

## **TRANSPORTATION COORDINATING COMMITTEE**

### **Minutes of Meeting held August 9, 2007**

Chairman 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. Commissioner Bischoff welcomed Commissioner Stuart Adams, Utah Transportation Commission, as a new member of Trans Com. Those in attendance were asked to introduce themselves.

#### **ATTENDANCE**

##### **Members:**

Ken Bischoff, Chair	Commissioner, Weber County
Lynn Crane, Vice-Chair	Mayor, Herriman City
Bret Millburn	Commissioner, Davis County
Michael Jensen	Councilman, Salt Lake County
Ron Russell	Mayor, Centerville City
Mitch Adams	Mayor, Clinton City
Darrell H. Smith	Mayor, Draper City
Tim Wheelwright	Mayor, Pleasant View City
Tom Dolan	Mayor, Sandy City
David Newton	Mayor, West Jordan
Dennis Nordfelt	Mayor, West Valley City
Jim Horrocks	Utah Air Quality Board
Steve Randall	Utah Transit Authority Board of Trustees
Terry Diehl	Utah Transit Authority Board of Trustees
Stuart Adams	Utah Transportation Commission
Meghan Holbrook	Utah Transportation Commission

##### **Others:**

Chris Hillman	Clearfield City
Mike Child	Clinton City
Bryce Wilcox	J-U-B Engineers (representing Clinton City)
John Hiskey	Sandy City
Shane Greenwood	South Jordan City
Donald Adams	Taylorsville City
Rick Davis	West Point City
Steve Call	Federal Highway Administration
Kelly Lund	Federal Highway Administration
Carlos Braceras	Utah Department of Transportation
Rick McKeague	Utah Division of Air Quality
Mike Allegra	Utah Transit Authority
Mick Crandall	Utah Transit Authority
Tom Bacus	Kennecott Land
Chuck Chappell	Wasatch Front Regional Council
Wayne Bennion	Wasatch Front Regional Council
Kip Billings	Wasatch Front Regional Council
Doug Hattery	Wasatch Front Regional Council
Jory Johner	Wasatch Front Regional Council
Barbara Thomas	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council
Renae Bodily	Wasatch Front Regional Council

## **MINUTES**

**ACTION: Councilman Michael Jensen moved that the minutes of the June 14, 2007, Trans Com meeting be approved as written. Commissioner Meghan Holbrook seconded the motion, and the voting was unanimous.**

## **OPPORTUNITY FOR PUBLIC COMMENT**

Rick Davis, City Manager of West Point City, asked to give an update on a cooperative project between Clearfield, Syracuse and West Point cities. The three communities are currently in the process of planning a shared 1,000 acre mixed-use area. Mr. Davis said that after several discussions with WFRC staff, realtors, builders, government officials, city councils, legislators, and the State Office of Economic Development, the recommendation is to proactively masterplan this area for future development and to continue with the 200 South Corridor Study. The 200 South Corridor is essential in this rapidly-growing area. Mr. Davis said he appreciates the support from Trans Com and the WFRC staff.

Doug Hattery, WFRC, added that UDOT will soon begin a study of all the east-west traffic in northern Davis County and western Weber County. UDOT is currently doing a similar east-west traffic study in Salt Lake County.

## **REPORT ON ADOPTED REGIONAL TRANSPORTATION PLAN**

Jory Johner, WFRC, reported that the *Wasatch Front Regional Transportation Plan: 2007-2030 (2030 RTP)* was approved by the Regional Council on May 24, 2007. The Regional Council also found the 2030 RTP to conform with state air quality plans. CD's of the 2030 RTP will be distributed to city and county mayors, engineers, and planners by the end of August. The Plan is also available online at [www.wfrc.org](http://www.wfrc.org). Mr. Johner specifically mentioned Chapter 8 which includes project lists, maps and recommendations.

Mr. Johner also reported on *Utah's Unified Transportation Plan: 2007-2030*. He said this was a joint effort between UDOT, UTA, WFRC, and the three other MPOs in the state. Mr. Johner thinks that this is the first time in the country that an entire State has put together a unified transportation plan. Copies of this Unified Transportation Plan will also be sent to the city and county mayors, engineers and planners and can be downloaded at [www.dot.utah.gov](http://www.dot.utah.gov).

Mr. Johner encouraged Trans Com members to refer to both of these Plans often. The 2030 RTP will be updated in another three to four years.

## **REPORT ON AIR QUALITY PERFORMANCE**

Mr. Hattery began this report by mentioning the tragic bridge collapse in Minnesota that occurred the previous week and the need to monitor the condition of our region's transportation system. He said that reports will be given at future Trans Com meetings regarding the performance of the region's transportation system, including the condition of bridges and other infrastructure. In response to questions regarding how Utah bridges compared to other parts of the country, Carlos Braceras, UDOT, said that Utah bridges are safe and better than average. Mr. Braceras said that out of 1,820

state road bridges, 3% are termed “structurally deficient”, and out of 900 local road bridges, 12% are termed “structurally deficient.” (Structurally deficient means that the bridges need maintenance, not that they will be collapsing soon.) He also said that last year Governor Huntsman approved a State Bridge Program, programmed with \$30 million, to address “critical” bridges (specifically mentioning bridges on I-80, Beck Street and Weber Canyon).

Kip Billings, WFRC, gave a PowerPoint presentation on the region’s air quality and how it relates to transportation. He reported that all the Wasatch Front areas currently meet conformity standards for carbon monoxide (CO) and for particulate matter (PM<sub>10</sub>). Tailpipe emissions have decreased significantly since 1980 and will continue to decrease in the future. Mr. Billings also presented a “report card” on the PM<sub>2.5</sub>, Ozone, PM<sub>10</sub>, and CO levels in Salt Lake, Davis, Weber, and Tooele Counties. All counties received a “B” grade for failing the new PM<sub>2.5</sub> standard except Tooele which got an “A” for meeting all four pollutant standards.

Mr. Billings reported that in addition to the new PM<sub>2.5</sub> standard, EPA will soon lower the standard for ozone. When that occurs, Salt Lake, Davis and Weber Counties will likely be in violation of the standard. He said the schedule for implementing the new air quality standards for PM<sub>2.5</sub> and Ozone will be:

	<b>PM<sub>2.5</sub></b>	<b>Ozone</b>
Promulgation of Standard	September 2006	March 2008
EPA Final Designations	April 2010	August 2010
Conformity Test Required	April 2011	August 2011
State Air Quality Implementation Plan (SIP) Due	April 2013	August 2013

Mr. Billings said it will be a challenge to meet these new standards in our urban areas. While PM<sub>2.5</sub> concentrations have been declining in recent years and are expected to go down further with future emissions reductions, ozone levels have remained rather flat even with reduced vehicle emissions of pollutants causing ozone. He asked if there were any questions.

In response to a question by Mayor Nordfelt asking if any studies were being done on what would happen to air quality if new highway and transit projects were not built, Mr. Billings said that there is a section in the recently adopted 2030 RTP that addresses that issue. If new transportation projects are not built, the results would be increased congestion and worse air quality. Mayor Nordfelt said that some of the public believes that the Mountain View Corridor will have a negative impact on air quality, whereas in reality, it will improve air quality. He suggested putting out a press release to educate the public on this issue. Jim Horrocks, Horrocks Engineering, said that part of the NEPA process always considers the differences between build vs. no build. Mr. Horrocks said that there are some citizen groups who would like to see Utah go with more stringent air quality standards than the federal requirements.

Commissioner Holbrook asked how our area compares with other areas in the western states. Mr. Billings said that it is hard to compare because each area uses different scales. For example, the Wasatch Front area issues “red alert” days --- that does not mean we are exceeding the federal standard, it means we are getting close to the standard and need to do what we can to improve air quality.

Commissioner Adams asked if better air quality is the result of better cars or a better system? Mr. Billings responded that most of the benefits are due to better cars; however, less congestion also

plays a major part. Mr. Hattery added that air quality is much better today than 30 years ago; but we should continue to do everything we can to keep improving air quality.

Mr. Hattery said that Mr. Billings is currently working on a newsletter on air quality. It was suggested that when the newsletter is finished, it would be an appropriate time to do a joint press release with UDOT, UTA and DAQ to follow up on Mayor Nordfelt's suggestion.

## **TRANSPORTATION IMPROVEMENT PROGRAM**

### **1. Report on TIP/STIP Staff Modifications**

There were no staff modifications or changes during the last two months.

### **2. Approval on Board Modifications to 2007-2012 TIP**

Ben Wuthrich, WFRC, reported on the following seven projects on the 2007-2012 TIP that the WFRC had received requests for additional funding.

<b>County</b>	<b>Project Location</b>	<b>Type of Work</b>	<b>Funding Source</b>	<b>Recommended Additional Funding</b>
Davis	I-15; Farmington to Gordon Ave	Widening	Critical Highway Needs Fund	\$55 million
Davis	I-15; South Layton at Fort Lane	New Interchange	Critical Highway Needs Fund	\$65 million
Davis	SR-108 (Syracuse Rd); 1000 West to 2000 West	Widening	Critical Highway Needs Fund	\$15 million
Davis	SR-68 (500 South); Redwood Road/ Legacy Parkway to I-15	Widening	Critical Highway Needs Fund	\$12 million
Davis	I-15; Pages Lane to US-89	Pavement Preservation	Interstate Maintenance Funds	\$1.4 million
Salt Lake	I-15; Santaquin to Salt Lake County	Environmental Impact Study	Interstate Maintenance Funds & State Construction Funds	\$1.2 million
Weber	Hinckley Drive; SR-126 to Midland Dr	New 4 lane	Critical Highway Needs Fund	\$25 million

Mr. Wuthrich also reported on the following four new projects that were requested to be added to the 2007-2012 TIP:

County	Project Location	Type of Work	Funding Source	Recommended Funding
Davis	SR-108; Syracuse Road Northerly	Widening	Critical Highway Needs Fund	\$20 million
Davis	800 North (in Clinton/ Clearfield); Bridge at the D&RGW Railroad Corridor	Emergency Repair/Replace	Ogden/Layton Urbanized Surface Transportation Funds	\$1.45 million
Salt Lake	11400 South; Jordan Gateway to 1300 West	New 4 lane roadway	Critical Highway Needs Fund	\$70 million
Salt Lake	Mountain View Corridor; SR-201 to 3500 South	New construction	Critical Highway Needs Fund	\$160 million

Mr. Wuthrich said the “Critical Highway Needs Funds” came from a \$1 billion bond approved by the Legislature during the last session. UDOT and the Transportation Commission decide where these funds should be spent.

Commissioner Adams commented that the Transportation Commission is concerned that several projects are coming back to request additional funds. He cautioned Trans Com members to be aware that in the future the Commission may decide to scale a project back, or even cancel a project, if additional funding requests are too large.

Mr. Wuthrich concluded his presentation by saying that both the Salt Lake and Ogden/Layton TACs and the WFRC staff recommended approval of the resolution to modify the TIP.

**ACTION: Councilman Jensen moved that Trans Com approve the resolution to amend the 2007-2012 TIP as requested. Mayor Nordfelt seconded the motion and the voting was unanimous.**

### 3. Approval of 2008-2013 TIP

Mr. Wuthrich said the Wasatch Front Regional Council is responsible for developing the six-year Transportation Improvement Program which includes highway and transit projects that are identified on the Regional Transportation Plan. He briefly went over a table summary of all the projects which are funded by the Surface Transportation Program, the Congestion Mitigation / Air Quality Program, other Federal-Aid Funded projects, State Funded projects, Public Transit Program projects, and Locally Funded projects.

Mr. Wuthrich said that an analysis of the TIP shows that it conforms to the state air quality plans. The public comment period extended from June 27 through July 31, 2007. Two comments were received: (1) an individual requested that CMAQ funds should be used to build more bike and pedestrian facilities, and (2) an individual requested that less funds be used for transit projects. Copies of these comments were made available to Trans Com members.

Mr. Wuthrich concluded his presentation by saying that both the Salt Lake and Ogden/Layton TACs and the WFRC staff recommended approval of the resolution approving the 2008-2013 TIP and the conformity finding for the 2008-2013 TIP.

**ACTION: Councilman Jensen moved that Trans Com approve and recommend to the Regional Council the adoption of the resolution approving the 2008-2013 TIP and the conformity finding. Mayor Smith seconded the motion and the voting was unanimous.**

## **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 the region has a transportation planning process that meets all federal requirements. Each 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 and Certification Determination in their packets. He specifically mentioned that WFRC has addressed the eight SAFETEA-LU planning factors, including the public involvement process. He said the WFRC staff feels they are meeting all of the requirements and recommends approval of this resolution.

**ACTION: Councilman Jensen moved that Trans Com recommend to the Regional Council that they approve the joint resolution certifying the transportation planning process. Mayor Dolan seconded the motion and the voting was unanimous.**

## **REPORT ON UTA'S FINANCIAL PLAN**

Mike Allegra, UTA, said that after many months of hard work, the initial draft of UTA's financial plan was presented to UTA's Board of Directors. UTA has a very aggressive plan of building five rail lines by 2015. He mentioned several accomplishments UTA has made including: completing several Environmental Impact Statements, purchasing railroad rights-of-way as well as several other properties, and having designers on board and construction bids out.

Mr. Allegra discussed how these rail lines are being treated as one project, which results in tremendous savings by purchasing all rail cars at once and by working with one administration and management team. It is important to UTA to establish annual budgets as well as 5-8 year budgets. In response to a question, Mr. Allegra said the life span of rail cars is approximately 30 years.

He began a PowerPoint presentation and highlighted the following six "Program Goals and Objectives":

- Primary Objective – Deliver a program that meets the UTA Board and Community's broader goals.
- Decision Making – Create efficient internal and external processes and mechanisms to make decisions in a timely manner.
- Communication – Create and implement a communication program to inform the community and the project stakeholders concerning progress.
- Budget – Plan for and deliver a safe, efficient, quality no frills product and maximize local and federal contributions.
- Schedule – Open the full 70 miles of rail construction within 10 years; and
- Delivery – Create appropriate and innovate mechanisms, procedures and processes that develop a collaborative and productive atmosphere throughout the project team, stakeholders and UTA as a whole.

Mick Crandall, UTA, explained the remainder of the PowerPoint presentation which included program principles, Transit 2015 program, contract packages, schedule of construction for new rail lines, operating and maintenance costs and revenue, and capital costs and revenue. He highlighted the following key points:

- UTA has the ability to access the capital markets to fund the entire 2015 Plan at the current projected costs.
- Inter-local agreements with both Salt Lake and Utah Counties must be finalized prior to issuing bond to finance projects in the 2015 Plan.
- The 2015 Plan will adjust over time to reflect changes in interest rates, sales tax growth rates, O&M costs, and the actual speed and size of capital expenditures.

## **REPORT ON WFRC STRATEGIC GOALS FOR 2008**

Mr. Hattery reported that the Regional Council met on June 28 to establish strategic goals and objectives for the 2008 fiscal year. He briefly discussed the following seven goals:

1. Enhance the Council's relationship with the Legislature, so that local transportation issues are known and considered as decisions are made for transportation funding.
2. Coordinate economic development, other transportation modes, and land use planning with transportation plans, so that all regional and local plans become mutually supportive.
3. Reduce vehicle emissions through the transportation planning process, so that the air quality is improved.
4. Increase transportation funding and wisely invest those funds, so that UDOT, UTA, and local agencies are able to maintain, manage, and expand the transportation system to enhance regional mobility.
5. Make safety one of the criteria in the planning and programming process and coordinate with others on safety, so that crashes, fatalities, and injuries are reduced.
6. Educate council members and the public about WFRC processes, so that they are knowledgeable and able to participate in the transportation planning process; make good, informed local decisions; and are supportive of regional decisions.
7. Improve council operations, so that the Council's mission is clear and that the goals are met.

Mr. Hattery asked if there were any comments to take back to the Regional Council. Commissioner Holbrook suggested that the Regional Council should have more of a voice in airport operations. Mr. Hattery responded that the Salt Lake International Airport Director has shown an interest in becoming a member of the Regional Council or Trans Com.

## **OTHER ITEMS**

It was announced that George Ramjoué will be leaving the Wasatch Front Regional Council to work for Horrocks Engineering. An Open House will be held in his honor before the Regional Council meeting on August 23.

The meeting adjourned at 3:40 p.m.

Next Meeting Date: October 11 or November 8, 2007