

**TRANSPORTATION COORDINATING COMMITTEE**  
**Minutes of Meeting held April 12, 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.

**Attendance**

Ken Bischoff, Chair	Commissioner, Weber County
Dan McConkie, Vice-Chair	Commissioner, Davis County
Carlton Christensen	Councilman, Salt Lake City
Darrell Smith	Mayor, Draper City
Roger Burnett	Mayor, Roy City
Fred Panucci	Mayor, Syracuse City
Bryan Holladay	Mayor, West Jordan City
Dennis Nordfelt	Mayor, West Valley City
Terry Diehl	Utah Transit Authority Board of Trustees
Jan Wells	Utah Transportation Commission
Steve Call	Federal Highway Administration
Kelly Lund	Federal Highway Administration
Max Ditlevsen	Utah Department of Transportation
Cheryl Heying	Utah Division of Air Quality
Roger Borgenicht	Future Moves
Andrew Weeks	Salt Lake Tribune
Chuck Chappell	Wasatch Front Regional Council
Wayne Bennion	Wasatch Front Regional Council
Kip Billings	Wasatch Front Regional Council
Doug Hattery	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
Paula Lee Roberts	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council
Rena Bodily	Wasatch Front Regional Council

**Minutes**

**ACTION: Mayor Nordfelt moved that the minutes of the February 10, 2005, Trans Com meeting be approved as written. Commissioner McConkie seconded the motion, and the voting was unanimous.**

**Opportunity for Public Comment**

There were no comments.

## **Transportation Improvement Program**

### **a. APPROVAL of Amendment to 2004-2008 Transportation Improvement Program**

Ben Wuthrich said that the Wasatch Front Regional Council (WFRC) received a request from the Utah Department of Transportation (UDOT) to amend the 2004-2008 Transportation Improvement Program (TIP). On March 19, 2005, in a coordinated effort, WFRC and UDOT went out for public comment on an amendment to the 2004-2008 TIP and 2005-2009 STIP. Ads were placed in the Deseret Morning News, Salt Lake Tribune, and the Ogden Standard Examiner, and a letter was sent out to “interested public.” The public review and comment period will continue through April 18<sup>th</sup>. Mr. Wuthrich said one comment had been received from UDOT requesting the reference to the section authorizing the exemption for the conformity regulations be identified with the amendment. This comment and any additional comments received will be presented to the Regional Council at its meeting on April 28<sup>th</sup>.

Mr. Wuthrich said this amendment will add two new Safety Projects on I-80 in Salt Lake County:

1. I-80 at 2300 East – This project will extend and widen the ramp to current standards where the 2300 East on-ramp to I-80 westbound come together.
2. I-215 northbound / I-80 eastbound collector ramp – This project will widen lanes and construct a barrier to separate the travel lanes.

Mr. Wuthrich said the funding for these projects will come from funds originally programmed for three other projects which are to be removed from the TIP and have been, or will be, completed as part of other projects already on the TIP.

The three projects to be removed from the TIP are:

1. I-80 / 300 East to 1300 East – This project will be done with the I-80 Project programmed for FY 2008.
2. I-80 / MP 126.4 – This project was already completed with a grinding project and the barriers were cast in place.
3. I-80 / MP 20 to MP 95 – will be completed with a resurfacing project this summer.

In addition, the amendment will add projects earmarked for funding by Congress in the 2005 budget and two illustrative projects for which discretionary funding is being sought in 2006. Attachment #1 lists all the projects.

Mr. Wuthrich said the Salt Lake Area and Ogden/Layton Area Transportation Technical Committees reviewed and recommended approval of this amendment at their meetings on April 6<sup>th</sup>.

**ACTION: Commissioner McConkie 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 Panucci and passed unanimously.**

**b. APPROVAL of 2006-2010 Surface Transportation Program and APPROVAL of 2006-2010 Congestion Mitigation/Air Quality Program**

Doug Hattery said that over the past year, the staff and Technical Committees developed a project ranking process to provide an objective way to evaluate projects. This process identified a set of weighted criteria to be used, including current and future traffic volumes, accident rates, pavement condition, and cost. Mr. Hattery said the WFRC staff would present the proposed evaluation process to Trans Com today for consideration and then at next month's Trans Com meeting members will vote on this item. Mr. Hattery said that over the next year WFRC staff would like to refine the process. UDOT is also working on a similar process for major regional statewide capacity projects. The WFRC staff is working with UDOT so that these two processes will be similar.

Paula Lee Roberts said there are three reasons a ranking process is being considered: (1) there is an increase in demand for projects; (2) to improve the current process; and (3) the Executive Director asked staff to develop a ranking process customized for our area. Ms. Roberts said that she and Mr. Wuthrich looked at other MPOs and other states to see what criteria they used to select projects. They took ideas that they thought were important and put together a prioritization process. Ms. Roberts distributed and explained a ***Project Ranking Criteria Worksheet*** which illustrated possible project ranking processes for three types of projects: (1) capacity; (2) reconstruction; (3) and operation improvements with emphasis being placed on the following seven measures: traffic flow, economics, safety, functional classification, environment, system preservation, and community input. (The worksheet will be kept with the permanent file record. Copies are available upon request.)

Mayor Holladay asked how this new ranking process would match up to how projects were prioritized in the past. Mr. Hattery said that projects on the current program were not looked at; only new projects were considered. The new ranking process appears to be reasonable, but the WFRC staff would like for Trans Com and the Technical Committees to let the staff know of the opinions.

Mayor Panucci asked if consideration was being made for measuring traffic flow at peak traffic times. Ms. Roberts said that there was so much criteria to consider that peak traffic flow criteria was not included. However, this new ranking process is a draft and Trans Com members are encouraged to instruct staff on which criteria they would like added or deleted.

Councilman Christensen asked if there is a regional component to the new process. Mr. Hattery said that the functional classification of major arterials could impact major movement of traffic through several communities.

In response to a question from Mayor Nordfelt, Wayne Bennion explained that "TDM" stands for "traffic demand management" techniques such as rideshare, telecommuting, etc. "TSM" stands for "transportation system management" with strategies such as Intelligent Information Systems (ITS), electronic message signs, ramp metering, etc., and access management in order to make the system more efficient and preserve capacity.

Commissioner Wells asked what the definition of “local participation” is. Mr. Hattery said it could be money, acquiring right-of-way, etc. Local participation was related to last year’s Senate Bill 11 requirement and is similar to how the Transportation Commission would consider local contributions.

Ms. Roberts said the new project ranking criteria were presented to the Technical Committees the previous week and positive comments were received. The Technical Committees thought the process was fair and objective. Ms. Roberts said the CMAQ evaluation process hasn’t change. She asked Trans Com for their recommendations.

Mayor Nordfelt asked that with respect to what the Legislature did this year in regards to the need for local contribution, should Trans Com still consider giving priority to local contributions? Mr. Hattery said that in the past, Trans Com has not wanted to give priority to communities who could put in more money. Trans Com could possibly consider local contributions like UDOT does – make that a factor **after** priority projects are set. Commissioner Wells added that given the different status of all the communities along the Wasatch Front, there are advantages and disadvantages. There should be different ways that communities can participate.

Mayor Nordfelt wondered if giving priority for local contributions should be eliminated so a false impression is not sent to the Legislature. Commissioner Wells said that it is a hard decision for Trans Com to address. Mayor Panucci suggested keeping local contributions on as a priority factor but reducing the point value.

Councilman Christensen said that, speaking as a member of the Quality Growth Commission, communities need to do long range transportation planning in order to become a quality growth community. Possibly if a community could demonstrate that they are committed to projects through their long range plan, credit could be given for their foresight. Mayor Smith said he appreciated Councilman Christensen’s comment and suggested that be included in the new process.

Once again, Ms. Roberts encouraged Trans Com to contact WFRC staff if they had any additional questions or concerns. Commissioner Bischoff said that action would be taken on this item at the next Trans Com meeting on May 12 and then be presented to the Regional Council.

Ben Wuthrich reviewed a PowerPoint spreadsheet that illustrated the existing Surface Transportation Program (STP) and the existing Congestion Mitigation / Air Quality (CMAQ) programs. He explained that this is a tremendous amount of data and information that staff is trying to sort through to identify and prioritize projects that are going to accomplish the goals established by the long range plan.

Mr. Wuthrich distributed a worksheet which listed STP and CMAQ projects that have not yet been advertised or have a substantial amount of unobligated funds. (Copies or the worksheet are available upon request.) He discussed the individual projects and the recommendations of moving needed funding to different years. Mr. Wuthrich stated the Regional Council’s policy has always been to encourage projects to get ready as soon as possible and to make funding

available on a first-come, first-served basis, as long as funding is available and if they do not hinder an earlier project. The goal is to get all projects ready so they can go to construction as soon as there is available funding.

Mr. Hattery said that UDOT has always been good about providing obligational authority that Congress gives us each year for funding our Transportation Improvement Program (TIP). However, it was explained that, if a programmed project isn't ready for construction, UDOT doesn't want to lose federal funding. They want to be ready to move the funding to another project that is ready for construction. Mr. Wuthrich said that if projects are ready, UDOT is then able to apply for money that other states don't use.

Mr. Wuthrich said that because we were conservative in programming funds for the 2004-2008 TIP, there will be approximately \$35 million in Salt Lake Area STP funds, \$17 million in Ogden/Layton area STP funds, \$19 million in Salt Lake area CMAQ funds, and \$10.6 million in Ogden/Layton area CMAQ funds available for new projects through 2010.

Mr. Wuthrich distributed a map that divided the Regional Council area into eight regions. He went over a handout entitled *Amount Programmed and Obligated per Area Based upon the 2004-2008 TIP* which illustrated how much money is being spent in each of the regions. (Copies are available upon request.) He said this information is useful in determining which projects may receive funding. Mr. Hattery said that in the past, Trans Com has directed the staff to give each area a fair share. Some areas may have reconstruction needs whereas other areas may have new capacity needs. The staff tries to make sure an equitable amount of money is being spent in each area.

Mr. Wuthrich distributed lists of the *Salt Lake Area and Ogden/Layton Area Prioritization STP and CMAQ projects*. (Copies are available upon request.) In the Salt Lake area, requests have been received for approximately \$46 million in STP funds and \$20 million in CMAQ funds. In the Ogden/Layton area requests have been received for approximately \$71.5 million in STP funds and \$30.5 million in CMAQ funds. Mr. Wuthrich talked about each of the projects and their resulting "Quantified Priorities" number.

In response to a question from Mayor Panucci, Mr. Wuthrich said that the projects on the lists are not scheduled for construction; they are projects that are being evaluated to include in the TIP.

Commissioner Wells asked if the cut-off for the ranking numbers will be determined by dollars or other different categories. Mr. Wuthrich said that the ranking numbers are preliminary numbers. Staff is in the process of evaluating the input received from the Technical Committees on projects and comparing that data with the ranking number process to see if there are any major differences. Mr. Hattery said that in the next month the projects will be ranked on a 1 to 100 scale rather than the 1 to 1,000 scale.

Mr. Wuthrich distributed a *2005-2010 Submitted CMAQ Projects* list and discussed the projects. (Copies are available upon request.) Mayor Panucci asked how many of the projects staff feels will receive funding. Mr. Hattery responded that looking at the available funds and comparing that to the requested projects, about half will receive funding.

Mr. Hattery said that it is uncertain how much CMAQ funds will be received in the future. The population in ozone non-attainment areas is used to calculate funding. Because Utah's air quality is improving, CMAQ funding may be lost in the future because Salt Lake and Davis Counties will soon be considered attainment areas for ozone.

Mr. Wuthrich summarized by saying in the next couple of weeks appropriate improvements will be made to the prioritization process taking into consideration the comments and suggestions from the Technical Committees and Trans Com. A recommendation will be presented at next month's Trans Com meeting.

Commissioner Bischoff thanked the presenters and asked Trans Com to give their suggestions and comments to staff.

### **Discussion of 2006 Unified Planning Work Program**

Wayne Bennion said that each year the WFRC staff is required to prepare a Unified Planning Work Program (UPWP) which describes the transportation planning activities to be undertaken by the WFRC, UTA and UDOT. A summary of the draft FY06 UPWP was included in member's packets that highlighted the work items. Included are efforts to update the Regional Transportation Plan (including completing the regional visioning process), develop a Transportation Improvement Program, and provide service to local communities. Mr. Bennion specifically mentioned technical support and testing further the UrbanSim land-use model in the visioning process. The draft UPWP has been jointly developed by the WFRC, UTA, and UDOT and has been submitted to the Federal Highway Administration and the Federal Transit Administration.

Mr. Bennion asked Trans Com for any suggestions or comments. He said the final FY06 UPWP would be presented to the Regional Council at their May meeting for approval. Mr. Hattery added that last Friday a retreat was held with leaders of the Council where strategic goals were discussed for the coming year.

### **Legislative Update**

Sam Klemm discussed the following legislative transportation bills that passed in the 2005 session:

- **House Bill 1** – This Appropriations Bill gave \$90 million in new, ongoing money to the Centennial Highway Fund (CHF) to keep the remainder of its 41 projects on schedule. In addition, \$30 million in one time money was given to UDOT with the understanding that it will be used for the widening of I-15 in Utah County.
- **Senate Bill 8** – This bill creates a new fund for the use of local governments to preserve transportation corridors in their respective jurisdictions for future transportation uses. The counties may impose a \$10 surcharge on vehicle registrations. That money will be managed by UDOT, but will stay within the county that it comes from and be programmed by the county council of governments (COG).
- **Senate Bill 25** – This bill requires UDOT to adopt rules for the prioritization of highway projects. It also requires municipalities to notify UDOT and UTA of pending residential, retail, or commercial developments that will impact local traffic patterns in excess

of 3,000 average daily trips. The bill also creates a task force to look at the issue of highway jurisdictional transfer (giving state highways to cities and counties). The bill would also allow for the creation of high occupancy toll (HOT) lanes on new capacity projects.

- **Senate Concurrent Resolution 1** – The “Resolution Encouraging Managed Lane Study” urges UDOT to study and use the concept of managed lanes (such as high occupancy vehicle (HOV) and reversible lanes) on transportation systems.

Mr. Klemm also discussed the following transportation bills that did not pass:

- **House Bill 18** – This bill would have created a new fund for highway capacity projects called the Transportation Investment Fund and channeled significant new monies into it from the Utah State General Fund which comes primarily from sales tax.
- **Senate Bill 183** – This bill would have required a vote in Utah County as to whether or not to increase sales taxes for transit to ½ cent.

Linda Hull stated that another requirement of the Corridor Preservation Bill is that UDOT and the Transportation Commission work with the MPOs to identify high priority corridors for preservation. The intent of this requirement is to guide any local money to those corridors.

Ms. Hull also commented that on the Jurisdictional Transfer Bill, UDOT has been directed to develop a list of roads that would be eligible for transfer under the criteria. UDOT will work cooperatively with MPOs, cities, and counties to develop the list, which needs to be turned into the Task Force by June 30.

John English said that the best way to characterize this legislative session is “opportunities lost.” Transportation needs are going up while transportation funding is going down. At some point the legislature has to step up and quit fleeing from this issue. Mr. English felt Trans Com demonstrated great courage in their recommendations for revenue increases. Mr. English continued to say that we can learn from opportunities lost. We need to convince the right people to take the right steps to make the tough political decisions.

Mr. English said that Utah County is the fastest growing county in the State. They contribute to a lot of traffic along the Wasatch Front. Many Utah County Mayors are supportive of transportation strategies that address highway and transit funding needs. Mr. English said he is meeting with them to pursue the needed funding.

Mr. English thanked those in this region for working hard on the legislative floor and communicating with the legislators. He said the legislative session only lasts a month and a half and we need to be very clear on what we are trying to accomplish.

Mr. Klemm concluded by saying that the Governor is proposing a Transportation Summit be held in September .

Commissioner Bischoff thanked everyone for their participation.

The meeting adjourned at 3:30 p.m.

**Next Meeting Date: May 12, 2005**