

SALT LAKE AREA TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

September 3, 2003

2:30 p.m. - 3:35 p.m., Salt Lake County Complex, N2003

MEETING SUMMARY

AGENDA ITEM	DISCUSSION	ACTION
<p>1. Approval of 8/6/03 Summary</p>	<p>Meeting summary was approved as submitted.</p>	<p>Approved</p>
<p>2. EA/ EIS Monthly Update (3500 South & MVC etc.)</p>	<p>Walt Steinvorth, reported on three studies, Mountain View Corridor, 3500 South and SR-201. (MountainView Corridor) UDOT and Envision Utah held workshops last spring where participants did tabletop mapping exercises looking at transportation and land use. The exercises generated several hundred scoping comments for the scoping phase that will finish up during September. The EIS team has been meeting with major stakeholders discussing the old WTC alignment and it's relevance and necessary revisions. Envision Utah is in the process of modeling growth scenarios developed from the workshops, to see how they perform in meeting travel demand and other criteria. There is a Stakeholders meeting on September 24th to unveil the scenarios and their associated performance. UDOT & Envision Utah are planning for a late October meeting to show the scenarios to the public as well as get feedback on other aspects of the project.</p> <p>(3500 South) the Purpose and Need, agreed upon in Dec. 2002 is still holding strong. In May a community outreach effort led to more than 500 concept alternatives. Alternatives being considered range from no action/no build, bus rapid transit, TSM improvements including intersection, signal interconnects, access management, continuous sidewalks, additional thru lanes, interchange/ ramp improvements at I-215, and light rail transit. Combining, refining, screening, and modifying concept alternatives, led to forming alternative packages. The community outreach on alternatives will continue through the end of the year. Other upcoming activities include, value engineering in October – non-traditional, adding value to each of the CSS principles (environment, community, transportation) and a school project with Westlake Elementary.</p> <p>(SR-201; Jordan River to Bangerter Hwy) Walt reported that they will be finishing up the second public comment period in early September and will have one week to respond to any comments prior to getting the EA to FHWA for approval. It is the hope to have a FONSI by early October. Within two weeks of an approved EA UDOT will release the RFP for a Design Build project. Project alternatives considered include no build, mass transit, reversible lanes, express lanes, HOV facilities and the preferred alternative the addition of a general-purpose lane. Project improvements include a modified SPUI at Redwood Road, collector/ distributor ramp from westbound 201 to northbound 215, and relocation of the frontage road and widening the ramps at 3200 West. Also the plans include the widening of the structures and ramps at Bangerter Highway with three left turn lanes on the westbound-southbound movement and the addition of auxiliary lanes between Bangerter and 3200 West eastbound. The frontage road will also be widened to accommodate truck-turning radiuses.</p> <p>For additional information contact Walt Steinvorth at 965-3864, or e-mail msteinvorth@utah.gov</p>	<p>None Required</p>
<p>3. Long Range Plan</p>	<p>Val John Halford, WFRC, gave an update on the status of the 2030 Long Range Plan. Val stated that in last months' technical committee meeting four alternatives for highway and transit were proposed (<i>these alternatives were available for those that missed the meeting and are still available on WFRC's web site.</i>) He provided a current project list with highway and transit phasing along with Trans Com and Regional Council's recommendations for funding. These handouts will be available on WFRC's web site at www.wfrc.org.</p> <p>On August 21, 2003 Trans Com voted to recommend to the Wasatch Front Regional Council to modify transit alternative 4 to be consistent with the transit 2030 committee's recommendation for a ½ cent sales tax increase in 2006. The financial assumptions for highway alternative 4 were also approved. On August 28th the Regional Council voted to accept the recommendations from Trans Com.</p>	<p>Approved</p>

<p>3. Long Range Plan - Continued</p>	<p>Alternative 4 was modified to the following:</p> <p>Highway:</p> <ul style="list-style-type: none"> ❖ UDOT projected revenue from 2004 to 2030 ❖ General fund is extended from 2008 to 2030 with \$100 million per year ❖ Utah State gas tax increased 5 cents in 2005 and then every 6 years thereafter <p>Transit:</p> <ul style="list-style-type: none"> ❖ ½ cent sales tax increase in 2006 ❖ Use 2002 as the base year for sales tax growth and reflect economic rebound in 2003 <p>Val reviewed the proposed highway and transit project phasing that can be supported by these funding levels. He mentioned that the plan is going out for public comment in October covering Weber, Davis and Salt Lake Counties. These open houses will be held on:</p> <ul style="list-style-type: none"> ❖ October 14th – Weber County, Weber County Commissioner’s Office – 2380 Washington Boulevard, Ogden from 5:00 to 7:30 p.m. ❖ October 21st – Davis County, Davis County Commissioner’s Office – 28 East State Street, Farmington from 5:00 to 7:30 p.m. ❖ October 28th – Salt Lake County, Salt Lake County Building, Room 126 – 2001 South State Street, Salt Lake City from 5:00 to 7:30 p.m. <p>For additional information contact Val John Halford at 363-4250, or e-mail vhalford@wfrc.org.</p>	
<p>Transportation Air Quality Conformity</p>	<p>Kip Billings, WFRC, provided a memo on the implementation of Mobile 6 and how it will affect the TIP conformity. <i>(This memo will be available on WFRC’s web site.)</i> This memo explained that WFRC will encounter a problem in being able to show conformity related to Mobile 6 implementation in January 2004. After January 2004, it will not be possible to amend or update the TIP for 2 years with the exception of certain projects that qualify as being exempt from conformity analysis.</p> <p>Effective January 29, 2004, conformity must be made with EPA’s new Mobile 6 Model. This model produces higher emission estimates than Mobile 5. With this change, WFRC will not be able to demonstrate conformity to existing SIP budgets. WFRC and UDOT continue to work with DAQ to update budgets for Carbon Monoxide (CO) and Particulate Matter (PM 10) which should be ready by 2004-2005. The updates for ozone cannot be completed in this time frame.</p> <p>Kip stated that it is important that all project sponsors consider the projects in the 2004-2008 TIP prior to when the Regional Council is scheduled <i>(September 25th)</i> to approve the amended TIP for public comment.</p> <p>For additional information contact Kip Billings at 363-4250, or e-mail kbillings@wfrc.org.</p>	<p>None Required</p>
<p>5. Supplemental Legacy Environmental Impact Statement</p>	<p>Harlan Miller with FHWA and Andrew Gemperline, UDOT Legacy Parkway, provided some information on the current status of the Legacy Environmental Impact Statement (EIS). The Utah Department of Transportation is working with Federal Highway Administration (FHWA), and U.S. Army Corps of Engineers to prepare a Supplemental EIS which is in response to the 10th U.S. Circuit Court of Appeals decision. This EIS required revisiting and resolving issues pertaining to the environmental documentation.</p> <p>These issues involved sequencing and integration, wildlife impacts, consideration of the Denver & Rio Grande Corridor Alternative, width of right-of-way, and the utility corridor.</p> <ul style="list-style-type: none"> ❖ Sequencing and integration involves the order of implementation of the highway and transit components of the shared solution in the corridor (Legacy, I-15, transit) and how transit could be included with the Legacy Project. <p>Wasatch Front Regional Council has a new model and CENSUS data that is being utilized in the analysis process.</p> <p>On September 10th from 12:30 – 4:30 p.m. at the Bountiful City Hall, a community involvement committee will review, update and give input on the sequencing and integration.</p> <ul style="list-style-type: none"> ❖ The wildlife impacts are being assessed. They are in the process of researching wildlife ecosystems and reevaluating what methodologies have changed if any over the years. ❖ Five alternative corridors were looked at in the Denver & Rio Grande Corridor Alternative. 	<p>None Required</p>

5. Supplemental Legacy Environmental Impact Statement - Continued	<p>Consideration is being given to a narrower right-a-way. The incentives of a narrower right-a-way are possibly saving 10 to 20 acres of wetland impact which was never taken into account.</p> <p>Studies are currently scheduled to be complete by the end of November 2003. This Supplemental EIS will be out for public comment around March 2004. Comments from this public comment period will determine if this EIS is complete in spring or fall of 2004.</p> <p>For additional information contact Andrew Gemperline at 951-1026 or email agemperline@ntah.gov.</p>	
Other Business	None	
Next Meeting	October 8, 2003-Salt Lake County Complex, Salt Lake City <i>(Note the week change to the Second week)</i>	

<p>ATTENDANCE ROLL Salt Lake Technical Advisory Committee "SL TAC" Date: September 3,2003</p>

<u>Name</u>	<u>Representing</u>	<u>Name</u>	<u>Representing</u>
Dave Lovell	Salt Lake County	Chad Eccles	Mountainland
Mike Gladback	Sandy	Darrell Cook	Mountainland
Phillip Hill	Midvale	Shawn Elliot	Mountainland
Jerrie Ashurst	UTA	Leon Berrett	Salt Lake County
Keith Ludwig	Midvale	Les Clawson	South Jordan
Walt Steinvorth	UDOT	Andrea Pullos	Salt Lake County
Harlan Miller	FHWA	Glen Goins	Draper City
Doug Atkin	Herriman	Jeff Hawker	West Valley City
Andrew Gemperline	UDOT	Shane Jones	Bluffdale
Joe Racosky	Murray	Val John Halford	WFRC
Jay Nelson	Korve Engineering	Greg Scott	WFRC
Doug Hattery	WFRC	Ben Wuthrich	WFRC
Rick McKeague	DAQ		