

TRANSPORTATION COORDINATING COMMITTEE
Minutes of Meeting held October 13, 2005

Councilman Michael Jensen 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. He excused Chairman Ken Bischoff who was ill and Vice-Chairman Dan McConkie who was delayed.

Attendance

Dan McConkie	Commissioner, Davis County
Michael Jensen	Councilman, Salt Lake County
Joe Johnson	Mayor, Bountiful City
Darrell Smith	Mayor, Draper
J. Lynn Crane	Mayor, Herriman
Roger Burnett	Mayor, Roy City
Wes Losser	Mayor, South Salt Lake
Fred Panucci	Mayor, Syracuse City
Dennis Nordfelt	Mayor, West Valley City
Jerry Larrabee	Mayor, Woods Cross City
Jim Horrocks	Utah Air Quality Board
Terry Diehl	Utah Transit Authority Board of Trustees
Steve Randall	Utah Transit Authority Board of Trustees
Ken Warnick	Utah Transportation Commission
Jan Wells	Utah Transportation Commission
John Hiskey	Sandy City
Kyle Kingsbury	South Salt Lake City
Jeff Hawker	West Valley City
Justin Allen	Congressman Bishop's Office
Max Ditlevsen	Utah Department of Transportation
Dave Nazare	Utah Department of Transportation
Cory Pope	Utah Department of Transportation – Region 1
Michael Allegra	Utah Transit Authority
Chuck Chappell	Wasatch Front Regional Council
Kip Billings	Wasatch Front Regional Council
Doug Hattery	Wasatch Front Regional Council
Ned Hacker	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
George Ramjoue	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: Mayor Darrell Smith moved that the minutes of the August 11, 2005, Trans Com meeting be approved as written. Mayor Joe Johnson seconded the motion, and the voting was unanimous.

Opportunity for Public Comment

There were no comments.

Discussion of SAFETEA-LU

Doug Hattery, WFRC, said that the new federal transportation reauthorization bill SAFETEA-LU stands for the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users. He discussed some of the new requirements of SAFETEA-LU that will affect our transportation process:

- Regional Transportation Plans (RTPs) will now be updated every four years, instead of every three. We will continue on our current three-year cycle to update the RTP by December 2006. After that we will begin the four-year cycle.
- Transportation Improvement Programs (TIPs) can now be adopted every four years, instead of every two. In the past we have updated our TIP annually and will continue to do that.
- Projects on the first four years of the TIP are now eligible for funding, instead of the first three. The Technical Committees have suggested going to a six year TIP with the first four years funded and the next two being concept development. This would allow project sponsors more time to get their projects ready. Also, since funding is less than anticipated, this would allow the projects already on the TIP to remain and allow new projects to be added to the TIP next year.
- MPOs will now receive 1.25 percent of federal highway funds for planning instead of 1 percent. This will result in about \$300,000 more a year for our region.

Mr. Hattery reported on some of the new emphasis areas in SAFETEA-LU, including security and emergency preparedness, safety, economic development, environmental mitigation, operation and management strategies, consultation, and coordinating public transit and human services transportation. He also said that SAFETEA-LU will give us more highway and transit funding; however, not as much as was hoped. About 18 percent of the highway funds coming to Utah have been earmarked for specific projects. This means that core programs such as the urban STP may receive less than in recent years. Also, because we are now in attainment for ozone, there will be a significant reduction in CMAQ funds.

Max Ditlevsen, UDOT, was asked to present an overview of the highway side of SAFETEA-LU. He said that there is over \$263 million that has been earmarked for specific projects in Utah. By comparison, the last bill's (TEA-21) earmarked projects were about \$82 million. Mr. Ditlevsen distributed a handout entitled *Federal Apportionment Comparisons* (see attachment #1.) He went over the handout which compared FY 2005 SAFETEA-LU apportionments with the average TEA-21 apportionments in the previous six years. Some of the points he highlighted were (1) programs administered by UDOT under SAFETEA-LU apportionments were almost the same as previous years under TEA-21 apportionments; (2) there was a significant drop in bridge apportionments; and (3) programs administered by MPOs show a drop in CMAQ funding.

Mr. Hattery added that CMAQ funding will be lower because in the past our area has been considered a maintenance area for ozone; however, the standards have changed from a one-hour standard to an eight-hour standard. Our region has not violated the new eight-hour standard; therefore, as of June 2005, we are in attainment. This will result in less CMAQ funding.

Mr. Ditlevsen summarized by saying that the FY 2004 apportionments were \$202.2 million; whereas, the FY 2005 apportionments are only \$198.7 million. He said this is a concern and a challenge. Combining less funding with the escalating cost of projects results in the STIP being seriously under-funded. Mr. Ditlevsen said one possible solution UDOT is considering is to add an additional funded year to normalize the financial impact over a several year period.

Commissioner Warnick asked if the STIP is over-programmed because of earmarked projects. Mr. Ditlevsen responded that earmarked projects have not been included yet.

Mayor Burnett asked where earmarked projects come from. Mr. Ditlevsen responded that they can come from Congressmen or local governments through their own lobbying efforts. UDOT has sent out letters to local entities who have earmarked projects to request a meeting with them to understand what their projects are and what possible funding matches are available. Mr. Hattery said the WFRC staff will go with UDOT to visit the local entities to find out more what the projects really are.

In response to a question from Commissioner Warnick, Mr. Ditlevsen said that earmarked funds cannot be used on other projects. Any changes would need to go through Congressional action.

Michael Allegra, UTA, was asked to present an overview of the transit side of SAFETEA-LU. He said that we have done really well. The transit New Starts program for commuter and light rail projects is a discretionary program; and the authorizations in SAFETEA-LU allow UTA to compete with everyone else in the United States for federal transit funding. Mr. Allegra said Utah is one of the top three or four states with the highest number of projects on the program. This has come about because of the coordinated comprehensive partnering effort that went on between local governments, WFRC, MAG, and all the other transit agencies in the State of Utah. Everything that is in Phase 1 of the WFRC's plan is authorized in the new SAFETEA-LU bill.

Mr. Allegra continued to say that the transit program went up about 40 percent in funding. He then discussed the specific earmarks and authorization Utah received. Mr. Allegra concluded by emphasizing again how well Utah has done on the transit side. He said it's now up to us to take advantage of it and advance the program.

Councilman Jensen turned the meeting chair over to Commissioner McConkie.

Transportation Improvement Program

a. Action on request for additional Congestion Mitigation/Air Quality (CMAQ) funding for South Salt Lake City

Ben Wuthrich, WFRC, said that a letter dated August 23, 2005, was received from South Salt Lake requesting an additional \$400,000 in Congestion Mitigation/Air Quality (CMAQ) funds for the intersection and pedestrian access to the light rail project located at 3900 South and 500

West. The amount reflects additional costs in construction materials, labor rate increases, costs of concrete and steel associated with the bridge abutments, and the slope fill on 3900 South. Since the letter was sent, South Salt Lake estimates the project may require an additional \$200,000 for the same amount of work.

Mr. Wuthrich said the Salt Lake Area Transportation Technical Committee reviewed and discussed the request and the supplemental request at its meeting on August 5, 2005. The Technical Committee recommended that the original request of \$400,000 be approved. The Technical Committee will review the supplemental request for the additional \$200,000 at its next meeting in February 2006.

Mayor Nordfelt said this same scenario will possibly be seen with other projects because of increases in construction costs. Mr. Hattery said another concern is that there will be a decrease in CMAQ money.

ACTION: Mayor Dennis Nordfelt moved that Trans Com recommend that the Regional Council approve the request for additional Congestion Mitigation/Air Quality Program (CMAQ) funding in the amount of \$400,000 for the South Salt Lake project located at 3900 South and 500 West. Mayor Jerry Larrabee seconded the motion.

In response to a question, South Salt Lake Mayor Losser said that steel and cement increases have skyrocketed out of control. The City has cut costs as much as they could on this project. Kyle Kingsbury, City Engineer at South Salt Lake, said the City has worked closely with UDOT and WFRC staff for the past six to eight months to nail down the costs on this project.

Commissioner McConkie asked all those in favor of the motion to say aye. The voting was unanimous.

Mayor Losser thanked Trans Com members for their vote.

b. ACTION on amendment to 2006-2010 Transportation Improvement Program

Mr. Wuthrich referred members to a copy of a draft Resolution to amend the 2006-2010 TIP which was included in their packets. He said that the 2006-2010 TIP needs to be amended to include:

- the new SAFETEA-LU earmarked projects to receive federal funds over the next four years;
- the non-exempt Bingham Junction Boulevard project;
- a re-allocation of STP funds from the no-interest van loan program to the vanpool program (request from UTA); and,
- an Over-the-Road Bus (OTRB) accessibility project to enable the Federal Transit Administration to consider the request for the OTRB funding (request from UTA).

Mr. Wuthrich said this amendment and conformity finding were made available for public review and comment by WFRC and UDOT on September 20. This comment period will run through October 20, 2005. At this time only one verbal comment has been received

concerning project prioritization. Mayor Oates at the Weber County COG asked why sound walls are being installed on Bangerter Highway when there are higher priority safety and capacity concerns, especially on I-15 in Weber County. The response to Mayor Oates question was these are state highway funds and in order to re-stripe Bangerter Highway to three-lanes, the environmental document identified various locations that required the installation of sound walls. Mr. Wuthrich said the WFRC staff would make the Regional Council aware of any additional comments received through October 20th.

Mayor Burnett asked why the Parley's Creek Trail was selected as one of the SAFETEA-LU enhancement projects to be included on our TIP. Why spend that much money to construct a trail when there are other projects that need the money? Councilman Jensen responded that the trail project includes major work around 13th East. (The trail is planned to eventually go from the mouth of Parleys Canyon, down through Sugarhouse Park, to the Jordan River Parkway.)

Commissioner Jan Wells said she wanted to let Trans Com members understand that earmarked projects have not been through the usual transportation planning processes. There has not been an opportunity to review earmarked projects and decide whether or not these projects are where we want to spend our money. Commissioner Wells said that, just speaking for herself and not as a Commissioner, she is concerned about some of the earmarked projects. She feels there are other places where the funding could be better spent. With the inclusion of the earmarked projects, some already approved projects on the TIP will have to be pushed back.

Mr. Hattery said that the WFRC staff has some of the same concerns with regard to earmarked projects. He said staff is concerned that individual cities and others are going to Congress to get projects funded that the Regional Council would otherwise not approve. Discussions have been held to see if we should try to get a recommendation from all the MPOs in the state to say these are the exact projects we support, before Congress puts other projects on the program and earmarks money for them. Mr. Hattery said there are questions about who is responsible for earmarked projects and exactly how the funds will be spent to construct the projects.

Mayor Nordfelt expressed appreciation to Commissioner Wells for sharing her opinion with Trans Com about earmarked projects. Since we have a regional transportation system that affects all areas, Mayor Nordfelt wondered if there needs to be an understanding that we either all go back to compete for earmarks or none of us go.

There were several additional comments made by Trans Com members. Many appreciated Commissioner Well's comment. Some said it was not right that an earmarked project could push back someone else who has been patiently waiting for their turn to begin their project.

Jim Horrocks agreed that that earmarked projects cause a real problem in regards to programming and allocation of the program. But he also reminded Trans Com to keep in mind that if Utah is the only state that does not go after earmarks of any kind, we come out "on the short end of the stick." He said that earmarks are more than just a Utah problem, they're a national one. He suggested getting our Congressional delegates to lobby other states to correct this problem and getting AASHTO involved so that when the next reauthorization bill comes around, we don't end up with the same problems that we have now.

Commissioner McConkie said that Trans Com members have two choices today -- to vote either "yes" or "no." Mr. Wuthrich said the consequence for voting "no" would be that the projects cannot be put on the TIP then moved to the STIP, so earmarked funds would just sit in the bank, not able to be used for any other projects. Commissioner McConkie said this is a problem, but it is the way the system works.

ACTION: Councilman Michael Jensen moved that Trans Com recommend that the Regional Council approve the resolution to amend the 2006-2010 TIP as requested pending any other public comments received. Mayor Dennis Nordfelt seconded the motion.

Commissioner McConkie commented that his suggestion would be to forward this motion to the Council for additional discussion with the idea of hoping that the programming system in Washington, D.C., could be changed. Mayor Nordfelt said he does not blame our Congressional representatives. They have been placed in an awkward position and are doing the best they can for their constituents.

Commissioner McConkie asked all those in favor to say aye. The voting was unanimous with the exception of Mayor Burnett who voted no.

Mr. Hattery suggested that Trans Com could send a letter to our Congressional delegation making them aware that in the future they should contact the MPOs before they do any earmarking. Mr. Horrocks said he knows that some members of our Congressional delegation are under the assumption that by going after earmarked projects, the state receives more money.

Councilman Jensen said he preferred that this discussion continue in front of the whole Council. He said he agreed with all the comments that have been made, but as long as everyone in the nation isn't playing by the same set of rules, we need to continue to go after earmarked projects to get our share of the funds.

c. Discussion of priorities for 2007-2011 TIP for input to UDOT

Mr. Hattery said that the WFRC staff has been identifying ways to give local officials an opportunity to talk to UDOT about what the priorities ought to be for upcoming STIPs. He said Cory Pope from UDOT Region 1 and Dave Nazare from UDOT Region 2 were present to discuss possible projects to add to the STIP this coming spring. Mr. Hattery asked Trans Com members to consider these projects and to present any others that they felt should be considered.

Cory Pope said good news from Region 1 is that a cooperative effort between UDOT and WFRC resulted in obtaining funding for two important projects in Weber County: (1) reconstruction on 12th Street from I-15 to Adams Avenue; and (2) getting the environmental documents started on SR108. He said that because of the current funding situation, most of Region 1's focus is on rehabilitation projects rather than capacity projects. He talked about possible projects in the following three categories:

- (1) Interstate Maintenance
 - The I-15 interchange in Brigham City
 - Adding auxiliary lanes in both directions on I-15 between Hill Field Road and Antelope Drive
 - Several bridge projects on I-84 from I-15 through the canyon to Morgan County
- (2) National Highway System
 - Rehabilitation on SR 89 from Washington Boulevard to Wall Avenue
 - Rehabilitation on 12th Street (SR 39) from Adams Avenue to Harrison Boulevard
 - Rehabilitation on SR 89 from Harrison Boulevard to 40th street
- (3) STP
 - Building passing lanes on SR 30 from SR 38 over the pass into Cache County to SR 23
 - Rehabilitation on Wall Avenue from 23rd Street to US 89

Mr. Pope said that UDOT would welcome and appreciate any input regarding the proposed projects or any other projects for the 2007-2011 TIP and asked Trans Com members to send their comments to him, Max Ditlevsen, or the WFRC staff.

Dave Nazare reported that UDOT's Region 2 programming team started meeting bi-weekly last June to decide on which projects they would be requesting for the 2007 STIP. He distributed a handout entitled *Region Two – Draft FY 2007 STIP Program* (see attachment #2). He discussed several proposed maintenance projects, bridge projects, and congestion relief projects to move into the FY 2009 STIP. He also commented on the possibility that some of these projects would not be able to be completed because of funding shortages.

Mr. Nazare pointed out that large capacity projects on the Long Range Plan do not appear on the draft project list he distributed. UDOT's programming group will be giving a presentation in a few months on the process they have developed for prioritizing large capacity projects.

Mr. Nazare concluded by saying that UDOT would welcome and appreciate any input regarding the proposed projects he discussed or any other projects for the FY 2007 STIP and asked Trans Com members to send their comments to him, Max Ditlevsen, or the WFRC staff.

Mr. Hattery thanked Mr. Pope and Mr. Nazare for their presentations. He said the WFRC staff has suggested that as part of the CMAQ Program, the public be asked to identify congestion problems and suggest improvements for cities, counties, and UDOT to consider. He said that this idea was presented to the Technical Committees. Mr. Hattery asked Kip Billings, WFRC, to present what has been proposed to enhance the public involvement process and identify possible projects in the CMAQ program area.

Mr. Billings said that, in the past, about 20 percent of CMAQ funds were programmed toward specific intersections that were experiencing congestion. Most of the suggestions for these projects came from city engineers and planners. Mr. Billings said the WFRC staff would like to expand on this by getting the public involved. He distributed a brochure entitled *Hurry Up! & Wait* (see attachment #3). He explained that average citizens could fill out the brochure, identify a specific location they feel is experiencing congestion, and submit the form to their local cities. City engineers and planners would then consider the proposed projects and forward those they felt had particular merit on to the WFRC staff. After all the cities have submitted their projects, it is

anticipated that three or four projects would be selected each program year. Some type of recognition would be made toward the city or private citizen that submitted a project that was funded by CMAQ funds. Even if some of the proposed projects don't make it into the CMAQ program, the cities would still benefit by receiving helpful suggestions from their citizens.

Mr. Billings asked if there were any questions. Mayor Nordfelt asked if anyone had considered the prospect of asking citizens for input, receiving several suggestions, selecting only two or three, and possibly frustrating the rest of the citizens. Mr. Billings said that is a concern. The hope is that other suggestions could still be addressed in other ways.

ACTION to recommend a locally preferred alternative for the Mid-Jordan and West Valley City-Taylorsville transit corridors

Ned Hacker said he has been the WFRC manager for the Mid-Jordan and West Valley City-Taylorsville transit corridor projects for several years. He said the staff has followed federal transit guidelines in conducting environmental studies on these projects. These guidelines have included keeping councils and the public informed, analyzing the environmental effects of the different alternatives within the corridors, and identifying and recommending the preferred alternatives. Subsequently, as a result of this process, locally preferred alternatives were adopted by the cities within their respective corridors.

Mr. Hacker referred Trans Com members to maps (which were included in their packets) illustrating the locally preferred alternatives (LPA). The LPA for the Mid-Jordan line starts at the existing 6400 South TRAX station and proceeds along the existing Bingham Branch Railroad corridor to 5600 West and 11400 South (the new Kennecott Daybreak development). The LPA for the West Valley City-Taylorsville line starts at the existing 2100 South TRAX station and ends at the Valley Fair Mall.

Mr. Hacker said a formal public hearing was held for the Mid-Jordan Corridor on August 30, 2005, and the West Valley City-Taylorsville Corridor DEIS public hearing is anticipated for February 2006. In order for the projects to move forward to their next phase (preliminary engineering), federal guidelines require that a locally preferred alternative be selected by local and regional officials and be included in the regional transportation plan. Mr. Hacker asked for Trans Com's recommendation to the Regional Council.

ACTION: Councilman Michael Jensen moved that Trans Com recommend that the Regional Council adopt the Locally Preferred Alternatives developed by the sponsors of the projects as outlined for the Mid-Jordan and West Valley City-Taylorsville Transit Corridors. Terry Diehl seconded the motion and the voting was unanimous.

Report on the Regional Transportation Plan Visioning Process and recommended Growth Principles

Mr. Hattery referred Trans Com members to a list of growth principles included in their packets that the Regional Growth Committee has been putting together to direct the development of the Regional Transportation Plan. He said those principles will be presented to the Regional Council in two weeks for possible adoption. He encouraged Trans Com members to review the principles and let the WFRC staff know if they have any comments or concerns.

After the principles are adopted, staff members will visit cities in the region to present the growth principles and a vision for future development based on these principles. Responses from the local communities will assist the staff in developing population and employment projections on which to base the Regional Transportation Plan.

Report on Public Information Activities

Sam Klemm, WFRC, said that the Regional Council staff has been busy keeping the public informed about regional transportation plans and programs as well as the regional visioning process. He briefly highlighted the following efforts staff members have been involved with to better inform the public: (1) five open houses have been co-sponsored with Envision Utah and the Mountainland Association of Governments; (2) staff members have presented information on transportation plans at small kiosks at area malls; (3) information has been provided for articles in the Ogden Standard-Examiner, Salt Lake Tribune, Deseret Morning News, Valley Journals, and Davis County Clipper; and (4) presentations have been made to several service clubs, Chambers of Commerce, and special interest groups.

After showing the long range transportation maps, Mr. Klemm said he always asks the public if they want to sacrifice any rail projects to add more bus capacity. The public always responds to keep the rail projects. Mr. Klemm concluded by saying staff members have met with several members of the Legislature over the past month so they understand our concerns over anticipated congestion and shortfalls in funding.

Other Business – Governor’s Transportation Summit

Mr. Hattery reminded Trans Com that the Governor’s Summit on Transportation would be held tomorrow in Layton. Mayor Nordfelt will be representing the Regional Council on one of the panels. Commissioner McConkie said he hoped that everyone could spend some time at the Summit. He said that our Transportation Plan was developed on the basis that every six years there would be a revenue enhancement from the State. We have currently gone beyond six years time without any enhancement. Gas prices have gone up exorbitantly without any increase in gas taxes for transportation. Commissioner McConkie encouraged Trans Com members to listen carefully to Governor Huntsman’s speech at the Summit to know what we might be dealing with at the next legislative session.

The meeting adjourned at 4:15 p.m.

Next meeting date: February 9, 2006

DRAFT

Federal Apportionment Comparisons

10/13/2005

	Program ID	Program Description	TEA-21 Annual Average Apportionments	TEA-21 2001/2002 Ave Apportionments	FY 2004 Apportionments	SAFETEA-LU FY 2005 Apportionments
PROGRAMS ADMINISTERED BY UDOT						
1	IM	Interstate Maintenance	58,561,658	63,743,558	63,338,931	72,184,945
2	NH	National Highway System	42,036,419	46,343,007	49,985,844	50,313,196
3	STP	Hazard Elimination	1,211,840	1,206,820	1,144,290	1,214,349
4	STP	RR Crossings	575,309	572,926	543,240	576,500
5	STP	RR Protective Devices	575,308	572,925	543,240	576,499
6	STP	Safety Any Area	2,667,032	3,151,651	3,540,167	3,790,489
7	STP	Transportation Enhancement	5,029,488	5,504,322	5,770,937	6,157,837
8	STP	Any Area - Statewide	13,917,513	13,642,134	14,097,494	17,568,982
9	STP	Minimum Guarantee - Statewide	785,920	665,221	758,279	0
10	Var	Redistributed Authorizations	1,482,916	1,748,977	887,604	2,261,103
11	BR	Bridge On System -65%	12,376,094	17,418,988	17,232,926	8,477,979
12	BR	Bridge Optional - 20%	3,808,029	5,359,688	5,610,132	731,190
13	SPR	Highway Planning	2,999,072	3,282,119	3,429,842	3,353,176
14	SPR	Highway Research	999,691	1,094,040	1,143,281	1,117,726
15		TOTALS	147,026,289	164,306,376	168,026,207	168,323,971

SPECIAL PROGRAMS ADMINISTERED BY UDOT						
16	NRT	National Recreation Trails	694,072	786,672	966,531	1,017,629
17	Var	Equity Bonus Lim, exempt - Other	0	0	0	739,199
18	SRTS	Safe Routes to School programs	0	0	0	1,000,000
19	Var	Equity Bonus Limitation, exempt	0	0	0	9,297,120
20		Minimum Guarantee, special	9,762,987	8,263,621	7,664,600	0
21	Var	Minimum Guarantee, exempt	3,119,275	2,640,227	0	2,431,960
22		TOTALS	13,576,334	11,690,520	8,631,131	14,485,908

PROGRAMS ADMINISTERED BY MPO's - URBAN AREAS

Mountainland Association of Governments (MAG)						
23	PL	Provo/Orem Planning	277,345	321,866	363,684	467,628
24	CM	Congestion Mitigation/Air Quality	1,800,599	2,090,145	2,076,057	1,851,933
25	STP	Provo/Orem Urban Area	3,251,436	3,523,259	3,165,524	4,186,902
26	STP	Population < 200,000 - Spanish Fork	41,943	227,484	170,420	238,090
27	STP	Any Area - Spanish Fork	218,234	0	262,939	327,688
28		TOTALS	5,589,557	6,162,754	6,038,624	7,072,241

Wasatch Front Regional Council (WFRC)						
29	PL	Salt Lake/Ogden Planning	1,143,381	1,129,676	1,430,105	1,838,940
30	CM	Congestion Mitigation/Air Quality	8,239,519	8,844,360	8,925,396	7,961,840
31	STP	Salt Lake Urban Area	11,278,329	12,610,994	11,265,320	12,238,224
32	STP	Ogden Urban Area	3,930,640	4,139,735	5,304,065	5,762,133
33		TOTALS	24,591,869	26,724,765	26,924,886	27,801,137

Cache MPO (Logan area)						
34	PL	Cache Planning	75,422	93,278	121,542	156,280
35	STP	Population < 200,000 - Small Urban	0	0	349,641	484,285
36	STP	Any Area - Cache	763,884	849,403	534,829	666,529
37		TOTALS	839,306	942,681	1,006,012	1,307,094

Dixie MPO (St. George Area)						
38	PL	Dixie Planning	14,935	0	107,112	137,725
39	STP	Population < 200,000 - Small Urban	0	0	284,959	398,109
40	STP	Any Area - Dixie	107,975	0	439,659	547,925
41		TOTALS	122,910	0	831,730	1,083,759

PROGRAMS ADMINISTERED BY JOINT HIGHWAY COMMITTEE						
42	BR	Bridge Off System	3,149,848	4,019,767	4,207,598	1,625,147
43	STP	Small Urban Area < 200,000	31,128	0	595,219	831,567
44	STP	Any Area - JHC	1,552,207	1,715,528	918,357	1,144,501
45	STP	Non-Urban Local	6,613,956	7,028,392	6,664,224	7,480,252
46		Subtotal	11,347,139	12,763,687	12,385,398	11,081,467

FORMULA OBLIGATION LIMITATION (Incl 8/1 Redistribution)			174,701,616	192,113,233	202,205,225	198,686,479
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Region Two - Draft FY 2007 STIP Program

Draft List of Roadway Maintenance Projects Requested Moving Into FY 2009 (prioritized)									
All Categories	Location	Concept	Cost	Const. Year	Advertisement Targets (Calendar Year)	Concept Report Due	Project Manager	Design	Resident Engineer
215 I-215; 4700 South to SR-201	Road-Concrete Pavement Reconstruction		\$22,000,000						
80 I-80; Wanship to Coalville	Road - Asphalt Pavement Reconstruction		\$10,000,000						
32 SR-32; Kamas (Main Street) to Peoa	Road - Rotomill and Overlay		\$3,700,000						
80 I-80; Echo Jct. to Castle Rock (1/2 the project)	Road - Asphalt Pavement Reconstruction		\$11,000,000						
89 State Street; 9000 to 6400 South	Road - Asphalt Pavement Reconstruction		\$20,000,000						
215 I-215; North Temple to Davis County Line	Road - Concrete Pavement Rehabilitation		\$10,000,000						
	Total:		\$76,700,000						
Draft List of Bridge Projects Requested Moving Into FY 2009 (prioritized)									
All Categories	Location	Concept	Cost	Const. Year	Advertisement Targets (Calendar Year)	Concept Report Due	Project Manager	Design	Resident Engineer
190 Bridge; SR-190 over Big Cottonwood Creed near Maxfield Ldg.	Bridge - Replacement #D-258		\$1,000,000						
154 SR-154; Bangerter Highway over the Jordan River	Bridge - Rehabilitation #F-607		\$100,000						
80 I-80; EB over Atkinson Canyon, 1 mile east of Silver Creek	Bridge - Rehabilitation #C-		\$5,000,000						
15 I-15; 1100 North over I-15	Bridge - Replacement #C-		\$6,000,000						
32 SR-32; Over Weber River	Bridge - Rehabilitation #C-288		\$1,000,000						
80 I-80; study 8 deck replacements from Jeremy to Mt. Dell	Bridge - study		\$200,000						
	Total:		\$13,300,000						
Draft List of Roadway Maintenance Projects Requested Moving Into Concept Development (prioritized)									
All Categories	Location	Concept	Cost	Const. Year	Advertisement Targets (Calendar Year)	Concept Report Due	Project Manager	Design	Resident Engineer
80 I-80; Echo Jct. to Castle Rock	Road - Asphalt Pavement Reconstruction		\$10,000,000						
201 SR-201; Jordan River to 5600 West, Phase II	Road - Reconstruct with widening		\$120,000,000						
89 State Street; 9000 to 6400 South	Road - Asphalt Pavement Reconstruction		\$20,000,000						
154 SR-154; Bangerter Highway intersection with SR-173 (5400 So)	Intersection - Improvements		\$7,000,000						
15 I-15; 14600 So. to Utah County Line	Road - Concrete Pavement Rehabilitation		\$22,000,000						
	Total:		\$179,000,000						
Draft List of Bridge Projects Requested Moving Into Concept Development (prioritized)									
All Categories	Location	Concept	Cost	Const. Year	Advertisement Targets (Calendar Year)	Concept Report Due	Project Manager	Design	Resident Engineer
80 I-80; WB over Silver Creek, 3 miles west of Wanship	Bridge - Rehabilitation #C-		\$2,000,000						
80 I-80; Summit Park deck replacements	Bridge - Rehabilitation #F-		\$3,000,000						
80 I-80; Lambs Canyon deck replacements	Bridge - Rehabilitation #F-		\$3,000,000						
80 I-80; Mt. Dell deck replacements	Bridge - Rehabilitation #D-		\$3,000,000						
80 I-80; Jeremy Ranch deck replacements	Bridge - Rehabilitation #D-		\$3,000,000						
80 I-80; I-84 Interchange study	Bridge - study		\$200,000						
	Total:		\$14,200,000						

Updated 10/13/2005

Region Two - Draft FY 2007 STIP Program

Draft List of Roadway Congestion Relief Projects Requested Moving Into Concept Development (prioritized)										
All Categories	RT #	Location	Concept	Cost	Const. Year	Advertisement Targets (Calendar Year)	Concept Report Due	Project Manager	Design	Resident Engineer
	201	SR-201; I-80 to SR-202	Road - Safety Improvements	\$4,900,000						
	172	5600 West; 4470 So. to 4700 So.	Road - spot widening	\$3,000,000						
	151	I-15; NB-Add lane under 10600 So. Bridge	Road - spot widening	\$4,700,000						
	111	SR-111; intersection with SR-48	Intersection - Improvements	\$2,000,000						
	172	5600 West; 5000 So. to 5400 So.	Road - spot widening	\$3,000,000						
	80	I-80; Kimball Ict. to Silver Creek	Road - spot widening	\$5,000,000						
	151	I-15; 14600 So. intersection improvement	Intersection - Improvements	\$5,000,000						
	224	SR-224; I-80 to Bear Hollow Drive	Road - widening	\$3,500,000						
			Total:	\$31,100,000						

Hurry Up!..... & Wait

Entry Form

_____ (date)

Name *(first, last)* _____ Address *(street)* _____

(city) _____ (state) _____ (zip) _____

Phone _____ e-mail _____

Location of traffic jam

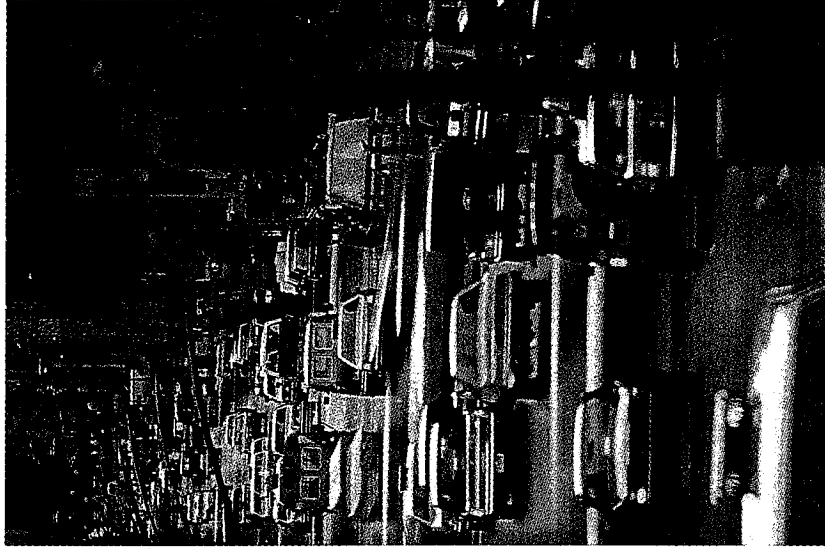
Address *(street and cross street)* _____ (city) _____

- Direction of travel affected *(northbound, etc)* _____
- Time of day of traffic jam _____
- How long are you delayed by this traffic jam? _____
- How long do the traffic jam conditions prevail? _____
(7:00-8:00AM, all day, 4:30-4:45 PM, etc.)
- How often does this traffic jam occur? _____
(every day, weekdays, 3 times per week, etc.)

Describe this traffic jam *(causes, how many people are impacted, safety concerns, other information you feel may be helpful)*. _____

- - Return this completed form to your city traffic engineer or planning department. - -

Hurry Up !..... & Wait



Where's your most frustrating traffic jam?

We can help!

Your city traffic engineers are looking for a few bad traffic jams!

Each year cities like yours identify traffic snarls that need to be corrected. In cooperation with WFRM, the regional transportation planning agency for Weber, Davis, and Salt Lake Counties, traffic bottlenecks are identified, analyzed, and improved.

Your city wants your input to help identify a few small scale projects to fix those frustrating traffic jams you run into every day.

Traffic jams alleviated by local traffic officials:

- Centerville I-15 northbound off-ramp
- Layton Hills Mall interchange at I-15
- Antelope Drive interchange at I-15
- 4700 South from 2700 West to 2200 West
- 9400 South and 1300 East intersection
- 6200 South 4800 West intersection

City traffic experts will consider candidate projects submitted during the year and forward the best projects to WFRM for review. Projects that receive priority funding will likely be on the scale of a single intersection and will be selected based on the impact to traffic congestion and emissions, and the relative cost of the project. Up to four projects will be selected for the Ogden-Layton and Salt Lake areas through this public process.

Projects not selected for priority funding will be considered for future improvements by local engineers in the transportation planning process.

Individuals submitting projects selected for funding will be invited to a WFRM meeting to be formally recognized by local elected officials.

Help us help you fight traffic jams!

Complete the entry form on this brochure and send it to your city traffic engineer or planning department.