CENTERVILLE CITY

250 North Main • Centerville, Utah 84014-1824 • (801) 295-3477 • Fax: (801) 292-8034

Incorporated in 1915

Mayor

Paul A. Cutler

City Council

Ken S. Averett

Tamilyn Fillmore

John T. Higginson

Stephanie Ivie

Lawrence Wright

City Manager

Steve H. Thacker

interoffice MEMORANDUM

[redacted]

to: Mayor Cutler
City Council
cc: Department Heads
Planning Commission
from: Steve H. Thacker, City Manager S. Thacker
subject: City Manager's Summary of November 5, 2014 Council Meeting
date: October 31, 2014

Special Work Session on November 4. Please remember we meet first on Tuesday, November 4 at 5:30 p.m. in a special work session to continue discussion of the Police Chief's request for an additional police officer. The staff report has much of the same information provided for the October 21 meeting, but has been updated. Dinner will be available beginning about 5:15, which you will be able to eat during the work session.

5:30 **Joint Work Session with Farmington City Council on November 5** – The regular Council meeting has been moved from Tuesday to Wednesday due to the elections on Tuesday. Prior to the regular meeting, the Council will meet with the Farmington City Council at 5:30 p.m. at our City Hall to be briefed on the outcome of UTA's Davis-SLC Community Connector Study. This Study recommends a bus rapid transit (BRT) line from Salt Lake City to Bountiful. In addition to explaining the Study, UTA wants to know if Centerville and Farmington are interested in extending the "Alternatives Analysis" to include these two communities. Farmington City Council will need to leave about 6:30, but the Centerville City Council can continue its discussion after they depart.

7:00 **Regular City Council Meeting—November 5**

E.1. **Minutes Review and Acceptance** – The minutes to be approved are enclosed.

E.2. **Trails Committee Report/Discussion** – The Trails Committee has asked for some time to meet with the City Council to discuss their concerns about what is happening on the mountainside. They are concerned about the damage being done by motorized users who are not respecting the current restrictions on where they can operate. The Committee has undertaken an effort to post signage along the Firebreak Road to encourage more compliance. They are also working with private property owners regarding public trail use on those properties.

E.3. **Report re Wasatch Choice 2040 Consortium** – Councilwoman Fillmore has asked for some time to report on this recent event which she attended.

MAKING Life BETTER
Centerville City

E.4. Mayor's Report

a. Mayor Cutler has been holding quarterly operational reviews with the City Manager and department heads. This initiative—which includes an extensive set of operational metrics—has progressed to the point where the Mayor would like to update the City Council.

b. The Mayor will ask the Council if they are interested in Centerville City becoming a member of the "Next Century Cities" consortium. This organization promotes the goal of high-speed, affordable internet service for all within member communities. A statement of the organization's purpose and principles is enclosed.

c. Mayor Cutler may also update the Council regarding UTOPIA operating assessments.

d. The Chair of the Community Foundation Board has asked the Mayor to appoint more board members. However, the Mayor would first like to discuss with the City Council their vision or intent for this organization, which will have bearing on the expectations of board members.

E.5. City Manager's Report – I will report on the several topics shown under this heading. Of particular interest to the City Council may be the Letters of Intent for federal funding for Frontage Road improvements and lighting along Parrish Lane (west of I-15).

E.6. Miscellaneous Business

a. UTA has sent their Tentative Budget to all cities within their service area, asking for comment.

b. The Parks Department would like to proceed with the trade-out of their backhoe for a new backhoe—a practice that has been used for many years. The FY 2015 Budget includes funding for this purpose.

E.7. Closed Meeting, if necessary – Staff is not aware of a need for a closed meeting, but the agenda allows for that possibility.

E.8. Appointments to City Boards/Committees – Mayor Cutler may recommend appointments to City boards/committees.

8:55 RDA Meeting

Following the regular City Council meeting, the Council will adjourn into an RDA Board meeting. Staff will brief them on the status of the Land Rover Tax Increment Participation Agreement and the current interest of property owners to proceed with the development of the Shorelands Commerce Park area.

Potential Agenda Items for November 18 City Council meetings (subject to change):

-
- Drainage Culvert under I-15 at Lund Lane
- Financial Report for period ending October 31, 2014
- Council Liaison Report – Tami Fillmore
- Telecom towers/equipment on City property ?
- Briefing re Pages Lane corridor redevelopment potential

mlm

CENTERVILLE CITY COUNCIL AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY COUNCIL WILL HOLD ITS REGULAR PUBLIC MEETING AT 7:00 P.M. ON WEDNESDAY, NOVEMBER 5, 2014 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

Meetings of the City Council of Centerville City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207, as amended. In such circumstances, contact will be established and maintained via electronic means and the meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Centerville City, in compliance with the Americans With Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance, including hearing devices. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call Blaine Lutz, Centerville Finance Director, at 295-3477, giving at least 24 hours notice prior to the meeting.

A notebook containing supporting materials for the business agenda items is available for public inspection and review at City Hall and will be available for review at the meeting. Upon request, a citizen may obtain (without charge) the City Manager's memo summarizing the agenda business, **or may read this memo on the City's website: http://centervillepublic.novusagenda.com/.**

Tentative Time: - The times shown below are tentative and are subject to change during the meeting.

5:30 Joint Work Session with Farmington City Officials re: Presentation from UTA about the recently completed Davis-SLC Community Connector Study

7:00 **A. ROLL CALL**
(See City Manager's Memo for summary of meeting business)

B. PLEDGE OF ALLEGIANCE

C. PRAYER OR THOUGHT
Councilman John Higginson

7:05 **D. OPEN SESSION (This item allows for the public to comment on any subject of municipal concern, including agenda items that are not scheduled for a public hearing. Citizens are encouraged to limit their comments to two (2) minutes per person. Citizens may request a time to speak during Open Session by calling the City Recorder's office at 295-3477, or may make such request at the beginning of Open Session.) Please state your name and city of residence.**

E. BUSINESS

7:10 1. **MINUTES REVIEW AND ACCEPTANCE**
October 21, 2014 City Council meeting

(OVER)

7:10 2. Trails Committee Report/Discussion re: Hillside Protection Issues

7:50 3. Report re Wasatch Choice 2040 Consortium

8:05 4. Mayor's Report
   a. Quarterly Operational Metrics
   b. Next Century Cities Membership
   c. UTOPIA operating assessment
   d. Community Foundation update

8:25 5. City Manager's Report
   a. Bus stop shelter
   b. Pedestrian bridge enhancements
   c. Letters of Intent re: WFRC funding
   d. Drainage Rate Study
   e. Legislative Policy Committee meeting report

8:45 6. Miscellaneous Business
   a. Utah Transit Authority FY 2015 Tentative Budget
   b. Approve backhoe trade out with Maw Equipment, Inc. in the amount of $14,000 for the Parks Department

8:55 7. Closed meeting, if necessary, for reasons allowed by state law , including, but not limited to, the provisions of Section 52-4-205 of the Utah Open and Public Meetings Act, and for attorney-client matters that are privileged pursuant to *Utah Code Ann.* § 78B-1-137, as amended

8:55 8. Possible action following closed meeting, including appointments to boards and committees

8:55 9. Adjourn to RDA Meeting

F. ADJOURNMENT

Items of Interest (i.e., newspaper articles, not items on agenda)

Marsha L. Morrow, MMC
Centerville City Recorder

CENTERVILLE CITY COUNCIL AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY COUNCIL WILL HOLD ITS REGULAR PUBLIC MEETING AT 7:00 PM ON NOVEMBER 5, 2014 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

Meetings of the City Council of Centerville City may be conducted via electronic means pursuant to Utah Code Ann. 52-4-207, as amended. In such circumstances, contact will be established and maintained via electronic means and the meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Centerville City, in compliance with the Americans With Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance, including hearing devices. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call Blaine Lutz, Centerville Finance Director, at 295-3477, giving at least 24 hours notice prior to the meeting.

A notebook containing supporting materials for the business agenda items is available for public inspection and review at City Hall and will be available for review at the meeting . Upon request, a citizen may obtain (without charge) the City Manager's memo summarizing the agenda business , or may read this memo on the City's website: http://centerville.novusagenda.com/agendapublic .

Tentative Time: - The times shown below are tentative and are subject to change during the meeting.

5:30 Joint Work Session with Farmington City Officials re: Presentation from UTA about the recently completed Davis-SLC Community Connector Study

7:00 **A. ROLL CALL**

(See City Manager's Memo for summary of meeting business)

B. PLEDGE OF ALLEGIANCE

C. PRAYER OR THOUGHT

Councilman John Higginson

7:05 **D. OPEN SESSION (This item allows for the public to comment on any subject of municipal concern, including agenda items that are not scheduled for a public hearing. Citizens are encouraged to limit their comments to two (2) minutes per person. Citizens may request a time to speak during Open Session by calling the City Recorder's office at 295-3477, or may make such request at the beginning of Open Session.) Please state your name and city of residence.**

E. BUSINESS

7:10 1. Minutes Review and Acceptance
October 21, 2014 meeting

7:10 2. Trails Committee Report/Discussion re: hillside protection issues

7:50 3. Report re: Wasatch Choice 2040 Consortium

8:05 4. Mayor's Report

a. Quarterly Operational Metrics
b. Next Century Cities membership
c. UTOPIA operating assessment
d. Community Foundation update

8:25 5. City Manager's Report

a. Bus stop shelter
b. Pedestrian bridge enhancements
c. Letter of Intent re: WFRC funding
d. Drainage Rate Study
e. Legislative Policy Committee meeting report

8:45 6. Miscellaneous Business

a. Utah Transit Authority FY 2015 Tentative Budget
b. Approve backhoe trade out with Maw Equipment, Inc. in the amount of $14,000 for the Parks Department

8:55 7. Closed meeting, if necessary, for reasons allowed by state law, including, but not limited to, the provisions of Section 52-4-205 of the Utah Open and Public Meetings Act, and for attorney-client matters that are privileged pursuant to Utah Code Ann. § 78B-1-137, as amended

8:55 8. Possible action following closed meeting, including appointments to boards and committees

8:55 9. Adjourn to RDA Meeting

F. ADJOURNMENT

Items of Interest (i.e., newspaper articles, not items on agenda)

CENTERVILLE

Staff Backup Report
11/5/2014

Item No.

Short Title: Joint Work Session with Farmington City Officials re: Presentation from UTA about the recently completed Davis-SLC Community Connector Study

Initiated By:

Scheduled Time: 5:30

SUBJECT

RECOMMENDATION

Receive presentation from UTA staff about the recently completed Davis-SLC Community Connector Study and discuss whether Centerville City (and Farmington City) should participate in an extension of that Study to prepare an Alternatives Analysis for these two communities. The Farmington City Council will need to leave the work session at approximately 6:30, but the Centerville City Council may continue its discussion after their departure.

BACKGROUND

The Davis-SLC Community Connector Study was essentially an "Alternatives Analysis" and recommends a bus rapid transit (BRT) solution as the preferred alternative for improving public transit service between Salt Lake City and Bountiful. Centerville and Farmington were included in the Study only as communities within the "area of influence". The enclosed summary report explains the nature and preferred alignment of this BRT solution. The BRT line would include a fixed guideway segment through NSL but operate in mixed traffic in Bountiful, turning west on 500 South and terminating at the FrontRunner Station in Woods Cross.

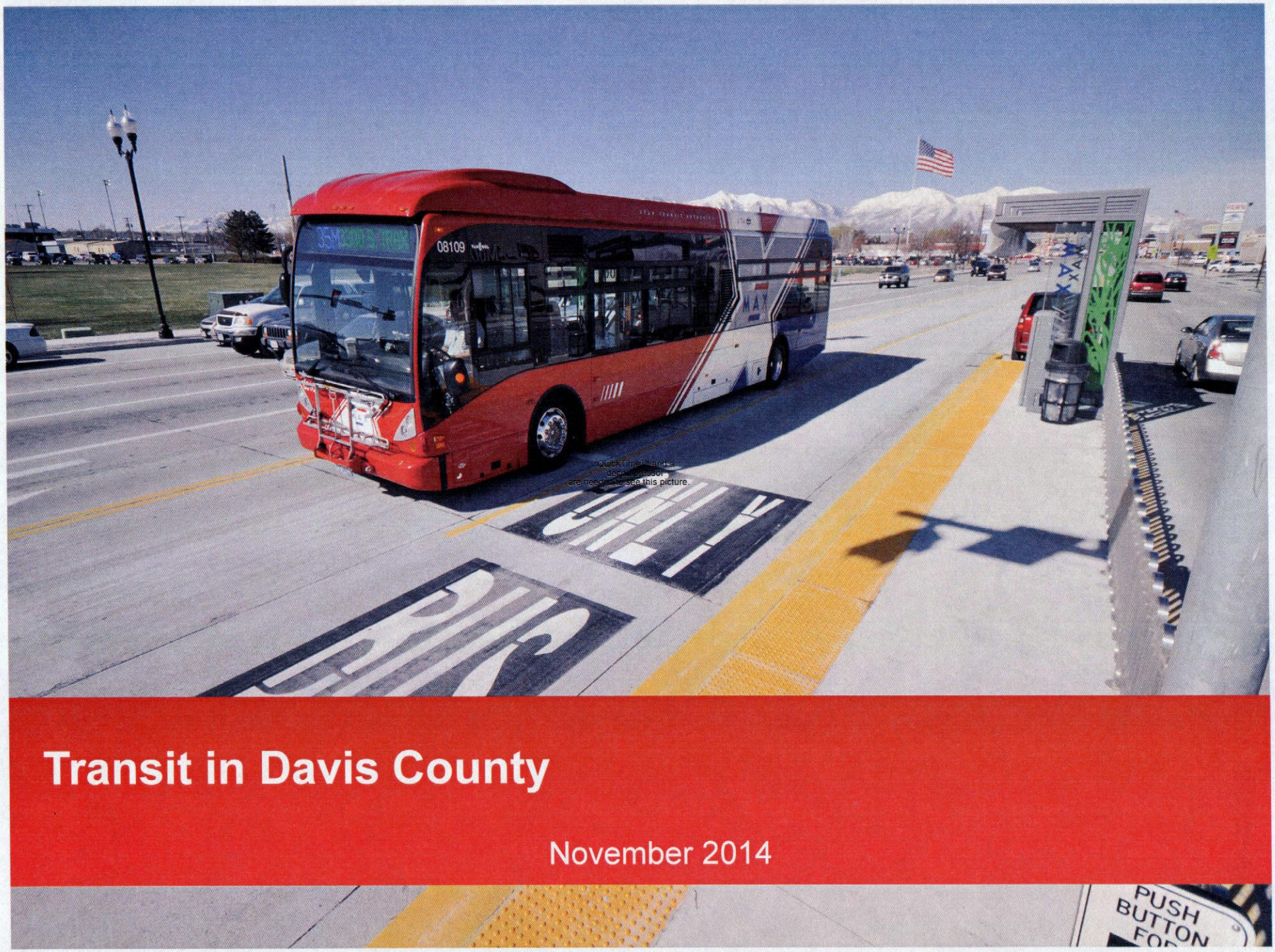
The next step towards making that project a reality would be completion of an environmental study. However, before UTA proceeds with that phase, they want to know if Bountiful, Centerville and Farmington are interested in participating in an Alternatives Analysis for extending BRT through the rest of Bountiful, through Centerville and into Farmington, with termination at Station Park. The proposed scope of work and cost estimate for an Alternatives Analysis are attached. UTA staff have met with Centerville and Farmington staff to discuss these documents. UTA staff note that the $355,000 cost estimate could be reduced with in-kind assistance from UTA and WFRC and that UTA may be willing to provide 50% of the cash funding. The remaining cost, however, would be the responsibility of Bountiful, Centerville and Farmington, unless other sources are secured (such as special legislative appropriation). If the three cities choose to proceed now with an Alternatives Analysis, this would be done before any environmental study is done for the SLC to Bountiful segment, so that the entire length from SLC to Farmington's Station Park could be included in the environmental study phase. The estimated cost of the environmental phase for just the SLC to Bountiful segment is $700,000, and apparently the sources of funding for that study are not yet secured.

Another option for Centerville and Farmington is to let the SLC to Bountiful project proceed to implementation so that our residents can see and experience BRT in operation, then possibly proceed with an Alternatives Analysis and environmental study later. Farmington City may want resolution of the West Davis Highway issue--i.e. will it happen, what will be the alignment, how will that impact roadways and circulation in that part of their city, etc.--before feeling like the time is right for a joint study with Centerville.

ATTACHMENTS:

Description

- Transit Study Summary Report
- Scope of Work
- Cost Estimate



Transit in Davis County

November 2014

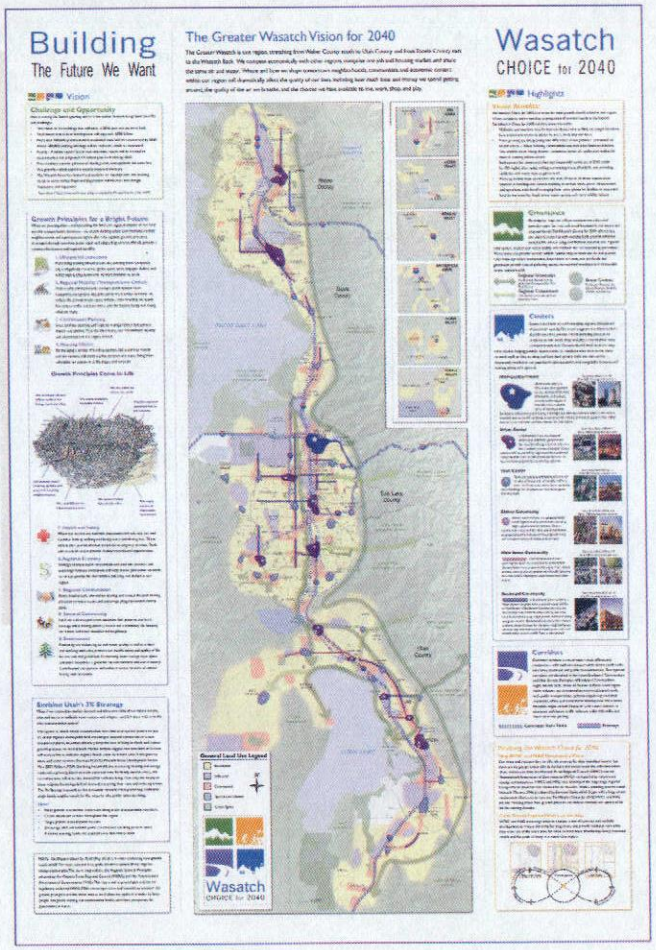
The UTA System

- 89 miles of FrontRunner
- 45 miles of TRAX
- 592 buses (96 paratransit)
- 98 fixed bus routes
- 400 vanpools
- 7 counties served
- Integration with Biking and Walking

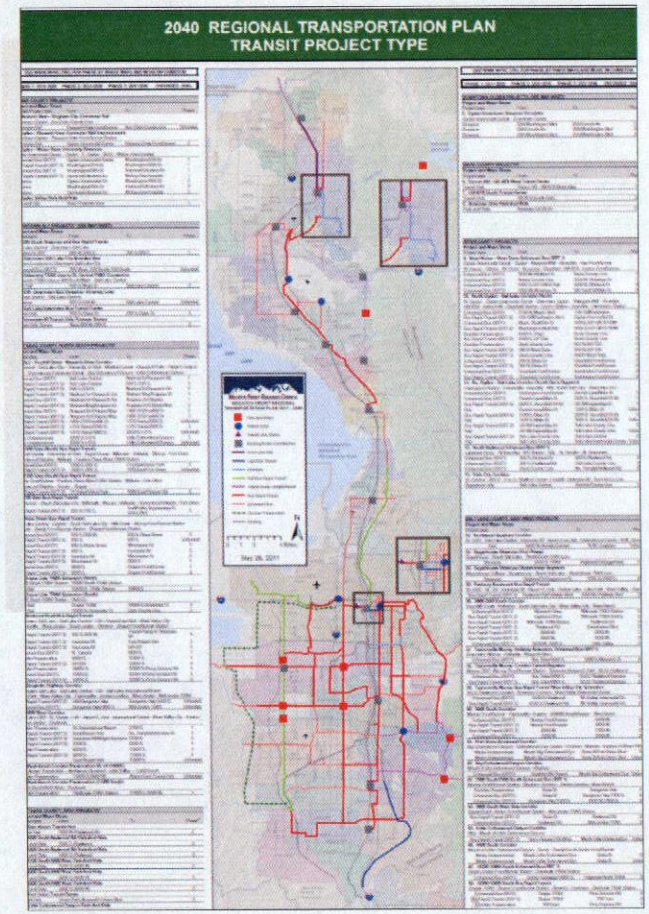
The UTA System

Mode	Daily Boardings Pre-Frontlines 2015	Daily Boardings Post-Frontlines 2015 (& Sugarhouse)
Bus	87,000	79,000
Light Rail	44,000	67,000
Commuter Rail	5,000	15,000
Total Daily Boardings	136,000	161,000

Wasatch Choice for 2040



WFRC Regional Transportation Plan



- Federally Required Plan
- All Regionally Significant Highway, Transit, Bike, & Freight Facilities
- 20 Year Plus Planning Horizon (2040)
- Plans are Constrained to Reasonably Available Funding
- Part of Air Quality Requirements
- Outlines General Project Needs and Costs
- Refined by Corridor Specific Studies

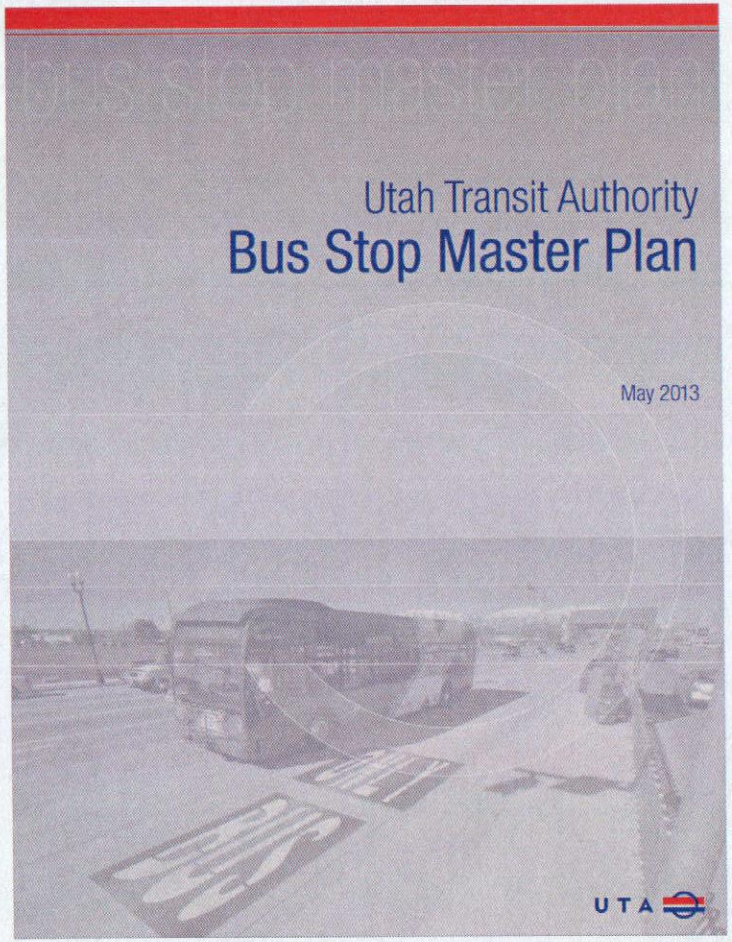
UTA

The Future of FrontRunner

- Double Tracking
- Electrification

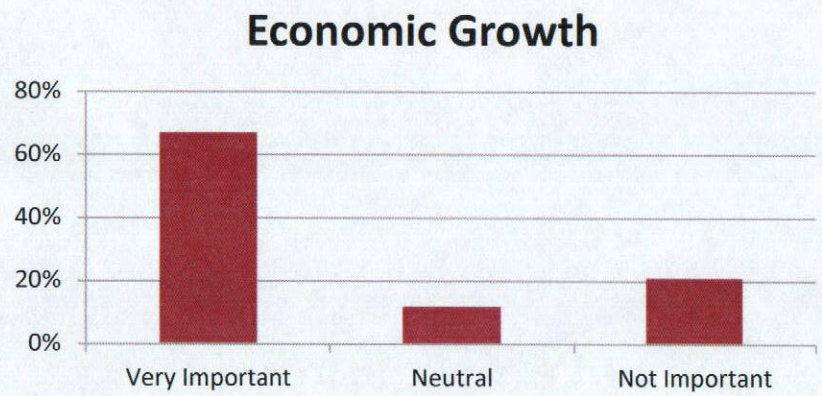
Neither is funded

The Future of Bus Stops

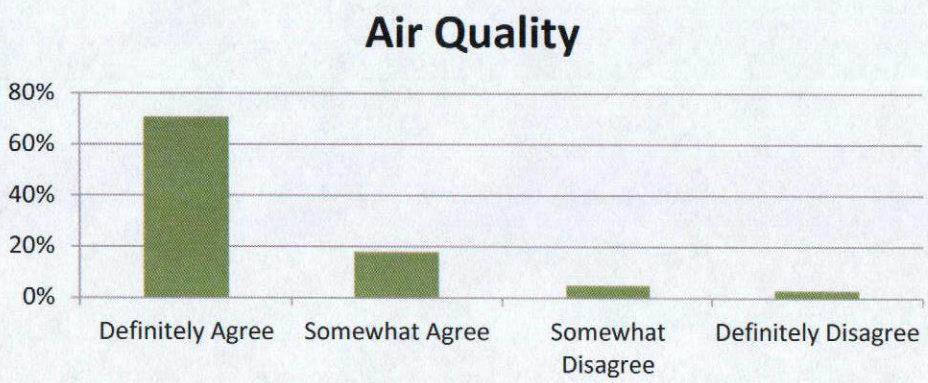


Future Transit in Davis County…

- 67% of respondents agree public transportation is important to community economic growth



- 71% of respondents agree public transportation is an important part of air quality solution

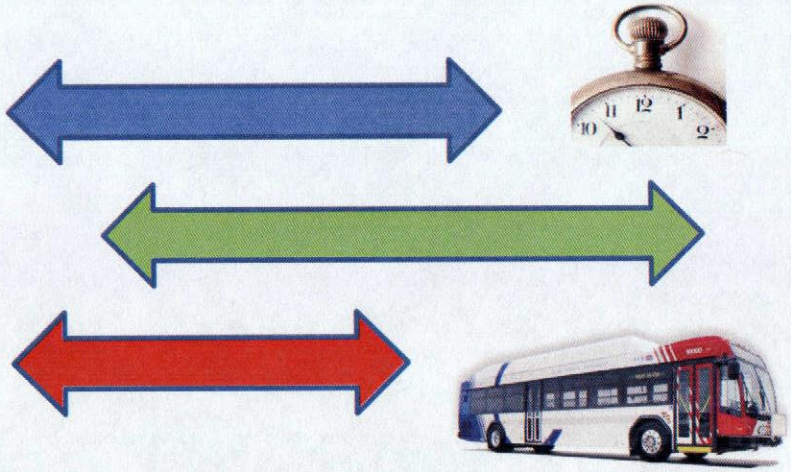


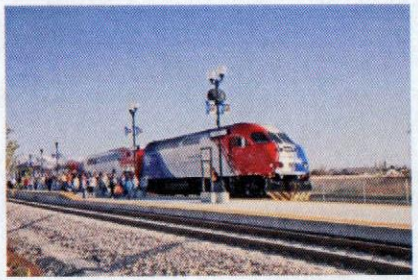
Survey results are from Davis-Salt Lake Community Connector Study

Focus Group Results

Davis County Travel Market

- Desire for more east/west transit routes
- Need for increased frequency on existing transit service
- Need better connections to FrontRunner

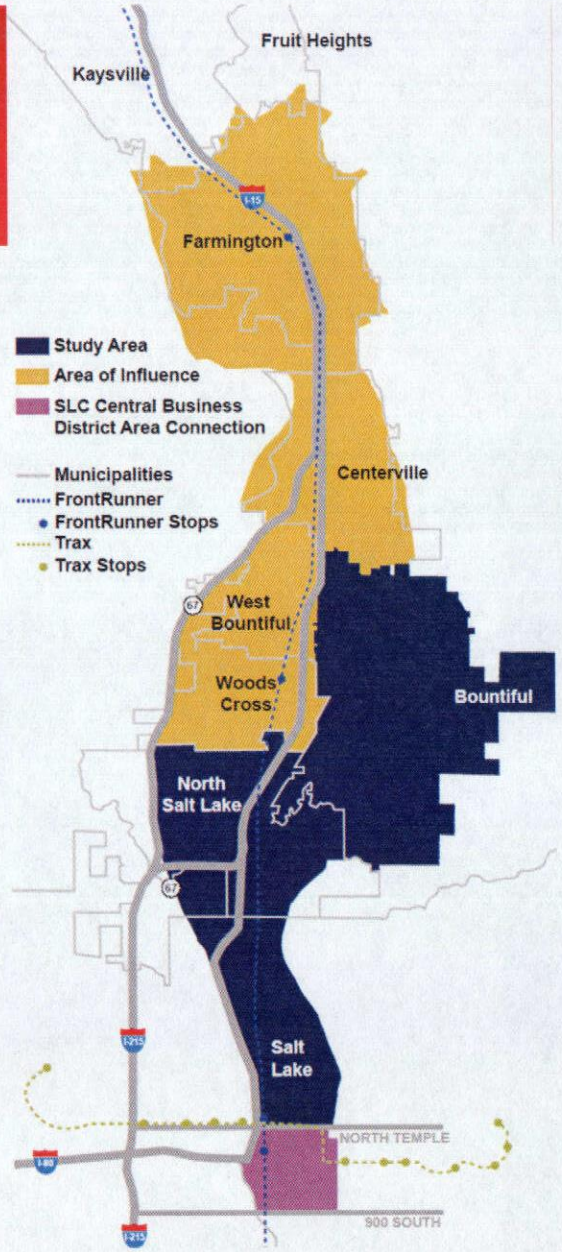




Completed Analysis – Davis-SLC Community Connector

Alternatives Analysis

- Understand the transit market to better serve the traveling public
- Assessed transit needs based on public input
- Recommends land use changes to improve economic development opportunities
- Selected a preferred alignment and mode based on public and stakeholder consensus
- Produced a final report recommending a locally preferred alternative that will compete for federal funds



UTA

SL-Davis Connector

- BRT Main Street
- 400 West
- Fixed guideway where possible
- Mixed running connection to U of U
- Circulators in South Davis communities

Farmington and Centerville Next Steps

- Complete an Alternatives Analysis
  - Project foundation
    - Needs assessment
    - Goals and objectives
    - Evaluation criteria
  - Screening
    - Preliminary options (alignment, service parameters, technology)
    - Preliminary screening
    - Recommended preliminary screening alternatives
    - Secondary screening
    - Determination of alternatives
  - Locally Preferred Alternative (LPA) refinement
    - Performance measures
    - Run economic analysis
    - Recommend LPA

Scope and Cost

Handouts

DAVIS-SLC COMMUNITY CONNECTOR STUDY

WHAT?

Utah Transit Authority (UTA) recently completed a planning study to better understand current and future transit needs in south Davis County. The study identified potential transit improvements to connect North Salt Lake, Bountiful, Woods Cross, and other areas of south Davis County to downtown Salt Lake City.

A **bus rapid transit (BRT)** solution was recommended, following an extensive public outreach effort, evaluation of impacts and costs, and close collaboration with cities and other regional agencies.

WHERE?

The general analysis area for the project included the northern portion of Salt Lake City and communities in southern Davis County, including Woods Cross, Bountiful, and North Salt Lake.

The proximity of the analysis area to downtown Salt Lake City, the region's dominant employment center, and the University of Utah, provides opportunities to improve transit connectivity to major employment and educational hubs and influenced the design of alternatives within the corridor.

WHY?

The goals of the Davis-Salt Lake City Community Connector Study are to increase mobility, access, and corridor revitalization. The project will support local and regional land-use initiatives while also promoting economic development.

Although FrontRunner provides express rail transit service between Woods Cross and downtown Salt Lake City, the community identified the need for improved transit connections to existing rail stations, and between communities in south Davis County not served by rail.

WHEN?

The next steps include an environmental impact study, design, and construction. In 2015, UTA will begin seeking funding for these phases.

WHAT IS BUS RAPID TRANSIT?

BRT is often referred to as light rail with rubber tires, offering dedicated lanes, limited stops, and traffic signal priority to improve on-time performance. Tickets for the route may be purchased at ticket vending machines, located at any BRT station, and passengers may board at any of the buses' three doors. Specially-branded vehicles, sheltered stations, signage and information set routes apart from the rest of the transit system.

UTA Route 35M - MAX-3500 South

ALTERNATIVES ANALYSIS

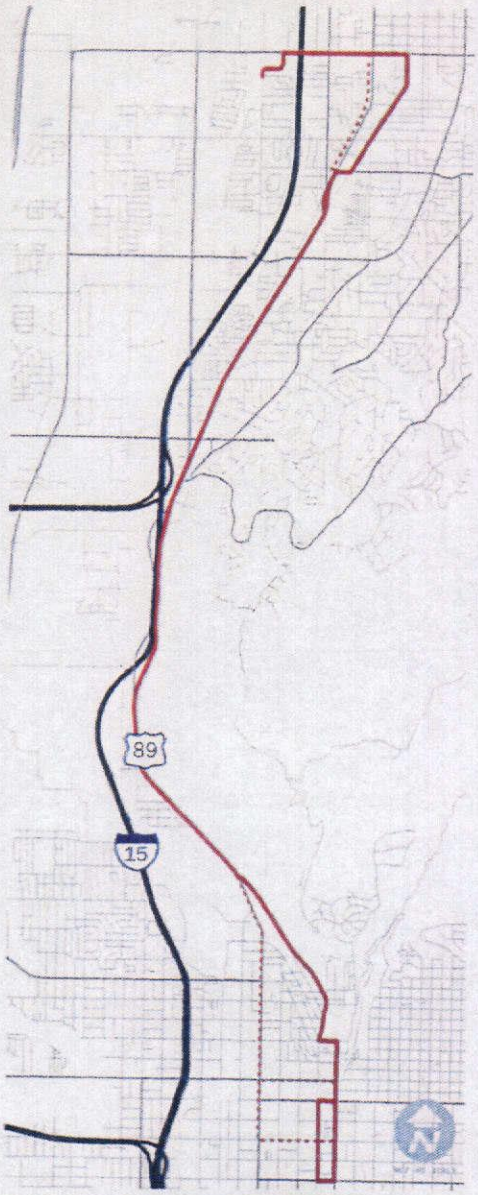
Representatives from stakeholders in the corridor worked with UTA to develop transit investment alternatives for southern Davis County. Seven initial corridors and four service technologies were screened to determine where transit investment would be most productive.

A project advisory committee chose two corridor and service alternatives for more detailed evaluation: an Enhanced Bus Alternative (Figure 1) and a Bus Rapid Transit Alternative (pictured on Page 5). The two alternatives were refined to allow development of planning-level capital and operating costs; results of this are presented in Table 1. Wasatch Front Regional Council provided future ridership forecasts for the study. A final screening was performed to help identify a Locally Preferred Alternative.

Table 1: Refined Analysis Results

Feature	Alternative A: Enhanced Bus	Alternative B: Bus Rapid Transit
Frequent Service to Reduce Passenger Waiting Times	Service every 15 minutes in the peak	Service every 10 minutes in the peak
Transit Signal Priority to Give Priority to Buses at Intersections	Yes, allowing buses to travel 15% faster through the corridor	Yes, allowing buses to travel 25% faster through the corridor
Improved Buses	40' buses similar to the 35M Max buses	60' low-floor buses to hold more passengers and speed boarding times
Dedicated Bus Lanes	No, but some intersection bypass lanes are included	Yes, approximately half of the corridor will include median bus lanes, allowing bus service to function more like TRAX rail service
Stations and Stops	Limited stops with improved bus shelters and amenities	Limited stops with station amenities similar to TRAX stations
Corridor Improvements	Improved bicycle and pedestrian amenities at stations with additional improvements by local jurisdictions	Improved bicycle and pedestrian amenities at stations with greater opportunity for amenity improvements in cooperation with cities

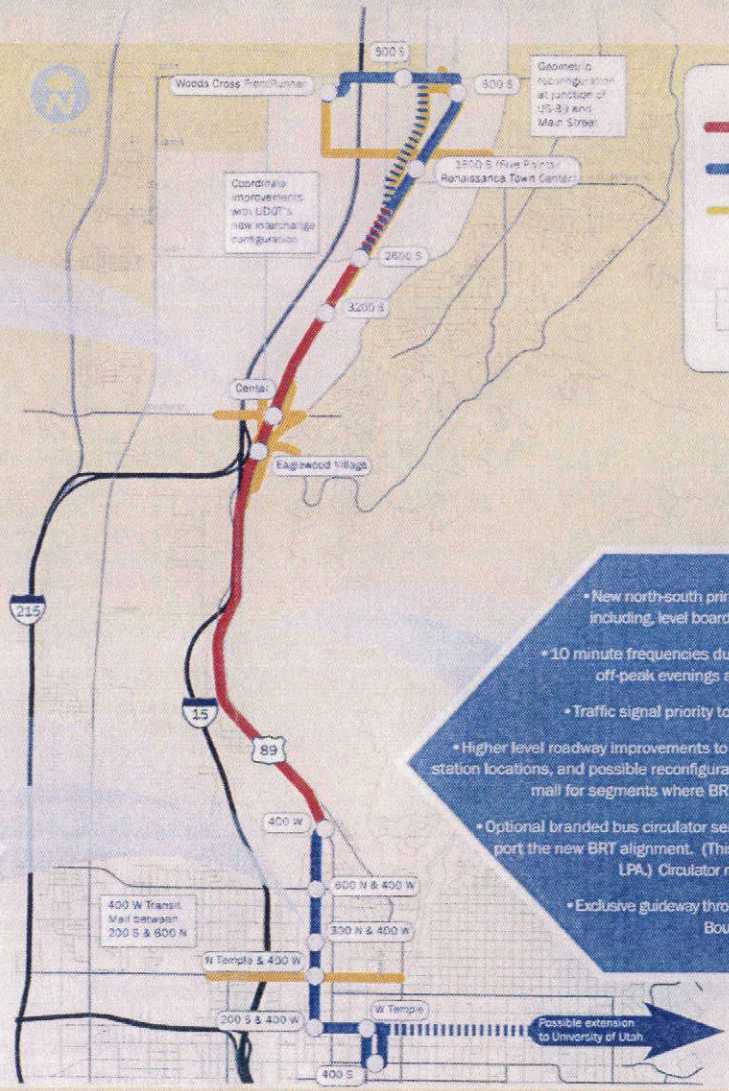
Figure 1: Alternative A Enhanced Bus



LOCALLY PREFERRED ALTERNATIVE

- Bicycle network improvements in Bountiful, North Salt Lake and Downtown Salt Lake City (as identified in City plans) to connect surrounding neighborhoods to key stop locations. Pedestrian access improvements within a ¼ mile walk buffer of all stations.
- Land use policy changes to encourage TOD at select stations

- Passenger amenities at all stop locations such as:
  - Platforms with shelters and bike racks.
  - Informational and ticket purchase kiosks.
  - Real-time bus arrival information on electronic reader-boards.
  - Night-time platform lighting.
- Higher level of operational technology such as computer alignment of BRT vehicles at platforms to reduce boarding times and facilitate ADA access.
- Optional park and ride at 2600 S Bountiful / 1100 N North Salt Lake with enhanced amenities such as bike lockers, bike rentals. Potential co-location point for Vanpool, Zipcar and/or EV charging stations.



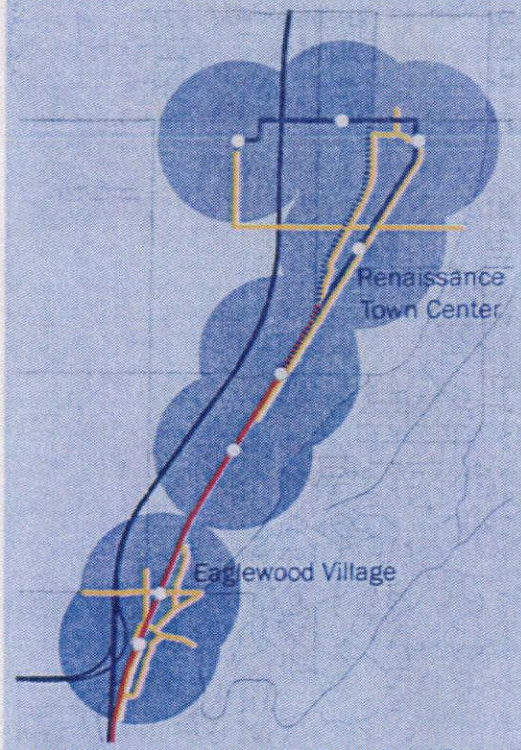
LEGEND

- Bus Rapid Transit
- Enhanced Bus
- Bike-Ped Access Improvement
- Station
- Potential Area for Davis Circulator (East/West)

- New north-south primary service using branded special vehicles including, level boarding and on-board bicycle accommodation.
- 10 minute frequencies during weekday peak hours; 15 minute headways off-peak evenings and Saturdays; 30 minutes on Sundays.
- Traffic signal priority to keep the light green for approaching buses.
- Higher level roadway improvements to improve bus travel time, such as roadway reconfiguration at station locations, and possible reconfiguration of US89/Main Street junction in Bountiful. Possible transit mall for segments where BRT may be combined with an existing LRT corridor.
- Optional branded bus circulator serving Bountiful, Woods Cross and North Salt Lake to support the new BRT alignment. (This option would be an enhancement to, and not part of, an LPA.) Circulator may add to or supplant existing service.
- Exclusive guideway through North Salt Lake; mixed traffic operations in Bountiful and Downtown SLC.

ECONOMIC ANALYSIS

National transportation studies show that every $1 that communities invest in public transportation generates approximately $6 in economic returns. Leveraging transit investments to not only support existing business and employment but also to spark new economic development requires a close partnership between UTA and the local governmental agencies responsible for land use policy. For the Davis-SLC study, UTA conducted an economic analysis, to assess the potential for revitalization near proposed BRT stations. These findings will help UTA's local agency partners maximize their potential return on transit investment in their communities.



BRT Station Impact Areas in South Davis County

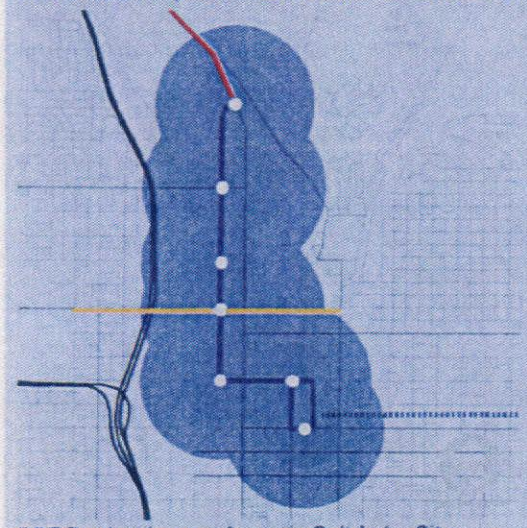
In south Davis County, much of the proposed BRT corridor has commercial zoning and existing land uses are predominantly automobile-oriented. Recommendations for local land use agencies include re-evaluating zoning around planned station areas, to better balance commercial and residential uses.

Approximately 189 parcel acres of underutilized land have been identified within 1/4 mile of proposed BRT station areas in Davis County. (An "underutilized" parcel is one that is undeveloped or has existing improvements that are valued less than the land). The new BRT investment provides an opportunity for transit-oriented uses on these properties as they are developed, providing an incentive for developers, and a benefit for communities wishing to attract new development.

Recent development momentum in Bountiful and North Salt Lake, has been transit-supportive in character (for example Renaissance Town Center and Eaglewood Village). These recent investments provide a good foundation for additional transit-oriented development moving forward.

Eaglewood Village

Renaissance Town Center

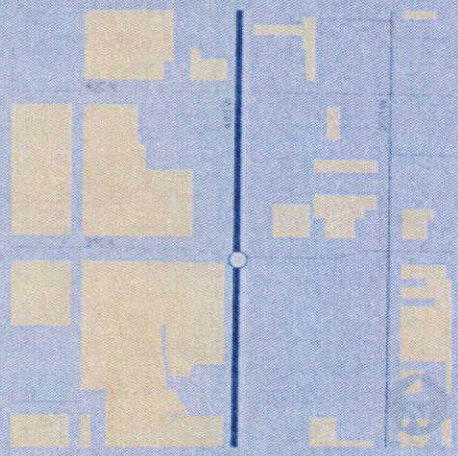


BRT Station Impact Areas in Salt Lake City

Salt Lake City Redevelopment Opportunities

Many proposed station areas in Salt Lake City already have mixed use zoning in place, providing a good land use policy framework for transit-oriented development on the BRT corridor.

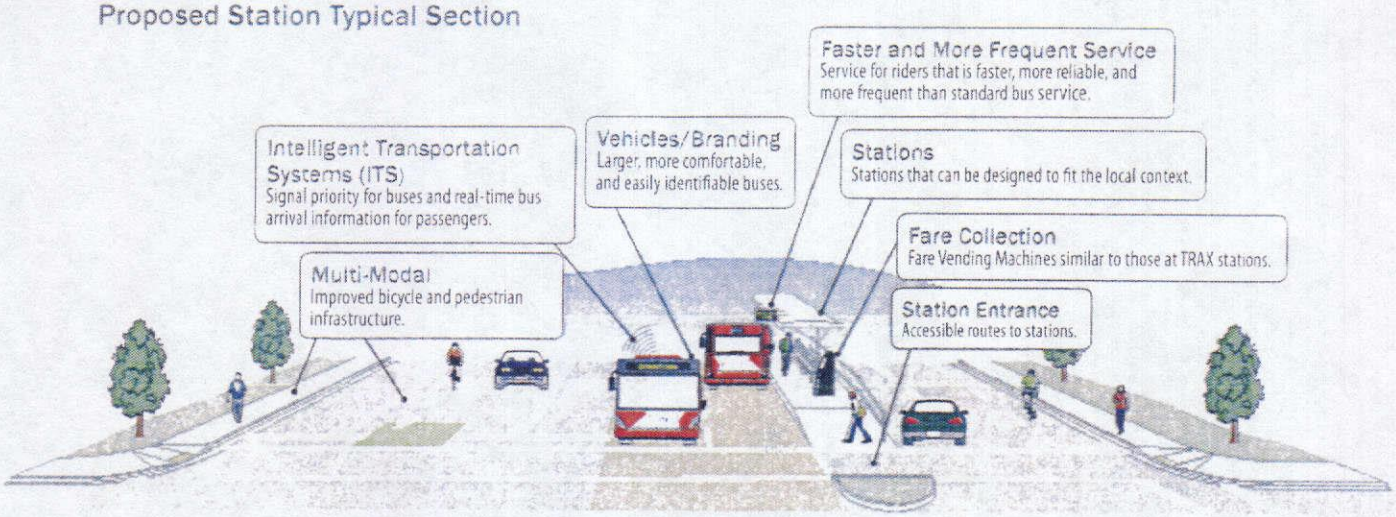
In terms of available acreage and allowable densities, station areas planned at 300 North and North Temple on 400 West in downtown Salt Lake have significant revitalization opportunity.



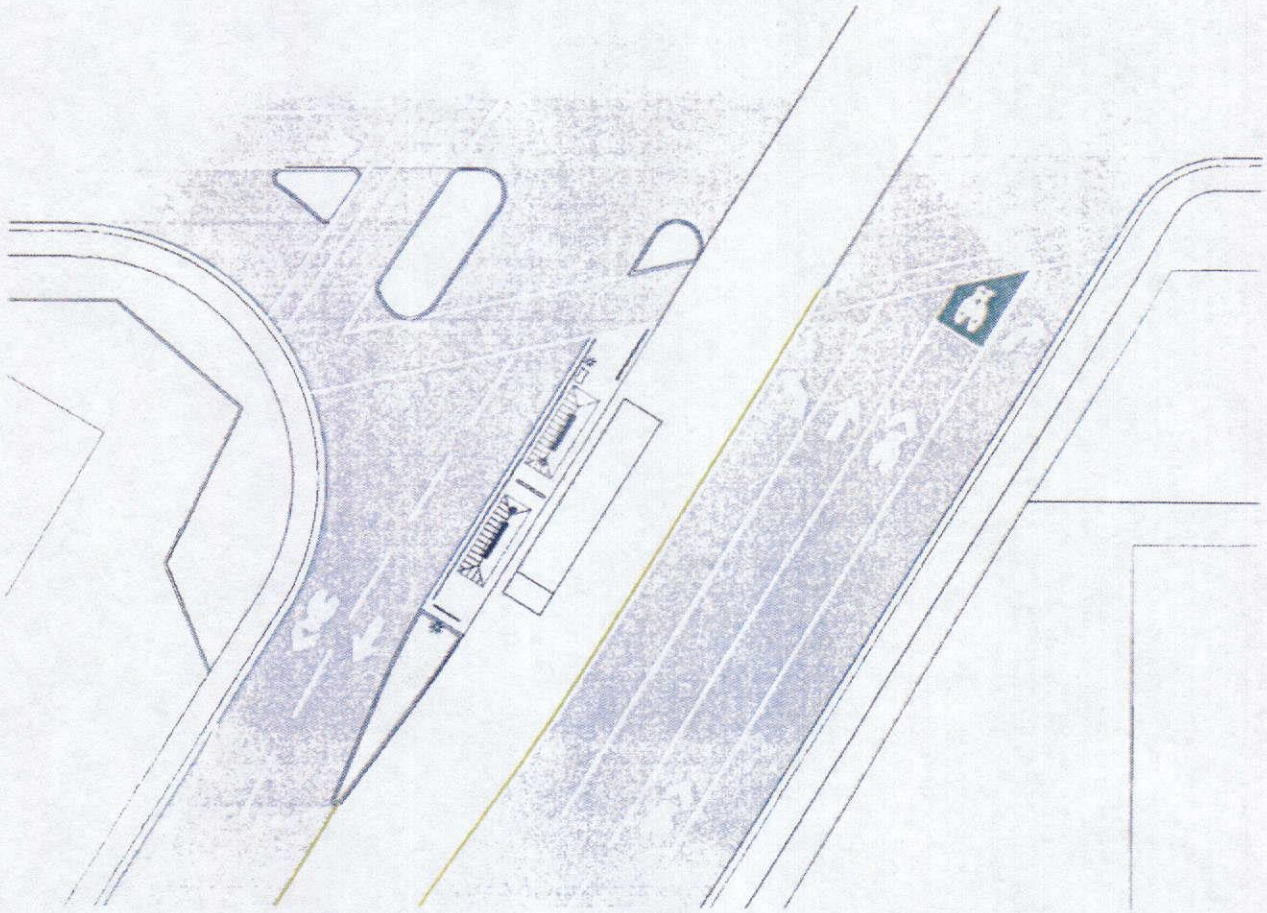
Potential redevelopment areas near the proposed 300 N/400 W BRT station.

DESIGN CONCEPTS

Proposed Station Typical Section



Proposed Road Improvements



Scope of Work
Davis-SLC Community Connector Alternatives Analysis.
Bountiful/Centerville/Farmington (500 South to Farmington Station)
October 6, 2014

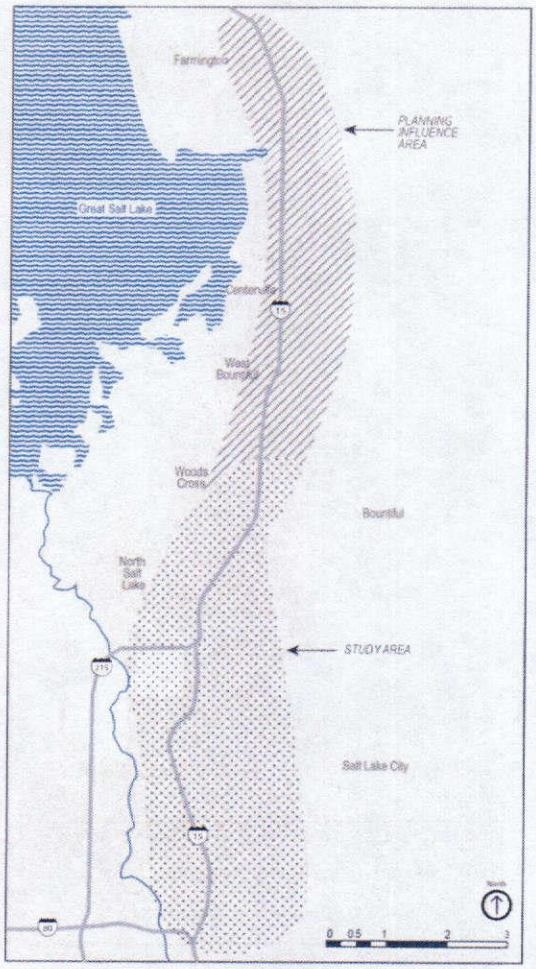
Background

The Utah Transit Authority (UTA) completed the Davis-SLC Community Connector Study (Alternatives Analysis Report) in August 2014. The outcome of the August 2014 study was a Locally Preferred Alternative (LPA) consisting of a Bus Rapid Transit (BRT) from Salt Lake City to the Woods Cross FrontRunner Station.

It is anticipated that this scope of work will be for a continuation of that LPA: This study includes the cities previously included in the "Planning Influence Area" from the August 2014 study, Bountiful, Centerville, and Farmington.

Introduction

UTA seeks to engage in an Alternatives Analysis (AA) for South Davis County. The Alternatives Analysis study area includes the cities of Bountiful, Centerville, and Farmington as study partners.



The purpose of the South Davis AA includes:

1) meet the requirements of the Federal Transit Administration (FTA) to potentially advance a Locally Preferred Alternative (LPA) to project development and identify capital and service improvements for alternative modes of transportation that are locally desired; and,
2) serve identified transportation and community needs.

It is recognized that a large capital investment may not be the outcome of the effort. Within this framework, alternative forms of funding and project development will be identified to advance transportation improvements.

Project Duration

The project is estimated to be completed in 12 months from issuance of a Notice to Proceed to the consultant team.

Tasks

The following scope of services provides planning and associated efforts to complete an AA. Additional documentation to submit a grant to FTA or other agencies is not part of this effort; however the AA builds foundational elements. In an effort to fully leverage UTA resources for the project, tasks to be conducted by UTA staff are also identified.

TASK 0 – Project Management
TASK 1 – Data Collection and Research
TASK 2 – Public, Stakeholder, and Agency Outreach
TASK 3 – Purpose & Need
TASK 4 – Alternatives Analysis
TASK 5 – Economic Development

All materials will be produced electronically and a certain number of hard copy of documents will be provided as indicated in the deliverable section.

Task 0 – Project Management

CONSULTANT will be responsible for all project management administrative tasks including invoicing, progress reports, administrative records, contract management, communications, scope, budget, and schedule. We advocate regular team meetings, with updates to action item lists and "ball-in-court" status so the project team is always informed. Meeting minutes and action item lists are produced and circulated in a timely manner for the most effective results.

The QA/QC managers are as follows:

- Environmental Aspects: (CONSULTANT)
- Transportation Elements: (CONSULTANT)
- Technical Editing: (CONSULTANT)
- Engineering: (CONSULTANT)

Meetings

- Project Manager meetings with UTA (every two weeks, total of 24)
- Monthly Team meetings (total of 12)

Deliverables

- Meeting minutes
- Progress Reports
- Project Management Plan (PMP) including QA/QC Plan
- Agenda
- Task Lists

Task 1 – Data Collection and Research

The data collection phase is essential, not only for the AA phase, but also for subsequent New Starts and NEPA efforts. The guiding parameter for data collection is to more clearly identify the Study Area. The study area is generally defined in the RFP; however, it is beneficial to allow reasonable modifications based on initial interaction with stakeholders and include a review of the first draft of the needs identified.

For the Study Area (Bountiful, Centerville, Farmington); at a minimum we will collect the following:

1) Travel Patterns
2) Transit Utilization
3) Existing Capacity
4) Major Activity Centers
5) Demographic Trends
6) Density
7) Future Development
8) Jobs/Housing Balance
9) Economic Generators
10) Capital and Service Programs
11) Sustainability Efforts/Programs
12) Title VI & Transit Dependent Populations

13) Percentage of population (housing) served by transit
14) Historic Resources
15) STIP
16) WFRC Long Range Transportation Plan
17) Roadway Plans
18) Parcel information for potential corridor alternatives
19) Traffic activity (existing and forecast)
20) Traffic incident information
21) Major environmental features
22) Community and cultural facilities
23) General right-of-way constraints
24) Developable parcels for potential corridor alternatives
25) Economic Clusters
26) Master Plans & Zoning

Assumptions:

1. All data from previous Environmental Study Report 2010 will be available.
2. All data from August 2014 AA will be available.

Task 2 – Public, Stakeholder, & Agency Involvement

Public, stakeholder, and agency involvement will follow the same format used for the August 2014 study. UTA will take the lead for public outreach with support from the consultant.

Technical and Stakeholder Advisory Committee (consultant)
The collaborative process includes the formation and facilitation of a Technical Advisory Committee (TAC) and Stakeholder Advisory Committee (SAC), consisting of policy makers (mayors, city council members, county commissioners, legislators, agency representatives, etc.) and jurisdiction staff (city public works, managers, community development, etc.). These two committees will form the primary decision-making body for the study. It is anticipated that some of the Technical and Stakeholder Advisory Committee meetings will occur jointly. TAC and SAC meetings will occur at the following stages in the project:

1) Project Kickoff & Needs Assessment
2) Initial Alternatives
3) Detailed Alternatives
4) LPA Refinement

UTA staff will assist with arranging the location of the Technical and Stakeholder Advisory Committee Meetings, as well as providing notifications.

<u>Meetings</u>

- 2 TAC
- 2 SAC
- 2 Joint TAC & SAC Meetings
- 5 small forum meetings with stakeholders

<u>Deliverables</u>

- Meeting presentation and discussion materials (digital copies as well as hardcopies distributed at meetings).
- Meeting Minutes
- Agenda
- Task List

Focus Groups
The August 2014 study included Focus Groups from the study area. Results from these focus groups will be used for this study.

Public Opinion Surveys/Website
The August 2014 study included a phone survey from the study area. Results from the phone survey will be used for this study.

UTA will utilize social media to expand survey coverage and link public and stakeholders to the project website and meeting information. UTA will organize meetings with Business Community Groups and individuals. The consultant team will support UTA in this effort including attending some meetings with business leaders if needed. UTA will issue press releases and public notices as necessary.

Meetings
- Up to 2 Business Community meetings
- Survey Results

Deliverables
- Public Involvement Summary Report (3 copies)

Public Open Houses
Community open houses will be held in a central location such as the South Davis Recreation Center to receive input from local residents on evaluating public transit alternatives that have been developed as part of the project.

Three Public Open Houses will occur as follows:1. At the beginning of the Project to gather input from the public; 2. Once Detailed Alternatives have been developed and evaluated, and prior to the determination of an LPA; 3. At the completion of the project.. The format for the Open Houses will include several stations, including a streaming PowerPoint presentation of project features which will also be posted on the project web page that is linked to the UTA website.

Meetings
- Three Public Open Houses
- Preparation for Open houses

Deliverables
- Public Open House Materials and Meeting Summary Reports (including comments received)

UTA will distribute project updates via social media. UTA will provide staff and assistance for the Public Open Houses.

Task 3 - Purpose and Need

Background: A Purpose and Need statement was developed for the August 2014 study. It is assumed that this Purpose and Need statement will serve as the basis for this study. It is anticipated that the new Purpose and Need Statement will not differ significantly from the August 2014 study.

The Purpose and Need statement identifies the transportation situation or problem to be addressed in the alternatives analysis. The Purpose and Need statement assists with the development of project goals, objectives, and preliminary evaluation measures. It also provides a solid framework from which to consider workable transportation solutions in a given corridor. We will work with stakeholders to identify key themes for a Purpose and Need statement that is based on local realities and a local planning process and inputs from the Focus Group effort. The consultant team will draft the Purpose & Need statement and associated documentation.

Data presented in the Purpose and Need chapter will be updated using the latest available data. Anticipated population and employment growth in the Study Area will be updated using the latest WFRC forecasts. The ridership and travel pattern data will be updated using the soon-to-be-released version

7.0.2 of the WFRC travel model. This new model version incorporates the BRT changes made for the UTA Network Study, while using the same inputs developed for the WFRC 2040 Regional Transportation (RTP). The consultant will build upon data gathered for the UTA Network Study to quickly and efficiently understand current transit usage.

Deliverables

- Draft Purpose & Need Document (includes Goals & Objectives)
- Final Purpose & Need Document (includes Goals & Objectives)

The Draft Purpose and Need will be given to UTA for review & comment. Final document will incorporate those comments.

Task 4 – Alternatives Development

Alternatives development occurs in several phases with a repetitive process to maximize the quality and performance of alternatives in relation to stated objectives and the ability to move toward implementation We will focus on the distinguishing decision-making factors in the detailed evaluation that are necessary to get to a Local Preferred Alternative (LPA) in a timely manner.

The consultant will define the LPA in sufficient detail that it will clearly distinguish operational, physical, financial, and community elements, and creates the opportunity to launch a federal environmental process. The build alternatives defined will be developed and analyzed using the WFRC Travel Demand Model.

A two-stage evaluation process will be used. Initial Screening criterion will focus primarily on the "fatal flaw" level of analysis and will be used when the alternatives are numerous in the beginning of the AA process. These criteria will be used to evaluate a group of preliminary alternatives and to eliminate from further consideration those that are not reasonable. Detailed evaluation criteria will incorporate and extend the Initial Screening criteria to an appropriate level of detail and provide metrics for comparing the surviving Initial Screening "Build" alternatives. For each of the Levels 1 and 2 criteria, a brief explanation of why the criteria are established for use during the alternatives screening process will be developed. Criteria used in both the Initial Screening and Detailed Evaluation will be primarily derived from local preferences, and supplemented by typical USDOT and FTA measures as appropriate.

A nexus between the Purpose & Need and the LPA will be essential. This is accomplished through a linkage between evaluation criteria and methods and the Purpose and Need, as well as a concerted review of the Purpose & Need prior to selection of the LPA.

Economic and transportation impacts will be measured independently. Transportation impact measures will most likely be those closely tied to the outputs of the travel demand simulation models. Initial Screening and Detailed Evaluation criteria will be organized to permit a coherent discussion and understanding for comparison of, and the choices among, alternatives through clear definition of a criterion's measures of effectiveness. The criteria will be organized to cover a spectrum of "order of magnitude" macro-measures that will contain a mix of qualitative and quantitative measures of effectiveness.

	Potential Evaluation Criteria
Initial Screening	• Regional Connectivity • Land Use integration • Traffic Level of Service • Safety

	• Capital Cost • Modal Shift • Ridership • Public Perception • Travel Time • Major Environmental Features • Energy Consumption
Detailed Alternatives	• Capital Cost • O&M Cost • Life Cycle Cost • Sustainability • Potential parcel impacts • Potential Natural Resource Impacts • Historic and Archeological Resources • Potential Community Impacts • 4f properties • Air quality impacts (based on VMT and VHT) • Energy Consumption • Visual & Aesthetic • Sensitive noise and vibration receptors • Equity & Environmental Justice • Economic Development Potential

Up to three (3) Build Alternatives will be tested. Once the Build Alternative is selected as a potential LPA, additional land use and economic assumptions will be tested through model and off model testing.

For the Locally Preferred Alternative, three (3) Planning Scenario contexts will be developed to identify policy guidance and inform the Economic Development activities in Task 5. Possible scenario definitions include:

- Transit Focus – the transit focus scenario will strategize the effectiveness of the transit facilities using standard methods and improvements to maximize transit utilization.
- Pedestrian Oriented – This scenario will develop the alternative or alternatives to maximize active transportation (pedestrian and bike activity) linked to or supporting the transit system. Land use options including form based code will be evaluated.
- Ecodistrict – This scenario will build further on the pedestrian oriented elements to further encourage ecologically strategic initiatives such as parking policies, extensive travel demand management, use of sustainable materials, and aggressive reduction in greenhouse gas emissions.

	Alternatives	Scenarios
Initial Screening	• Baseline (1 alternative) • Fixed Guideway (up to 4 alternatives) • Non-Fixed Guideway (up to 2 alternatives)	
Detailed Alternatives	• Baseline (1 alternative) • Build (up to 3 alternatives)	
LPA	• Recommended Option	Up to 3 Scenario Runs: • Transit Focus "Standard" • Pedestrian Oriented ""Best Practices"

		• Eco-district "Highly Sustainable"

Travel Demand Forecasts efforts (WFRC model) will be conducted during Initial Screening and Detailed Alternatives. This analysis will be also complemented by off-model economic and land use measurement tools to evaluate options. During Initial Screening, sensitivity tests will be conducted as a basis for logical termini. Up to Three (3) model runs will be conducted. In addition, two service plans will be tested to evaluate sensitivity of headways. During Detailed evaluation, up to three (3) fixed guideway alternatives will be tested For the LPA performance which will inform economic analysis, up to three land use and economic scenarios will be tested using a sketch model as described in Task 5.

	Modeling using WFRC regional model	Objectives
Initial Screening	• Logical Termini testing (2-3 runs) • Headways Sensitivity Testing (2 runs)	Determine desired parameters for Detailed Alternatives
Detailed Alternatives	• Build Alternatives (up to 3)	Evaluate performance of Build Alternatives
LPA	• Recommended Option (up to 3 scenario runs off-model)	Test land use, policy, and economic scenarios • Transit Focus • Pedestrian Oriented • Eco-district

Station/stop locations will be identified and evaluated during initial screening and detailed evaluation. These areas will also be integrated into the economic development analysis activities.

Engineering efforts will be undertaken to develop plan views at a 1:400 scale, as well as typical sections for detailed alternatives and the LPA. General right of way (ROW) and parcel impact information will also be identified. Potential sites for operating and maintenance (O&M) facilities (if needed) will also be identified.

The financial capacity analysis will consider the following:

- Comprehensive identification and evaluation of existing, local, state, and federal funding sources
- Identification and evaluation of potential revenue streams possible from each source
- Comparison of potential revenue streams with the estimated alternative costs
- Evaluation of other local revenue sources, such as private financing and joint development opportunities
- Identification of any funding short fall from existing sources
- Development of a preliminary financial plan for the alternative to be carried forward

The financial capacity analysis will examine the current financial conditions, provide a summary of the regional economic forecast, provide a financial strategy, identify local funding sources, present multiple funding scenarios, present innovative financing opportunities, and incorporate capital and O&M costs in a cash flow analysis.

Cost data will be identified by a review of available sources including the August 2014 study. Taxes and fees will be considered in the capital cost estimate. The capital cost estimate will be calculated in constant and year of expenditure (YOE) dollars, escalated to the YOE.

Each capital cost item will be estimated according to its category. The following capital cost categories will be used: (a) Guideway Elements; (b) Roadway and Bridge Repair;(c) Civil Elements for Systems; (d) Passenger Stations/Stops; (e) Yard and Shop; (f) Special Conditions; (g) Systems; (h) Vehicles; (i)

Property Acquisition; (j) Project Soft Costs; and (k) Feeder and Background Buses. Operations and maintenance costs will be estimated including background feeders and circulators.

UTA will engage the assistance of WFRC in model development for the project team. The consultant team will be involved in network development as well as analysis.

Meetings

- Technical Meetings will local agencies (up to 15 meetings to discuss issues such as ROW and community impacts).

Deliverables

- Methodologies
- Initial Screening
- Detailed Evaluation including Funding & Financing (3 copies)
- Outreach Summary (3 copies)
- Draft Alternatives Analysis Report (5 copies)
- Final Alternatives Analysis Report (20 copies)
- Compendium of plans and profiles (10 copies)

Draft AA report will be given to UTA for review & comment. Final document will incorporate those comments.

Task 5 – Economic Development Potential

Economic development has become a priority to advance projects, with much emphasis on job creation. The consultant will evaluate the economic development potential of the proposed investment corridor with special emphasis on areas that offer the greatest opportunities and meet the goals of Wasatch Choice 2040. Working closely with the communities, the consultant will establish the three (3) growth scenarios for evaluation of the Locally Preferred Alternative (LPA). These will be tied to the three planning scenarios. Suggested scenarios are Transit Focus, Pedestrian Orientation and Eco-districts, as described in Task 4. Policy and land use assumptions can greatly affect the potential for economic development. The consultant will develop a stand-alone model that may address a variety of economic factors.

Planning Scenario Characteristics

	Parking Limitations/ Pricing	Land Use Changes	Land Use Intensity	Alternatives Mode Shift	Job Creation	Greenhouse Gas Reduction	Tourism
Transit Focus	Some or None	Some	Standard	Primarily Transit	TBD	Some	Some
Pedestrian Orientation	Some	Many	Moderate	Transit & Pedestrian, Bike	TBD	Moderate	Moderate
Eco-district	Significant	Significant	Highest	Dramatic Transit, Pedestrian, Bike, Other	TBD	High	Higher

The foundation for the economic development assessment will be an evaluation of existing conditions, available development opportunities, and potential for clustering of economic activities. A spreadsheet based model will reflect the three Planning Scenarios and measure generative impacts, redistributive impacts, and transfer impacts.

- *Generative Impacts* produce net economic growth and benefits in a region such as travel time savings, increased regional employment and income, improved environmental quality, and increased job accessibility.

- *Redistributive Impacts* account for location shifts in economic activity within a region such that land development, employment, and, therefore, income occurs in a transit corridor or around a transit stop, rather than being dispersed throughout a region.

- *Transfer Impacts* involve the conveyance or transfer of moneys from one entity to another such as the employment stimulated by the construction and operation of a transit system financed through public funds, joint development income, and property tax income from development redistributed to a transit corridor.

Economic Model Inputs

	Generative Impacts	Redistributive Impacts	Transfer Impacts
Transit Focus	• User Benefits (travel time savings and safety); • Clustering of economic generators; • Job Accessibility; • Parking Impacts; • Reduction in emissions.	• Land development; • Housing/Jobs Balance; • Tourism; • Employment and income growth.	• Regional employment and income growth related to construction, and operations; • Tax revenues or impact fees • Joint development
Pedestrian Orientation	• User Benefits • Clustering of economic generators • Job Accessibility • Parking Impacts	• Land development; • Housing/Jobs Balance • Tourism; • Employment and income growth.	• Regional employment and income growth related to construction, and operations; • Tax revenues or impact fees • Joint development
Eco-district	• User Benefits • Clustering of economic generators • Job Accessibility • Parking Impacts	• Land development; • Housing/Jobs Balance • Tourism; • Employment and income growth.	• Regional employment and income growth related to construction, and operations; • Tax revenues or impact fees • Joint development

UTA will coordinate and lead meetings with business organizations and members.

Meetings

- Economic Development technical meetings with local organizations (up to 5)

Deliverables

- Spreadsheet based economic model
- Economic Development Technical Report
- GIS outputs

Cost Proposal for
Davis-SLC Community Connector Alternatives Analysis
Bountiful/Centerville/Farmington (500 South to Farmington FrontRunner Station)
6-Oct-14

DIRECT LABOR EXPENSES

LABOR DESCRIPTION	ESTIMATED HOURS	AVG. PAY RATE $/HR.	AMOUNT $
Project Manager	238	$70.00	$16,660.00
Clerical & Proj Admin	200	$25.00	$5,000.00
Project Advisor & QC	28	$90.00	$2,520.00
Principle In Charge	0	$0.00	$0.00
Planning Manager	146	$60.00	$8,760.00
Transit Planner	128	$45.00	$5,760.00
Environmental Planner	0	$0.00	$0.00
Environmental Planner	0	$0.00	$0.00
Jr. Planner	224	$30.00	$6,720.00
Economic Analyst/Land Use	144	$55.00	$7,920.00
Graphics (GIS)	184	$30.00	$5,520.00
Transit/guideway Engineer	88	$60.00	$5,280.00
Project Engineer	0	$45.00	$0.00
Geotech Engineer	0	$0.00	$0.00
Geotech Engineer	0	$0.00	$0.00
Geotech Engineer	0	$0.00	$0.00
RR Coordination	0	$45.00	$0.00
Jr. Engineer	156	$30.00	$4,680.00
Review Engineer	0	$0.00	$0.00
Staff Engineer	0	$0.00	$0.00
CAD Technician	0	$30.00	$0.00
Sr. Modeler	56	$60.00	$3,360.00
Jr. Modeler	16	$30.00	$480.00
PI QA/QC	0	$0.00	$0.00
PI Manager	180	$60.00	$10,800.00
Admin Support	0	$0.00	$0.00
TOTAL	1788		$83,460.00
	OVERHEAD	180.00%	$150,228.00
	SUBTOTAL		$233,688.00
	FIXED FEE	12.00%	$28,042.56
	TOTAL DIRECT LABOR EXPENSES		$261,730.56

DIRECT EXPENSES

	$ -
assume 5% of total direct labor expenses **Total Direct Expenses**	$13,086.53

SUBCONSULTANT(S) EXPENSE

Transit/Travel Demand Modeling	$50,000.00
Economic Development	$30,000.00
Total Subconsultant	$80,000.00
TOTAL COSTS	**$354,817.09**

Assumes 10 mile corridor from 500 South in Bountiful to the Farmington FrontRunner Station. Approximately 2 miles in Bountiful, 3.2 miles in Centerville, 4.5 miles in Farmington.

CENTERVILLE

Staff Backup Report
11/5/2014

Item No.

Short Title: (See City Manager's Memo for summary of meeting business)

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- City Manager Summary of November 5, 2014 Council meeting

CENTERVILLE

Staff Backup Report
11/5/2014

Item No. 1.

Short Title: Minutes Review and Acceptance

Initiated By:

Scheduled Time: 7:10

SUBJECT

October 21, 2014 meeting

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- October 21, 2014 City Council meeting

PRELIMINARY DRAFT

Minutes of the Centerville **City Council** meeting held Tuesday, October 21, 2014 at 7:04 p.m. in the Centerville City Hall Council Chambers, 250 North Main Street, Centerville, Utah.

MEMBERS PRESENT

Mayor	Paul A. Cutler
Council Members	Ken S. Averett Tamilyn Fillmore Stephanie Ivie Lawrence Wright
MEMBER ABSENT	John T. Higginson
STAFF PRESENT	Steve Thacker, City Manager Lisa Romney, City Attorney Jacob Smith, Management Assistant Neal Worsley, Centerville Police Chief Lt. Paul Child, Assistant Police Chief Katie Rust, Recording Secretary
STAFF ABSENT	Blaine Lutz, Finance Director/Assistant City Manager
VISITORS	South Davis Metro Fire Chief Jeff Bassett Interested citizens (see attached sign-in sheet)

PLEDGE OF ALLEGIANCE

PRAYER OR THOUGHT Councilman Ken Averett

OPEN SESSION

No one wished to comment.

MINUTES REVIEW AND ACCEPTANCE

The minutes of the September 9, 2014 work session and the October 7, 2014 work session and regular Council meeting were reviewed. Councilwoman Fillmore said she would accept the September 9, 2014 work session minutes, but expressed a concern that the minutes reflect a misleading tone regarding profit sharing in the FirstDigital proposal to UTOPIA, and stated the Council will need to clarify those points. Mayor Cutler requested a minor addition to the October 7, 2014 work session minutes. Councilwoman Fillmore made a **motion** to accept the September 9, 2014 work session minutes, the October 7, 2014 regular Council meeting minutes, and the October 7, 2014 work session minutes as amended. Councilwoman Ivie seconded the motion. Councilman Wright requested separate voting for the two dates. The motion to accept the September 9, 2014 work session minutes passed by unanimous vote (4-0). The motion to accept the two sets of October 7, 2014 minutes passed by unanimous vote (3-0), with Councilman Wright abstaining due to his absence from those meetings.

SUMMARY ACTION CALENDAR

a. Consider Resolution No. 2014-26 approving Mutual Aid Interlocal Agreement for Utah Public Works Emergency Management
b. Consider Resolution No. 2014-27 appointing City's Federalism Designee
c. Consider Resolution No. 2014-28 amending the Centerville City Fee Schedule regarding cemetery interment fees for infant and cremated remains

Mayor Cutler explained that item (c) on the Summary Action Calendar will require a lengthy explanation and discussion, and suggested postponing the discussion to later in the meeting. Councilman Wright requested the Council consider the two remaining items on the Summary Action Calendar separately. Regarding item (a) on the Summary Action Calendar, Councilwoman Ivie expressed hesitation over signing the Mutual Aid Interlocal Agreement, and asked if the City would be in a position to provide the Emergency Management inventory list required by the Agreement. Steve Thacker, City Manager, responded that the City maintains a current Emergency Management inventory list. Lt. Paul Child, Assistant Police Chief, explained how the inventory list is utilized under the Mutual Aid Interlocal Agreement, and explained how the Agreement is put into practice. Councilman Averett made a **motion** to accept Resolution No. 2014-26 approving a Mutual Aid Interlocal Agreement for Utah Public Works Emergency Management. Councilwoman Fillmore seconded the motion, which passed by unanimous vote (4-0).

Referring to item (b) on the Summary Action Calendar, Mr. Thacker suggested the Council appoint Lisa Romney, City Attorney, to act as the City's Federalism Designee, as well as a Council member if desired. Councilwoman Ivie expressed interest in the appointment. Councilwoman Fillmore made a **motion** to approve Resolution No. 2014-27 appointing the City Attorney and Councilwoman Ivie to act as the City's Federalism Designees. Councilman Wright seconded the motion, which passed by unanimous vote (4-0).

ACTIVE SHOOTER TRAINING

Assistant Police Chief Paul Child provided Active Shooter Training to the Council and staff. He made recommendations to enhance safety at City Hall. Councilman Averett recommended the Council direct staff to obtain cost estimates for reinforcing the dais in the Council chambers, changing the direction the exit door on the south side of the dais opens, and adding controlled admission to the offices portion of City Hall. Council members Wright and Ivie agreed with the recommendation. Mayor Cutler tested and confirmed that the emergency button at the Mayor's seat on the dais works.

REQUEST FOR ADDITIONAL POLICE OFFICER

Police Chief Neal Worsley presented crime statistics and Department schedule data to justify his request that the Council approve funding for an additional police officer, as included in the FY 2015 Budget. Councilman Wright stated that he has asked the Chief multiple times to consider other options, including utilizing part-time officers. The Chief responded by explaining the unique arrangement in West Bountiful with part-time officers. He repeated that the Centerville Department needs an additional full-time officer to fill shifts so that existing officers can take needed time-off, and to allow at least two officers to be on duty during all but the early morning hours, which would continue to have only one officer on duty. Chief Worsley stated that it is not easy right now to find qualified people who want to be police officers.

Mr. Thacker emphasized that, although crime has increased in Centerville since 2006, Centerville is not high in violent crime, but high in the type of crimes that consume a lot of Police Department time, such as larceny. Time spent by the Department on traffic enforcement and patrolling decreased between 2009 and 2013. Mr. Thacker pointed out staff is not suggesting adding an officer would reduce the crime rate, but it would allow more time for officers to be proactive. Councilman Wright stated that the Council supports the Police Department, but he would like to see a more comprehensive approach to deal with the problem rather than the temporary solution of adding a full-time officer. Chief Worsley explained that part-time officers must be certified, with a lengthy training period of approximately 18 months. Part-time officers often work full-time for another agency, and their loyalties lie with their full-time agency. The ideal part-time officer would be certified without working full-time for another agency. Chief Worsley expressed his concern that Centerville would complete the time and expense involved in training a part-time officer, and then lose the part-time officer to a full-time position elsewhere. The Chief stated that the part-time officers working for the Bountiful Department are retired officers who previously worked full-time for Bountiful.

Mayor Cutler asked Chief Worsley to state specifically what he is requesting. Chief Worsley responded that he is requesting one full-time officer. He would try to find an experienced officer rather than someone fresh out of the Academy, but he repeated that all agencies are loosing officers, and fully-trained officers are difficult to find. Councilwoman Fillmore said she has heard two different arguments for needing an additional officer. One is the increase in crime and the focus it takes away from other issues. She expressed a desire to have more discussion of the crime data presented. Councilwoman Fillmore said the second issue relates to shift coverage. She expressed a desire to understand the shift concerns better. She stated that scheduling is a pressing matter, and asked if the officers have been overworked for years, and why the request was not made sooner. Mr. Thacker responded that this is not the first year the Chief has requested an additional full-time officer. Chief Worsley stated that cases have become more complex in recent years, requiring more officer time. Mr. Thacker added that the increased crime rate requiring more Department time conflicts with the desire to give officers appropriate time off.

Councilwoman Fillmore asked about the balance between regular hours and overtime hours. Chief Worsley stated that the officers get plenty of overtime opportunities, but not all officers want to work overtime and the Department has problems filling overtime shifts. Mayor Cutler said he understands that, considering the salary involved, overtime can be desirable. He asked for education regarding how much overtime is reasonable and how much overtime is too much. Chief Worsley responded that the appropriate amount of overtime varies from officer to officer. Mayor Cutler asked if the Chief could provide average shift hours for an officer over a two week period. Sergeant Ackerson, in charge of scheduling for the Department, repeated that not all officers want overtime. He personally works 4-6 hours overtime in addition to his regular shift in a regular week. The Centerville Department has a few officers who work part-time for other agencies. Sergeant Ackerson stated he works part-time for Farmington at Lagoon on a seasonal basis. He said it has worked well for Farmington in that specific, seasonal situation, but said he feels adding several part-time officers to the schedule in Centerville and trying to get them trained would be a nightmare. Farmington does not use part-time officers to fill regular shifts.

Councilwoman Fillmore asked if the officers who do not want to work overtime are required to work overtime right now to keep shifts covered. Sergeant Ackerson responded they are not required to work overtime patrol shifts. The Department currently has minimum staffing, with one officer alone on duty for most of the night shifts. Councilwoman Fillmore stated she would like to better understand the shift structure and what is needed. She said she believes

morale of the officers needs to be kept up, and since a big part of the investment is in training, she understands the desire to hire someone who will be loyal to the City. Councilwoman Fillmore suggested a work session with the members of the Police Department for further explanations.

Councilwoman Ivie stated she has put effort into trying to understand what the Police Department needs to protect the citizens. She has realized that the officers have a hard job, and she wants to do whatever she can to make their job safer. However, she said she also feels that pieces of the puzzle are missing. She expressed a desire to sit down with someone who can explain the shifts and what is involved. Councilwoman Ivie added that, considering the information provided, she is feeling that one additional officer will not completely solve the problem. She agreed with the suggested work session.

Councilman Averett stated that, given his experience in hiring and scheduling, he might understand the situation better than some. He said that Centerville's population increase has not been mentioned, but should be taken into consideration. He asked the Chief if he correctly understands the concern that after going through the training period, the City would likely lose a part-time officer to a different full-time job. Chief Worsley agreed. Councilman Averett stated the Council needs to remember that training involves not just days and weeks, but months in order to train an officer in a fashion that lessens the City's liability. In addition to the initial training, a lot of training is required on an annual basis, and the Department needs to be able to provide coverage for that training time. Councilman Averett stated that he feels an additional full-time officer is justified based on that information. He said he believes that Centerville citizens demand and expect that two officers will be on duty at any given time. However, the requested additional full-time officer would not even accomplish that – an officer would still be on duty alone for part of the night shift. Councilman Averett added that he feels the staffing needs of the Police Department are only one element of a multiple issue problem. Another level of the problem involves the Fire Department not having adequate medical coverage within the City, and the City not having sufficient funds for adequate streets maintenance. He said he feels they need to look at the City's deficiencies and address them on a broader basis. He admitted that the problems may need to be dealt with separately. Councilwoman Ivie agreed with Councilman Averett's comments.

Chief Worsley asked the Council to remember the need for officer safety. Councilman Averett agreed, and added that it is a quality of life issue. The officers put themselves in harm's way everyday. If the City is not providing adequate time off it becomes a liability for the City. He thanked all of the officers present for their service. Councilwoman Fillmore agreed with Councilman Averett's comments, and clarified that her desire to take more time to have her basic questions answered is not a desire to postpone a decision, but to more wholly look at the issue of public safety in the City and understand the needs. She agreed that they need to deal with the same difficulties with the Fire Department. Councilman Wright said he feels the Police Department may have personnel policy issues regarding the full-time officers' ability to hold part-time jobs. He expressed a desire to know why some of Centerville's officers are working part-time for other agencies. Councilman Wright stated he is advocating a force multiplier. He would like to find a way to give the current force greater capability, and would like a more comprehensive view. Mayor Cutler pointed out that all Council members are working an additional part-time job by serving on the Council. The Mayor also pointed out that it is great for the Council to say they want to support the departments with more officers, but more officers would require a property tax increase. The City has the funds set aside in the current budget for one additional full-time officer. Councilman Wright mentioned there may be areas to cut back without a property tax increase.

Chief Worsley offered to meet individually with Council members to explain information and answer questions. Council members expressed a desire to meet together in a work session. Councilwoman Fillmore stated she feels the reason this type of decision is so difficult is the City has been barely scraping by for a long time and kicking these issues down the road. The City does not like to bond or take on debt because of the future burden, but she said she feels pushing these issues down the road is doing the same thing – burdening our children's future. Councilwoman Fillmore said she feels the current Council is ready to ask the tough questions and have that conversation. She invited the Police Department to be patient while the Council asks those questions and finds a way to say yes to very real needs. Councilwoman Fillmore suggested scheduling a work session to tackle public safety needs that are not being met in addition to the work session already suggested. Mr. Thacker said that the references to comprehensive planning sound good academically, but he wants to make sure the Council is not misled. He said he is glad to hear there may be some support for a property tax increase for some services, whether fire, police, or streets maintenance. Mr. Thacker added that hopefully it would be supported unanimously by the Council to avoid it being an election issue or a citizen initiative. He anticipates the Council will not know if they want a property tax increase for streets maintenance until after the Legislature has met in the spring, and will not know what is needed for the Fire Department until there is more discussion of Fire Agency wants and needs. The Council expressed a desire to address the needs of the Police Department soon, before acting on the other issues mentioned. Councilman Wright said he feels it may be necessary to put a war council together at the Police Department to tackle the increased crime as part of a comprehensive solution.

Mr. Thacker asked the Council to be specific in what they are asking of the Chief. Councilman Wright stated he wants to see innovative strategies to solve the problems. Councilwoman Fillmore said she would like an explanation of police scheduling. Councilman Wright said he has concerns about Centerville officers working part-time for other agencies. Chief Worsley responded that the officers' loyalty lies with Centerville. If he calls them with a need when they are on a part-time shift with another agency, they leave their part-time shift and respond to Centerville's need. The Chief stated that is one of his hesitations in hiring part-time officers. City policies allow employees to work other part-time jobs as long as City-owned equipment is not used. Councilman Wright stated he would like to talk about whether Centerville officers should be allowed to work part-time for other agencies. The Chief responded the officers take part-time jobs because they love what they do – they love protecting people – but it does not pay well enough, and they need to supplement with part-time work. Mayor Cutler summarized that there is a request for information on policies regarding part-time work, a request for innovative strategies, and a request for information regarding scheduling. Councilwoman Ivie said she would find it helpful to hear from different officers regarding what impacts their job satisfaction. Chief Worsley invited Council members to spend time with some of the officers before the work session.

Mayor Cutler asked Council members to provide any additional questions in writing to the Chief so that he has a chance to gather information. Staff will confirm when the entire Council is available for a work session.

The Council took a brief recess at 9:21 p.m. and returned at 9:33 p.m.

DISCUSSION REGARDING RAP TAX RENEWAL

In 2007, the City voters approved the imposition of a RAP Tax (0.10% local sales and use tax on qualified taxable transactions within the city) to fund the Performing Arts Center and other recreational and cultural facilities and organizations. The 2007 RAP Tax was authorized

to be levied for a period of eight years, and is set to expire in April 2016. Lisa Romney, City Attorney, explained that any RAP Tax authorized after July 1, 2011 will have a ten-year term. Mayor Cutler asked if it would be possible for Centerville to initiate the formal process sooner than what is shown in the timetable provided. Ms. Romney responded that yes, the City could send a letter of request to the County to start the process. She explained the steps involved in putting renewal or reauthorization of the RAP Tax on the ballot in Centerville. Wording of the ballot question is set by State law. If approved by majority vote of the City, the issue comes back to the Council for majority vote of the Council. Mr. Thacker stated that right now the City's RAP Tax income is approximately $350,000 per year.

The Council discussed proposed uses for RAP Tax funds, including CenterPoint Theatre, the Whitaker Museum, Movies in the Park, and City parks and trails. Mayor Cutler stated he feels the RAP Tax is the best opportunity to finish some of the planned improvements at City parks. Mr. Thacker recommends most of the funds from renewal go toward park improvements. Ninety percent of the current RAP Tax revenues from both Centerville and Bountiful are being used to pay a portion of the debt service for the performing arts center. RAP Tax revenues will not be needed for this purpose during the renewal period; however, the CenterPoint Theatre Board is hoping the City would make some of those revenues available to enhance their operational budget. Mayor Cutler said he would like to ask each of the City's eligible committees to submit a prioritized list of projects. Councilman Wright made a **motion** for the Mayor to send an email to the Parks and Recreation Committee, the Trails Committee, the Whitaker Museum Board, and CenterPoint Theatre requesting their participation in the form of a prioritized list of proposed projects for RAP Tax funding. Councilwoman Ivie seconded the motion, which passed by unanimous vote (4-0).

FINANCIAL REPORT

Steve Thacker, City Manager, presented a financial report for the 3-month period ending September 30, 2014. The Mayor asked that Blaine Lutz, Finance Director, provide RAP Tax income numbers for the past few years. Responding to a question asked by Councilman Wright, Mayor Cutler mentioned that UTOPIA is involved in a lawsuit with a potential settlement. If there is a settlement, some of the funds would possibly be used to repay the cities for past operational assessments paid.

MAYOR'S REPORT

- The Mayor thanked the Council members who attended the Volunteer Recognition Dinner. Councilwoman Ivie commented that she is not sure the dinner is the best way to recognize the City's volunteers. The Council discussed the dinner, and Councilwoman Fillmore stated she feels the social experience and recognition is a payoff moment for the volunteers. The Council discussed possibilities for recognizing volunteers moving forward.
- Mayor Cutler reported he recently met with the 4th of July Committee Chairs to start the planning process for next year's 4th of July and Centennial Celebration.
- The Mayor informed the Council that the UTOPIA Board is making an effort to try to find more common ground between the cities, and to agree on some common principles.
- Fire Chief Jeff Bassett has proposed that NSL, Bountiful and Centerville each prepare a Community Wildfire Protection Plan to address wildfires on the bench in the hope of qualifying for financial and in-kind assistance from the State and Federal governments for preventing and fighting wildfires. Mr. Thacker stated that Chief

Bassett would like to make a presentation to a designated group in each city. Mr. Thacker recommended in Centerville he present this proposal to the Citizen Corps Council to receive initial input. Councilwoman Ivie commented that Rick Turner on the Trails Committee has training and experience in fire prevention and erosion, and suggested the Trails Committee be included at some point.

CITY MANAGER'S REPORT

- Mr. Thacker informed the Council that City Attorney Romney has become more involved than she has been in previous years with State legislative matters. Ms. Romney briefly reported on some of the meetings she has attended.
- City Manager Thacker reported that the Centerville Rotary Club is donating $2,700 to the Parks Department for construction of a disc golf course at the Freedom Hills Park. The Parks Department will coordinate the work. There may be Eagle Scout project possibilities associated with construction of the course. Councilman Averett expressed the desire to add a dog park in the City in the future.

SUMMARY ACTION CALENDAR ITEM (C) – CEMETERY INTERMENT FEES

Mayor Cutler explained the situation that prompted discussion of the City's Fee Schedule regarding cemetery interment fees for infant and cremated remains. Mr. Thacker explained the current fees, and the fact that the non-resident interment fee was initially imposed because of limited space remaining in the Cemetery for residents, which is not an issue with infants and cremated remains buried with a family member in an existing grave site. Staff proposes the City charge the resident interment fee for infant and cremated remains buried on top of another body, even if the person is not a "resident" by definition. The Council and staff discussed the interment fees and effective date of the proposed Resolution. Councilwoman Fillmore made a **motion** to accept Resolution No. 2014-28 amending the Centerville City Fee Schedule regarding Cemetery Interment Fees for infant or cremated remains, effective October 1, 2014. Councilwoman Ivie seconded the motion, which passed by unanimous vote (4-0).

MISCELLANEOUS BUSINESS

Councilwoman Ivie stated she is aware of a district in California that has 50 registered Ham Radio operators, which she thinks is remarkable and desirable from an emergency preparedness standpoint.

ADJOURNMENT

At 10:50 p.m. Councilman Wright made a **motion** to adjourn the meeting. Councilwoman Ivie seconded the motion, which passed by unanimous vote (4-0).

Marsha L. Morrow, City Recorder

Date Approved

1 _____
2 Katie Rust, Recording Secretary

CENTERVILLE

Staff Backup Report
11/5/2014

Item No.

Short Title: Councilman John Higginson

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

CENTERVILLE
CITY COUNCIL
Staff Backup Report
11/5/2014

Item No. 2.

Short Title: Trails Committee Report/Discussion re: hillside protection issues

Initiated By:

Scheduled Time: 7:10

SUBJECT

RECOMMENDATION

BACKGROUND

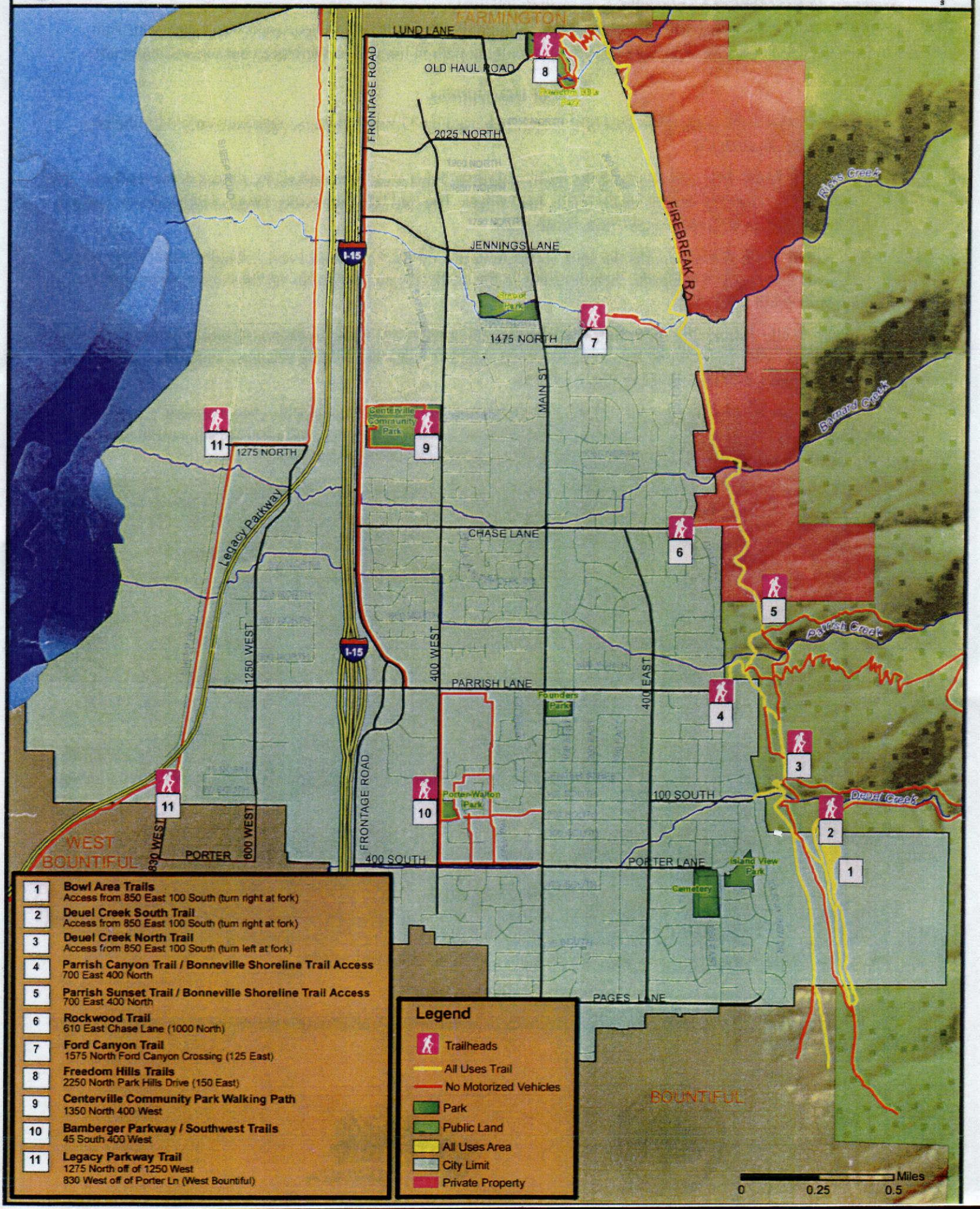
The Trails Committee has become very concerned about the extent of damage done on the mountainside by motorized users. The Committee recently undertook a concerted effort to post signs along the Firebreak Road to encourage motorized users to operate only on that roadway or within the designated "bowl area". At the same time they are seeking permission of private property owners to allow the public to use trails and allow trail connections on their property. The Committee will report on their efforts and engage the Council in a discussion of related issues. The two attachments may be useful for this report/discussion. One is a map showing the City's parks and trails; the other shows the areas where the public can legally operate vehicles on the mountainside from Parrish Canyon and south to Bountiful. Much of the Committee's work, however, is addressing concerns further north along the Firebreak Road where there is more private property.

ATTACHMENTS:

Description

- Centerville Parks and Trails
- Trail System Map Hillside Area-South

CENTERVILLE PARKS AND TRAILS



1. **Bowl Area Trails**
   Access from 850 East 100 South (turn right at fork)
2. **Deuel Creek South Trail**
   Access from 850 East 100 South (turn right at fork)
3. **Deuel Creek North Trail**
   Access from 850 East 100 South (turn left at fork)
4. **Parrish Canyon Trail / Bonneville Shoreline Trail Access**
   700 East 400 North
5. **Parrish Sunset Trail / Bonneville Shoreline Trail Access**
   700 East 400 North
6. **Rockwood Trail**
   610 East Chase Lane (1000 North)
7. **Ford Canyon Trail**
   1575 North Ford Canyon Crossing (125 East)
8. **Freedom Hills Trails**
   2250 North Park Hills Drive (150 East)
9. **Centerville Community Park Walking Path**
   1350 North 400 West
10. **Bamberger Parkway / Southwest Trails**
    45 South 400 West
11. **Legacy Parkway Trail**
    1275 North off of 1250 West
    830 West off of Porter Ln (West Bountiful)

Centerville City
Trail System Map
Hillside Area - South

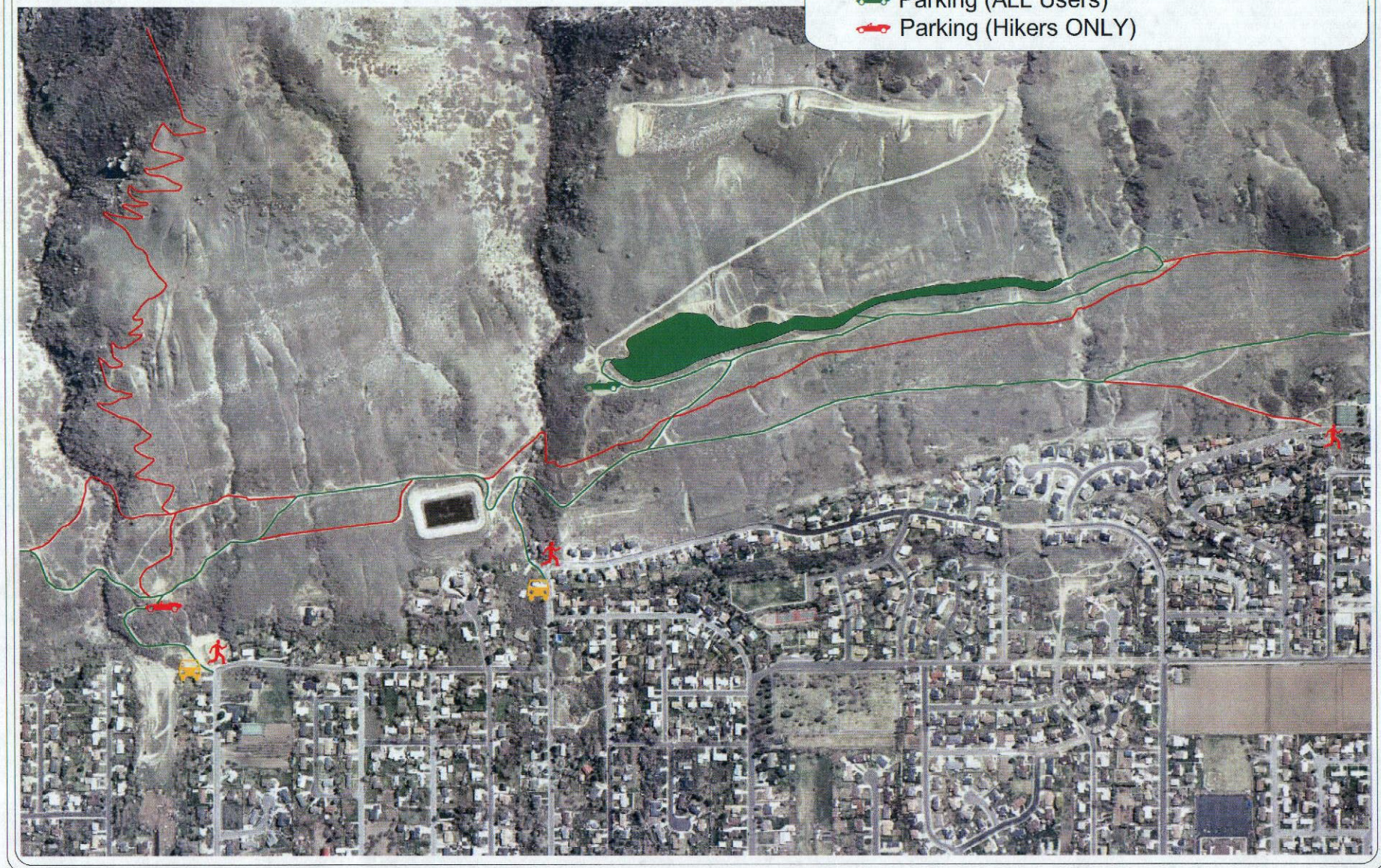
Trail System Key

All uses allowed

No motorized vehicles allowed on red trails

Trail Access

- Pedestrian - Bicycle - Horses
- Motorized Vehicles
- Parking (ALL Users)
- Parking (Hikers ONLY)



PROTECT YOUR TRAIL ACCESS
MOTORIZED USE LIMITED TO FIRE BREAK ROAD AND BOWL AREA ONLY
NO DISCHARGE OF FIREARMS
UP TO $1,000 FINE

PROTECT YOUR DEER
ACCESS

Centerville City ATV AREA
$100 REWARD FOR INFORMATION LEADING TO THE ARREST AND CONVICTION
OF PERSONS
ATING ANY OF THE FOLLOWING RULES.
YOU ARE WELCOME TO R DE YOUR ATV IN THIS DESIGNATED AREA,
IF Y U OBEY THE RULES!
City Ordinance No. 2003-08 Sec. 14-0-020
(A) Motorized Vehicles. It shall
to drive any motorized vehicle on a
trail within the trail system
non-motorized trail or to otherwise
deviate from or to go off a
motorized vehicle use.
Signs regulating or guiding traffic on a trail within the trail system.
The bowl area or "dike" is the designated area to ride.
DO NOT GO above the signs or fence.
DO NOT GO over the dike's west berm except at the three
designated entrances at the north end, middle and south end.
This entire area will be closed to all ATV use
if abuse of the hillsides, signs and fences continue.
To report a violation contact the Centerville Police at
292-8441
Dishcharging of firearms is illegal in this area.
City Ordinance No. 2003-07
TRAIL SYSTEM KEY
ALL ACCESS

Centerville City Trails Committee

Centerville City Hillside
Protect the Access

November 5, 2014

Current Issues

1. **Increased damage to Centerville City hillside due to motorized off-road vehicle (ORV)**
   - Cumulative damage year after year
   - Damage results in erosion, flooding and dirt-slide problems
   - Damage is unsightly
2. **Loss of public access to Haddad waterfall**
   - Mr. Haddad has grown tired of the trouble makers
   - Daily traffic on his private property
   - Mr. Haddad requests assistance from Police weekly
   - Hikers creating new trails and climbing on waterfall
   - Partying and trash

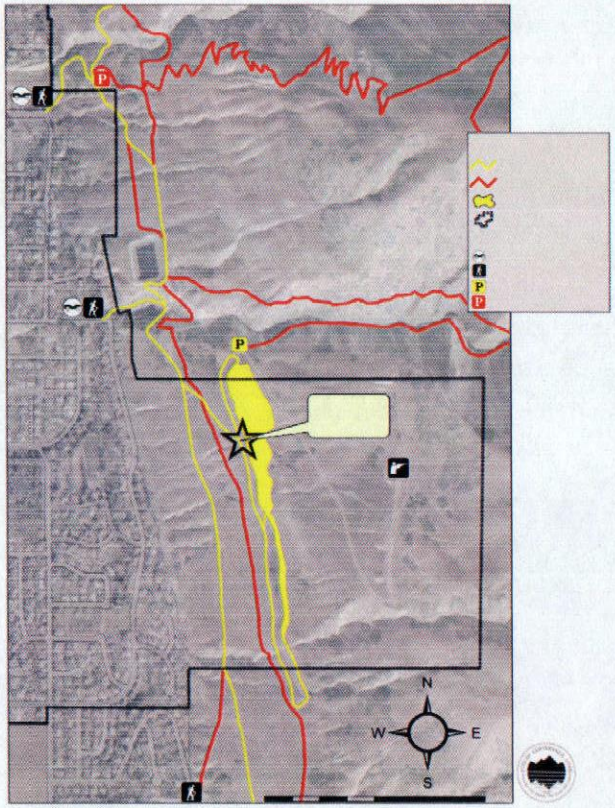
Motorized Off-road Vehicle (ORV) Damage

- **Root Cause**
  - Lack of awareness/signage
  - Riders from out of town
- **Current Restrictions**
  - Access limited to firebreak road and bowl area only. These restrictions remain unchanged.
- **Centerville City Trail Committee Actions**
  - Installing "Protect the Access" signs
  - Contacted local OHV dealers
  - Blocking un-approved areas with rocks and dead fall

Loss of Public Access to Haddad Waterfall

- **Root Cause**
  - Lack of respect for Mr. Haddad private property
  - Lack of awareness that it's private property
  - Mr. Haddad previously allowed hikers access
- **Centerville City Trail Committee Actions**
  - Contacted Mr. Haddad
  - Blocking new trails with rocks and dead fall
- **Other Recommended Actions**
  - Community awareness campaign (spread the word)
  - Coordinate volunteer projects to restore scared and damaged areas
  - Purchase boulders and place as barriers

Legacy Bowl Area Signage



OHV Damage

Typical OHV Damage

"Protect the Access" Signage

Installing "Protect the Access" Signage

2 of 12 "Protect the Access" Signage Disturbed

Summary

- Increased damage to Centerville City hillside due to motorized off-road vehicle (ORV) use
- Loss of public access to Haddad waterfall
- Root cause is lack of awareness and signage
- Current access restrictions remain unchanged
- Installing "Protect the Access" signs
- Community awareness campaign (spread the word)
- Coordinate volunteer projects to restore scared and damaged areas
- Recommend purchasing boulders and place as barriers

Envision Utah's 3% Strategy

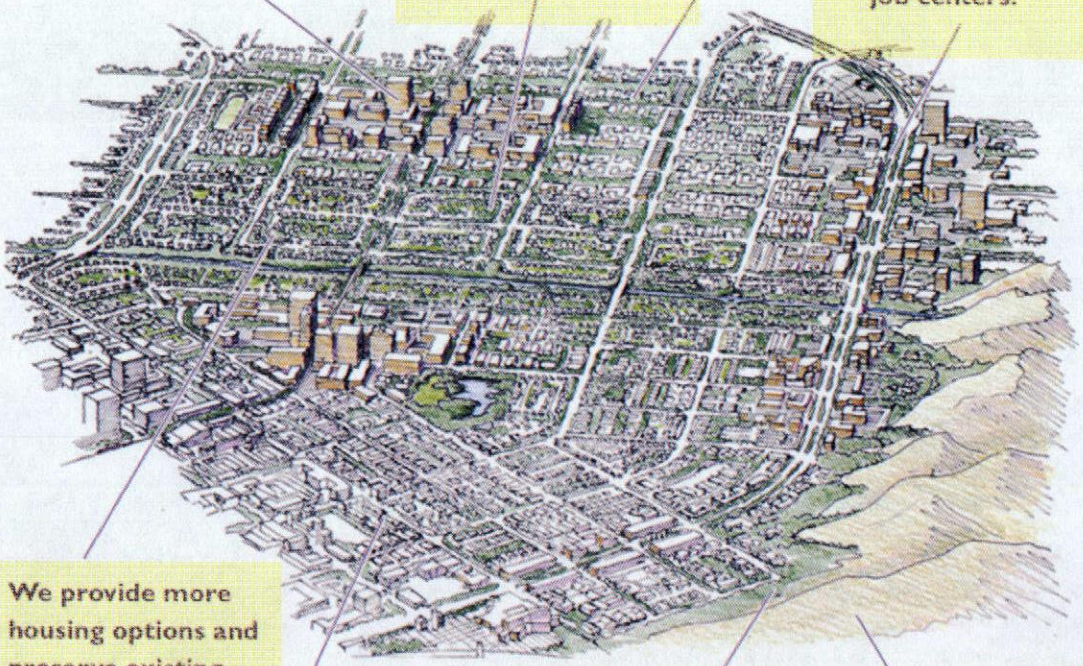
What if we respond to market demand and allow one-third of our future homes, jobs, and stores in walkable town centers and villages…and link them with a world-class transportation system?

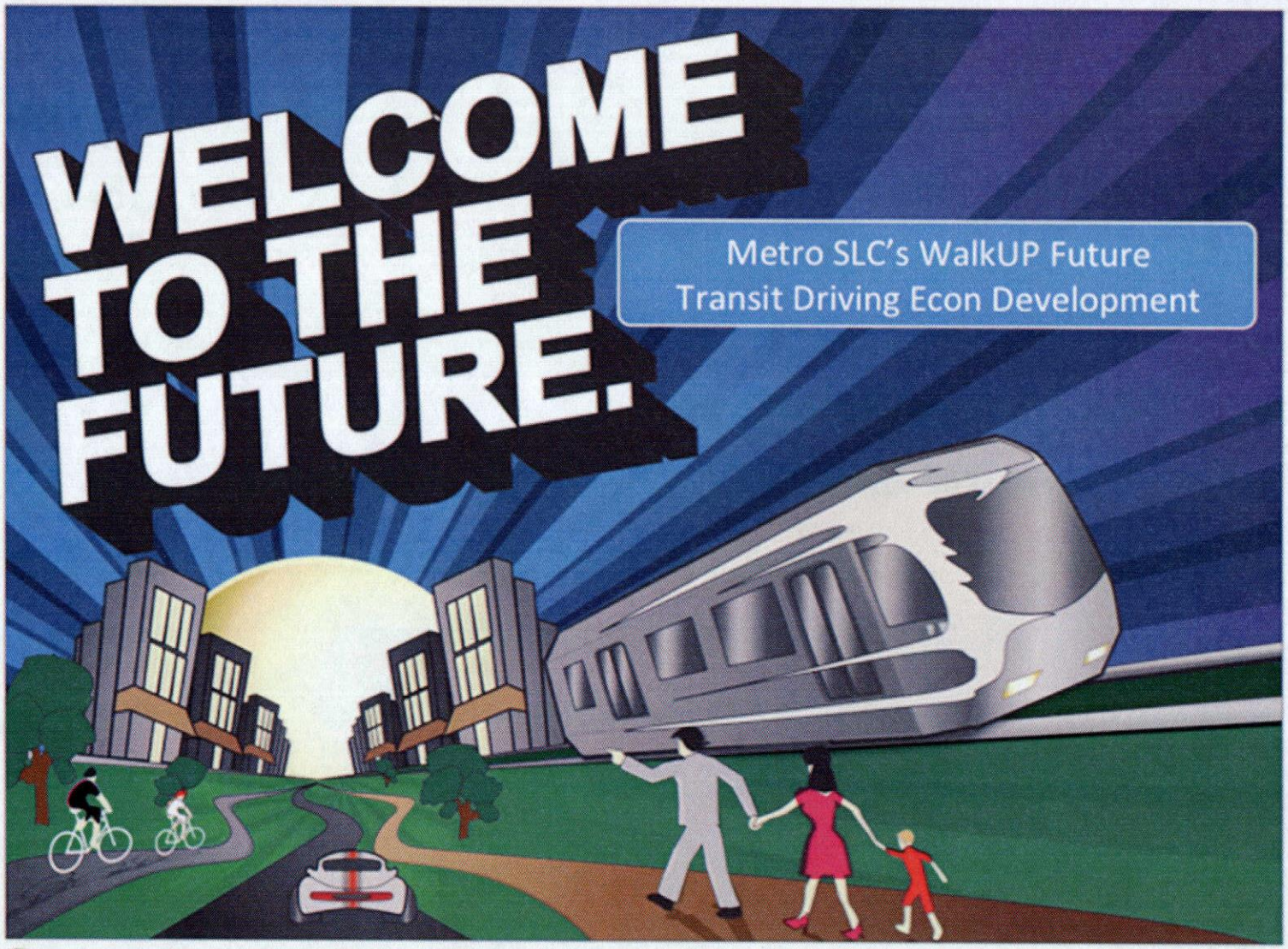
This approach, which would accommodate one-third of projected growth on just 3% of our region's developable land, encourages targeted investment to create exceptional places, maximize efficiency, keep the cost of living in check, and reduce growth pressure on critical lands. Market analysts suggest that one-third of Utahns will want to live in walkable neighborhoods, close to school, church, the grocery store, and other services (Sources: RCLCO, Wasatch Front Development Trends, Nov. 2007; Nelson, 2009). Declining household size, increasing housing and energy costs, and a growing desire to trade commute time for family, service, work, and recreation time will drive this demand for walkable living. Currently, the supply of these neighborhoods lags behind demand, increasing their cost and reducing choice. The 3% Strategy responds to this consumer demand, while preserving traditional single-family neighborhoods for the majority who prefer suburban living.

How?

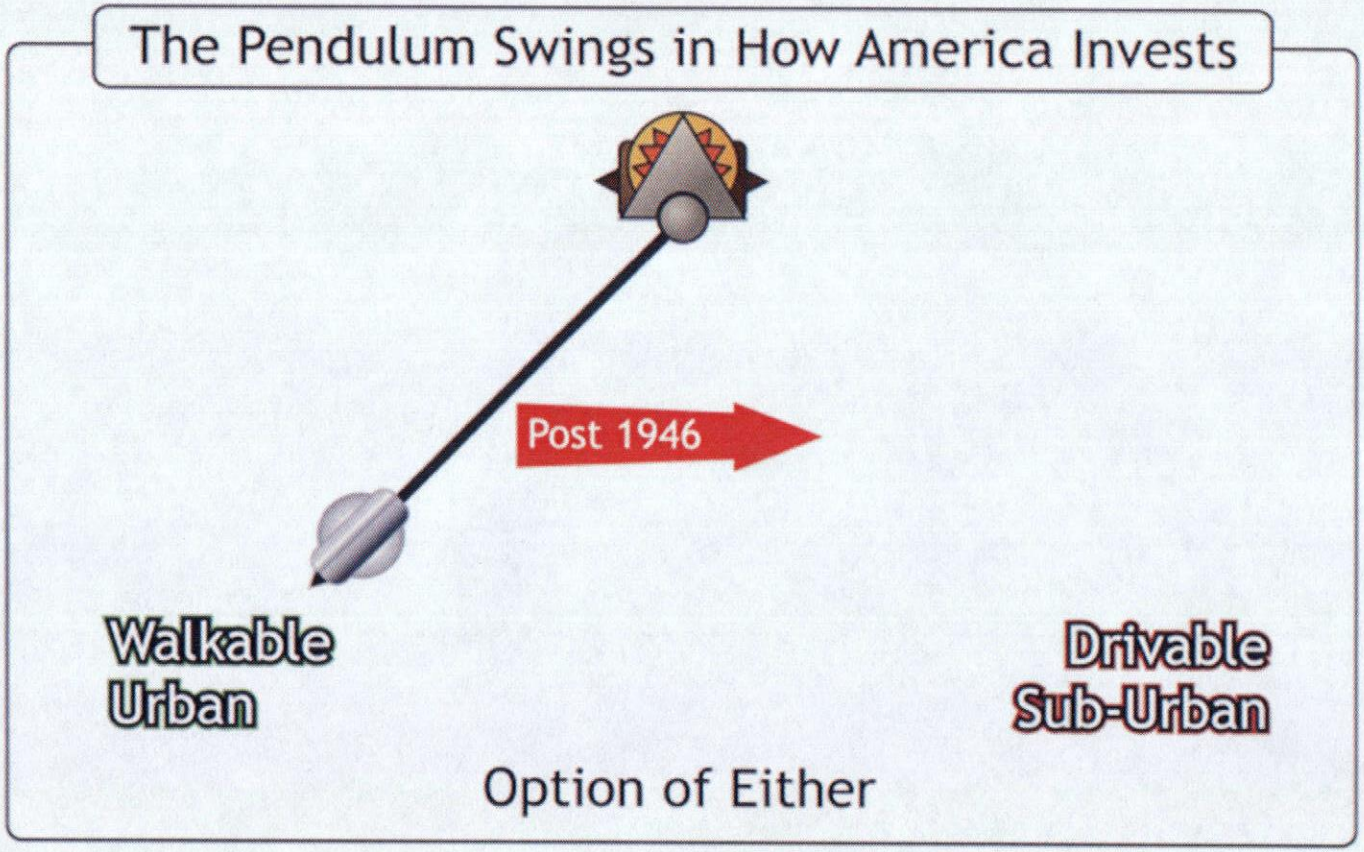
- Focus growth in economic centers and along major transportation corridors.
- Create mixed-use centers throughout the region.
- Target growth around transit stations.
- Encourage infill and redevelopment to revitalize declining parts of town.
- Preserve working farms, recreational areas and critical lands.

Growth Principles Come to Life




WELCOME TO THE FUTURE.
Metro SLC's WalkUP Future
Transit Driving Econ Development

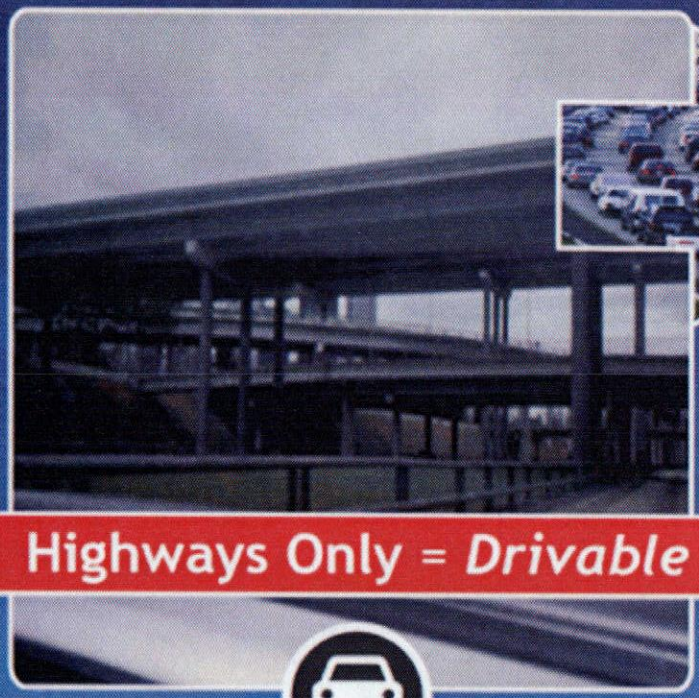
only two general ways to build
the built environment

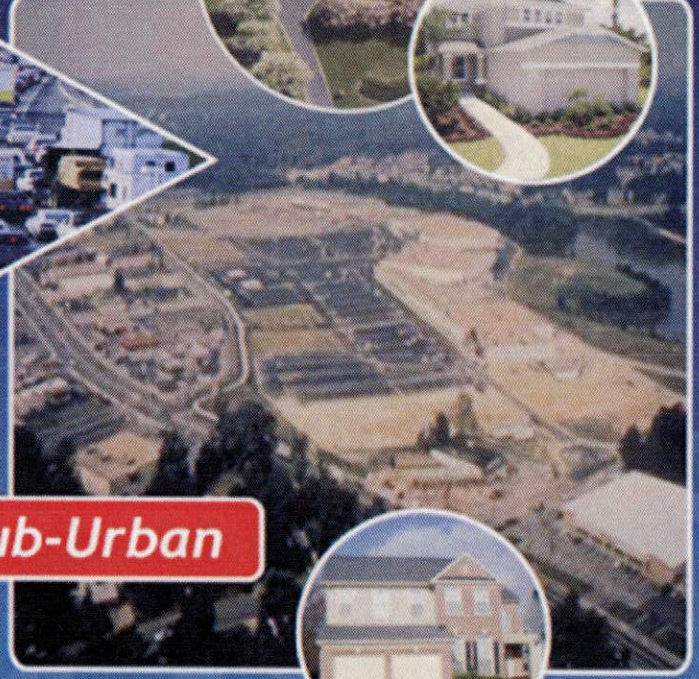


TRANSPORTATION *DRIVES* DEVELOPMENT

We first build our transportation system
and then it molds our metro regions

- Modification of Winston Churchill quote

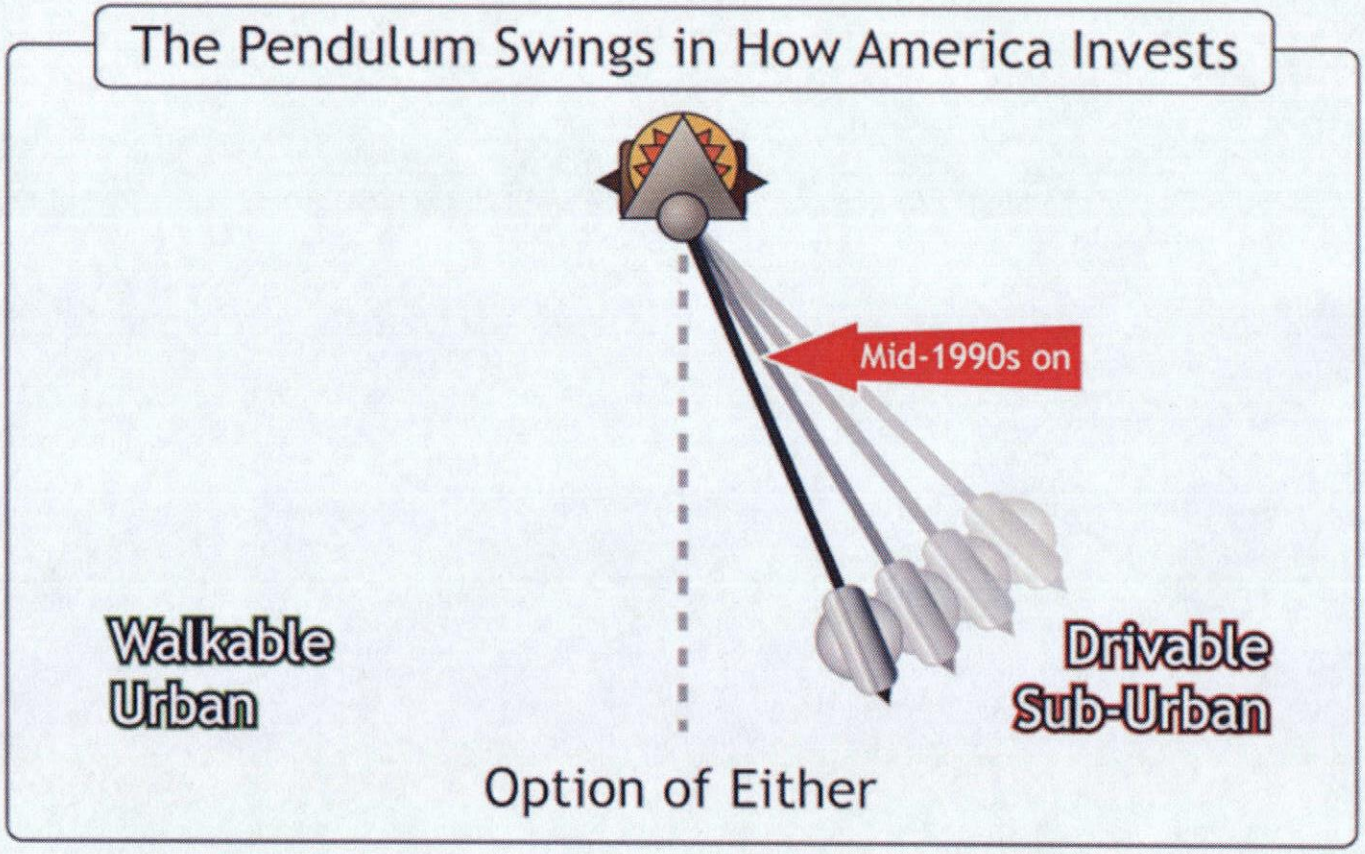


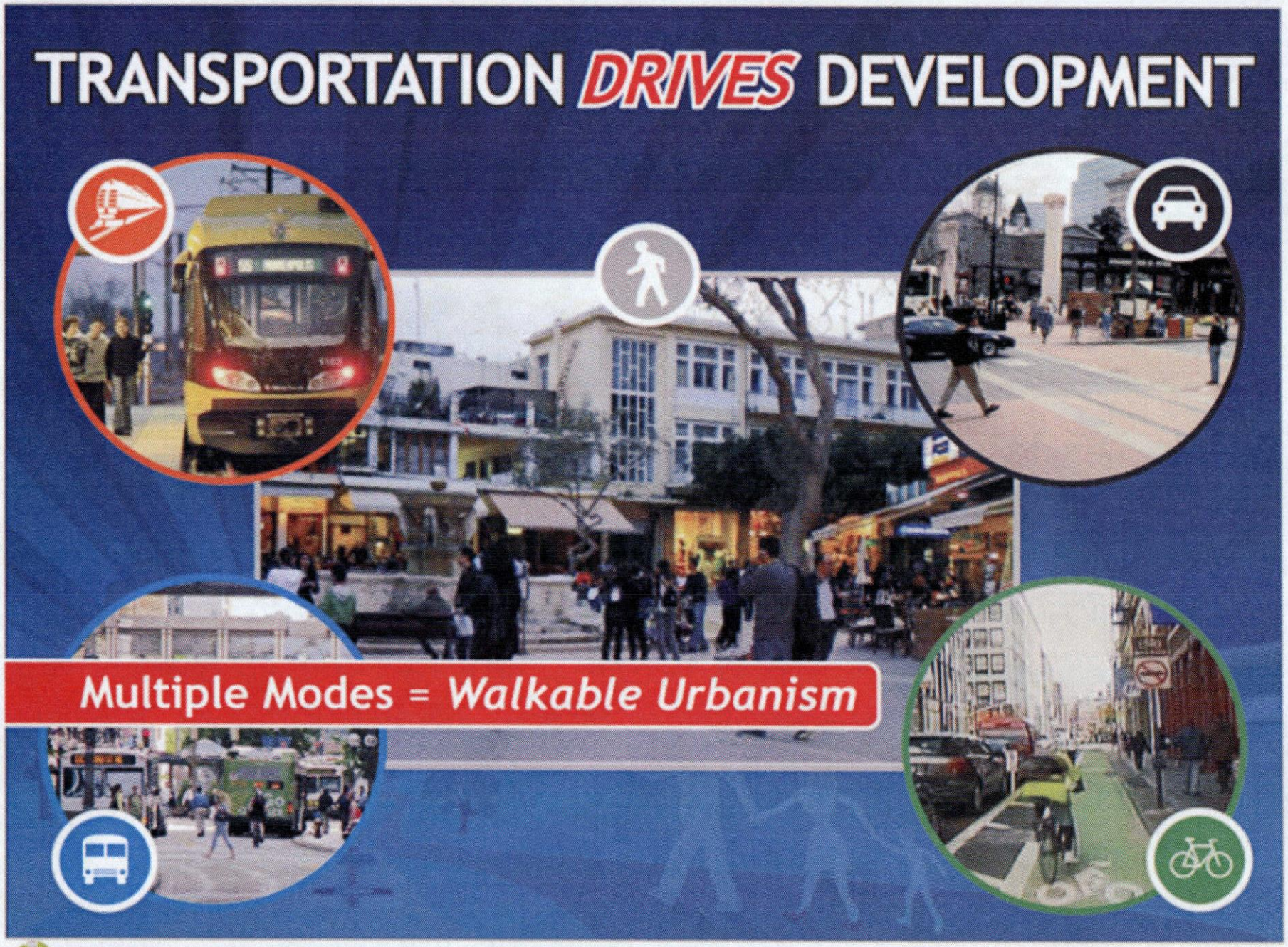


Highways Only = *Drivable Sub-Urban*

LOCUS: RESPONSIBLE REAL-ESTATE DEVELOPERS & INVESTORS

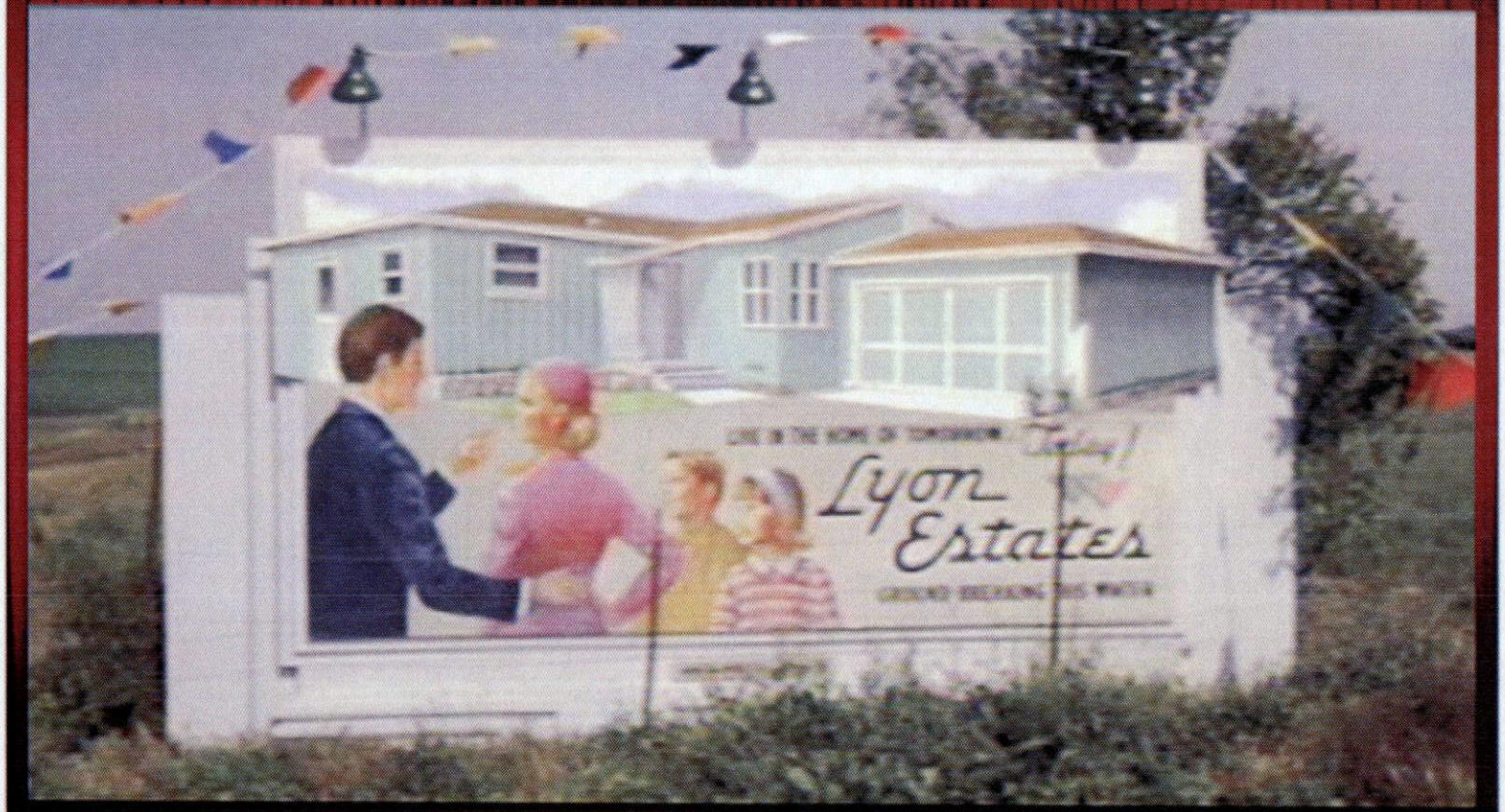
the beginning of another
structural shift





LOCUS: RESPONSIBLE REAL-ESTATE DEVELOPERS & INVESTORS

SEEDS OF CHANGE IN 1955



WHAT'S THE PRIMARY REASON FOR MARKET DEMAND FOR WALKABLE URBAN PLACES?

The Millenials!

AS SEEN ON TV

80 million strong, 25% of the population, and $200 billion annual purchasing power!

OTHER REASONS FOR MARKET DEMAND FOR WALKABLE URBAN PLACES

- Baby Boomers have become *empty nesters* and soon *retirees*, starting in 2012 in big numbers
- 50% of Households in 1950s *w/children* / 50% w/no children; 25% w/children Today / 75% without ⇨ target WU market

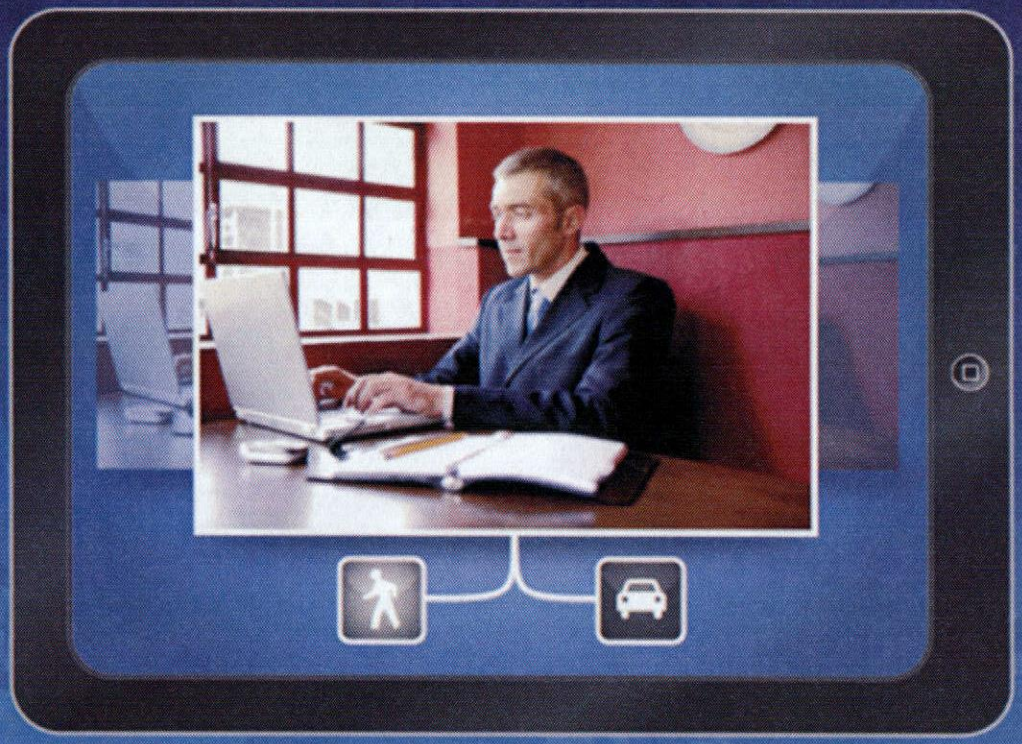
  ONLY 14% of new households over next 20 years will have children / 86% without
- Boredom with drivable sub-urbanism; "More is Less"
- Creative Class demanding the option of urbanism
- Expense of maintaining the household fleet of cars

2nd Version of the American Dream... *Drivable Sub-Urban*

INDUSTRIAL ECONOMY

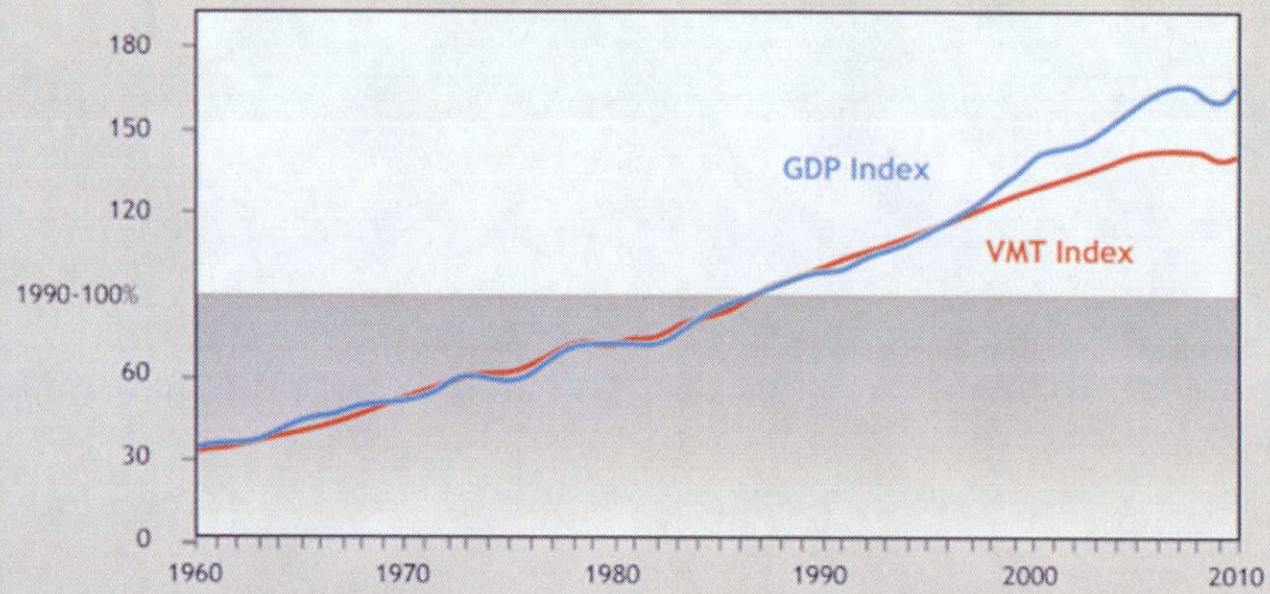
"See the USA in your Chevrolet"

KNOWLEDGE/EXPERIENCE ECONOMY



3rd Version of the American Dream:
Option of Walkable Urban OR Drivable Sub-Urban

GDP vs VMT GROWTH:
Disconnect After All These Years

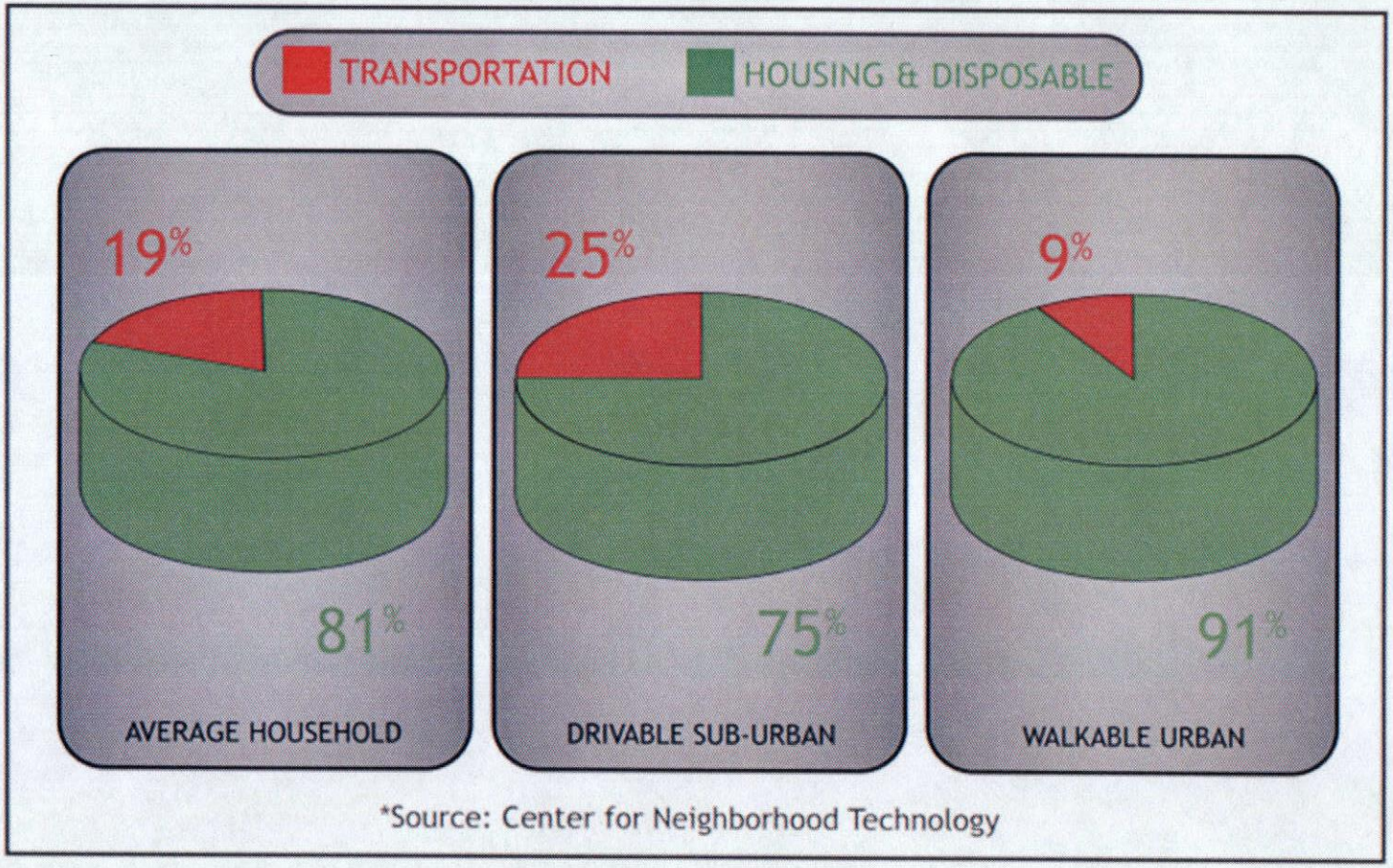


Data Sources: VMT:US DOT, BTS, Table 1-32: US Vehicle Miles, FHWA Traffic Volume Trends August 2010.
GDP: BEA National Income and Product Account Table, Table 1.1.6 Real GDP, Chained (2006) Dollars.

Knowledge Economy requires fewer car/truck trips

u.s. household spending:

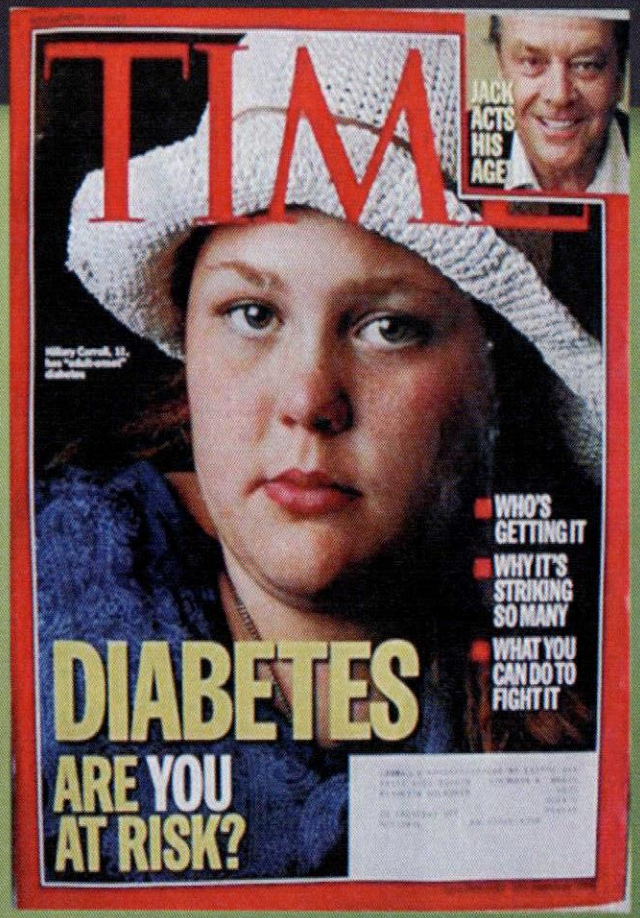
average, driveable, & walkable



*Source: Center for Neighborhood Technology

Disturbing research...

The current generation of young people could be the first in U.S. history to live sicker and die younger than their parents' generation.



The NEW ENGLAND JOURNAL of MEDICINE

SPECIAL REPORT

A Potential Decline in Life Expectancy in the United States in the 21st Century

Unless effective population-level interventions to reduce obesity are developed, the steady rise in life expectancy observed in the modern era may soon come to an end and the youth of today may, on average, live less healthy and possibly even shorter lives than their parents. The health and life expect-

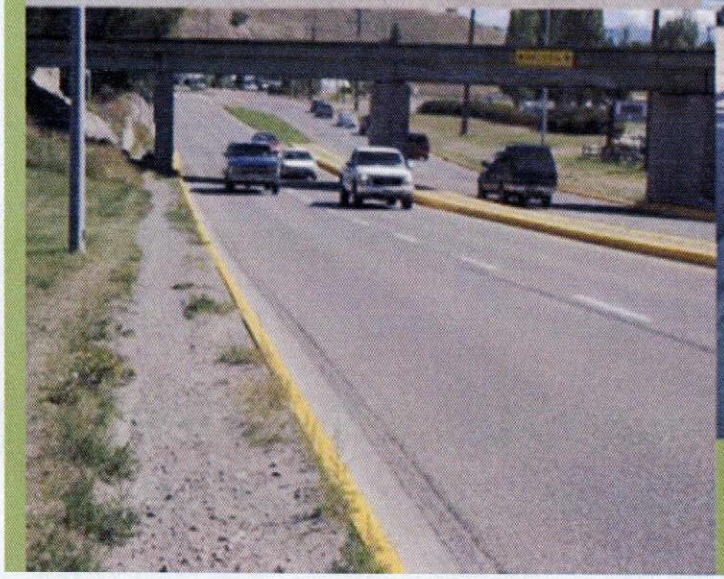
N ENGL J MED 352;11 WWW.NEJM.ORG MARCH 17, 2005

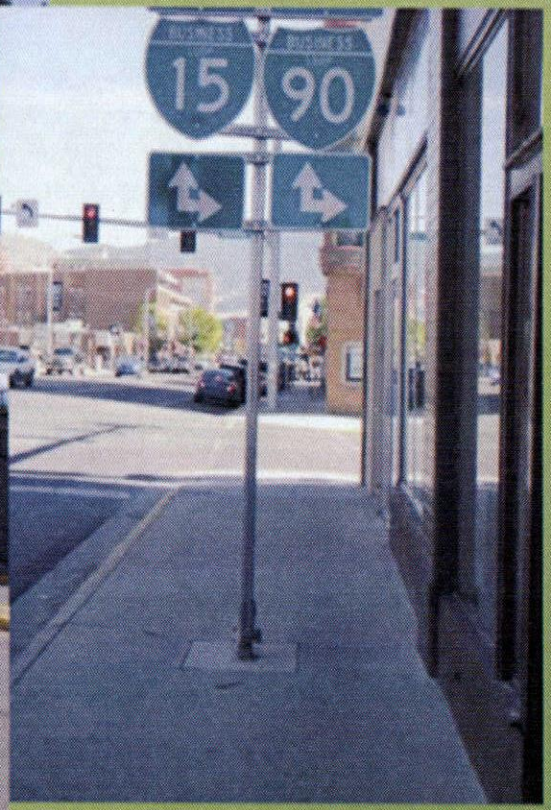
24 HOUR
FITNESS

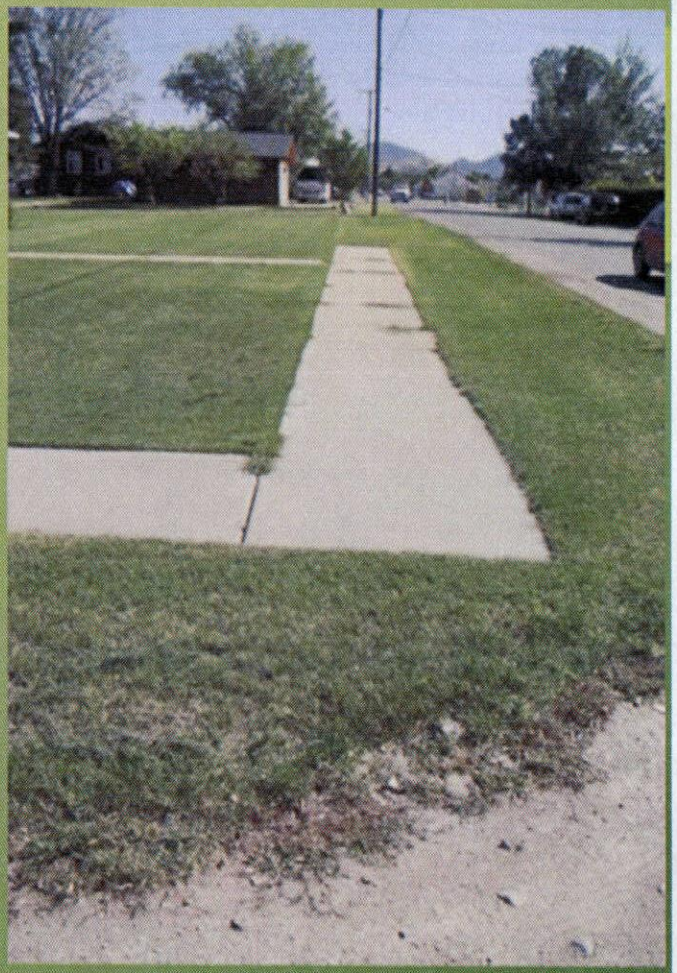
An Emerging Field of Research

- Frank, et al. (2005) found that people living in highly walkable, mixed-use communities are more than twice as likely to get 30 or more minutes of daily exercise as people who live in more auto-dependent neighborhoods. Frank, et al, 2005, AJPM
- King et al. (2010) found that those living in walkable neighborhoods with the lowest levels of functioning still walked more than the most able in unwalkable neighborhoods.
- Ewing et al. found individuals in compact, connected metro areas tend to live longer, safer, healthier lives than their peers in metro areas with sprawl. Obesity is less prevalent in compact counties, and fatal car crashes are less common. (Measuring Sprawl 2014)

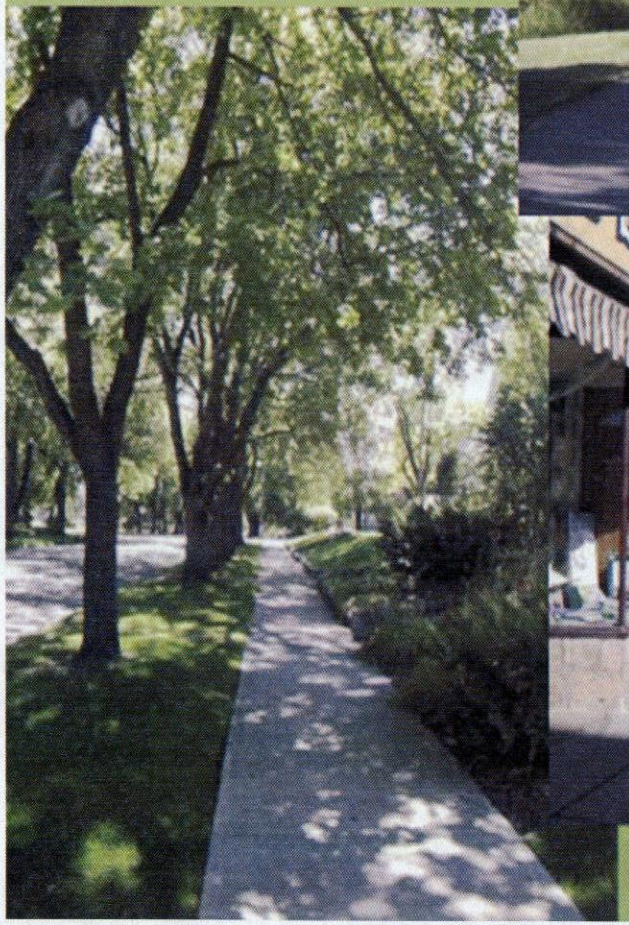
We need less of this...

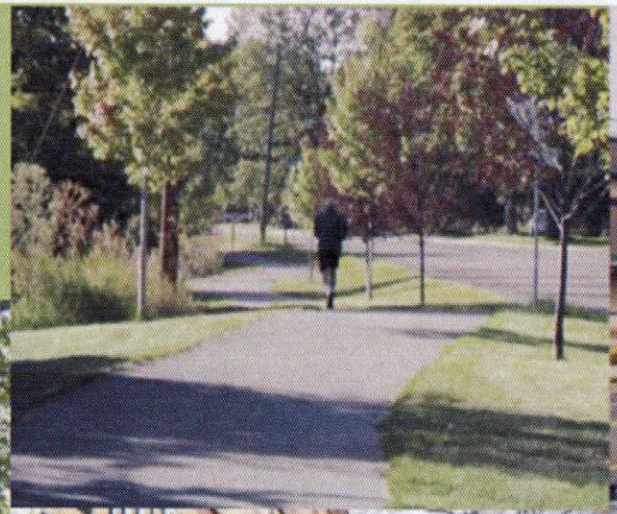


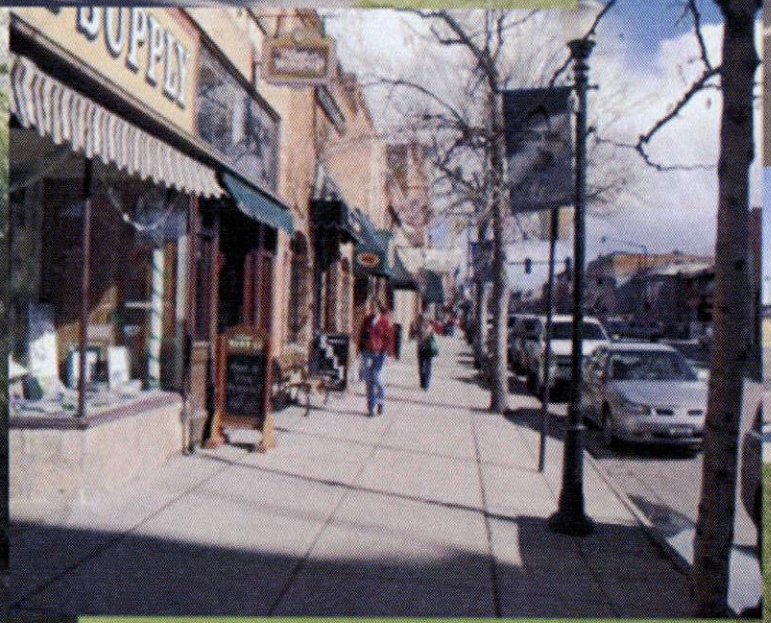

15
90

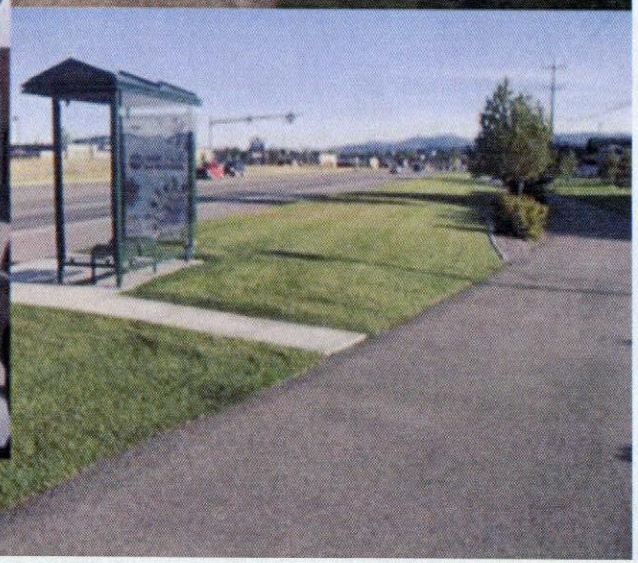


...and more of this

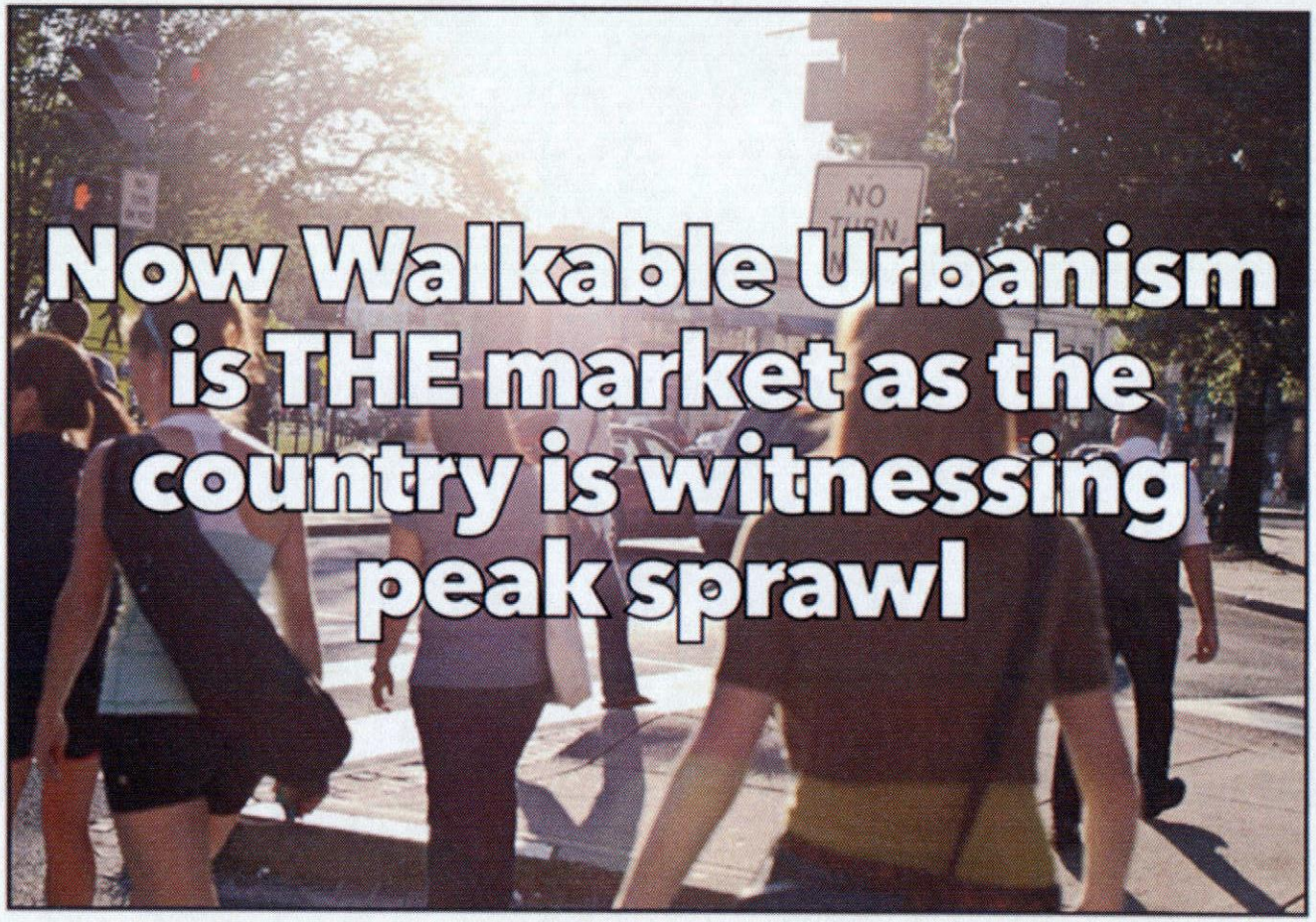








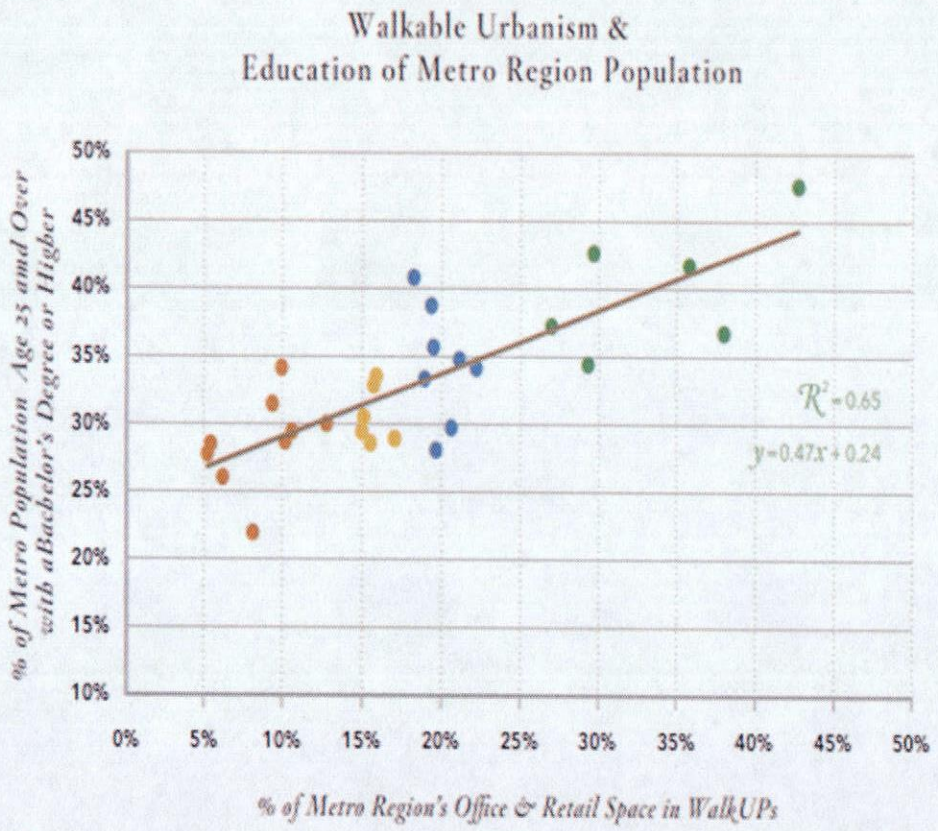
walkable urbanism used to be
a niche market



Correlation:

WALKUPS: EDUCATION & GDP

- Significant correlation, but no *causal* link
- % of workforce with college degrees:
  - Top 6 high-ranked metros: 39%
  - Low-ranked 10 metros: 29% (overall average = 33%)
- GDP per capita:
  - Top 6 high-ranked metros: $60,400
  - Low-ranked 10 metros: $43,900—or 38% higher (overall average = $52,000)



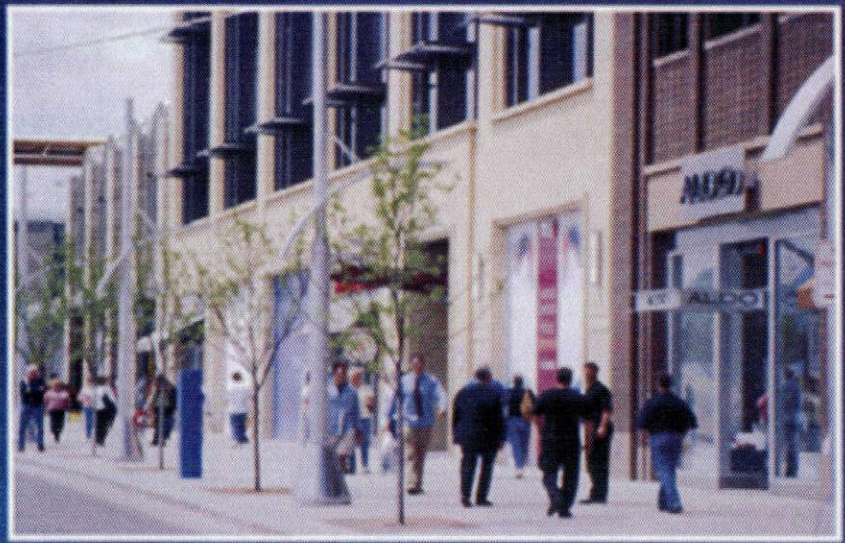
LOCUS | Smart Growth America | GW

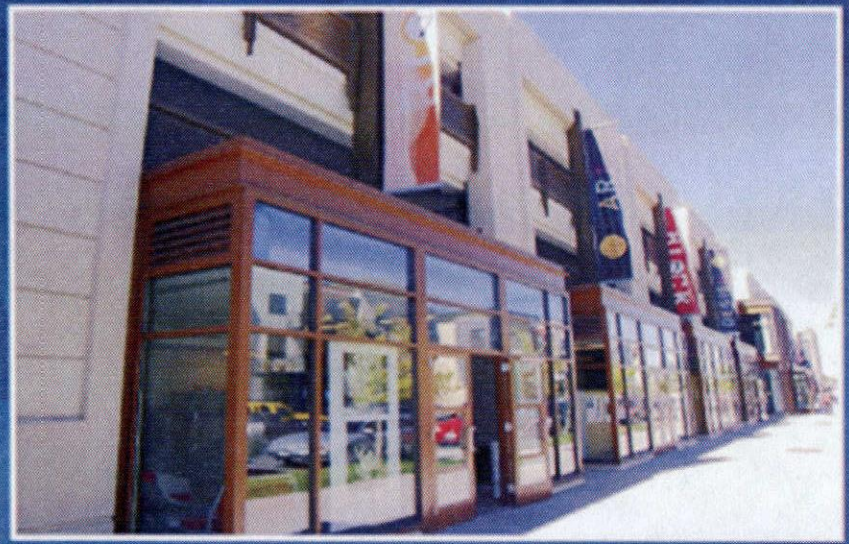
Key Findings

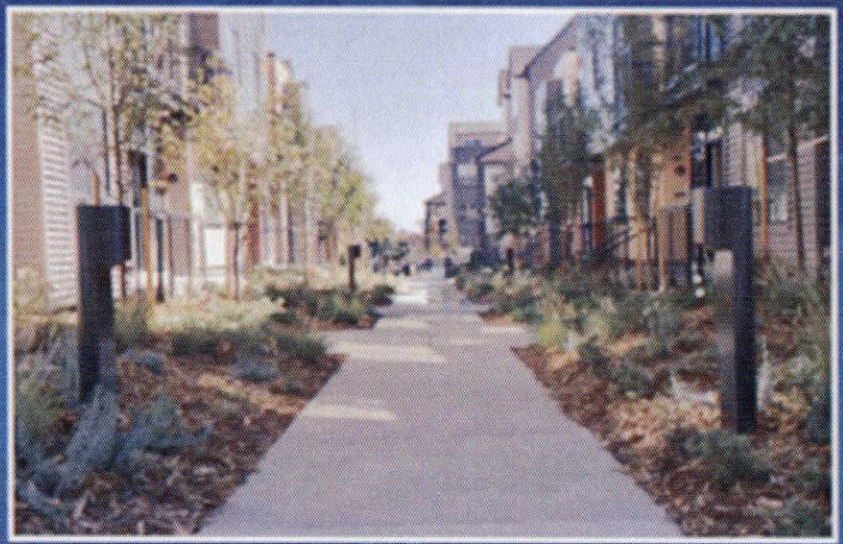
- **Walkable urban office space** in the 30 largest metros commands a **74 percent rent-per-square-foot premium** over rents in drivable suburban areas.

  And, these price **premiums continue to grow**.

Suburban Redevelopment: Belmar - Lakewood, CO







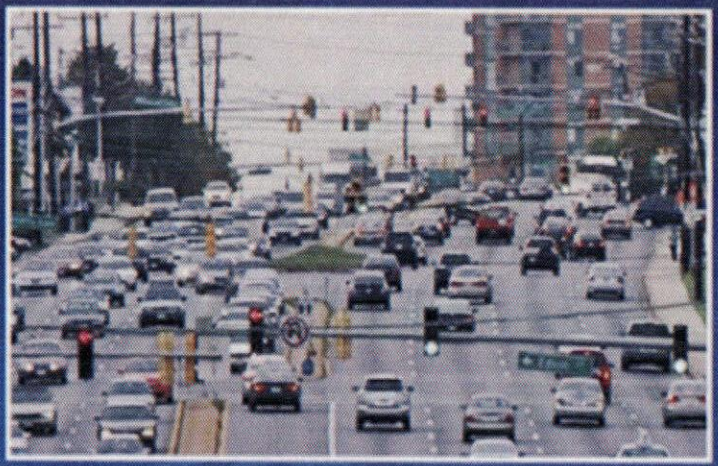
Key Findings

- **Walkable urban development** is not limited to the revitalization of center cities; it is also the **urbanization of suburbs**.

Metro Salt Lake City To Do List

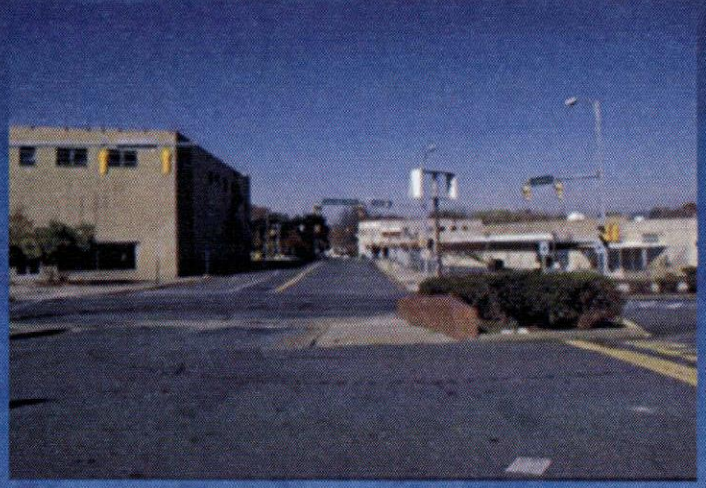
- Continue the investment in rail transit: most important economic, social and environmental investment you can make
- Major opportunities: downtown adjacent, suburban town centers & drivable sub-urban redevelopment
- Potential of Innovation District at University (Brookings)
- Strategic planning for each WalkUP
- Place Management (Private-Public Partnerships)

Downtown White Flint, MD

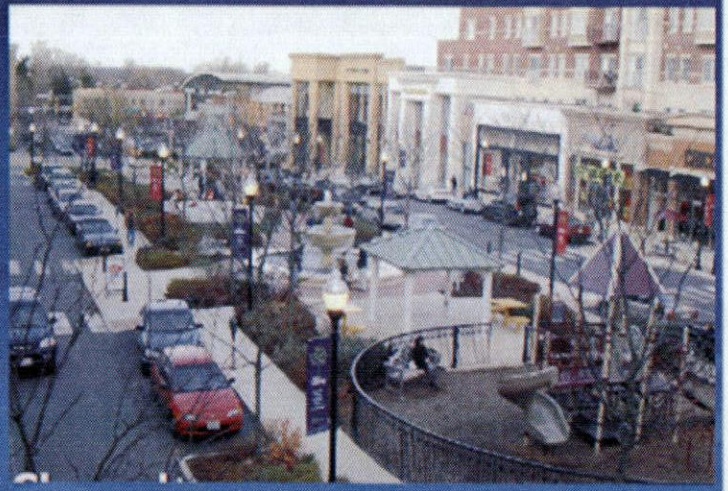


Arlington Starts Transforms in 1980s: Rail Transit, Overlay Zoning & Mgmt

1980s: Ex-Sears Stores



Same Place Today



Two blocks north and south, single family housing that is highest priced in Arlington on $/foot basis: Best of Two Worlds

10% of the land=50%+ of government revenues

Among best schools in Country

LESS IS LESS, MORE IS MORE

Importance of high density numbers in implementation centers

* In suburban build, more is less, in urban build more is more

* Higher density numbers WITH good design=

1. More efficient use of infrastructure/remaining land
2. Higher level of Development dollars invested= higher quality development
3. Enough activity to draw jobs and other daily-life supportive uses
4. Supports high quality public space which increases safety/sense of community
5. A transit stop more likely.

(Even without transit stop, we want higher numbers for the other benefits.
Transit not necessary, but highly increases synergy of these other benefits)

SUMMARY:

The market is being influenced by DEMOGRAPHIC, ECONOMIC, and HEALTHY LIVING forces, and is demanding an urbanization of suburbia for the best of both worlds. = Retaining the qualities and benefits of suburbia but with the affordability, convenience, lifestyle, and health benefits that a certain level of urbanization brings.

National Association of Realtors

- According to the National Association of REALTORS® *2013 Community Preference Survey*, 60 percent of respondents favor a neighborhood with a mix of houses, stores, and other businesses that are within walking distance, rather than neighborhoods requiring driving between home, work, and recreation.

- Respondents indicated that while the size of a home or yard does matter, most are willing to compromise size for a preferred neighborhood and less commuting.

What we need to do:

PLACEMAKING

- What is placemaking?
  - Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating private and public spaces that promote people's health, happiness, and well being. This takes careful and deliberate planning.

Key Ingredients?

- Informed and engaged leaders
  - Elected officials
  - Engaged citizens
- Community vision
- Policies and Plans
  - Develop, adopt, and implement
- Partnerships
- Projects, Programs, Incentives and Promotion

Point of Contacts

Alan Peterson
Trails Committee Chair

Bruce Cox
Parks and Recreation Director, Staff Liaison
801-292-8232
bcox@centervilleut.com

Mike Remington
Rick Turner
Trails Committee Members

CENTERVILLE
CITY COUNCIL
Staff Backup Report
11/5/2014

Item No. 3.

Short Title: Report re: Wasatch Choice 2040 Consortium

Initiated By: Councilwoman Tami Fillmore

Scheduled Time: 7:50

SUBJECT

RECOMMENDATION

Councilwoman Fillmore will report on the recent Wasatch Choice 2040 consortium event she attended.

BACKGROUND

WHY??

Population Growth

•Contrary to a common misperception, Utah
•is the sixth most urban state in the nation.

•Utah is the second fastest growing state in the nation.

•Two-thirds of Utah's growth is internally generated.

•In 1995, Utah was home to 1.9 million residents.
•The present population is 2.9 million.
•In the next 35 years, we are expected to grow by another 2.5 million, almost doubling to 5.4 million by 2050.
(we are growing exponentially)

HOW we grow matters

If we guide it, then we can:

•Improve air quality

•Save billions of dollars in infrastructure costs

•Reduce traffic congestion

•Preserve our agricultural lands and open spaces

•Use less water

•Create vibrant communities with a high quality of life

•Continue to respect existing choices, And
•RESPOND TO MARKET DEMAND
for more choices

WHY??

Population Growth

•Contrary to a common misperception, Utah
•is the sixth most urban state in the nation.

•Utah is the second fastest growing state in the nation.

•Two-thirds of Utah's growth is internally generated.

•In 1995, Utah was home to 1.9 million residents.
•The present population is 2.9 million.
•In the next 35 years, we are expected to grow by another 2.5 million, almost doubling to 5.4 million by 2050.
(we are growing exponentially)

HOW we grow matters

If we guide it, then we can:

•Improve air quality

•Save billions of dollars in infrastructure costs

•Reduce traffic congestion

•Preserve our agricultural lands and open spaces

•Use less water

•Create vibrant communities with a high quality of life

•Continue to respect existing choices, And
•RESPOND TO MARKET DEMAND
for more choices

CENTERVILLE

Staff Backup Report
11/5/2014

Item No. 4.

Short Title: Mayor's Report

Initiated By: Mayor Cutler

Scheduled Time: 8:05

SUBJECT

a. Quarterly Operational Metrics
b. Next Century Cities membership
c. UTOPIA operating assessment
d. Community Foundation update

RECOMMENDATION

BACKGROUND

a. Operational Metrics. Per the Mayor's direction, staff have been developing a set of metrics reflecting the operational performance of the City's various services. Mayor Cutler meets quarterly with all department heads and the City Manager to review the latest data and discuss operational issues. He has held such review sessions for each of the first three quarters of CY 2014. This is an ongoing effort that is being revised/refined over time. The current state of this initiative is described in the attachment, which includes:

- A narrative section (4 pages) describing the operational measures that have been selected for each department. These measures fall into four types: outcome, output, input and efficiency.
- A one-page summary explaining the four types of measures (referred to as "performance measures" in this summary) and the characteristics of good performance measures. This document has been used as a guide for management staff as they identify appropriate measures and determine whether good data can be collected in a cost-effective manner relating to these measures.
- Tables displaying the data relating to each operational measure. Jake Smith, Management Assistant, is responsible for gathering the data quarterly from department heads and putting it into these tables. There is also a separate attachment pertaining to the Recreation Program survey that Council can review if they wish to see survey results broken down by each class or activity.

The City Manager anticipates the next step in the progression of this initiative will be a discussion with Mayor Cutler about a "dashboard" report that would be suitable for the public.

b. Next Century Cities membership. Mayor Cutler has been contacted by a representative of "Next Century Cities" with an invitation to become a member. The attachment explains the purpose and principles of this organization.

c. UTOPIA operating assessment. There may be more discussion or an update about this matter.

d. Community Foundation update. Jack Dellastatious, Chair of the Centerville Community Foundation, has contacted the Mayor about getting some more board members appointed. Before selecting more board members, however, the Mayor would like to get a reading on what the Council views the mission of the Foundation to be, and how that might affect the expectations of Board members.

ATTACHMENTS:

Description

- Centerville Operational Metrics
- Summary of Rec Surveys
- Next Century Cities

OPERATIONAL METRICS

CITY OF CENTERVILLE, UTAH

Friendly City Beside The Great Salt Lake

1848

OCTOBER 30, 2014

Operational Metrics

(Updated10/30/14)

Water System

- Outcome—Keep culinary water safe to drink
  - Results of monthly bacterialtesting—report quarterly whether any samples failed
  - Results of periodic testing for other substances (chemicals, minerals, radioactivity, etc)—results reported in quarter when such tests are done (every year, every 3 years, etc)
  - Fluoride level monitoring results—report quarterly whether monitors recorded any levels exceeding 2 ppm or 4 ppm and if so, actions taken. Review annually results of County's monthly fluoride samples—was average between 0.5 and 0.7 ppm?
- Outcome—Deliver culinary water with adequate pressure
  - Results of pressure monitoring—report quarterly whether monitors for any transducers recorded pressure dropping below 20 psi and if so, action taken.
- Outcome—Maintain water distribution system in good condition long-term
  - Report quarterly # leaks/breaksin 1) water mains and 2) service lines. Analyze each break for cause or factors and record useful data—i.e. location, type of material, type of soil, type of break, etc.—that can be reviewed over time to identify problem areas and improvements in choice of materials, work methods, etc. Compare annually number of breaks with prior years--increasing or decreasing? Why?
  - Accuracy of water meters—Test sampling of 30 meters per year for accuracy.
  - Water storage reservoirs—inspect interior every 2 years and report results and actions taken.
  - Pump stations—report quarterly any significant findings of weekly/monthly inspections
  - Report results of periodic "sanitary survey" by County/State inspectors (every 3 years?)
- Efficiency—Deliver culinary water cost-effectively to customers
  - Power costs—percent of hours pumping water that were "off peak"

Street Operations

- Outcome—Is overall street condition rating going up or down over time? Measured at time of Street Maintenance Plan update—compare with prior Plan updates.
- Outcome –Is # potholes increasing over time? Report annually the # potholes and tons of asphalt used and compare to prior years. (2013 data is available as baseline; will compare 2014 data with 2013 when available.)
- Efficiency—Average manhours prepping and placing asphalt per ton. Analyze annually and compare with prior years. Use for internal management purposes, not public reporting. (2013 data is available as baseline; will compare 2014 data with 2013 when available.)
- Outcome—Failure rate of utility cuts. Track and report annually # of cuts made and # of these cuts that subsequently fail upon re-inspection the following year (central file of failure notification letters)—compare failure rate with prior years. Goal: zero failures.

- Input/Output--# manhours snowplowing and tons of salt used—track and compare on a fiscal year basis. How use data?
- Input--# manhours*removing* snow (not snowplowing), if applicable.
- Output/Outcome—Are streetlights being adequately maintained? Track # lights reported out each quarter and # pending repair at end of each quarter—increasing or decreasing? Report # and cost of repairs in each quarter—in minor and major categories. Is budget funding keeping up with need?
- Output/Outcome—Are sidewalks being adequately maintained? On calendar year basis, track: 1) # linear feet reported in poor condition by priority category; 2) # linear feet still pending repair at end of year, by priority category; and 3) cost of repairs done. Compare results with prior years. Is budget funding keeping up with need?

Drainage System

- Outcome—Is system functioning with minor damage to property? Report quarterly the # incidents causing property damage/cost of damage (see Risk Management section).
- Output/Efficiency—Report annually the # linear feet of storm drains and subdrains cleaned, what percent of system this represents, and track percentage changes year to year. Consider adjustments to cleaning frequency—hot spots vs. systematic cleaning--to increase cost-effectiveness (this discussion is ongoing).
- Output/Outcome—report annually the linear feet of new drains constructed; were all visually or TV-inspected?
- Output/Efficiency-- # hoursstreetsweeping and cubic yards of waste collected; calculate CYs/hour of sweeping and compare annually with prior years. Consider adjustments to sweeping frequency—i.e. based on differences in conditions vs. city-wide sweeping—to increase cost-effectiveness(this discussion is ongoing).
- Outcome—Isstormwater quality being adequately protected? Report annually: 1) # known illicit discharges; 2) # of stormwater violations discovered and actions taken; and 3) activities undertaken to comply with City's stormwater permit.

Police Services

- Output—Track # traffic citations and warnings quarterly
- Outcome—track # accidents over time and analyze by location. Illustrate with "heat map"?
- Output—Report quarterly the # calls initiated by others and the # "on view" incidents. Is there an inverse correlation?
- Outcome—Is response time acceptable? Track average response time for Priority One calls quarterly and compare with average as reported quarterly for law enforcement agencies dispatched through DCSO.
- Outcome—What is happening with Type 1 crime rate? Compare Type 1 crime rate with other Davis County cities annually(using Crime in Utah Report)--compare overall Type 1 crime rate, the larceny category crime rate (related primarily to commercial retail activity), and the non-larceny crime rate. Track crime rate trends over time and City's ranking among Davis County cities.

- Outcome—How does our crime resolution rate, or "closure rate", compare with other agencies?Still exploring data sources for this comparison.
- Efficiency—correlate manpower scheduling (i.e. shift scheduling) with # calls by time of day and day of week. What does it reveal about the appropriateness of how the patrol force is scheduled to best match workload?Data not currently available for this analysis; need cooperation of FATPOT (creator of City's police records management system). Nature of calls should also be taken into consideration. Therefore, this measure is subject to further review for feasibility.
- Outcome—Are business owners/managers satisfied with police services? Conduct annual survey of business license holders (during renewal) to measure satisfaction. Jake to work with Donna in Community Development to include survey with license renewals at end of 2014.

Parks and Recreation

- Output—Report annually the # park pavilion reservations; compare with prior years.
- Outcome—Are residents satisfied with condition of parks? Measure park users satisfaction by surveying pavilion users immediately after their event via auto-generated email.
- Output—Report annually the # burials; compare with prior years.
- Efficiency—Are revenues offsetting costs for recreation, baseball and park concessions per the City Council's subsidy guideline? Calculate annually.
- Efficiency--# seasonal maintenance manhoursannually per acre of developed park; compare with prior years.
- Output--# participants in recreation and baseball programs. Analyze possible causes of increases or decreases.
- Outcome—Is Recreation Program meeting desires of residents? Survey of participants' satisfaction for selected recreation programs. Using Survey Monkey for this.
- Outcome—Is baseball program being run effectively? Survey baseball coaches at end of season.Using Survey Monkey for this.
- Outcome—Did Parks Dept. successfully meet critical deadlines for events using park facilities?

Community Development

- Outcome—Are building inspections provided in timely manner? Report quarterly the percentage of inspections that were not provided by next business day (or within the requested time frame if requested more than 24 hours in advance).
- Outcome—Are building plans being reviewed in timely manner? Report quarterly the compliance rate re turnaround goal of 14 business days—i.e. from initial receipt of plans to return of plans to applicant with review comments from Sunrise Engineering and City staff.
- Input—Report quarterly the monthly cost of contract services for building plans review/building inspections.
- Output—Report quarterly: 1) #building permits issued each month for new residential units (in 3 categories); 2) monthly permit revenue (only for plan review and building permits); and 3) monthly value of all construction permitted.

- Efficiency—Compare monthly and report quarterly the # hours of inspection and the average # inspections per hour for contract inspector (Sunrise Engineering). Review trend over time.
- Outcome—Are business licenses being issued promptly? Report quarterly the percent of new business licenses issued within 5 business days from receipt of application.
- Outcome—Are reported code violations being investigated in timely manner? Report quarterly the percent of reported violations initiallyinvestigated within 7 calendar days of receipt of complaint.

Justice Court

- Output—Report # citations filed with Court each month by CPD, DCSO and UHP. Track trends over time, comparing quarterly and annually with prior years.
- Output—Report Court revenues quarterly and monitor trend over time and variations over time.
- Outcome—Are offenders being brought to justice? Track total # outstanding warrants at end of each quarter. Sort by warrant aging. Review trend over time and discuss concerns with Court staff and Judge.
- Outcome—Are cases being disposed in timely manner? Review compliance with "Time to Disposition" goals for misdemeanors, small claims and traffic citations (as periodically reported by Utah AOC) and compare with other justice courts in County.

Whitaker Museum

- Output/Outcome?—Report quarterly the # museum visitors, # event participants and # volunteer hours; compare with same period or event in prior year; review trend over time.

Risk Management

- Outcome—Are claims being avoided or minimized? Report quarterly each claim received, disposition, cause and actions to prevent in future.
- Outcome—What are the results of annual inspection by URMMA.

Other reporting categories for quarterly sessions with Mayor:

- Noteworthy accomplishments, initiatives, progress on goals, projects, etc.
- Recognition or "thanks" from other entities/persons
- Recognize specific employees
- Significant issues/problems addressed
- Anticipated significant issues/challenges in the upcoming quarter

Types of Measurements:

- **Input:** A budget is basically a set of input measures: how much money and how many staff are dedicated to a particular program. These are important measures, but on their own, they tell us nothing about how well the service is being provided.

- **Output:** When a city first starts measuring performance, the measures tend to focus on outputs. This tells us how much of something was accomplished, for example, how many arrests were made, permits approved, classes conducted, etc.

- **Efficiency:** Relating outputs to inputs can provide efficiency ratios. How many code enforcement complaints were investigated per full-time equivalent employee? How much did the city spend per purchase order issued? These measures can be a great way to communicate with the public to show them how frugally we're managing their money, but they don't tell us everything the public may want to know. For instance, we can show that we're only spending $.10 per capita on a service, but that may be because we have deferred maintenance or capital projects.

- **Outcome:** Taking a step beyond outputs and efficiencies, outcome measures indicate how well a city is providing services. These may include indicators of timeliness, quality, or customer satisfaction. They may also relate directly to strategic plan goals.

Determining what to measure:

- **Appropriateness and Validity:** does the measure relate to the government objectives for that service and does it really measure the degree to which a customer need or desire is being met, including minimization of detrimental effects?

- **Uniqueness:** Does it measure an outcome characteristic that no other measure encompasses?

- **Comprehensibility:** Is the measure understandable?

- **Controllability:** Is the condition being measured at least partially the government's responsibility? Does the government have some control over it?

- **Cost:** Are cost and staffing requirements for data collection reasonable?

- **Timeliness of Feedback:** Can the data be obtained quickly enough that managers and staff can act on it before the information becomes obsolete?

- **Accuracy and Reliability:** Can sufficiently accurate and reliable information be obtained?

- **Completeness:** Does the set of measures cover all or at least most objectives?

Information on this page was summarized from this source: Young, G. (2013). *Getting Started: Performance Measurement for Local Government*. Washington, D.C.: ICMA Publishing.

Water System

	1st QTR	2nd QTR	3rd QTR	4th QTR	Year Total
OUTCOME-Keeping water safe to drink					
*Results of bacterial testing, failed	0	0	0		0
* Results of periodic testing for other substances, failed	0	0	0		0
*Fluoride levels above 2.0 or 4.0 PPM	0	0	0		0

Why:

*Annual fluoride results between 0.6 to 0.8 — Yes

OUTCOME- Delivered culinary water with adequate pressure	1st QTR	2nd QTR	3rd QTR	4th QTR	Year Total
*Water system drop below 20 PSI	0	0	0		0

OUTCOME-Maintain water distribution system in good condition

Water Repairs	1st QTR	2nd QTR	3rd QTR	4th QTR	Year Total
Water Mains	1	3	2		6
Services	5	1	2		8

*Accuracy of Meter, 30 per Year	Count	15	AVG.%	0.982

*Water Storage reservoirs cleaned, inspected, every two years	Date	Cleaned	Repairs
Island view tank	12-Dec	Yes	
100 South tank	12-Dec	Yes	
Parrish Lane Reservoir	12-Oct	Yes	
Green Steel Tank	14-Sep	Yes	NA
Rick's Creek Reservoirs	12-Sep	Yes	
Rolling Hills Tank	14-Sep	Yes	NA

Notes of any repairs:

*Pump Station- report quarterly any significant weekly/monthly findings

Note One:

Note Two:

Note Three:

*Sanitary Survey Results	Pass	Fail	Year	Next year Due	
	Yes	NA	2012	2015	

Outcome-Efficiency deliver culinary water cost-effectively to Customers	1st QTR	2nd QTR	3rd QTR	4th QTR	Year Total
Percent of On Peak Pumping	0.15%	0.06%	0.37%		
Hours Pump on Peak	3	2	15		
Hours Ran off Peak	1,975	2,982	8,602		

Street Operations

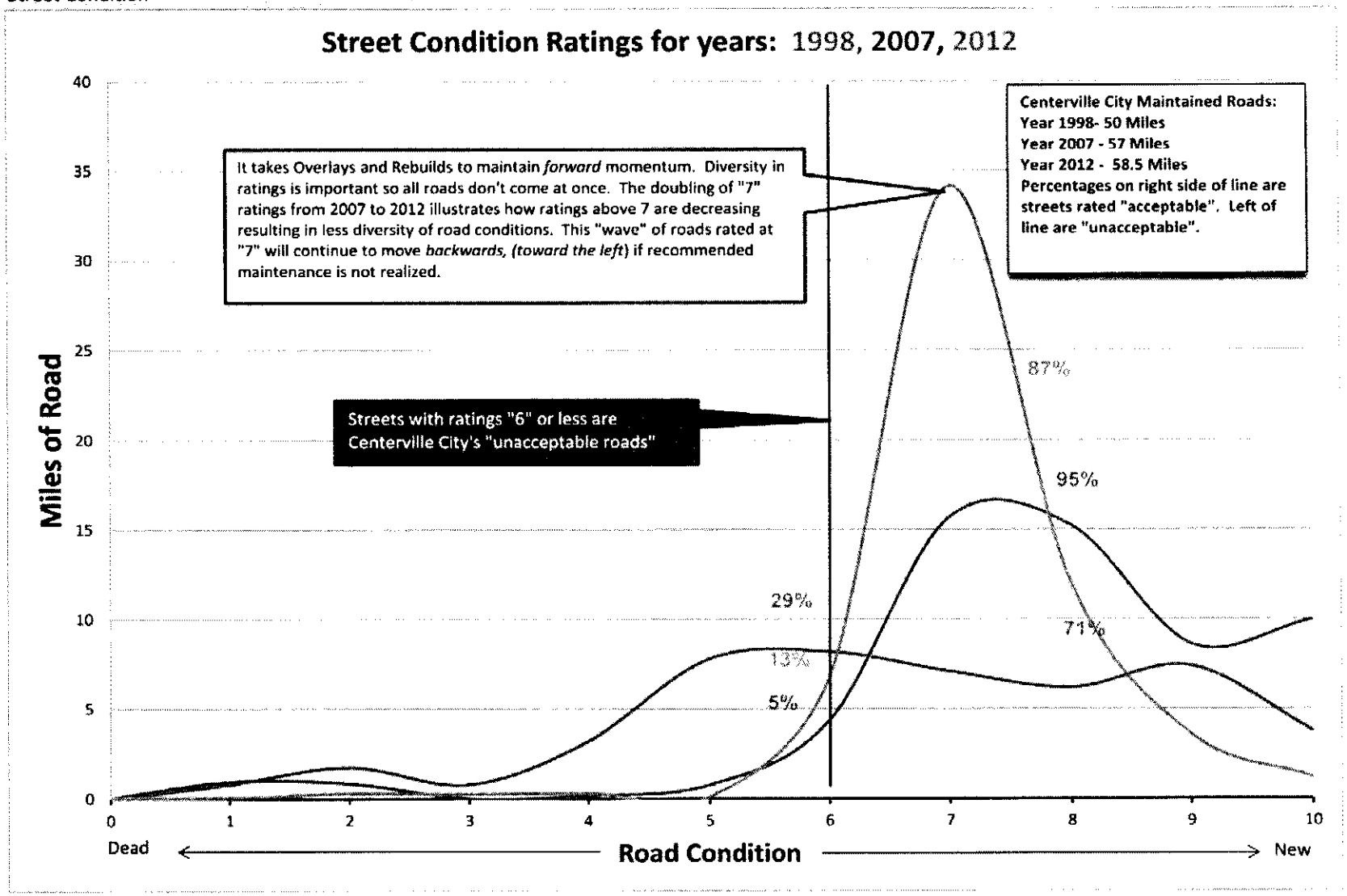
	CY 2013	CY 2014	CY 2015	CY 2016
Potholes (annual measure)				
Number of potholes	134			
Tons of asphalt used	368			
Man hours prepping and placing asphalt	2,127			
Man hours prepping and placing asphalt/ton	6			
Utility Cuts				
Cuts Made	82			
Prior Year Cuts Failed	8			
% Cuts Failed	9.1%			
Sidewalks				
Reported in poor condition (In ft)	790			
Priority 1 (1/2 and up)				
Pending repairs (priority 1)				
Priority 2 (under 1/2 inch)				
Pending repairs (priority 2)				
Pending repairs at year end (In ft)	120			
Cost of repairs done (Fiscal Year)	$ 10,600.00			
Budgeted (Fiscal Year)	$ 10,600.00			

Snow Removal	FY 2013	FY 2014	FY 2015	FY 2016
Man hours plowing	623	533.4		
Tons of Salt Used	1685	1258.75		
Man hours removing (not snowplowing)	0	0		

Streetlights	FY 2014 Q3	FY 2014 Q4	FY 2015 Q1	FY 2015 Q2
Lights reported out	12	16	12	
Repairs made	12	15	9	
Repairs pending (accumulated backlog)	0	1	4	
Cost of repairs	$ 2,104.68	$ 8,683.70	$ 5,189.65	
Minor	$ 2,104.68	$ 2,698.88	$ 1,051.84	
Major	$ -	$ 5,984.82	$ 4,137.81	
YTD Costs	$ 13,170.26	$ 21,853.96	$ 5,189.65	
Budgeted	$ 15,000.00	$ 15,000.00	$ 17,000.00	

Street Operations

Street Condition



Drainage System

	FY 2015 Q1	FY 2015 Q2	FY 2015 Q3	FY 2015 Q4
Is system functioning with minor damage to property				
Incidents causing property damage (location)	0			
Cost of damage				
Notes on the issue(s)				

Cleaning (annual)	FY 2013	FY 2014	FY 2015	FY 2016
Storm/subdrain cleaned (ln ft)		74,338		
% of storm/subdrain system cleaned		27.9%		

Construction (annual)				
Linear feet constructed		2,349		
% TV inspected		100%		

Street sweeping (annual)				
Hours of sweeping		267		
Yards^3 of waste		117		
Yards^3/Hour		0.44		

Storm water quality (annual)				
Known illicit discharges		1		
Storm water violations (action taken)				
Notices Issued		9		
Violations Resolved		9		
Notes on activities taken to comply with storm water permit				

Police Services

	1st Qtr 2014	2nd Qtr 2014	3rd Qrt 3014	4th Qrt 2014
Citations - Traffic				
Citations issued			726	
Warnings			862	
Accidents				
Total Accidents	60	69	69	
Calls vs on view				
Calls	2,150	2,364	2,423	
On view incidents	5,268	4,842	5,872	
Response times (County Dispatch)				
Priority 1 calls average (secs)	42	52	46	
County Dispatch Priority 1 calls average (secs)	67	72	70	

	CY 2012	CY 2013	CY 2014	CY 2015
Crime Rate/1,000 (from Crime in Utah Report)				
Indexed crime rate (TYPE I)	30.55			
County Indexed crime rate (12 agencies)	21.11			
Rank in County	#2			
Larceny rate	25.49			
County Larceny rate	16.47			
Rate w/o Larceny	5.06			
County Rate w/o Larceny	4.64			
Rank in County w/o Larceny	#7			
Notes Re: Significant Issues/Trends	Continued increase in Larceny			
Business owner/manager satisfaction (annual)				
Satisfaction Level				

Parks, Recreation and Cemetery

	CY 2013	CY 2014	CY 2015	CY 2016
Park Pavilion Rentals				
Total Reservations Made	225	203		
Freedom Hills		32		
Smoot		44		
Community		25		
Founders		47		
Porter-Walton		30		
Island View		25		
Park Conditions				
Survey results 1 (poor) - 4 (excellent)				
Surveyed	NA	19		
Responses	NA	9		
Response Rate	NA	47%		
Ease of making reservation	NA	3.47		
Cleanliness of pavilion and park	NA	3.55		
Cleanliness of restrooms	NA	3.40		
Reserve a pavilion again?	NA	100%		
Burials				
Total burials	67	57 (YTD)		
Revenues/Expenses				
Overall revenue/expenses	$ (4,013.90)			
Recreation	$ (3,564.96)			
Baseball	$ (2,296.02)			
Concessions	$ 1,847.08			
Maintenance				
Seasonal man hours/landscaped acre (84.27 acres)	159.83			
Recreation Participation				
Recreation participants	1787			
Baseball participants	341	348		
Recreation Programs				
Survey results for all programs (1-4 scale)				
Surveyed	NA	1,049		
Responses	NA	326		
Response Rate	NA	31.1%		
Ease of Reservation	NA	3.44		
Recreation staff	NA	3.59		

Parks, Recreation and Cemetery

Class time	NA	3.5		
Class day	NA	3.52		
Length of class	NA	3.43		
Length of session	NA	3.47		
Class materials	NA	3.6		
Class organization	NA	3.59		
Facilities	NA	3.67		
Overall experience	NA	3.49		

Kids Kamp

Surveyed	NA	76		
Responses	NA	26		
Response Rate	NA	34%		
Ease of Reservation	NA	3.65		
Kamp staff	NA	3.81		
Kamp schedule	NA	3.69		
Knowledge of Program	NA	3.69		
Presentation of Program	NA	3.69		
Professional Attitude and Appearance	NA	3.73		
Overal Condition and Cleanliness	NA	3.81		
Condition of Equipment	NA	3.69		
Convenient Time and Location	NA	3.85		
Overall experience	NA	3.77		

Baseball Program Effectiveness

Survey results (1-4 scale)				
Surveyed	NA	35		
Responses	NA	17		
Response Rate	NA	48.6%		
Comparison to other baseball programs	NA	3.38		
Ball field and park appearance	NA	3.19		
Cleanliness of restrooms	NA	3		
Umpires	NA	2.8		
Communication	NA	3.25		
Recommend Centerville baseball?	NA	94.1%		

Event deadlines

Event notes				
Easter Egg Hunt				
Movies in the Park				
4th of July Festivities				
Trails Committee Events				
Pumpkin Party				
Festival of Lights				

Community Development Summary

	2014 Q1	2014 Q2	2014 Q3	2014 Q4
Building Inspections				
Total number of inspections		202	189	
% Inspections within 24 hours (or time requested)		91%	93%	
Building Plans				
Total number of plan reviews		27	39	
% Reviewed within 14 business days		96%	97%	
Contracted Services (Sunrise)				
Building plan review/inspection costs	$ 21,614	$ 20,219	$ 18,347	
Building Permits				
Residential permits issued	2	-	3	
Single	2	-	3	
Duplex & Town Home	-	-	-	
Multi	-	-	-	
Permit Revenue (plan review & building permits)	$ 26,789	$ 78,016	$ 49,440	
Value of construction permitted	$ 2,064,286	$ 6,590,269	$ 3,656,506	
Inspections				
Hours of inspection	185.75	155.5	145.25	
Inspections/hour	1.15	1.30	1.30	
Business Licenses				
Licenses issued	25	20	19	
% new licenses issued with 5 business days	100%	100%	89%	
Code Violations				
Code violations reported	2	15	8	
% violations investigated within 7 days	100%	87%	100%	

Community Development Detail

2014 (3rd Quarter) Data for Building Department

Sunrise Engineering Contract Costs: Inspections $69.00 per hr./ Plan Review $92.00 per hr.

July	August	September
Inspections Time [hrs] =57.25	Inspections Time [hrs] = 43.75	Inspections Time [hrs] =44.25
Number of Inspections =69	Number of Inspections =48	Number of Inspections =72
Avg. Inspections Per Hour =1.21	Avg. Inspections Per Hour =1.10	Avg. Inspections Per Hour = 1.63
Plan Review [hrs] =21.75	Plan Review [hrs] =24.75	Plan Review [hrs] =42.25
Contract Cost = $6,011.25	Contract Cost = $5,337.51	Contract Cost = $6,998.33
Plan Check Fees = $8,666.39	Plan Check Fees = $4,769.26	Plan Check Fees = $2,894.97
Building Fees = $15,741.57	Building Fees = $9,436.79	Building Fees = $7,931.44
		Total Fees Collected = $49,440.42
		Total Contract Costs = $18,347.09
		Balance = $31,093.33
New SF Homes =1	New SF Homes =0	New SF Homes =2
Duplex & Town Homes =0	Duplex & Town Homes =0	Duplex & Town Homes =0
Multi-family =0	Multi-family =0	Multi-family =0
Commercial/Tenant Finish = 6	Commercial/Tenant Finish =2	Commercial/Tenant Finish =3
Construction Value = $1,857,554.00	Construction Value = $1,177,722.00	Construction Value = $621,230.00
		YTD New SF Homes =4
		YTD Duplex & Town Homes =0
		YTD Multi-family =0
		YTD Commercial/Tenant Finish =27
		YTD Construction Value = $12,275,061.00
Inspections NOT by 24 Hrs =2	Inspections NOT by 24 Hrs =1	Inspections NOT by 24 Hrs =11
Plan Reviews by 14 Days =6	Plan Reviews by 14 Days =9	Plan Reviews by 14 Days =23
Plan Reviews Not by 14 Days =0	Plan Reviews Not by 14 Days =0	Plan Reviews Not by 14 Days =1

2014 (3rd Quarter) Data for Business Licensing Department

July	August	September
Commercial Licenses Issued = 1	Commercial Licenses Issued =2	Commercial Licenses Issued =3
Not issued in 5 Bus. Days =0	Not issued in 5 Bus. Days =1	Not issued in 5 Bus. Days =1
Home Licenses Issued =3	Home Licenses Issued =3	Home Licenses Issued =7
Not issued in 5 Bus. Days =0	Not issued in 5 Bus. Days =0	Not issued in 5 Bus. Days =0
		YTD New Commercial Licenses =26
		YTD New Home Licenses =38
		YTD Not Issued in 5 Days =2

2014 (3rd Quarter) Data for Code Enforcement

July	August	September
Reported Enforcements =3	Reported Enforcements =2	Reported Enforcements =3
Not investigated in 7 Days =0	Not investigated in 7 Days =0	Not investigated in 7 Days =0
		YTD Reported Enforcements =25
		YTD Not Investigated in 7 Days =2

Court

	2014 Q1	2014 Q2	2014 Q3	2014 Q4
Citations				
Total Citations	1,171	924	1,066	
CPD	789	636	752	
DCSO	15	18	14	
UHP	361	263	293	
Other	6	7	7	
Revenue				
Court revenue	$ 120,875	$ 119,266	$ 122,337	
Warrants				
Warrants Issued	37	82	89	
Total outstanding warrants		825	837	
Less than 1 year		61	99	
1 to 2 years		124	121	
2 to 5 years		219	214	
5 to 10 years		357	349	
10+ years		64	54	

Case disposition

See Next Page

Court

Statewide Justice Courts Time to Disposition Report[1]: December 31, 2013

Court Location	Misdemeanor Disposition Goal=6 months				Small Claims Disposition Goal=9 months				Traffic Disposition Goal=90 days			
	Six Month View Jul 1-Dec 31, 2013		Twelve Month View Jan 1-Dec 31, 2013		Six Month View Jul 1-Dec 31, 2013		Twelve Month View Jan 1-Dec 31, 2013		Six Month View Jul 1-Dec 31, 2013		Twelve Month View Jan 1-Dec 31, 2013	
	# of Cases Disposed	% of Cases Disposed Meeting Goal	# of Cases Disposed	% of Cases Disposed Meeting Goal	# of Cases Disposed	% of Cases Disposed Meeting Goal	# of Cases Disposed	% of Cases Disposed Meeting Goal	# of Cases Disposed	% of Cases Disposed Meeting Goal	# of Cases Disposed	% of Cases Disposed Meeting Goal
Daggett County	[illegible]	96%	[illegible]	90%	---	---	---	---	246	96%	450	94%
Dutch John	43	95%	61	90%	---	---	---	---	149	95%	276	91%
Manila	33	97%	46	89%	---	---	---	---	96	97%	174	98%
Davis County	1,875	96%	3,914	92%	965	86%	2,042	92%	15,077	90%	30,202	91%
Centerville	158	94%	342	93%	10	90%	41	98%	1,794	97%	3,984	97%
Clearfield	373	82%	775	82%	157	99%	396	100%	3,214	93%	6,027	92%
Clinton City	154	92%	334	90%	50	88%	109	91%	912	95%	1,955	95%
Davis County	634	71%	1,209	77%	492	75%	919	86%	4,646	85%	9,584	87%
North Salt Lake	161	70%	337	67%	57	88%	125	87%	1,231	83%	2,543	85%
South Weber	33	88%	55	80%	3	67%	5	80%	421	94%	915	94%
Sunset City	135	85%	241	90%	136	100%	299	100%	1,183	88%	2,253	89%
Syracuse City	105	98%	202	97%	11	100%	18	100%	748	99%	1,709	99%
Woods Cross	122	80%	219	87%	49	100%	130	100%	928	92%	1,772	93%
Duchesne County	288	97%	490	92%	20	100%	41	100%	1,609	93%	3,857	96%

Statewide Justice Courts Time to Disposition Report[1]: September 30, 2014

Court Location	Misdemeanor				Small Claims				Traffic			
	Six Month View		Seven Month View		Six Month View		Seven Month View		Six Month View		Seven Month View	
	# of Cases Disposed	% of Cases Disposed Meeting Goal	# of Cases Disposed	% of Cases Disposed Meeting Goal	# of Cases Disposed	% of Cases Disposed Meeting Goal	# of Cases Disposed	% of Cases Disposed Meeting Goal	# of Cases Disposed	% of Cases Disposed Meeting Goal	# of Cases Disposed	% of Cases Disposed Meeting Goal
Davis County	1,407	93%	1,671	93%	1,389	87%	1,602	89%	14,053	95%	16,613	95%
Centerville	128	94%	148	94%	13	100%	14	100%	1,807	97%	2,116	97%
Clearfield	292	95%	354	94%	213	99%	246	99%	2,781	97%	3,395	97%
Clinton City	138	93%	167	92%	34	97%	35	97%	831	96%	991	96%
Davis County	431	94%	520	93%	841	79%	930	81%	4,479	93%	5,289	93%
North Salt Lake	122	80%	140	82%	42	100%	65	100%	901	93%	1,073	93%
South Weber	12	100%	17	100%	3	100%	3	100%	317	98%	374	98%
Sunset City	119	91%	131	90%	172	100%	207	100%	977	92%	1,149	92%
Syracuse City	89	98%	105	98%	12	100%	14	86%	842	99%	979	99%
Woods Cross	76	97%	89	97%	59	100%	88	100%	1,118	97%	1,247	97%

For period beginning March 2014

Whitaker Museum

	2014 Q1	2014 Q2	2014 Q3	2014 Q4
Visitors				
Total Visitors	69	409	347	
Museum Visitors	58	188	322	
Event Visitors	11	221	25	
Volunteers				
Volunteer Hours	239	615	229	
Event Notes				
Heritage Market				
Cemetery Tour				
Zombie Run				
Haunting at the Whitaker				

Risk Management

	2014 Q1	2014 Q2	2014 Q3	2014 Q4
Claims				
Claims received				
Disposition				
Notes				
Annual Inspection				
Results	99.26%			

Survey Results	Archery	Art	Arts and Crafts	Babysitting	Basketball	Bowling	Cake Decorating	Iddy Biddy Ball	Jewelry	Kids Cooking	Lacrosse	MB CZ Community	MB CZ Nation	MB CZ World	MB Com	MB Emergency	MB Personal M	Mom's Survival Guide	Play School	Sewing	Soccer	Summer Dance	Teen Cooking	Tennis	Ukelele	Volleyball	Average
Online Registration Experience	3.45	4.00	3.40	3.60	3.40	3.50	3.71	3.28	3.50	3.40	2.80	3.67	3.45	3.43	3.73	3.78	3.25	3.00	3.16	3.35	3.38	2.75	3.83	3.60	3.55	3.43	3.44
Professional and Courteous Staff	3.32	4.00	3.90	3.80	3.53	3.50	3.62	3.40	3.50	3.70	3.60	3.56	3.70	3.71	3.91	3.67	3.50	3.00	3.78	3.65	3.08	3.50	3.83	3.86	3.09	3.57	3.59
Class Organization	3.23	3.60	3.60	3.70	3.00	2.88	3.62	3.36	3.25	3.73	3.40	3.88	3.70	3.86	3.82	3.67	3.50	4.00	3.71	3.59	2.62	3.50	3.83	3.57	3.00	3.43	3.50
Knowledge of Program	3.29	3.40	3.70	3.40	3.00	3.38	3.57	3.24	3.38	3.74	3.50	3.78	3.91	3.86	4.00	3.78	3.75	4.00	3.53	3.71	2.75	3.50	3.33	3.64	3.00	3.43	3.52
Presentation of Program	3.19	3.40	3.60	3.30	2.73	3.25	3.46	3.08	3.13	3.69	3.30	3.78	3.90	3.86	3.91	3.89	3.75	4.00	3.53	3.71	2.42	3.50	3.17	3.64	2.55	3.43	3.43
Professional Attitude and Appearance	3.26	3.60	3.90	3.60	2.80	3.13	3.69	3.08	3.57	3.71	3.20	3.78	3.90	3.93	3.91	3.89	3.50	4.00	3.63	3.71	2.58	2.67	3.17	3.71	2.91	3.43	3.47
Overall Conditions and Cleanliness	3.52	3.40	3.70	3.80	3.60	3.13	3.79	3.60	3.50	3.66	3.60	3.78	3.82	3.79	3.73	3.89	3.38	4.00	3.68	3.63	3.42	3.25	3.67	3.67	3.18	3.43	3.60
Condition of Equipment	3.30	3.60	3.60	3.80	3.27	3.25	3.77	3.52	3.63	3.66	3.30	3.78	4.00	3.86	3.82	3.89	3.63	4.00	3.68	3.67	3.33	3.25	3.50	3.67	3.09	3.43	3.59
Convenient Time and Location	3.48	4.00	3.60	3.90	3.60	3.38	3.62	3.64	3.63	3.71	3.60	3.78	3.90	3.79	3.64	3.78	3.50	4.00	3.68	3.75	3.42	3.75	3.83	3.67	3.09	3.57	3.67
Overall Experience	3.32	3.60	3.60	3.50	3.00	3.13	3.57	3.16	3.13	3.71	3.50	3.78	3.91	3.85	3.91	3.89	3.50	4.00	3.63	3.76	2.62	3.50	3.33	3.47	2.91	3.43	3.49
Surveyed	69	28	48	32	41	24	38	70	34	94	23	49	41	53	52	37	40	2	42	37	48	13	25	53	19	37	1049
Responses	31	5	10	10	15	8	14	25	8	35	10	9	11	14	11	9	8	1	19	17	13	4	6	15	11	7	326
Response Rate	45%	18%	21%	31%	37%	33%	37%	36%	24%	37%	43%	18%	27%	26%	21%	24%	20%	50%	45%	46%	27%	31%	24%	28%	58%	19%	31%

NEXT CENTURY
CITIES

Next Century Cities: Connecting Communities

Next Century Cities supports community leaders across the country as they seek to ensure that all have access to fast, affordable, and reliable Internet.

Across the country, innovative municipalities are already recognizing the importance of leveraging gigabit level Internet to attract new businesses and create jobs, improve health care and education, and connect residents to new opportunities. Next Century Cities is committed to celebrating these successes, demonstrating their value, and helping other cities to realize the full power of truly high-speed, affordable, and accessible broadband.

Our Principles

Next Century Cities believes that there is no single pathway to a smart, effective approach to next-generation broadband. What matters is meaningful choice, dedicated leadership, and smart collaboration. Our participating leaders and communities are committed to the following principles:

- **High-Speed Internet Is Necessary Infrastructure**: fast, reliable, and affordable Internet – at globally competitive speeds – is no longer optional. Residents, schools, libraries, and businesses require next-generation connectivity to succeed.

- **The Internet Is Nonpartisan**: because the Internet is an essential resource for residents and businesses in all communities, the provision of fast, reliable, and affordable Internet transcends partisanship. This collaboration welcomes leaders of all affiliations and beliefs who believe fast, reliable, and affordable high-speed Internet access is essential to secure America's Internet future.

- **Communities Must Enjoy Self-Determination**: broadband solutions must align with community needs—there is no perfect model that is universally appropriate. Towns and cities should have the right to consider all options – whether public, nonprofit, corporate, or some other hybrid – free from interference.

- **High-Speed Internet Is a Community-Wide Endeavor**: building effective next-generation networks requires cooperation across communities. It is critical to involve and include multiple stakeholders and perspectives to succeed, including businesses, community organizations, residents, anchor institutions, and others. Everyone in a community should be able to access the Internet on reasonable terms.

- **Meaningful Competition Drives Progress**: a vibrant, diverse marketplace, with transparency in offerings, pricings, and policies will spur innovation, increase investment, and lower prices. Communities, residents, and businesses should have a meaningful choice in providers.

- **Collaboration Benefits All**: innovative approaches to broadband deployment present diverse challenges and opportunities to communities and regions. Working together, cities can learn from the experiences of others, lower costs, and make the best use of next-generation networks.

NEXT CENTURY CITIES

A 21st Century Partnership

We invite cities to join Next Century Cities and strengthen the ability of communities nationwide to prosper and compete in the 21st century. Next Century Cities supports communities and their elected leaders, including mayors and other officials, as they seek to ensure that all have access to fast, affordable, and reliable Internet.

- **Elevating the Conversation:** cities that have or would like to develop truly next-generation networks are visionary cities, and their leaders recognize what it takes to be competitive in the 21st century. Next Century Cities will work with these leaders and their cities to make the case nationally and within communities that next-generation Internet is essential infrastructure that can deliver transformative benefits to communities today.

- **Supporting Cities:** communities stepping into the 21st century through next-generation networks face myriad challenges. It is essential to provide crucial support to facilitate these innovative projects. Next Century Cities and its partners will work to assist each other in overcoming obstacles to success.

- **Providing Tools for Success:** developing a next-generation network is a daunting task for a city of any size. It is important that communities have access to resources, advice, and tools to develop effective broadband Internet networks. Next Century Cities is committed to developing and aggregating resources to guide incipient projects, as well as tools to help those already equipped with this infrastructure better leverage their networks to yield community benefits.

We are excited to begin this initiative, and we look forward to working with diverse towns and cities across the country to lead a new conversation on what it will take to compete and thrive in the 21st century.

For more information, contact Deb Socia at Deb@NextCenturyCities.org.

CENTERVILLE

Staff Backup Report
11/5/2014

Item No. 5.

Short Title: City Manager's Report

Initiated By: City Manager

Scheduled Time: 8:25

SUBJECT

a. Bus stop shelter
b. Pedestrian bridge enhancements
c. Letter of Intent re: WFRC funding
d. Drainage Rate Study
e. Legislative Policy Committee meeting report

RECOMMENDATION

BACKGROUND

The City Manager will update the Council on these matters. He recently sent the attached Letters of Intent to Wasatch Front Regional Council, as the first step in requesting federal funding for the Frontage Road Sidewalk Project and the Parrish Lane Safety Lighting Project.

ATTACHMENTS:

	Description
D	Letters of Intent

CENTERVILLE CITY

250 North Main · Centerville, Utah 84014-1824 · (801) 295-3477 · Fax: (801) 292-8034

Incorporated in 1915

Mayor
Paul A. Cutler

City Council
Ken S. Averett
Tamilyn Fillmore
John T. Higginson
Stephanie Ivie
Lawrence Wright

City Manager
Steve H. Thacker

October 30, 2014

Ben Wuthrich
Wasatch Front Regional Council
295 N. Jimmy Doolittle Road
Salt Lake City, Utah 84116

Dear Ben:

Please accept this as Centerville City's Letter of Intent to apply for either TAP or CMAQ funds for the "Frontage Road Sidewalk Project". This project, if funded, would complement very well another federally funded project involving the Frontage Road in the next few years.

The Frontage Road is a major collector road along the east side of I-15 that connects Centerville and Farmington. The City's ultimate goal is to make this roadway bicycle friendly and pedestrian safe all the way from Parrish Lane to the north city limits (Lund Lane or 2200 North), providing important alternative transportation options (i.e. walking and biking) between Centerville and Farmington. The TAP/CMAQ funding Centerville is seeking in this current Letter of Intent—along with the federally funded project already approved-- would allow this goal to be fully accomplished.

In 2013 WFRC approved the use of CMAQ funding to widen the Frontage Road on the west side (from 638 North to 2200 North) so the roadway can be restriped to accommodate a full bike lane on the west side and allow more room for the bike lane on the east side. That project is known as the "Frontage Road Bike Lanes" project (PIN 12003). Despite this future work, however, the east side bike lane will continue to be compromised in a couple of areas between approximately 2100 North and Lund Lane where the asphalt has not yet been widened on the east side. A current residential development known as Woods Park includes widening the road and installing sidewalk along a portion of this segment; however, this will still leave a couple of areas not yet widened to standard on the east side.

Centerville City proposes two options for use of either TAP or CMAQ funding in this Letter of Intent. Option A would construct a sidewalk along the east side where there are currently gaps. This would provide safe passage for children living in the new Woods Park subdivision to walk safely to Reading Elementary School. Option A is estimated to cost $83,280. The City would be willing to pay up to 25% of this amount, if necessary. Option A, however, does not resolve the road widening issue on the east side and, therefore, does not provide a benefit to bicyclists.

Option B would include road widening, curb and gutter as well as sidewalk at an estimated cost of $169,278. Again, the City would be willing to pay up to 25% of this total, if necessary. If Option B were funded, then the other project already funded—mentioned above—would result in standard bike lanes on both sides of the Frontage Road from the north City limits (Lund Lane) to Parrish Lane.

Cost estimates for both options, as well as a drawing showing the proposed improvements, are attached. We look forward to discussing this project with you and the possibility of submitting a more complete application for either TAP or CMAQ funding.

Sincerely,

Paul A. Cutler
Mayor

Cc: Centerville City Council
Steve Thacker, City Manager
Kevin Campbell, City Engineer

MAKING Life BETTER
Centerville City

CENTERVILLE CITY

250 North Main · Centerville, Utah 84014-1824 · (801) 295-3477 · Fax: (801) 292-8034

Incorporated in 1915

Mayor
Paul A. Cutler

City Council
Ken S. Averett
Tamilyn Fillmore
John T. Higginson
Stephanie Ivie
Lawrence Wright

City Manager
Steve H. Thacker

October 30, 2014

Ben Wuthrich
Wasatch Front Regional Council
295 N. Jimmy Doolittle Road
Salt Lake City, Utah 84116

Dear Ben:

Please accept this as Centerville City's Letter of Intent to apply for TAP funds (or possibly CMAQ funds) for the "Parrish Lane Safety Lighting Project". This project would enhance the safety of pedestrians and bicyclists using Parrish Lane to travel between the east and west sides of I-15.

Providing a safe pathway for pedestrians and bicyclists between the east and west sides of I-15 is a high priority for Centerville City. The current UDOT I-15 Project in south Davis County includes the construction of a pedestrian bridge over I-15 at Parrish Lane. This will provide the first pedestrian crossing within Centerville City that connects the east and west sides of the freeway. The current UDOT project also includes the construction of a 10-foot wide sidewalk along the north side of Parrish Lane (a state highway) from the I-15 interchange to the 1250 West intersection. UDOT has agreed to install traffic signals at the 1250 West/Parrish Lane intersection when conditions warrant, and a developer of property on the southwest corner of that intersection will construct a connection to the Legacy Parkway Trail. These improvements will finally make the west side entertainment (Miller Theaters), recreation (Legacy Parkway Trail) and workplaces (Centerville Business Park) accessible by foot or bicycle for residents on the east side of I-15. Likewise, it will also make the east side retail businesses accessible by foot or bicycle for apartment dwellers on the west side.

The improvements described above, however, will not provide safe passage after dark. There is currently no street lighting along Parrish Lane between I-15 and 1250 West (approximately ¼ mile), and UDOT will not be installing any lighting along the 10-foot wide sidewalk mentioned above. This stretch is currently very dark and will remain so unless lighting is installed. We believe the absence of lighting will greatly diminish the use of this pathway after dark. We explored the possibility of the City funding lighting as a "betterment" in the current UDOT project, but the estimated cost was too prohibitive.

The cost estimate for lighting along the north side of Parrish Lane, between the I-15 interchange and 1250 West (approximately 1300 linear feet) is $150,000 to $200,000. This project conforms very well to the eligible activity of "lighting and other safety-related infrastructure that will provide safe routes for non-drivers" as described in the TAP summary. However, it also seems to fall within the general scope of eligible activities for CMAQ funding-- "construction of bicycle or pedestrian facilities serving transportation needs". Therefore, we would like this project to be considered for either of those funding sources. We would appreciate your advice and direction regarding these funding options and look forward to an invitation to submit a complete application.

Sincerely,

Paul A. Cutler
Mayor

Cc: Centerville City Council
Steve Thacker, City Manager
Kevin Campbell, City Engineer

MAKING Life BETTER
Centerville City

CENTERVILLE

Staff Backup Report
11/5/2014

Item No. 6.

Short Title: Miscellaneous Business

Initiated By:

Scheduled Time: 8:45

SUBJECT

a. Utah Transit Authority FY 2015 Tentative Budget
b. Approve backhoe trade out with Maw Equipment, Inc. in the amount of $14,000 for the Parks Department

RECOMMENDATION

a. Review the enclosed documents and, if acceptable, authorize Mayor to sign the enclosed signature sheet indicating that the City Council has no comment or objection to the FY 2015 Utah Transit Authority (UTA) Tentative Budget; or the City can send comments or a representative to the November 19 open house to express the Council's concerns, if any.

b. Approve a backhoe trade out with Maw Equipment, Inc. in the amount of $14,000 for the Parks Department.

BACKGROUND

a. The UTA has submitted their Tentative Budget for FY 2015 to Centerville City for its review in accordance with State law (UCA 17B-1-702). If the City Council wishes, they can send comments to UTA or send a representative to the UTA's November 19 open house to discuss any questions or concerns. Otherwise, they can authorize the Mayor to sign the enclosed document indicating they have no comments or objection to the Tentative Budget.

b. For many years, Centerville City has had an arrangement with Maw Equipment that allows the City to receive new backhoes on a regular basis by trading out existing backhoes. The Parks Department backhoe is traded out every three years. The Public Works Department has two backhoes--each of which is traded out on a two-year cycle--so it trades one every year. Bruce Cox and Randy Randall both express strong support for this arrangement because it minimizes repair costs and equipment downtime.

For the Parks backhoe (a Case 580 tractor/loader/backhoe), the trade-out value of $64,000 is subtracted from the purchase value of $78,000, making a net cost of $14,000 for the three years of service the City has received. This is not a lease purchase arrangement. The City owns the backhoe and can choose, if it wishes, to retain ownership (without paying any more) and not trade it in the future. The FY 2015 Budget includes funding for both this 3-year trade-out of the Parks backhoe, as well as $11,200 for the 2-year trade-out of one of the Public Works backhoes.

ATTACHMENTS:

Description

- UTA Notice of FY 2015 Tentative Budget
- UTA Tentative Budget for FY 2015

UTAH TRANSIT AUTHORITY

UTA

669 West 200 South

Salt Lake City, UT 84101

October 24, 2014

RECEIVED

OCT 27 2014

CENTERVILLE CITY CORP.

Dear Mayor Cutler,

Pursuant to Section 17B-1-702, Utah Code Ann., enclosed for your information and review is a copy of the Utah Transit Authority's Tentative Budget for FY 2015. In addition, we have also enclosed documentation which support how this budget was developed. These include the following:

- UTA's tentative 2015 Board Goals with associated 2015 budget initiatives
- UTA's 2020 Strategic plan with associated 2015 budget initiatives
- Notice of Public Hearing
- Signature sheet

After reviewing the tentative budget, please direct any questions or comments you have to Rebecca Cruz, Board of Trustees Administrator. Your comments are important to us and we welcome your feedback. Rebecca can be reached at 801-287-2214 or via email at rcruz@rideuta.com. Additionally, you are invited to attend a public hearing on the tentative budget which is scheduled for Wednesday, November 19, 2014, at 2:30 p.m. If you have no comment or objection to the tentative budget as presented, please sign and return the attached signature sheet by December 1, 2014 in the envelope which has also been provided.

Prior to the public hearing, from 1:45 p.m. to 2:30 p.m., on Wednesday, November 19, 2014, UTA will hold a public budget workshop. UTA representatives will be available to review and discuss the tentative budget and answer any questions you might have.

Please note that this is a tentative budget. UTA is monitoring several key items, which include sales tax collections, and, if warranted, may make adjustments for the final 2015 budget prior to the December board meeting.

We value your input and look forward to working with you on this important public process.

Sincerely,

H. David Burton, Board Chair
Utah Transit Authority

Enclosures: Tentative 2015 Budget
UTA 2020 Strategic Goals
UTA Tentative 2015 Board Goals
Notice of Budget Hearing
Signature Sheet
Return Envelope

Signature Sheet

I, _____, representing _____,

have received a copy of the Utah Transit Authority's Tentative Budget for FY 2015. I have reviewed the tentative budget as required by Section 17B-1-702, Utah Code Annotated, and have no comment or objection to the tentative budget as presented.

Dated: _____

_____

Printed Name: _____

Title: _____

Please return to UTA

By emailing: rcruz@rideuta.com
By mail: Attention: Rebecca Cruz
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101
By facsimile: 801-741-8896

NOTICE OF PUBLIC HEARING
UTAH TRANSIT AUTHORITY

RE: UTA 2015 Tentative Budget

UTA is holding a public hearing to receive input on its 2015 Tentative Budget. The hearing will take place on:

Wednesday, Nov. 19, 2014 at 2:30 p.m. at UTA's downtown Salt Lake City office at 669 West 200 South.

At the hearing, the Utah Transit Authority will provide an opportunity for citizens, private transportation providers, public officials and interested agencies to comment on the tentative budget. To be included as part of the Public Hearing record, all comments must be postmarked or received by UTA no later than December 1, 2014.

THE FORMAT FOR THE PUBLIC HEARINGS WILL BE AS FOLLOWS:
Prior to the public hearing, from 1:45 p.m. to 2:30 p.m., UTA will hold a Budget Workshop to allow the public to review and discuss the budget with UTA representatives. During this time the public may submit written comments to UTA in addition to having specific questions answered. At 2:30 p.m., as part of the regularly scheduled monthly UTA board meeting, individuals may provide verbal comment directly to UTA's Board of Trustees.

In addition to the hearing the public can submit comments via email, mail or through UTA's Customer Service at any time during the comment period. Information on the 2015 Tentative Budget may be found at www.rideuta.com or viewed in person at UTA's headquarters at 669 West 200 South, Salt Lake City, 84101.

To assure full participation at the hearing, accommodations for effective communication such as sign language interpreters or printed materials in alternative formats, or a language interpreter for non-English speaking participants, must be requested at least five (5) working days prior to the date of the scheduled event. Requests for ADA accommodations should be directed to UTA ADA Compliance Officer at 801-287-3536 or dial 711 to make a relay call for deaf or hearing impaired persons. To request a language interpreter, please contact 801-287-2290.

Written comments or email comments may be submitted to the following addresses: UTA Board of Trustees, Utah Transit Authority, 669 West 200 South, Salt Lake City, UT 84101 or email directly to boardoftrustees@rideuta.com Phone calls and questions about the proposal should be directed to Rebecca Cruz at 801-287-2580. All comments will become part of the public record if received by 5 p.m., Dec. 1, 2014.

Informational items:
Relevant information about the proposed changes will be available at the Public Hearing or may be reviewed at the UTA's downtown Salt Lake City office at 669 West 200 South, until 5 p.m. on Dec. 1, 2014. Comments must be postmarked or received by UTA no later than Dec. 1, 2014 to be part of the Public Hearing record.

Michael Allegra
President/CEO

TENTATIVE 2015 BUDGET

UTAH TRANSIT AUTHORITY
2015 OPERATING BUDGET
October 8, 2014

		Actual 2013	Projected 2014	Budget 2015
	Revenue			
1	Sales Tax	$ 203,806,329	$ 212,366,000	$ 221,285,569
2	Federal Prevent. Maint	$ 47,986,240	$ 51,648,000	$ 52,517,121
3	Passenger Revenue	$ 49,977,533	$ 49,080,000	$ 51,061,000
4	Advertising	$ 2,066,667	$ 2,250,000	$ 2,233,333
5	Investment Income	$ 1,455,039	$ 3,500,000	$ 2,300,000
6	Other Revenues	$ 4,347,724	$ 3,802,000	$ 3,802,000
7	Motor Vehicle Registration		$ 1,703,000	$ 1,742,000
8	2014 Operating Carryover			$ 2,132,713
9	Service Sustainability			$ 10,129,936
10	Total Revenue	$ 309,639,532	$ 324,349,000	$ 347,203,672
	Operating Expense			
11	Bus	$ 78,894,435	$ 82,170,000	$ 82,725,383
12	Commuter Rail	$ 61,086,101	$ 32,000,000	$ 33,813,324
13	Light Rail		$ 39,000,000	$ 43,460,925
14	Paratransit Service	$ 18,202,211	$ 19,048,000	$ 19,672,410
15	Rideshare/Vanpool	$ 701,656	$ 361,000	$ 252,492
16	Operations Support	$ 28,439,826	$ 31,248,000	$ 34,150,842
17	General & Administrative	$ 25,999,127	$ 29,113,000	$ 27,602,313
18	Total Operating Expense	$ 213,323,356	$ 232,940,000	$ 241,677,689
	Non-Operating Expense			
19	Major Investment Studies (net)	$ (1,333,467)	$ 758,000	$ 758,000
20	Planning/Real Estate/TOD/Major Program Development			$ 4,262,790
21	Total Non-operating Expense	$ (1,333,467)	$ 758,000	$ 5,020,790
	Debt Service			
22	Principal and Interest	$ 93,502,006	$ 92,969,000	$ 98,372,480
23	Contribution to Early Debt Retirement Reserve			$ 2,132,713
24	Total Debt Service	$ 93,502,006	$ 92,969,000	$ 100,505,193
25	Total Expense	$ 305,491,895	$ 326,667,000	$ 347,203,672

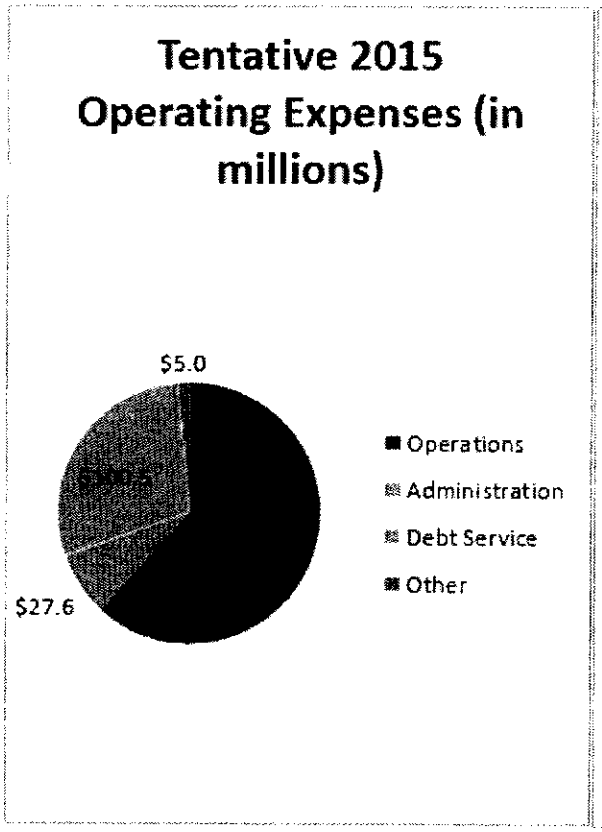
UTAH TRANSIT AUTHORITY
2015 CAPITAL BUDGET - SUMMARY
October 8, 2014

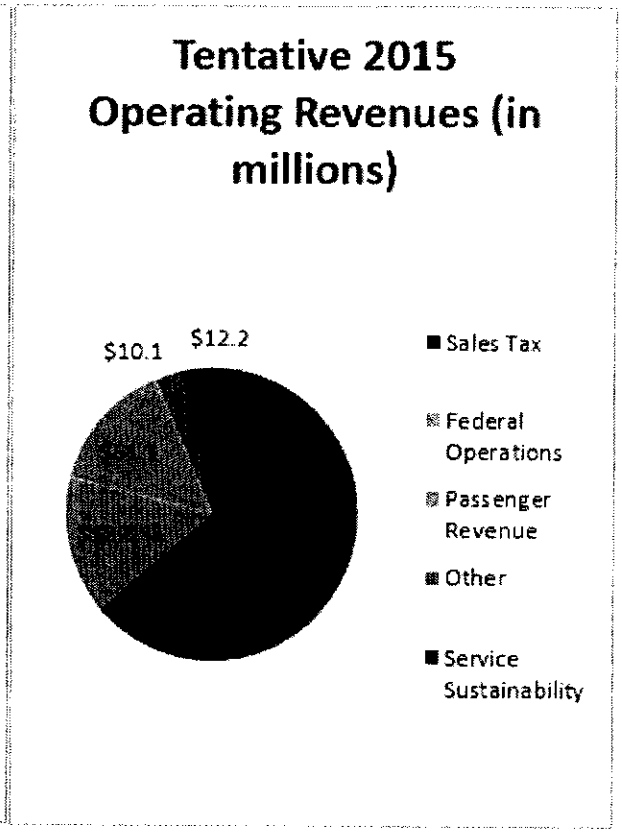
		2015 Budget
	Funding Sources	
26	Grants	$ 54,705,430
27	Local Contributions	$ 33,541,965
28	Sale of Assets	$ 7,500,000
29	2014 Capital Carry forward	$ 32,224,056
30	Other	$ 5,845,000
31	Total Funding Sources	$ 133,816,451
	Expense	
32	State of Good Repair Projects (11 buses, 61 paratransit vans, 103 rideshare vans, pedestrian crossing upgrades, tactile tile replacements, positive train control, TRAX car overhauls, and facility maintenance)	$ 46,587,792
33	Provo-Orem BRT	$ 68,042,000
34	Other Capital Projects (FrontRunner Wi-Fi, Mobile ticketing, distance-based fares, Trip Planner redesign, RideUTA for mobile devices, and CNG fueling site)	$ 19,186,659
35	Total Expense	$ 133,816,451

OPERATING EXPENSE & REVENUE BUDGET

As shown below, of the total $347.2 million tentative operating budget, operations expense accounts for 62%, debt service accounts for 29%, and administrative and other costs account for 9%.

Sales tax revenue at $221.3 million, or 64% of total revenues, represents the largest funding source for the 2015 budget. Federal operating grants and passenger revenues, $52.5 million and $51.1 million respectively, are next in size and comprise 30% of the operating revenues. Other revenues, including service sustainability funding, total $22.3 million.



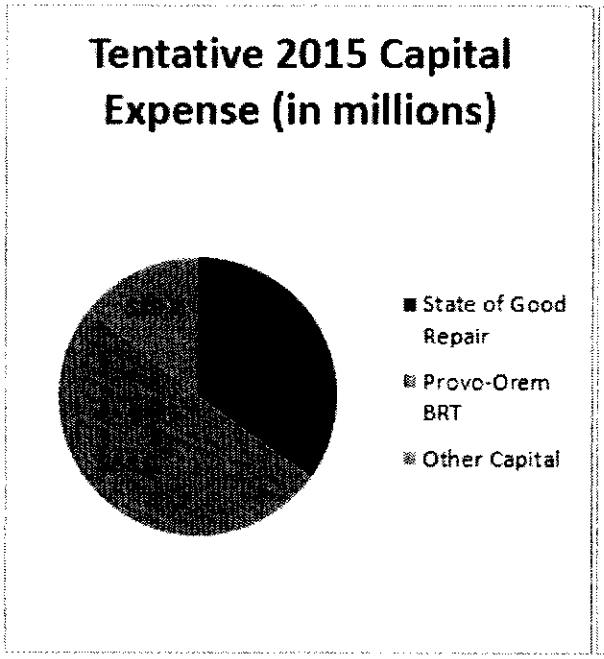


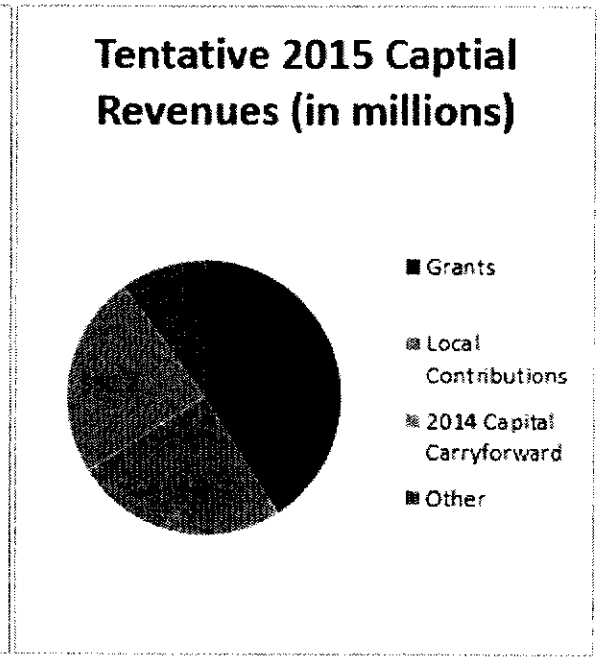
CAPITAL EXPENSE & REVENUE BUDGET

Capital expense can be divided into three main categories:

- State-of-Good-Repair Projects. These include replacement buses, paratransit vans, and rideshare vans as well as pedestrian crossing upgrades, tactile tile replacements, positive train control, TRAX car overhauls and facility maintenance.
- Provo-Orem BRT.
- Other Capital Projects. These include FrontRunner Wi-Fi, mobile ticketing, distance-based fares, Trip Planner redesign, RideUTA for mobile devices, and completion of the CNG fueling site.

Capital grants are expected to generate $54.7 million in revenue and will be matched by $33.5 million of local contributions. Funding for 2014 capital projects being carried forward amounts to $32.2 million. Other revenues, mainly from the sale of assets, are projected to be $13.4 million.





2015 BUDGET GOALS

In 2013, the UTA Board of Trustees spent several months reaching out to stakeholder groups to learn what was important to them. They listened to elected officials, business leaders, transit advocates, employees, and every-day consumers. This extensive process culminated with the creation of the UTA 2020 Strategic Plan *(see Appendix A)*. The 2020 Strategic Plan is a road map that guides the organization as previous goals are reviewed and new goals are developed.

Each year the budgeting process begins with the development of new annual goals. The 2015 budget is a reflection of the board's 2015 goals. Below are the UTA 2015 Board Goals for your review. We welcome your feedback.

2015 BOARD GOALS

	2020 Strategic Goal Category	*2015 Goal*	*2015 Budget Initiative*	*Budget Row Reference Number*
Ridership/ Customer Service/ Technology	*Customer Focus* *Ridership & Service* *Accountability*	• Increase Ridership by 3.3% over 2014 Actual *NOTE: This measure is a positive ridership growth trend based on the 5 year moving average of annual ridership, which takes into account the economy, gas prices, etc.*	• Increased rail, bus and paratransit service. • Added holiday service (Memorial, Independence, and Labor Days) • Expand rideshare program • Maintain current fare structure • FrontRunner Wi-Fi, Electronic Fare Collections (EFC) enhancements, mobile ticketing app and Trip Planner upgrade	11 - 14 11 - 14 15, 32 2 34
		• Develop, track, and show improvement with three (3) customer satisfaction indicators		
		• Make go/no-go decision on Distance-Based Fare by October 31, 2015, and if decision is "go", launch in January 2016.	• EFC enhancements	34
Finances/Funding	*Finances/Funding*	• $13.5 million in non-Small Starts revenue development	• Included in investment Studies work	19
		• $75 million in Small Starts (Federal) revenue development	• Represents federal funding for the proposed Provo-Orem BRT. First year funding is included in the 2015 budget.	33
		• Develop dashboard for State of Good Repair and demonstrate adherence	• Over $46 million included in capital budget	32
		• Investment per Rider (IPR) of $x.xx (operating expense – passenger rev)/ridership	• increase ridership and passenger revenue, add cost-effective service, and lower administrative costs	3, 11-16, and 17
TOD/Community Development/ Sustainability	*Economic Development* *Sustainability* *Transit Oriented Development*	• Complete three (3) new groundbreakings at UTA TOD sites	• Work assigned to TOD staff	20

** The Investment per Rider (IPR) goal will be determined in early 2015 after the final figures for 2014 are calculated. Once this final figure is determined, the goals will be presented to the Board of Trustees for final approval.*

BUDGET CALENDAR

10/09/14	Planning & Development Committee approves forwarding Tentative 2015 Budget to the full board for consideration
10/22/14	Board of Trustees approves Tentative 2015 Budget
10/23/14	Public comment period begins
10/24/14	Tentative budget mailed to mayors, commissioners, legislative leaders & governor
11/19/14	Public workshop hosted at UTA headquarters 1:45 p.m. – 2:30 p.m.
11/19/14	Public hearing at UTA headquarters 2:30 p.m.
12/01/14	Public comment period ends/Last day to post comments
12/03/14	Planning & Development Committee reviews comments and determines any changes to budget
12/17/14	Board of Trustees considers and approves the final 2015 Budget

APPENDIX A: 2020 STRATEGIC GOALS

2020 STRATEGIC GOALS

	2020 Category	Goals	2015 Budget Initiative	Budget Row Reference Number
	Customer Focus	All UTA 2020 Strategic Goals have a direct relationship back to the service and experience of our customers/stakeholders		
Finances/Funding	*Finances/Funding*	• Support full funding of the 2040 Unified Transportation Plan	• Major investment studies includes Ogden Corridor, Sandy-South Jordan Circulator, Pioneer Corridor, Southwest Salt Lake County, UCATS, Market Segmentation and Service, and Mountain Accord	19
		• Retire long-term debt ahead of schedule	• Additional principal payment of $2.1 million and pension funding above minimum requirements	11-17 and 23
Ridership/ Customer Service/ Technology	*Accountability*	• Develop and publish a refined reporting process back to our stakeholders • Improve public engagement process • Develop the metrics to evaluate progress of the 2020 Strategic Plan		
	Ridership & Service	• Double ridership through implementation of the Unified Plan	• Increased rail, bus, and paratransit service. • Added holiday service (Memorial, Independence, and Labor Days)	11 - 15 11 15
		• Reduce the average customer trip time by 25% • Increase levels of service by 50%	• Add Cost-efficient service (van pool, car sharing, and bike sharing)	15
		• New fare products and equitable fare policies	• Advance Distance-Based Fares.	34
		• Attract, retain, and develop an effective and committed workforce	• Maintain market based pay and incentives program	11-17
		• Fully Integrated "First & Last Mile" strategy	• Develop strategy	19
		• Find and attract new markets for ridership	• Add cost-efficient service (van pool, car sharing, and bike sharing)	19

	2020 Category	Goals	2015 Budget Initiative	Budget Row Reference Number
TOD/Community Development/ Sustainability	*Transit Oriented Development*	• Partner with communities and external stakeholders on UTA station area planning processes	• Included in major investment studies and specific TOD properties	19 and 20
		• Pursue more public-private partnerships to leverage UTA assets in order to generate revenue	• TOD staff aligned to pursue partnerships	20
		• Host TOD Roundtable sessions with other transit agencies in order to learn and adopt 'best practices'	• TOD staff assigned to implement	20
	Sustainability	• Support clean air initiatives including pass programs and partnerships with other state and local Air Quality groups	• Fare Pay card, Cost-effective service, and new partnerships	3, 15, 19
		• Fully fund a 'State of Good Repair' program	• 2015 Capital plan includes over $46 million for state of good repair projects	32
		• Operate a balanced fleet of alternative fuel vehicles	• 11 Clean Diesel/CNG Buses • Replace 126 paratransit and rideshare vans	32 32
	Economic Development	• Partner with corporations looking to support sustainable transportation initiatives • Partner with state and other tourism agencies to support transportation alternatives for the tourist industry • Connect with the 'global' transportation network • Promote transit infrastructure to help economic development agencies attract new companies the Wasatch Front • Promote economic benefits of transit to existing companies along the Wasatch Front		

CENTERVILLE

Staff Backup Report
11/5/2014

Item No. 7.

Short Title: Closed meeting, if necessary, for reasons allowed by state law, including, but not limited to, the provisions of Section 52-4-205 of the Utah Open and Public Meetings Act, and for attorney-client matters that are privileged pursuant to Utah Code Ann. § 78B-1-137, as amended

Initiated By:

Scheduled Time: 8:55

SUBJECT

RECOMMENDATION

At this time, staff is not aware of a need for a closed meeting, but the agenda allows for that possibility.

BACKGROUND

CENTERVILLE

Staff Backup Report
11/5/2014

Item No. 8.

Short Title: Possible action following closed meeting, including appointments to boards and committees

Initiated By:

Scheduled Time: 8:55

SUBJECT

RECOMMENDATION

Mayor Cutler may recommend appointments to City boards/committees.

BACKGROUND

CENTERVILLE
CITY COUNCIL
Staff Backup Report
11/5/2014

Item No. 9.

Short Title: Adjourn to RDA Meeting

Initiated By:

Scheduled Time: 8:55

SUBJECT

RECOMMENDATION

BACKGROUND

REDEVELOPMENT AGENCY OF CENTERVILLE CITY AGENDA

NOTICE IS HEREBY GIVEN THAT THE REDEVELOPMENT AGENCY OF CENTERVILLE CITY WILL HOLD A PUBLIC MEETING AT 8:55 P.M. ON TUESDAY, NOVMEBER 5, 2014 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL CHAMBERS, 250 NORTH MAIN, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

Meetings of the Centerville Redevelopment Agency Board may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207, as amended. In such circumstances, contact will be established and maintained via electronic means and the meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Centerville City, in compliance with the Americans With Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call Blaine Lutz, Centerville Finance Director, at 295-3477, giving at least 24 hours notice prior to the meeting.

Tentative
Time:

8:55 **A. ROLL CALL**

B. NEW BUSINESS

1. **MINUTES REVIEW AND ACCEPTANCE**
   October 7, 2014 RDA meeting minutes

2. Status of Land Rover Tax Increment Participation Agreement

3. Staff briefing re Shorelands Commerce Park

C. ADJOURNMENT

Steve H. Thacker
Executive Director

CENTERVILLE

Staff Backup Report
11/5/2014

Item No.

Short Title: Items of Interest (i.e., newspaper articles, not items on agenda)

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

D Newspaper article - Clipper - Centerville seeks trails chiefs

print

Centerville seeking trail chiefs

by JENNIFFER WARDELL
10.25.14 - 07:00 am

CENTERVILLE — If you're one of those people who feel at home in the mountains, here's your chance to keep them clean and ready for company.

The Centerville Trails Committee is looking for trail chiefs to watch over some of the many trails in the city's canyons and foothills. Trail chiefs would be responsible for hiking the trail they oversee, taking care of trail maintenance and working with volunteer groups on more significant projects for their designated trail.

"We have an incredible system of trails here," said Alan Peterson, chair of the city's trails committee. "We'd love to have some help keeping them open and a little more accessible at times."

The trails that will be the focus of adoption are in the canyons to the east of the city. There's at least one trail per canyon, though some have multiple routes along the canyons' ridge as well as deep in the heart.

Though a love of hiking is useful, Peterson said that experience is not required.

"Our only requirements are that you be able-bodied and willing," said Peterson. "More than anything, we're looking for people with a good attitude to help us out."

The idea is based on the method Farmington officials use to keep their trails maintained and open to the public.

"They have a wonderful system, and have been great at getting people involved," said Peterson.

For those who don't want to commit to the permanency of being a trail chief but still want to help, the trails committee has several projects that could really use the help of Eagle Scouts or other volunteers.

"We have a whole menu of projects that need to be completed to help the trails on the west side," said Peterson.

No matter what you do on the trails, though, he cautions residents to be polite. Several of the trails on the city's hillsides cross over private property during at least part of their route, which means that they stay open only because the property owners say they can.

"These people have graciously allowed members of the community to use their property," said Peterson. "We have to be really respectful of that, or we could lose that privilege."

Those who want to become a trail chief should e-mail the Centerville trails committee at *centervilletrails@gmail.com*, or call city hall at 801-295-3477.

© davisclipper.com 2014

Steve Thacker
City Manager

Build

655 North 1250 West, Centerville, Utah 84014

Monthly Building Report for October 2014

Construction Type	# of Permits		YTD Structures		Average Home Cost		Construction Valuation	
	Month	YTD	# Units	# Bldgs	Month	YTD	Month	YTD
Single Dwellings	2	6	6	6	256,730.00	249,122.00	513,459.00	1,494,731.00
Duplexes / Town Homes	0	0	0	0			-	-
Apartments	0	0	0	0			-	-
Addition/Alteration/Repair	5	40					158,839.00	1,767,613.00
Power/Mech	5	62					-	-
Signage	3	19					12,650.00	111,629.00
Commercial/Tenant Finish	4	31					1,553,290.00	10,851,331.00
Detached Structure/Gar	1	5					13,210.00	86,200.00
Demolition	0	5					-	11,905.00
Pool	1	4					25,000.00	124,000.00
Miscellaneous	5	15					185,844.00	289,944.00
Total Permits Issued:	**26**	**187**				**Total Permitted Valuation:**	**2,482,292.00**	**14,737,353.00**

	Monthly		YTD Comparison	
Building Permit Related Revenues	***October 2014***	***YTD 2014***	***October 2013***	***YTD 2013***
BUILDING	***22,181.22***	***124,262.43***	***6,848.92***	***187,011.58***
PLAN CHECK	*10,455.34*	*61,369.99*	*3,209.83*	*84,629.99*
ELECTRICAL	***132.00***	***1,386.00***	***264.00***	***1,584.00***
PLUMBING	-	-	-	-
MECHANICAL	***198.00***	***2,772.00***	***330.00***	***2,310.00***
GRADING	-	*188.00*	-	-
STATE SURCHARGE	***225.11***	***1,286.16***	***94.44***	***1,908.74***
WATER DEV.	*4,560.00*	*27,776.00*	*600.00*	*68,400.00*
WATER CONNECTION	***300.00***	***3,297.81***	-	-
WATER METER	*735.00*	*4,635.00*	*195.00*	*10,135.00*
STORM DRAIN	-	***700.00***	-	-
FIRE IMPACT	*2,084.28*	*11,373.77*	*471.00*	*37,542.04*
PARK IMPACT	***4,114.00***	***12,342.00***	***2,057.00***	***80,396.00***
DRIVE APPROACH	*70.00*	*275.00*	*35.00*	*1,260.00*
BOND	***4,000.00***	***20,000.00***	***3,000.00***	***27,000.00***
SPECIAL IMP DIST/REC	-	*1,316.93*	-	*42.00*
ENGINEERING	***500.00***	***3,000.00***	-	***3,099.60***
TV INSPECT DRAINS	-	*750.00*	-	*870.00*
LANDSCAPING BOND	-	***2,000.00***	-	-
Total Permits Related Revenue:	***$49,554.95***	***$278,731.09***	***$19,105.19***	***$506,188.95***