

TRANSPORTATION COORDINATING COMMITTEE
Minutes of Meeting held May 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
Michael Jensen	Councilman, Salt Lake County
Roger Burnett	Mayor, Roy City
Fred Panucci	Mayor, Syracuse City
Bryan Holladay	Mayor, West Jordan City
Dennis Nordfelt	Mayor, West Valley City
Toby Harding	Mayor, Woodland Hills; Mountainland Association of Governments
Jerry Larrabee	Mayor, Woods Cross City
David Gibbs	Federal Highway Administration
Jim Horrocks	Utah Air Quality Board
Terry Diehl	Utah Transit Authority Board of Trustees
Jan Wells	Utah Transportation Commission
Gordon Thomas	Councilman, Cottonwood Heights
Paul Rowland	Bountiful City
Scott Hodge	Clearfield City
David Williams	Clinton City
Tyler M. Pela	Clinton City
Rick Johnston	Salt Lake City
Kyle Kingsbury	South Salt Lake City
John Patterson	Salt Lake County
Kevyn Smeltzer	Salt Lake County
John Hiskey	Sandy City
Steve Call	Federal Highway Administration
Max Ditlevsen	Utah Department of Transportation
Wayne Jager	Utah Department of Transportation
Dave Nazare	Utah Department of Transportation
John Quick	Utah Department of Transportation
Cheryl Heying	Utah Division of Air Quality
Mike Allegra	Utah Transit Authority
Mick Crandall	Utah Transit Authority
Orrin Colby	Utah Transit Authority Board of Trustees
Alex McCracken	Parsons Brinkerhoff
Larry Migliaccio	Parsons Brinkerhoff
Chuck Chappell	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
Renae Bodily	Wasatch Front Regional Council

Minutes

ACTION: Commissioner Jan Wells moved that the minutes of the April 12, 2005, Trans Com meeting be approved as written. Mayor Fred Panucci seconded the motion, and the voting was unanimous.

Opportunity for Public Comment

There were no comments.

Transportation Improvement Program

a. ACTION on UTA request to amend the 2004-2008 TIP

Doug Hattery, WFRC, said the Utah Transit Authority (UTA) has requested that the 2004-2008 Transportation Improvement Program (TIP) be amended to identify the extension of light rail transit from the Delta Center to the Intermodal Center in Salt Lake City as a separate project and to change the funding source for the project. This project is included in the currently approved TIP as part of the larger Intermodal Center project using Federal Transit Administration (FTA) Section 5309 Bus funds. FTA has indicated that this project is not eligible for Section 5309 Bus funds, but must be funded with Section 5309 New Starts funds. FTA has also agreed that UTA can use \$3.6 million in New Starts funds remaining from UTA's Light Rail Medical Center Extension project on the Intermodal Center Extension project. The total cost of the light rail extension is \$33 million. UTA's request is that the TIP include \$3.6 million in FTA Section 5309 New Starts funding in 2005 for this project. These funds will be matched by \$2.4 million in local funds. The remainder of the necessary \$27 million in funding will be on a 50 percent federal/50 percent local basis in future years.

Mr. Hattery said this amendment is considered an administrative amendment to the TIP, since it only involves changing the funding source for a project already on the TIP. Therefore, no public comment period is required and no new conformity analysis is needed.

ACTION: Councilman Michael Jensen moved that Trans Com recommend that the Regional Council approve the proposed amendment to the 2004-2008 TIP as requested by UTA. The motion was seconded by Mayor Bryan Holladay and passed unanimously.

b. Review of 2004 obligations of federal highway and transit funds

Ben Wuthrich, WFRC, stated 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. The WFRC staff, with the help of UDOT and UTA, has prepared a list of all the projects that received federal funding during the fiscal year of 2004 (October 1, 2003 through September 30, 2004).

Mr. Wuthrich distributed a handout entitled *Federal Funds obligated for Davis, Morgan, Salt Lake, Tooele, and Weber Counties for Fiscal Year 2004* that listed all the projects. (The handout will be kept with the permanent file record. Copies are available upon request.) Mr. Wuthrich briefly highlighted some of the projects which included 12300-12600 South from 700 East to Bangerter Highway, 7800 South from Bangerter Highway to 1300 West, Syracuse Road from Main to 1000 West and from 1000 West to 2000 West, 5600 West from 3300 South to 2100 South, I-15 from 10800 South to 600 North in Salt Lake County, and 2700 North from US-89 to Washington Blvd.

Mr. Wuthrich continued to say that projects that received federal transit funding during the fiscal year include the preventative maintenance program, light-rail vehicle purchase and rehabilitation, and bus and van purchases. Mr. Hattery added that WFRC has been required to do this review for the past 12 years. The WFRC staff will continue to summarize the information and send out a press release.

- c. **APPROVAL of 2006-2010 Surface Transportation Program (STP); and**
- d. **APPROVAL of 2006-2010 Congestion Mitigation/Air Quality (CMAQ) Program**

Paula Lee Roberts, WFRC, reviewed the priority selection criteria used to rank the projects submitted for the 2006-2010 Transportation Improvement Program (TIP). A handout was distributed which listed all the projects submitted and how each project scored using the criteria. (Copies of the handout are available upon request.) She stated that traffic flow, economics, safety, functional class, environment, system preservation, community input, and area equity were used to rank the projects. The projects were listed on the sheet from the lowest score to the highest score.

Ms. Lee Roberts mentioned that additional information was received during the past month from various project sponsors which helped some projects score higher. It was noted that the scoring method was improved. The scores were based on a 1 to 100 scale with 100 being the maximum points a project could score. The CMAQ projects were evaluated based on reduction of daily vehicle hours traveled (VMT) and reduced emissions.

Ms. Lee Roberts concluded that the Technical Committees supported this ranking process and made several positive comments. She also added that the program had some really good projects. The time was turned over to Ben Wuthrich to discuss how the projects fit into the current program.

Mr. Wuthrich explained the steps WFRC staff took to present the draft prioritization process. Last month the staff recommendations on the draft prioritization process were presented to the Technical Committees and Trans Com where suggestions and recommendations were received. That information was then presented to the Regional Council. Based on the comments and recommendations received, staff improved the prioritization process. They then, this month, went back to the Technical Committees using the revised process to recommend projects to be added to the programs.

Mr. Wuthrich briefly reviewed the Ogden-Layton and Salt Lake Urbanized Area projects that were recommended to move forward. The projects were divided into two categories – CMAQ

and STP projects. One particular CMAQ project that generated discussion among Trans Com members was the “Advanced Truckstop Electrification” (ATE) project which would install 50 ATE units at Sapp Brothers Truck Stop on I-215, exit 21 in Salt Lake City and 50 ATE units at the Travel Centers of America Truck Stop on I-80, exit 99 in Lake Point.

Mayor Burnett asked that since truckers will be charged to use the ATE system, who will collect the money? Mr. Wuthrich said that the company IdleAire will manage the system. The truck stop would get some reimbursement to compensate for using their land. There would be no funds coming back to the CMAQ program for the WFRC to reprogram.

Larry Migliaccio of Parsons Brinkerhoff, the engineering firm representing IdleAire, responded that there will be advantages in air quality for the region and in fuel costs to the truckers. Mr. Hattery also responded that it is hoped that other truck stops would want to participate in this program in the future. For this project, IdleAire will put up 20 percent of the money and 80 percent will be funded from CMAQ funds. Future projects would be all privately funded.

In response to several questions regarding why we are not receiving money back from Sapp Brothers to put back into the TIP, Mr. Migliaccio responded that this is a pilot program and there has been no discussion about reimbursement from the company. Steve Call, Federal Highway Administration, responded that the federal CMAQ program is unique in that they allow for public-private partnerships where there will be a definite improvement to air quality. Max Ditlevson, UDOT, said that UDOT’s reason for being a co-sponsor was the air quality benefit.

In response to a question why Sapp Brothers was selected as the site for this project, Mr. Migliaccio felt it was because of its location in a non-attainment area. He said it requires a large investment financially from Sapp Brothers to get this project started. Mr. Hattery added that other truck stops may want to participate in this program in the future.

Mr. Hattery suggested that a representative from Parson Brinkerhoff attend the Council meeting on May 26 to further explain the truck stop ATE project.

Another project that was highlighted was the 200 South overpass in Clearfield. Mr. Wuthrich said that there have been some complications arise with the railroad structure at this overpass and Clearfield has asked for some federal funds as a loan. Mr. Hattery further explained that for this project Clearfield received approximately \$1 million in STP funds, UDOT provided \$1 million in Federal Railroad Crossing Safety funds, and the City also put up money. The approaches to the structure began to fail soon after it was opened. Mr. Hattery said it appears that the contractor and the engineering firm could bear responsibility for the failure of the project and that the city may have to go to court to recover costs from both. Clearfield would like to get this project repaired as soon as possible, and they have committed that any funds that they recover will go back into the STP program.

Mr. Wuthrich directed Trans Com members to a handout entitled **2005-2010 Submitted CMAQ Projects** which listed all the CMAQ projects submitted. (Copies of the handout are available upon request.) Mr. Wuthrich explained that the staff was not able to physically go on a review of the projects, such as ATMS, rideshare, and van lease projects. He said these projects ranked quite high as far as emission and air quality benefits. The handout also illustrated a breakdown of CMAQ funding by project sponsor and project type.

Mr. Wuthrich directed Trans Com members to another handout: ***Proposed Ogden/Layton and Salt Lake Urbanized Areas CMAQ and STP programs for 2006-2010 TIP*** (see attachment #1). He briefly went through the projects which included projects ready to be brought forward, projects for which funding will continue, and projects that may need to be pushed back. The overall program is helped by pushing projects that are not ready back to “Concept Development” and moving projects that are ready to earlier funding years.

Mr. Ditlevsen stated that UDOT is trying to manage more on a cash need rather than programming all the money on bigger projects up front and tying up that money. This allows more projects to proceed at one time. Mr. Hattery further explained that as some projects are moved forward, UDOT will pay the cost with state funds and then in later years will get reimbursed with federal funds.

ACTION: Mayor Dennis Nordfelt moved that Trans Com recommend that the Regional Council approve the draft 2006-2010 STP Program and the draft 2006-2010 CMAQ Program. The motion was seconded by Councilman Michael Jensen and passed unanimously.

e. APPROVAL of draft 2006-2010 TIP for public review

Mr. Wuthrich referred members to a copy of the draft 2006-2010 TIP which included highway and transit projects proposed for the Ogden-Layton and Salt Lake Urbanized Areas over the next five years (see attachments #2 and #3). He said the staff is preparing to do conformity on the TIP, and staff is confident that they will be able to do an air quality determination. The draft needs to be made available for public review before final approval in August.

ACTION: Councilman Michael Jensen moved that Trans Com recommend that the Regional Council approve that the draft 2006-2010 Transportation Improvement Program and the conformity analysis be made available for public review. The motion was seconded by Terry Diehl and passed unanimously.

Mr. Hattery added that the WFRC staff will be coming to the COGs and the Regional Council in the next few months to review these project lists in more detail. Everyone will have the opportunity to comment on the projects.

Report on the Legislature’s Jurisdictional Transfers Task Force

John Quick, UDOT, distributed two handouts entitled ***Definitions for Highway Ownership and Highway Functional Classification***. (Copies are available upon request.) He stated that the definitions for state highways differ in rural areas and urbanized areas. Mr. Quick explained the differences between rural state highways, rural local highways, urban state highways, and urban local highways.

Mr. Quick said that in the past, committees have gone through the process of establishing the definition of state roads in the Utah Code. The Legislature this year established a Task Force to review whether the state should retain jurisdiction for all roads currently on the state system. UDOT is

currently in the process of reviewing state roads to see how they meet the definitions for state highways and to identify those that may not meet the definition. Next week, UDOT will meet with their regional directors to review the draft classifications. They will then make the draft list available to local agencies (such as MPOs, League of Cities and Towns, Associations of Counties, and Association of Governments). Local agencies are encouraged to review and comment on the draft list of proposed transfers of state roads. The final list will go to the Legislature's Task Force for consideration by the end of June. They are to make a recommendation to the full Legislature in November.

Mr. Quick stated that the greater task for the Task Force will be to decide the financial considerations that will go with any transfer. He said the current list represents a reduction in the statewide system of 23 percent.

Mr. Hattery said that after the region directors have reviewed this list, UDOT will provide the list to WFRC. The staff would then send the list out to all the Mayors and City Engineers for their review and comments. Mr. Quick said the updated lists should be sent out shortly after June 1st

Mr. Hattery concluded by saying the Task Force includes seven legislators (voting members) as well as representatives from MPOs, League of Cities, and Association of Counties. It is hoped that Governor Huntsman would appoint Mayor Corroon (who was nominated by the Regional Council) and Mayor Stevenson from Layton (who was nominated by the League of Cities) to be representatives on the Task Force.

Report on I-15 Corridor Study in Davis and Weber Counties

Wayne Jager, UDOT's manager for the I-15 Corridor Study in Davis and Weber Counties, said that the study included the segment of I-15 from 200 North in Kaysville to 31st Street in Ogden and considered a study area from US-89 on the east to the Great Salt Lake on the west.

Mr. Jager presented a PowerPoint presentation which included some of the following major points:

- **Study participants included:** UDOT, WFRC, UTA, Davis and Weber Counties, 17 cities in or near the study area, Hill AFB, Freeport Center, Davis Hospital, Ogden-Hinkley Airport, Weber State University, resource agencies, and the general public
- **Principal Project Goals:**
 - Improve mobility/operations of freeways, surface streets, alternate modes, and freight
 - Improve infrastructure conditions/preservation
 - Improve transportation safety
 - Improve economic development potential
 - Support community desires and land use
 - Minimize environmental impacts
- **Alternatives considered:**
 - No Build (existing plus 2008 TIP)
 - Transportation Systems Management
 - Alternate modes (transit focused)
 - I-15 enhanced (widening and new interchanges)
 - Dispersed network (surface street focused)
 - Blended (dispersed network and I-15 enhanced)

- **Key features of recommendation:**
 - ***I-15***
 - Additional general purpose lanes
 - New/modified interchanges
 - Managed lanes such as high-occupancy vehicle (HOV) and high-occupancy toll (HOT), not precluded
 - ***Surface street network improvements***
 - Long Range Transportation Plan recommendations, including Legacy Highway, US-89, and SR-108
 - Additional improvements
 - ***Transit improvements***
 - Enhancements to complement UTA commuter rail
 - Service between Hill AFB & commuter rail
 - Weber State University service
 - Transit corridor for Ogden-Hinckley airport
 - ***Intelligent Transportation System improvements***
 - ***Safety improvements in high hazard locations***

Both Mr. Jager and Mr. Hattery pointed out that this I-15 Corridor Study is very consistent with WFRC's Long Range Plan. Two major differences are the study recommends not adding ramps to the interchange at I-15 and I-84 and including a new interchange at 1800 North in Sunset. However, for the most part, this study validates the Long Range Plan.

Mr. Jager said the next steps in the study process are to (1) refine the recommendations; (2) have the final recommendations ready by early June; and (3) have the final report ready in early July. Mr. Hattery said that two things we wanted to get out of this study were (1) what should we be looking at in the long term as far as I-15 improvements, specifically any new interchanges, and (2) what we should be looking at in the short term to help traffic flow, specifically ramp improvements.

Wasatch Front Regional Council's Strategic Goals for 2006

Mr. Hattery said that the Chairs and Vice-Chairs of the Regional Council and its major committees met with the leadership of the WFRC staff in a half-day retreat in April to identify the priority goals for the council for the coming year and to provide direction to the staff for accomplishing the Council's goals. A list of the goals was included in the member's packets. Mr. Hattery provided a brief overview of the nine goals listed in order of priority:

- (1) Approve the 2006-2030 Regional Transportation Plan by December 2006, so that regional transportation priorities are eligible for federal funding.
- (2) Partner with other agencies to find and support mutual objectives, so that WFRC is a working partner.
- (3) Cultivate relationships between Council members and Legislators, so that WFRC-supported transportation legislation has a better chance for enactment.
- (4) Define and develop a consensus of local officials and transportation organizations on a RTP funding package, so that all proponents of needed funding for highway and transit improvements promote a common recommended package with the Governor and the Legislature.

- (5) Advocate the implementation of the Local Corridor Preservation Program, so that right-of-way is available in the future to implement the recommendations of the RTP.
- (6) Inform and explain the mission and methodologies of WFRC to the Council, so that they can understand the issues facing the Council and fully participate in Council activities.
- (7) Continue outreach to members of the public and opinion leaders, so that they are informed about the planning process and the RTP and TIP and so that they have an opportunity to fully participate in the development of the RTP and TIP.
- (8) Adopt a conforming 2006-2010 TIP using new project selection processes, so that regional transportation priorities are implemented.
- (9) Work with the Division of Air Quality, so that all new required State Implementation Plans are approved.

Mr. Hattery invited Trans Com members to make any comments on these goals. Commissioner Bischoff added that coming up with these goals was an excellent exercise to keep us on track during the year and check our progress.

Other Business

- a. Steve Call, Federal Highway Administration, said that the federal planning regulations for the U.S. Department of Transportation require that every three years a **planning certification review** is held here in our area. This three day on-site review will be on June 14-16 with staff from UDOT, UTA and WFRC participating. The review team will be from the Federal Transit Administration and the Federal Highway Administration. Mr. Call said this is the opportunity for the federal authorities to look at the whole planning process that takes place in this region and offer recommendations. On June 14, the first day of the review, there will be a public meeting at the Salt Lake Library that will run from 4:00 to 6:30 p.m. Mr. Hattery added that in past years specific meetings have been scheduled to include Chairs and Vice-Chairs of various committees.
- b. Mr. Hattery said that the Association of Metropolitan Planning Organizations (AMPO) is sponsoring a series of webcasts for elected officials on different topics. The first webcast is titled **“Addressing Traffic Congestion, Security, and Mobility through Transportation Systems Management & Operations.”** The webcast will be broadcast at the WFRC offices on Thursday, May 26 from noon to 1:00. Mr. Hattery said an email notice has been sent to all the mayors and commissioners in our region letting them know of this webcast. This overview will give elected officials an idea of the role they play in improving the operations of our transportation facilities. Elected officials should let the WFRC staff know if they plan to attend. Box lunches will be furnished.

The meeting adjourned at 3:30 p.m.

Next Meeting Date: August 11, 2005