

**TRANSPORTATION COORDINATING COMMITTEE**  
**Minutes of Meeting held February 10, 2005**

Commissioner Ken Bischoff called the meeting to order at 2:00 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah. Commissioner Bischoff said he had been asked to chair Trans Com for the coming year. He invited those in attendance to introduce themselves.

**Attendance**

Ken Bischoff, Chair	Commissioner, Weber County
Dan McConkie, Vice-Chair	Commissioner, Davis County
Darrell Smith	Mayor, Draper City
J. Lynn Crane	Mayor, Herriman City
Roger Burnett	Mayor, Roy City
Tom Dolan	Mayor, Sandy City
Bryan Holladay	Mayor, West Jordan City
Dennis Nordfelt	Mayor, West Valley City
Toby Harding	Mayor, Woodland Hills; Mountainland Association of Governments
Jim Horrocks	Utah Air Quality Board
Steve Randall	Utah Transit Authority
Ken Warnick	Utah Transportation Commission
Jan Wells	Utah Transportation Commission
David Gibbs	Federal Highway Administration
Gordon Thomas	Cottonwood Heights City
Lynn Moulding	Riverdale City
John Hiskey	Sandy City
Mark Christensen	Washington Terrace City
Justin Allen	Congressman Bishop's Office
Steve Call	Federal Highway Administration
Kelly Lund	Federal Highway Administration
Carlos Machado	Federal Highway Administration
Aaron Larsen	Gilson Engineering
Darrell Cook	Mountainland Association of Governments
Ahmad Jaber	Utah Department of Transportation
Dave Nazare	Utah Department of Transportation - Region 2
Cory Pope	Utah Department of Transportation - Region 1
Michael Allegra	Utah Transit Authority
Chuck Chappell	Wasatch Front Regional Council
Doug Hattery	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
George Ramjoué	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council
Renae Bodily	Wasatch Front Regional Council

**Minutes**

**ACTION:** Commissioner Wells moved that the minutes of the October 14, 2004, Trans Com meeting be approved as written. Mayor Smith seconded the motion, and the voting was unanimous.

## **Opportunity for Public Comment**

There were no comments.

## **Discussion of Trans Com's roles and responsibilities**

Doug Hattery said that in 1962, Congress required that there be a transportation planning process in urbanized areas in order to receive federal transportation funds. In the early years, the Utah Department of Transportation (UDOT) took the lead and organized the cities to do the planning. In 1973, Congress required that Metropolitan Planning Organizations (MPOs) be created and be made up mostly of local elected officials. At that time, the Governor designated the Regional Council as the MPO for the Salt Lake and Ogden/Layton Urbanized Areas which include Davis, Salt Lake, and Weber Counties. WFRC has been filling that role for the last 32 years.

Mr. Hattery said that at one time, Trans Com was the policy advisory committee for all transportation issues including the Long Range Plan and the short range programming of federal highway and transit funds. In 2003, the Regional Council decided that the Regional Growth Committee should act as the policy advisory committee for developing the Long Range Transportation Plan for the region. Trans Com now acts as the policy advisory committee of the Regional Council regarding the programming of funds through the Transportation Improvement Program (TIP) and other short-range transportation issues.

Mr. Hattery distributed an organizational chart of the committees (see attachment #1). He explained the roles of all the committees, especially highlighting the fact that Mountainland Association of Governments (MAG) is included on the organizational chart. Mr. Hattery said that the Joint Planning Advisory Committee (JPAC) includes representatives from both the Wasatch Front Regional Council (WFRC) and MAG as well as UDOT and UTA. JPAC meets regularly to provide a united front to the Legislature and Congress on transportation planning and funding issues in the entire Region and State.

Mr. Hattery explained the following three major pieces of federal legislation that the federal requirements for the transportation planning process come from:

- Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (gave MPOs more responsibility for the planning process and programming of federal funds)
- Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1997 (gave MPOs more money than under ISTEA and should have been reauthorized in 2003 by Congress)
- Clean Air Act Amendments of 1990 (requires that air quality conformity findings be done on all planned projects).

Mr. Hattery explained that as the MPO, the WFRC is responsible for preparing a 20-year Long Range Plan (LRP), a 5-year Transportation Improvement Program (TIP), air quality conformity findings for the Plans and Programs, and an annual Unified Planning Work Program (UPWP).

Mr. Hattery distributed a chart illustrating the transportation program funding sources and responsibilities (see attachment #2).

Mayor Smith asked why the areas are designated as the Salt Lake Area and the Ogden/Layton Area rather than Salt Lake, Davis, and Weber Counties. Mr. Hattery explained that the Census Bureau designates the urbanized areas based on population. Therefore, the Salt Lake Area includes all of Salt Lake County, and the Ogden/Layton Area includes Davis County and the western half of Weber County.

## **Proposed Trans Com schedule for 2005**

Mr. Hattery went over the draft 2005 Trans Com schedule for 2005 which was included in member's packets. The Thursday, April 14 meeting conflicts with the Utah League of Cities and Towns meeting in St. George. After discussion, it was decided to hold the meeting on Tuesday, April 12. The schedule for the remainder of 2005 will be:

Tuesday, April 12

Thursday, May 12 or June 9 (depending on when the draft 2006-2010 TIP is ready to be made available for public review)

Thursday, August 11

Thursday, October 13

Mr. Hattery said that George Ramjoué will be giving some reports at Trans Com regarding the Regional Growth Committee's long range visioning process throughout the year. Project sponsors will also be invited to give reports on various projects throughout the region. Mr. Hattery invited Trans Com members to add other items or issues to the schedule if they so desired.

## **Transportation Improvement Program**

### **Request for Additional STP Funds**

Ben Wuthrich said that WFRC had received two requests for additional funding. The first request came in a letter dated January 25, 2005, from West Valley City. The City requested an additional \$450,000 in Urban Surface Transportation Program (STP) funds for the reconstruction project located on 3200 West from 4100 South to 4700 South. This request came in response to unforeseen construction conflicts as a result of a County storm drain constructed in the early 80's with insufficient pavement to accommodate the proposed pavement milling. Mr. Wuthrich pointed out that a recently completed project on 3600 West in West Valley City had come in about \$800,000 under the programmed amount of STP funds.

The second request came from Riverdale and Washington Terrace cities in a joint request for an additional \$1,322,662 in Ogden/Layton Urban Surface Transportation Program (STP) funds for the project located on 300 West from Riverdale Road to 4400 South (Washington Terrace). This request came as a result of cost increases due to updated land acquisition estimates and updated construction costs.

Mr. Wuthrich handed out balance sheets for the STP Program for 2004-2008 TIP which highlighted the two requests. He said the WFRC staff and the Salt Lake Area and the Ogden/ Layton Area Transportation Technical Committees have reviewed the requests and determined that sufficient funding is available and that the request for additional funding will not delay any project.

Mr. Wuthrich said that representatives from West Valley, Riverdale, and Washington Terrace were present to answer any questions. Mayor Nordfelt said that 3200 West is a major arterial in West Valley City and needs to be restructured.

**ACTION: Mayor Dolan moved that Trans Com recommend that the Regional Council approve the request for additional Urban Surface Transportation Program funding for**

**the 3200 West project in West Valley City. The motion was seconded by Commissioner Warnick and passed unanimously.**

Mark Christensen of Washington Terrace said that 300 West is a significant major road that heads west into Washington Terrace and is very vital for the community. He encouraged and welcomed everyone's support for this project.

**ACTION: Mayor Burnett moved that Trans Com recommend that the Regional Council approve the request for additional Urban Surface Transportation Program funding for the 300 West project in Riverdale and Washington Terrace. The motion was seconded by Mayor Nordfelt.**

Jim Horrocks asked if entire parcels of property will need to be purchased to finish this project. It was pointed out that only small strips of property will need to be acquired along with some easements.

Mr. Hattery mentioned that this project started out as a project only in Riverdale City and would end at the city boundary. It was decided to extend this project a few hundred feet further south to include a major intersection in Washington Terrace. There was a previous increase in cost to extend the scope of the project to make it a better project.

**Commissioner Bischoff asked those in favor of the motion to say aye. The motion passed unanimously.**

#### **Approval of amendment to 2004-2008 Transportation Improvement Program**

Mr. Wuthrich said that WFRC received a request from UDOT to amend the 2004-2008 Transportation Improvement Program (TIP). This request included Enhancement projects, National Recreational Trail projects, safety projects, pavement rehabilitation projects, and Bridge Preservation projects (see attachment #3.)

Mr. Wuthrich said the amendment was made available for public review and comment by UDOT and WFRC from December 18, 2004 through January 17, 2005. No comments were received. Because these projects are exempt from air quality conformity requirements, additional conformity analysis does not need to be completed for these projects.

Mr. Wuthrich said the WFRC staff and the technical committees recommend that Trans Com approve this request to the Regional Council. Commissioner Jan Wells said that the Utah Transportation Commission reviewed these projects extensively and approved them.

**ACTION: Commissioner Wells moved that Trans Com recommend that the Regional Council approve the resolution to amend the 2004-2008 TIP as requested by UDOT. The motion was seconded by Mayor Smith and passed unanimously.**

#### **Review of 2004 obligations of federal highway and transit funds**

Mr. Wuthrich said that the Transportation Equity Act of the 21<sup>st</sup> 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 during the fiscal year. Due to the change in technology and resources available, the time to obtain and prepare the data has become somewhat

unpredictable. Once the initial reporting process has been developed, the work to acquire the data and format the information will be minimal.

Mr. Wuthrich said that the staff would like to request that this item be postponed for review until the next Trans Com meeting in April.

**ACTION: Mayor Dolan moved that the review of 2004 obligations of federal highway and transit funds be postponed until the next Trans Com meeting in April. The motion was seconded by Mayor Burnett and passed unanimously.**

### **Review of UDOT STIP priorities**

Mr. Wuthrich drew everyone's attention to the large maps hanging up in the conference room. He said the long range maps were developed following a three-year process of identifying and prioritizing the needs, while at the same time making sure all the projects remained financially constrained.

Mr. Wuthrich talked about the map illustrating the next ten-year priority projects. WFRC and MAG have jointly considered the "Transportation Challenges" and, after consulting with UDOT, UTA, the Utah League of Cities & Towns, the Utah Foundation, and the Salt Lake Area Chambers of Commerce, have created a plan and adopted a resolution to meet the challenge of future growth through the integration of highways and transit in a "shared solution."

Mr Wuthrich also talked about the Transportation Improvement Program map which shows projects programmed over the next five years. He said staff is currently in the early stages of developing the 2006-2010 TIP.

Mr. Wuthrich said that several of the projects on the next ten-year priority map are already programmed on the 2004-2008 TIP. Those already on the TIP include:

#### **Salt Lake County Area**

- I-15 Interchange at 11400 S
- SR 201- Jordan River to Bangerter Hwy
- 700 E - 9400 S to 12300 S
- 3500 S - 2700 W to 5600 W
- 7800 S - 2700 W to Bangerter
- 10400 S - Redwood to Bangerter Hwy
- Redwood - 10400 S to 12300 S

#### **Davis County Area**

- 500 S - I-15 to Legacy Prkwy
- Legacy Prkwy - I-215/US-89
- Syracuse Rd - 1000 W to 2000 W

#### **Weber County Area**

- I-15 - 31<sup>st</sup> Street to 2700 N
- Riverdale Rd - SR-126 to Washington Blvd

Mr. Wuthrich said that WFRC works cooperatively with UDOT and UTA. Every year about this time, each UDOT Region holds a "Region Workshop" where they review their priorities and make project recommendations to UDOT's programming division. In preparation for this workshop, each region holds a monthly Pavement Management or Roadway Management committee meeting to discuss the needs, concerns, and priorities of the roadway network throughout its area. He said the WFRC staff participates at the meetings and provides the regions with information and priorities for capacity needs in the region.

Mr. Wuthrich said that Cory Pope, Director of Region 1, and Dave Nazare, Deputy Director of Region 2, were in attendance to discuss with Trans Com their recommendations. Mr. Wuthrich encouraged Trans Com to participate in the discussion and direct any comments to the directors.

Mr. Pope said that the majority of the projects in Region 1 involve rehabilitation of existing roadways including bridge rehabilitation and pavement improvements. Keeping the roads we have in decent shape is a high priority. He said UDOT would like to build more new capacity, but that is difficult with the available funds. Mr. Pope led a discussion with Trans Com on the list of projects in Region 1 (see attachment #4).

Mr. Hattery said that WFRC is responsible for preparing a five-year TIP; however, FHWA only considers the first three years as funded years. Most projects are added to the project list in the last two years (known as "Concept Development"), so that UDOT will have more time to study and pin down the cost of the projects before they are included in the three funded years.

Mr. Pope said that in the next few days, UDOT will send out a list of all the projects with a letter asking for feedback from all the mayors, city council members, and commissioners. UDOT welcomes any comments. Mr. Hattery added that he hoped all the communities would take this opportunity to give their input on what they feel the priorities should be to UDOT and the Transportation Commission.

Commissioner Bischoff asked Dave Nazare to report on Region 2. Mr. Nazare said that in a recent Governing magazine article, an evaluation of all 50 state governments was conducted, and Utah was the only state who got an "A" for care of their infrastructure. Mr. Nazare felt that was due, in large part, to UDOT taking the initiative to make sure that existing highways are in good shape before extending capacity.

Mr. Nazare pointed out that the majority of projects in Region 2 are rehabilitation rather than capacity. Mr. Nazare then led a discussion with Trans Com on the list of projects in Region 2 (see attachment #5).

Commissioner Bischoff asked Mike Allegra from UTA to discuss any current priorities. Mr. Allegra thanked those who participated with UTA on the Legislature Tour. Mr. Allegra said that some really good progress is being made with regards to transportation funding. In an article in yesterday's newspaper about the President's budget, a detailed list illustrated that the President has more money in his budget for transportation next year. The article also reported that UTA's Commuter Rail project is one of six new-start rail projects in the country that are moving forward and vying for funds. Mr. Allegra said these funds will come as multi-year contracts. UTA doesn't expect to receive funds for commuter rail all in one year. Therefore, UTA will continue to work diligently to get these funds.

Mr. Allegra said the Federal Transit Authority (FTA) was at UTA the past week going through final detail issues. He felt things are going positively with FTA, and UTA is very close to getting the Environmental Impact Statement signed and out for distribution. A signed EIS will pave the way for preliminary work to begin on the corridor. A contractor and designer are ready to begin. Mr. Allegra said UTA's goal this year is to get something under construction early this summer with full construction starting late this fall.

Mr. Allegra said that besides Commuter Rail, there are seven to eight other projects currently under some form of development. UTA is partnering with several cities to make these projects happen.

Mr. Allegra said when funding becomes available, UTA is ready to quickly advance projects to the construction phase – “essentially our priorities are your priorities.”

## **Other business**

### **Report on National Association of Regional Councils Convention**

Sam Klemm reported on the National Association of Regional Councils Convention that he had attended in Washington DC the previous week. He said a major topic discussed was reauthorization. Last year the reauthorization bill passed both houses but with different numbers. President Bush said he would veto anything over \$256 billion. The House came in at \$284 billion and the Senate came in at \$318 billion. Congress ran out of time last year so they passed a resolution saying MPOs could operate under the old rules which will expire on May 31, 2005. Currently, Chairmen of both Senate and House Committees are anxious to move on this and hope to have bills out to floor in both Chambers by the middle or end of month. Mr. Klemm said a major difference this year is that the President has now come up to the \$284 billion number, and chances are good that that number could move even closer to \$295-300 billion.

Mr. Klemm said that three main priorities that we as a regional council and the other councils around the country agreed upon were:

1. MPOs would like to see the number closer to the \$300 billion number.
2. MPOs would like to see more money for planning purposes. Over the years, the Census has created new MPOs which has resulted in less money to go around for the individual MPOs. At the same time, the new bill has asked MPOs to do a lot more work. MPOs are saying that instead of a 1% take-down for planning purposes, 1.5% is really needed.
3. Currently, the Long Range Plan needs to be updated every three years. There is a strong sense that not enough happens during that time, so it may be reasonable to go to a five-year cycle. This is in the Senate Bill and will probably be entered in the House Bill.

Mr. Klemm said that after the sessions on transportation issues, he had individual appointments with each of the legislative assistants over transportation for each member of Utah’s Congressional delegation. There was a good exchange of views.

Mr. Klemm also mentioned that the State House of Representatives came up with \$95 million new dollars for transportation. They also put in a \$70 million number to be applied to the Centennial Highway Fund.

### **WFRC / MAG Brochure**

Mr. Hattery distributed a brochure entitled Moving Forward Together which was put together by WFRC and MAG. The brochure explains the transportation needs in the next ten years and the recommendations that came out of the Long Range Plan Finance Committee. He said this information was presented to the Legislative Task Force back in October and is currently being mailed to several interested parties along the Wasatch Front.

Chuck Chappell said that the brochure is going out at a timely point as the legislature is negotiating and figuring out what to do with transportation funding. He said the brochure includes the description of the need, describes what projects might come from additional funding, and describes where the potential funding sources could come from. Mr. Chappell said that after two years of deliberation, the Transportation Planning Task Force chose to go only with the last item under highways which is tax receipts from auto-related sales to the transportation investment account or to CHF. The brochure explains that a gas tax increase is needed in order to make up the unfunded gap statewide of \$4 billion on the highway side. Also included in the brochure are suggestions for transit funding. Mr. Chappell emphasized that the lists and maps of projects are samples of projects that might come out. In Senate Bill 25, a ranking and prioritization process would be established that would really dictate which projects are built.

With no further business, the meeting adjourned at 3:15 p.m.

**Next Meeting Date: Tuesday, April 12, 2005**