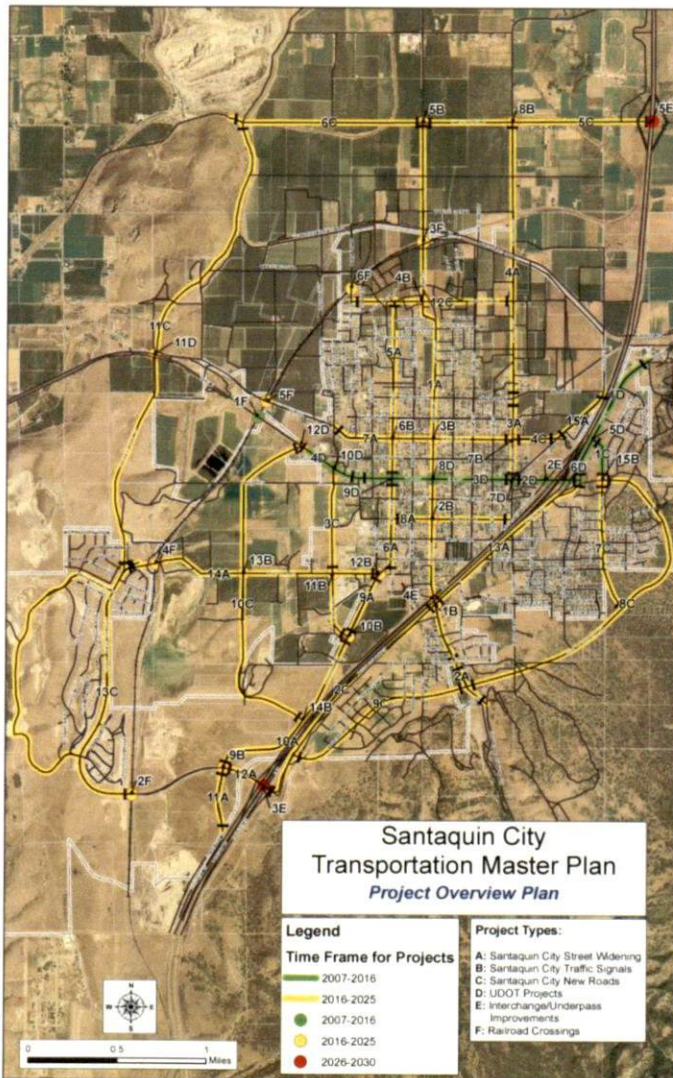
L2 Data
Collection

Ability to Perform the Work



- Complete transportation master plan resume
- Traffic engineering and operations experts
- J-U-B partnership with ZBPF on the Herriman IFFP/IFA and Santaquin Water and Secondary Water IFFP/IFAs
- ZBPF's Fire and Police IFFP and IFA
- ZBPF acts as the City's financial advisor

Means to Complete



- Transportation/financing/public involvement specialists
- Software
 - CUBE/Synchro
- Experience in Santaquin
- Over the last five years our transportation group has been evolving with the City

Familiarity with Santaquin

- Intimate knowledge of the 2008 TMP
- Main Street improvements:
 - Main Street/400 East Traffic Signal
- UDOT coordination for the US-6 Corridor Agreement
- Completed the:
 - US-6/I-15 Interchange Operations Analysis
 - US-6/UT-198 Existing and Future Operations Analysis
 - US-6/UT-198 Traffic Signal Design
 - US-6/500 East Access Permit



Roadway Network Issues



Photo courtesy of County Lemonade via Flickr.

- Goshen/Genola impacts to US-6:
 - Jerusalem movie set filming impacts
- Summit Ridge extension
- 500 South/300 West intersection
- Interface of FrontRunner
- Commercial development traffic US-6/500 East
- Cedar Valley Freeway

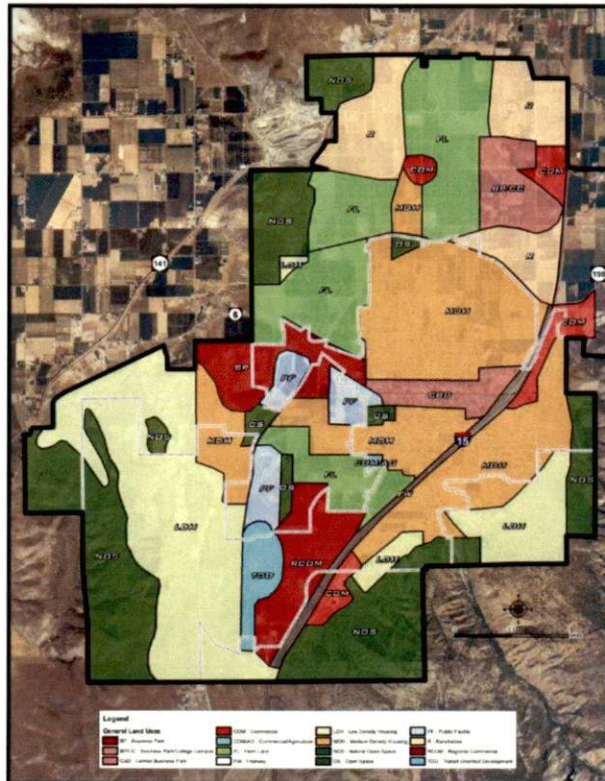
TMP Update - Public Involvement

Key steps to garnering community support for the TMP and associated processes include:

- Create a partnered project team of Santaquin staff, consultant team members, and key community stakeholders who represent a cross-section of resident opinions
- Engage policy makers, including the City Council, throughout the process
- Involve Utah Valley Homebuilders groups to ensure that the IFA document is prepared with their buy-in



Transportation Master Plan Update



Existing Conditions

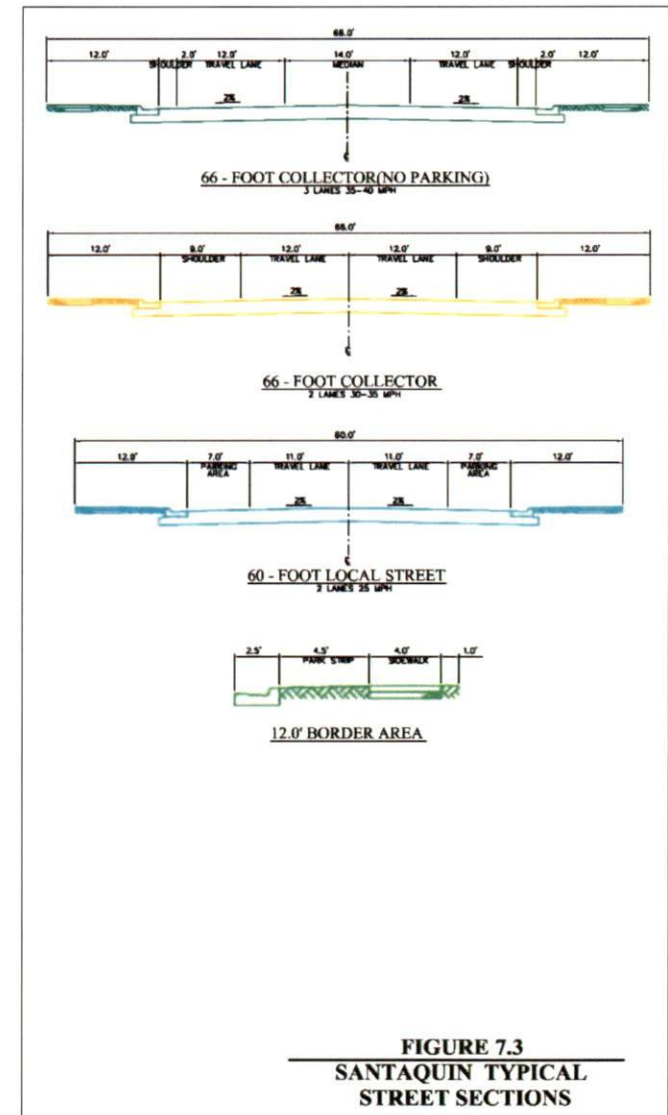
- Current state or conditions of facilities is **key**
- Project improvements vs. system improvements: what type of funds were used; existing assets
- Establish a baseline scenario using the existing traffic data to create a defensible IFFP

TMP Update

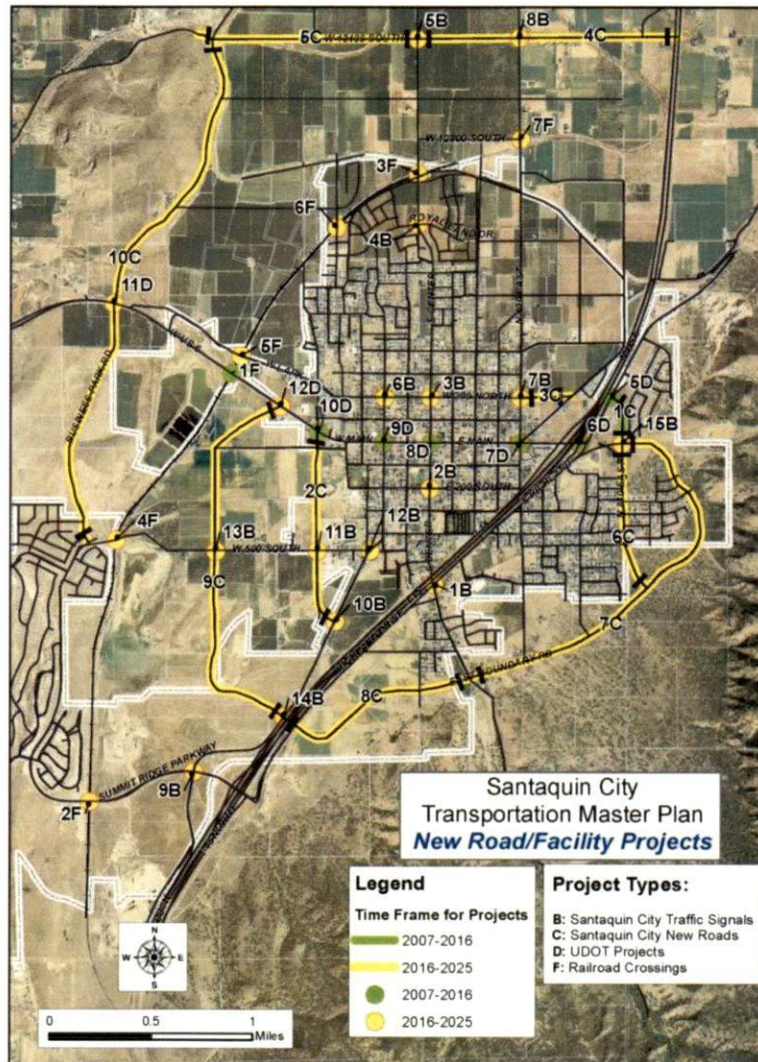
- Future land use vision
- Baseline MAG
- City's plan
- Adjacent community growth
- 2040 year horizon for the TMP

Impact Fee Facilities Plan - Key Issues

- Identifying city vs. developer contributions
 - Existing and future facilities
- Review city minimum typical sections
- Future traffic signals are the only eligible signals
- Accurate cost estimates
- ITE cost allocation model based on land use



Impact Fee Analysis - Preparation



- Review capital projects for impact fee eligibility
- Review existing roadway assets and historic costs
- Prepare proportionate share analysis
- Calculation of a fair and reasonable impact fee

Impact Fee Analysis - Final Document Preparation



- Prepare draft transportation IFA to present to City Council
- Revise IFA based on Steering Committee, City Council, and staff review
- Prepare final IFA for required noticing period
- Assist the City in the adoption process and present at IFA public hearing

Team Advantages

- We have been growing with Santaquin:
 - Planning transportation and implementing projects
- First hand experience with the issues of implementing an Impact Fee Analysis
- We are proactive on issues that can lead to challenges - goes back to public involvement and ensuring the right people are at the table



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

OTHER J-U-B COMPANIES

ZIONS BANK



PUBLIC FINANCE



L2 Data
Collection

Santaquin City

Transportation Master Plan Impact Fee Facilities Plan & Impact Fee Analysis

HALES  **ENGINEERING**
innovative transportation solutions



Organizational Chart



Dennis L. Marker

City Council

Project Manager
Ryan Hales, PE, PTOE, AICP

Public Involvement
Ginger Belnap

Transportation Master Plan (TMP)

TMP Lead
Kordel Braley, PE, PTOE
Travel Demand Modeling
Ivan Hooper, PE
GIS
Jeremy Searle, EIT
Transit Planner
Chad Worthen

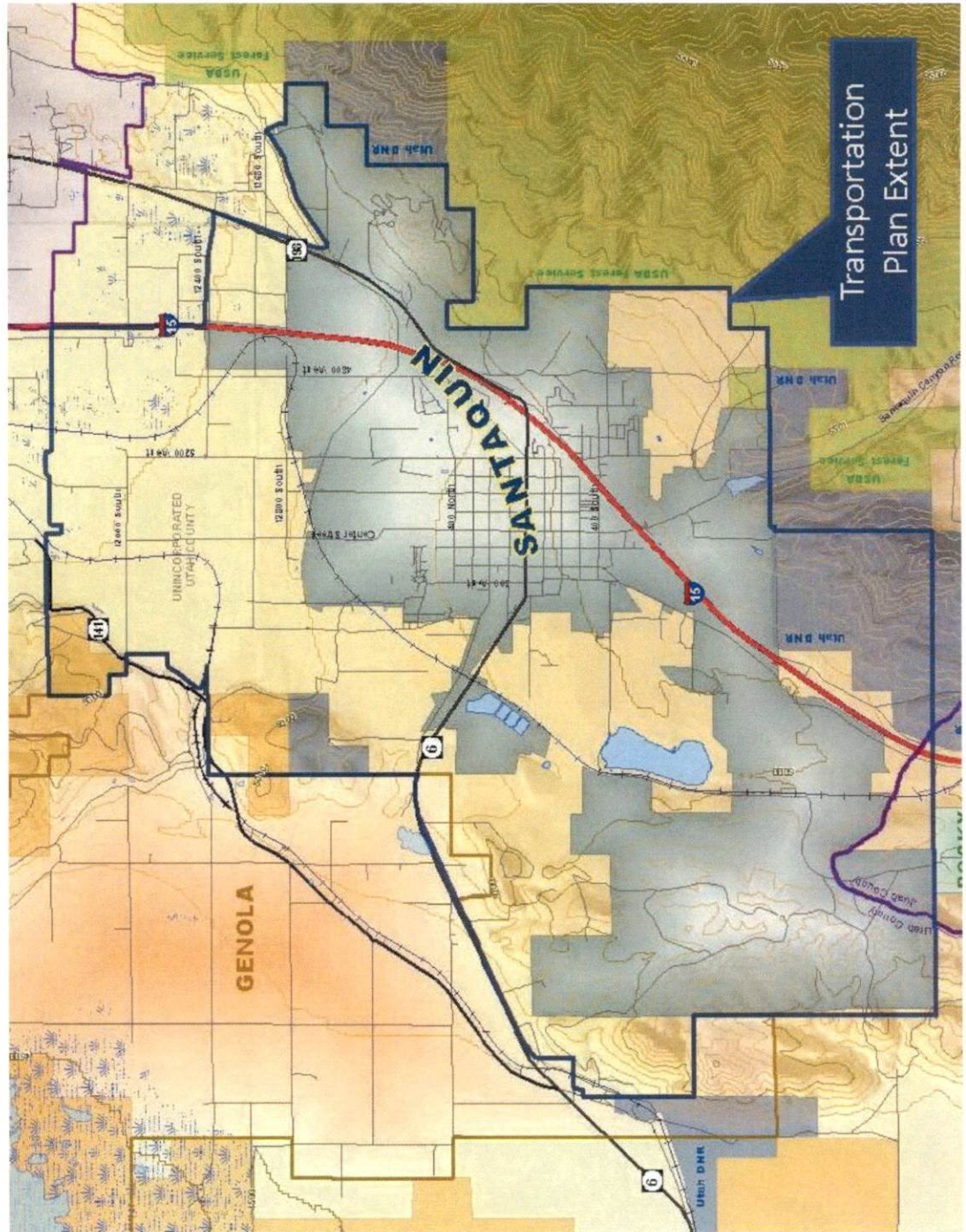
Impact Fee Facilities Plan (IFFP)

IFFP Lead
Gary Horton, PE
Cost Estimates
Kelly Harris, PE, PTOE
Phasing
Dan Young, PE
Mapping
Marcus Bennett, EIT

Impact Fee Analysis (IFA)

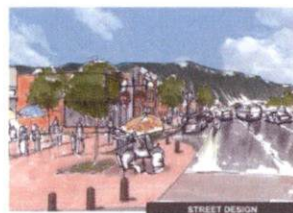
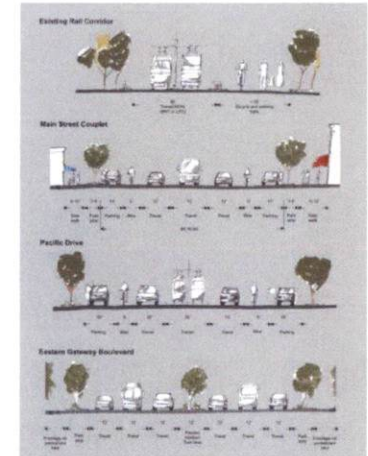
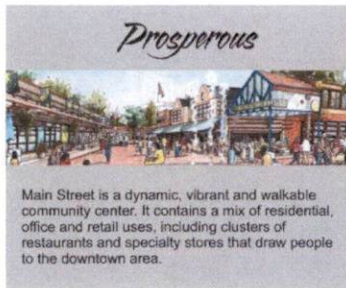
IFA Lead
Fred Philpot
Analysis
Cami Slade

Project Understanding





AMERICAN FORK MAIN STREET *Vision* PLAN

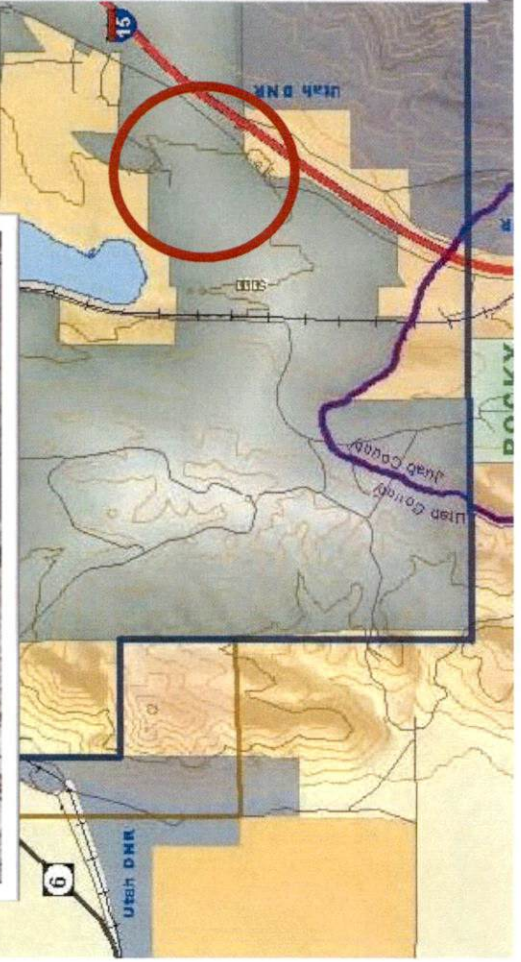


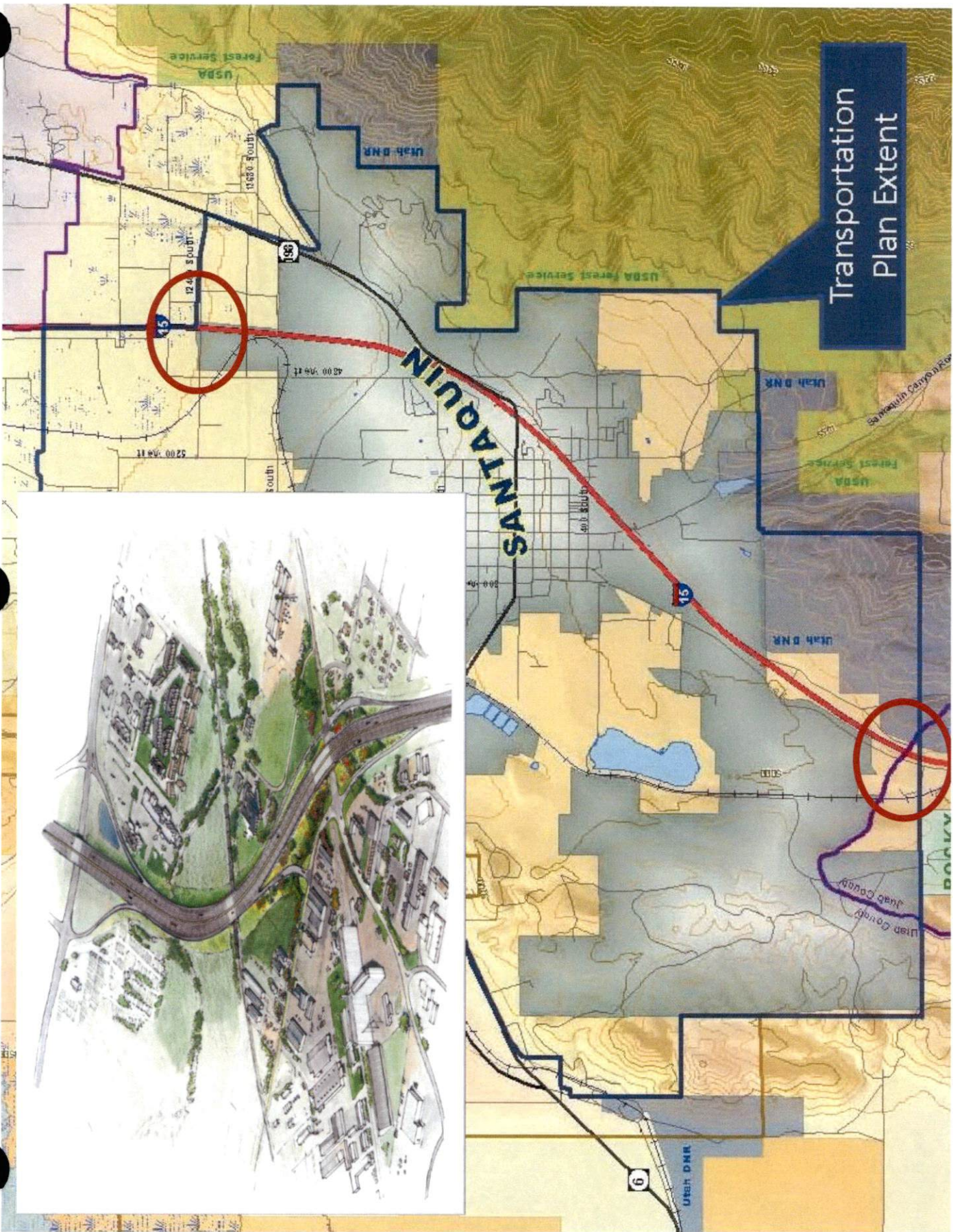
LEWIS & YOUNG
ROBERTSON & BURNINGHAM, INC.

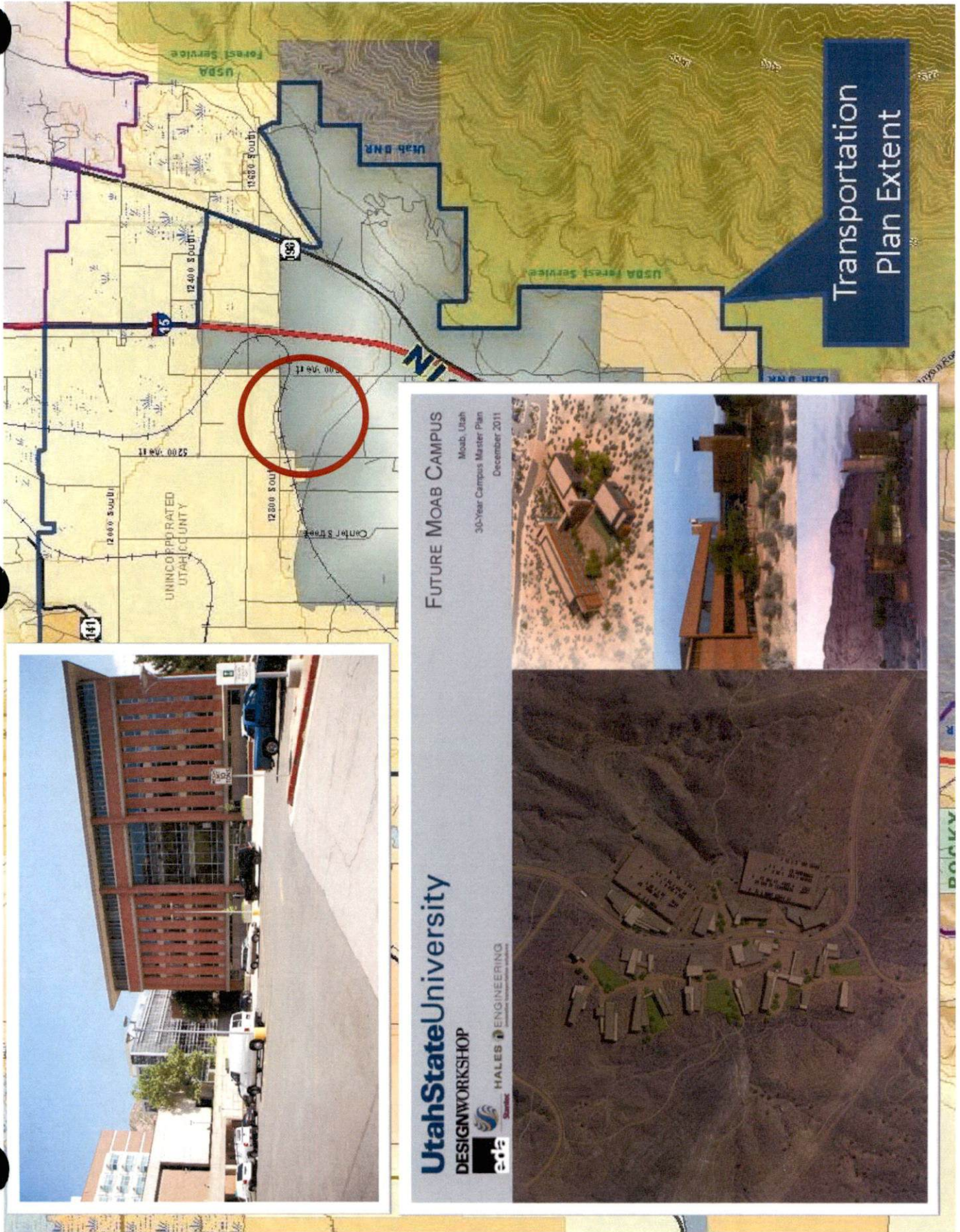
American Fork's Main Street is a destination. It is the economic, civic, and cultural center of the community. It celebrates the distinctive character of American Fork, is easy to navigate, and is the core of the community.

HALES ENGINEERING





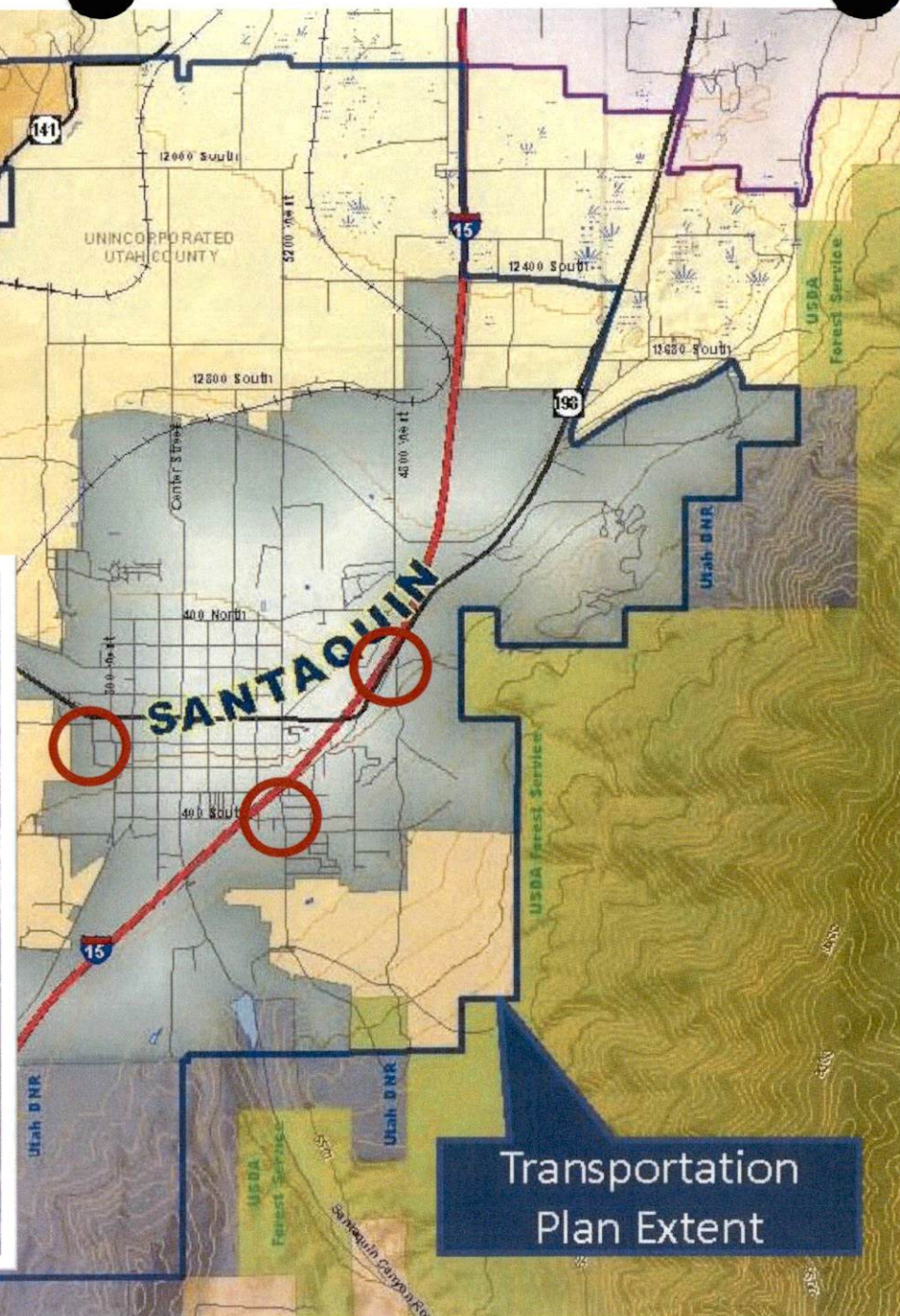






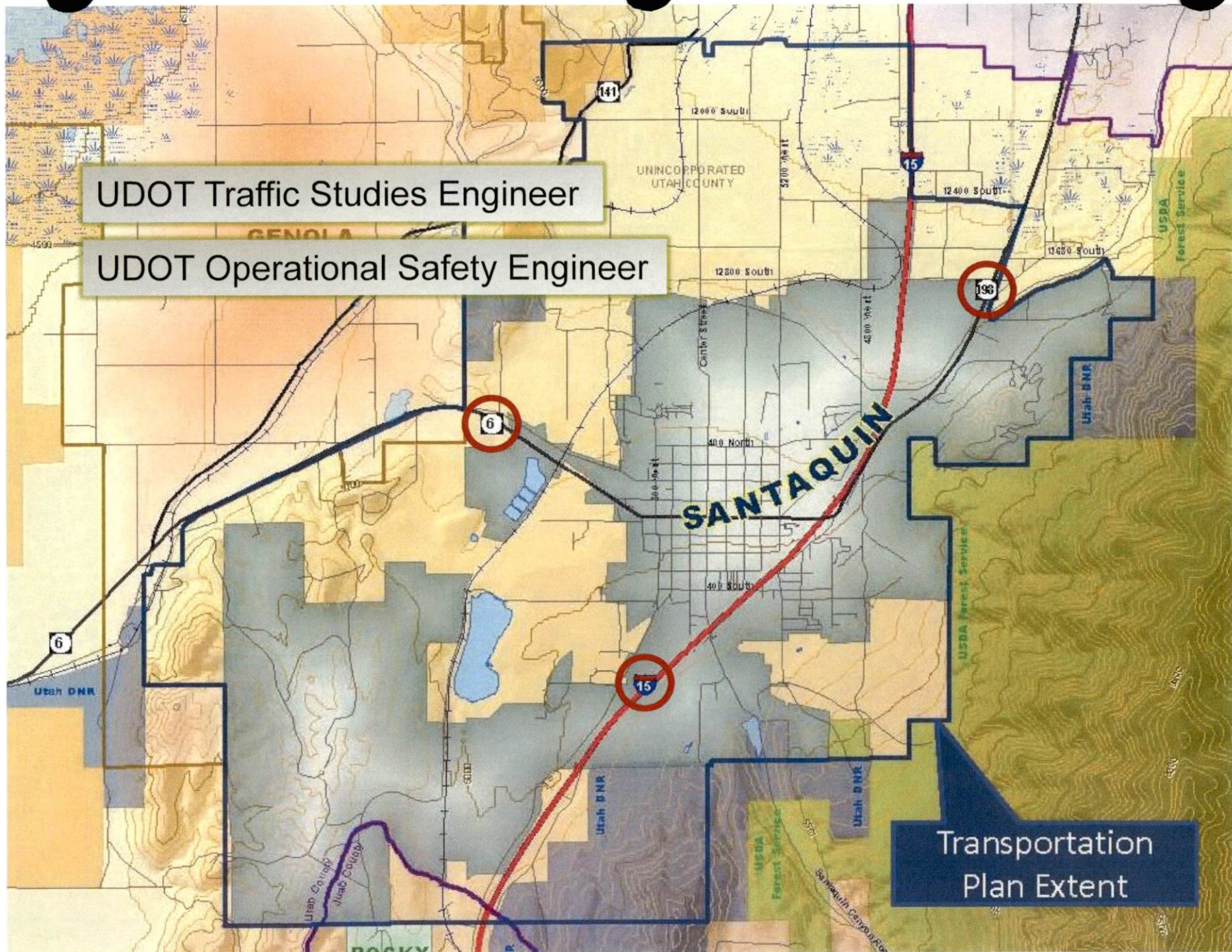
SNAP™

Student Neighborhood
Access Program



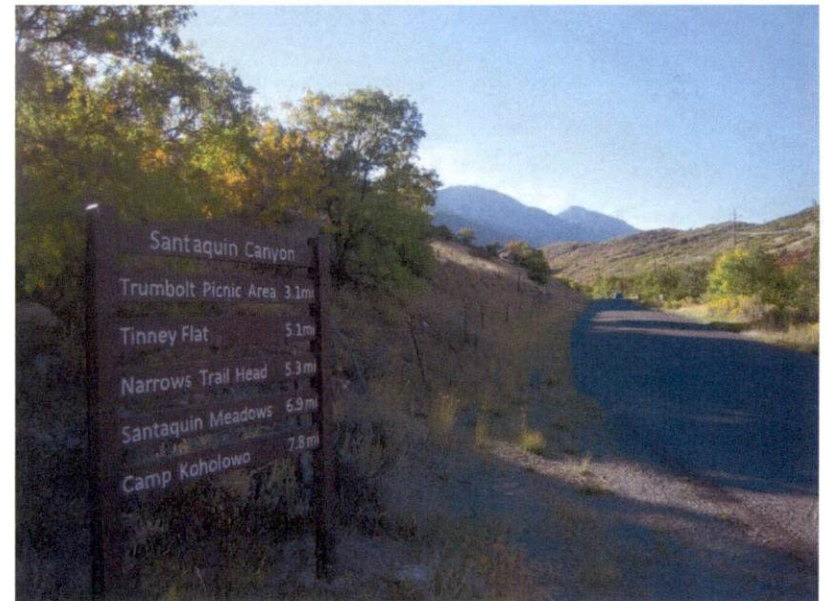
UDOT Traffic Studies Engineer

UDOT Operational Safety Engineer



Project Approach / TMP

- Transportation Master Plan
 - Data Collection
 - Existing Conditions / LOS
 - Reserve Capacity
 - Future Conditions / LOS
 - Recommend Improvements
 - Cost Estimating
 - Maintenance Costs



Project Approach / IFFP & IFA

- Impact Fee Facilities Plan/IFA Should:
 - Bridge Master Plan to Final Impact Fees
 - Identify Demand, LOS, Excess Capacity, & Necessary Future Facilities
 - Identify Cost Estimates within a 6-10 Year Planning Horizon
 - Consider All Revenue Resources
 - Include Proportionate Share Analysis
 - Based on Reasonable Assumptions

Project Approach / Impact Fee Laws

Understanding of Current Impact Fee Regulations

- Member of Impact Fee Task Force
- Understand Impact Fee Challenges
- **Experience Converted to Sound Methodology**
- Planning Focused Approach (Investment)
- Practical Implementation of Methodology

Project Management



Dennis L. Marker

City Council

Project Manager
Ryan Hales, PE, PTOE, AICP

Public Involvement
Ginger Belnap

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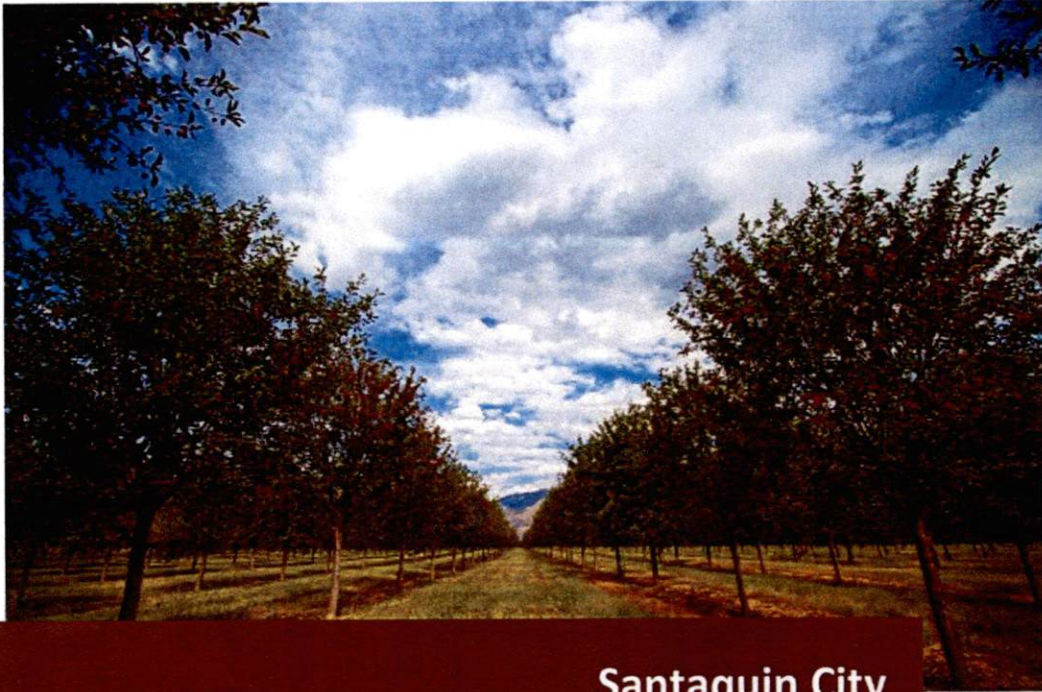
Schedule

Task	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul
Project Management								
Public Involvement								
Stakeholder Coordination								
Data Collection / Inventory								
Master Plan Update								
IFFP Preparation								
IFA Preparation								
Impact Fee Law Oversight								
Final Adoption								

Questions?



HALES  **ENGINEERING**
innovative transportation solutions



Santaquin City
2013 Transportation Facilities
Plan, IFFP, IFA Proposal

October 22, 2013

Prepared for:
Santaquin City

Submitted by:

InterPlan



Transportation Planning

GSBS 
ARCHITECTS

InterPlan



Transportation Planning

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Midvale, Utah 84047
801.307.3400 Phone
801.307.3451 Fax
www.interplanco.com

October 22, 2013

Dennis Marker
Santaquin City Community Development Director
275 West Main Street
Santaquin City, Utah 84655

Subject: Proposal for the Santaquin City Transportation Master Plan, IFFP, and IFA

Dear Dennis:

The **InterPlan Team** is pleased to submit this proposal for the **Transportation Master Plan, Transportation Impact Fee Facilities Plan, and Transportation Impact Fee Analysis to Santaquin City**. We have proposed a small team of specialists consisting of **InterPlan** and **GSBS Richman**. I am excited about the opportunity to work with you and believe our Team offers many advantages including:

- Broad understanding of the transportation issues in Santaquin City
- Specialty firms in transportation planning and impact fee development that will bring forward defensible transportation impact fees that support the growth management objectives of Santaquin City

I would be happy to take the next step in terms of developing a presentation for the City Council as well as cost proposal. Please feel free to contact me if you have any questions or need any additional information.

Sincerely,
InterPlan

Matt Riffkin, P.E.
President

Project Team

InterPlan has teamed with GSBS Richman to provide Santaquin City with a Transportation Master Plan, (Transportation) Impact Fee Facilities Plan, and (Transportation) Impact Fee Analysis. InterPlan will be the prime consultant providing the bulk of the work including travel forecasting, city coordination, capital facilities planning, and related technical and administrative tasks. GSBS Richman, a frequent teaming partner with InterPlan, will assist with the development of traffic and transportation impact fees. The InterPlan team provides a local full-service team capable of completing this work and remaining as long-term resources to Santaquin City.

InterPlan is a Midvale-based transportation planning specialty firm. Since its founding in 2001, InterPlan has been involved in over 300 projects serving a wide range of clients throughout Utah. InterPlan maintains a diverse staff of approximately ten traffic engineers, planners, GIS technicians and support personnel. InterPlan brings strong transportation master plan experience as we recently completed plans in Draper, Park City, Springville, and other Utah cities.

InterPlan has been involved in a variety of transportation planning issues throughout Utah, where our work often defines the best practice. Primarily through our work with the Mountainland Association of Governments (MAG), we have provided transportation planning services to Santaquin City and feel confident that we offer the unique combination of a fresh look as well as institutional knowledge to move forward without a learning curve.

Specifically, we worked with Santaquin on the original NEBO Quadrant study in 2005 and later in the Nebo Corridor Studies in 2009. We take a pragmatic and quality-driven approach to getting the work done on time and on budget. As a testament to our experience, expertise, and high regard in Utah, InterPlan was selected again in 2013 by the UDOT Consultant Services Division as the top-ranked transportation planning consultant in Utah, a position that we have held since 2010.



InterPlan has served as a reliable transportation resource for the many cities and transportation agencies in Utah since 2001.

GSBS Richman Consulting has extensive expertise in demographic, real estate market, and geo-spatial based planning analysis. They have completed studies that provide creative and implementable approaches to accommodating and managing development for large and small projects. GSBS Richman Consulting provides high-quality, comprehensive analysis in support of real estate, financing, and development decisions. The firm specializes in real estate market and financing analysis for cities and private development. GSBS Richman is performing similar impact fee analysis with InterPlan in West Valley City.

Relevant Experience

Within the past six years, InterPlan has developed transportation plans or capital facilities plans in at least seven different communities in Utah. We are presently assisting Herriman City and West Valley City with similar efforts. This experience has allowed us to work with a wide range of impact fee specialists and gain experience on a range of social, political, economic, and cultural issues that affect a local government's transportation planning process. The following offers some detail on a limited number of highlighted projects as well as a more comprehensive list of similar transportation plan and capital facilities plan related projects.

Draper City Transportation Master Plan

InterPlan developed a comprehensive transportation master plan for Draper in 2007. This plan went through a detailed analysis of critical intersections and high growth areas that laid the groundwork for UDOT's recent efforts to build the 600 West and Bangor Highway interchange. Draper City again chose InterPlan to develop a lower cost review and update of the plan necessitated by the location of the Draper High School on 700 East and 13200 South. InterPlan has offered continued support on traffic related issues to Draper City.

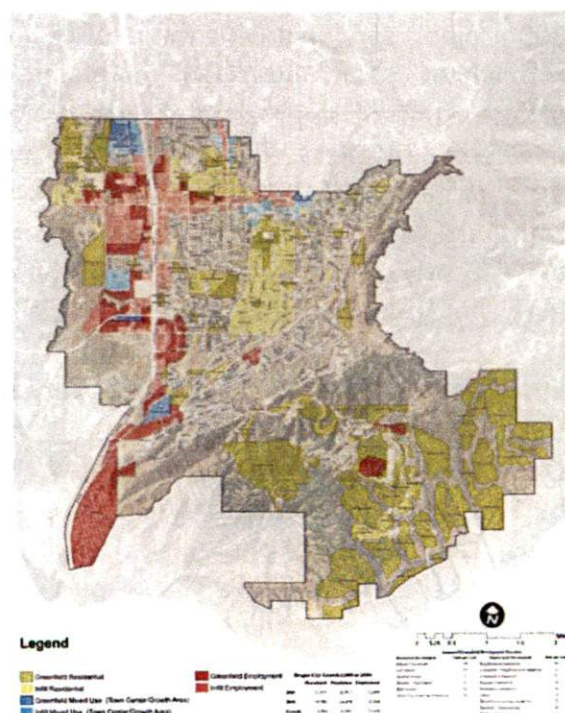
Project Reference: Troy Wolverton, Draper City Engineer, (801) 576-6563

Park City Traffic and Transportation Plan

In 2010, InterPlan completed a large Traffic and Transportation Master Plan in Park City. The project involved the creation of a citywide VISSIM traffic simulation model as well as a sophisticated mode-choice travel demand model built around a Microsoft Excel spreadsheet platform. In addition to

understanding traffic flow, Park City has a progressive approach towards free transit and seeks to create communities that are heavily served by bicycles, pedestrians, and complete streets. Interactive key-pad polling was used to evaluate cross-section trade-offs. The plan addressed a wide-range of controversial issues and helped support the adoption of the transportation plan and a revised comprehensive plan for the city. Since adoption, Park City has been tracking a report card as a means of measuring often-competing goals of increasing economic development while decreasing automobile dependence. Like our other planning clients, InterPlan has continued to provide transportation planning and traffic support to Park City.

Project Reference: Matthew Cassel, Park City Engineer, (435) 915-5075



In Santaquin, as in our Draper transportation plan, travel forecasting is tied to land use plans of the city.

**COUNCIL WORK SESSION 11-6-13
ATTACHMENT "C-5"**

Project (Firm)	Year	Description	Services	Timeliness	Client Reference
Herriman City Master Transportation Plan (InterPlan)	2013	Transportation Master Plan and Impact Fee Facilities Plan	Travel Modeling, Cost Estimating, Plan Development	On-going - completion schedule in Jan. 2014	Bryn Mcarty, Herriman City Planning Supervisor, 801-727-0938
West Valley City Traffic Impact Fee Update (GSBS Richman and InterPlan Team)	2013	Transportation Impact Fee Facility Plan	Update cost estimates, travel demand modeling	On-going - completion schedule in Nov. 2013	Steve Pastorik, West Valley City Asst. Economic Development Dir., 801-363-3545
Provo City Transportation Utility Fees (InterPlan)	2012-2013	Development of Transportation Utility Fees	Researched and developed alternative fee schedules	On-going. Completed initial phase on time and below budget	Dave Graves, Provo City Engineer, 801-852-6745
Draper City Transportation Master Plan (InterPlan)	2007, Update 2011	Transportation Master Plan	Travel modeling, alternative analysis, access management standards, plan development	Completed one month behind schedule, Plan was Updated in 2011 On-time	Troy Wolverton, Draper City Engineer, 801-6576-6563
Saratoga Springs Transportation Master Plan (InterPlan)	2011	Transportation Master Plan	Travel modeling, land use scenario analysis, transit corridor preservation	Completed on time	Ken Leetham, for Saratoga Springs City Manager, North Salt Lake Economic Development Dir, 801-335-8725
Park City Transportation Master Plan (InterPlan)	2010	Traffic and transportation master plan	Developed VISSIM model and travel demand model, cross section standards, completed streets, plan development	Completed on time - Adopted 2 months after completion	Matthew Cassel, Park City Engineer, 435-615-5075
Brigham City Capital Facilities Plan (InterPlan - sub consultant)	2009	Transportation Capital Facilities Plan	Worked as sub-consultant to develop cross section standards, recommended improvements, future signal locations	Completed on time	Paul Larsen, Brigham City Economic Development Director, 435-734-6603
Springville Transportation Master Plan (InterPlan)	2008	Transportation Master Plan and Impact Fee Facilities Plan	Travel Modeling, Cost Estimating, Plan Development, Impact Fee development	Completed on time	Fred Aegerter, Springville Community Development Dir. 801-489-2705
North Ogden Transportation Master Plan (InterPlan)	2008	Transportation Master Plan	Travel modeling, signal spacing, plan development	Completed on time	Craig Barker, North Ogden Planning Director, 801-737-2215
Spanish Fork IFFP and IFA Update (GSBS Richman)	2013	Impact Fee Facilities Plan and Impact Fee Analysis Update	IFFP and IFA completed by other consultant and not accepted by City Attorney. GSBS Richman asked to update analysis to meet legal review.	Recently initiated and on-going.	Dave Anderson, Spanish Fork Planning Director, 801-804-4586

InterPlan Team Capability

InterPlan is a niche transportation planning and traffic engineering firm. InterPlan brings several strong capabilities to the Santaquin City Transportation Plan, IFFP, and IFA. We have combined our efforts with GSBS Richman Consulting, a recently merged community planning and economic analyses firm. The following summarizes many of the key capabilities of InterPlan and how they are supplemented by GSBS Richman.

Travel Modeling and Forecasting

InterPlan brings strong travel forecasting expertise. Our traffic forecasts are tied directly to your land use data and plans using CUBE modeling software. We are proposing to use the MAG regional travel demand model, updated to the land uses and plans in Santaquin City. We will produce model calibration and validation reports to demonstrate the accuracy of the model for use in Santaquin and will move model inputs and outputs readily between the CUBE software and GIS software (ARCGIS) to minimize confusion of a "black box" approach that is often proposed by other consultants using proprietary travel forecasting software.

Safety Analyses

InterPlan has been assisting the UDOT Traffic and Safety Division since 2007. We bring GIS based crash analysis based on the latest statewide data. Through this effort, InterPlan will provide transportation planning centered on Santaquin City's traffic safety hot spots. InterPlan recognizes that traffic capacity and the ability for new development to pay for their fair share of capacity is of vital importance, but we believe that traffic safety is the single most important factor in a successful transportation plan.

Traffic Engineering

Localized signal timing, safety treatments, and the general topic of localized traffic engineering has become a specialty area that has evolved using micro-simulation software. InterPlan is a frequent user of Synchro-SIMTRAFFIC and VISSIM traffic simulation packages. We have found that this software allows decision makers to visualize conditions, problems, and solutions and has become a valuable planning tool.



InterPlan developed traffic simulation in Park City and proposes similar analysis for the Canyons Transportation Management Plan.

Impact Fee and Economic Analysis

With a staff of certified planners, InterPlan is a strong proponent of using impact fees to support a broader growth management strategy. In addition to our impact fee experience, we are assisting Provo City with a unique approach to pavement preservation funding through Transportation Utility Fees. We have also offered various economic analyses contributions to the industry, included our raised median economic analysis performed for UDOT. We understand broad economic principles and will apply those principles to assist Santaquin customize a fee structure to support your needs.

Proposed Approach

1. Stakeholder Committee and Kickoff
Santaquin City should be applauded for their proactive and inclusive approach to gathering the right people to begin the transportation planning process. Upon Notice to Proceed, InterPlan will work with City staff and the City Council to develop a Stakeholder Committee to lead the process. This committee shall include city staff, representatives of city leadership (Planning Commission and City Council), various community leaders as appointed by the City Council, regional agencies (such as MAG, UDOT, UTA, and Utah County), and others. We have found that a guiding committee of 10-14 individuals offers a diversity of viewpoints as well as a manageable discussion group.

InterPlan recognizes that the Stakeholder Committee must serve to guide the process but has no approval power. As such, we will use techniques such as key pad polling, interactive table-top exercises, and collaborative discussion to gain insights without creating polarizing decision points. We are proposing four or five meetings of the Stakeholder Committee, including the initial scoping meeting and a public open house near the completion of the process.



InterPlan will create engaging activities with the Stakeholder Committee such as key-pad polling and table-top mapping exercises.

2. Existing Conditions Analysis

Out technical work begins with a detailed analysis of existing conditions. Primarily using existing traffic counts (supplemented as necessary), we will review existing level of service and identify safety "hot spots" for further review. InterPlan has provided significant work for the UDOT Traffic and Safety Division for the past several years and will quickly map historic crashes to identify intersections and areas where traffic safety can be enhanced. We will use the Stakeholder Committee to ground-truth our technical analysis and prepare an existing conditions technical memorandum. One of the elements that InterPlan has provided other communities is a Peer City analysis. This analysis will compare Santaquin City to several cities identify by Santaquin in terms of mode split, travel time to work, and various other commute data.

3. Draft Plan Review and Adjustment

InterPlan will use the MAG regional travel demand model, optimized to the existing and future land uses in Santaquin to review the adequacy of the 2010 Transportation Plan and to drill down and create proactive improvements to identified safety (and capacity) issues. We will define improvement recommendations and develop a capital improvement plan for the years 2020, 2030, and build-out of Santaquin City based on your City Comprehensive Plan as well as regional control totals developed by MAG. These plans will include capital costs offered with cross section graphics and a table of easily updated bid-item costs.

4. Capacity Analysis

InterPlan will use the arterial screening capacity classes developed for the UDOT

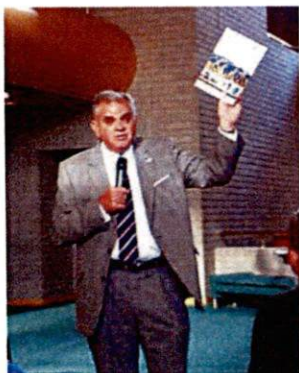
environmental division to define existing and future capacity of every (system) road segment in Santaquin City. We will customize a look-up table of roadways by functional classification, access spacing, cross section, adjacent land use, and other factors to define capacities appropriate for Santaquin City based on Institute of Traffic Engineers' analysis factors. Through this effort, we will quickly identify existing reserve capacity and needed new capacity, the subject of Task 5.

5. Future Growth Related Capacity

InterPlan will iterate through tasks 3, 4 and 5 to develop the needed roadway improvements, identify the capacity of those improvements, and then determine the share of new capacity needed to serve growth in Santaquin City. Iterating these steps will allow for optional improvements to be identified and evaluated. InterPlan will apply the "city-X" travel modeling script from MAG to identify the share of through and regional trips as well as Santaquin origins or destinations to apply a legally defensible basis for impact fee assessment.

6. Funding Options

InterPlan will apply our unique experience gained in developing *Utah's Unified Transportation Plan* to assign possible funding sources to various capacity, safety, pavement preservation, and other transportation needs. We are presently assisting



Ray LaHood, former Secretary of Transportation, called Utah's Unified Plan a model for the nation

Provo City with an innovative approach to maintenance funding and have assisted each MPO in Utah anticipate the range of future federal, state, and local funding possibilities. This work will ensure that future development is not asked to pay impact fees for improvements that they will later pay in various other taxes, fees, or other revenue sources.

7. Impact Fee Facilities Plan

GSBS Richman will lead the InterPlan Team efforts in developing the Transportation IFFP. InterPlan and Richman have worked together on similar plans and understand the nuances of transportation impact fees and the recent changes in Utah legislation. It is recommended that the Stakeholder Committee broaden its membership to include representation from the Utah Homebuilders Association during this phase of analysis. We have found that the Utah Homebuilders may oppose development fees but support the process and the objectives of providing transportation infrastructure to support continuing growth.

8. Impact Fee Analysis

Like the IFFP, GSBS Richman will lead the InterPlan Team efforts for the IFA. One of the strengths of the InterPlan Team is that we provide both continuity and separation between the development of the Transportation Plan and the impact fee analysis process. Developing a plan can be a unifying experience for a local government. Figuring out how to pay for that plan, and defined the costs attributable to certain groups or users can become polarizing. The InterPlan Team will support the role of the Santaquin City Council to develop funding mechanisms that support the overall group management goals of the city.

Key Personnel

The InterPlan Team offers Santaquin City individuals with a proven track record and expertise in their areas of emphasis.

InterPlan Staff

Matt Riffkin, PE



Matt is the proposed project manager and has over twenty-five years of engineering and planning experience. Matt is the president and founder of InterPlan. His talent is in transportation planning with expertise in travel demand modeling, traffic engineering, access management, land use planning, and public involvement. Matt has recently completed his role managing the West Jordan 5600 West Corridor Study and has managed similar Transportation Master Plans in Draper, Springville, Brigham City, Saratoga Springs and Park City within the past five years. Matt will oversee all aspects of this effort and will coordinate with the city engineering staff on a monthly basis, or more frequently as needed. Matt has a BS degree in Engineering and BA degree in Economics from Swarthmore College.

Andrea Olson, AICP



Andrea has been with InterPlan since it started and brings twenty years of planning and transportation planning experience to the firm. She has worked for two MPOs including the Wasatch Front Regional Council and the Metropolitan Council of the Twin Cities. Andrea's recent project management experience includes the Lehi Bicycle and Pedestrian Master Plan, and the 700 West Corridor Study in

Midvale. Andrea was the lead Public Involvement person assigned to the American Fork Bicycle Plan and will lead all Public Involvement efforts for Santaquin City. Andrea holds a MS in Urban and Regional Planning from the University of Wisconsin – Madison.

Charles Allen, PE

Charles joined InterPlan in 2008 and has provided traffic and transportation engineering services for a number of projects.



Charles' talents include traffic simulation, traffic forecasting, GIS and mapping abilities, crash data analysis, and traffic studies. Among other projects, Charles recently completed the creation of a citywide VISSIM model for Park City as part of the development of the Park City Transportation Master Plan and he recently completed assistance to Draper City updating their transportation master plan with the implementation of the new high school. Charles will serve as project engineer for the Transportation Master Plan and will be heavily involved in all aspects of this project. Charles received his undergraduate and Master degree from BYU in Civil Engineering and Traffic Engineering, respectively.

Kai Tohinaka

Kai is a relatively new staff member at InterPlan.



Having interned at the WFRC, Kai understands MPO planning and performed his master's thesis on supporting a bicycle level of service across the Wasatch Front region. Kai brings strong

GIS skills and has recently applied the WFRC travel model results to MPO plan performance measures. Kai will assist in various elements of GIS mapping, travel demand modeling, report development, and related tasks. Kai received his bachelors and masters degree in Urban Planning from the University of Utah.

Vern Keeslar, AICP



Vern joined InterPlan in 2005 and now has 19 years experience. Vern is InterPlan's Senior Planner and as a former city manager and city planner, he offers a range of local government experience in land use planning, transportation, community development, and public policy. Vern is presently managing the U.S. 191 Moab Corridor Study, U.S. 89 Passing Lanes Study, Provo Downtown Traffic Modeling Study, and the Utah State Rail Plan. Vern will play an oversight role on this project, assisting on quality control, public involvement, and overall strategic development. Vern holds a bachelors degree in planning from BYU and masters degree in Public Administration from the University of Utah.

GSBS Richman Staff

Christine Richman

Christine specializes in finding creative solutions to difficult economic development, planning and government

issues and problems. She is skilled at identifying the core issue and developing solutions that meet the needs of disparate interests. Flexible,



incremental development concepts are her specialty. Her projects include real estate market analysis, redevelopments planning and tax increment area creation, master planning, economic development strategic planning and economic impacts analysis. She holds an MBA and an MA in English Literature from the University of Utah.

Jonathan Dorwart, AICP

Jonathan brings fifteen years of experience in community economic development and geospatial analysis. In

addition to supporting clients in a number of planning strategies, he has assembled GIS resources, provided



analysis and drafted cartographic products for a variety of planning studies. He has experience in demographic, planning and economic research for institutional, local and regional planning initiatives with projects ranging from school district planning, redevelopment studies, to market analysis. Jonathan holds a Masters of Urban and Regional Planning from Portland State University.