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Evan Curtis  
State Planning Coordinator

Andrew Gruber  
Executive Director

**TRANSPORTATION COORDINATING COMMITTEE  
(TRANS COM) AGENDA  
November 21, 2019  
2:00 p.m.**

**DRAFT**

A meeting of Trans Com will be held on **THURSDAY November 21, 2019 at 2:00 p.m. at the WFRC offices located at 41 North Rio Grande Street in Salt Lake City, Utah.**

The agenda will be as follows:

- 1. Introductions and Consent Agenda**  
**ACTION:** Minutes of August 14, 2019 meeting
- 2. Chair's Report**
- 3. Public Comment**
- 4. Transportation Improvement Program (TIP)**
  - a. Report on Board Modifications to the 2020-2025 TIP
  - b. **ACTION:** Board Modifications to the 2020-2025 TIP
- 5. Utah Transit Authority Tentative 2020 Budget**
- 6. Utah Department of Transportation Funded Priorities for 2021-2026 Statewide Transportation Improvement Program**
- 7. Other business**  
Next meeting: February 20, 2020
- 8. Adjournment**

Informational materials can be located on WFRC's website at [www.wfrc.org](http://www.wfrc.org)

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**TRANSPORTATION COORDINATING COMMITTEE (Trans Com)  
 Minutes**

Meeting of August 14, 2019

Mayor Robert Dahle, Vice-Chair, called Trans Com to order at 2:04 p.m. at the Wasatch Front Regional Council offices located at 41 North Rio Grande Street, Salt Lake City, Utah. Mayor Dahle welcomed the members and other attendees and introductions were made. [00:07:02]

<b>2019 TRANS COM MEMBERS</b>	<b>IN ATTENDANCE</b>
<b>BOX ELDER COUNTY</b>	
Member - Jeff Scott (Box Elder)	no
<b>DAVIS COUNTY</b>	
Member - Mark Shepherd (Clearfield)	yes
Member - Mike Gailey (Syracuse)	yes
<b>MORGAN COUNTY</b>	
Member- Tina Cannon (Morgan County)	no
<b>SALT LAKE COUNTY</b>	
Member - Robert Dahle (Holladay)	yes
Member - Ann Granato (Salt Lake County Council)	no
Member - D. Blair Camp (Murray)	yes
Member - Robert Hale (Midvale)	no
Alternate - Clint Smith (Herriman)	yes
<b>TOOELE COUNTY</b>	
Member - Brent Marshall (Grantsville)	no
Alternate - Tom Tripp (Tooele County)	yes
<b>WEBER COUNTY</b>	
Member – Jim Harvey (Weber County)	yes
Member – Norm Searle (Riverdale)	yes
<b>OTHER APPOINTMENTS</b>	
<b>Utah Transportation Commission:</b>	
Member – Meghan Holbrook	no
Member – Dannie McConkie	yes
<b>UTA Board of Trustees:</b>	
Member – Carlton Christensen	yes
Member – Beth Holbrook	no
<b>Utah Air Quality Board:</b>	
Member – Kevin Cromar	yes
<b>NON-VOTING MEMBERS</b>	
<b>UDOT Representative:</b>	
Member – Teri Newell	yes
Alternate – Ben Huot	yes
<b>UTA Representative:</b>	
Member – Laura Hanson	yes
<b>Air Quality Board, DAQ Staff Representative:</b>	
Bryce Bird	no
<b>FHWA – Utah Division Representative:</b>	
Ivan Marrero	no

<b>Mountainland Association of Governments</b>	
<b>Others in Attendance:</b>	
Steve Call, FHWA	Wayne Bennion, Wasatch Front Regional Council
Helen Peters, Salt Lake County	Ned Hacker, Wasatch Front Regional Council
Mike Reberg, Salt Lake County	Andrew Gruber, Wasatch Front Regional Council
Heather Bening, UTA	Scott Hess, Wasatch Front Regional Council
Blake Thomas, Herriman City	Ben Wuthrich, Wasatch Front Regional Council
Will Kocher, SL County Council	Katie Gerard, Wasatch Front Regional Council
Mike Gottfredson, Horrocks Engineering	Megan Townsend, Wasatch Front Regional Council
Andrea Pearson, Wasatch Front Regional Council	Christy Dahlberg, Wasatch Front Regional Council

**1. Approval of Minutes [00:00:20]**

Mayor Dahle brought attention to the minutes of the June 20, 2019 meeting and asked if there were any questions. There were none. Herriman City Councilmember Clint Smith made a motion that the minutes of the Trans Com meeting be approved as written. Mayor Norm Searle seconded the motion, and the voting was unanimous.

**2. Chair's Report [00:00:38]**

Mayor Dahle acknowledged and thanked a retiring member representing the Utah Transportation Commission, Dannie McConkie. Commissioner McConkie has been with the Utah Transportation Commission for 11 years and expressed his appreciation for being able to serve at WFRC in a variety of capacities. [00:08:34] Andrew Gruber, WFRC, provided an update on federal and state transportation infrastructure legislation.

**3. Opportunity for Public Comment [00:20:57]**

Mayor Dahle opened the meeting up for public comments. There were none.

**4. Transportation Improvement Program (TIP)**

**a. ACTION: Board Modifications to the 2019-2024 TIP [00:21:09]**

Ben Wuthrich, WFRC, reported that since the last meeting of Trans Com, WFRC received requests to modify the current 2019-2024 TIP. These modifications require action from the Regional Council and the Utah Transportation Commission but do not require a new air quality conformity analysis or a 30-day public comment period. Mr. Wuthrich briefly discussed each modification. [00:31:55] Mayor Mark Shepherd made a motion to recommend that the Regional Council approve the resolution to modify the 2019-2024 TIP as requested. Carlton Christensen, UTA Trustee, seconded the motion. The affirmative vote was unanimous.

**b. ACTION: 2020-2025 Transportation Improvement Program (TIP) [00:32:21]**

Mr. Wuthrich then referred Trans Com members to the information in the materials regarding the 2020-2025 Transportation Improvement Program (TIP) and reviewed the content of the TIP. The public comment period extended from June 29 through August 3, 2019. A summary of the comments with respective responses is included and a list of individual comments has also been made available. Mr. Wuthrich discussed the TIP and the public comment process and asked the group if there were any further questions or points for discussion. [00:46:54] Carlton Christensen, UTA Trustee, moved to recommend to the Regional Council the adoption of the resolution approving the 2020-2025 Transportation Improvement Program (TIP) and the corresponding air quality conformity finding. Mayor Blair Camp seconded the motion, and the vote was unanimous in the affirmative.

**c. Recommendations for Congestion Mitigation Air Quality Program (CMAQ) [00:47:28]**

Wayne Bennion, WFRC, provided some background information and a brief report on discussions of the CMAQ Working Group. These discussions resulted in the group agreeing on the following recommendations for the program with the intent to increase its air quality benefits:

- 1) Increase outreach and cultivation of effective projects each fall.
- 2) Include information on project benefits in addition to air quality when recommendations are presented to the TACs and Trans Com each spring.
- 3) Work with the TACs to develop consistent lengths of effectiveness for the various project types to include in the technical evaluation.

These recommendations are planned for inclusion in the next CMAQ project selection process that begins this fall.

**5. WFRC Funding Opportunities for Local Governments [00:59:00]**

WFRC administers six programs that provide resources for local governments. Presentations were given by Scott Hess, Christy Dahlberg, Megan Townsend and Ben Wuthrich, all of WFRC, describing these competitive programs. Submittal timelines were discussed and members of Trans Com were encouraged to coordinate with their local entities to complete requests for these funds. These programs include:

- Wasatch Front Economic Development District (WFEDD)
- Community Development Block Grant (CDBG)
- Transportation and Land Use Connection (TLC)
- Transportation Alternatives Program (TAP)
- Congestion Mitigation Air Quality (CMAQ)
- Surface Transportation Program (STP)

**7. Transportation Investment Generating Economic Recovery (TIGER) First Mile/Last Mile Construction Update [01:11:30]**

Heather Bening, Utah Transit Authority (UTA), presented an update on the construction progress of the 161 projects able to be funded by a recent TIGER Grant. In February of 2018, UTA received this \$20 million grant from the federal TIGER program to improve first mile / last mile connections to transit.

**7. ACTION: Self-Certification of Transportation Planning Process [Recording: 01:21:03]**

Wayne Bennion, WFRC, reported that WFRC, UDOT, and UTA staffs have worked together to ensure that the federal requirements are being met with regard to the regional transportation planning process. [01:23:27] Commissioner Jim Harvey made a motion to recommend that the Regional Council approve the resolution certifying the transportation planning process. Mayor Mark Shepherd seconded the motion, and the voting was unanimous in the affirmative.

**8. Other Business [01:24:04]**

Mayor Dalhe inquired if there were other business items to discuss. Andrew Gruber, WFRC, noted the list of upcoming events on the lower portion of the agenda and invited all members to participate in the conferences. With no other business, the Mayor adjourned the meeting at 3:29 p.m.

**DATE:** November 11, 2019

**AGENDA ITEM:** 4a

**SUBJECT:** Report on Board Modifications to the 2020-2025 TIP

**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

Since the last meeting of Trans Com, WFRC received a request to modify the current 2020-2025 Transportation Improvement Program (TIP). The modification required action from the Wasatch Front Regional Council at its October 24th meeting and the Transportation Commission, but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

**RECOMMENDATION:**

This item is for information only

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121

**EXHIBIT:**

2020-2025 TIP Amendment One Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2020 - 2025  
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and

WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2020-2025 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and

WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that "the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor," and

WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2020-2025 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on October 24, 2019, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council

- (1) Approves Amendment One to the 2020-2025 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

  
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Commissioner Bob Stevenson, Chairman  
Wasatch Front Regional Council

  
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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: October 24, 2019

## 2020-2025 Transportation Improvement Program (TIP) (Amendment One)

### Board Modification

#### Funding Transfer & Scope Change

##### Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis/ Weber	UDOT	I-84	14348	I-84: Uintah Interchange	Deck Replacement Project	ST_Bridge (State Bridge Funds)	\$2,050,000	\$0	<i>Transfer Funds &amp; Abandon</i>	\$0	2020-2025
Davis	UDOT	US-89	13821	US-89; Farmington to I-84	Reconstruct and Widen Project to include the Rehabilitation of two bridges over the Weber River on US-89	Local_Govt (Local Government Funds)	\$476,786,658	\$86,658			
						ST_TIF (Transportation Investment Funds)		\$471,650,000			
						ST_Trans_Sol (State Transportation Solutions)		\$3,000,000			
						ST_Bridge (State Bridge Funds)		\$0	<i>Additional Funding</i>	\$2,050,000	

After the Uintah Interchange project was approved and funding was programmed, Region One completed a study with plans that will replace the existing interchange with a future interchange configuration to accommodate the expected growth and needs of this location. To address the immediate needs on the Uintah Interchange, pothole patching and a polymer bridge deck overlay was applied this past summer to preserve them until the future project can be funded.

The funds being added to the US-89; Farmington to I-84 project will be used to rehabilitate the two bridges over the Weber River on US-89. The original project scope included only striping an additional lane across both structures.

#### New Project

##### Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-210	17985	SR-210; Little Cottonwood Canyon	Construct a High Tee Intersection	Hot Spot Funding - TIF (Transportation Investment Funds)	\$2,000,000	\$0	<i>New Funding</i>	\$2,000,000	2020-2025

As part of the Cottonwood Canyons Recreation HotSpot Project, Region 2 has identified an early action operational improvement that will assist with traffic congestion exiting Little Cottonwood Canyon by extending the existing High Tee intersection at Entry 1 and adding new High Tee intersections at Entry 4 (Alta Bypass Road) and the Wildcat Access (Ft Trail).

While these types of intersections are not common, a review of the National Crash Modification Factors indicates that a reduction of 13% of current crashes is likely. Studies show that after a High Tee intersection was installed, a survey of local road users was conducted and it indicated that users felt the roadway was safer to have this protected turn and driving lane, as well as the average delay through the intersection was reduced. The requested funds are part of the overall Hot Spot Funding program.

## 2020-2025 Transportation Improvement Program (TIP) (Amendment One)

### Board Modification

#### New Project

#### Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-210	17985	SR-210; Little Cottonwood Canyon	Construct a Lane Merge Project	Hot Spot Funding - TIF (Transportation Investment Funds)	\$6,000,000	\$0	<i>New Funding</i>	\$6,000,000	2020-2025

As part of the Cottonwood Canyons Recreation HotSpot Project, Region 2 has identified an early action operational improvement project that will assist with traffic congestion entering Little Cottonwood Canyon by adding a merge lane at the intersection of SR-210 and SR-209.

A traffic analysis of this merge lane at the intersection of SR 210/SR 209 has been completed and the results show a reduction of a 2 mile long queue to 200 yards during peak times for travelers going up Little Cottonwood Canyon. The requested funds are part of the overall Hot Spot Funding program.

Salt Lake	Bluffdale	Porter Rockwell	18053	Porter Rockwell; 14600 S to Rising Star - Trail	Construct Section of Missing Bike/ Pedestrian Trail	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$49,886	\$0	<i>New Funding</i>	\$32,426	2020
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UDOT TAP Contribution \$32,426, Local Contribution \$17,460, Total Project Cost \$49,886

Salt Lake	Murray	Cedar Street	18052	Cedar Street; 6100 S to 6200 S - Sidewalk	Construct Sections of Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$178,101	\$0	<i>New Funding</i>	\$115,766	2020
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UDOT TAP Contribution \$115,766, Local Contribution \$62,335, Total Project Cost \$178,101

Salt Lake	Sandy	11400 South	18051	11400 S; 1300 E to 1700 E - Bike Lanes	Construct Bike Lanes along 11400 South	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$274,940	\$0	<i>New Funding</i>	\$178,711	2020
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UDOT TAP Contribution \$178,711, Local Contribution \$96,229, Total Project Cost \$274,940

Salt Lake	White City	730 East	18050	730 E; Sego Lily Dr to Tulip Dr - Sidewalk	Construct Sections of Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$134,448	\$0	<i>New Funding</i>	\$87,392	2020
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UDOT TAP Contribution \$87,392, Local Contribution \$47,056, Total Project Cost \$134,448

**DATE:** November 11, 2019

**AGENDA ITEM:** 4b

**SUBJECT:** ACTION: Board Modifications to the 2020-2025 TIP

**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2020-2025 Transportation Improvement Program (TIP). This modification requires action from Trans Com (as delegated by the Regional Council) and the Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. The requested modification is listed with the attached resolution.

**RECOMMENDATIONS:**

WFRC staff recommends that Trans Com make a motion “to approve the resolution to modify the 2020-2025 TIP as requested.”

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121

**EXHIBITS:**

2020-2025 TIP Amendment Two Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2020 - 2025  
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake / West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and

WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2020-2025 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and

WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and

WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Areas and budgets for mobile source emissions, and

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan, are not regionally significant, are included in the 2020-2025 TIP, or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on November 21, 2019, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that Trans Com as delegated by the Wasatch Front Regional Council

- (1) Approves Amendment Two to the 2020-2025 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

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Commissioner Jeff Scott  
Chair  
Trans Com

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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: November 21, 2019

## 2020-2025 Transportation Improvement Program (TIP) (Amendment Two)

### Board Modification

#### Funding Transfer & Scope Change

##### Salt Lake \ West Valley

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-15	15669	I-15 NB; Bangerter Hwy to I-215	Widening to include a new general purpose lane and a collector-distributor system between 9000 So & I-215 <b>Removing ATMS Fiber Backbone</b>	ST_TIF (Transportation Investment Funds)	\$162,800,000	\$165,000,000	<b>Transfer Funds &amp; Reduce Scope</b>	<b>\$2,200,000</b>	2020
Salt Lake	UDOT	I-15	12587	I-15; SB 12300 South to SR-201	Widening to include an additional southbound lane, also widening 7200 So from I-15 to Bingham Junction and improve the I-15 interchange at I-215. <b>Additional Improvements include the new ATMS Fiber Backbone location and New Striping for the entire project</b>	ST_ATMS_AM (ATMS Asset Mangement (Life Cycle Replacement))	\$184,609,000	\$309,000			
						ST_Bridge (State Construction - Bridge Program)		\$10,800,000			
						ST_INS-RECOV (Funds Recovered for Damage Repair)		\$300,000			
						ST_T&S (State Traffic and Safety Funds)		\$300,000			
						ST_TIF (Transportation Investment Funds)		\$169,200,000			

The I-15 NB; Bangerter Hwy to I-215 project includes a scope of work to relocate the advanced traffic management system (ATMS) fiber backbone. To eliminate disruption in the service of this system it was determined that the most viable location for this backbone would be on the southbound side of I-15 instead of northbound. Region Two proposes removing this scope of work from the I-15 NB; Bangerter Hwy to I-215 project and placing this work in the I-15; SB 12300 South to SR-201 project. Along with the scope transfer, Region Two requests that \$2,200,000 (TIF Funds) be removed from the northbound project to pay for this scope change to the southbound project. Additionally, Region Two would like to upgrade the striping on the southbound project for the entire project limits (I-15; SB 12300 South to SR-201). The cost of this change order is estimated at \$1,500,000, which will be funded with unprogrammed TIF funds.

#### Additional Funding

##### Ogden/ Layton

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	Clearfield & Syracuse	500 West	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with signal on SR-108 and Curb, Gutter and Sidewalk	STP_URB_O/L (Surface Transportation Program - Urban Area Ogden/ Layton - (WFRC))	\$6,766,000	\$4,679,427	<b>New Funding</b>	<b>\$1,000,000</b>	2022

During the engineering design phase of the project, it was determined that due to increased construction cost and right of way cost the project would require an additional \$2,068,573. The project sponsors, Clearfield and Syracuse, have requested an additional \$1,000,000 in Ogden/ Layton Urban Surface Transportation Program (STP) funds and will identify the additional needed funds from City and County resources. The additional STP funds are available from other project cost savings. This request will not negatively impact any other project currently on the program.

**DATE:** November 11, 2019  
**AGENDA ITEM:** 5  
**SUBJECT:** Utah Transit Authority Tentative 2020 Budget  
**PREPARED BY:** Wayne Bennion

**BACKGROUND:**

During the past several months UTA has been preparing their budget for the 2020 calendar year. The Board has adopted a draft budget and is now seeking comment from the public and key stakeholders. All cities and counties in the UTA service area have received a copy for review and comment. Trustee Beth Holbrook will discuss their tentative 2020 budget with Trans Com as an additional opportunity for review and comment. Attached are the stakeholder letter identifying UTA's priorities and a summary of the draft budget.

**RECOMMENDATION:**

This item is for information only. However, Trans Com members should provide any comments they have to UTA concerning their proposed budget.

**CONTACT PERSON:**

Wayne Bennion (WFRC) 801-363-4250 x1112; [wbennion@wfr.org](mailto:wbennion@wfr.org)

**EXHIBIT:**

UTA Budget Stakeholder Letter  
Summary of UTA Tentative 2020 Budget



October 31, 2019

Re: Utah Transit Authority Tentative 2020 Budget

Dear Stakeholder,

On October 30, 2019, the Utah Transit Authority (UTA) Board of Trustees approved UTA's Tentative 2020 Budget. As you are a valued community leader, we wanted to briefly share a few key budget highlights, insights on the budget development process, and a summary of our 2019 activities.

In an effort to provide an integrated system of innovative, accessible and efficient public transportation services that increase access to opportunities and contribute to a healthy environment, the Tentative 2020 Budget has been developed in alignment with the agency's key initiatives and the Board of Trustees' strategic priorities.

UTA's key initiatives include:

- Strategic Planning for Sustainable Growth and Efficiency
- Aligning System Improvements and Expansions with Regional Growth to Meet the Transit Needs of Current and Future Generations
- Exploring Innovative Ways to Increase Mobility and Access
- Leadership Development and Workforce Succession Planning
- Service Implementation Influenced by the Service Choices Study
- Continued Emphasis on the UTA Customer Experience, Safety and Security

The four priorities of the Board of Trustees include:

***State and Legislative Priorities***

UTA will demonstrate a strategic and collaborative vision that will enhance the roadmap for transit solutions in the community. To achieve this, UTA will work to strengthen the collaborative relationships with its many stakeholders. UTA will also continue to follow the governance model set forth by the State of Utah Legislature in Senate Bill 136 (2018) and Senate Bill 72 (2019).

***Local Priorities***

UTA will continue to create collaborative relationships with community leaders that foster conversations around fulfilling the needs of the community and achieving shared objectives. It is our desire that these dialogues result in economic development and strategic growth throughout the region.

***Public Priorities***

To meet the needs of the communities served, UTA will work to improve its service and rider experience. To achieve this, UTA will continually prioritize community and rider feedback, as well as expand public engagement opportunities. A Service





Choices Study will also be completed, which uses input collected from the communities the agency serves to guide future changes to the bus network.

### ***Employee Relations Priorities***

Through leadership development programs and proactive succession planning, UTA will empower and strengthen its workforce. UTA will work to reinforce its culture through employee engagement and continuous improvement initiatives. As a Board of Trustees, we will collaborate with agency leadership to ensure goals across the agency are aligned to our strategic priorities.

### ***Major Changes in the Tentative 2020 Budget Compared to the 2019 Budget***

The Tentative 2020 Budget includes these major changes and initiatives:

#### ***Service Changes***

- In collaboration with Salt Lake City, UTA implemented service on three core routes defined in the Salt Lake City Master Plan, which commenced in August 2019. UTA and Salt Lake City will evaluate the impacts of this service and discuss potential purchased service expansions in the future.
- The Ogden/Weber State University BRT Project is a 5.3 mile Bus Rapid Transit project with 13 stations, connecting the FrontRunner commuter rail station in downtown Ogden with Weber State University and McKay-Dee Hospital. Project partners include UTA, Ogden City, Weber County, UDOT, WSU, Wasatch Front Regional Council and Intermountain Healthcare. The project is currently in the design phase and contractor procurement is underway.
- UTA's Microtransit Pilot program, beginning late 2019, will bring new and more flexible transit options to those who live and work in southwest Salt Lake County.
- In conjunction with the Salt Lake City International Airport renovations, UTA will be relocating its light rail track to provide direct access to the new terminals.
- As part of the capital development plan, UTA will add double tracking in northern Utah County along with a new FrontRunner station.

#### ***Initiatives***

- The FTA and UTA share the priority of keeping our infrastructure in a state of good repair. Accordingly, almost \$59.9 million has been set aside in the 2020 budget to replace vehicles, overhaul rail vehicles, and maintain rail systems and facilities.
- In a collaborative effort with the Wasatch Front Regional Council, Mountainland Association of Governments, Utah Department of Transportation and local governments, UTA will complete the Service Choices Study, which will influence future service planning and provide a better understanding of what local governments can do to support transit in their communities.





- UTA will continue to partner with local communities to build and maintain new first-mile and last-mile options.
- UTA will be replacing its existing Central bus facility with the Depot District Clean Fuels Technology Center. When completed, the new facility will allow UTA to convert more of its bus fleet to clean technologies.
- UTA will complete a comprehensive wayfinding and signage plan for the entire system to improve the rider experience.
- Through a variety of communications and marketing initiatives, UTA will work to be more relatable to customers and communities.
- UTA has prioritized developing its workforce through leadership development initiatives and succession planning, to ensure the agency is well prepared for future staffing needs.

### ***2019 Activities***

Since our confirmation, we have worked tirelessly to meet the requirements of SB 136, enhance UTA's collaboration with local communities and stakeholders, and implement organizational changes to improve the agency's operations.

#### ***Organizational Changes***

The Board restructured the agency's leadership team and established a new executive compensation framework. We have met extensively with employees to learn about the agency's services, policies, and programs and identified opportunities to better meet the needs of those served by UTA.

After an extensive nationwide search, the Board brought Carolyn Gonot on board in August as the agency's new Executive Director.

In January the Board began meeting weekly, which was much more frequently than the monthly board meetings held previously. Board agenda items and supporting materials are all posted in advance, with public board meetings live-streamed to make them accessible to the public.

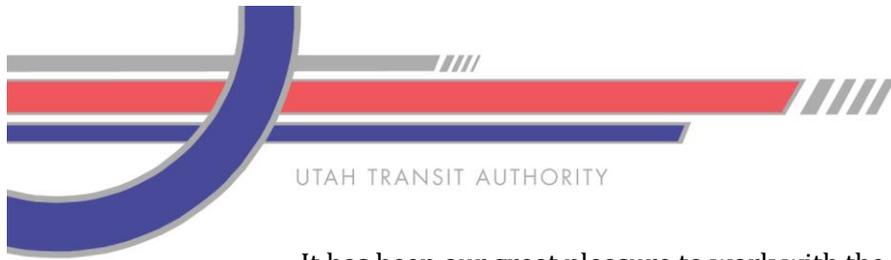
UTA's legal services function has transitioned to the Utah Attorney General's office. In addition, the agency has enhanced its ethics program and provided new ways for employees to anonymously report alleged violations.

#### ***Local Advisory Council***

Since the January formation of the nine-member Local Advisory Council, they and the Board have worked together to:

- Approve 8 city-generated station area plans
- Develop a process to select three sites for TOD development
- Create a 2020-24 capital plan
- Update all Board policies to ensure they are transparent, accountable, and comply with state and federal laws
- Guide the Services Choices project.





UTAH TRANSIT AUTHORITY



669 West 200 South

Salt Lake City, UT 84101

It has been our great pleasure to work with the Local Advisory Council members on a number of significant areas. We look forward to their continued involvement and advice.

**Public Process and Board Consideration**

Our public process on the 2020 budget has started. We have mailed Tentative 2020 Budget information to the 80+ cities and six counties in our service area, the Governor, the President of the Senate, the Speaker of the House, UDOT, metropolitan planning organizations, and numerous other interested parties. A formal public hearing will be held on November 19 at 6:00 p.m. at UTA's offices and public comments will be received through November 30. Comments may be provided online, by phone, by mail, or in person. The board will review all public comments and the Final 2020 Budget on December 11. Consideration and approval of the Final 2020 Budget is expected to occur on December 18.

We encourage you to review the attached Tentative 2020 Budget Book (also available at [rideuta.com](http://rideuta.com)). In it, you will find the following sections which provide a good deal of information about the Tentative 2020 Budget:

- Section 1 – UTA's strategic plan, Board Strategic Objectives, and budget assumptions
- Section 2 – UTA's organization structure, budget policies, and budget process
- Section 3 – 2020 operating revenue and expense and a five-year forecast
- Section 4 – 2020 capital revenue and expense and debt
- Section 5 – Departmental summaries

Please note the 2020 Signature Sheet which is enclosed. We would greatly appreciate it if you would sign and return it prior to November 15.

In closing, we believe the future is bright at UTA. We are committed to ensuring UTA's future success by building meaningful connections focused on stewardship, service, and people. We are thankful for the opportunity to serve and welcome a continued partnership with you. As always, we are available to answer any questions you might have.

Sincerely,

**Carlton J. Christensen**  
Board Chair

**Beth Holbrook**  
Trustee

**Kent Millington**  
Trustee

Attachments:

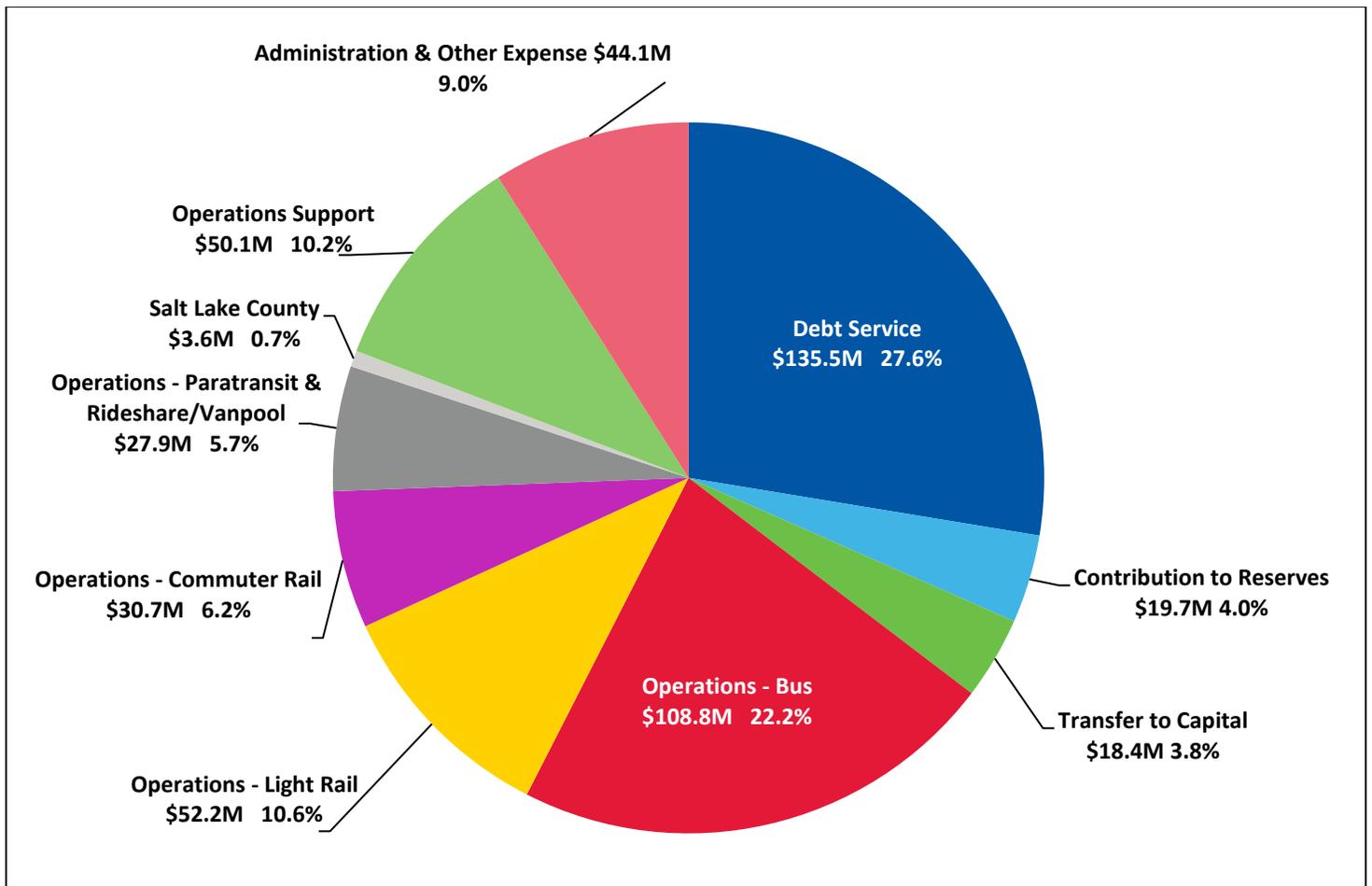
- 2020 Tentative Budget Narrative
- 2020 Tentative Budget Book
- 2020 Signature Sheet



## OPERATING EXPENSE BUDGET

As shown below, of the total \$491.0 million operating budget, operations expense accounts for 56%, debt service accounts for 27%, administrative and other costs account for 9%, and transfers to capital or reserves account for 8%.

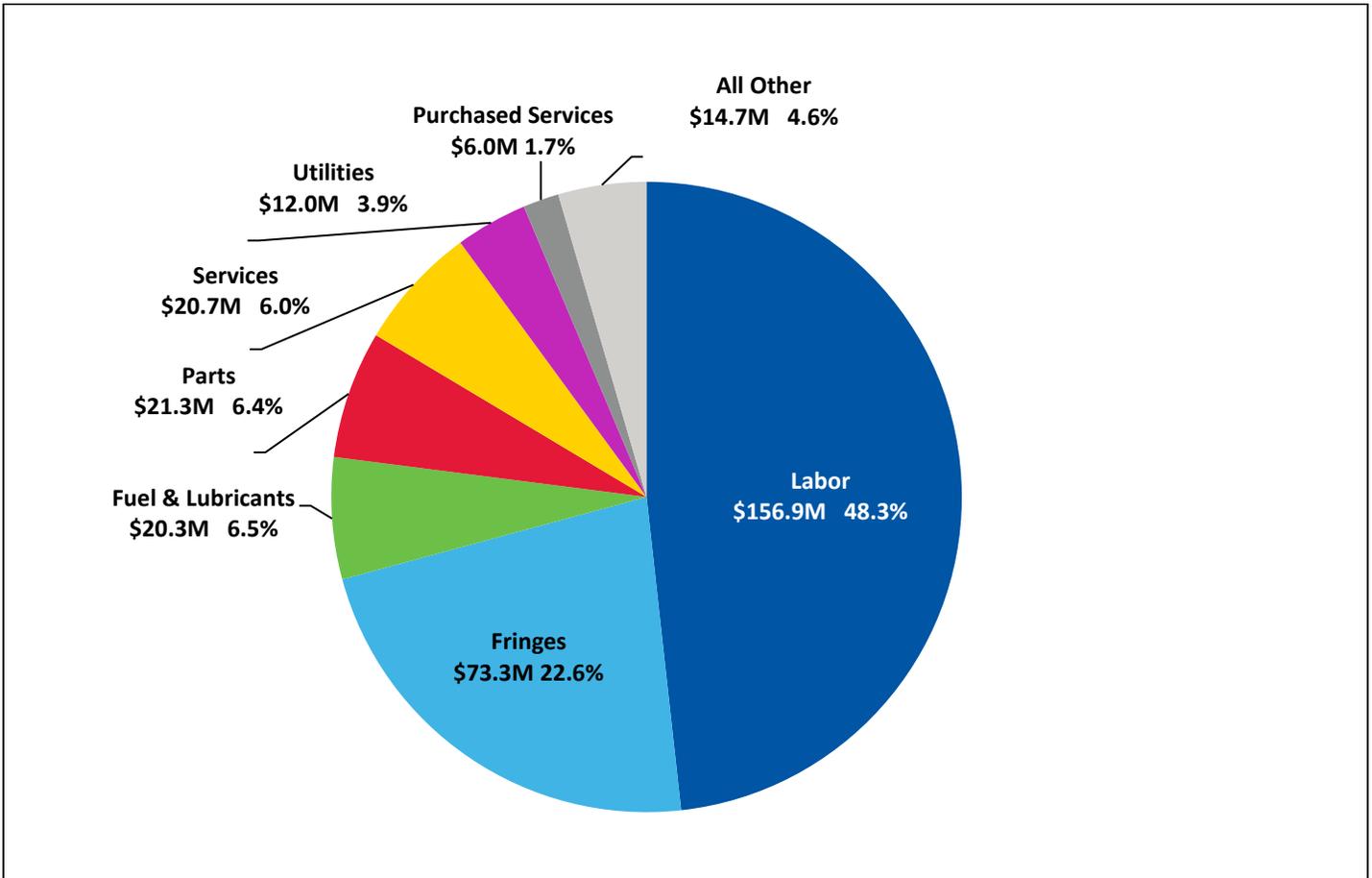
### 2020 Tentative Operating Budget - Expense



Major changes from the 2019 operating budget include budgeting for a full year of adding a tenth train to FrontRunner operations to help mitigate the impact to travel times due to the implementation of the federally-mandated positive train control, a full year of service on three core Salt Lake City routes which coincide with the Frequent Transit Network in the Salt Lake Master Plan, additional service within Salt Lake County, including a Micro-transit pilot program in southwest Utah County, from the implementation of their 4<sup>th</sup> quarter sales tax, and repayment to Utah County for UVX capital costs from their 4<sup>th</sup> quarter sales tax.

The operations portion of the 2020 Tentative Budget totals \$325.2 million (before allocation of \$11.4 million of expense to capital projects and \$3.6 million from Salt Lake County’s 4<sup>th</sup> quarter revenues to specific line items in 2020). The first chart shows the allocation of the operations portion of the budget by line item. Almost 71% of the operations budget is dedicated to labor and fringe costs. Together with fuel & lubricants (6.5%), parts (6.4%), and services (6.0%), those four items comprise almost 90% of the total operations budget. Allocation by line items is shown below:

### 2020 Tentative Operations Budget – Expense by Line Item



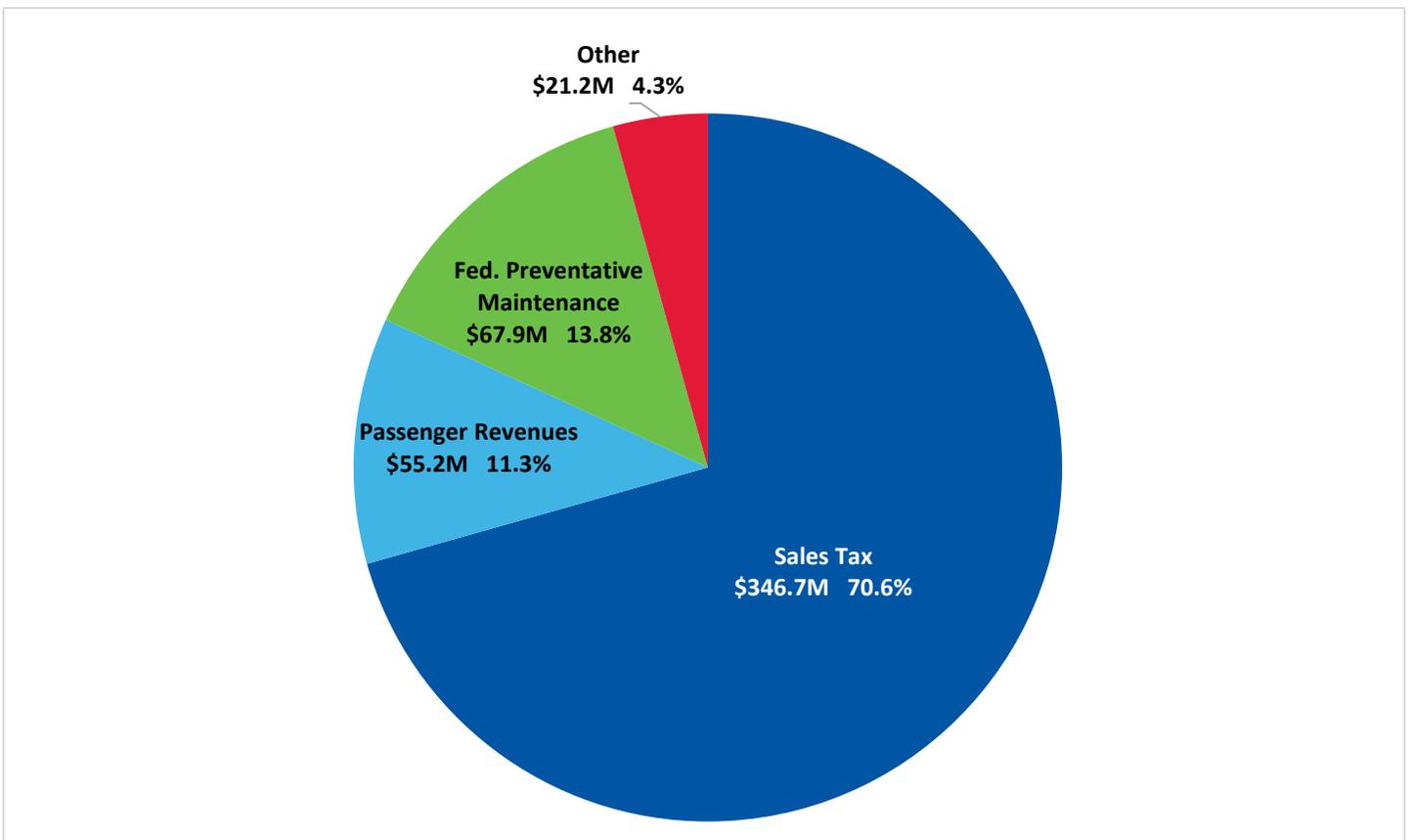
The following chart shows the operations portion of the budget by general classification and mode for the Tentative 2020 budget, the amended 2019 budget, and the percentage change from the 2019 budget.

Classification	2019 Amended Budget	Tentative 2020 Budget	Percentage Change	% of 2020 Operations Budget
Bus	\$104,573,000	\$108,829,000	4.1%	34.3%
Commuter Rail	29,169,000	30,677,000	5.2%	9.7%
Light Rail	50,048,000	52,151,000	4.2%	16.4%
Paratransit	23,085,000	24,616,000	6.6%	7.8%
Rideshare/Vanpool	3,541,000	3,294,000	(7.0)%	1.0%
Operations Support	48,738,000	50,118,000	2.8%	15.8%
General & Admin.	35,217,000	38,302,000	8.8%	12.1%
Non-operating	5,748,000	5,792,000	0.8%	1.8%
Salt Lake County	4,368,000	3,590,000	(17.8)%	1.1%
<b>Total Operations</b>	<b>\$304,487,000</b>	<b>\$317,369,000</b>	<b>4.2%</b>	<b>100%</b>

## OPERATING REVENUE BUDGET

Sales tax revenue at \$346.7 million, or 71% of total revenues, represents the largest funding source for the 2020 budget. Federal preventative maintenance and passenger revenues, \$67.9 million and \$55.2 million respectively, are next in size and comprise 25% of the operating revenues. Other revenues include, in order of magnitude, investment income, Salt Lake City payments for new service, UDOT revenues, advertising, property fees, transient-oriented development fees, and Salt Lake County operating support for the S-Line total \$21.2 million.

### 2020 Tentative Operating Budget - Revenues

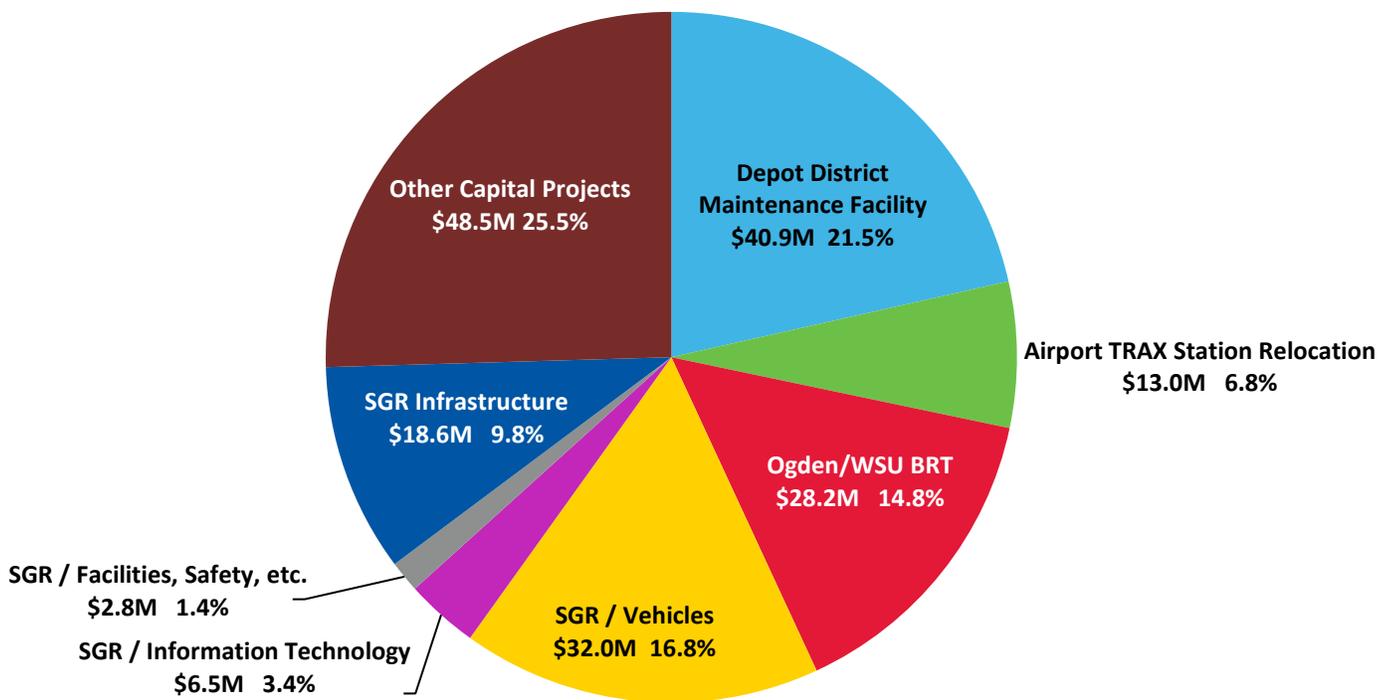


Additional information about the tentative 2020 operating budget can be found on pages 6 through 20, 35 through 58, and 73 through 104 of the 2020 Tentative Budget book.

## CAPITAL EXPENSE BUDGET

Capital expense can be divided into six main categories:

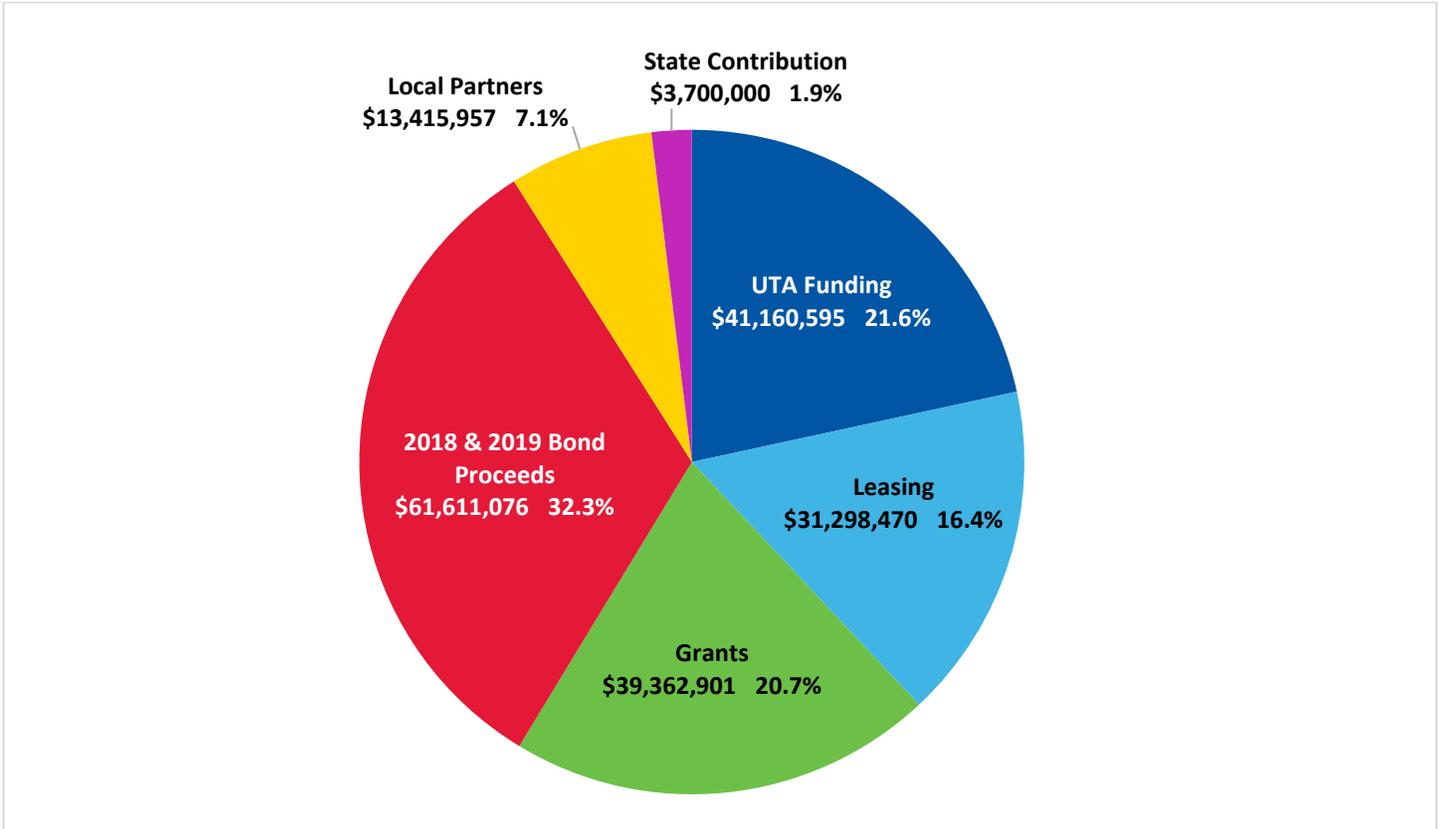
- **State of Good Repair projects.** These include replacement buses, paratransit vans, and rideshare vans as well as TRAX car overhauls, rail system repair projects, and facility maintenance.
- **Depot District Maintenance Facility.**
- **Airport TRAX Station relocation.**
- **Ogden/Weber State University BRT.**
- **Northern Utah County FrontRunner double tracking.**
- **Other Capital projects.** These include first/last mile improvements, Box Elder right-of-way, UVU pedestrian bridge, bus stop improvements, wayfinding, and end-of-line facilities.



State of Good Repair Projects (6 largest)	Amount
Bus replacement	\$27,566,971
Light rail vehicle overhauls	9,760,415
Paratransit vehicle replacement	2,981,120
Commuter rail vehicle rehabilitation	2,763,779
Electronic fare collection equipment replacement	2,500,000
Bus engine & transmission replacement	1,500,000
Light rail vehicle repair	1,500,000
Vanpool vehicle replacement	1,292,780
Facilities maintenance (roof, A/C, etc.)	1,000,000

## CAPITAL REVENUE BUDGET

Capital grants are expected to provide \$39.4 million with local partners and the State of Utah providing \$13.4 million and \$3.7 million, respectively. Leasing is estimated at \$31.3 million. Although the bonds were issued in 2018 and 2019, approximately \$61.6 million of those proceeds will be used in 2020.



Additional information about the tentative 2020 capital budget can be found on pages 60 through 71 of the 2020 Tentative Budget book.

### **Budget Calendar**

Approval of the 2020 Tentative Budget is the first of several steps which culminate in a final, approved 2020 UTA budget. In addition to a public hearing scheduled for November 19, 2019 at UTA headquarters in Salt Lake City, you may comment on UTA's 2020 Tentative Budget by email to [hearingofficer@rideuta.com](mailto:hearingofficer@rideuta.com) or by mail to 669 West, 200 South, Salt Lake City, Utah 84101 on or before November 30, 2019.

All comments will be provided to the Board of Trustees prior to their consideration of the final 2020 budget at their December 18, 2019 Board meeting.

**DATE:** November 11, 2019  
**AGENDA ITEM:** 6  
**SUBJECT:** Utah Department of Transportation Funded Priorities for 2021-2026 Statewide Transportation Improvement Program  
**PREPARED BY:** Wayne Bennion

**BACKGROUND:**

As preparations are made to develop a 2021-2026 Statewide Transportation Improvement Program (STIP) in the coming months, UDOT and WFRC would like to provide opportunities for local officials to comment on highway needs. Nathan Peterson, Program Manager for UDOT Region 1, and Carmen Swanwick, Deputy Director for UDOT Region 2, will share their respective region funded priorities for the 2021-2026 STIP at the Trans Com meeting.

**RECOMMENDATION:**

This item is for information only. However, Trans Com members should provide any comments or questions they have to UDOT regarding highway needs.

**CONTACT PERSON:**

Wayne Bennion (WFRC) 801-363-4230 x1112; [wbennion@wfr.org](mailto:wbennion@wfr.org)