

**SALT LAKE AREA
REGIONAL GROWTH COMMITTEE'S TECHNICAL ADVISORY COMMITTEE
January 12, 2005
1:40 PM - 2:50 PM
MEETING SUMMARY**

AGENDA ITEM	DISCUSSION	ACTION
1. Welcome and Introductions	The TAC Vice-Chair Matt Rifkin, InterPlan, opened the meeting. The TAC members introduced themselves.	None Required
2. Meeting Summary – November 10th	No changes, clarifications, or questions on the September 8 th meeting minutes.	Approved
3. Update on Regional Transportation Projects	<p>Ned Hacker, WFRC, updated the TAC on regionally significant highway and transit projects and studies in the Salt Lake County area. The first highway project Ned discussed was the completion of I-15 and Beck Street, with the added lane in each direction and ramp adjustments. Ned noted that another I-15 project in the southern portion of the County, between 9000 South and the Salt Lake County line was also completed. This project added an additional general purpose lane and a High Occupancy Vehicle (HOV) lane to that section of freeway. I-215 between Redwood Road and 4700 South was also completed, permanently adding one lane in each direction. The SR-201 project between 900 West and Redwood Road is currently under construction. The State Street widening project between 7200 South and 7800 South is also currently under construction, and will include the widening of the rail bridge. State Street from 9000 South to 10600 South is currently being rehabilitated. Ned said that 7800 South between Redwood Road and 2700 West has been widened, and the section to Bangerter Highway will be widened in the next couple years. The 12300 South / 12600 South project is scheduled to be completed in the Fall of 2005. Ned covered projects that were undergoing Environmental Studies, including the multi-modal I-15 / Commuter Rail / Light Rail / Bus Environmental Impact Statement (EIS) between 10600 South in Salt Lake County to the southern portion of Utah County. Ned noted that the 11400 South EIS had its public hearing in November 2004, and is currently incorporating comments from that period and should be finished in the Spring of 2005. The 3500 South EIS from Redwood Road to 8400 West will be completed in the Summer of 2005. The Mountain View Corridor (MVC) EIS between I-80 and the northern portion of Utah County is planned to be completed by the end of 2005. Funding for the 700 East project between 9400 South and 10600 South is needed before an Environmental Document can be started.</p> <p>Ned next discussed the transit projects in the Salt Lake region. The Draft EIS for the Mid-Jordan and West Valley City Light Rail Transit (LRT) projects are currently being completed. The West Valley City LRT will connect to the existing North / South TRAX line at the 2100 South Station and end near the Valley Fair Mall. The Mid-Jordan LRT will connect to the existing North / South line at the 6400 South Station and end at the Day Break development in South Jordan City. The Commuter Rail EIS, from Pleasant View to Salt Lake City will receive a Record of Decision (ROD) in the next couple months and construction will follow shortly after. UTA is currently undergoing a bus route reorganization for Salt Lake County.</p> <p>Ned said that the current Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) can be found on the WFRC website at www.wfrc.org</p> <p>Please contact Ned Hacker at 363-4230 x120 for additional information.</p>	None Required
4. Workshop Overview and Presentation	<p>Jarret Whicker, Envision Utah, gave a PowerPoint presentation to the TAC on the upcoming <i>Wasatch Choices 2040</i> workshops. Jarret started his presentation discussing the two key outcomes of the <i>Wasatch Choices 2040</i> process: A Vision Scenario and Growth Principles. The Vision Scenario is derived from the following: public workshop ideas; packaged scenarios; feed back on scenarios; consolidating scenarios using the Steering Committee; and finally fleshing it out using local government. This Vision Scenario will be used to build the 2006-2030 Regional Transportation Plan (RTP), and will be compared to the business as usual scenario (The Control). The Control is built by extrapolating past trends, uses the current general plans, and builds on the current RTP. The Growth Principles will help develop goals we want to move towards, and how can WFRC and MAG work towards those goals.</p> <p>Please contact Jarret Whicker at 363-1456 for additional information.</p>	None Required
5. Workshop Elements	Jarret Whicker, Envision Utah, continued the PowerPoint presentation on the workshop elements. Jarret handed out the <i>Wasatch Choices 2040</i> Public Workshop schedule and a list of which workshop each city should attend. He also handed out the schedule for the facilitator training to be conducted on January 18 th . Jarret then handed out the Quality of Life survey that will be used at the <i>Wasatch Choices 2040</i> workshops to find out what growth, transportation, and environmental issues	None Required

	<p>people care about most. It will also be considered by the RGC Steering Committee as they draft the initial growth principles. Jarret encouraged the TAC members to fill the survey out and give it to him after the meeting.</p> <p>At the workshops each table will create scenarios. As a group they will build a vision for transportation routes and nodes, growth near major transportation lines and centers, cross hatch open space areas, and allocate remaining growth. Envision Utah will then put all the scenarios into GIS format to evaluate the outcomes and trends. When evaluating the scenarios air quality, area development, transit riders, traffic, water use, miles of driving, open space, employment, and housing opportunities will be analyzed. A consolidated scenario that represents a shared vision, and a range of strategies that optimize desired outcomes will be the result of the scenario planning exercise.</p> <p>The current schedule for the <i>Wasatch Choices 2040</i> is: February and March – Workshops; June through August – Open Houses; Fall 2005 – cities and counties work towards a shared vision and growth principles; and Fall of 2006 a new RTP will be adopted.</p> <p>Please contact Jarret Whicker at 363-1456 for additional information.</p>	
6. Transportation Air Quality	<p>Jory Johner, WFRC, reported to the TAC on the status of Transportation Air Quality Conformity and any upcoming issues. Jory told the committee that the existing A/Q conformity was established in 2003. With this conformity report Jory noted that no changes or amendments are to be made for 2 years on the TIP, without possible challenges. Jory said that all areas are meeting the EPA A/Q standards in PM2.5 and the 8 hour Ozone.</p> <p>WFRC will be doing a new conformity report for the 2005 TIP. This new conformity report will use Mobile 6 to perform the A/Q modeling. Currently, DAQ is updating its emissions inventory and budgets to reflect Mobile 6.</p> <p>Please contact Kip Billings at 363-4230 x115 for additional information.</p>	None Required
7. Financial Committee Update	<p>Jory Johner, WFRC, updated the TAC on the current status of the Finance Committee. Jory explained that the Finance Committee was started in January of 2004 to identify potential funding strategies to fund the current RTP, and to work with the Utah State Legislature and its Transportation Planning Task Force to obtain authorization for these strategies. The Finance Committee included representation from MAG, the Utah League of Cities and Towns, the Salt Lake Area Chamber of Commerce, various cities and counties in the Wasatch Front region, and the Utah Foundation.</p> <p>Jory explained that the Finance Committee initially identified the transportation need in the RTP from 2006 to 2030. These needs would include new highway projects, transit projects, rehabilitation and reconstruction costs, and transit operating costs. These needs were projected to cost approximately \$30.1 billion, with only \$6.5 billion in available revenues, for a total of \$23.6 billion in unfunded needs. The Finance Committee decided to identify the critical needs within the next 10 years. The critical needs were expected to cost about \$7.8 billion with only \$1.7 billion of funding currently available.</p> <p>The Finance Committee then researched potential funding sources to pay for the \$6.1 billion funding deficit. Some potential funding sources included fuel taxes, indexing the fuel tax, a fuel sales tax, increasing vehicle registration fees, property taxes, impact fees, sales tax on auto related purchases, and increasing sales tax. These funding sources were researched on a statewide basis and also for a local option alternative. The Finance Committee put together four options to present to the Legislature's Transportation Planning Task Force with a preference on the second option. This option included a sales tax on fuel, increasing the fuel tax and indexing it, allowing for a local option gas tax, increasing the registration fees, allowing for a portion of sales tax on auto related sales to go to highways, equalization of the regional UTA sales tax, and a General Obligation Bond based on property tax.</p> <p>The report on the Long Range Plan Finance Committee has been written and presented to the Legislature's Transportation Planning Task Force. A copy of the report can be found on the WFRC website at www.wfrc.org</p> <p>Please contact Jory Johner at 363-4230 x110 for additional information.</p>	None Required
8. Other Business	None.	None Required
9. Next Meeting – February 9th	The next meeting will be on February 9, 2005 at 1:30 PM at the West Valley City Hall (3600 South Constitution Blvd.) in the Multi-Purpose Room.	None Required

ATTENDANCE ROLL

SALT LAKE AREA REGIONAL GROWTH COMMITTEE'S TECHNICAL ADVISORY COMMITTEE

Date: 1/12/05

<u>Name</u>	<u>Representing</u>
Jory Johner	WFRC
George Ramjoué	WFRC
Dennis Hamblin	Murray City
Janice Jardine	Salt Lake City Council
David Beecher	UTA
Jarret Whicker	Envision Utah
Bruce Talbot	South Salt Lake City
Val John Halford	WFRC
Rick McKeague	DAQ
Kelly Lund	FHWA
Lesley Burns	Midvale City
Ned Hacker	WFRC
Nick Norris	Taylorsville City
Matt Rifkin	InterPlan – Vice Chair