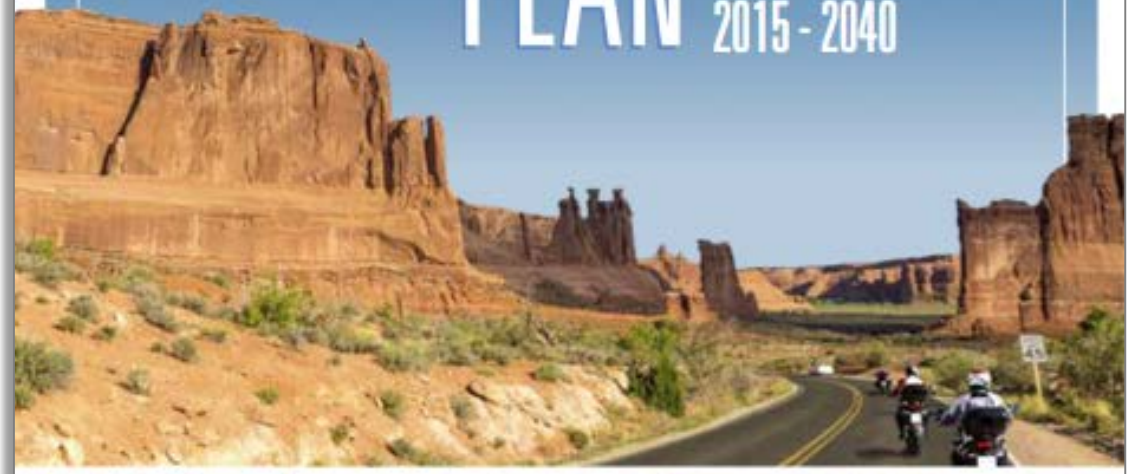
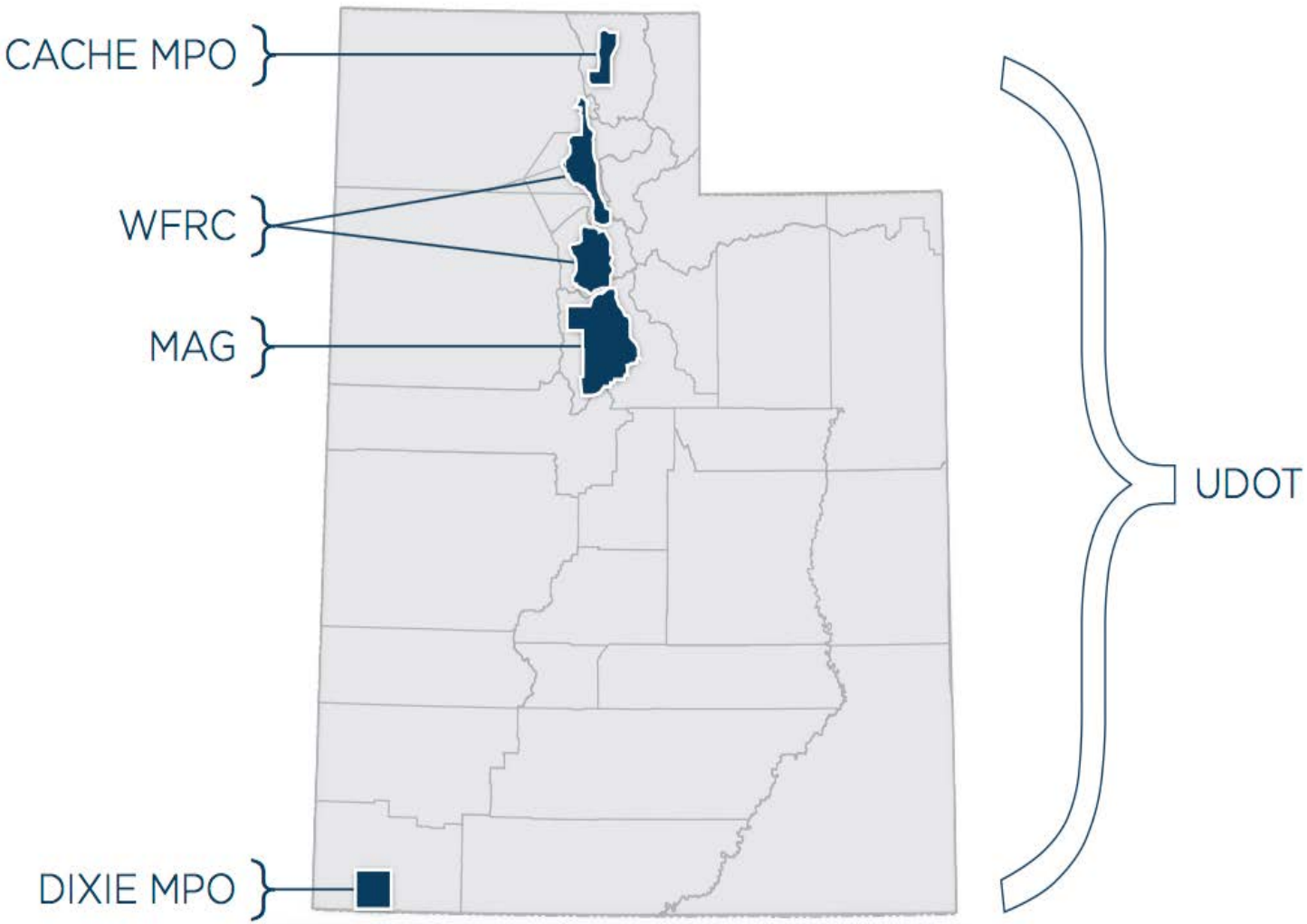
UTAH'S UNIFIED TRANSPORTATION PLAN 2015 - 2040

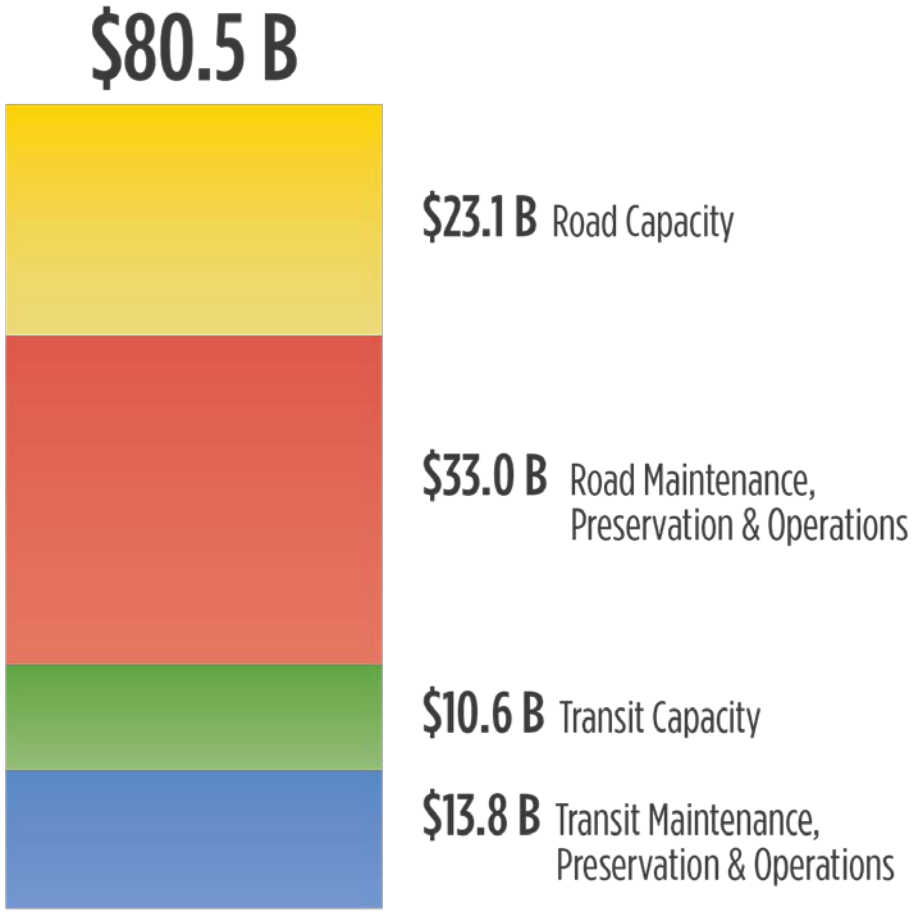


CMPO MOUNTAINLAND UDOT UTA

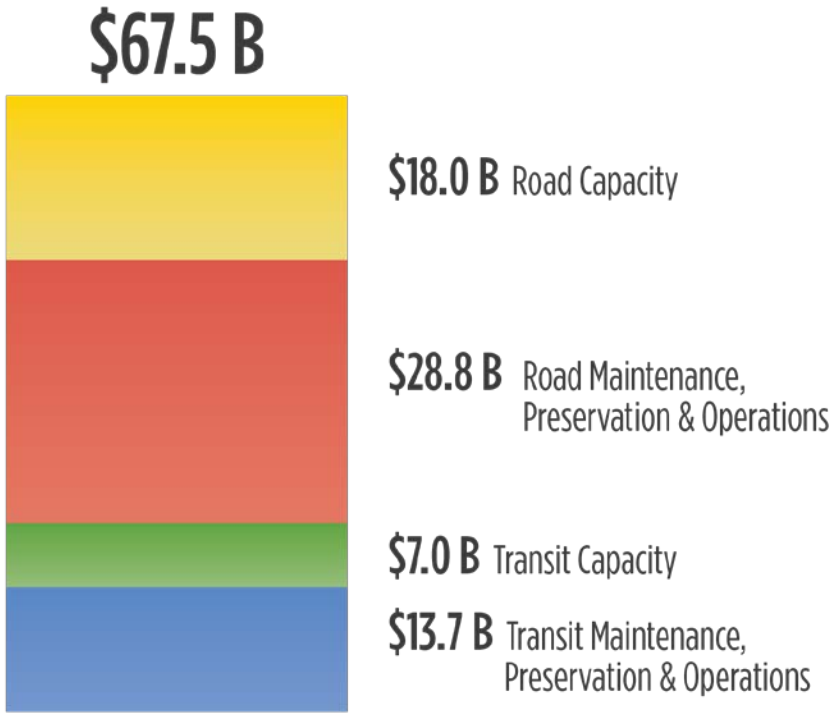
Utah's Unified Transportation Plan



Financial Overview

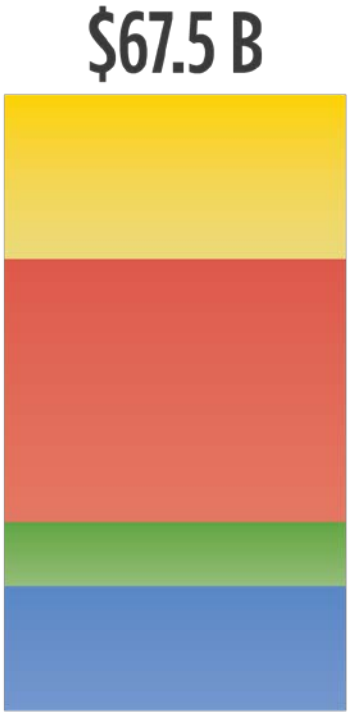


Total Transportation Needs



Prioritized Transportation Needs

Financial Overview



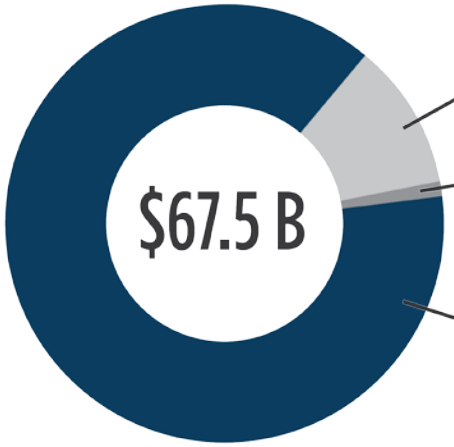
$18.0 B Road Capacity

$28.8 B Road Maintenance, Preservation & Operations

$7.0 B Transit Capacity

$13.7 B Transit Maintenance, Preservation & Operations

Prioritized Transportation Needs



$7.3 B Planned New Revenue

$700 M SB 80

$59.5 B Existing Revenue

Revenue

Finance Committee
MPO's,UDOT, UTA & LYRB

LYRB

OCTOBER 29, 2014

UNIFIED PLAN: GROWTH RATE ASSUMPTIONS

Lewis Young Robertson & Burningham, Inc. ("LYRB") has contracted with Mountainland Association of Governments ("MAG") to complete the Unified Transportation Plan Funding Model Update. As part of this update, LYRB has provided technical assistance and recommendations to stakeholders regarding which growth rates should be used in the Unified Transportation Plan to estimate future existing revenue streams. The following table summarizes the growth rate assumptions used in the previous 2011 Unified Plan compared to the assumptions that have been finalized for the 2014 Unified Plan. The following pages provide additional background on the 2014 revised revenue assumptions.

% UDOT REVENUES	GROWTH RATES	PREVIOUS UNIFIED PLAN (2011)	REVISED RATES (2014)	NOTES ON REVISED RATES (2014)
	UDOT REVENUE ASSUMPTIONS			
20.47%	Federal Revenues	2.00%	1.50%	Congressional Budget Office Testimony, "The Highway Trust Fund and Paying for Highways"
27.30%	Motor Fuel	2.50%	2014: -1.4% 2015: 0.90% 2016 - 2018: 1.50% 2019 – 2040: 1.71%	Consensus Consensus Governor's Office of Planning & Budget estimate Historic Consumption AAGR 1992 - 2012
8.19%	Special Fuel	5.00%	2014: -2.30% 2015: 1.10% 2016 - 2018: 1.50% 2019 – 2040: 4.32%	Consensus Consensus Governor's Office of Planning & Budget estimate Historic Consumption AAGR 1992 – 2012
6.80%	Registration Fees & Permits	1.96%	4.04%	Historic weighted AAGR for Registrations & Permits from 1992 – 2012
	B&C Road Funds	Mixed (combo of Motor Fuel, Special Fuel, Registration Fees, etc.)	2.09%	Historic weighted AAGR for Motor Fuel, Special Fuel, and Registrations & Permits from 1992 – 2012
6.17%	Registration Increases (TIF)	1.96%	4.04%	See above "Registrations & Permits"
31.08% 100.00%	Sales Tax (TIF)	5.00%	2014: 3.00% 2015: 4.66% 2016 – 2018: 4.00% 2019 – 2040: 5.00%	Consensus Consensus Governor's Office of Planning & Budget estimate After reviewing various historic growth rates since 1978 – 2013, we recommend a conservative estimate of 5% that matches UTA's rate
	MPO REVENUE ASSUMPTIONS			
	Highway Quarter Cent Sales Tax (County Revenues)*	Salt Lake County: 5.00% Davis County: 5.00% Weber County: 5.00% Utah County: 5.50% Cache County: none Washington County: 1.96%	Salt Lake County: 4.28% Davis County: 5.47% Weber County: 4.17% Utah County: 5.96% Cache County: 5.05% Washington County: 5.96% WFRC: 4.42% MAG: 5.96% Cache: 5.05% Dixie: 5.96%	Historic AAGR from 1993 – 2013 for WFRC, MAG, and Cache. Historic AAGR from 1998 – 2013 for Dixie.
	Registration Fees (County Revenues)		4.04%	See "Registrations & Permits" above
	OTHER REVENUE ASSUMPTIONS			
	UTA Sales Tax		2014: 4.20% 2015: 4.75% 2016: 4.88% 2017 – 2040: 5%	UTA TDP Analysis, 30 year historic average is 5.49% so UTA uses a conservative 5% in their projections past 2016. (UTA's sales tax growth rate projections may differ slightly from UDOT's in the short term due to the fact that UTA encompasses a different geographic location and calculates sales tax revenue based on a slightly different basket of goods.)
	OTHER EXPENSE ASSUMPTIONS			

2019 Statewide Utah Funding Assumptions

- **Federal Funds** apportionment grow of 4% for years 1-5 then Highway Trust Fund growth rate of 1% for year 5-30
- **State Funds** grow at consensus rate for years 1-5 then 20 year historical growth
- **Fuel Tax** ceiling increase 10 cent per decade
- $10 **Vehicle Registration Fee** increase per decade

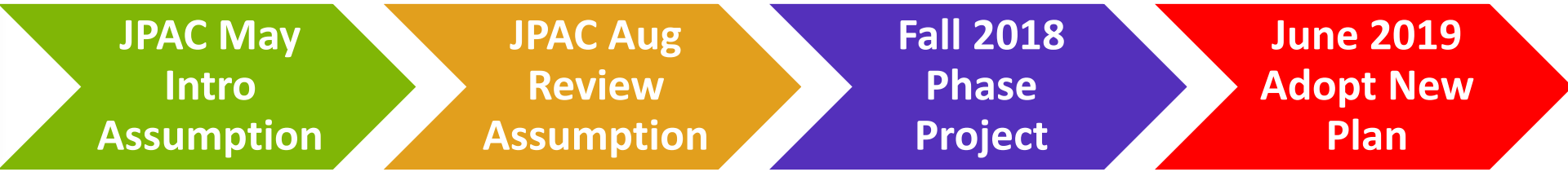
Local Assumptions

- Local Vehicle Registration Fee
- Local Option Sales Tax (Quarters)

New Assumptions

Point of the Mountain
Inland Port
Opportunity Zones
Trans. Reinvest Zones
Internet Sales Tax
Vehicle Miles Travel Tax

Next Steps


JPAC May Intro Assumption
JPAC Aug Review Assumption
Fall 2018 Phase Project
June 2019 Adopt New Plan

FEDERAL-AID HIGHWAY Program Overview

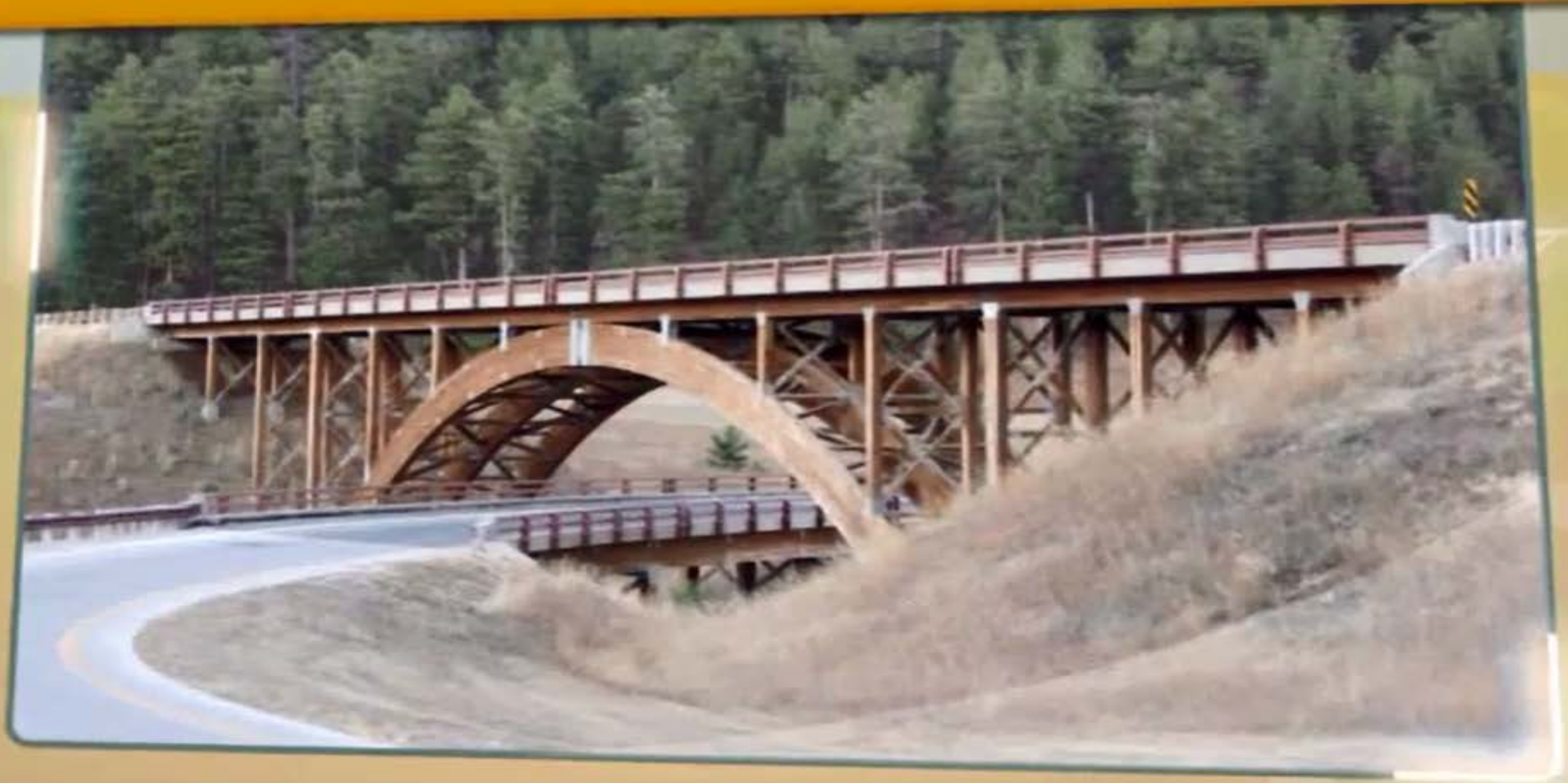
Ivan Marrero, P.E.

FHWA Division Administrator

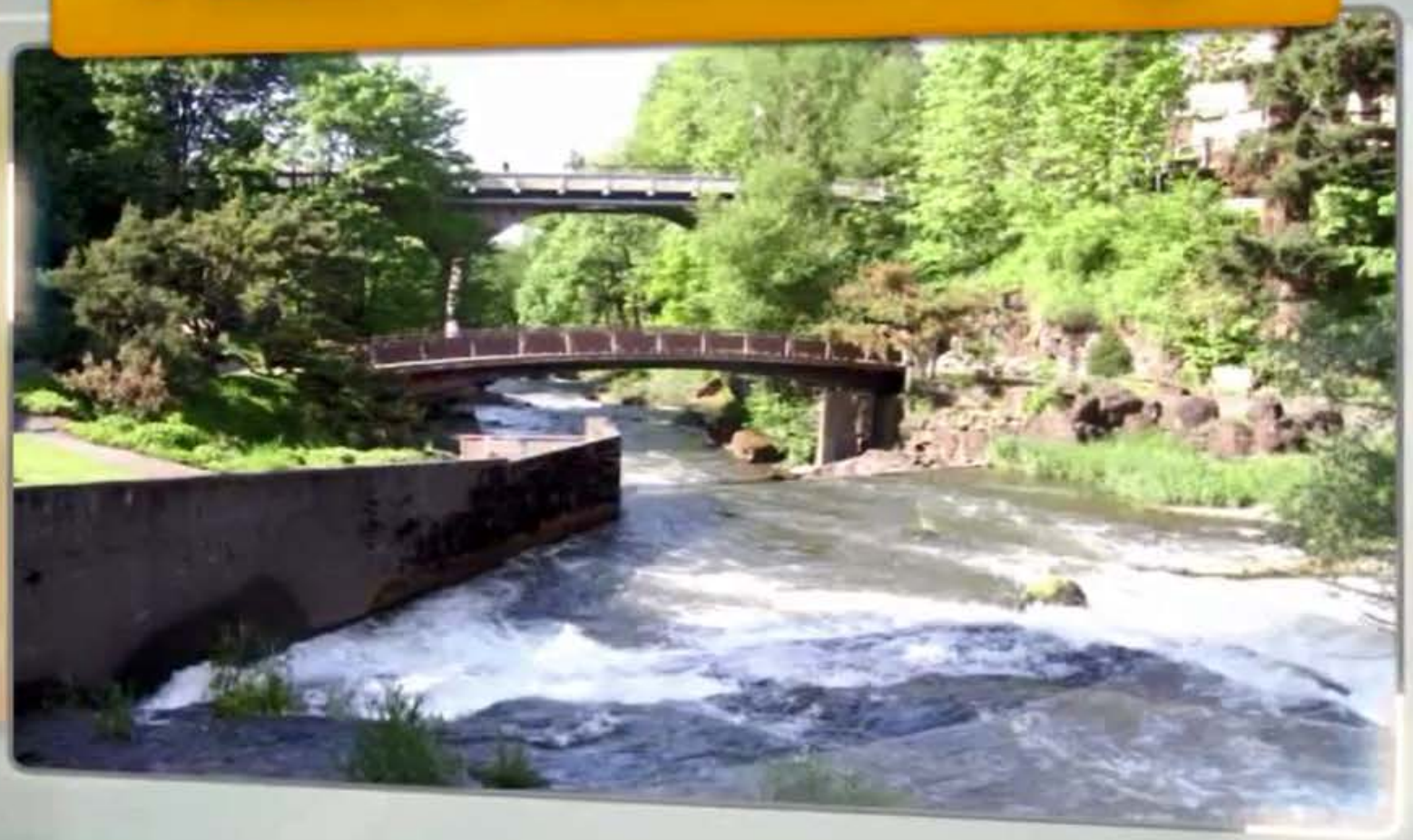
Utah Division

August 2, 2018 JPAC Meeting

Federal-aid Highway Program



Federal-aid funding



Highway Trust Fund 1956

Highway Trust Fund

$$$$

FEDERAL GASOLINE TAX BREAKDOWN

Per gallon Federal Gas Tax over the years:

- 1956-1959: $0.03
- 1959-1983: $0.04
- 1983-1990: $0.09
- 1990-1993: $0.14
- 1993-present: $0.184

18.4 cents

0.1 cent

Leaking Underground Storage Tanks

18.3 cents

HTF

15.44 cents

Highways

2.86 cents

Mass Transit

Table 7. Current Highway Trust Fund tax rates

Tax type	Tax rate
Federal fuel taxes	
Gasoline and gasohol	18.4 cents per gallon
Diesel	24.4 cents per gallon
Special Fuels:	
General rate	18.4 cents per gallon
Liquefied petroleum gas	18.3 cents per gasoline-equivalent gallon
Liquefied natural gas	24.3 cents per gallon diesel-equivalent gallon
M85 from natural gas	9.25 cents per gallon
Compressed natural gas	18.3 cents per gasoline-equivalent gallon
Other Federal taxes on truck users	
Tires: (maximum rated load capacity)	
0-3,500 pounds	No Tax
Over 3,500 pounds	9.45 cents per each 10 pounds in excess of 3,500
Truck and Trailer Sales	12 percent of retailer's sales price for tractors and trucks over 33,000 pounds gross vehicle weight (GVW) and trailers over 26,000 pounds GVW
Heavy Vehicle Use	Annual tax: Trucks 55,000 pounds and over GVW, $100 plus $22 for each 1,000 pounds (or fraction thereof) in excess of 55,000 pounds (maximum tax of $550)

85-90 Percent of the HTF

Federal-aid funds

> Distributed by Formula
> Money not provided up front

Federal-aid funds

STATE DOT

Agreement

U.S.Department of Transportation
Federal Highway Administration

Surface Transportation Program

Highway Safety Improvement Program

Highway Trust Fund
$$$$
LPA
Sub-grantee
$$$$
State DOT
Grantee

Federal-aid

- Reimbursable
- Matching

LPA pays contractor first
$$$$
LPA
State DOT

Reimbursed by FHWA
$$$$
Progress Payment
LPA
State DOT
U.S.Department of Transportation
Federal Highway Administration

Utah Sliding Scale:

- Intestate: 94.18%
- Non-Interstate: 93.23%

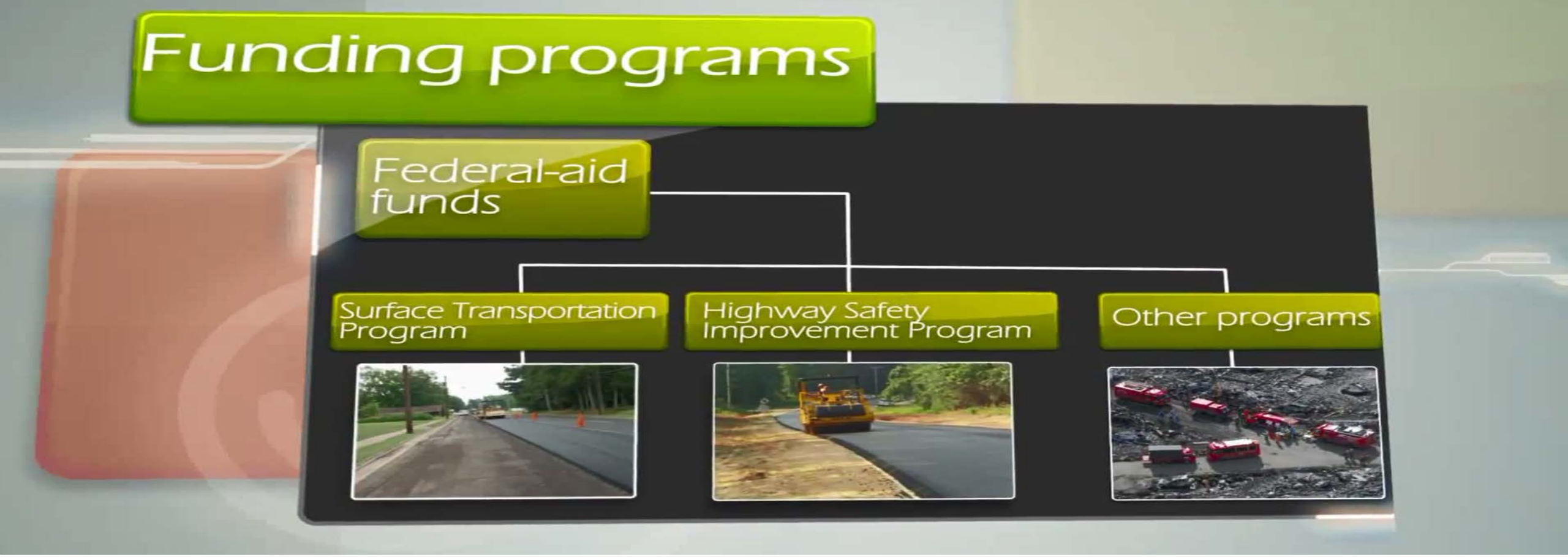
Eligible Highways

FEDERAL-AID HIGHWAY

Capital improvement & planned upkeep

>Pothole Patching
>Mowing
>Snow Removal
>Graffiti Removal

Not routine maintenance

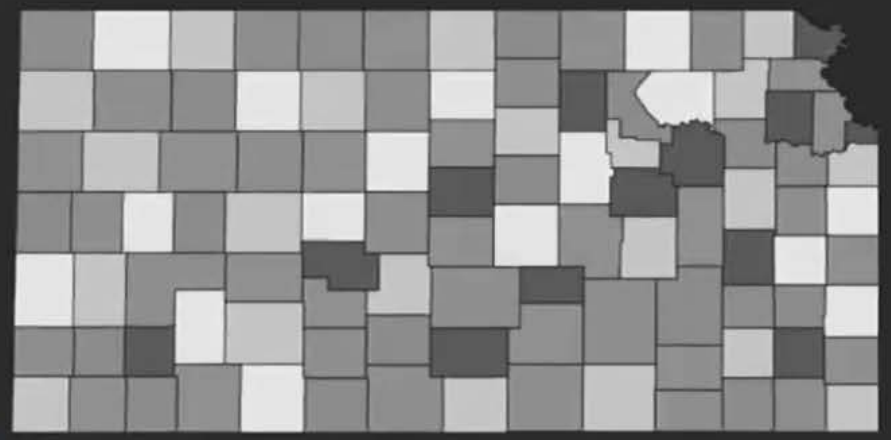


UTAH FY 2018 FED-AID HIGHWAY PROGRAM APPORTIONMENTS UNDER THE FAST ACT

(before post-apportionment set-asides; before penalties; before sequestration)

National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement	Metropolitan Planning	National Highway Freight Program	Apportioned Total
210,095,715	105,179,508	21,315,155	1,740,677	13,341,201	3,345,549	10,489,966	365,507,771

Statewide Transportation Improvement Program



Project 1

Project 2

Project 3

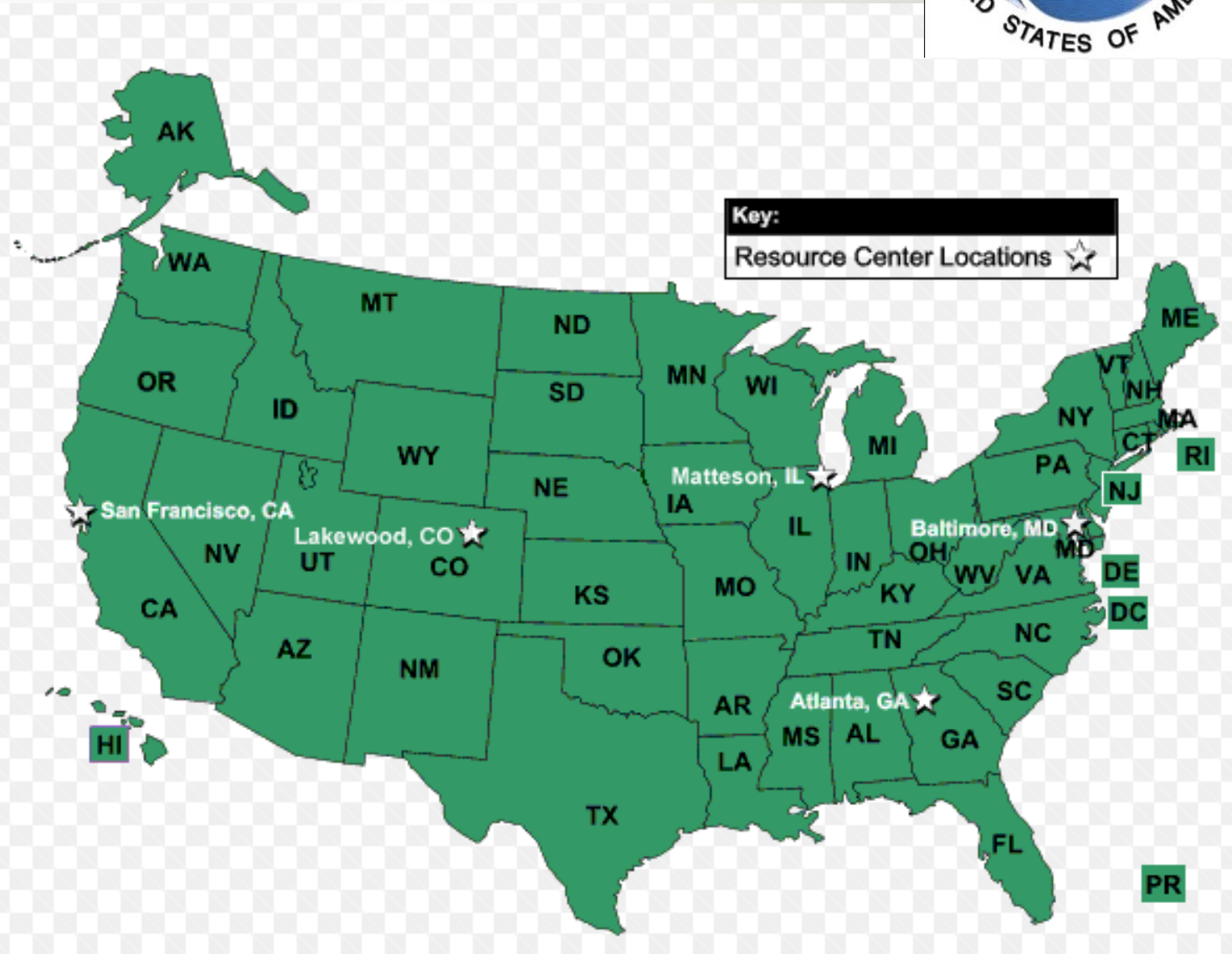
Project 4

Federal Highway Administration Field

52 Federal-aid Division Offices

4 Metro Offices

- Los Angeles
- Chicago
- Philadelphia
- New York City



Who We Are and What We Do

- We are your partners
- We are here in Utah
- We provide expertise, resources, and information to improve Utah's and the nation's highway system and its intermodal connections.
- We provide financial assistance to Utah to construct and improve the National Highway System, other roads, and bridges.
- We conduct and manage a comprehensive research, development, and technology program.

YOUR SUCCESS IS OUR SUCCESS
Thank You

VALLEY TO MOUNTAIN ALTERNATIVES ANALYSIS

August 2, 2018

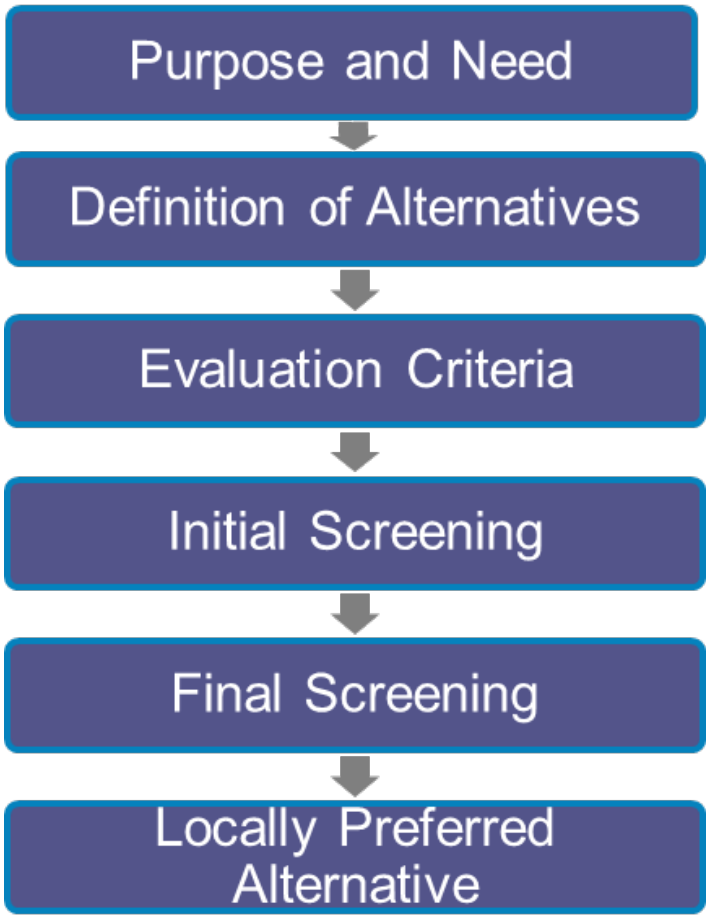
PROJECT UPDATE

Introduction

- The Alternatives Analysis study began in the summer of 2016 and built on previous planning efforts in the region.
- Led by Summit County with several project partners: Park City, UDOT, UTA, Salt Lake City, and WFRC.
- Evaluated the benefits, costs, and impacts of implementing upgraded transit on State Route (S.R.) 224 in Summit County.
- Objective of the study was to evaluate all reasonable modal alternatives and general alignment options for the SR 224 corridor.
- Focus was S.R. 224 between Kimball Junction and Old Town Park City, since at times a trip between these two points can take more than 40 minutes, whereas the trip takes 15 to 20 minutes during non-peak times.

AA Study Process

- Developed a purpose and need statement and project goals.
- Developed evaluation criteria based on the purpose, goals, and objectives.
- Used the evaluation criteria to screen a wide variety of transit technology options.
- Conducted a second screening to determine the footprint within the S.R. 224 corridor for the transit solution's alignment.
- Evaluated the costs and benefits of the remaining technology options combined with the various alignment configurations to determine the best alternative to recommend as the LPA.



Stakeholder and Public Outreach

- Stakeholders and the public had an opportunity to direct the project purpose and goals as well as review and comment on the proposed transit technology and alignment alternatives at key milestones during the study. The public outreach process included:
  - Two formal online public meetings
  - An open-house-format public meeting
  - A small focus group discussion

- *Overall, people felt that congestion on S.R. 224 is a primary issue in the community that should be addressed and believe that better transit service and options on S.R. 224 will contribute to reduced congestion and improved mobility in the study area.*

What is the purpose of the project?

Park City's existing bus service on S.R. 224 has become even more successful with the introduction of the Electric Xpress between the Kimball Junction and Old Town Transit Centers. Now the project partners would like to strengthen their commitment to transit on S.R. 224.

The purpose of the Valley to Mountain Alternatives Analysis is to:

- ✓ enhance multi-modal transportation choices
- ✓ promote sustainability and system efficiencies in the S.R. 224 corridor and in Park City

What are the goals of the project ?

- Increase person throughput capacity on S.R. 224 during peak periods (season, daily peak, and special events) while avoiding excessive road widening.
- Improve the reliability and reduce travel time of transit service on S.R. 224.
- Increase the attractiveness and effectiveness of transit by separating transit vehicles from other traffic all day over the full length of S.R. 224.
- Support healthy communities, best environmental practices, and the sustainability goals of the community.
- Develop an alternative that fits the character and scale of the community and is environmentally and aesthetically acceptable to the public.
- Complement local and regional remote parking.
- Provide a transit investment that meets today's needs and has the ability to expand for future growth.
- Support local and regional transportation plans for a long-term express transit service strategy in the corridor.

Why is the project needed?

The transportation needs in the study area are based primarily on:

- Existing system deficiencies
- Increasing roadway congestion
- Expected future travel demand resulting from projected growth in employment, tourism, development, and seasonal population fluctuations
- Project partners' desire for the study area to comprise more-livable communities supported by a multimodal transportation system so that travelers increasingly choose transit auto travel

What technology options were considered?

Rapid Streetcar/Light Rail Transit (LRT)

Electric Bus Rapid Transit (BRT)

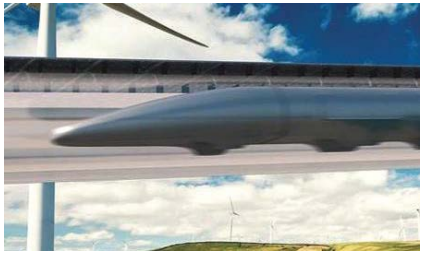
Aerial Transit (Tram/Gondola)

Automated Guideway Transit

Monorail

Rapid Rail Transit

MAGLEV



Hyperloop

What technology options were selected to move forward?

Based on an iterative screening process and input from the public, the initial universe of technology options was narrowed to the two most promising options for S.R. 224:

- Hybrid/electric bus rapid transit (BRT)
- Rapid streetcar/light rail transit (LRT)

These results were consistent with the feedback from the December 2016 online public meeting.

What alignment options were considered along S.R. 224?

Three alternative alignment options were considered:

- Alternative 1: Center-Running Transit
- Alternative 2: Side-Running Transit (Both Sides) (directional lanes provided on each side of S.R. 224)
- Alternative 3: Side-Running Transit (West Side) (both lanes provided on the west side of S.R. 224)

Each alternative assumed that the 6-mile long route would operate between the Kimball Junction Transit Center located at 1899 W. Ute Boulevard and end at a proposed new transit center at the intersection of Bonanza Drive and Munchkin Road (off of SR 248) in Park City. Four additional stops were assumed along the way.

Screening Summary

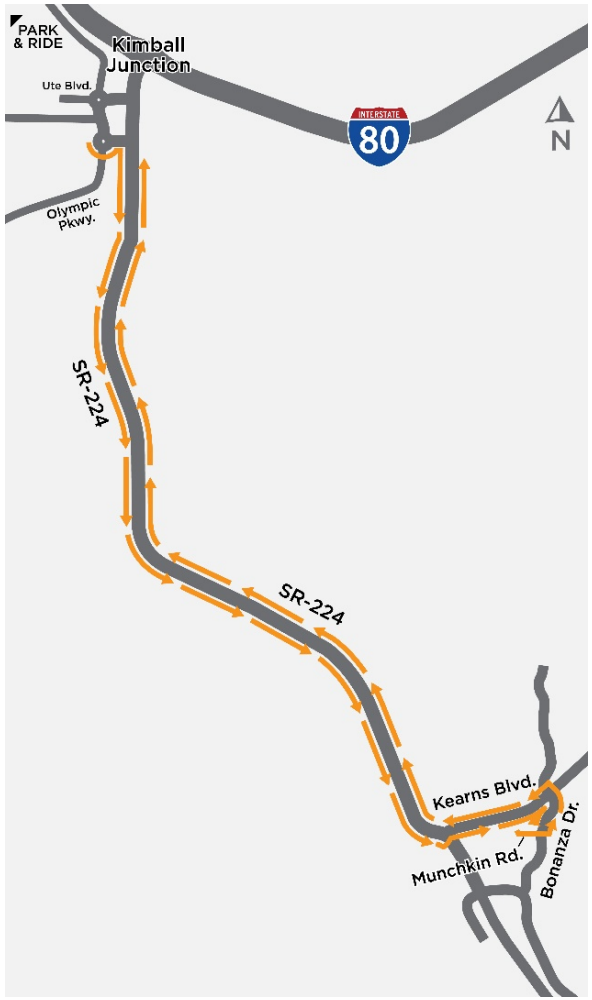
- The study team evaluated six various alternatives.
- Each alternative's benefits, costs, and impacts were comparatively evaluated against those of each of the other alternatives.

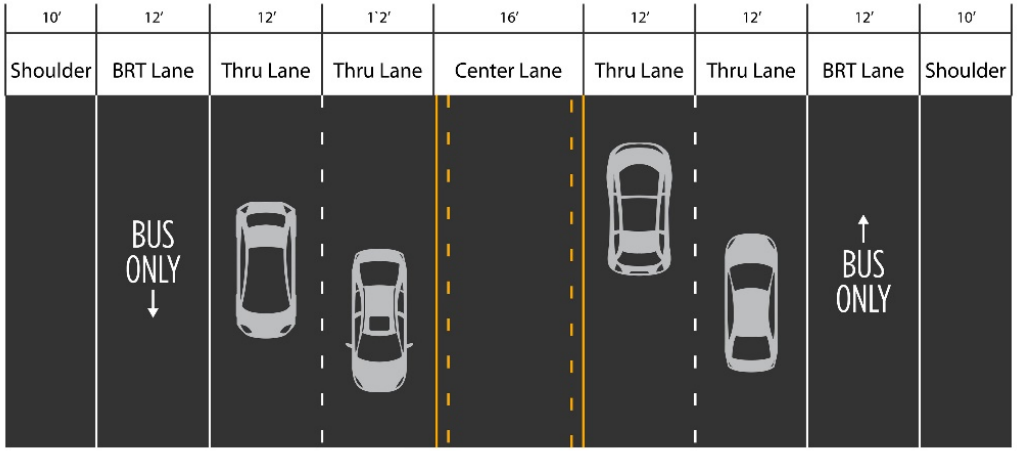
Alternative	Cost	Preliminary Traffic Effect	Preliminary Environmental Effect
Alternative 1: Center-Running Bus Rapid Transit	$$		
Alternative 1: Center-Running Streetcar or LRT	$$$		
Alternative 2: Running, Both Bus Rapid Transit	$		
Alternative 3: Side-Running, Bus Rapid Transit	$$		
Alternative 3: Side-Running, Streetcar or LRT	$$$		

Locally Preferred Alternative

- Based on screening, side running transit on both sides of S.R. 224 with BRT was the strongest alternative and recommended as the LPA.
- Side running BRT best met the study's purpose and goals while optimizing the existing Electric Xpress bus service.
- Public feedback supported this LPA recommendation.
- Because the buses would no longer operate in the shoulders of a portion of S.R. 224, the safety, travel time, passenger throughput, reliability and attractiveness of the transit facility would improve.
- The LPA supports local and regional transportation plans for a long-term express transit service strategy on S.R. 224 and offers a strategy that can evolve over time.
- The LPA would have the following approximate costs:
  - Capital cost: $62 million
  - Operating cost: $3 million

LPA: side running transit on both sides of S.R. 224 with BRT





BRT

What are the next steps?

- AA report with the LPA recommendation was completed in the spring of 2018.
- Summit County and Park City councils adopted the LPA by resolution earlier this summer.
- Future phases of the project will study the LPA in greater detail.
- Next steps will likely include:
  - detailed ridership forecasting
  - detailed environmental resource impact analysis, clearance and permitting
  - final design