

TRANSPORTATION COORDINATING COMMITTEE

Minutes of Meeting held June 12, 2008

Mayor J. Lynn Crane called Trans Com to order at 2:00 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

ATTENDANCE

Members:

J. Lynn Crane, Chair	Mayor, Herriman City
Ken Bischoff	Commissioner, Weber County
L. Mitch Adams	Mayor, Clinton City
Darrell H. Smith	Mayor, Draper City
Heather Jackson	Mayor, Eagle Mountain
Jay Jenkins	Mayor, Plain City
Dennis Nordfelt	Mayor, West Valley City
Butch Waidelich	Federal Highway Administration
Stuart Adams	Utah Transportation Commission
Meghan Holbrook	Utah Transportation Commission

Others:

Kirk Schmalz	Davis County
Mark Reid	Bluffdale City
John Hiskey	Sandy City
Kevin Fayles	Envision Utah
Shane Greenwood	South Jordan City
Jon Cox	Senator Bennett's office
Roger Borgenicht	Future Moves
Clayton Norlen	Deseret News
Kevin Griffin	Utah Department of Transportation – Region 1
Joe Kammerer	Utah Department of Transportation – Region 2
Mary Guy-Sell	Utah Department of Transportation
Rick McKeague	Utah Division of Air Quality
Michael Allegra	Utah Transit Authority.
Necia Christensen	Utah Transit Authority Board of Trustees
Chuck Chappell	Wasatch Front Regional Council
Wayne Bennion	Wasatch Front Regional Council
Ed Blaney	Wasatch Front Regional Council
Ned Hacker	Wasatch Front Regional Council
Doug Hattery	Wasatch Front Regional Council
Bartly Mathews	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 April 17, 2008, Trans Com meeting be approved as written. Mayor Nordfelt seconded the motion, and the voting was unanimous.

OPPORTUNITY FOR PUBLIC COMMENT

There were no comments.

TRANSPORTATION IMPROVEMENT PROGRAM

Report on Funds Obligated During Fiscal Year 2007

Ben Wuthrich said that SAFETEA-LU requires the Wasatch Front Regional Council in cooperation with the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) to prepare a report of obligated federal, state, and local funding for each federal fiscal year. He discussed a chart (included in the members' packets) which showed all the funds obligated in FY2007 (October 1, 2006 through September 30, 2007) in the Region. He highlighted the fact that over \$575 million of federal and state funds were obligated in the Wasatch Front Region (82.87% of total funds obligated throughout the urbanized areas in the State). Mr. Wuthrich complimented UDOT, UTA, and the cities and counties for their hard work in accomplishing so many transportation projects in our Region.

Mr. Wuthrich handed out another list that showed specifically which projects received the obligated funds in FY2007. (If you would like a copy of this list, please contact the Wasatch Front Regional Council at 801-363-4250.)

Commissioner Adams asked how the percentage of State and Federal funds obligated has tracked over the years. Mr. Waidelich responded that in the past on a national level, the ratio has typically been 40% from federal funds. Currently, less than 20% of funding is from federal funds in the State of Utah.

Report on Board Modifications to the 2008-2013 Transportation Improvement Program (TIP)

Mr. Wuthrich said that since the last Trans Com meeting in April, the WFRC received several requests to modify the current 2008-2013 TIP. The Regional Council took action on all of the requests at their May meeting. Mr. Wuthrich briefly reviewed the project modifications for Trans Com's information (a list was included in members' packets).

In response to a question of how modifications get on the list, Mr. Wuthrich explained that the WFRC receives requests to modify projects. The requests are then reviewed at the Technical Committees, and then reviewed and recommended for approval or disapproval at Trans Com or Regional Council meetings. Finally, the modification requests go to the Transportation Commission for inclusion in the Statewide Transportation Improvement Program.

Action to Approve the Draft 2009-2014 Transportation Improvement Program (TIP) for Public Comment

Mr. Wuthrich said that the WFRC is responsible for developing a six-year TIP of highway and transit projects funded by federal, state, and local revenues. The WFRC staff has worked

with UDOT, UTA, cities and counties to compile the list of proposed projects for inclusion in the 2009-2014 TIP. Mr. Wuthrich explained the format of the draft TIP (which was included in members' packets) and briefly reviewed some of the projects.

Mr. Wuthrich said the draft TIP is ready to go out for a 30-day public comment period and asked if there were any questions.

Roger Borgenicht asked if the new PM_{2.5} standard will be used for conformity on the 2009-2014 TIP. Mr. Hattery and Mr. Bennion responded that air quality conformity will be demonstrated on the TIP using the current national air quality standards and the budgets in the current State Implementation Plan (SIP). Transportation plans and programs will likely be required to meet new PM_{2.5} conformity tests after April, 2010.

In response to a question from Commissioner Holbrook about Intelligent Transportation System (ITS) projects, Michael Allegra explained that ITS is the new technology of transportation which is part of our future. He said it is important to create ways that the public, police and fire departments can easily access transportation information. Mr. Allegra specifically mentioned a new electronic fare system to be implemented in the future where passengers can pay a distance-based fare using credit and debit cards for all modes of transit service.

In response to a question from Mayor Smith, Mr. Wuthrich explained that the public comment period will go from the end of June to July 31. The comments and responses will first be reviewed in August by the Technical Committees and Trans Com, and then forwarded to the Regional Council for their consideration in adopting the 2009-2014 TIP. The TIP will then be forwarded to the Federal Highway Administration and the Federal Transit Administration in September for their final review and approval with the STIP by October 1st.

ACTION: Mayor Nordfelt moved that Trans Com approve the Draft 2009-2014 TIP and the conformity analysis for public review. Commissioner Bischoff seconded the motion and the voting was unanimous.

ACTION TO APPROVE THE DRAFT COORDINATED HUMAN SERVICES TRANSPORTATION PLAN FOR PUBLIC COMMENT

Doug Hattery said there is a growing need for transportation options for persons with special needs. He said there are currently over 65 federal programs that provide funding for special needs transportation. UDOT has established a statewide United We Ride Committee with representatives from federal, state, local, and private agencies to oversee and coordinate these funding programs to address needs on a statewide basis.

Mr. Hattery reported on a Future Search Conference organized by UTA and held in April. This conference was generated by the need to provide better service for persons with disabilities after the realignment of bus routes. One of the conclusions of the conference is that all agencies need to work together to improve that service.

Mr. Hattery discussed the following three programs that provide funding through FTA to expand transportation options for persons with disabilities, seniors, and low income persons:

1. **Job Access/Reverse Commute (JARC) program** – Provides improved transportation services for low income persons and welfare recipients with the goal of making employment opportunities more accessible (i.e. getting them to and from work if they work shifts other than normal hours transit is in operation).
2. **New Freedom program** – Expands the transportation mobility options available for persons with disabilities beyond what is required by the Americans with Disabilities Act (i.e. provides additional para-transit service for the disabled beyond the ¾ of a mile from bus routes that UTA is required to provide).
3. **FTA Section 5310 program** – Makes capital funding available for public and private agencies that provide transportation for persons with disabilities and/or seniors.

Mr. Hattery said that WFRC has the responsibility to make recommendations on how the JARC and New Freedom funds will be spent in the Salt Lake and Ogden-Layton Urbanized Areas. A UDOT committee will program the funds for the Section 5310 program.

Mr. Hattery said that SAFETEA-LU requires that there be a Coordinated Human Service Public Transportation Plan for the rural and urban areas of the state. UDOT has prepared a Coordinated Human Services Transportation Plan for the rural parts of the state. Ed Blaney of the WFRC staff, in cooperation with UDOT, UTA and other local agencies, has been preparing the Plan for the five counties in our Region. Mr. Hattery briefly reviewed a summary of the needs and strategies of the human service plan in our Region. (The summary was included in the members' packets.) Some of the needs highlighted were:

- Implement the plan using the Regional Growth Principles
- Provide educational programs to teach people on how to use the services and educate the agencies who provide the services
- Eliminate financial burdens
- Make UTA service more effective such as providing longer hours of service for those who work different shifts
- Coordinate service among all the transportation agencies

Mr. Hattery said an important strategy is to have a more detailed plan on how this coordinated transportation plan will work (i.e. who will provide insurance, who will dispatch vehicles, who will maintain vehicles, who will coordinate activity between the agencies, etc.).

Mr. Hattery concluded by saying the WFRC staff recommends that the draft Coordinated Human Services Transportation Plan be made available for public comment during July in conjunction with the comment period for the 2009-2014 TIP and with amendments being proposed for the Regional Transportation Plan. In response to a question from Mayor Smith, Mary Guy-Sell said UDOT has already concluded the public comment period for the human services plan for the rural areas of the state.

ACTION: Commissioner Bischoff moved that Trans Com approve the Draft Coordinated Human Services Transportation Plan for public comment. Mayor Smith seconded the motion and the voting was unanimous.

ACTION TO APPROVE HUMAN SERVICES TRANSPORTATION PROJECT APPLICATIONS

Mr. Hattery said that the WFRC needs to select projects to use JARC and New Freedom money that was apportioned for FY2006 by the end of the current fiscal year (September 30, 2008). There is approximately \$127,000 available for the Ogden-Layton Area and \$291,000 for the Salt Lake Area in JARC funding. New Freedom funding available is \$68,000 for the Ogden/Layton Area and \$170,000 for the Salt Lake Area.

Applications to use these funds were received through UDOT. Mr. Hattery briefly reviewed the following seven projects that were submitted for funding and recommended by the Advisory Committees:

- Ride along/attendant care for individuals with intellectual disabilities
- Weber County mobility management study
- Mobility management and coordinated communication system
- Saturday service on State Street Route 201
- Saturday service on Redwood Road Route 218
- New route added on 5600 West
- Tooele City route deviation

Mayor Nordfelt asked who was on the Advisory Committee in the Salt Lake Area. Mr. Hattery responded that the committee consisted of the Salt Lake County COG Human Services and Housing Committee, with additional representatives from Salt Lake County Aging, Workforce Services, private transportation providers, and UTA. He said that Committee members in both the Ogden-Layton Area and Salt Lake area should be more formally defined in the next few months.

ACTION: Commissioner Adams moved that Trans Com approve the seven projects to use the FY2006 JARC and New Freedom funding as recommended by the advisory committees and staff. Mayor Nordfelt seconded the motion and the voting was unanimous.

FRONTLINES 2015 UPDATE

Mike Allegra said that he recently had the privilege of testifying before Congress about the great progress that is being made on transit and highway projects in Utah. He said Utah is being viewed nationally as a State that can help shape the federal reauthorization bills.

Mr. Allegra also reported on a meeting he attended in Washington DC with all the country's modal administrators including representatives from FHWA, FTA, FRA, FAA, TSA, and NARC. He said he had the opportunity to speak to them about the aggressive nature of what Utah is doing on highway and transit projects. Mr. Allegra said that at the meeting UTA gave suggestions on how to work together in solving transportation problems.

Mr. Allegra said that UTA has adopted an honor roll and that last month Commissioner Stuart Adams, a member of Trans Com, was recommended to be placed on the Honor Roll as a key member.

Mr. Allegra distributed a handout titled *Frontlines 2015: Building 70 miles of rail in 7 years* (see Attachment #1). He said significant progress has been made including federal funding has been

negotiated through an innovative Memorandum of Understanding; staff and consultants have been hired; rail, ties and vehicles are being procured; more than \$539 million has been obligated; and construction is underway in some corridors. He briefly discussed the Financial Plan, Interlocal Agreements, Program Management, Environmental, Engineering and Design Work, Procurement, and Construction.

Mr. Allegra said the Mid-Jordan line groundbreaking was held in May. Between June and the first of next year groundbreaking ceremonies will be held for the West Valley City line, the Draper line, the Airport line, and FrontRunner South. He commented that it took approximately 25 years to complete the first 70 miles of rail --- and it will only take 7 years to complete the next 70 miles of rail.

Mr. Allegra asked if there were any questions. Commissioner Adams made a comment that there are a lot of transportation needs in the State and it is exciting to see these transit programs moving forward. Mr. Allegra said that UTA is seeing double-digit increases in ridership on all transit modes due to the sharp increases in fuel costs. Adjustments will soon be made on FrontRunner to better accommodate the bicycles that are brought aboard.

Mayor Crane said it is very rewarding to see the results of years of planning, and it is good to be recognized across the country.

FEDERAL REAUTHORIZATION UPDATE

Butch Waidelich, Administrator for the Utah Division of the Federal Highway Administration, complimented the State of Utah for moving forward with highway and transit programs even though there has been a decrease in federal funds the past few years. He talked about conditions today including \$4 per gallon gas, escalating construction costs, economic competition, greenhouse gas emissions, transit ridership being up, and vehicle miles traveled being down.

Mr. Waidelich said with the SAFETEA-LU program coming to an end, there are several complex issues to consider with the authorization of a new bill. It is estimated that the Highway Trust Fund will be \$3.3 billion in the red at the beginning of 2009. He said part of SAFETEA-LU was to deliberately draw down the Trust Fund. SAFETEA-LU has guaranteed that the States receive \$42 billion each year. Different proposals are now being discussed on how much the States will receive in the future.

Mr. Waidelich said the National Surface Transportation Policy and Revenue Study Commission conducted a study headed by the Secretary of Transportation with various stakeholders around the country. They completed a report published in January to facilitate public and congressional debate with **recommendations** for transportation programs in the future. Mr. Waidelich highlighted the following points in the report:

The Commission's objectives were to:

- Examine conditions/needs of the surface transportation system for 15, 30, and 50 years
- Develop a conceptual plan, with alternative approaches, to ensure that the system will continue to serve the needs of the U.S. for the 21st Century.
- Examine the roles of the various levels of government and the private sector in meeting future surface transportation financing needs.
- Recommend alternatives to replace or supplement the fuel tax as the principal revenue source to support the Highway Trust Fund.

The Commission considered the following major future factors:

- Extensive population growth and shifting locations
- Emergence of mega-regions
- Increasing demand for mobility
- Environmental and energy realities
- Freight transportation growth in a global economy
- Aging infrastructure clogged by escalating traffic congestion

The Commission recommended a new five-part federal compact:

- A strong federal role
- Increased expenditures from all levels of government and the private sector
- Improved effectiveness and accountability for investments
- Investment strategies targeted at performance outcomes
- Institutional and federal program delivery reforms.

The Commission recommended the following 10 focus areas of National interest:

- Rebuilding America
- Freight transportation
- Congestion relief
- Saving lives
- Connecting America
- Intercity passenger rail
- Environmental stewardship
- Energy security
- Federal lands
- Research, development and technology

Mr. Waidelich said the full report can be viewed at www.dot.gov.

OTHER BUSINESS

Regional Transportation Plan

Ned Hacker reported on nine proposed Amendments to the Regional Transportation Plan (RTP): 2007-2030 (see Attachment #2). He said the Amendments will go out for a 30-day public comment period at the end of June. In August, the proposed amendments will then be reviewed at COG meetings and the Regional Growth Committee meeting. The Regional Council is anticipated to adopt the amendments to the RTP at the end of August.

Mayor Crane thanked everyone for their attendance and reports.

The meeting ended at 3:50 p.m.

Next Meeting: August 14, 2008



Progress & Accomplishments through Spring 2008

Over the past year, UTA has moved forward aggressively in an effort to complete the FrontLines program by 2015 as committed. Significant progress has been made; federal funding has been negotiated through an innovative Memorandum of Understanding; staff and consultants have been hired; rail, ties and vehicles are being procured; and more than \$539 million has been obligated. Construction is underway in some corridors.

Financial Plan

- Developed a comprehensive financial plan, incorporating the 2015 program into UTA's capital and operating budget through 2030.
- Memorandum of Understanding signed with FTA, representing \$570 million in federal funds.
- Over \$539 million obligated.
- UTA Board of Trustees approved 2008 budget, including \$391 million for the program.
- UTA Board of Trustees authorized up to \$700 million in bonds which was issued in early 2008.
- Received Final Design authority from FTA and Letter of No Prejudice (LONP) for \$56 million for Mid-Jordan Line.
- Application to FTA underway for Full Funding Grant Agreement on Mid-Jordan Line.

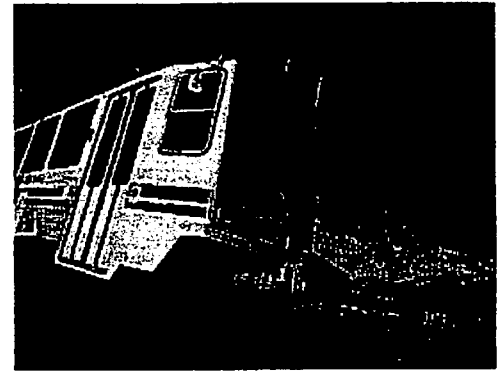


Interlocal Agreements

- Master Interlocal Agreement executed with all 43 communities along railroad corridors.
- Interlocal agreement in place with four cities and Kennecott Land for Mid-Jordan Line.
- Letter of agreement in place between UTA, Kennecott Land and South Jordan City.
- Interlocal agreement in place with West Valley City for the West Valley Line.
- Interlocal agreement complete with Utah County Commission for FrontRunner South.
- Interlocal agreement and adoption of LPA completed with Salt Lake City for Airport Line.

Program Management

- Senior program administration team hired and in place.
- Staffing plan established and being implemented: over 250 engineers and staff hired and working, 350 planned by end of 2008.
- Integrated Project Control System (IPCS) in place to manage program.
- Federal Project Management Oversight (PMO) in place.
- System Management Oversight Consultant (SMOC) in place.
- Program Management Consultant under contract and actively involved in managing the projects.
- Renovated building occupied - with capacity up to 400 employees - to consolidate all capital development activities and house FrontLines 2015 program engineers and staff.

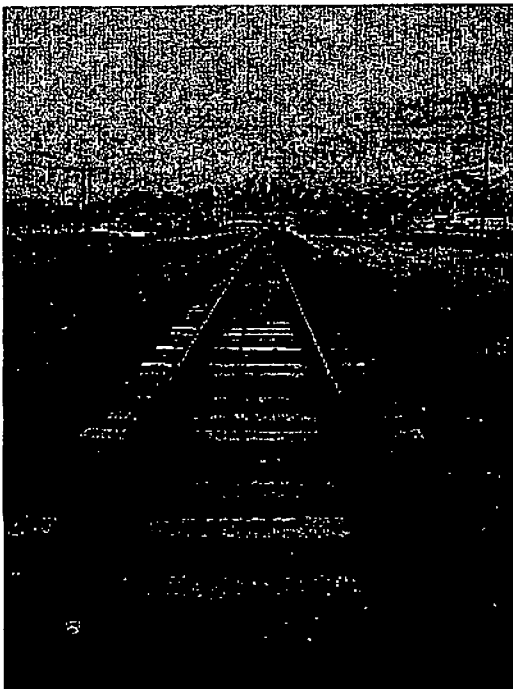


Environmental, Engineering & Design Work

- Final Design (FD) authorization obtained from FTA for Mid-Jordan Line.
- Final Environmental Impact Statement (FEIS) approved for Mid-Jordan Line.
- Record of Decision (ROD) received from FTA for Mid-Jordan Line.
- Design/Build contractor under contract for Mid-Jordan line; design is 80% complete.
- Environmental Study Report (ESR) complete and approved for West Valley Line.
- Engineering design consultant under contract for West Valley Line; design is 95% complete.
- Locally Preferred Alternative (LPA) adopted for Draper Line.
- Environmental and conceptual engineering for Draper Line is underway.
- Environmental review is underway and engineering for Airport Line is 30% complete; FD contractor selected.
- Locally Preferred Alternative (LPA) approved for FrontRunner South.
- Environmental Study Report (ESR) complete for FrontRunner South.
- Engineering and final design consultant under contract for FrontRunner South; design is 50% complete.

Procurement

- Rail procured for the three locally-funded light rail lines.
- Rail ties procured for the three locally-funded light rail lines.
- Option exercised for 10 locomotives for FrontRunner South.
- Procurement in progress for 10 additional cab cars and 8 coach cars for FrontRunner South; 10 Comet cars are being refurbished.
- Contract in place for 77 additional light rail vehicles.
- Right-of-way acquired from UPRR for Mid-Jordan, Draper and FrontRunner South.
- Right-of-Way acquisition for alignment and stations underway.



Construction

- Design/Build contractor under contract for Mid-Jordan and Draper Lines.
- Received Letter of No Prejudice (LONP) from FTA, permitting construction on Mid-Jordan Line prior to obtaining full funding grant agreement; construction began on May 15, 2008.
- Construction management/general contractor (CM/GC) under contract for FrontRunner South for preconstruction services.
- CM/GC for West Valley and Airport Lines under contract for preconstruction services.

Proposed Amendments to the Regional Transportation Plan (RTP): 2007-2030
for release for public comment

Weber County

1. SR-108 (West Haven) – Extend Midland Drive (from Hinckley Drive intersection, ~3650 South/2600 West to 1900 West/SR-126)

The SR-108 Environmental Impact Statement recommends moving the terminus of the project from the intersection of SR-108 and the Hinckley Drive extension to the intersection of SR-108 and 1900 West/SR-126.

[Amendment: Add to Phase 1 of the RTP, SR-108 from the intersection of the Hinckley Drive extension to 1900 West/SR-126.]

Davis County

2. 700 South (Layton) – Main Street to Flint Street

The South Layton Interchange Environmental Impact Statement recommends the interchange connection to the west from Main Street to Flint Street. This project spans the railroad corridor including UTA's FrontRunner and provides a connection to the overflow park and ride lot on the west side of the railroad tracks and help decrease traffic on Gentile Street.

[Amendment: Move from Phase 2 to Phase 1 of the RTP, the section of 700 South from Main Street to Flint Street.]

3. Legacy Connector (Farmington) – North Legacy to Legacy Parkway/ I-15

The City of Farmington and UDOT recommend including a project connecting North Legacy and the Legacy Parkway.

[Amendment: Add to Phase 2 of the RTP, a project connecting North Legacy and the Legacy Parkway. This project would include potential north-south alignments between I-15 on the west side of Farmington City.]

4. Designate the Denver and Rio-Grande Western Corridor (D&RGW) as a Transit and Trails Corridor – 400 North in West Bountiful to 3300 South and Midland Drive in West Haven

The Utah Transit Authority (UTA) requested that the portion of the D&RGW corridor they own be designated as a future transit corridor so the right-of-way can be protected and preserved. The corridor is currently designated in the Rails to Trails program and is in use as a trail.

[Amendment: Add to the RTP, designate the D&RGW corridor as a transit and trails corridor.]

Salt Lake County

5. 11400 South (South Jordan) – Redwood Road to Bangerter Highway

The 11400 South Environmental Impact Statement and Record of Decision have cleared this section of the project corridor. UDOT recommends extending the

terminus of the project from Redwood Road to Bangerter Highway.

[Amendment: Move from Phase 2 to Phase 1 of the RTP, the section of 11400 South from Redwood Road to Bangerter Highway.]

6. 5600 West (Herriman) – Herriman Parkway/12600 South to Main Street/13000 South

The City of Herriman recommends the construction of 5600 West (from Herriman Parkway/12600 South to Main Street/13000 South) in Phase 1. The project on 5600 West would facilitate traffic generated from a new high school and junior high in Herriman.

[Amendment: Move from Phase 3 to Phase 1 of the RTP, the section of 5600 West from Herriman Parkway/12600 South to Main Street/13000 South.]

7. Frontage Road west of I-215 (West Valley City) – 3500 South to 4100 South

West Valley City received funding from the state legislature to construct a north-south frontage road on the west side of I-215 from 3500 South Interchange to 4100 South.

[Amendment: Add to Phase 1 of the RTP, the frontage road west of I-215 from 3500 South Interchange to 4100 South.]

8. 7800 South (West Jordan) – New Bingham Highway to Airport Road/4350 West

UDOT and West Jordan City recommend reconstruction of 7800 South between New Bingham Highway and Airport Road/4350 West.

[Amendment: Move from Phase 2 to Phase 1 of the RTP, the section of 7800 South from the intersection of New Bingham Highway to Airport Road/4350 West.]

9. I-215 (Taylorsville) – Grade Separated Interchange at 5400 South

UDOT and Taylorsville City recommend a grade separated interchange at I-215 and 5400 South, in Phase 1 of the RTP. With preliminary information from the Salt Lake County East-West Corridors Study this interchange would potentially improve east-west travel on both 6200 South and 4700 South.

[Amendment: Add to Phase 1 of the RTP, a grade separated interchange at I-215 and 5400 South.]

A map showing the project locations will also be provided.