

TRANSPORTATION COORDINATING COMMITTEE
Minutes of Meeting held October 14, 2004

Mayor Dennis Nordfelt called the meeting to order at 2:05 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Attendance

Dennis Nordfelt, Vice-Chair	Mayor, West Valley City
Joe Johnson	Mayor, Bountiful City
Darrell Smith	Mayor, Draper City
Dave Connors	Mayor, Farmington City
J. Lynn Crane	Mayor, Herriman City
Larry Ellertson	Mayor, Lindon City
Fred Panucci	Mayor, Syracuse
Bryan Holladay	Mayor, West Jordan City
Michael Jensen	Councilman, Salt Lake County
Ken Bischoff	Commissioner, Weber County
Dannie McConkie	Commissioner, Davis County
Steve Call	Federal Highway Administration
Steven Randall	Utah Transit Authority
Terry Diehl	Utah Transit Authority
Jan Wells	Utah Transportation Commission
Ken Warnick	Utah Transportation Commission
John Hiskey	Sandy City
Tom Smith	Davis County
Ted Knowlton	Envision Utah
Darrell Cook	Mountainland Association of Governments
Chad Eccles	Mountainland Association of Governments
Ron Clegg	Parsons Brinkerhoff
Nicole Warburton	Salt Lake Tribune
Jim Horrocks	Utah Air Quality Board
Cheryl Heying	Utah Division of Air Quality
Rick McKeague	Utah Division of Air Quality
Mike Allegra	Utah Transit Authority
Dave Huber	Utah Transit Authority
Max Ditlevsen	Utah Department of Transportation
Rex Harris	Utah Department of Transportation
Merrell Jolley	Utah Department of Transportation
Dave Nazare	Utah Department of Transportation
Teri Newell	Utah Department of Transportation
Chuck Chappell	Wasatch Front Regional Council
Ned Hacker	Wasatch Front Regional Council
Jory Johner	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
George Ramjoué	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council
Renaë Bodily	Wasatch Front Regional Council

Minutes

ACTION: Councilman Michael Jensen moved that the minutes of the August 12, 2004, Trans Com meeting be approved as written with the following correction: On page 3, 4th paragraph, line 4, it should read \$25,000 instead of \$25,0000. Commissioner Ken Bischoff seconded the motion, and the voting was unanimous.

Opportunity for Public Comment

There were no comments.

Long Range Plan

a. Report on Finance Committee Recommendations

Chuck Chappell, Executive Director of the Wasatch Front Regional Council (WFRC), referred members to a copy of the original joint WFRC and Mountainland Association of Governments (MAG) funding resolution which was included in their packets. Mr. Chappell said that the Long Range Finance Committee has worked hard to get a joint WFRC/MAG funding proposal to present to the Legislative Transportation Planning Task Force. The Long Range Finance Committee adopted this resolution which the Regional Council also adopted. This resolution was presented at a recent MAG meeting. MAG accepted this original resolution and introduced another resolution (see attachment #1) to go along with it. Mr. Chappell noted that MAG's resolution did not include a place for WFRC's endorsement.

Mr. Chappell said that it is very important that WFRC, MAG, and the Task Force be united in their transportation funding resolution before it is presented to the Legislature. UDOT and UTA have also been heavily involved in discussions of these potential funding sources. Mr. Chappell explained MAG's proposed changes to the resolution.

One particular change discussed at length was the rewording to separate the statewide sales tax on gasoline purchases (4.75%) from the four counties local option sales tax on gasoline purchases (1%). In response to a question, Mr. Chappell said this change applies to all four options. It is not an additional one percent, just a clarification. Money collected in the county will be spent in the county either as matching funds or on local agency projects. The one percent would provide approximately \$10 million per year to local agencies. Another wording change discussed was the deletion of "four counties" so this resolution could possibly apply statewide and be more accessible to the Legislature.

Mr. Chappell continued to say that, for the first time in a long time, a joint meeting will be held with MAG and WFRC to discuss this funding issue and address the concerns that MAG has regarding the resolution. Mayor Larry Ellertson, Lindon City, said that before MAG's last meeting, he had talked with the finance group and others and it had become evident to him that there were concerns about the original resolution. He said the addendum to the resolution was prepared to address some of the concerns. MAG does support the resolution that came from the finance recommendations, but there were some things that needed to be added. Mayor Ellertson hoped that WFRC would consider the addendum and possibly mold both resolutions into one.

He apologized for any inconvenience this may have caused WFRC staff, but feels the resolution needs to show unanimous support before going to the Legislature.

Mayor Ellertson pointed out the differences between the WFRC resolution and the MAG resolution (see the four items on attachment #1). In response to a question regarding equalizing systems under item (4), Mayor Ellertson explained that currently Utah County pays 1/4 of a cent, Davis and Weber Counties pay 1/2 of a cent and Salt Lake County pays 7/16ths of a cent for transit. Equalization in the transit formula would mean that everyone would be at 1/2 of a cent. He said everyone needs to realize that we are dealing with a regional system rather than individual systems.

Mayor Nordfelt asked Trans Com members to give feedback on how WFRC and MAG could put together a merged resolution before the combined meeting on October 26. There was a discussion on how this could be accomplished. Mr. Chappell clarified the four items on MAG's resolution: (1) No clarification was necessary. (2) The original 30-year funding cost was scaled back to a 10-year funding cost. This resulted in a statewide funding shortfall for highways and transit of a more reasonable \$6 billion through 2015 rather than \$23 billion through 2030. In the future, the gas tax alone will not pay for the major increase in the cost of transportation. (3) This item is to make more road resources available to local government. (4) Davis, Salt Lake, and Weber Counties have equalized their transit funding. This item shows that Utah County needs and wants to do the same.

Mayor Darrell Smith said it has been interesting to watch the two MPOs work together. He said this will, to a greater extent, prove to the Legislature that we are working together and have a common goal.

Mr. Chappell said that at the combined meeting, there will be separate votes taken by MAG and the WFRC to amend the original resolution. There was more discussion on how MAG's resolution could be incorporated into the original resolution.

ACTION: Mayor David Connors moved that Trans Com recommend that the WFRC staff incorporate ideas in the MAG resolution into the original resolution that has already been adopted. The motion was seconded by Commissioner Dan McConkie and passed unanimously.

Mr. Chappell and Trans Com members discussed ways to make a better presentation to the Legislature, including how to let the Legislature know that Option #2 is preferred. It was also important to let the Legislature know how many different funding sources were looked at. Suggestions were made to attach an informational sheet to the resolution that gave more specific details of the four different options.

b. Discussion of the process to update the Long Range Plan

Mr. George Ramjoué reported on the status of the visioning process that began over a year ago. Last August, a Memorandum of Understanding was executed between WFRC, MAG, and Envision Utah to work on a regional visioning process. He said this is the first time the two MPOs and a non-profit organization have gotten together to do visioning for the whole region.

This visioning process is intended to help determine a regional direction with regards to planning for the future and how to cope with the expected growth over the next 20, 30, or even 50 years.

Mr. Ramjoué said there are three positive things that will come out of this visioning process: (1) Many more people will be involved (including local governments and the public) so that the staff can have a better feel for what people are thinking in regards to growth. Approximately 13-15 different workshops will be held in the four county area beginning in February, 2005. Local governments will help identify community stakeholders and invite them to the workshops. (2) The visioning process will result in the establishment of some regional growth principles that reflect the values of the people. (3) The visioning process should develop various transportation alternatives.

Mr. Ramjoué said that currently Envision Utah and WFRC are making appointments with approximately 90 mayors and county commission chairs to explain the visioning process and what it should accomplish. After these initial meetings, presentations will be made at regularly scheduled council meetings.

Mr. Ramjoué referred members to a copy of the project overview on the visioning process which was included in their packets. He said a retreat will be held on October 21 at the Salt Lake City Library to develop regional growth principles. The Regional Growth Committee members and members of a newly formed Regional Visioning Steering Committee have been invited to the retreat.

Transportation Improvement Program

a. Requests for additional Surface Transportation Program and Congestion Mitigation/Air Quality Program funds

Mr. Ben Wuthrich said that two funding requests have been received.

1. **Draper City** submitted a letter requesting WFRC allow \$8,454.07 in additional environmental costs to be covered by the Congestion Mitigation/Air Quality funds currently programmed for the Porter Rockwell Trail project. This request came in response of the need to supplement the already completed environmental work in order to acquire additional right-of-way for the project. This additional right-of-way would allow the project to proceed without the need to construct retaining walls which would be required by UTA if the project remained in the narrow original alignment. This would allow the project to be constructed within or below the original project cost estimates. The original environmental documents were completed and paid for by Draper City. It was only after the identification of the project costs savings that Draper City requested assistance with the supplemental documentation costs.

Mr. Wuthrich continued to say that current WFRC policy states that a project sponsor be responsible for all costs incurred on a federally funded project up through and including the approval of the environmental document. On occasion, WFRC has allowed federal funds to participate in the environmental documentation. Since the additional

environmental costs would reduce the cost of the actual project, the technical committees recommended that this request be approved.

ACTION: Councilman Michael Jensen moved that Trans Com recommend that the Regional Council approve the request for \$8,454 of the CMAQ federal funds already programmed for this project to be used for the supplemental environmental work on the Porter Rockwell Trail. The motion was seconded by Mayor David Connors.

Mayor Nordfelt said that Draper's request will result in a savings of \$40,582.

Mayor Nordfelt asked those in favor to say aye. The motion passed unanimously.

2. Mr. Wuthrich said that **UDOT Region 1** submitted request for WFRC to allow UDOT to use \$200,000 of the Ogden/Layton Urbanized Area Surface Transportation Program (STP) funds to supplement the \$385,000 of state funds set aside by the Transportation Commission for the environmental assessment for the SR-68 corridor (500 South/ Redwood Road in West Bountiful/ Woods Cross) from I-15 south-bound ramps to 2600 South (Woods Cross). Currently the project has programmed \$1,789,000 in FY2004 and \$5,789,000 in FY2006 for right-of-way and construction.

Mr. Wuthrich said that currently, STP funds are programmed to widen 500 South from I-15 to 1100 West. The Long Range Plan calls for 500 South to be widened all the way to Redwood Road in the next eight years to connect with the Legacy Parkway. FHWA has determined that the environmental work needs to extend along Redwood Road to 2600 South or end at 1100 West in order to have logical termini.

Mr. Wuthrich said that this request from UDOT Region 1 came as a result of assessing the corridor needs and potential logical termini. UDOT would like to complete the environmental work for the whole corridor at one time. This request will have no impact on other projects or the overall program.

The Transportation Commission approved \$500,000 for this project, and UDOT has used about \$115,000 on some preliminary work. They need an additional \$200,000 in order to complete the environmental work on the project.

ACTION: Mayor Joe Johnson moved that Trans Com recommend that the Regional Council approve the UDOT's request for \$200,000 of the STP federal funds already programmed for this project to be used for the environmental documentation work on the 500 South/ SR-68 project. The motion was seconded by Mayor Fred Panucci.

Mayor Nordfelt asked to read an email sent from George Benford, Ogden City Engineer and Chair of the Ogden/Layton Urbanized Area Transportation Technical Committee, before Trans Com voted on the motion. Mr. Benford's email said that because of a scheduling conflict he would be unable to attend this afternoon's meeting. He expressed

his concern over using STP funds for non-construction related activities; specifically UDOT's request for additional funding for environmental studies. He said it was his impression that this request is contrary to existing policy that states sponsoring jurisdictions must fully fund pre-design activities, including environmental studies. He understands there are exceptions to the policy, but his interpretation is that these exceptions are to allow for a more level playing field for small jurisdictions that may not otherwise be able to sponsor a project.

Mayor Nordfelt explained that the vote at the Technical Advisory Committee (TAC) meeting to deny the request was defeated in a 2-3 vote. Mr. Benford didn't realize that he, as Chairman, also could have voted. If he had voted, the vote would have resulted in a tie and the request would have been presented to Trans Com without a recommendation from the TAC.

Commissioner McConkie asked if anyone was present who attended the TAC meeting. Tom Smith, Davis County Public Works Director, said he attended the meeting and there was concern from some of the members that a precedence was being set. Mr. Smith said his concern was that there was not a full quorum present, only five voting members. If Mr. Benford had realized that he could vote, it would have made six members. A concern at the TAC meeting was that cities and counties should be able to receive funding for environmental studies rather than UDOT. Mr. Smith said he felt that a decision at the TAC meeting was not made, and that Trans Com should discuss the issue and make a recommendation.

Trans Com members asked for a clarification of the policy. Mr. Wuthrich said that current WFRC policy states that "a project sponsor be responsible for all costs incurred on a federally funded project up through and including the approval of the environmental document. On occasion WFRC has allowed federal funds to participate in the environmental documentation." Mr. Wuthrich continued to say that it has always been a policy of the staff to do whatever is needed to keep a project moving.

Councilman Jensen asked where the \$200,000 is going to come from. Mr. Wuthrich answered that the money is currently programmed in FY2004 and will roll into FY2005. This change in funding will not affect any other project.

Rex Harris, from UDOT Region 1, said that UDOT would like to complete the environmental work for the whole corridor at one time. This will keep the project moving and do the necessary preliminary work for future projects. This will also save hundreds of thousands of dollars.

Commissioner Jan Wells said that if there is a real concern about this request, the Transportation Commission could look at it again to see if something more could be done.

Mayor Nordfelt asked all those in favor of the motion recommending that the Regional Council approve this request say aye. The motion passed unanimously.

b. Discussion of priorities for 2006-2010 TIP for input to UDOT

Max Ditlevsen, UDOT, reported on the process to develop recommendations for the 2006-2010 Statewide Transportation Improvement Program (STIP) already underway. He said the process is a continuous cycle. The WFRC Transportation Improvement Program (TIP) was developed two years ago. As new projects are looked at to come into the program, they will be added in years 2007-2008. Looking at the (STIP) today, small amounts of funding have been amended in for preliminary engineering in 2006. Mr. Ditlevsen said if anyone has issues about any projects, UDOT would like to know of their concerns.

Mr. Ditlevsen said since we don't know yet what decisions the Legislative Transportation Planning Task Force will make about new revenues, we don't know how much state money there will be. Also, since there is no reauthorization bill yet, we don't know how much federal money there will be. He feels it is possible that there will be a national budget reduction initiative that could hurt the TIP and STIP programs.

Mr. Ditlevsen continued to say that the Legislature has asked that there be an objective project selection process so they can have confidence that certain elements, such as economic development and economic impacts factors, will be considered when UDOT and the Transportation Commission program funds. He said that UDOT has a contract with Cambridge Systematics to use their economic model (which is also being used by the Montana Department of Transportation). Over the next two to three months, staff from WFRC, MAG and legislators will be invited to meetings to better understand this process and help decide if it should be included as one of the components in the project selection process. Mr. Ditlevsen encouraged all to actively participate in this process and he welcomed any comments or concerns.

Mayor Johnson asked how UDOT is going to announce their transportation fairs so more people, including the public, can become involved in the process. Mr. Ditlevsen responded that meetings will be held in individual regions so projects in a specific region will be highlighted which should generate more local interest.

Mr. Ditlevsen said if anyone has any concerns or comments to contact the following UDOT personnel:

Region 1 - Rex Harris, Region Preconstruction Engineer
801-620-1605; rexharris@utah.gov

Region 2 - Dave Nazare, Region Deputy Director
801-975-4806; dmazare@utah.gov

Program Development - Bret Anderson, STIP Coordinator
801-965-4169; bretanderson@utah.gov

Max Ditlevsen, Program Finance Director
801-964-4468; mditlevsen@utah.gov

Report on UTA's bus system redesign in Salt Lake and south Davis Counties

Dave Huber, UTA, reported on the redesign of the Salt Lake County and south Davis County bus system that has been going on for about 18 months. He said the bus system currently serves 53,000-55,000 people a day on 400 buses and covers about 800 square miles. This redesign is the third part of a total bus redesign which began four years ago with the redesign of the Provo area bus system and one and a half years ago with the redesign of the Ogden area bus system. These three redesigns are taking place after very in-depth market research. He said UTA is committed to providing the most effective and efficient bus route systems to serve our communities while using the taxpayers dollars in the most effective way possible.

Mr. Huber said the redesign will include a bus route system with 15 minute headway service (buses will come by every 15 minutes). This is significant since currently only one route has a 15 minute headway. Also included will be a community system that will run on a 20-30 minute headway system. Most of those routes currently run on a 30-60 minute headway. Also included in the redesign will be an express bus system from outlying areas (such as Davis County, Herriman, Riverton, Draper, etc.) into the downtown area. This service will be on a 15 minute headway during the peak periods.

Mr. Huber said UTA decided to implement this redesigned bus system in phases. It will begin in the last quarter of 2005 with the addition of express service from outlying areas. In 2006-2007, other routes will be phased in. Upcoming significant building reconstruction in the downtown area was one of reasons to implement the new bus system in phases.

Mr. Huber said as UTA moves forward with this process, there will be a complete education plan for community leaders and the public on the implementation of the new system. Mayor Connors asked where one could find out where the new routes will be. Mr. Huber said when there is talk about changing bus routes, people become very emotional. The changes in routes will be presented at future public hearings. There will be ample time for input and comments.

Mayor Nordfelt commented that a redesign of this magnitude has never occurred in the Salt Lake area before. Mr. Huber said the current bus system in Salt Lake County has been in place for 25 years. There have been some changes, especially when TRAX was implemented.

Progress Reports on UDOT Environmental and Corridor Studies

a. I-15 in the Salt Lake County / Utah Counties Corridor

Merrell Jolley from UDOT Region 3 and Ron Clegg from Parsons Brinkerhoff were in attendance to discuss the I-15 Corridor project in Salt Lake and Utah Counties. Mr. Jolley said that UDOT is in partnership with other agencies, including WFRC, MAG, UTA, and FHWA, on the I-15 Corridor project. He said there are two parts to this project – the roadway portion and the transit portion. The roadway portion will be studied between 10600 South in Salt Lake County and Santaquin in Utah County. The transit portion, including commuter rail and a light rail extension to Draper (or possibly Utah County), will be studied between the area of downtown Salt Lake City and Payson. He said the transit portion was included in the study because of the increased congestion in Utah County.

Mr. Jolley said the EIS scoping phase began about six weeks ago. He distributed a booklet, prepared by Parsons Brinkerhoff, which has been used in public meetings and workshops to explain what the process is about and what the schedule is. Several public scoping meetings have been held where a number of ideas were received from the local cities and counties as well as the general public. UDOT will now begin screening and evaluating each of the alternatives.

Mr. Jolley and Mr. Clegg presented a PowerPoint presentation on the I-15 Corridor project. The presentation illustrated previous studies, various alternatives, concurrent projects, and future projects. Mr. Jolley said that Bus Rapid Transit (BRT) and managed lanes might also be included in the transportation mix.

The I-15 Corridor EIS will take approximately three years to complete (Fall 2004 to Summer 2007). For more information, Mr. Jolley said to look at the website www.udot.utah.gov/i15utahcounty or call 1-888-898-2111.

b. Mountain View Corridor

Teri Newell, UDOT, presented a PowerPoint presentation which illustrated the Mountain View Corridor study area. The EIS process began a year and a half ago, and there is about two years left in the process. She reminded Trans Com that this is a regional project and part of a regional system. She discussed the areas of 500% or more growth in the Mountain View Corridor area.

Ms. Newell explained the visioning effort that had involved UDOT, WFRC, MAG, and the cities and counties in the corridor. This effort developed alternative scenarios for future development in the study area. She said each alternative includes a shared solution of transit, roadways and trails in the corridor. While it has been useful, she feels this process might work better in the Long Range Plan process, rather than as an individual project, since it covers such a large area.

Ms. Newell said that a group of stakeholders, including several mayors and property owners, met and ultimately came up with the Mountain View Corridor Vision Scenario. The vision scenario map shows a roadway solution, a transit solution, and a land use solution. This process got cities thinking about what types of transportation systems they wanted and then encouraged them to make sure their land use could support the systems.

After coming up with over 300 possible solutions, Ms. Newell said the scoping process has narrowed that down to four solutions in Salt Lake County and four solutions in Utah County (see attachment #2). She said there is one year left until a public hearing will be held. Currently UDOT is meeting with city staffs to fine-tune the alignments before they begin studying the impacts. After the future public hearing, it will be about a year before there will be a final decision and FWHA and FTA approval.

Ms. Newell said that UDOT has a "talk truck" that goes to specific areas to discuss the MVC process. This has successfully involved the public. Follow-up meetings are scheduled for Magna and West Valley City so more questions can be answered in the most affected neighborhoods.

Ms. Newell referred Trans Com to the website udot.utah.gov/mountainview or 1-800-596-2556 if they desire further information.

With no further business, the meeting adjourned at 4:15 p.m

The next meeting date for Trans Com is scheduled for February 10, 2005.