



**U.S. Department of Transportation
Federal Transit Administration**

**Paul S. Sarbanes Transit in Parks Program (Transit in the Parks Program)
Project Proposal for Fiscal Year 2010 Funds – Implementation Project**

BASIC PROJECT INFORMATION

Project Name (Please provide a 1-2 sentence description of the project): Replace 3 (35 Ft.) Canyon Transit Buses and Repair Cottonwood Canyons Park and Ride Lot

Proposed Funding Recipient: Utah Transit Authority

Public land unit(s) involved:
Wasatch-Cache National Forest

Location of Project
City: Salt Lake City
County: Salt Lake County
State: Utah
Congressional District: UT 2 and 3

Federal Land Management Agency managing the above unit(s):

- Bureau of Land Management
- Bureau of Reclamation
- Fish and Wildlife Service
- Forest Service
- National Park Service
- Other (e.g. Federal Trust)

Describe:

Type of Implementation Project:
(Planning projects, please use the alternate form)

- Bus
- Vehicle replacement
- Tram/Trolley
- Boat/Ferry/Dock
- Rail
- Non-motorized (e.g., bicycling/pedestrian trail)
- Other (e.g., Intermodal facility, ITS) Describe:
Cottonwood Canyons Bus Replacement and Park and Ride Lot Repair

- Proposal is for a new alternative transportation system where none currently exists.
- Proposal is for an expansion or enhancement of an existing alternative transportation system.
- Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.

Transit in Parks Program Funding Requested during FY 2010
\$1,120,000

Total Project Capital Cost at Completion (All sources)
\$1,400,000

Were you awarded Transit in Parks Program funds for this project in the past? Yes No
If answer "Yes," please provide amount awarded: \$1,978,832

Do you plan to request additional Transit in Parks Program funds in future years? Yes No
(Note: If you wish to compete for future Transit in Parks Program fiscal year funding you must reapply).

If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below:

| | | |
|---------------------|---------|---------|
| FY 2010 \$1,120,000 | FY 2011 | FY 2012 |
|---------------------|---------|---------|

FY 2010 Funding Amounts from sources other than Transit in Parks Program funds? Yes No
If answer "Yes," please specify funding levels per source below:

| | | | |
|----------|-----------------|---|--------------------|
| State \$ | Local \$280,000 | Federal (other than Transit in Parks Program) \$ | Private sources \$ |
|----------|-----------------|---|--------------------|

CONTACT PERSON

| | |
|--|------------------------------|
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OTHER PROJECT SPONSORS (in addition to funding recipient)

Salt Lake County, U.S. Forest Service

REQUIREMENTS

- If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected.
- The project is consistent with the metropolitan and statewide planning process.
- The project is consistent with agency plans.
- If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

BASIC PROJECT DATA

| | |
|---|---|
| Number of Visitors (Annual): 4 million | Daily Number of Visitors (Peak season): 13,000 |
| Average Number of Vehicles per Day at Peak Visitation: 9,000 – 12,000 | |
| Current Road Level of Service at Peak Visitation F | |
| (Please consult guidance where available on determining this variable. You may also use observational accounts or pictures to provide an assessment of this datum for FY 2010 proposals). | |
| What time of the year does your land unit experience Peak Visitation? | |
| <input type="checkbox"/> Spring | <input checked="" type="checkbox"/> Summer <input type="checkbox"/> Fall <input checked="" type="checkbox"/> Winter |
| Current Carrying Capacity of Existing Roads: 10,000 (vehicles/day) | |
| Current parking shortages during peak visitation: 2,000 spaces | |
| Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation: 1,682 (average number of visitors/daily at peak) | |
| Current Annual Number of Persons who use the alternative transportation system (if one already exists): 403,596 (anticipated number of riders or users/annually) | |
| Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 420,000 (anticipated ridership/usage) | |
| Is there an anticipated reduction in auto collisions with large animals with this project? | |
| <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| If "Yes," please provide anticipated reduction: 10 collisions/year | |

BASIC PROJECT DATA (CONTINUED)

Is there an anticipated increase in porous surface with this project? Yes No

If "Yes," please provide anticipated area of increase: square feet

Is there an anticipated increase in wildlife habitat connectivity? Yes No

If "Yes," how many acres would be connected by the project? acres

Is there an anticipated increase in air clarity measures (e.g., visitors' visual experience) for the land unit as a result of this project? Yes No

If "Yes," please explain: New buses are significantly cleaner with fewer emissions

Is there an anticipated reduction of visual impact of parking and roads on visitor experience? Yes No

If "Yes," please explain: Reduce parking on shoulders of roads.

Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience? Yes No

If yes, please explain: The new bus engines are significantly quieter.

Executive Summary

Please provide an executive summary of your proposal that is no more than one page in length.

The Cottonwood Canyons are a mere 25 miles from downtown Salt Lake City and the Salt Lake International Airport. Over one million people live within a 30-minute drive of these scenic and serene canyons. The Wasatch Front is home to thousands of outdoor enthusiasts and visitors deem the canyons as having the greatest snow on earth.

The Salt Lake urban corridor is surrounded by mountains and the Great Salt Lake. The UTA provides transit service from the valley basins at 4200 feet to the high mountain areas of 8700 feet. The challenges of providing transit services into mountainous canyons in inclement weather are numerous. From the arid summer temperatures up to 100 degrees to the below zero weather in winter are taken into account when determining types of buses and equipment chosen for this bus service. For nearly three decades, UTA has provided this Canyon shuttle service. The fleet is overtaxed on peak winter ski days with high ridership. The 2009-2010 winter ridership reached more than 400,000. Increased transit use in the Cottonwood Canyons is considered essential by the Forest Service. This is a way to decrease highway traffic congestion, an attempt to decrease traffic dust, to reduce overflow parking in undesignated areas, and to mitigate crowding and congestion that can degrade the beauty and serenity of the Cottonwood Canyons.

In Big Cottonwood Canyon, the rushing creek is adjacent to the road almost the entire journey. The road twists and turns through folded rock formations with perhaps a glimpse of a climber on the towering rock faces. Wetland meadows open up to a meandering stream, wildlife such as moose and deer, and the incredible high peaks of the Wasatch Mountains. Both of the Canyons have an abundance of wildflowers and grasses with other unique vegetation of importance to wildlife and the hydrology of the Canyons. The environment and ruggedness of these mountains provide refuge for an amazing amount of wildlife close to an urban environment.

Current Canyon bus service assists in reducing the 9,000-12,000 average weekday traffic during peak periods. Current Canyon bus service carried 403,596 passengers during the 2009-2010 winter season and reduced single occupant vehicles by approximately 1,682 per day during peak periods. Transit provides an important mode of transportation to access the ski resorts and other recreation destinations in Little and Big Cottonwood Canyons. Winter ski service is most popular and park and ride lots near the mouths of the Canyons reach capacity on a regular basis.

During peak times, parking is insufficient and overflowing for increased conflicts on the roadways. Forest Service policy does not support any expansion of parking in the Canyons with the exception of watershed protection or facilitation of transit use. In peak months, all 162 spaces in the Park and Ride at the mouth of the Canyons are full and cars park on the sides of the road to access the transit and shuttle services from the mouth of the Canyons. This main Park and Ride lot is in need of major repairs of concrete and curbing. Many areas of the lot are becoming safety hazards for people parking in this lot. This is a main essential Park and Ride for canyon services.

Project Description

What activities would be funded by the requested Transit in Parks Program financial assistance? Please provide a project description that is no more than one page in length. You may attach up to two pages of maps or other illustrations that do not count towards the page limit.

Two of the 3 (35 Foot) buses to be replaced are currently 13 years old and one is 14 years old. These buses will be 14 and 15 years old respectively when the replacements arrive from the manufacturer. The Federal Transit Administration guideline for replacement buses is 12 years. These 35 foot buses are specifically designed for service in rugged terrain and mountainous areas with higher elevations.

The buses to be retired are 1996 and 1997 models that have been in service beyond their useful life. The manager of fleet engineering has inspected the canyon buses to find the 1996 and 1997 models still running in canyon service are in poor condition. The engines are worn out, and because of road maintenance in the winter using salt and sand, the bodies of the buses have excessive deterioration. The new buses that will be procured are equipped with ski racks, bike racks, and are ADA accessible for the convenience of canyon passengers. The buses will also be equipped with radios and fareboxes. The Federal request for the purchase of buses and related equipment is \$1,077,800.

The Park and Ride lot at the mouth of the canyons will be repaired with new 40 by 20 feet of concrete for the bus island and 950 feet of concrete curbing. The entrance and exit curbing, 600 feet, will be replaced as part of this project. The bus island and curbing is ADA accessible. The Federal request for the Park and Ride lot improvements is \$42,200.

Transit in Parks Program Implementation Evaluation Criteria

(There are separate evaluation factors for planning projects. Use the planning project proposal template for planning projects.)

| Criteria | Points | Weight |
|--|--------|--------|
| 1. Demonstration of Need | | |
| a. Visitor mobility & experience | (1-5) | 25% |
| b. Environmental condition as result of existing transportation system | (1-5) | |
| 2. Visitor Mobility & Experience Benefits of Project | | |
| a. Reduced traffic congestion | (1-5) | 25% |
| b. Enhanced visitor mobility, accessibility, and safety | (1-5) | |
| c. Visitor education, recreation, and health benefits | (1-5) | |
| 3. Environmental Benefits of Project | | |
| a. Protection of sensitive natural, cultural, and historical resources | (1-5) | 25% |
| b. Reduced pollution (air, noise, visual) | (1-5) | |
| 4. Operational Efficiency and Financial Sustainability | | |
| a. Effectiveness in meeting management goals | (1-5) | 25% |
| b. Feasibility of proposed budget | (1-5) | |
| c. Cost effectiveness | (1-5) | |
| d. Partnering, funding from other sources | (1-5) | |

Your responses to these questions must total no more than eight pages.

Implementation Evaluation Factors:

1. Demonstration of Need

a. Visitor mobility and experience: Describe the site's current and/or anticipated transportation problem or opportunity for improvement. Please cite documentation in agency plans and other reports to support your description. You should include information on issues such as traffic congestion, traffic delays, parking shortages, difficulty in accessing destinations, safety issues related to traffic, lack of access for persons with disabilities, lower incomes, or without cars, and visitor frustration.

In Utah Transit Authority's (UTA) attempt to assist the Forest Service, Salt Lake County, the Bureau of Land Management, the Canyon resorts and other stakeholders to protect the resources of the Canyons and enhance the visitor experience, all agencies are working to improve pedestrian, bicycle and vehicular safety and find ways to bring less traffic congestion to the Cottonwood Canyons. UTA, as the transit provider for the Wasatch Front, certainly has a stake in improved transportation-related systems, facilities, and services that are sustainable, environmentally sound and promote wise land use decisions.

Transportation constraints (safety, parking, road expansion and lack of area to expand roadways) coupled with increased recreational activity will certainly degrade transportation conditions unless proactive steps are taken to plan, implement and manage visitor access and mobility options. Increased reliance on transit is considered essential to protect the Canyons for future enjoyment. The highway transportation goal of the Salt Lake County Wasatch Canyons Study is to reduce private vehicular traffic in the Cottonwood Canyons during peak times and to encourage use of mass transit.

Detractors to visitor experience would be traffic congestion, unauthorized parking, parking area runoff, icy conditions, noise, dust, degree of isolation, road closures, accidents and safety hazards, and the inability to serve the needs of visitors and residents, including those with disabilities and people who may be transportation disadvantaged and rely on transit to enjoy recreational opportunities in the canyons. These beautiful canyons should be accessible to all visitors and residents.

During peak recreation times, parking is insufficient, overflowing onto roadway shoulders creating conflicts on the roadways. Forest Service policy in the Forest Service Revised Area Plan of 2003 does not support any expansion of parking in the Canyons with the exception of watershed protection or facilitation of transit use. Much of the Canyon is within Forest Service jurisdiction. Land in Little Cottonwood Canyon is primarily public land, managed by the U.S. Forest Service.

(b) Environmental condition as a result of the existing transportation system: Describe the site's current or anticipated problem or opportunity for improvement of the environment in this area. Please cite documentation in agency plans and other reports to support your description. You should include information on current or anticipated problems such as air pollution, noise pollution, run-off, water quality, harm to vegetation and wildlife, and other impacts or stressors on natural, cultural and/or historic resources caused by the existing transportation system.

The long range vision for the Canyons is to accommodate the many uses of the Canyons for all visitors and residents without significantly diminishing either the quality of the Canyon resources or the quality of the Canyons experience.

The Cottonwood Canyons are located within the Central Wasatch Management Area of the Wasatch-Cache National Forest. 78% of the land in Big Cottonwood Canyon and 81% of the land in Little Cottonwood Canyon is National Forest land. The Wasatch-Cache National Forest Revised Forest Plan, last updated in 2003, identifies the watershed preservation as a primary factor in managing the Central Wasatch Management Area and states that the Forest Service will not permit expansion of parking beyond current levels.

The Cottonwood Canyons have many sensitive environments: steep slopes, unstable soils, riparian corridors, wildlife habitat, wetlands, unique vegetation and forests, and alpine meadows. Protecting the natural and majestic qualities of the Canyons remains an integral part of the quality of life in the Wasatch Front. Among the landscape, a visitor may see several kinds of wildlife, including mule deer, elk, moose, mountain goat, mountain lion and bear. Smaller mammals include coyote, fox, beaver, badger, and others. Generally, visitors spot Canyon wildlife along the water's edge at dusk or dawn.

The Salt Lake City Urbanized Area is an Air Quality Maintenance Area for CO and Salt Lake County is a Non-Attainment Area for Particulate PM. Given the natural constraints of the valley setting along the Wasatch Front, the bulk of those residents are exposed to air pollution episodes during periods of stagnant air during both summer and winter months. Older diesel buses with outdated pollution and safety controls are significant contributors of air toxics and particulate matter (PM). The public is exposed to these pollutants while riding on or waiting for buses. Newer buses help alleviate pollution issues, particularly with NOx and PM that along with hydrocarbons (HC) lead to the formation of ground level ozone. The 3 replacement Canyon service transit buses will meet EPA's 2007 diesel emissions standards for PM and 2010 diesel emissions standards for NOx.

2. Visitor Mobility and Experience Benefits

- a. **Reduced traffic congestion:** Describe *how* this project will mitigate the impact of traffic congestion or enhance current visitor travel conditions. In order to respond to this question, please include (where applicable) a description of how this project will:
- Reduce the average number of daily motorized vehicle trips during peak visitation with project implementation. (This is estimated based on anticipated alternative transportation system usage at completion and the typical number of passengers per vehicle); *and*
 - Decrease or mitigate time lost to traffic delays.

Weekend traffic in Big Cottonwood Canyon exceeds weekday traffic by 12% during the ski season and 17% during the summer months. Each Canyon is served by multiple transit routes. Consistent ridership can be partially attributed to transit passes purchased by the resorts. Service in the Cottonwood Canyons operates on half-hour headways during the morning and afternoon peaks and one hour headways in the off-peak. Each transit bus can carry 50 passengers, ski equipment, bicycles, and are ADA accessible.

The steep grades and narrow roads with lack of turnouts cause traffic that requires several hours to clear. February and March weekends seem to be the highest traffic volumes up the Canyons. Peak weekend traffic volumes ranged between 9,000 and 12,300 with President's Day generating the most traffic. Excessive number of vehicles traveling at slow speeds has contributed to the avalanche hazard being higher in Little Cottonwood Canyon than any other road in North America. (SR-210 Transportation Study) Canyon bus service and passenger amenities should be the preferred method of approach to reducing traffic in the Canyon. In winter, with the steep mountains, the road is close in proximity to 35 avalanche paths, and there is too much traffic on the Canyon road, according to the Utah Department of Transportation (UDOT). The most immediate solution is to reduce the volume of traffic. UDOT urges all of residents and visitors to carpool and take buses for transportation in Little and Big Cottonwood Canyons. As traffic increases, speeds and distance between cars decrease, causing avalanche danger to be greater. Reducing the number of cars on the road allows the remaining cars to go faster, which decreases the avalanche danger. This can be accomplished through increased transit service; better use of park and ride lots; improved travel information for drivers; and making sure traffic exits in an efficient manner.

- b. Enhanced visitor mobility, accessibility, and safety:** Describe *how* the implementation of this project will improve or maintain visitor mobility, access and safety. In order to respond to this question, please include (where applicable) a description of:
- Benefits that the project would have in easing visitor travel to destinations and decreasing visitor inconvenience;
 - Improved access for persons with disabilities;
 - Improved access for individuals with lower incomes or without cars;
 - Anticipated impacts on vehicle accident rates or property loss;
 - Anticipated impacts on visitor safety in cases of catastrophic events, such as forest fires; *and*
 - The number of visitors per year that will benefit.

A central component of the Byways Corridor Management Plan of December 2008 for the Cottonwood Canyons is to reduce auto trips. Outlying parking can be used to promote more transit use, carpooling, or shuttling at the mouth of each of the Canyons. Strategies include providing information to visitors and Canyon travelers to where carpooling or transit can be used. Another strategy is to increase transit service and bus priority infrastructure by replacing transit buses according to Federal guidelines and not operating them beyond their useful life. This adds to the reliability of transit service and a pleasant experience that is worth repeating time and again.

The Canyons are popular among bicyclists for both road and trail riding; however, cycling is hazardous on the primary roadways due to the lack of adequate shoulders or bicycle lanes. In 2007, more than 90 cyclists in a three-hour period used the road in Big Cottonwood Canyon and 60 cyclists in a three-hour period in Little Cottonwood Canyon. More cyclists are transporting bicycles on UTA transit buses to access the many recreational trails in the Canyons.

Road, parking, and transit capacities are oversubscribed during the peak ski season, many times in the summer months, and again when visitors and residents travel up the Canyons to see the fall colors. The number of passengers riding transit in the 2009-2010

winter season reached 403,596, almost doubling the prior year's passenger counts. Because a transit bus is equipped for canyon travel and can carry up to 50 passengers at one time, in emergency situations such as forest fires, more people can be carried to safety using transit vehicles. Bus radios can be used to summon additional buses and other assistance in such situations.

On days with inclement weather and high traffic volumes, choke points could contribute to accidents, which in turn could slow traffic to impact avalanche danger. The actual accident and severity rates for SR-210 are slightly higher than UDOT's expected rates for similar facilities. This higher rate indicates potential safety deficiencies along this corridor. Nine fatal accidents resulted in sixteen total fatalities between 1994 and 2003. Five of these were single vehicle accidents. Eighteen severity 4 (broken bones/bleeding wounds) occurred between 2002 and 2003. Forty vehicle accidents occurred between 2002 and 2003. (SR-210 Transportation Study)

The Little Cottonwood Canyon road is 8.3 miles and Big Cottonwood Canyon is 15 miles, generally characterized by steep, tight road corridors with sharp bends, few pullouts, short sight distances, and few passing zones. Pedestrians and vehicles become hazards with icy roads, avalanche danger, and drivers unfamiliar with the twists and turns of the roads. They are dead-end roads.

The supply of parking is insufficient to meet demand, and recreationalists frequently park illegally. Enforcement is difficult because signage is often removed and there is a perception that parking can occur where it is actually prohibited. Particularly in the winter, on-street parking is cited as a safety hazard because parked cars slow snow removal and limit the area of snow storage. These issues slow traffic in the Canyon and increase existing hazards associated with winter travel in the Canyon.

- b. **Visitor education, recreation and health benefits:** Describe *how* the project will enhance or maintain visitor experience related to educational benefits, recreational benefits, public health benefits, and social benefits. How many visitors per year will experience these benefits?

To provide enhanced experiences in the Cottonwood Canyons with an education component, the objectives of many of the partners in protecting the Canyons are:

- Protection of the watershed and natural resources of the Canyons
- Sustain the scenery of natural areas
- Public education about the qualities and environment of each of the Canyons
- Safety to individuals traveling, walking, bicycling in the Canyons
- Preserve and enhance cultural and historical resources
- Economic vitality and sustainability
- Efficient and convenient Canyon transit service
- High quality and well-maintained Canyon facilities

The Utah Native Plant Society often conducts wildflower walks at Albion Basin in Little Cottonwood Canyon and Albion Basin is one of the most photographed scenic attractions in the nation. Big Cottonwood Canyon was formed by Big Cottonwood Creek. The V-shaped Canyon has many impressive rock formations. The Canyon is also a frequent destination in summer and fall for wildflower walks and University of Utah botanical field trips. The Canyon and the adjoining Little Cottonwood Canyon contain significant biodiversity and are home to a number of rare and endemic plant species. A Wildflower Festival and various concerts are held in summer in the Canyons.

Older diesel buses with outdated pollution and safety controls are significant contributors of air toxics and particulate matter (PM). This degrades from the visual beauty of the

environment with black smoke from tailpipes. The public is exposed to these pollutants while riding on or waiting for buses. Newer buses help alleviate these pollution issues, particularly with NOx and PM that along with hydrocarbons (HC) lead to the formation of ground level ozone. The 3 replacement Canyon service transit buses will meet EPA's 2007 diesel emissions standards for PM and 2010 diesel emissions standards for NOx. Transit ridership was more than 400,000 in the 2009-2010 winter season.

3. Environmental Benefits

- a. **Protection of natural, cultural, and historic resources:** Describe *how* this project will improve or maintain the protection of natural, cultural, historic, and/or scenic resources. Please provide as much information as possible about *anticipated outcomes of the project*, such as:
- Ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit;
 - Maintaining ecosystem function, ecosystem restoration, disturbed land restoration, or re-vegetation efforts;
 - Improving habitat connectivity;
 - Preserving an archeological resources, historical resources, viewshed or watershed; *and*
 - Reducing auto-large animal collision rates or other protection benefits where applicable.

Many environmental constraints limit activity in Little and Big Cottonwood Canyons and were identified in a cooperative SR-210 Transportation Study among Snowbird, Alta Resort, Town of Alta, Utah Department of Transportation and the Utah Transit Authority. The Canyons contains considerable areas of wildlife habitat, as well as major recreational areas. Two designated wilderness areas, Lone Peak and Twin Peaks, are within the boundaries of Little Cottonwood Canyon. In addition to the beauty of the Canyons, stakeholders want to protect and preserve historic buildings, sites and waterworks as well as the China Wall rock formation in the China Wall visitor pullout. When the pioneer settlers first came into Salt Lake Valley, they used the Canyons to provide much needed wood and stone for homes and buildings. The canyons have a long history of being vital to the health and well being of the people of the Wasatch Front. Sixty percent of the drinking water comes from these canyons.

Watershed protection is a critical regional issue that effectively limits roadway expansion and which must be considered under all transportation improvement scenarios and land use intensification for Little and Big Cottonwood Canyons. The Cottonwood Canyons function as watersheds for the Salt Lake Valley. Both are major suppliers of drinking water for the communities along the Wasatch Front, furnishing up to 60% of the water in the Salt Lake County area.

Forest Service policy does not support any expansion of parking in the Canyons with the exception of watershed protection or facilitation of transit use.

- b. **Reduced pollution:** Describe *how* this project would reduce and/or prevent pollution – including air pollution, water pollution, noise pollution, and visual pollution. In order to respond to this question, please include (where applicable):
- Estimated reduction in *average vehicle miles traveled at peak visitation* (a measure that is an estimate of a reduction in pollutant emissions as a result of the proposed project); and
 - Estimated number of riders *switching from auto to transit or to non-motorized transportation (including bike, pedestrian, and/or waterborne craft)* as a result of the project (a measure of estimated reduction in fuel consumption for site patrons and

improved energy efficiency aspects of transportation, including non-motorized transportation).

Older diesel buses with outdated pollution and safety controls are significant contributors of air toxics and particulate matter (PM). The public is exposed to these pollutants while riding on or waiting for buses. Newer buses help alleviate pollution issues, particularly with NOx and PM that along with hydrocarbons (HC) lead to the formation of ground level ozone. The 3 replacement Canyon service transit buses will meet EPA's 2007 diesel emissions standards for PM and 2010 diesel emissions standards for NOx.

403,596 people used transit in the canyons in the 2009-2010 winter season. The number of winter visitors in the canyons is more than 4 million. The daily visitors in peak season number approximately 13,000. In the peak winter season, the road becomes an "F" in Level of Service. It is anticipated that more than 420,000 passengers will use transit in the winter season of 2011-2012. If winter 2009-2010 ridership remains true in the upcoming years, ridership could nearly double from year to year. The peak carrying capacity of the canyon roads is now approximately 5,000 vehicles per day. In peak travel times at the highest use of the year sees from 9,000 to 12,000 vehicles on the canyon roads. In addition, the current parking shortage at the mouth of the canyon is at least 2,000 spaces.

4. Operational Efficiency and Financial Sustainability

- a. **Operational Efficiency:** Describe how the proposed project is the most effective solution for meeting identified management goals and objectives for this site. Please cite documentation in agency plans and other reports to support your description.

Recreation in the Cottonwood Canyons and the ski industry are a significant part of the State's economy. More than 4,000,000 skiers and snowboarders access the Canyons in the winter. Spending related to these recreational sports equated to over \$700 million dollars in current years. In the State's Economic Report to the Governor in 2007, it was noted that more than 12,700 jobs are related to the ski and snowboard industry in Utah.

- b. **Feasibility of Proposed Budget:** Fill in the budget template below *or* attach a project budget that *at a minimum contains the items in the budget template* and extends at least 5 years. Include a narrative to elaborate on the financial plan.

| | FY 2010 | FY 2011 | FY 2012 | FY 2013 |
|--|-----------|-----------|-----------|-----------|
| Revenue | | | | |
| Transit in Parks Program funding (requested) | 1,120,000 | | | |
| Funds from public land budget | | | | |
| Other federal funds | | | | |
| State funding | | | | |
| Local funding | 1,327,000 | 1,150,000 | 1,198,875 | 1,249,827 |
| Passenger Fares and/or transportation fees | 350,000 | 374,500 | 400,715 | 428,765 |
| All other dedicated sources of funding | 400,000 | 428,000 | 457,960 | 490,017 |
| <i>Total Revenue</i> | 3,197,000 | 1,952,500 | 2,057,550 | 2,168,609 |
| Capital Costs | | | | |

| | | | | |
|--|-----------|-----------|-----------|-----------|
| Purchase of rolling stock (vehicles) | 1,350,000 | 40,648 | 78,783 | 120,586 |
| Lease of rolling stock (vehicles) | | | | |
| Construction (e.g., bus shelters, sidewalks, trails, etc.) | 42,200 | 43,677 | 45,206 | 46,788 |
| Rehabilitation | | | | |
| Other: _____ | | | | |
| Total Capital Costs | 1,392,000 | 84,325 | 123,989 | 167,374 |
| Operating Costs | | | | |
| Salaries | 902,500 | 934,088 | 966,781 | 1,000,618 |
| Routine Maintenance | 353,427 | 365,796 | 378,599 | 391,850 |
| Insurance | 31,556 | 32,660 | 33,804 | 34,987 |
| Fuel | 426,495 | 493,172 | 510,433 | 528,299 |
| Contracted services | | | | |
| Other: _____ | 41,023 | 42,459 | 43,945 | 45,483 |
| Total Operating Costs | 1,805,000 | 1,868,175 | 1,933,561 | 2,001,236 |

Proposed budget narrative: In this narrative, include details such as size and number of vehicles, fuel type, terms of lease, description of facilities to be constructed, types of ITS, etc. The narrative should also describe the maintenance plan, include information on how the project will impact total operating and maintenance costs and schedule at the site, as well as information on the project's impact on the unit's ability to maintain other assets. Finally, for vehicle replacement projects, please list the age, mileage, and vehicle type of each vehicle that you are requesting funding to replace.

Three (3) 35 Foot canyon transit buses for replacement are one 1996 and two 1997 buses, clean diesel with 2010 Emissions Standard Engines. The buses listed below are the ones scheduled for replacement if this grant is awarded.

| UTA # | Year Mfg. | Type | Size | Model | VIN | Mileage | Condition |
|-------|-----------|--------|------|--------|-------------------|---------|-----------|
| 9656 | 1996 | Gillig | 35' | 3596TB | 15GCB2019T1087268 | 222,959 | Poor |
| 9719 | 1997 | Gillig | 35' | 3596TB | 15GCB201XV1087296 | 253,657 | Poor |
| 9720 | 1997 | Gillig | 35' | 3596TB | 15GCB2011V1087297 | 250,508 | Poor |

UTA's standard for bus replacement is that a bus will be replaced before it begins its 14th year of service. The buses proposed as part of this grant will be more than 14 years when replaced. Bus replacement brings enhanced reliability and reduced operating costs. Miles per gallon increase in new buses. The 1996 and 1997 Gillig 35 Foot buses that are proposed for replacement have a cost per mile of \$1.23; whereas, a new service bus for the same type of mountainous service has an 83 cents cost per mile for a savings of 32.5% in costs per mile. The 1996 and 1997 buses miles per gallon is 3.87. In 2007 and newer buses used in the same service the miles per gallon is at least 4.10 for an increase of 5.9% in fuel economy savings.

Detailed accounting, including cost/revenue forecasting, is done on a regular basis and for every capital project. The UTA's financial management systems meet standards for financial reporting, accounting records, internal control, budget control, allowable cost, source documentation, and cash management. The systems in place at UTA enable us to

track grant balances, request drawdowns of Federal funds, report financial data to FTA in Federal financial reports, and close out grants efficiently.

One of the most important goals of a public agencies that manage the Wasatch National Forests, along with the agencies that provide transportation service, is to reduce vehicle miles traveled (VMT) and congestion in Big and Little Cottonwood. An up-to-date bus fleet and convenient park and ride lots encourage transit use which reduces traffic and congestion in the Canyons.

Maintenance

UTA has a consistent, systematic and integrated program to properly maintain and service buses in its fleet. The effective preventive maintenance program reduces overall maintenance cost by decreasing the number of service interruptions. UTA uses a Preventive Maintenance Plan that is based on the manufacturer’s recommendations and the local conditions to ensure that the vehicles remain in safe operating condition. UTA has an aggressive Preventive Maintenance Plan developed for each type of vehicle we operate. Vehicles are inspected based on mileage and time. Each vehicle gets an additional yearly comprehensive inspection to provide a clean, safe, reliable vehicle to the customers.

- c. **Cost Effectiveness:** Fill in all information for items 1-4 below in order to calculate the cost per person using the alternative transportation system. FTA will calculate annualized cost per passenger trip and annual fare box recovery – common transit cost effectiveness measures – based on the information that you provide. ***You must provide all information in order to fulfill these required criteria.***

| |
|---|
| 1. Annual cost for vehicle operations and maintenance (including salaries, fuel, maintenance, administrative expenses related to system, and all other operating costs): \$1,805,000 |
| 2. Average annual number of riders: 475,000/year |
| 3. Transportation fee or fares recovered (average): \$750,000/year |
| 4. Useful life of transportation assets: 14 years |
| Annual cost per passenger trip: This will be automatically calculated by FTA. |
| Annual fare box recovery This will be automatically calculated by FTA. % |

- d. **Partnering, funding from other sources:** Describe any partnerships the project has with federal, state, tribal and local government agencies, gateway communities and the private sector. Please cite agreements or documentation (*including letters of dedicated financial support or confirmation of financial or in-kind contribution*) that show a high level of coordination and partnering activities. If applicable, describe any economic, mobility, or other benefits to the gateway community.

UTA continues to partner with SL County and UDOT in the operations/maintenance of the two Canyon park and ride lots. The privately-owned ski resorts contribute to the canyon bus service operating costs. UTA participates in joint studies that have a transit element. UTA was a planning partner in the Wasatch Canyons Study, SR-210 Transportation Study, and the Byways Corridor Management Plan of 2008. Salt Lake County, the UTA, UDOT, and various jurisdictions in the valley are partnering in a request for Parking Management Study funds in an effort to address the lack of park and ride availability for the canyon services.



**SALT LAKE
COUNTY**

PETER M. CORROON
Salt Lake County Mayor

2001 South State Street
Suite N-2100
Salt Lake City, UT 84190-1020

801 / 468-2500
801 / 468-3535 fax

June 23, 2010

Lorin Simpson
Regional General Manager
Utah Transit Authority
3600 South 700 West
Salt Lake City, Utah 84130

Dear Lorin:

I am writing this letter in support of Utah Transit Authority's efforts to improve transit service in the Cottonwood Canyons, located in Salt Lake County.

I appreciate the great partnership that Salt Lake County and Utah Transit Authority have enjoyed in seeking ways to improve transit service in the canyons of the Wasatch Mountains in Salt Lake County. The addition of more efficient buses, repair of park & ride lots and design of future parking are consistent with the recommendations from the *Cottonwood Canyons Scenic Byway Corridor Management Plan* (2008) as well as the priorities being set by the community in Envision Utah's *Wasatch Canyons Tomorrow* (2010) study.

Salt Lake County encourages these types of collaborative improvements and efforts to minimize congestion, reduce emissions from private vehicles and protect our watershed while continuing to provide access to our beautiful Wasatch mountains.

Sincerely,

Peter M. Corroon
Mayor, Salt Lake County



File Code: 1580/7710

Date: June 24, 2010

Mr. Lorin Simpson
Regional General Manager
Utah Transit Authority
3600 South 700 West
Salt Lake City, UT 84119

Dear Mr. Simpson:

I am writing to express support for Utah Transit Authority's (UTA) grant application to the 2010 *Paul S. Sarbanes Transit In Parks Program*. Several collaborative planning efforts have identified a need for increased emphasis on alternative transportation solutions to protect natural resources and improve the visitor experience on National Forest System lands adjacent to the Salt Lake City metropolitan area. These recent plans include the Wasatch-Cache National Forest Revised Forest Plan (2003), Little Cottonwood Canyon SR-210 Transportation Study (2006), Transportation Assistance Group (TAG) Report for the Tri-Canyons Area of the Salt Lake Ranger District, Wasatch-Cache National Forest (2006), Cottonwood Canyons Scenic Byways Corridor Management Plan (2008), and Wasatch Canyons Tomorrow (2010). All of these plans identify the need for capital projects and project planning. Emphasis on these issues is critical due to high visitation, projected area population growth, avalanche hazards, and because these public lands are part of the protected culinary watershed for the Salt Lake Valley.

Among the needs identified in these planning efforts include the replacement of UTA ski buses which service four ski resorts operating under special use permit on National Forest System lands. The winter bus service contributes to decreasing traffic congestion, reducing vehicle emissions, and reducing exposure to avalanche hazards. Improving ageing park and ride facilities is also needed including redesign to improve parking, circulation, information, shelter, and restrooms. Both the Big and Little Cottonwood Canyon Park & Ride lots serve as important gateways to the canyons and are in need of renovation to encourage use of alternative transportation and provide a positive visitor experience. The Forest Service strongly supports UTA's *Transit In Parks* grant application for both capital purchases and planning projects.

Sincerely,

/s/ Catherine H. Kahlow
CATHERINE H. KAHLOW
District Ranger