

TRANSPORTATION COORDINATING COMMITTEE
Minutes of Meeting held October 12, 2006

Mayor Dennis Nordfelt 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 excused Commissioner Ken Bischoff, Chair of Trans Com.

Attendance

Dennis Nordfelt	Mayor, West Valley City
L. Mitch Adams	Mayor, Clinton City
Darrell H. Smith	Mayor, Draper City
J. Lynn Crane	Mayor, Herriman City
Tim Wheelwright	Mayor, Pleasant View City
Fred Panucci	Mayor, Syracuse City
Jim Horrocks	Utah Air Quality Board
Steve Randall	Utah Transit Authority Board of Trustees
Ken Warnick	Utah Transportation Commission
Jan Wells	Utah Transportation Commission
Claudia Anderson	Mayor, Bluffdale City
Tom Smith	Davis County
Brad Jensen	Draper City
Cindy Gooch	JUB Engineers
John Bjerregaard	Roy City / Wasatch Civil Engineering
Kirt Wallace	Roy City
John Hiskey	Sandy City
Shane Greenwood	South Jordan City
Roger Worthen	Syracuse City
Donald Adams	Taylorsville City
Kelly Lund	Federal Highway Administration
Carlos Braceras	Utah Department of Transportation
Jason Davis	Utah Department of Transportation
Ahmad Jaber	Utah Department of Transportation
Nathan Lee	Utah Department of Transportation
Richard Manser	Utah Department of Transportation
Mick Crandall	Utah Transit Authority
Wayne Bennion	Wasatch Front Regional Council
Chuck Chappell	Wasatch Front Regional Council
Ned Hacker	Wasatch Front Regional Council
Doug Hattery	Wasatch Front Regional Council
Val John Halford	Wasatch Front Regional Council
Jory Johner	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
Barbara Thomas	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council
Renae Bodily	Wasatch Front Regional Council

Minutes

ACTION: Mayor Smith moved that the minutes of the August 10, 2006, Trans Com meeting be approved as written. Commissioner Wells 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 have been modified by the Utah Department of Transportation (UDOT) staff or by the Wasatch Front Regional Council (WFRC) staff since the last Trans Com meeting held on August 10, 2006. He said these staff modifications are the last ones for the 2006-2010 TIP/STIP. Mr. Wuthrich reminded Trans Com that all the Staff Modifications require approval from the Executive Directors at both UDOT and WFRC.

b. ACTION on Board Modifications to 2007-2012 TIP

Mr. Wuthrich continued his PowerPoint presentation by highlighting the requests WFRC has received to modify the current 2007-2012 TIP. (Board Modifications include projects 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.) Requests were received from:

1. **Roy City** - requested an additional \$400,887 in STP funds on their 4800 South project (1900 West to 2700 West).
2. **Draper City** – requested an additional \$464,690 in CMAQ funds on the Porter Rockwell Trail project (from 11400 South to 12400 South).
3. **UTA & UDOT** – requested an additional \$4.5 million in STP funds for the TRAX Bridge and State Street project from 7800 South to 8000 South.
4. **UDOT & Syracuse City** – requested an additional \$300,000 in Transportation Enhancement funds for the Syracuse City Historic Emigrant Trail Underpass at Antelope Drive.
5. **UDOT & Draper City** –
 - (a) requested an additional \$320,000 in Transportation Enhancement funds for Porter Rockwell Trail (Final Phase) from UTA Railroad right-of-way and 300 East to Highland Drive (14600 South) to provide access to UTA light rail (existing and proposed) and to provide access between residential and commercial areas.
 - (b) requested an additional \$450,000 in Transportation Enhancement funds for Porter Rockwell Trail (Final Phase) pedestrian/bike facility.

(c) requested that the Point of the Mountain Trail project from Highland Drive (14600 South) to Salt Lake/Utah County Line (16400 South) be taken off the TIP at this time so Transportation Enhancement funds could go to other trail projects.

6. **UDOT**

- (a) requested an additional \$1 million in Interstate Maintenance funds for three ramp projects in Davis and Weber counties.
- (b) requested an additional \$9 million in $\frac{1}{4}$ of $\frac{1}{4}$ cent sales tax funds for State Street reconstruction project from 9000 South to 10600 South.
- (c) requested that a Big Cottonwood Canyon Bicycle Improvements project be added to the 2007-2012 TIP. Cost estimations are \$260,000 in State Construction funds.
- (d) requested that Federal Recreational Trails projects also be added to the 2007-2012 TIP.

Commissioner Warnick asked why certain projects that have already been approved for additional funds are now requesting more funds. Mr. Wuthrich said there were several reasons for the continued increases in the cost of projects including higher gas, oil, asphalt, steel, and concrete prices. Jason Davis, UDOT, said construction prices continue to rise which makes it difficult to estimate the cost of projects. Mr. Davis explained the process of "red-flagging" projects that will possibly need additional funds to complete. Mr. Horrocks asked if "red-flagged" projects do not use all the money that is programmed, what happens to the extra money? Mr. Davis said that UDOT likes to keep contingency funds available until a project is completed; then any left over funds are returned to WFRC to be reprogrammed to other projects.

Trans Com members continued to discuss why the cost of certain projects continue to escalate. Mr. Hattery said that in past years, WFRC would add an additional 5% per year to inflate the cost of a project. In the past few years, construction costs have risen 50% which has resulted in the several requests for additional funds.

Mayor Nordfelt thanked Mayor Smith of Draper City for taking the Point of the Mountain Trail Project off of the TIP so that funding could be assigned to other projects.

ACTION: Mayor Adams moved that Trans Com recommend to the Regional Council that they approve the resolution to amend the 2007-2012 TIP as requested. Mayor Panucci seconded the motion and the voting was unanimous.

c. **Discussion of projects submitted for funding consideration and priorities for 2008-2013 TIP**

Mr. Wuthrich continued his PowerPoint presentation by saying the WFRC staff sent out a request for "Letters of Intent" from potential sponsors of urban STP and CMAQ projects for the 2008-2013 TIP. The request was sent to all local governments, UDOT and UTA in September. Mr. Wuthrich explained that "Letters of Intent" are due on October 13, 2006. They need to include the project name, location, concept, and estimated cost and be signed by the Mayor or CEO. "Concept Reports" will be due on January 12, 2007, and need to include the project name, location, existing conditions, proposed improvements, project maps, and estimated project costs. "Field Reviews" will then be held at the site of the proposed projects to examine, critique and provide input. The submitted projects will then go through a technical evaluation and prioritization process. Approval to the TIP will go through the Technical Advisory Committees,

the Council of Governments, and Trans Com, with final approval coming from the Regional Council.

Nathan Lee was asked to present UDOT's Region 1 priorities for the 2008-2013 STIP. He said that one of UDOT's main focuses for the upcoming STIP will be to select projects that will preserve their current infrastructure. While often these projects do not seem glamorous, they are the backbone of Utah's transportation system. Maintaining the current infrastructure assures quality transportation for the state today and in the future.

Mr. Lee said that in Davis and Weber counties, UDOT is currently widening the bridge at Parrish Lane in Centerville and building auxiliary lanes on I-15 from Riverdale to Layton. The bridge widening will start construction this winter and the auxiliary lanes will start construction early in the spring. Completing these projects exceeded UDOT's ability to program funds. However, "choke point" money was identified by the legislature this past session to help fund these congestion needs throughout the state.

Mr. Lee reported that UDOT has prioritized projects in the Davis/Weber area that are capacity, congestion, and safety driven. High priority projects in these areas include the following:

- I-15 from Farmington to Layton – add lane capacity.
- I-15/US-89 merge at Lagoon – extend southbound lane transitions and build auxiliary lane if possible.
- I-15 from Pages Lane to Parrish Lane – extend northbound ramp with lane transitions and auxiliary lane.
- I-84 Weber River bridge at US-89 Interchange – widen the Bridge for westbound approach and provide transition lane.
- SR-193 Interchange to US-89 -- provide dual left turns and auxiliary lane to Cornia drive.
- I-15 at Woods Cross and 500 South – extend the northbound auxiliary lane the full length between interchanges.
- SR-68 from Redwood Road to 1100 West – possibly widen this section to a five lane section.

Mr. Lee said that achieving many of these projects has to be balanced against the needs of the region's existing infrastructure. Most of these projects will require funding from additional sources, and adding capacity to the interstate will require funding from the legislative level. He hopes that as UDOT continues to develop the 2008 STIP, it will be able to find ways to fund these priorities and make the system work better.

Mr. Lee said that UDOT has been meeting with many of the cities and counties about their transportation needs. UDOT encourages those who have needs, to help UDOT identify those critical points. By working together we can achieve a quality transportation system into the future.

Jason Davis was asked to discuss UDOT's Region 2 priorities for the 2008-2013 TIP. He said that Region 2 will not bring too many capacity projects forward; instead their main focus will be

selecting projects that will preserve the current infrastructure. Mr. Davis said that Region 2 has benefited from “choke point” funds that were allocated by the legislature last year – specifically mentioning improvements on 5600 West.

Mr. Davis said he would not be discussing specific projects today since they have not been prioritized yet. However, he would appreciate any input from the Mayors if they had specific projects they would like UDOT to look at in Region 2. He said UDOT has had, and will continue to have, partnering meetings with the cities and counties to identify needed transportation projects.

Mayor Nordfelt thanked Ben, Nathan, and Jason for their presentations and asked if anyone had any comments. Mayor Crane said he would like to talk to Ben and Jason further about other projects in the Southwest part of Salt Lake County that he feels should be included on the prioritized list. Mayor Nordfelt reminded Trans Com members that WFRC staff will be attending all the individual County Councils of Government meetings so that all the Mayors will be to review, discuss, and help prioritize projects within their county.

Public Involvement Process

a. ACTION on updated public participation plan

Sam Klemm, WFRC’s Public Information Officer, reviewed the recent transportation reauthorization bill, SAFETEA-LU, noting a requirement that MPOs need to review their public involvement procedures and circulate them to area stakeholders and interested members of the public for review and comment. Having received input from the public during a recent 45-day comment period, the updated Public Involvement Policy was included in member’s packets. Some of the items highlighted by Mr. Klemm were:

Internet – WFRC maintains an internet homepage (www.wfrc.org) that includes information about the Regional Council, the transportation planning process, the Regional Transportation Plan, the Transportation Improvement Plan, and various major corridor planning and environmental studies. The site is updated regularly and will also include information and agendas concerning upcoming public meetings, minutes of past meetings and legal notices.

Visualization Techniques – WFRC will prepare and keep maps, charts, and GIS layering (geographic information systems) updated on their website as well as at open houses and other public meetings.

Cooperation with other Agencies – WFRC maintains a close working relationship with UDOT, UTA, Mountainland Association of Governments, and other government agencies including land management agencies, school districts, and water districts. WFRC will also be coordinating more closely with Salt Lake, Davis and Weber County Council of Governments making formal presentations on the RTP, TIP and asking for their concurrence.

Environmental justice purposes – WFRC will actively seek opportunities to meet with minority, low income, disabled rights, Native American, and senior citizen groups in order to obtain their input relative to their transportation needs.

Mr. Hattery said Mr. Klemm had accomplished the SAFETEA-LU requirement that stakeholders review the WFRC's public involvement policy. Now a recommendation was needed to take this to the Regional Council for their approval.

ACTION: Mayor Crane moved that Trans Com recommend to the Regional Council that they approve the draft Public Involvement Policy. Mayor Adams seconded the motion and the voting was unanimous.

b. Report on public involvement activities

Mr. Klemm reported that the WFRC has had several newspaper articles in the Salt Lake Tribune, Deseret Morning News, Standard Examiner, and Davis County Clipper getting out information on the Regional Transportation Plan. He said that Mayor Nordfelt was interviewed on KSL TV. WFRC staff, Mayor Nordfelt and others have worked extensively with the legislature on the sales tax issue. Open Houses will begin in two weeks to present the draft RTP and ask for input.

Report on Regional Transportation Plan development

Val John Halford, WFRC, gave a PowerPoint presentation illustrating the generalized timeline and the alternatives evaluation process that is being used as a guide to develop the Regional Transportation Plan (RTP). Mr. Halford said that considerable time and energy has gone into developing three alternatives. The goal is to have the evaluation of the three alternatives completed by the end of October and a draft list out by the end of November. Regional Council review is scheduled for January 2007.

After reviewing the processes used to determine different scenarios, Mr. Halford presented the following three alternatives:

Alternative 1: Includes a combination of the currently adopted 2030 RTP and the "Vision" developed as part of the Wasatch Choices 2040 planning process.

Alternative 2: Emphasizes increasing freeway capacity, including the addition of a new east/west freeway near 6200 south in Salt Lake County. Transit improvements would focus on bus rapid transit service on HOV lanes.

Alternative 3: Emphasizes extensive improvements to the region's arterial street system. Transit would focus on technologies that work well on arterial streets, such as streetcar and increased bus service. This alternative does not include additional freeways.

Jory Johner, WFRC, briefly reviewed the main differences of the highway projects for the three alternatives. Mr. Hattery briefly reviewed the main differences of the transit projects for the three

alternatives. Maps of the three alternatives as well as highway and transit project lists are available on the WFRC website (www.wfrc.org).

Mr. Halford said that the analysis to determine how well these alternatives will function will begin this month. The evaluation process will focus on the following areas:

- Capacity and Congestion
- Transit Ridership
- Vehicle Miles Traveled
- Travel Time
- Choke Points
- System Costs
- Regional Growth Principles
- Service to Activity or Mixed Use Areas
- Freight Movement
- Environmental Factors
- Environmental Justice
- Congestion Management Plan
- Public Input

Following this analysis, the Regional Transportation Plan project selection process will focus on:

Highway Projects

Benefit / Cost
Environmental Impacts
Growth Principles
Volume / Capacity Ratios
Needs Assessment
Safety

Transit Projects

Benefit / Cost
Environmental Impacts
Growth Principles
Land Use
Mobility
Ridership

The Regional Transportation Plan has been divided into the following three phases:

- Phase 1 – 2007 to 2015
- Phase 2 – 2016 to 2025
- Phase 3 – 2026 to 2030

The alternatives and projects will be reviewed by the Regional Growth Committee (including the RGC technical advisory committees), Trans Com (including the Trans Com technical advisory committees), the Wasatch Front Regional Council, the County Councils of Governments, and at Public Open Houses. After reviewing all of the suggestions and input, WFRC will perform their own ranking to establish phasing for projects. The ranked list will then be turned over to UDOT so they can rank Phase 1 projects for the entire state and provide a ranked project list to the State Legislature.

Mr. Halford invited all in attendance to review the maps after the meeting and give their comments and any suggestions to the WFRC staff.

Mayor Nordfelt asked if the final alternative could be a combination of the three alternatives that were presented today? Mr. Hattery responded that it is hoped that one alternative will turn out to be the best, but projects from the other alternatives could be added.

Mr. Hattery reminded members that WFRC staff will attend the Davis, Salt Lake and Weber County COG meetings in November so that all the mayors can voice their opinions and offer suggestions regarding the three alternatives. Mayor Nordfelt said it would be very helpful to send this information to the Mayors before the COG meetings so they will have a chance to review it.

Report on UDOT's ITS Strategic Plan

Richard Manser, UDOT, began a PowerPoint presentation by saying that UDOT has recently completed a Long-Range ITS (Intelligent Transportation System) Strategic Plan to guide the expansion of ITS elements in Utah. About a year ago, UDOT started meeting with consultants and several other agencies to coordinate the objectives for the Plan. ITS infrastructure includes traffic signals, variable message signs, sensors in the pavement detecting surface conditions, traffic detectors monitoring traffic flow and speed, weather stations, etc.

Mr. Manser said that communicating ITS information to other agencies is the most significant part of ITS. Major benefits include incident management teams working directly with highway patrol, police, fire, and emergency medical teams to clean up crash sites quickly which results in less delay and a reduction in secondary crashes. A University of Utah study showed that ITS technology has resulted in \$178 million in user savings in the Salt Lake area.

Mr. Manser said that UDOT's ITS Strategic Plan does not focus on individual projects. Instead, it is a framework to guide ITS investments through a wide range of issues over the next 10 years. Some questions the Strategic Plan focuses on are "What is our region's responsibility for operation and maintenance?," "How can we meet the increasing costs and fund future projects?," "How can we continue to bring partners together from other agencies?," and "How can we meet training and staffing issues as technology changes?"

Mr. Manser's PowerPoint presentation also highlighted federal funding opportunities, goals and objectives, new strategies, and putting the plan into action. He said it is a challenge to keep up with ever-changing technology and data. Currently UDOT is in the process of developing a multi-year ITS program based on need, safety and ability which will result in a list of prioritized proposed projects to add to the ITS system.

Mr. Manser asked if there were any questions. Mr. Hattery pointed out that CMAQ funds provide approximately \$1-2 million every year to the ITS system in the Salt Lake and Ogden/Layton areas. There is a State Traffic Management Committee (which Wayne Bennion of the WFRC staff is a member of) that provides advice to UDOT, cities and counties on how to pursue ITS projects with CMAQ funding.

Mayor Nordfelt thanked all for their attendance and participation.

The meeting adjourned at 3:40 p.m.

Next Meeting Date: February 8 or April 12, 2007