

# TRANSPORTATION COORDINATING COMMITTEE

## Minutes of Meeting held

November 17, 2011

Mayor Darrell Smith 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:**

|                         |  |
|-------------------------|--|
| Darrell Smith, Chair    | Mayor, Draper City                         |
| Jamie Nagle, Vice Chair | Mayor, Syracuse City                       |
| JoAnn B. Seghini        | Mayor, Midvale City                        |
| Richard Harris          | Mayor, North Ogden City                    |
| Doug Clifford           | Mayor, Pleasant View City                  |
| Bill Applegarth         | Mayor, Riverton City                       |
| Carlton Christensen     | Salt Lake City Council                     |
| Cory Pope               | Utah Department of Transportation          |
| Michael Allegra         | Utah Transit Authority                     |
| Matt Sibul              | Utah Transit Authority                     |
| Necia Christensen       | Utah Transit Authority – Board of Trustees |

#### **Others:**

|                     |  |
|---------------------|--|
| Peter Ashcroft      |  |
| Shane Greenwood     | South Jordan City                            |
| George Benford      | Horrocks Engineers                           |
| Jason Jones         | J-U-B Engineers                              |
| Kelly Lund          | Federal Highway Administration               |
| Kris Peterson       | Utah Department of Transportation – Region 1 |
| Jesse Glidden       | Utah Department of Transportation – Region 1 |
| Rex Harris          | Utah Department of Transportation – Region 1 |
| Tim Rose            | Utah Department of Transportation – Region 2 |
| David Schwartz      | Utah Department of Transportation – Region 2 |
| Brad Armstrong      | Utah Transit Authority                       |
| Stan DeJong         | Utah Transit Authority                       |
| Christopher Chesnut | Utah Transit Authority                       |
| Andrew Gruber       | Wasatch Front Regional Council               |
| Wayne Bennion       | Wasatch Front Regional Council               |
| Kip Billings        | Wasatch Front Regional Council               |
| Doug Hattery        | Wasatch Front Regional Council               |
| Ned Hacker          | Wasatch Front Regional Council               |
| Sam Klemm           | Wasatch Front Regional Council               |
| Barbara Thomas      | Wasatch Front Regional Council               |
| Ben Wuthrich        | Wasatch Front Regional Council               |
| Renaë Bodily        | Wasatch Front Regional Council               |

### 1. MINUTES

**ACTION:** Mayor Nagle moved that the minutes of the August 18, 2011, Trans Com meeting be approved as written. Necia Christensen seconded the motion, and the voting was unanimous.

## **2. OPPORTUNITY FOR PUBLIC COMMENT**

There were no comments.

## **3. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

### **A. Report on Board Modifications to the 2012-2017 TIP**

Ben Wuthrich said that since Trans Com's last meeting in August 2011, three requests were received from UDOT to modify the 2012-2017 Transportation Improvement Program (TIP):

1. **Add funding and advance construct a Continuous Flow Intersection (CFI) at Bangerter Highway and 13400 South.** This project will modify the intersection at the same time that Riverton will be reconstructing and widening 13400 South from the Mountain View Corridor to Bangerter Highway, minimizing disruptions to the public throughout the area.

The additional funding will come from UDOT Region Two's de-obligation funds (\$2 million of STP Flexible and \$1 million of Equity Bonus funds). These funds are available due to favorable bids and good construction management – projects finishing ahead of schedule and for less money.

2. **Add the "I-15; I-215 to I-84 Phased Improvements" project with \$60 million being programmed in FY 2013 and \$26 million in FY 2014.** This action will allow Region One to address improvements identified from the environmental study currently underway. This project would address components of projects identified and prioritized in the Regional Transportation Plan.

Funding would be available from Senate Bill 229 which was passed during the Legislature's 2011 session to provide funding for transportation purposes in 2013 and beyond, contingent upon growth in sales tax revenue.

3. **Add "Purple Book" projects.** Purple Book projects are pavement rehabilitation projects that add to the structural value of the pavement surface. Three lists of Purple Book projects were in Trans Com members' packets. The first list showed projects to be advertised and completed during FY 2012. The second list showed projects to be advertised and completed during FY 2013. The last list showed projects that would be added to the 2012/2013 lists if funding becomes available.

This request will allow the Regions to begin preliminary engineering and concept development on the projects so that they will be ready when funds become available.

Mr. Wuthrich said these requests have no negative impact on any other currently programmed project and will potentially save funds as projects are ready to move forward and be completed ahead of schedule.

This item was for Trans Com's information only. The Regional Council approved this resolution to modify the 2012-2017 TIP at their meeting in October 2011.

## **B. Report on Letters of Intent received for 2013-2018 STP and CMAQ Programs**

Mr. Wuthrich said that in September, WFRC staff requested that potential project sponsors submit "Letters of Intent" to apply for the available STP and CMAQ funds in FY 2018. A list of all the projects submitted was included in member's packets. Mr. Wuthrich said the list of projects was also presented to the Davis, Salt Lake and Weber Area Councils of Governments for their review. Trans Com members were invited to review the list of projects for completeness.

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

- WFRC staff will review the projects to make sure they are eligible to receive either STP or CMAQ funding.
- The Technical Advisory Committees (TACs) will be informed of the eligible projects.
- January – Project sponsors will submit Concept Reports to WFRC.
- February – Technical Advisory Committees will review projects.
- March – TACs will make recommendations on the projects.
- April – Trans Com will make recommendations to present to the Regional Council.

Mr. Wuthrich said that if potential sponsors submit more than one project for consideration, they will be asked to prioritize their projects.

## **C. UDOT priorities for the 2013-2018 Statewide Transportation Improvement Program (STIP)**

Kris Peterson, UDOT Region One Director, said that the Transportation Commission's STIP workshop will be held in April 2012. He presented UDOT Region One's priorities for the 2013-2018 STIP. Roadway capacity projects (in no particular order) include:

- **I-15; Interchange at 1100 South in Brigham City - \$9 million**  
Construct Diverging Diamond Interchange to accommodate the heavy SR-91 westbound to I-15 southbound traffic movement.
- **SR-108 (Midland Drive); Hinckley Drive to 4000 South - \$8.5 million**  
Construct five lane section.
- **SR-103 (650 North) Intersection/Interchange Improvements - \$3.5 million**  
Construct Modified High-T intersection with additional turning lanes to reduce congestion.
- **SR-97 (5600 South) Intersection/Interchange Improvements - \$5 million**  
Lengthen merge lanes on 5600 South; eliminate left turn movements; create a 'Quadrant' concept intersection.
- **US-89 Shepard Lane Restriping - \$400K**  
Extend three lane section northbound to Cherry Hills off-ramp; create lane drop at Cherry Hills; bring all signage to standard.
- **US-89 (Washington Blvd.); 36<sup>th</sup> to 26<sup>th</sup> Streets; Phase 1 - \$8.9 million + Phase 2 - \$6.8 million = \$15.7 million**  
New pavement surface; replacing the failing drainage features; more effective signal systems.

- **SR-26 (Riverdale Road); SR-126 to I-84 - \$29 million**  
The bridge over I-15 may be replaced; adds a lane in each direction between I-15 and I-84 along with right and left turn lanes; a northbound on-ramp from SR-26 westbound to I-15 northbound may be added as well as a SR-26 eastbound to I-15 southbound on-ramp; new traffic signals and lighting systems.
- **SR-93 (2600 South) Intersection/Interchange Improvements - \$8.5 million**  
Construct a Diverging Diamond Interchange.
- **I-84; improve lane merge from US-89 - \$7.84 million**  
Upgrade the ramp from US-89 to I-84 westbound crossing the Weber River to current standards.
- **US-89; SR-243 to Rich County Line; Phase 1 - \$7 million + Phase 2 - \$18 million = Phase 3 - \$15 million = \$40 million**  
Construct passing lanes from SR-243 (Beaver Mountain) to the Bear Lake Summit.
- **I-15; SR-134 to SR-126 - \$5.7 million**  
Add an auxiliary lane on NB I-15.
- **I-15; SR-134 to SR-126 - \$5.8 million**  
Add an auxiliary lane on SB I-15.
- **US-89 at Harrison Blvd (SR-203) - \$5 million**  
Construct a through lane at the intersection to reduce congestion at the signal.
- **US-89; 200 North Interchange - \$45 million**  
Construct a new grade separated interchange; extend the frontage roads; add an additional lane in each direction of US-89.
- **US-89; Antelope Drive Interchange - \$40 million**  
Construct a new grade separated interchange; extend the frontage roads; add an additional lane in each direction of US-89.
- **I-15; Farr West to Brigham City - \$50 million to \$180 million**  
Construct additional lanes in the median; upgrade interchanges and ramps.

Mr. Peterson said there are not enough available funds to complete all the projects. UDOT will continue to prioritize projects and pursue funding. He asked Trans Com to let UDOT know if they feel there should be any additions or changes to the priority projects that were discussed.

Tim Rose, UDOT Region 2 Deputy Director, presented UDOT Region Two's priorities for the 2013-2018 STIP. Roadway capacity projects (in no particular order) include:

- **I-215; 4700 South to SR-201 - \$94 million**  
Add auxiliary lanes and rehabilitate pavement.
- **SR-173 (5400 South); Mountain View Corridor to Cougar Lane - \$50 million**  
Widen to seven lanes.
- **SR-89 (State Street); 9000 South to 8000 South - \$17 million**  
Roadway widening and treatment; drainage improvement.
- **I-15; "The Gap" (between 12300 South and Lehi Main Street)**  
Concept costs for adding two additional lanes - \$565 million.  
Concept costs for adding one additional lane - \$472 million.
- **I-215 and SR-201 Interchange** - scope and estimate being developed.
- **I-15 & I-215 South Interchange** – scope and estimate being developed.

Choke Point projects include:

- **I-215 East; SB at 3300 South** - \$7.5 million  
Convert exit only lane to thru lane.
- **SR-201; WB at 5600 West** - \$2 million  
Interchange improvements.
- **I-15 SB under Bangerter Highway** - \$6.5 million  
Project will add a lane to I-15.
- **SB I-15 & Bangerter Ramp** – scope and estimate being developed.
- **I-80 EB to NB Foothill Blvd** – scope and estimate being developed.

Mr. Rose also discussed several rehabilitation, preservation, bridge, and safety projects in Region Two.

Cory Pope said that UDOT's Region One and Region Two capacity projects would cost several million dollars to complete. Because there is a limited source of funding for these projects, it is a real challenge to prioritize the projects. He talked about the importance of choke point projects (projects under \$10 million) and rehabilitation projects.

Mayor Smith commented that Utah has a great road system and thanked everyone for stretching transportation dollars. Mr. Pope thanked cities, counties and MPOs for their work on Utah's transportation system.

Wayne Bennion, WFRC, said that since several Trans Com members were absent due to a Utah Association of Counties conference, they were asked if they had any comments on the information in the Trans Com packet. The following comment was received from Tina Kelley, Morgan County Council:

*"Morgan County currently has a funded project for 2012. Because a portion of that project, a minor collector, no longer qualifies for Federal funds, Morgan County is working on several options, one of which may require us to make an application in 2012 for a 2013-2018 project. We are hopeful we will not have to pursue this option. We have been working with UDOT on an application to reclassify the portion of road that was disqualified, and if that occurs, our project will be on track for 2012 and no further application will be needed. We are also working with the Transportation Commission on this issue."*

Mr. Bennion thanked UDOT for working with Morgan County on this issue.

#### **4. CONGESTION MANAGEMENT PROCESS SYSTEM TRACKING REPORT**

Kip Billings, WFRC, said that WFRC staff will report to Trans Com yearly on certain transportation system performance measures. These measures are not intended to be a comprehensive analysis of system performance, rather they describe trends in highway and transit operations that will help inform discussions of congestion management.

Mr. Billings used a PowerPoint to present the following highway performance measures in recent years:

- Daily VMT
- VMT/Capita

- Percent of freeway uncongested (PM peak)
- Arterial level of service (PM peak)

Mr. Billings also discussed the following transit performance measures:

- Daily passengers by mode
- Hourly passengers per trip by mode
- Annual passengers/Capita

To view the report, go to [http://wfrc.org/cms/air\\_quality/Congestion%20Report%202011.pdf](http://wfrc.org/cms/air_quality/Congestion%20Report%202011.pdf). Please contact Kip Billings if you have any questions at 801-363-4250 or [kip@wfrc.org](mailto:kip@wfrc.org).

## **5. UTAH TRANSIT AUTHORITY DRAFT 2012 BUDGET**

Michael Allegra, UTA General Manager, said that UTA's draft budget for 2012 is as conservative as UTA could make it with regard to sales tax, revenue, and fuel costs.

Mayor Seghini asked if state laws or local ordinances needed to be changed to ticket those who go around or under rail crossing barriers. Mr. Allegra said it is illegal to jaywalk or drive around rail crossing barriers and that officers are empowered to ticket those who violate. UTA has started a campaign to educate the public to be safe around crossing barriers. Mr. Allegra said UTA would greatly appreciate communities educating their citizens to be safe around rail lines as well as following through with enforcement.

Stan DeJong, UTA Planning Manager, and Brad Armstrong, UTA Financial Analyst, distributed copies of UTA's 2012 Tentative Capital Project Budget and 2012 Tentative Operating Budget dated October 12, 2011 (see attachments #1 and #2). The public comment period recently ended. Trans Com members were invited to make any comments regarding UTA's projected 2012 budget.

Mr. DeJong and Mr. Armstrong highlighted the following:

- **Total Operating Revenue:** \$270.6 million projected in 2011; \$283.8 million projected in 2012; \$13.2 million growth.
- **Farebox Revenue:** \$37.7 million projected in 2011; \$45.3 million projected in 2012 with full year of service on recently opened TRAX lines.
- **Authorizing Legislation:** Potential major cuts in federal authorizing legislation may result in reductions in service and capital projects.
- **Total Operating Expenses:** \$180.4 million projected in 2011; \$199.1 million projected in 2012. Reasons for increase in projected operating expenses include: full year operations of Mid-Jordan and West Valley Trax service; increase in diesel fuel cost, and increased rail/bus/paratransit service.
- **Major Investment Studies:** Including Network Planning, Wasatch Canyons, Taylorsville/ Murray Transit, Facilities Master Plan & Sustainability Plan, Riverton, 2020 Plan, and West Side Transit.

Mr. Allegra said the grant application for the Draper TRAX line has been submitted and UTA is now anticipating the Federal Transit Administration will sign the full-funding agreement in December, 2011.

## 6. OTHER BUSINESS

- a. Andrew Gruber said that Utah is unique because WFRC, other MPOs in the state, and UDOT (representing the rural areas) work together to prepare a statewide Unified Transportation Plan which includes state and local roads, transit, capacity, maintenance, preservation, and operating costs. This Unified Transportation Plan is scheduled to be completed in December and will be shared with Trans Com.
- b. During the past week, UDOT held a conference with over 1,400 attendees from around the State. Mr. Gruber wanted to make Trans Com aware of items brought up at the conference:
  - (1) UDOT has updated their strategic goals to include strengthening the economy as one of its four focus areas along with preserving the existing system, improving safety, and improving mobility.
  - (2) Lane Beattie, CEO of the Salt Lake Chamber of Commerce, made an announcement at the UDOT conference. He said that members of Utah's business community have formed a Utah Mobility Coalition. The Coalition states "*investing in our transportation infrastructure is essential to our economy*". Mr. Gruber was pleased to report that the Coalition is using the statewide Unified Plan as a starting point on the direction our State should go in the next 30 years. Mr. Beattie also said that focusing on both education and transportation is essential to the future of the State.
- c. Mr. Gruber said that temporary good news from Washington is that there is a deal to hold current funding levels flat in the 2012 Federal Fiscal Year instead of decreasing them. Future Authorization Bills continue to remain uncertain.

Mayor Smith thanked everyone for their attendance and participation.

The meeting ended at 3:30 p.m.

Next meeting date: February 16, 2012

**UTAH TRANSIT AUTHORITY**  
**2012 TENTATIVE CAPITAL BUDGET**  
**10/12/2011**

|  | Final Capital<br>Budget<br>2012 | Projected Capital<br>Expenditures<br>2013 |
|--|---------------------------------|---|
| <b>Revenue Service &amp; Support Vehicles</b>  |                                 |   |
| • 10 CNG 40' Buses   | \$ 5,260,000                    |   |
| 31 Diesel 40' Buses  | \$ 13,609,000                   |   |
| 25 Diesel 40' Buses  |                                 |   |
| 9 Hybrid 40' Buses   | \$ 5,695,000                    |   |
| 30 Paratransit Vans  | \$ 2,847,333                    |   |
| 74 Rideshare Vans  | \$ 2,738,000                    |   |
| 50 Fareboxes   | \$ 300,000                      |   |
| Replacement Support Vehicles   | \$ 250,000                      |   |
| Components ( Engines, Transmissions, Batteries)  | \$ 1,395,000                    |   |
|  | <u>\$ 32,094,333</u>            | <u>\$ 36,965,000</u>                      |
| <b>Information / Communication / ITS</b>   |                                 |   |
| Electronic Fare Collection   | \$ 5,089,000                    |   |
| Passenger Information Signs  | \$ 1,000,000                    |   |
| Bus & Rail Radio Replacement   | \$ 1,800,000                    |   |
| iDen infrastructure Build out  | \$ 933,250                      |   |
| ITS Strategic Plan Pool including:   | \$ 2,000,000                    |   |
| Video Surveillance, Passenger info., Backup<br>System, Disk Storage expansion ,JDEward upgrade |                                 |   |
| Technology Capital Pool  | <u>\$ 900,000</u>               |   |
|  | <u>\$ 11,722,250</u>            | <u>\$ 5,136,000</u>                       |
| <b>Facilities, Maintenance and Office Equipment</b>  |                                 |   |
| Facilities Repair and Replace including:   | \$ 3,000,000                    |   |
| Facility repairs, JRSC Control Room<br>Emergency Generator, Tank Farm and Lifts                |                                 |   |
| Office Capital Equipment   | \$ 350,000                      |   |
| • Safety and Security  | <u>\$ 1,240,000</u>             |   |
|  | <u>\$ 4,590,000</u>             | <u>\$ 8,186,000</u>                       |
| <b>Major Strategic Projects</b>  |                                 |   |
| • Provo & Orem Intermodal Facilities   | \$ 10,158,000                   |   |
| • BRT Provo & Orem   | \$ 2,469,000                    |   |
| • U of U Shuttle   | \$ 3,460,000                    |   |
| • Central Garage   | \$ 5,560,000                    |   |
| • Tooele Park and Ride   | \$ 1,448,000                    |   |
| • Asset Management SW  | \$ 1,000,000                    |   |
| Transit Enhancements   | <u>\$ 5,145,393</u>             |   |
|  | <u>\$ 29,240,393</u>            | <u>\$ 9,421,000</u>                       |
| <b>Transit Oriented Development</b>  |                                 |   |
| • TOD studies and developments including:  | \$ 14,642,600                   |   |
| Salt Lake Central, Provo, Draper<br>and other potential TOD areas.                             |                                 |   |
|  | <u>\$ 14,642,600</u>            | <u>\$</u>                                 |



**2015 TRAX & Commuter Rail Projects**

|   |                       |                       |
|---|-----------------------|-----------------------|
| 2015 Rail Projects  | \$ 273,000,000        |                       |
| 2015 Project Financing Costs  | \$ 42,904,511         |                       |
| Rail Start up Cost  | \$ 8,967,500          |                       |
| Sugarhouse Street Car   | \$ 19,300,000         |                       |
| State of Good Repair Including:<br>SB1x0 Rail Cars, Signaling upgrades<br>LRT Stray Current Control | \$ 18,653,400         |                       |
|   | <u>\$ 362,825,411</u> | <u>\$ 195,938,000</u> |

**Rail Maintenance Projects**

|  |                       |                       |
|--|-----------------------|-----------------------|
| Rail Vehicle Maintenance and Infrastructure Repair | \$ 5,000,000          |                       |
| Rail Services Project Start Up                     | \$ 200,000            |                       |
|  | <u>\$ 5,200,000</u>   | <u>\$ 5,400,000</u>   |
|  | <u>\$ 460,314,987</u> | <u>\$ 201,046,000</u> |

**Source of Funds for Capital Items**

|                             |                       |
|-----------------------------|-----------------------|
| Current & Future Grants     | \$ 272,843,106        |
| Local & Other Contributions | \$ 16,783,800         |
| UTA Match                   | \$ 170,688,081        |
|                             | <u>\$ 460,314,987</u> |

- Within these projects there are conditional projects based on receiving Grants and Contributed Capital before proceeding

**UTAH TRANSIT AUTHORITY  
2012 TENTATIVE OPERATING BUDGET  
10/12/2011**

|   | <u>ACTUAL<br/>2010</u> | <u>PROJECTED<br/>2011</u> | <u>BUDGET<br/>2012</u> |
|---|------------------------|---------------------------|------------------------|
| <b>REVENUE</b>                                    |                        |                           |                        |
| PASSENGER REVENUE                                 | 35,160,063             | 37,679,058                | 45,289,763             |
| ADVERTISING REVENUE                               | 1,733,333              | 1,785,333                 | 1,838,893              |
| INVESTMENT INCOME                                 | 3,836,572              | 3,450,811                 | 1,159,516              |
| SALES TAX REVENUE                                 | 171,931,237            | 178,294,162               | 185,425,881            |
| OTHER REVENUE                                     | 2,930,185              | 3,003,752                 | 3,080,484              |
| FEDERAL OPER./PREVENT. MAINT.                     | 46,772,029             | 46,418,000                | 47,051,805             |
| <b>TOTAL REVENUE</b>                              | <u>262,363,419</u>     | <u>270,631,115</u>        | <u>283,846,343</u>     |
| <b>EXPENSE</b>                                    |                        |                           |                        |
| BUS SERVICE                                       | 79,210,442             | 80,463,521                | 78,829,622             |
| RAIL SERVICE                                      | 33,935,099             | 37,035,115                | 47,153,755             |
| PARATRANSIT SERVICE                               | 14,564,771             | 15,816,795                | 17,885,374             |
| RIDESHARE/VANPOOL SERVICE                         | 70,833                 | 94,332                    | 238,279                |
| OPERATIONS SUPPORT                                | 23,682,516             | 23,255,115                | 27,677,173             |
| GENERAL & ADMINISTRATIVE                          | 21,490,683             | 23,750,298                | 27,327,385             |
| <b>NET OPERATING EXPENSE</b>                      | <u>172,954,344</u>     | <u>180,415,175</u>        | <u>199,111,589</u>     |
| <b>MAJOR INVESTMENT STUDIES<br/>EXPENSE</b>       | 8,978                  | 1,323,000                 | 7,625,316              |
| OFFSETTING PROJECT FUND                           |                        | (75,000)                  | (6,125,316)            |
| <b>NET INVESTMENT EXPENSE</b>                     | <u>8,978</u>           | <u>1,248,000</u>          | <u>1,500,000</u>       |
| <b>AMORTIZED CHARGES</b>                          | 810,914                | 810,914                   | 810,914                |
| <b>NET EXPENSE</b>                                | 173,774,235            | 182,474,089               | 201,422,503            |
| <b>AVAILABLE - REVENUE LESS OPERATING EXPENSE</b> | <u>88,589,184</u>      | <u>88,157,026</u>         | <u>82,423,841</u>      |
| <b>BOND DEBT SERVICE<br/>OFFSETTING FUND</b>      | 70,538,707             | 81,110,475                | 82,450,125             |
| NET BOND EXPENSE                                  | <u>(63,183,123)</u>    | <u>(52,942,981)</u>       | <u>(42,904,511)</u>    |
| <b>NET BOND EXPENSE</b>                           | 7,355,584              | 28,167,494                | 39,545,614             |
| <b>INTERLOCAL AGREEMENTS</b>                      |                        |                           |                        |
| UTAH COUNTY UDOT                                  | 13,719,367             | 6,741,000                 | 0                      |
| <b>NET INTERLOCAL AGREEMENTS EXPENSE</b>          | <u>13,719,367</u>      | <u>6,741,000</u>          | <u>-</u>               |
| <b>CONTRIBUTION TO CAPITAL RESERVES</b>           | <u>67,514,233</u>      | <u>53,248,532</u>         | <u>42,878,227</u>      |
| <b>DEBT RETIREMENT</b>                            | 6,960,000              | 7,300,000                 | 7,615,000              |
| <b>NEW DEBT ISSUED</b>                            | 200,000,000            | 100,000,000               | 0                      |

\* The current balance of the Service Stabilization Fund is \$10,185,070