

MEMO

To: Members of the Executive Appropriations Committee
From: Davis Council of Governments (COG)
CC: Wasatch Front Regional Council
Date: July 2, 2019
Re: EAC approval of Davis COG 0.25% "3rd Quarter" Local Option Transportation Sales Tax Process per Utah Code 59-12-2217.

At the July 16, 2019 Executive Appropriations Committee meeting, Davis County Commissioner Bob Stevenson will present and seek EAC approval of the prioritization process for the recently imposed Davis County 0.25% "3rd Quarter" Local Option Transportation Sales Tax, as authorized and required by 59-12-2217.

Utah Code 59-12-2217 authorizes counties to impose a 0.25% local option transportation sales tax, which can be used for priority transportation projects in the county. The tax was imposed by action of the Davis County Commission on January 15, 2019 and went into effect July 1, 2019. Davis County is the last of the Wasatch Front counties to impose the "3rd quarter" local option. This will generate approximately \$13 million per year to be used for priority new capacity or congestion mitigation transportation projects in Davis County, as prioritized by the Davis Council of Governments (COG).

Prior to expenditure of the funds, the COG is required to develop a written prioritization process for projects to be funded by revenues collected. The COG must then submit the written prioritization process to the Executive Appropriations Committee for approval.

Attached to this memo is a one-page process summary, as well as the weighted criteria created by the Davis COG that meets the requirements set forth by 59-12-2217. This process and criteria received consensus support from the all members of the Davis COG, which is comprised of the Davis County Commissioners and mayors. The Wasatch Front Regional Council provided technical support to Davis COG in developing this process.

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Davis 0.25% “3rd Quarter” Local Option Transportation Sales Tax Process
Utah Code 59-12-2217

1. Applicants submit Letters of Intent to Davis Council of Governments (COG)
 - Letters of Intent shall include information specified by COG, such as brief project description, estimated total project cost, etc.
 - Eligible applicants include cities, county, UTA, UDOT

2. Review panel assigned by COG screens Letters of Intent for eligibility of project or service
 - Relates to a regionally significant transportation facility and is for new capacity or congestion mitigation
 - Corridor preservation, debt service or bond issuance costs for the above such projects or services
 - Not for operation or maintenance

3. Applicants submit Applications for funding to COG
 - Applications shall include information specified by COG, such as data required for technical scoring, detailed cost estimates, plan for funding ongoing operation and maintenance expenses, maps, drawings, photos, etc.

4. Review panel assigned by COG reviews and scores applications (based on attached Technical Evaluation Criteria), and conducts field reviews

5. COG Subcommittee reviews scores, information from field reviews, and other considerations the COG considers appropriate; develops recommended priority list of projects with assigned funding amounts (includes documentation, if applicable, of reasons for deviating from scored order)

6. COG reviews Subcommittee recommendations and at a public meeting finalizes priority list of projects with assigned funding amounts (includes documentation, if applicable, of reasons for deviating from scored order).

7. County Commission reviews and votes on COG priority list

Draft Davis County 3rd Quarter Cent Local Option Transportation Sales Tax
 Technical Evaluation Criteria - June 4, 2019

Safety			
Value Ranges			Points
			9
Provides Safety Improvements	Provides 2 safety improvements	3	9
	Provides 4 safety improvements	6	
	Provides 6 or more safety improvements	9	

Sponsor Match			
Value Ranges			Points
			14
Sponsor Match (Includes funds (cash or in-kind) provided by sponsor and also federal, state, or local funds being leveraged)	Match commitment of 20% - 29%	4	14
	Match commitment of 30% - 39%	7	
	Match commitment of 40% - 49%	10	
	Match commitment of 50% or more	14	

Cost per User			
Value Ranges			Points
			9
Amount of Funds Requested per User	Less than \$ 250	9	9
	\$ 250 - \$ 499	6	
	\$ 500 - \$ 999	3	
	\$ 1,000 +	0	

Delay Reduction			
Value Ranges			Points
			9
Amount of Average Weekday Delay Reduction	Less than 50 person hours of delay reduced	3	9
	50 - 99 person hours of delay reduced	6	
	100 or more person hours of delay reduced	9	

Connectivity			
Value Ranges			Points
			9
Fills gap or completes connection to existing or programmed bicycle path, transit station, sidewalk, or roadway	No	0	9
	Yes	9	

Right of Way Acquired			
Value Ranges			Points
			9
Efforts to Acquire Right-of-Way (How much Right-of-Way has been acquired)/(Total Amount of Right-of-Way necessary for the Project)	Less than 25 %	0	9
	25 - 49 %	3	
	50 - 74 %	6	
	75 or more %	9	

Transit Ridership			
Value Ranges			Points
			9
Increase in Daily Transit Ridership	100 - 249	3	9
	250- 499	6	
	500 or more	9	

Traffic Growth			
Value Ranges			Points
			12
Forecast Traffic Growth	2,500 - 4,999	4	12
	5,000 - 7,499	8	
	7,500 or more	12	

Regional Significance			
Value Ranges			Points
			8
Number of Jurisdictions Collaborating on Project (collaborating is significantly more than a letter of support, and includes financial obligations to the project from each jurisdiction collaborating)	Two Jurisdictions	5	8
	Three or more Jurisdictions	8	

Access to Opportunities				
Value Ranges			Points	12
Improvement in Access to Opportunities (for example, a project improves access to a nearby employment center and/ or destination)	Jobs	150 - 300	2	4
		301 - 1,000	3	
		1,001 or more	4	
	Households	400 - 600	2	4
		601 - 1,000	3	
		1,001 or more	4	
	Destinations	Community Center	1	4
		Vulnerable Community	1	
		Transit Stn/ Core Rt	1	
		School	1	
	If activity level or destination is planned, applicant must provide documentation of planned activity or destination, e.g., zoning, developer agreement.			

Total Weighting

100