

SALT LAKE COUNTY COUNCIL OF GOVERNMENTS

EXPANDED COG

November 26, 2007
WVC Multi Purpose Room
5 pm

MINUTES

WELCOME

Mayor Nordfelt welcomed members of the public as well as the Expanded COG, made up of the Mayors of the cities in SL County as well as the County Mayor and County Council.

He mayor gave a brief history of the quarter cent sales tax issue. Over a year ago, the mayors asked the county council to levy a property tax to provide revenue to build more transit in the county. The legislature granted the county the power to levy a sales option tax, with a portion dedicated to corridor preservation of the Mountain View Corridor. The legislation also required a project prioritization process to be developed which would compare transit projects and road projects using weighted criteria such as cost effectiveness or safety. The selection of the projects was to be made by the Expanded COG with reasons for choosing projects if they were lower in rank.

Last year the Expanded COG met and selected the West Valley/Mid Jordan transit line, commuter rail to the Utah County line and \$30 to go towards I-80. The group felt that with the mandated funds from the sales tax going toward MVC, it was a fair division of funds between roads, transit and commuter rail.

Since that decision, an error was discovered in the safety criterion and the ranking of the projects was different. That information was shared with the Legislative Auditors, the Legislative Audit Committee, the Executive Appropriations Committee and the Expanded COG was asked to take the corrected ranking list back to the Expanded COG for another vote. Mayor Nordfelt stated that, even if there hadn't been an error, the decision of projects selected would be the same.

Mayor Nordfelt introduced Senator Sheldon Killpack, one of the major architects of the SM 4001 which outlined the prioritization process. Sen. Killpack spoke of the concern the legislature has about transportation on the west side of the valley. He asked that the Council not lose sight of Mountain View Corridor and that there be continued dialogue between the legislature, the county and the mayors.

He stated that a major purpose of this legislation was to mitigate congestion. Any projects selected should have reasons attached to them.

LOCAL OPTION SALES TAX PROJECT PRIORITIZATION

Chuck Chappell presented an updated packet sheet (available at WFRC) which included the corrected project rankings, project data on each project as well as new costs (in the year of expenditure), the committed funds to those projects and the additional funds still needed to complete the project (in present value dollars). The chart also includes prioritized projects that are already built or have sufficient funding. Table 2.5 was a chart showing newly updated costs on transit costs if the transit projects are not selected for funding.

Mr. Chappell indicated that a worksheet had been provided for the Expanded Council members where they could list their project choices, note the costs and then deduct it from the net present value of \$1,423M. They could also list their reasons for the choice if it was a lower ranked project. Two examples of project selection were included in the packet.

It was noted that the figures in the packet did not include federal funding that was received after the selection of projects last year. A growth rate of 4% and an interest rate of 4% were used in computing the net present value (NPV).

UTA Project Selection Statement – UTA

Mike Allegra, UTA, reviewed a packet of information from UTA (available at WFRC) which reviewed an historical timeline of transit planning and project completion from December 2001 through November, 2006. Mr. Allegra reviewed UTA's financial plan and the interlocal agreements they have made for various rail lines. He also spoke to rails and ties which have already been purchased, options for 10 locomotives for Front Runner South as well as cab and coach cars; light rail vehicles and right of way which has been purchased for alignment and stations. Mr. Allegra indicated that the projects are being handled as one 70 mile project. He also spoke to the risks and repercussions if the Expanded COG were to change their prioritized projects at this point. Mr. Allegra asked the members to reinforce their decision of a year ago, stating that federal funds procured based on this decision, may be jeopardized. It has dropped from 80% to 40% and funds are limited.

Utah County has given UTA their tax dollars to pay for commuter rail to the SL County line. SL County has given 37 years to pay off bonds to be used to build these lines.

Orrin Colby, UTA Board Chair, asked for support of the plan as approved previously. He was concerned about setting up a contingency fund to defray legal costs in the event of litigation. He stated that the legislature, Mayors, environmentalists and UTA should work toward a consensus on how the MVC should be built.

Mr. Colby stated that if the light rail line is in jeopardy, money from FTA also becomes at risk. He urged a transit component on the MVC and that there be a funding source for that transit.

PUBLIC COMMENT

Comments were heard from Michael Packard, Sandy, who stated he felt the process was flawed. Copies of his handouts are available at WFRC.

A letter in support of the transportation priorities of last year was read into the record on behalf of the Copperton, Kearns and Magna Community Councils, the Magna Town Council and White City Community Council.

A packet of e mails which had been received at WFRC was also submitted into the record in support of transit projects.

Summer Pugh, Draper, spoke on behalf of Citizens for Responsible Transportation in Draper, felt the purpose of the tax was confusing. She questioned what 'transportation projects' meant. Her concerns were transit going through residential areas, ridership and cost effectiveness versus benefit. She encouraged the Expanded COG to not choose the same priorities as last year.

Jeff Stenquist, Draper City Council member, spoke in support of the same priorities as established last year.

Draper City also presented a letter in support of the project prioritization of last year, which was as follows:

1. Mid Jordan and West Valley light rail lines with about 47% of the money
2. Commuter rails from SL to Utah County with about 50.25% of the money
3. I-80 widening with the remainder as an incentive for the state to make up the difference (2.76% or about \$30M)

Mayor Wall stated that he felt the commuter rail was a regional issue that should be handled by the Legislature, not by the county. UTA acted in good faith to get federal funding during the past year. He felt the state was pushing responsibility to the local officials. His concern is east-west traffic movement and there needs to be more roads.

Mayor Nordfelt closed the public hearing.

Members of the Expanded COG were reminded that reasons needed to be given for choices for prioritizing.

County Councilman Crockett stated that he felt most are convinced that last year's decision was a good one and he felt we should reaffirm that as a final decision. He felt MVC should be the highest priority and we must plead for state help or use tolling to pay for the road. We should ask what the county can do for regional support of the corridor. Mr. Crockett felt we should set aside a 5% reserve (\$75 million) fund to be held in escrow to be released by the COG for MVC litigation. This would indicate support of the state

desires. UTA would determine where the 5% would come from. This was in the form of a **MOTION**.

County Councilman Hatch asked that no one second this motion. Money should be earmarked for roads and rails, not contingency funds.

The **motion failed**, due to a lack of a second.

Mayor Corroon made a MOTION, seconded by Mayor Snarr, that the Expanded COG re-affirm the transportation projects selected last year, together with the updated costs provided in today's presentations.

One reason for selecting the same projects is that transit provides a balanced transportation system. Another reason is the progress made in the interim on I-80 as well as the transit projects.

Councilman Jensen asked for the following additional reasons to the motion which were accepted by Mayor Corroon.

1. The following projects are already funded or constructed:

- # 1 Int – 53/State, 53 & 47 Redwood – Funding complete
- # 2 3500 S a – Funding complete
- # 4 9000 S (S) – Project completed
- # 9 9000 S/9400 S – Project completed
- #15 4500 S – Project completed
- #16 7800 S a – Funding complete
- #17 5600 W (S) – Funding complete
- #26 State St w/ RR Bridge – Funding complete
- #28 Main Street / 300 W – Funding complete

2. The \$570 million of Federal match improves the cost effectiveness criteria for the transit projects by reducing the local funds required.

3. The Expanded COG supports the Growth Choices recommendations that there be a transit component as part of the Mountain View Corridor.

Mayor Money asked for another friendly amendment which includes more reasons to support the MOTION which was accepted by Mayor Corroon:

Selecting the same projects shows that the Expanded COG acted in good faith with the information they had at the time. Over the past year financial commitments have been made and it is not reasonable to change course now. If the choices were changed now, we would put in jeopardy millions of dollars including money for operations and maintenance for transit. If we change priorities, we could lose \$570 million in federal monies.

Mayor Smith spoke in support of the motion, stating that commuter rail south is a result of coordinated planning through JPAC, as requested by the legislature. He stated the projects selected still meet the intent of the project ranking.

Question on the motion was called by Mayor R. Anderson. All were in favor. The **motion passed** with two in opposition: Mayor Newton and Mayor Wall.

Mayor Crane stated that there is no question that the Mountain View Corridor is needed on the west side of the valley. Considering the spirit of cooperation between all entities involved, perhaps issues can be resolved without litigation.

County Councilman Jensen made the MOTION to adjourn. Seconded by Mayor Crane, the motion passed unanimously.

The meeting adjourned at 7 pm.

PRESENT

Tom Pollard	Alta	Claudia Anderson	Bluffdale
Kelvyn Cullimore, Jr	Cottonwood Hts	Draper	Herriman
Dennis Webb (Exc)	Holladay	JoAnn Seghini	Midvale
Dan Snarr	Murray	William Applegarth (Exc)	Riverton
Rocky Anderson	Salt Lake City	Peter Corroon	Salt Lake County
Tom Dolan (Exc)	Sandy	Kent Money	South Jordan
Russ Wall	Taylorsville	David Newton	West Jordan
Dennis Nordfelt	WVC	Mark Crockett	SL Co Council
David Wilde	SL Co Council	Michael Jensen	SL Co Council
Joe Hatch	SL Co Council	Jim Bradley	SL Co Council
Jenny Wilson	SL Co Council	Marv Hendrickson	SL Co Council

OTHERS PRESENT

Carlton Christensen	SL City Council	Russ Brooks	WVC Council
Rita Lund	SL County	Liane Stillman	Cottonwood Hts
Mike Zuhl	R&R Partners	Jeff Hatch	SL County
Tom Bacus	Kennecott Land	Summer Pugh	CRT
Mike Robertson	UTA	Lynn Pace	SLC
Marc Heilseon	Sierra Club	Roger Borgenicht	Future Moves
Jon Osier	Kennecott Land	Robert Jeppsen	SL Co Mayor
Wayne Bennion	WFRC	Kip Billings	WFRC
Chad Eccles	MntnInd AOG	Nichole Dunn	SL Co Mayor
Lisa Ashman	SL Co Council	Greg Schulz	West Township
Janneke House	SLC Mayor	Michelle Bagulay	UTA/Herriman
Orrin Colby	UTA Board	Justin Jones	UTA
Andrea Packer	UTA	Ahmad Jaber	UDOT

Mike Allegra	UTA	Bruce Jones	UTA
Grantley Martelly	UTA	Carrie Bohnsack-Ware	UTA
Nicole Warburton	Deseret News	Chuck Chappell	WFRC
Matt Sibal	UTA	Paul Edwards	Draper City Council
Mick Crandall	UTA	Ken Montague	UTA
Necia Christensen	UTA Board	DeVel K. Gedge	Self
Jeremiah Stettler	SL Tribune	Debbie Lee	UTA
Carlos Braceras	UDOT	Jan Wells	Murray City
Carl Empey	ZBPF	Larry Ellertson	Utah County
Alan Matheson	Envision Utah	Sam Klemm	WFRC
Ed Blaney	WFRC	Ralph Jackson	UTA
Sheldon Killpack	State Senate	Jeff Stenquist	Draper City Council
Michael Packard	Geosol Consulting	Kane Loader	Midvale City
Barbara Thomas	COG		