

TRANSPORTATION COORDINATING COMMITTEE
Minutes of Meeting held April 8, 2004

Commissioner Michael Cragun called the meeting to order at 2:04 p.m. in the Wasatch Front Regional Council Conference Room.

Attendance

Michael Cragun, Chairman	Commissioner, Davis County
Ken Bischoff	Commissioner, Weber County
Darrell Smith	Mayor, Draper
Fred W. Oates	Mayor, Harrisville
J. Lynn Crane	Mayor, Herriman
Fred Panucci	Mayor, Syracuse
Bryan Holladay	Mayor, West Jordan
Dennis Nordfelt	Mayor, West Valley City
Terry Diehl	UTA Board of Trustees
Steve Randall	UTA Board of Trustees
D. J. Baxter	Salt Lake City
Pat Casaday	Sandy
Clark Labrum	South Jordan
Bill Baranowski	West Jordan
David Gibbs	Federal Highway Administration
Kelly Lund	Federal Highway Administration
Max Ditlevsen	Utah Department of Transportation
Linda Hull	Utah Department of Transportation
Michael Allegra	Utah Transit Authority
Chuck Chappell	Wasatch Front Regional Council
Wayne Bennion	Wasatch Front Regional Council
Doug Hattery	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council
Clarissa Williams	Wasatch Front Regional Council
Rena Bodily, Secretary	Wasatch Front Regional Council

Minutes

ACTION: Terry Diehl moved that the minutes of the November 13, 2003, Trans Com meeting be approved as written. Mayor J. Lynn Crane seconded the motion, and the voting was unanimous.

Opportunity for Public Comment

There were no responses to Commissioner Cragun's request for public comments.

Discussion of Long Range Plan Finance Committee and Mobility Summit

Chuck Chappell said that the WFRC staff is coordinating with the Salt Lake Chamber of Commerce, Envision Utah, Utah Manufacturers Association, and others for a Mobility Summit on April 22. At the Summit, the need for and benefits of the proposed transportation improvements in the Long Range Plan will be outlined. The Summit will be held at the Salt Lake Chamber of Commerce from 7:30 to 10:30 a.m. Mr. Chappell said the Mobility Summit will be by invitation only and will include private business representatives and local and state officials. Attendees will be encouraged to make the Legislature and the public aware of the transportation mobility needs facing the region.

Mr. Chappell said proposals for funding sources will be discussed at the Summit. The WFRC created a Long Range Plan Finance Committee to identify the needs for funding, the benefits of the recommended improvements on the Plan, and the best strategies for working with the Legislature and seeking public approval of additional revenues. Some of the financing options being considered by the Committee include a sales tax on gas, a split sales tax for highway and transit, a property tax for transit, and tax increment financing. Many of these are also being studied by the Legislature's Transportation Task Force.

Mr. Chappell said that a good thing about the Mobility Summit will be that several groups will be represented who are competing for sales tax dollars. This could be the source for some interesting debates regarding the competing interest in transportation funding.

Doug Hattery explained that the LRP Finance Committee has six representatives from the WFRC as well as three Mayors from Utah County. Anyone is invited to participate and provide input. Mr. Hattery reviewed some of the Committee's discussions. He said that one thing that should be emphasized is that even though WFRC and the Mountainland Association of Governments have each adopted a plan for their respective area, the Committee is looking at them as one plan, rather than two separate plans. Also, the Committee wants to consider funding needs for the transportation system as a whole, not as separate transit and highways needs. Finally, the Committee feels that there needs to be some kind of education effort to inform the public, the Legislature, and other elected officials on what the financial needs are for transportation.

Mr. Hattery said that the amount of revenue that will be generated with existing gas tax and sales tax over the next 26 years will result in an approximate deficit of \$10 billion in what is needed to build and maintain the transportation system included in the WFRC's Long Range Plan. The Committee is working to decide what type of funding package should be pursued to address this shortfall and also how to get legislative approval for the necessary increases.

Mr. Hattery distributed a handout which illustrated the additional revenues needed for the Wasatch Front Region to implement the Long Range Plan (see attachment #1). He explained some possible different funding sources which included assuming a gas tax increase of five cents a gallon every six years beginning in 2006, assuming that general fund revenues would increase from \$60 million a year to \$100 million a year beginning in 2008 and would continue through the life of the Plan, and assuming a ½ percent sales tax increase for transit in three counties.

Mr. Hattery said another possible funding source for UTA is the already authorized .4 mil property tax. County Commissions or Councils would need to put this on the ballot for voter approval. If voters approve this, it will initially generate the same as a 1/8 percent sales tax, but over the next 30 years, sales tax revenues would grow at a faster rate. Another funding possibility would be to consider a state-wide sales tax. Approximately 55 percent would come to the WFRC region. Vehicle registration fees are also another possible source for increased funds.

Mr. Hattery continued to say that MAG has a critical transportation need on I-15 in Utah County. One year ago, the legislature passed the "Alexander Bill" which would allow counties to implement a sales tax for transportation improvements and decide whether the funds went to highway or transit projects. MAG is anticipating the Alexander Bill could be used to generate money for the I-15 project. He mentioned that UTA is concerned that not having a well defined amount going to transit could affect their ability to implement major transit projects through bonding.

Mr. Hattery said that the WFRC is working with UTA and UDOT to put together some information to illustrate what will happen to the transportation system if additional revenue is not generated and what benefits there will be if there is additional funding. Mr. Hattery said that in the future, Trans Com will be presented with specific financing recommendations. Trans Com and Regional Council members will need to talk to their legislators to get their support for needed funding increases.

Mayor Fred Panucci asked why other alternatives rather than gas tax are even being considered? Mr. Hattery responded that considering the state budget now, other options needed to be considered and presented.

Transportation Improvement Program

a. Review of FY2003 obligations of federal highway and transit funds

Commissioner Cragun said that the Transportation Equity Act of the 21st Century (TEA-21) requires that a report be made to the Regional Council and made available to the public on the funds that were obligated on federal highway and transit projects for each fiscal year.

Ben Wuthrich said that the WFRC staff, with the help of UDOT and UTA, prepared lists of all the highway projects and transit projects that received federal funding during the fiscal year of 2003 (October 1, 2002, through September 30, 2003). The project lists are attached (see attachment #2). Some of the largest highway projects that received obligations during FY2003 include:

- 12300/ 12600 South from 700 East to Bangerter Highway
- 7800 South from Bangerter Hwy to 1300 West
- I-215 from 300 East to 4700 South
- Syracuse Road from Main to 1000 West
- Syracuse Road from 1000 West to 2000 West
- Riverdale Road from 700 West to 650 West
- 2700 North from US-89 to Washington Blvd.
- I-84 from Mountain Green Interchange to Morgan

He said a majority of the funding is being used for preservation of the existing system.

Projects that received federal transit funding during the fiscal year include:

- the preventative maintenance program
- Bus and Van purchases
- Intermodal centers
- University light rail line
- Commuter rail

Commissioner Cragun asked if there were any questions. There were no comments.

b. Amendment to 2004-2008 Transportation Improvement Program

Commissioner Cragun said the WFRC received a request from UDOT to amend the 2004-2008 TIP. The amendment needed to be approved for public review and comment. Commissioner Cragun said he approved making the amendment available for review on Trans Com's behalf.

Mr. Wuthrich said the list of requested projects was included in members' packets and included Enhancement Projects, National Recreational Trail Projects, and Bridge Preservation Projects. All of the projects are exempt from air quality conformity requirements; therefore, an additional conformity analysis did not need to be completed. The amendment was made available for public review and comment by UDOT and WFRC from March 1, 2004, through March 31, 2004. No comments were received.

Mr. Hattery said that Mr. Wuthrich represents the WFRC on UDOT's Enhancement Committee. He sat in on the interviews of sponsors of proposed projects and had some influence on where funds would be spent in the WFRC area.

ACTION: Mayor Darrell Smith moved that Trans Com recommend that the Regional Council adopt the Resolution approving Amendment 2 to the 2004-2008 Transportation Improvement Program, find that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and find that the TIP is based on a currently certified transportation planning process. Mayor Fred Oates seconded the motion, and the voting was unanimous.

c. Review of UDOT Statewide Transportation Improvement Program (STIP) priorities

Max Ditlevsen distributed a handout on the proposed 2007 projects from the January 2004 UDOT Region Workshops (see attachment #3). He said that he hoped most communities have seen the proposed projects that came out of the region workshops. Copies of the lists were sent to all mayors and county commissioners. He noted that most of the projects are focused on preservation rather than capacity needs. Mr. Ditlevsen said the proposed 2007 projects total approximately \$60 million. The rankings are to give a sense of what priorities came out of the Region Workshops. The amount of federal funds that will be allocated are unknown at this time. Also, there has been a significant rise in project costs with recent increases in steel and asphalt prices.

Commissioner Cragun asked that with this understanding of how tight funds are, is there an idea of how many projects will be completed on the proposed list? Mr. Ditlevsen responded that it is possible that only the top four or five projects will be added to the program.

Mr. Chappell said the WFRC's Long Range Plan anticipates a gas tax increase in 2006 and every six years after that. He asked if UDOT anticipates that increase in their projections. Mr. Ditlevsen responded that UDOT is not counting on that in developing the five-year STIP program. However, a tax increase would definitely help with the completion of more projects.

Mr. Ditlevsen said the Commission Workshop is scheduled for April 22 in Salt Lake and the information that has come from the Region Workshops will be presented at that time. Comments can be made between April 22 and the next Commission Meeting in late May at which time a draft STIP, which incorporates the TIP from WFRC and other MPOs, will be completed. There will be a joint public comment period on the TIPs and STIP with a June to July time frame.

Mr. Hattery pointed out that the WFRC can't prepare a new TIP this year because of the air quality conformity issues; however, exempt projects can be amended into the TIP. WFRC will be working with UDOT to make sure WFRC projects get fair consideration to be included in next year's STIP.

Discussion of Draft 2005 Unified Planning Work Program

Commissioner Cragun said that the Unified Planning Work Program (UPWP) describes the transportation and other planning activities to be undertaken by WFRC, UTA, and UDOT during the next fiscal year.

Wayne Bennion said that Trans Com members' packets included a brief summary of the Draft UPWP for July 2004 to June 2005. Mr. Bennion requested those in attendance to bring up any questions or comments they had.

Mr. Bennion highlighted a few work items included in the UPWP to be completed during the coming year. These are to:

- Identify effective funding mechanisms for implementation of the Long Range Plan.
- Develop a vision for future development in the region, including a broad look at different land use/transportation scenarios.
- Continue to provide technical support requested by local governments and others.
- Develop a 2006-2010 TIP.
- Conduct a home interview survey (4,000 households) to determine daily trip making patterns.

Mr. Bennion said that a home interview survey has not been conducted in the region since 1993. It will be interesting to see how trip making behavior has changed since the implementation of light rail.

ACTION: Terry Diehl moved that Trans Com recommend that the Regional Council endorse the Draft 2005 Unified Planning Work Program to be submitted to the federal agencies. Mayor Fred Panucci seconded the motion, and the voting was unanimous.

Legislative Update

Sam Klemm said some good news that came out of the past session was that the State General Fund contribution toward the retirement of the I-15 bonds (CHF) was left untouched. The \$18 million annually in the B&C Road Fund that comes from sales tax was also left untouched.

Mr. Klemm briefly highlighted the following Bills:

House Bill 23 – Transportation Planning Amendments codifies MPOs in State law. It also requires WFRC and MAG to coordinate their plans.

House Bill 28 – Transportation Planning Task Force reauthorizes the legislative task force on transportation for another year. They will primarily look at funding issues this coming year.

House Bill 157 – Transit Board Realignment requires the State Transportation Commission to designate one of its members to sit as an ex-officio (non-voting) member of the UTA Board.

Senate Bill 11 – Guidelines for Local Matching Dollars for Transportation Projects requires that the State Transportation Commission adopt rules for partnering with counties and municipalities who want to help finance state highway improvement projects through matching dollars. The League of Cities and Towns will have input into the development of the rules and the proposed rules must also be approved by the Legislature's Transportation Interim Committee.

In response to a question, Mr. Klemm said that there will be a comment period after UDOT prepares the draft rules. There is not a timeline for the steps of this bill. Mr. Ditlevsen said that this is in the very early stages and no steps have been taken so far. UDOT will distribute a short formal survey later this year to all counties, cities, and towns to gather input.

Mayor Panucci expressed concern that the smaller communities are afraid their projects "will forever be on the back burner." He feels that could be corrected if a percentage of the funds were allowed to be matched and the rest of the program could continue to move along. Mr. Ditlevsen said that type of information is exactly what is hoped will be conveyed in the surveys and passed along to UDOT.

Senate Bill 121 – Sales Tax Redistribution was sent to be studied in interim committee over the summer.

Senate Bill 170 – UTA Board Appointments require that appointments to the Board be at-will with terms of two years, instead of three, with a maximum of three terms.

Senate Bill 248 – Highway Project Bonding set spending at \$48 million as opposed to \$109 million last year. This will delay eight projects statewide. They are I-15 in Weber County, Riverdale Road, I-80 in Salt Lake County, 10600 South between Redwood Road and Bangerter Highway, 11400 South, 3500 South in West Valley City, 800 North in Orem, and the 1100 South overpass in Brigham City.

TEA-21 Reauthorization – The Senate has passed its version of the bill at \$318 billion. The House version of the Bill is currently in Committee mark-up. The present number in the House version is \$275 billion. No tax increases are included, but the door was deliberately left open to reconsider that issue in two years. The President has said he will veto anything over \$256 billion.

Mr. Klemm said that the current authorization is limited to the end of April. There will probably have to be another short-term extension after which time there should be a new bill.

Linda Hull said the way the House Bill was drafted, a lot less money ends up coming back to the states. Under the Senate Bill, Utah will receive a 38 percent increase in funds. Under the House Bill, Utah gets a 9½ percent increase in funds. Ms. Hull said it's not certain that Congress will even do a reauthorization. There is talk that they might not be able to come to a compromise. It continues to play out day by day, so she is not counting on a lot of money any time soon.

Michael Allegra said that both the House and Senate Bills have been approved without any type of gas tax increase. However, the House Bill says that after approximately two years, if the economy turns around, they can go back in the same bill and elevate the funding to a higher level.

Mr. Allegra said that the transit side has a more difficult time with funding than the highway side. He explained the difference between authorization and appropriation. Authorization means a "hunting licence" which is the ability to go out and look for appropriations. Major transit projects need to be authorized by Congress, while major highway projects do not. If transit projects are not authorized, sponsors can't get any federal money. Another challenge is that both Congress and the President's Administration must agree on every major project. Fortunately, Senator Bennett is on the Senate appropriations committee and Congressman Matheson is on the House authorizing committee. Currently, all of UTA's major transit projects that need to be authorized are on the list; however, it is very important that there is a reauthorization bill to get the commuter rail project funded.

Trans Com Schedule for 2004

Mr. Hattery said the WFRC staff has prepared a tentative schedule for Trans Com meetings in 2004. The schedule was included in members' packets. The following three Trans Com meetings (scheduled for 2:00 p.m. at the WFRC offices) and agendas are currently scheduled:

- June 10 – Action on approval for public comment period for TIP amendments
- Certification of the transportation planning process
- Discussion of TIP/STIP priority setting process

Report on Light Rail Environmental Studies for West Valley and Mid-Jordan
Report on Commuter Rail Environmental Study

- Aug 12 – Action on TIP amendments
Discussion of TIP/STIP priority setting process
Report on South Davis County Transit Analysis
Report on Legacy Parkway Environmental Study
Report on I-15 Environmental Study in Weber County
- Oct 14 – Adoption of TIP/STIP priority setting process
Report on Transportation Fairs
Discussion of priorities for 2006-2010 TIP for input to UDOT
Discussion of beginning efforts to update the Long Range Plan

Mr. Hattery asked Trans Com to let him know of other issues they would like to discuss. He also invited new Trans Com members to contact him if they need a better understanding of the role of Trans Com.

Other Business

Mr. Hattery said that the WFRC work budget has been presented to all the Council of Governments. A copy of the Draft WFRC FY2005 Budget was distributed.

Mr. Chappell said that even though this draft budget has been presented to the counties and COGs, he wanted to highlight a few items. In FY 2004 funding, the Council dedicated \$200,000 in Surface Transportation Program (STP) funds for planning activities. In FY 2005, the WFRC staff has proposed \$300,000 of STP funds be programmed for planning. The increase will go to the regional visioning process being done as a first step in developing a new long range plan.

Next meeting date: June 10, 2004

The meeting adjourned at 3:12 p.m.