



Working Session of the
Stakeholder & Planning Committee
of the Board of Trustees of the Utah Transit Authority
Wednesday, September 12, 2018, 12:30 p.m.-2:00 p.m.
Frontlines Headquarters, Golden Spike Rooms, 669 West 200 South, Salt Lake City

Committee Members: Bret Millburn, Committee Chair Karen Cronin
Charles Henderson, Vice Chair Andrew Jackson
Necia Christensen

Agenda

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| 1. Safety First Minute | Dave Goeres |
| 2. Item(s) for Consent | Bret Millburn |
| a. Approval of May 9, 2018 Stakeholder & Planning Committee Meeting Report | |
| 3. Utah County Interlocal Agreement Regarding Fourth Quarter Transit Revenues | Andrew Jackson & Steve Meyer |
| 4. Update on Salt Lake City Transit Master Plan | Nichol Bourdeaux |
| 5. Other Business | Bret Millburn |
| 6. Adjourn | Bret Millburn |

Public Comment: Members of the public are invited to provide comment during the general comment period at UTA's Board of Trustee meetings, or prior to any action on a board resolution at those meetings. Comment may be provided in person or online through www.rideuta.com. Additionally, public comment may be taken at committee meetings at the discretion of the committee chair. In order to be considerate of time and the agenda, comments are limited to two minutes per individual, or five minutes for a spokesperson designated to represent a group.

Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting callredge@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

Everything in its place keeps you safe





**Report of the Stakeholder & Planning Committee Meeting
of the Board of Trustees of the Utah Transit Authority (UTA)**

Wednesday, May 9, 2018

UTA FrontLines Headquarters, 669 West 200 South, Salt Lake City, Utah

Committee Members Present:

Bret Millburn, Committee Chair
Necia Christensen

Karen Cronin (excused)
Charles Henderson (excused)

Other Trustees in attendance included:

Trustee Dannie McConkie, Trustee Alex Cragun, and Trustee Toby Mileski.

UTA Staff attended along with Jennifer McGrath, Salt Lake City and Julianne Sabula, Salt Lake City

Welcome and Call to Order. Chair Millburn welcomed attendees and called the meeting to order at 12:36 p.m. with two voting committee members present.

- 1. Safety Minute.** Chair Millburn yielded the floor to Dave Goeres, UTA Chief Safety, Security & Technology Officer, for a brief safety message.
- 2. Item(s) for Consent**
 - Approval of March 14, 2018 Stakeholder & Planning Meeting Report

A motion to approve the consent agenda was made by Trustee Necia Christensen and seconded by Trustee Bret Millburn. The motion carried by unanimous consent.

3. Ogden/Weber BRT Memorandum of Understanding (MOU)

Mary DeLoretto, UTA's Acting Director of Capital Projects, presented an overview of the Memorandum of Understanding (MOU). The MOU will serve as a guiding document for developing a final design and funding plan for a Bus Rapid Transit project between Ogden's FrontRunner Station, downtown Ogden, Weber State University and McKay-Dee Hospital. The MOU anticipates the following scope:

Project Cost	\$79,000,000	Local Funding Available	
		Design	
Funding		Weber County	\$2,500,000
CMAQ Funding	\$8,044,621	UTA	\$1,000,000
Federal	\$7,500,000	Ogden	\$100,000
Local	\$544,621	UDOT	\$50,000
Small Starts		Construction	
Federal (65%)	\$46,120,996	UTA	\$7,000,000
Local (35%)	\$24,834,383	WSU Land Donation	\$3,600,000
Total Local Funds Needed	\$25,379,004	Weber County Corridor Preservation	\$5,000,000
Local Funds Available	\$23,250,000	Ogden (Roadway Improvements)	\$4,000,000
Local Funding Needed	\$2,129,004		

Steve Meyer, interim Executive Director, explained the logic behind establishing an MOU for this project which included the significance of “lessons learned” from past projects. As shown in the chart above, there are many contributors to this project and an MOU is the best means of getting Federal Transit Administration approval. This also establishes expectations and lays out the roles each of the partners will play in making this project successful. Mr. Meyer acknowledged the important roles that each of the partners have played in getting this project to this point. There remains \$2million local funding gap that the partners will work together to fill. Once the MOU is signed by all partners a letter to the FTA will be submitted requesting permission to enter project development. Once project approval is received public meetings will be scheduled. Trustee Mileski also mentioned that <http://ogdenonboard.com> is another resource currently available for comment and to keep the public updated on progress.

Construction is anticipated to begin in January 2020 with an estimated completion date in early 2022. Mary DeLoretto acknowledged the many partners involved in the project. Chair Millburn also recognized the contributions of Trustee Mileski.

A motion to forward the Memorandum of Understanding for the Ogden/Weber State University BRT project to the full Board for approval was made by Trustee Necia Christensen and seconded by Trustee Bret Millburn. The motion carried by unanimous consent.

4. Salt Lake City Transit Master Plan

Nichol Bourdeaux, VP External Affairs, provided an informational update to Trustees on the development of Salt Lake City's Transit Master Plan and the anticipated role for UTA. Ms. Bourdeaux emphasized the importance of partnerships with this project that has been in works since 2013. Julianne Sabula and Jennifer McGrath, who were representing Salt Lake City at the meeting, were introduced.

Mayor Biskupski and the Salt Lake City Council have approved a sales tax increase which is anticipated to generate \$5.3 million in the City's 2018-2019 budget for transit. This transit expenditures proposed include \$2.5 million in sponsored transit service, \$1.1 million for capital improvements, and \$400,000 for UTA vehicles. There is also \$12 million under consideration by the City Council for 2019 and beyond which would include \$7.2 million in sponsored transit service, \$300,000 for capital improvements and \$900,000 for UTA vehicles.

Laura Hanson, UTA's Director of Planning, reviewed the power point presentation which showed the existing routes versus the proposed routes as they are reflected in the Transit Master Plan. Matt Sibul, UTA's Government Relations Director, also provided history of the partnership with Salt Lake City and how that has led to our current joint objectives. It is anticipated that an Interlocal Agreement will come to the full Board of Trustees for approval in August 2018.

No Board Committee action was required regarding this agenda item.

5. Closed Session. No closed session was held

6. Action Taken Regarding Matters Discussed in Closed Session. None

7. Other Business. No other business was discussed.

8. Adjournment. At 1:22 p.m. a motion to adjourn was made by Trustee Necia Christensen and seconded by Trustee Bret Millburn. The motion carried by unanimous consent and the meeting adjourned.

Transcribed by Eileen Billings , Senior Office Specialist
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This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/index.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Dear Fellow Trustees:

On September 12th, the UTA Stakeholder and Planning Committee will meet. Among other items on the agenda, there will be a request for an Interlocal Agreement (ILA) between UTA and Utah County regarding the transit portion of a yet-to-be-adopted 4th quarter cent sales tax.

I want to bring you up to speed on the history of funding for the bus rapid transit (BRT) project in Utah County, which was recently renamed the Utah Valley Express or UVX, as well as provide information regarding the proposed ILA.

First, I'd like to point out that since 2014 there has been an agreement in place for UTA to pay Utah County back for the BRT project. This new proposed ILA shifts the payback responsibility from the 1st quarter cent sales tax to the proposed 4th quarter sales tax. With the added revenue of the proposed 4th quarter cent, new service will occur sooner than currently anticipated.

1st Quarter Cent

Between 1984 and 2011, Utah County cities and towns adopted a 1st quarter cent for transit. This tax generates about **\$22M a year**.

2nd Quarter Cent

In 2006, Utah County voters approved a ballot measure adopting a 2nd quarter cent sales tax. The funds from this sales tax are required to be spent in the following manner: eighty-seven percent (87%) for FrontRunner, five percent (5%) for non-fixed guideway transit (BRT), and eight percent (8%) for roads. This quarter was later changed from .25 to .30 by the County Commission. This tax generates almost **\$27M a year**.

In 2008, Utah County entered into an ILA with UTA where UTA loaned Utah County \$60M for roads. Utah County paid UTA back, with interest, using semi-annual payments starting in 2009 and then in 2012, Utah County bonded and paid UTA back the entire remaining amount plus interest.

3rd Quarter Cent

In 2008, the Utah County Commission enacted a 3rd quarter cent sales tax for airports, highways, and systems for public transit. The county bonded against this 3rd quarter for \$65 million for the I-15 CORE project, among other things. This tax generates a little over **\$22M a year**.

In 2013, Utah County loaned UTA \$2.8 million to design the BRT project in order to provide a cost estimate to get the project to the point where it could be eligible for federal grant funds. An ILA is in place for the \$2.8M to be repaid to Utah County.

In 2014, when the BRT project needed a local match for the federal grant, Utah County was told that the 1st and 2nd quarter revenues did not have the cash flow available to fund or bond for the BRT project. It was expected that the 1st quarter would have enough cash flow in 2028 to fund the project.

In December of 2014, Utah County and UTA approved an additional ILA where Utah County would bond against 3rd quarter cent revenues to pay about \$6M a year for the BRT bond as well as operations and

maintenance of the BRT line until the 1st quarter had sufficient cash flow to cover those obligations. Additionally, UTA would pay Utah County back, with interest, for past BRT obligations.

In 2016, Utah County bonded for \$65M for BRT. The bond is structured with a \$47M balloon payment in 2029. Initial financial projections indicate the past payment obligation through 2028 will be about \$67M, for a total of \$114M due in 2028.

4th Quarter Cent

This new ILA would move the obligation from the 1st quarter to the transit portion of the proposed 4th quarter cent sales tax. This would enable the 4th quarter to start paying the BRT obligations in 2020. Once the 3rd quarter is completely paid back, transit service could be increased.

I know this is a lot to digest and think about, which is why I am getting sending this history ahead of the meeting.

Please contact me if you have any questions.

Andrew Jackson

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