

TRANSPORTATION COORDINATING COMMITTEE
Minutes of Meeting held November 18, 2010

Commissioner Bret Millburn called Trans Com to order at 2:05 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

ATTENDANCE

Members:

Bret Millburn, Chair	Commissioner, Davis County
Darrell Smith, Vice Chair	Mayor, Draper City
Ken Bischoff	Commissioner, Weber County
Mitch Adams	Mayor, Clinton City
Kelvyn Cullimore, Jr.	Mayor, Cottonwood Heights City
Brent Marshall	Mayor, Grantsville City
Doug Clifford	Mayor, Pleasant View City
Bill Applegarth	Mayor, Riverton City
Mike Winder	Mayor, West Valley City
Terry Diehl	UTA Board of Trustees

Others:

Ron Russell	Mayor, Centerville City
Joe Ritchie	Mayor, Roy City
Chris Davis	Roy City
Travis Flint	Roy City
Bruce Talbot	Pleasant View City
Chad Mullins	Salt Lake County BAC
John Hiskey	Sandy City
Shane Greenwood	South Jordan City
Wendell Rigby	West Jordan City
Bryce Wilcox	J-U-B Engineers
Jon Osier	Rio Tinto / Kennecott
Ahmad Jaber	Utah Department of Transportation
Carlos Braceras	Utah Department of Transportation
Brad Humphreys	Utah Department of Transportation
Kerry Doane	UTA – Planning
Dave Goeres	UTA – Capital Development
Stan DeJong	UTA – Capital Development
Brad Armstrong	UTA – Finance
Hal Johnson	UTA
Steve Meyer	UTA
Andrew Gruber	Wasatch Front Regional Council
Wayne Bennion	Wasatch Front Regional Council
Doug Hattery	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council
Renae Bodily	Wasatch Front Regional Council

1. MINUTES

ACTION: Mayor Winder moved that the minutes of the August 19, 2010, Trans Com meeting be approved as written. Mayor Marshall seconded the motion, and the voting was unanimous.

2. OPPORTUNITY FOR PUBLIC COMMENT

There were no public comments.

3. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A. ACTION on Board Modifications to the 2011-2016 TIP

Ben Wuthrich reviewed the following requests to modify the current 2011-2016 TIP that the Wasatch Front Regional Council had received:

1. ***D&RG Rail / Trail, Roy Segment*** – Roy City requested an additional \$141,000 in CMAQ funds to extend the trail to tie into the new Hinckley Drive facility, and clear and grub substantial vegetative growth including significant tree removal for trail use and safety.
2. ***SR-106 (Main Street) and Parrish Lane Intersection*** – Centerville City requested an additional \$510,000 of CMAQ funds to add a second left turn lane for two legs of the intersection. Centerville City will contribute \$40,000 and UDOT an additional \$250,000.
3. ***Skyline Drive in Pleasant View; US 89 to North Ogden City boundaries*** – This project is currently programmed with \$600,000 for Preliminary Engineering and Right-of-Way. Pleasant View City requests that \$300,000 of the \$600,000 be reprogrammed to Environmental Document.

Trans Com members discussed the pros and cons of reprogramming the funds for the Skyline Drive project. A recommendation was made to hold off on this action until additional revenues were identified, and staff was encouraged to work with the city and identify some solutions.

ACTION: Mayor Adams moved that Trans Com recommend that the Regional Council approve the Resolution to modify the 2011-2016 TIP as presented with the exception of the removal of the Pleasant View project request, with the understanding that talks will continue with Pleasant View City to explore other options. Mayor Winder seconded the motion and the voting was unanimous.

B. UDOT priorities for the 2012-2017 Statewide Transportation Improvement Program (STIP)

Ahmad Jaber, Systems Planning and Programming Director for UDOT, gave a PowerPoint presentation on UDOT's process for developing the 2012-2017 STIP. He explained that the STIP is a six-year detailed budget and work plan for the development of projects through conception, environmental, right-of-way and advertising for construction. The first four years of the STIP are financially constrained while the last two years are concept development. Some of the items Mr. Jaber highlighted were:

- The STIP is a cooperative process between UDOT, the State's four MPOs, the Federal Highway Administration, and the Federal Transit Administration. Input also comes from the Legislature, city and county officials, and the public at large.
- A yearly STIP process includes Region Workshops in January, Commission Workshop in April, advertisement of the Draft-STIP in June, Commission approval in August, and final STIP approval in October by FHWA and FTA.
- A huge challenge is matching funding with needs. For example, pavement preservation alone needs over \$200 million per year, yet there is only \$230 million available for the Transportation Commission to program for preservation as well as new projects. Other current needs include bridge preservation, culverts, noise walls, signals, intersections, etc.

Trans Com members discussed the possibilities of a new federal authorization bill being introduced sometime in 2011 or possibly not until 2013 after the elections. Andrew Gruber said that Utah is doing much better than many states because the investment happening now in transportation infrastructure is robust and doing much to support the local economy. WFRC is doing all it can, working closely with UDOT, UTA and other entities, to promote positive transportation outcomes on the state and federal level.

C. Report on letters of intent received for 2012-2017 STP and CMAQ Programs

Mr. Wuthrich referred members to a list in their packets which included all the projects for which letters of intent had been received. Trans Com members were invited to review the list so they would know the potential projects for which sponsors will be submitting concept reports to be evaluated and considered for STP and CMAQ funds. Mr. Wuthrich said the list of projects was also presented to the Davis, Salt Lake and Weber Area Councils of Governments for their review.

Mr. Wuthrich said the next steps in the process include:

- Middle of January – Project sponsors submit Concept Reports to WFRC.
- February – Technical Advisory Committees evaluate preliminary information.

- March – With more information, TACs make recommendations on the projects to present to Trans Com for inclusion in the draft STP and CMAQ programs.
- April – Trans Com makes recommendations to present to Regional Council.

Mr. Wuthrich said that WFRC staff is currently working with the TACs to make some modifications to the STP evaluation criteria. New criteria will encourage projects to support the Wasatch Choice for 2040 vision. The revised evaluation criteria will be recommended to Trans Com in February.

D. Regional Funding Needs: Travel Survey and Bicycle Study

Wayne Bennion said that WFRC, in discussion with UDOT and UTA, has identified two regional planning funding needs that do not have a specified funding source.

1. **Travel Survey** – A Travel Survey will sample several thousand households across the region by keeping track of their one-way trips for a few days. The last home interview survey was done in 1993. FHWA and FTA recommended that WFRC give priority to updating the travel behavior data that is important to the travel demand model.
2. **Bicycle Study** – One of the improvements the Wasatch Choice for 2040 Vision calls for is a better regional bicycle network. Over the past few years, WFRC has worked with local governments, MAG, UTA, UDOT, and other stakeholders for more coordination between regional and local bike routes. A Bicycle Study is needed to close the gap between bike plans and actual infrastructure.

Mr. Bennion said the estimated cost for the Travel Survey including data processing is \$2 million. WFRC's portion of this would be approximately \$1.2 million spread over 3 years, potentially using Urban Surface Transportation Program funds. Other partners have expressed interest in committing towards the remaining cost of the project. The estimated cost of the Bicycle Study is \$500,000 to \$600,000. WFRC would potentially contribute \$150,000 towards this study.

Trans Com members discussed the cost of the survey, as well as FHWA and FTA "highly suggesting" that the survey is needed to keep the travel demand model defensible. Mr. Bennion said the survey is a big investment but multi-million dollar projects benefit from an up-to-date travel model.

Doug Hattery said that UTA is going to be doing an on-board survey next spring and it would be beneficial to correlate the new Travel Survey with UTA's survey. It would be best to have UTA's survey and the new Travel Survey close together, such as UTA's survey in the spring and the new Travel Survey in the fall of 2011.

WFRC staff also said EPA has high expectations of the travel demand models that are used to demonstrate air quality conformity. The Travel Survey is a key to

maintaining the models used in demonstrating conformity which allows major highway and transit projects to move forward.

Mr. Bennion said that the Travel Survey and the Bicycle Study will be discussed at the TAC meetings in January and their suggestions will be brought back to Trans Com at the February 2011 meeting.

4. UTAH TRANSIT AUTHORITY DRAFT 2011 BUDGET

Stan DeJong, UTA Planning Manager and Brad Armstrong, UTA Financial Analyst, distributed copies of UTA's 2011 Tentative Capital Project Budget and 2011 Tentative Operating Budget both dated October 13, 2010 (see attachments). Mr. DeJong said UTA's draft budget is currently out for public comment.

Mr. DeJong and Mr. Armstrong presented Trans Com members with information on:

- ***The national and local economic forecast*** – Current expectations for unemployment in 2011 forecast a rate of 7.6% for Utah and 9.7% for the U.S.
- ***Sales Tax*** – UTA wants to be optimistic yet cautious with projections in this volatile economy. Sales tax projections have been reduced \$93 million in year 2015 from previous projections.
- ***Long Range Planning*** – UTA's long range budgeting plan ties in with WFRC and MAG's long range planning efforts.
- ***Farebox Revenues*** – 2010 projection is approximately \$35 million and 2011 projection is approximately \$37 million. Fare revenue can increase by providing new service and potential fare increases.
- ***Operating Budget*** – Projected to increase from \$181.8 million in 2010 to \$183.3 million in 2011 due to additional service, new jobs to support additional service, and increases in utilities and fuel costs.
- ***Capital Budget*** – Approximately \$91 million of Capital Projects are dependent on receiving Grants and Local Contributions before being built.
- ***Bonding*** – In order to continue with the 2015 capital projects, UTA was fortunate to acquire a \$200 million Build America Bond in 2010. \$60 million in additional financing will be needed in 2011.

Mr. DeJong and Mr. Armstrong concluded their presentation by saying that even though there is a decrease in revenue projections, UTA, by managing project costs, still plans to be on time and under budget with their 2015 projects.

5. SUGARHOUSE STREETCAR UPDATE

Kerry Doane, UTA project manager, said the Sugar House Streetcar project is "a little different for a big change." She said Transportation Secretary Ray LaHood visited Salt Lake to announce that the Sugarhouse Streetcar project had received a Transportation Investment Generating Economic Recovery (TIGER) Grant. Ms. Doane gave a

PowerPoint presentation that explained the evaluation criteria for the TIGER Grant, which are a state of good repair, economic competitiveness, livability, sustainability, and safety.

Ms. Doane explained that the Sugarhouse Streetcar is a two-mile long project, beginning at the 2100 South TRAX Station and ending at McClelland St. (1040 East). The project will go on an existing rail corridor and have seven small stations.

Local partners in this project include Salt Lake City, South Salt Lake City, UTA, residents, and businesses. Current activities on the project include getting pre-construction work done, developing Interlocal Agreements with cities, working with FTA on grant requirements, drafting a potential schedule (tentative two construction seasons for a 2013 opening), and having a public comment period on the Environmental Assessment .

Ms. Doane talked about the following funding issues:

- **Capital cost estimate** -- \$55.5 million in 2011 dollars
- **Federal funding sources** – \$26 million from TIGER Grant
- **Local funding sources** -- \$23.3 million provided by UTA, Salt Lake City and South Salt Lake City
- **Funding gap** – The project team will work to close a \$6.2 million funding gap by reducing costs during final design and/or raising additional revenue.

6. OTHER BUSINESS

1. Andrew Gruber reported that recently he and Andrew Jackson, Executive Director of Mountainland Association of Governments, gave a status report on the development of the Regional Transportation Plans to the State House and Senate interim Transportation Committee. Mr. Gruber said those in attendance were pleased and encouraged the MPOs to continue their work.
2. Andrew Gruber commended UDOT for the exceptional Engineering Conference they recently put on for about 1,500 attendees.
3. Commissioner Millburn invited everyone to the Jordan River Parkway Trail (aka Chevron Mile Trail) opening on November 19 at 2 p.m. at the Pony Express Campground. This will connect the Davis County Legacy Parkway and Salt Lake County Jordan River trails.

The meeting ended at 4 p.m.

Next meeting date: February 17, 2011

**UTAH TRANSIT AUTHORITY
2011 TENTATIVE CAPITAL PROJECT BUDGET
10/13/2010**

	Tentative Capital Budget 2011	Projected Capital Expenditures 2012
<i>Revenue Service & Support Vehicles</i>		
5 Ski Buses - 35ft.	\$ 2,282,800	
25 Canyon Buses	\$ 11,414,000	
*/** 24 Hybrid Buses	\$ 18,462,200	
24 Replacement Paratransit Vans	\$ 2,508,000	
52 Rideshare Vans	\$ 1,691,468	
Radios	\$ 261,696	
Replacement Support Vehicles	\$ 850,000	
Engines, Transmissions & Components	\$ 1,080,000	
	\$ 38,550,164	\$ 38,190,000
 <i>Information / Communication / ITS</i>		
Rail Passenger Information	\$ 2,000,000	
Electronic Fare Collection	\$ 4,613,500	
Technology Strategic Plan including: Bus and Rail Communication Equipment, ITS and upgrades of UTA's Network System	\$ 3,799,000	
	\$ 10,412,500	\$ 7,895,400
 <i>Facilities, Maintenance and Office Equipment</i>		
Facilities Repair and Replace including: Energy Conservations, AC Replacement Park & Ride repairs, Facility repairs and Emergency Repairs	\$ 3,250,000	
Office Capital Equipment	\$ 500,000	
* Safety and Security	\$ 3,644,594	
	\$ 7,394,594	\$ 5,092,000
 <i>Major Strategic Projects</i>		
* BRT Projects Including: Provo & Orem Intermodal and 5600W.	\$ 11,950,000	
* Central Garage Design and Prep	\$ 5,560,000	
* Transit Enhancements	\$ 2,544,620	
Property Acquisitions and Minor Project funding	\$ 3,650,000	
	\$ 23,704,620	* \$ 47,050,000
 <i>Transit Oriented Development</i>		
* 3900 South TOD development	\$ 14,200,000	
* Jordan Valley TOD	\$ 3,815,780	
* Salt Lake Central Hub TOD and Parking Structure	\$ 8,815,000	
* TOD Land Acquisition	\$ 11,924,691	
	\$ 38,755,471	* \$ 10,866,000

2015 TRAX & Commuter Rail Projects

2015 Rail Projects & Rail Start up Cost	\$ 306,911,308	
2015 Project Finance Cost	\$ 64,903,268	
* Sugarhouse Street Car	\$ 31,000,000	
	<u>\$ 402,814,576</u>	<u>\$ 286,380,000</u>

Rail Maintenance Projects

* Rail Transit Enhancements	\$ 235,826	
Rail Vehicle Overhauls and Infrastructure Repair	\$ 4,564,174	
Rail Services Project Start Up	\$ 200,000	
	<u>\$ 5,000,000</u>	<u>\$ 5,200,000</u>

Inter Local Agreement

	\$ 6,740,744	\$ -
	<u>\$ 533,372,669</u>	<u>\$ 400,673,400</u>

Source of Funds for Capital Items

Current & Future Grants	\$ 271,477,714
Local & Other Contributions	\$ 46,010,250
UTA Match	\$ 215,884,705
	<u>\$ 533,372,669</u>

- * Within these projects there are conditional projects which require receiving Grants and Contributed Capital before proceeding
- ** If the incremental grant funds are not received for the Hybrid Buses , we will use the UTA match portion and purchase Diesel Buses

**UTAH TRANSIT AUTHORITY
2011 TENTATIVE OPERATING BUDGET
10/13/2010**

	<u>ACTUAL 2009</u>	<u>PROJECTED 2010</u>	<u>BUDGET 2011</u>
REVENUE			
PASSENGER REVENUE	33,530,448	35,383,000	37,350,000
ADVERTISING REVENUE	1,633,331	1,733,000	1,785,000
INVESTMENT INCOME	9,389,045	3,155,000	3,067,000
SALES TAX REVENUE	171,854,169	174,470,000	181,378,000
OTHER REVENUE	2,797,757	2,603,000	2,749,000
FEDERAL OPER./PREVENT. MAINT.*	44,974,000	47,134,000	49,155,000
TOTAL REVENUE	<u>264,178,750</u>	<u>264,478,000</u>	<u>275,484,000</u>
EXPENSE			
BUS SERVICE	78,798,495	80,078,609	77,989,903
RAIL SERVICE	34,681,800	33,462,639	38,396,318
PARATRANSIT SERVICE	14,595,021	15,648,576	16,596,246
RIDESHARE/VANPOOL SERVICE	(30,061)	(30,998)	90,663
OPERATIONS SUPPORT	26,083,512	24,304,235	26,245,425
GENERAL & ADMINISTRATIVE	23,546,397	23,364,429	23,997,026
NET OPERATING EXPENSE	<u>177,675,164</u>	<u>176,827,491</u>	<u>183,315,580</u>
MAJOR INVESTMENT STUDIES			
EXPENSE	1,120,105	2,910,000	4,447,279
OFFSETTING PROJECT FUND	(306,340)	(2,088,000)	(3,625,279)
NET INVESTMENT EXPENSE	<u>813,765</u>	<u>822,000</u>	<u>822,000</u>
AMORTIZED CHARGES	1,099,293	810,914	810,914
NET EXPENSE	179,588,222	178,460,405	184,948,494
AVAILABLE - REVENUE LESS OPERATING EXPENSE	<u>84,590,528</u>	<u>86,017,595</u>	<u>90,535,506</u>
BOND DEBT SERVICE			
OFFSETTING FUND	65,467,085	78,472,000	82,860,475
NET BOND EXPENSE	<u>(55,091,976)</u>	<u>(59,768,000)</u>	<u>(64,903,268)</u>
NET BOND EXPENSE	10,375,109	18,704,000	17,957,207
INTERLOCAL AGREEMENTS			
SALT LAKE COUNTY UDOT	15,000,000	-	-
UTAH COUNTY UDOT	13,162,009	13,727,000	6,741,000
NET INTERLOCAL AGREEMENTS EXPENSE	<u>28,162,009</u>	<u>13,727,000</u>	<u>6,741,000</u>
CONTRIBUTION TO CAPITAL RESERVES	<u>46,053,410</u>	<u>53,586,595</u>	<u>65,837,299</u>
DEBT RETIREMENT			
NEW DEBT ISSUED	(8,620,733)	(6,960,000)	(7,300,000)
	305,623,385	200,000,000	60,000,000

* The current balance of the Service Stabilization Fund is \$10,131,970