

TRANSPORTATION COORDINATING COMMITTEE

Minutes of Meeting held August 10, 2006

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. He welcomed Mayor Tim Wheelwright of Pleasant View City as a new member of Trans Com and excused Utah Transportation Commissioners Ken Warnick and Jan Wells who were out of town attending a State Transportation Commission meeting.

Attendance

Ken Bischoff	Commissioner, Weber County
L. Mitch Adams	Mayor, Clinton City
Kelvyn H. Cullimore, Jr.	Mayor, Cottonwood Heights City
Darrell H. Smith	Mayor, Draper City
J. Lynn Crane	Mayor, Herriman City
Tim Wheelwright	Mayor, Pleasant View City
Dennis Nordfelt	Mayor, West Valley City
Jim Horrocks	Utah Air Quality Board
Terry Diehl	Utah Transit Authority Board of Trustees
Steve Randall	Utah Transit Authority Board of Trustees

Claudia Anderson	Mayor, Bluffdale City
Wilf Sommerkorn	Davis County
John Bjerregaard	Roy City / Wasatch Civil Engineering
David Lovell	Salt Lake County
John Hiskey	Sandy City
Jason Cooper	South Jordan City
Dennis Pay	South Salt Lake City
Mary Taylor	Senator Hatch's Office
John Quick	Utah Department of Transportation
Mick Crandall	Utah Transit Authority
Kip Billings	Wasatch Front Regional Council
Chuck Chappell	Wasatch Front Regional Council
Doug Hattery	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
George Ramjoué	Wasatch Front Regional Council
Barbara Thomas	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council
Renaë Bodily	Wasatch Front Regional Council

Minutes

ACTION: Mayor Smith moved that the minutes of the May 11, 2006, Trans Com meeting be approved as written. Steve Randall seconded the motion, and the voting was unanimous.

Opportunity for Public Comment

There were no comments.

Transportation Improvement Program

a. Report on TIP/STIP Staff Modifications

Ben Wuthrich presented a PowerPoint presentation highlighting the projects on the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) that had been modified by the Wasatch Front Regional Council (WFRC) Staff. A list of these modifications was sent with the agenda. Staff Modifications include projects that:

- Have had a change in the funding source;
- Require additional funding less than or equal to 25% or up to \$250,000 of the programmed amount,
- Have had a minor change in the project scope; or
- Have been moved on the TIP in the funded years (first four years).

Mr. Wuthrich added that all the Staff Modifications require approval from the Executive Directors at the Utah Department of Transportation (UDOT) and WFRC.

b. ACTION on Board Modifications to 2006-2010 TIP

Mr. Wuthrich continued his PowerPoint presentation highlighting Board Modifications to the 2006-2010 TIP. Board Modifications include project activities that would:

- Change, modify, or add a significant project in Phase 1 of the Regional Transportation Plan (RTP); or
- Require additional funding greater than 25% or over \$250,000.

Board Modifications require a public comment opportunity and approval from the WFRC Board and the Transportation Commission.

Mr. Wuthrich reported on the following four projects that require Board Modifications.

1. **Clinton City – 2000 West from 1300 North to 2300 North.** This project will widen 2000 West to accommodate a continuous center left turn lane, bike lane, and shoulders. Based on the current cost estimate, more than \$3million in additional funds are required for this project. **Clinton City is requesting an additional \$1 million in Urban STP funds**, and is making an effort to transfer other funds from storm sewer and culinary water projects. UDOT is also working to obtain an additional \$2 million from savings on other UDOT Region One projects.

2. **Roy City – 4800 South from 1900 West to 2700 West.** This project will eliminate on-street parking, improve intersections, provide a center median to take turning vehicles out of the traffic stream, reconstruct the aging and deteriorating infrastructure including curb, gutter, and sidewalk, water and storm drain (cities project), and establish a consistent cross section. **Roy City is requesting approximately \$410,000 in additional Ogden / Layton Urban STP funds.** Mr. Wuthrich said the City has made significant planning efforts and committed resources to minimize the overall costs, including paying for design engineering costs and for two traffic signals, using City funds.
3. **South Salt Lake City – 500 West and 3900 South Intersection and Pedestrian access to TRAX Station.** This project will improve the intersection at 3900 South and 500 West and will provide pedestrian access along 3900 South to the Light Rail Station at 3900 South and 100 West. **South Salt Lake City is requesting an additional \$480,000 in Congestion Mitigation / Air Quality (CMAQ) funds.** Both South Salt Lake and Salt Lake County have done what they could to minimize cost increases and project expenses.
4. **UDOT – Redwood Road bridges at 100 South, 200 South, and 300 South.** UDOT has requested an additional \$1,115,500 in Minimum Guarantee federal funds. This project was bid and awarded, but as work began, differences between actual conditions and existing drawings have driven costs higher.
5. **UDOT – Beck Street On-Ramp.** UDOT has requested that \$4 million be moved from the proposed I-15 600 North project to the I-15 Beck Street On-Ramp project. Any remaining funds will be placed back on the I-15 600 North project.

Mr. Wuthrich said that the Transportation Technical Advisory Committees (TACs) have reviewed these requests and propose that Trans Com recommend that the Regional Council approve the resolution to modify the 2006-2010 TIP, as requested.

Commissioner Bischoff asked if projects currently on the TIP keep increasing in cost, how will future projects be affected? Mr. Wuthrich responded that in February, 2006, Trans Com recommended to the Regional Council that no new projects be added to the TIP until the projects currently on the TIP are able to be completed with available federal funding

Mr. Hattery said that the current federal transportation authorizations run out in 2009. He likened the current transportation funds to the social security trust fund – the balance is being spent down without enough new money coming in. The highway trust fund will run out of money in 2009 if Congress keeps the transportation funding levels as they are today, with only gas tax money coming in. There won't be as much money in the future for transportation projects if we are just relying on gas taxes.

Due to the rising cost of concrete and steel, Mayor Nordfelt said he anticipates that this action item of Board Modifications will continue to be on every Trans Com agenda. Mr. Hattery said that project sponsors are being asked to update their project cost estimates for

concrete and steel. Mayor Smith asked if any of the updated costs estimates are coming in with cost savings? Mr. Wuthrich responded that some are, including the SR-126 1900 West project in Weber County that came in \$1.2 million under budget. Mr. Hattery said that UDOT is requiring project sponsors to put in a contingency before their projects go out to bid, then another contingency for construction. He said there have been significant increases in the cost of steel, concrete and asphalt over the past few years. Costs have gone up 20-30% in a year instead of the usual 3%. We need to hope that these high increases won't continue in the future so the project estimates will remain close to the actual costs.

ACTION: Mayor Crane moved that Trans Com recommend to the Regional Council that they approve the resolution to amend the 2006-2010 TIP as requested. Terry Diehl seconded the motion and the voting was unanimous.

c. ACTION on Amendment to 2006-2010 TIP

Mr. Wuthrich continued his PowerPoint presentation by saying that as a result of 2006 Legislation, State funds were made available for prioritized projects identified as "Choke Point" Highway Construction Projects. These new funds will permit the project on SR-201 from I-80 to SR-202 to be moved into the current phase of the RTP. In order to move this project forward, UDOT has requested an amendment to the TIP and RTP and a new conformity analysis.

Mr. Wuthrich said that the amendment and conformity finding were made available for public review and comment from July 1 through July 31, 2006. No comments were received. The Transportation TACs reviewed the amendment request at their meetings held on August 2. Both the WFRC staff and the TACs proposed that Trans Com recommend that the Regional Council approve the resolution to amend the 2006-2010 TIP as requested.

Mr. Hattery commented that the legislature approved \$100 million to transportation -- with 20% of that going toward corridor preservation and 80% to choke points.

ACTION: Mayor Wheelwright moved that Trans Com recommend to the Regional Council that they approve the resolution to amend the 2006-2010 TIP as requested. Terry Diehl seconded the motion and the voting was unanimous.

d. APPROVAL of the Draft 2007-2012 TIP

Mr. Wuthrich continued the PowerPoint presentation by showing a timeline used for the TIP process that had been approved by Trans Com, the Regional Council and UDOT. He said the TIP process was different this year because no new projects were added -- instead projects already on the TIP were spread out over more years so there would be enough funding to complete them. During the public comment period from July 1-31, 2006, three public meetings were held in Davis, Salt Lake and Weber counties. People who attended these meetings were informed on the various types of projects and the types of funds used to build them.

The Sierra Club submitted the only comments pertaining to the approval of the new TIP. Mr. Hattery said the Sierra Club suggested that more transit projects (including pedestrian and bicycle projects) be completed before highway projects. The Sierra Club also said that the Wasatch Front area may be in violation of air quality standards in the future due to upcoming changes in federal air quality standards. However, they did not comment on specific projects in the draft TIP.

Mr. Wuthrich said the WFRC staff and the TACs propose that Trans Com recommend that the Regional Council approve the 2007-2012 TIP and its corresponding Conformity finding.

ACTION: Steve Randall moved that Trans Com recommend to the Regional Council the adoption of the resolution approving the 2007-2012 Transportation Improvement Program and the conformity finding for the 2007-2012 TIP. Mayor Nordfelt seconded the motion and the voting was unanimous.

Report on Congestion Management Process

Kip Billings said that the purpose of the Congestion Management process is to identify congestion issues that can be resolved with low cost strategies as opposed to expanding highways and to identify strategies that will enhance projects where expanded highways and transit are needed. The strategy recommendations generally fall into two categories:

Demand Management and Reduction:

- Rideshare promotion
- Staggered and flexible work hours
- Telecommuting
- Growth planning
- Transit improvements
- HOV lanes
- Pedestrian / Bicycle paths
- Employer commute programs
- Trip reduction programs
- Congestion pricing
- Parking management
- Auto-related taxes / Fees

System Management and Efficiency:

- Signal improvements and coordination
- Capacity additions
- Access management
- Intelligent Transportation Systems
- Incident management
- Reversible lanes
- Ramp metering
- Intersection/interchange geometries

Mr. Billings said that Andy Li and Muhammad Farhan of the WFRC modeling group have recently developed a program that can apply different congestion management strategies to different Regional Transportation Plan scenarios. This new modeling program identifies where marginal congestion can be addressed by using low cost strategies. This modeling program allows the staff to focus on other projects where major transportation projects are needed.

Mr. Billings stated that the WFRC staff will report to Trans Com in October on specific areas where possible low cost alternatives could be used to improve congestion.

Mr. Hattery pointed out that for the past 16 years, Congress has required Metropolitan Planning Organizations to have a congestion management process. He said that the former Secretary of Transportation Mineta recently made addressing congestion a major priority given its impact on our economy, lifestyle, and quality of life. We need to do much more to reduce congestion in this ongoing process.

APPROVAL of resolution certifying the transportation planning process

Doug Hattery said that each year the Regional Council, working jointly with UDOT, is required to certify that our Region has a transportation planning process that meets all federal requirements. Every year a review is made of the process, and information is put together showing that we have a transportation improvement program that conforms to air quality requirements, as well as a long range plan that meets all federal requirements.

Mr. Hattery referred members to the draft Resolution in their packets and asked Trans Com for their recommendation.

Action: Mayor Crane moved that Trans Com recommend to the Regional Council that they approve the joint resolution certifying the transportation planning process. Mayor Adams seconded the motion and the voting was unanimous.

Discussion of possible changes to the WFRC's committee structure

Chuck Chappell referred Trans Com members to a list of "Proposed WFRC Organization Adjustments" in their packets. He said that all three urban Councils of Government have expressed a desire to participate more fully in the selection of federally funded highway and transit projects. Therefore, the WFRC's primary goal is to encourage elected officials to have more discussion and input on which projects are included in the TIP and the RTP.

Because of the COGs' requests, Mr. Chappell said WFRC is proposing that the three urban Councils of Government devote two or three of their meetings each year to transportation. The first meeting will be around October or November where the COGs will be asked to suggest specific projects in their individual counties to be included in the TIP. Another meeting will be in March or April when recommendations are being developed for the STP and CMAQ programs. Another will be in May or June before Trans Com is briefed on which projects will be included in the TIP.

Results of this proposal will:

- Allow individual counties to be more involved in which projects are included in the TIP before projects are pulled together in a RTP.
- Reduce the number of Regional Council and possibly Trans Com meetings each year. The meetings will be shorter and more effective.
- Require an informal executive committee be established to act on policy issues that come up between Council meetings.

Mr. Chappell asked if there were any questions.

Mayor Smith asked about a particular sentence in the packet that said "*COG's will approve distribution of local corridor preservation funds.*" He asked if this meant that besides the COGs approving the distribution of these funds, will the County Council also need to approve them? Mr. Chappell said that this only applies to Salt Lake County right now. According to the law, the Salt Lake County COG was assigned the responsibility to collect and approve the projects with concurrence from Salt Lake County. Mayor Nordfelt added that this could be a one time concurrence, rather than separate County recommendations for each project.

Mayor Crane asked for clarification on who is responsible for creating and selecting the criteria for corridor preservation applications? Mr. Chappell said a new State law clearly states that the Council of Governments in each county is responsible for setting the criteria as well as selecting the properties to be purchased. WFRC has been offering advice on draft selection criteria to the Salt Lake COG, but it is definitely the COG who makes the final decisions on the criteria.

Mr. Chappell said that Barbara Thomas has recently been hired as the Inter-governmental Coordinator for Salt Lake County COG as well as the Corridor Preservation Process Coordinator. Her responsibilities will include helping the COG better understand the corridor preservation process.

Mr. Chappell said surveys were sent to all the mayors asking for their input prior to a recent Council leadership retreat. The dominate response was that the mayors wanted to have more say on which projects go into the TIP. The WFRC staff feels the best way to get all the mayors talking about transportation projects is through their own COGs. The proposed changes will possibly involve more meetings and workshops on the county level; however, the WFRC staff will be available to present and coordinate these meetings and help in any way. Mr. Hattery said a major benefit will be that all elected officials will be involved early on in the transportation planning process.

In response to a question from Mayor Smith, Mr. Chappell said that the three urban COGs will review and understand projects in their own counties before making their recommendations to Trans Com. Mayor Crane said he highly applauds these steps so that every mayor will know what is happening and understand why certain transportation decisions are made.

Mr. Hattery asked Trans Com if they would like to rotate the location of Trans Com meetings because it is a longer commute for members from Weber County? Commissioner Bischoff (from Weber County) responded that he feels Trans Com should continue to hold its meetings at the WFRC offices because of its central location and facilities. Mayor Wheelwright, also from Weber County, said that distance was discussed at a recent Weber County COG meeting, and it was decided that the commute was not a big factor.

Commissioner Bischoff concluded this discussion by saying he feels these proposed organization adjustments are a major step in the right direction. This will definitely help all the elected officials become involved and better understand the transportation planning process.

Report on WFRC Strategic Goals for 2007

Mr. Hattery said that last June the leadership of the Regional Council met with the WFRC staff to establish strategic goals for the coming year. From that meeting, the following seven goals were identified:

- a. Develop a united statewide funding plan for transportation in cooperation with other partners that is adopted by the Legislature and signed by the Governor.
- b. Approve the 2007-2030 Regional Transportation Plan by May 2007, so that the regional transportation priorities are eligible for federal funding.
- c. Support and expand the corridor preservation program in the region.
- d. Further educate local officials on the regional growth principles and develop tools to help local communities implement them.
- e. Educate local officials on how they can participate in the process to select projects and set priorities for the Regional Transportation Plan and the Transportation Improvement Program.
- f. Create opportunities for and take advantage of partnering with other agencies (UDOT, UTA, FHWA, Air Quality, Chambers of Commerce, etc.) to achieve common goals.
- g. Include more focus on transit projects and programs in Regional Council meetings.

Mr. Hattery invited Trans Com members to contact him after the meeting with any comments or questions. Commissioner Bischoff also encouraged members to present any additional ideas to the WFRC staff.

Other Business

- a. Mayor Crane commented that the WFRC staff has been very consistent about the direction the Council is going since Mr. Chappell became the Executive Director. He praised the staff for being more open with the transportation process and with funding issues. He said he appreciates the support that the staff offers to individual communities which has resulted in our region becoming more united with common goals. Commissioner Bischoff thanked Mayor Crane for his comments.
- b. Mr. Hattery asked Trans Com to give any suggestions to the staff on how they might improve their presentations at Trans Com meetings as well as how they might improve on informing all the communities about the transportation planning process. He also asked members to let him know if they are interested in rotating the location of Trans Com meetings.

Commissioner Bischoff thanked everyone for their attendance and participation. The meeting adjourned at 3:10 p.m.

Next Meeting Date: October 12, 2006