

SALT LAKE AREA TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

March 5, 2003

2:35 p.m. - 4:10 p.m.

MEETING SUMMARY

AGENDA ITEM	DISCUSSION	ACTION
1. February 12, 2003 Meeting Summary	None	Approved
2. Long Range Plan	<p>Val Halford, WFRC, updated the committee on the Long Range Plan (LRP). WFRC staff is currently updating the 2002-2030 LRP on an accelerated schedule. The update will be completed in November 2003. Most of the analysis in the updated LRP will be based on forecasts using the socioeconomic data from the 2000 Census. WFRC will develop alternative concepts to model and help with project selection for the updated LRP. Val noted that with a loss of \$769 million from the CHF funds, some projects will need to be removed or placed in the illustrative section of the plan to allow for a financially constrained plan.</p> <p>Val told the group that the Transit 2030 committee is currently identifying new projects and potential funding for transit.</p> <p>A compact disc with the current 2002-2030 LRP, 2002-2006 TIP, and 2005-2030 socioeconomic data is currently available; contact Val for a copy.</p> <p>Please contact Val Halford at 363-4230 x 108 for additional information.</p>	None Required
3. STP and CMAQ Programs	<p>Ben Wuthrich, WFRC, gave the committee two handouts about the STP and CM/AQ Programs. The first handout was the STP and CMAQ funding balance.</p> <p>Ben also noted that due to the new urbanized area boundaries from the 2000 Census, discussions are under way regarding projects and funding affected with the boundary change.</p> <p>The second handout was a memorandum concerning a third 2002-2006 TIP proposed amendment. Public comment for the amendment will end on March 27, 2003 at noon.</p> <p>Please contact Ben Wuthrich at 363-4230 x 121 for additional information.</p>	None Required
3a. South Salt Lake's Request for Additional Funding on 900 West	<p>Ben Wuthrich briefly reviewed the discussions from the February 12, 2003 SL TAC meeting concerning South Salt Lake's request for additional funds for the 900 West project. The request to hear from UDOT regarding what happened during the project was made during the last SL TAC meeting.</p> <p>Cory Pope, Region 2 UDOT, briefed the committee on UDOT's role in the 900 West project. Cory noted that the project was to be constructed by November 30, 1999. The contractor initially did not qualify for the project due to a federal requirement, but the contractor was reviewed and found to have submitted a good faith effort concerning this. This process took about one month to complete. During construction the contractor encountered many shallow utility conflicts, which in turn required utility relocations. UDOT approved a formal claim by the contractor for additional overhead because of delays created by the change orders on utility relocates. The city, on the other hand, did not approve the change orders. Although UDOT's contractor agreement states that the city must also approve all change orders, UDOT proceeded with the change order. The contractor had asked for approximately \$728,000. The construction engineer for UDOT reviewed the claim and estimated that utility relocation delays cost the contractor approximately \$450,000 because of the time delays of about 7 months. Because the settlement had taken place in 2002 for work in 1999 approximately \$80,000 in interest was added for a total of about \$540,000. UDOT believes, based on past experience, that the payment would have been significantly higher if they had not settled and had gone to court.</p> <p>Rick Johnston, Salt Lake City, told the committee that Salt Lake City has a franchise agreement with utility companies and they have received compensations from the utilities for increased contractor costs resulting from utility relocation delays on the 2100 South project at about a 75% rate. South Salt Lake City Attorney, Dave Carlson, noted that their city does not have franchise agreements with the utility companies.</p> <p>Dave Carlson addressed the committee and noted that the contractor was given extra money to pothole ahead to determine if utilities needed to be relocated. Dave also said that the change order was for the contractor's overhead for the down months while utilities were being relocated, although the contractor had subcontracted a lot of the project. He said that the city was and is at the mercy of UDOT. Sandy City and Salt Lake County stated that they had experienced similar frustrations in working with UDOT.</p>	Approved

	<p>Tosh Kano recommended that the procedures between the cities and UDOT be reexamined.</p> <p>Rick Johnston, Salt Lake City, made a motion to recommend the approval of the requested additional \$620,000 in STP funding for South Salt Lake on the 900 West project. He also included as part of the motion an expression of concern about how change orders related to contractor claims are processed and approved and that Trans Com direct the WFRC staff to work with UDOT and local agencies to see how best to address the Technical Committee's concerns. Tosh Kano seconded the motion and the committee approved it unanimously.</p> <p>Please contact Kyle Kingsbury at 483-6038 and Cory Pope at 975-4806 for additional information.</p>	
4. TDM Report from UTA	<p>Scott Miklos, UTA, reported on the results of UTA's rideshare program from 2002. Scott handed out the results to the technical committee. Some statistics from the report include: about 450 company visits, almost 500 company follow-up visits, 100,000 direct exposures, over 300,000 in-direct exposures, 160 vans leased in the UTA Van Pool, and 20 million vehicle miles saved from the leased vans. Scott also handed out a copy of the newsletter Rideshare Roadways.</p> <p>Please contact Scott Miklos at 262-5626 x 2065 for additional information.</p>	None Required
5. Natural Disaster Planning	<p>LaNiece Dustman, WFRC, reported on the Pre-Disaster Mitigation (PDM) program, and handed out a fact sheet on the PDM.</p> <p>The PDM allows states and local governments to receive technical and financial assistance for cost-effective pre-disaster hazard mitigation activities that have been identified in the hazard mitigation plan.</p> <p>The Disaster Mitigation Act of 2000 (DMA 2000), which amended the Robert T. Stafford Act that established a new approach/requirement for mitigation planning. This emphasizes close coordination between state and local governments during planning and implementation processes.</p> <p>The seven Association of Governments (AOGs) were chosen as sub-grantees to the DESHS to develop, coordinate, and write regional hazard mitigation plans that reflect the DMA 2000 guidelines. The joint planning process identifies natural hazards, assesses vulnerability and then develops strategies and objectives to eliminate and/or minimize the effects of these hazards.</p> <p>The State anticipates receiving the regional plans no later than October 1, 2003. The seven regional hazard mitigation plans will then be "rolled" into a single State Hazard Mitigation Plan that will be turned into FEMA.</p> <p>Please contact LaNiece Dustman at 363-4230 x 136 for additional information.</p>	None Required
6. Other Business	<p>Sam Klemm, WFRC, provided an update on the 2003 legislative session. He stated that the action with the biggest impact was a 20 percent reduction in funds available for capital projects.</p> <p>House Bill 13 Transportation Corridor Preservation passed. This bill will allow the Utah Department of Transportation (UDOT) to purchase land 30 years out instead of the previous 20 years.</p> <p>House Bill 156 Transportation Infrastructure in Redevelopment Agency failed. This bill would have modified how the certified tax rate is to be calculated for the purpose of projects that generate tax increment to be used for transportation infrastructure outside of the project area.</p> <p>House Bill 310 Transportation Planning Task Force passed. This bill establishes a legislative task force to study transportation needs and funding for the next 20-year time frame.</p> <p>House Bill 260 2002 Highway General Obligation Bond Amendments passed. This bill authorizes \$78.5 million of bonds to be paid by the ¼ of the ¼ cent tax. This will go towards projects such as new lanes on I-15 from 10600 South to the Utah County line, and the permanent widening of I-215.</p> <p>House Bill 136 County Option Sales and Use Tax for Highways, Fixed Guideways, or Systems for Public Transit passed. This bill allows Utah County to put ¼ cent tax increases on the ballot with some use for highways.</p> <p>House Bill 125 Regional Air Quality Plan did not pass. This bill would have required legislature approval of the Air Quality State Implementation Plan (SIP).</p> <p>Please contact Sam Klemm at 363-4230 x 116 for additional information.</p>	None Required
7. Next Meeting April 2, 2003		None Required

ATTENDANCE ROLL

Salt Lake Technical Advisory Committee "SL TAC"

Date: 3/5/03

<u>Name</u>	<u>Representing</u>
David Lovell	Salt Lake County, Chair
Kyle Kingsbury	South Salt Lake City, Vice-chair
Wayne Bennion	WFRC
Ben Wuthrich	WFRC
Jory Johner	WFRC
Leon Berrett	Salt Lake County
Scott Stanger	Murray City
Keith Ludwig	Midvale City
Tosh Kano	Holladay City
Mike Gladbach	Sandy City
Paul Goodrich	Sandy City
David Beecher	UTA
Scott Miklos	UTA
Dave Carlson	South Salt Lake City
Phillip Hill	Midvale City
Jerry Rechtenbach	CRS Engineers
Andrea Pullos	Salt Lake County
Sam Klemm	WFRC
Carl Cook	RB&G Engineering
Neil Stack	Salt Lake County
Doug Atkin	Sunrise Eng. / Herriman City
Kevin Young	Salt Lake City
Rick Johnston	Salt Lake City
Gerd Dixon	Taylorsville City
LaNiece Dustman	WFRC
Jeff Hawker	West Valley City
Cory Pope	UDOT-R2
Rick McKeague	DAQ
Jeremy Nielson	South Jordan
Doug Hattery	WFRC
Harlan Miller	FHWA