

**SALT LAKE AREA
REGIONAL GROWTH COMMITTEE'S TECHNICAL ADVISORY COMMITTEE
MARCH 9, 2005
1:40 PM - 2:50 PM
MEETING SUMMARY**

AGENDA ITEM	DISCUSSION	ACTION
1. Welcome and Introductions	The TAC Chair John Janson, InterPlan, opened the meeting. The TAC members introduced themselves.	None Required
2. Meeting Summary – January 12th	No changes, clarifications, or questions on the January 12 th meeting minutes. A motion to approve the meeting summary was made by Dennis Hamblin, Murray City, 2 nd by Lesley Burns, Midvale City, and the TAC agreed unanimously.	Approved
3. Master Plan for Parley's Creek Corridor Trail	Helen Peters and Soren Simonsen, PRATT, presented to the TAC the Master Plan for the Parley's Creek Corridor Trail. Helen noted that the Parleys Rails, Trails, and Tunnels (PRATT) was formed in 2000 by interested citizens. Soren handed out the a packet of information to the TAC. This packet included an invitation to the public open house for the Master Plan for the Parley's Creek Corridor Trail on March 19 th , from 9 A.M. to Noon, at the Salt Lake County Government Center. The packet also included a "The Draw at Sugar House" brochure, a Parley's Creek Trail map, a project summary, a "Walking Low Impact – High Benefit" brochure, and a Utah Trails and Pathways program description. Soren discussed the Parley's Creek Corridor Trail and how it will connect the Bonneville Shoreline Trail to the Jordan River Parkway. He expects the project to be completed by 2008. Please contact Soren Simonsen at 355-5915 for additional information.	None Required
4. Legislative Update	Sam Klemm, WFRC, updated the TAC on the transportation bills and issues from the 2005 Utah State Legislature session. Sam handed out a copy of the "Moving Forward Together" brochure that Mountainland Association of Governments (MAG) and Wasatch Front Regional Council (WFRC) put together for the Legislature. <u>House Bill 1 (Appropriations)—Passed</u> The Appropriations Bill gave \$90 million in new, ongoing, money to the Centennial Highway Fund (CHF) to keep the remainder of its 41 projects on schedule. Had this not happened, CHF would have run out of money in 2009. With this new infusion of cash, most of the projects will be finished by 2009 and the bonds will be paid off in 2014 rather than 2017 saving significant interest costs. In addition, \$30 million in one time money was given to UDOT with the understanding that it will be used for the widening of I-15 in Utah County. Because of the failure of House Bill 18, that money will now go into the CHF. <u>House Bill 18, First Substitute—Failed due to time constraints on the last night of the Legislative Session</u> This Bill would have created a new fund for highway capacity projects, called the Transportation Improvement Fund, and channeled significant new monies into it from the Utah State General Fund which comes primarily from sales tax. The fund would have added the \$90 million noted above for fiscal 2006, \$120 million in 2007, and approximately \$170 million in 2008 and each year thereafter. The first \$90 million of that money each year would have gone into CHF to maintain its financial stability. <u>Senate Bill 8, First Substitute—Passed on the last night of the Legislative Session</u> Senate Bill 8 creates a new fund for the use of local governments to preserve transportation corridors in their respective jurisdictions for future transportation uses. Counties may impose a \$10 surcharge on vehicle registrations within their respective jurisdictions. That money will be managed by UDOT and stay within the county that it comes from. Disbursement of the money to a local jurisdiction is subject to review by the local County Council of Governments. <u>Senate Bill 25, First Substitute—Passed on the last night of the Legislative Session</u> Senate Bill 25 requires UDOT to adopt rules for the prioritization of highway projects. The rule requires an open process with public review and comment. The Bill also requires that the area MPO's (Metropolitan Planning Organizations) be consulted as to their priorities for new capacity project ranking.	None Required

	<p>The Bill requires municipalities to notify UDOT and UTA of pending residential, retail, or commercial developments that will impact local traffic patterns in excess of 3,000 average daily trips. This requirement is subsumed into Senate Bill 60 which also passed and has almost the same requirement, though not quite as stringent.</p> <p>The Bill also creates a task force to look at the issue of highway jurisdictional transfer, giving state highways to cities and counties. This is the third time this has been done. Attempts to transfer roads subsequent to the previous studies failed because UDOT and the Legislature were unwilling to transfer sufficient funds to maintain those roads.</p> <p>Lastly, Senate Bill 25 allows for the creation of high occupancy toll lanes on new capacity constructed after the enactment of the Bill.</p> <p><u>Senate Bill 183—Failed on the last night of the Legislative Session</u> This Bill went through five substitutes, was declared dead and then resurrected on the last night of the session in the Senate but the enacting clause was struck in the House. The Bill, in its original form, would have required a vote in Utah County as to whether or not to increase sales taxes for transit to ½ cent. The 1/16 of a cent sales tax in Salt Lake County currently going to highways would also be transferred to transit. Because of significant opposition from Utah County legislators, the Bill was softened to only ‘allow’ a vote in Utah County. The provision for the 1/16th of a cent Salt Lake County would remain. Eventually, this was stripped out as well and the Bill was substituted to create a county-wide transit district for counties with 60% of their population currently in the transit district. As noted above, it passed the Senate, but was stopped in the House.</p> <p><u>Senate Concurrent Resolution 1—Passed</u> The “Resolution Encouraging Managed Lane Study” urges UDOT to study and use the concept of managed lanes on transportation systems. These concepts include reversible lanes, high occupancy toll lanes, high occupancy vehicle lanes, and cordon pricing. The Resolution requests that UDOT provide a report on its findings to the Legislature in October 2005.</p> <p>Please contact Sam Klemm at 363-4230 x116 for additional information.</p>	
<p>5. Discuss Wasatch Choices 2040 To Create Regional Transportation and Land Use Scenarios</p> <p>6. Process For Drafting Regional Growth Principles</p>	<p>Ted Knowlton, Envision Utah, gave a PowerPoint presentation to the TAC on the Wasatch Choices 2040 workshops. Ted gave a brief overview of the process that will follow the workshops. He noted that the workshops would produce transportation and land use scenarios and not plans. Ted expects that three or four scenarios will be analyzed including the trend scenario, which is an extension of the current adopted transportation plan. After the scenarios are put together, they will be taken to open houses for public input. The scenarios will test publicly supported ideas and they will test growth principles. The input will be drafted into transportation and land use vision and growth principles for the Wasatch Front area. The vision and principles will be then taken to the cities and counties and the Wasatch Front Regional Council.</p> <p>Ted said that 12 of the 13 public workshops had been completed with about 860 participants, and they should be on pace for 1000 total participants. Ted explained that the maps from each workshop will be digitized and a GIS comparison for the results will be completed. The GIS comparison will help answer what the mix of transportation facilities and modes will be, locations for new roads and transit, most popular areas for mixed-use centers, most popular areas for development, average mix of housing, and any unusual or interesting ideas from the workshops. The transportation infrastructure for the scenarios will be created from a work session on March 18th by 12 planners from the four counties along the Wasatch Front. Land use policy ideas will be applied based on quantitative results from the public. The modeling program Urbansim will be used to incorporate critical elements of reality; private sector chooses where to build in response to transportation investments, and the private sector chooses where to build in response to congestion.</p> <p>Milestones for Wasatch Choices 2040:</p> <ul style="list-style-type: none"> • May – TAC reviews scenarios • June – TAC feedback on draft Growth Principles • July to August – Public feedback on scenarios, draft principles • August to November – TAC provides feedback to help consolidated scenarios • September – Cities and Counties flush-out draft vision, comment on principles • October to February 2006 – MPO Councils consider adoption options • 2006 – Development of the formal Regional Transportation Plan (RTP) <p>Please contact Ted Knowlton at 363-1458 additional information.</p>	<p>None Required</p>

<p>7. Transportation Improvement Program</p>	<p>Ben Wuthrich, WFRC, presented to the TAC the Transportation Improvement Program (TIP) process. Ben explained that MPO's submits their TIP to the State. These TIP's are then incorporated into the State Transportation Improvement Program (STIP), which is required by law. The MPO's TIP and the State's STIP need to be exactly the same in project description and scopes. Ben explained that the new Air Quality modeling program and the budgets for the program were the reason why the WFRC TIP is 2004-2008 and the STIP is for the years 2005-2009.</p> <p>Ben handed out a timeline chart of the MPO and State tasks for completing the TIP and STIP. The TIP is a revolving 18 month process and is required to be completed at least every 2 years.</p> <p>The next WFRC TIP will be for the years 2006-2010. The WFRC has sent letters of request to local jurisdictions for letters of intent for project to be considered in the fall of 2004. WFRC reviewed the letters and requested concept reports. Project field reviews were completed on February 23rd for the Ogden / Layton area, and Ben handed out a list of projects reviewed. The next step will be to evaluate the projects using a uniform project selection criteria with the STIP. On April 6th Ben will submit the WFRC staff recommendations to the Salt Lake TransCom TAC. In May Ben will meet with UDOT and submit a draft TIP and have a 30-day public comment period. After projects are added to the TIP, the STIP will be completed and submitted to FHWA.</p> <p>Ben noted that for a new capacity project to be available for funds, it first needs to be on the WFRC RTP. The RGC TAC will be the first group to recommend projects to be on the RTP and all cities should participate in this process.</p> <p>Please contact Ben Wuthrich at 363-4230 x121 for additional information.</p>	<p>None Required</p>
<p>8. Other Business</p>	<p>None.</p>	<p>None Required</p>
<p>9. Next Meeting – May 11th</p>	<p>The next meeting will be on May 11, 2005 at 1:30 PM at the West Valley City Hall (3600 South Constitution Blvd.) in the Multi-Purpose Room.</p>	<p>None Required</p>

ATTENDANCE ROLL

SALT LAKE AREA REGIONAL GROWTH COMMITTEE'S TECHNICAL ADVISORY COMMITTEE

Date: 3/9/05

<u>Name</u>	<u>Representing</u>
Jory Johner	WFRC
Dennis Hamblin	Murray City
David Beecher	UTA
Bruce Talbot	South Salt Lake City
Val John Halford	WFRC
Lesley Burns	Midvale City
Nick Norris	Taylorsville City
John Janson	West Valley City - Chair
Blaine Gehring	Bluffdale City
Brian Preece	South Jordan
Sam Klemm	WFRC
Ben Wuthrich	WFRC
Bob Pelly	UDOT
Helen Peters	PRATT
Soren Simonsen	PRATT
Michael Meldrum	West Jordan City
Brian Maxfield	Riverton City
Ted Knowlton	Envision Utah