

UINTAH TRANSPORTATION SPECIAL SERVICE DISTRICT
MINUTES OF MEETING
May 10th, 2016
Upstairs conference room 101R

Meeting location: UTSSD Offices (Utah State University Building), 320 North Aggie Boulevard, Suite 101
Vernal, Utah 5:30pm

Board members present: Exec Director Adam Massey, Mark Raymond, David Haslem, Duane Shepherd,
and Stan Gordon.

Others present: Justin Marchant, Wes Werbelow, Brad Horrocks, Reed Sammuals, Bryan Meier,
Marquitta Hammond, Doug Hammond, Jeff Marty, Troy Ostler, Tammie Mecham

Meeting called to order. Stan Gordon offered an opening prayer. Duane pointed out that they had Devin
Caldwell at the meeting recording the meeting in order to get it up on the website and increase
participation and transparency.

Matt Willis, from Zion's Public Finance presented a financial planning model. Adam gave some
background on why he invited them to give a presentation. He was really impressed with a presentation
they had given to the six county organization and asked them to present on what they do. He showed a
model he had created for Park City that he felt would be a good example. They would forecast the
mineral lease money and show the different possibilities of what happens if they decrease or increase.
They would create a financial model including O&M, committed projects, and using historic expenses
and what plans they have in place. They would like to bring that all into place from all of the special
service districts and it would provide a better overall picture of financial health. They would look
extensively at the risk and volatility of the future mineral lease revenues. It's a dynamic model that finds
the most cost effective approach to projects with minimal financing. Dave pointed out that a deep study
of the revenue chain wouldn't be very effective just because the district's budget is set by the
commission. A regression analysis could be extremely valuable especially in conjunction with CIBs
funding.

Asphalt Management was next on the agenda. There were five contracts bid for the maintenance
projects throughout the county. They approached the bids with several additive alternate bids, knowing
that the budget is tighter this year than it has been in the past. They felt this allowed for the biggest
bang for the buck. They prices ranged anywhere from 3.2 million to 6 million (this range included having
none of the additives and having all of them.)

UTSSD 2016 Asphalt Management – Frictional Mastic Surface Treatment Project- Morgan Industries Inc.
dba Morgan Pavement Maintenance
UTSSD 2016 Asphalt Management -Chip Seal & Overlay Project-_R Chapman Inc.
UTSSD – 2016 Asphalt Management - Painting Project- Straight Stripe Painting Inc.
UTSSD 2016 Asphalt Management - Crack Seal Project- Top Job LLC.
UTSSD – 2016 Asphalt Management - Gilsonite Modified Pavement Sealer Project- Intermountain Slurry
Seal Inc

The notice of award and the notice to proceed need to be issued today. Duane pointed out that the asphalt management is about 4 months behind. The chair entertained a motion to accept recommendation 1. Stan made motion; Bob Leake seconded Roll Call Vote: Shepherd Aye, Stan Aye, Bob Aye, Dave Aye, Raymond Aye. Vote was unanimous. Commissioner Raymond asked how the local subcontractors bids compared? He pointed out that if the local subs are within 5% he'd like to see the award go local. Dave moved to award the aforementioned bids. Dave made motion Stan Gordon seconded. Roll Call Vote: Shepherd Aye, Stan Aye, Bob Aye, Dave Aye, Raymond Aye. Vote was unanimous.

GDA reported on the Airport renovations. The project that began last year for ground prep is fully underway. There is also some chip seal being done over on the general aviation side. They are currently working toward making a recommendation on the runway project. There is a 120 day bid hold that is allowing the FAA to pursue as much additional funding as possible. He also brought up the acquisition of a conservation easement for offsite wetland mitigation. That is a condition of the Corp of Engineers for the 404 permit needed to do the construction on the airport. They are working on that currently. Duane asked if everything is on schedule and they said yes so far.

Kelly reported on Boutique Air. After the first month of service, enplanement numbers are 448 – this includes enplaned and deplaned with Denver getting the bulk of the business. Salt Lake hasn't done as well but that might be due to the previous flight schedule which has now been altered. They also feel like once the King Air is in play, the numbers will jump. There on time arrival is 72. In comparison the best Great Lakes ever did was 42 and Sky West was 92. Duane pointed out that when he was there for the ribbon cutting he noticed there weren't very many security cameras and he felt that especially since TSA isn't there, that might be something the board should address. There was public input that it is in the county's interest for advertising to be made for Boutique. The county would benefit absolutely, but they have to be very careful in funding private enterprise. Commissioner Raymond said he would bring it up to the commission, and Adam suggested he and Kelly could come up with an advertising budget for the year.

Next on the agenda was the Leland bench project. At the previous meeting one board member not present so Duane reported that Leland had been tabled at the last meeting for further input. There has not been a lot of that input that they had desired. They are still working with Crescent point and looking for input from the public so there isn't a lot to discuss on it today. After that information has been obtained there will be a public meeting. Duane pointed out that this is why they are experimenting with recording the meetings so that people can view the meetings and send in comments. By way of information, Commissioner Raymond reported that he met with Crescent Point today and they are still extremely interested and are working on an EIS study for 3500 wells in that area. They are in dire need of an improved transportation corridor.

The question was asked if it is such a dangerous situation, then why hasn't heavy duty traffic been restricted or why aren't there signs up.

Uintah County Storm Drain Master Plan. Commissioner Raymond updated that the proposal had been taken to CIB. The proposal was 80% grant and 20% loan. He didn't have the final numbers in front of him, but most of that funding had been approved. It is a great opportunity to prevent flooding in the future. It does utilize retention ponds, existing canals (including Highline and Rock point) the right of ways would be obtained and the canals would be returned to their original capacities. Dave said it was his understanding that Naples and Vernal pulled out. He wondered if the plan would only involve outlying areas. Commissioner Raymond said no, they will benefit but they cannot be forced to sit at the

table. There were some city specific projects taken out. It is following the 2008 plan that is available on the internet. Commissioner Stringer pointed out that there are a lot of questions that are still out there. There is still a lot that needs to be addressed. This is more a step to get us started. There is no plan in place.

The transportation corridor study was next on the agenda. Commissioner Raymond reported that the loan application has not gone to CIB, but there is now a right of way issue that is up in the air due to the public lands initiative. Duane asked if there is anything that the board needs to be informed on. At this point it is a wait and see game.

Project Updates:

BTA – Just moving forward with the contribution promised. This is paid monthly. The question was asked if the proposition would be put back on the ballot. It seems unlikely that the county will take it all on themselves. Commissioner Raymond said he would like to see a public meeting on this. Is this a project that should be continued? Stan suggested having them come to a board meeting to update on ridership.

Redwash – The contract for Brown Brothers was approved at the last meeting. Troy reported that the engineer's estimate was about 2.9 million. The low bid came in at about 2.1 million. This funding comes through the Joint Highway. Phase one is already complete. They converted federal money into state money in order to be able to use district requirements. If they stay at the 2.1 there would only be a 400,000 net amount owed by the district. Dave moved to have the contract signed and Commissioner Raymond seconded. Roll Call Vote: Shepherd Aye, Stan Aye, Bob Aye, Dave Aye, Raymond Aye. Vote was unanimous.

500 South Drain project – two drains that need to be adjusted but that is complete and the project is now final.

2000 North to 1500 West – Funding was received through the Joint Highway committee so now they are just waiting for it to go through the process. The board could do a similar process as was done with Redwash and request for advance construction.

Red fleet – Funds have been requested and they will be award through the Urban and Non Urban technical subcommittee. This money is for putting together the master plan.

500 W – the contractor started repairing the water leak areas, pending weather it will be paved tomorrow so the road can get back up and going. There is a change order that will be paid by Ashley Valley in the amount of \$75, 506.00

District business – Dave made the motion to approve payables. Stan seconded. Shepherd Aye, Stan Aye, Bob Aye, Dave Aye, Raymond Aye. Vote was unanimous

Commission made a motion to adjourn the meeting. Board members seconded the motion and all voted in favor. The motion was passed.

These minutes are to be approved at the next monthly meeting of the Board of directors of the UTSSTD.

The above minutes were approved as read/ corrected on the ____ day of _____, 2016.

Adam Massey, Director