

TRANSPORTATION COORDINATING COMMITTEE

Minutes of Meeting held November 13, 2008

Mayor J. Lynn Crane called Trans Com 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.

ATTENDANCE

Members:

J. Lynn Crane, Chair	Mayor, Herriman City
Ron Russell	Mayor, Centerville City
Darrell H. Smith	Mayor, Draper City
Dennis Nordfelt	Mayor, West Valley City
Jim Horrocks	Utah Air Quality Board
Necia Christensen	Utah Transit Authority Board of Trustees
Stuart Adams	Utah Transportation Commission
Meghan Holbrook	Utah Transportation Commission

Others:

Kirk Schmalz	Davis County Public Works
Brad Gilson	Cottonwood Heights City
Kevin Smith	Cottonwood Heights City
Tim Harpst	Salt Lake City
Kevyn Smeltzer	Salt Lake County
Max Johnson	Salt Lake County
David D. White	Salt Lake County
Jon Osier	Rio Tinto
Shane Greenwood	South Jordan City
Steve Call	Federal Highway Administration
Kelly Lund	Federal Highway Administration
Ahmad Jaber	Utah Department of Transportation
Brad Humphreys	Utah Department of Transportation – Region 1
Brett Slater	Utah Department of Transportation – Region 1
Dave Kinnecom	Utah Department of Transportation – Region 2
Jason Davis	Utah Department of Transportation – Region 2
Jerry Maio	Utah Department of Transportation
Mick Crandall	Utah Transit Authority
Stan DeJong	Utah Transit Authority
Wayne Bennion	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council
Renaë Bodily	Wasatch Front Regional Council

MINUTES

ACTION: Commissioner Adams moved that the minutes of the August 14, 2008, Trans Com meeting be approved as written. Mayor Russell seconded the motion, and the voting was unanimous.

OPPORTUNITY FOR PUBLIC COMMENT

There were no comments.

TRAFFIC MANAGEMENT PLANNING

Dave Kinnecom from UDOT Region 2 said that Governor Huntsman, Mayor Corroon and Mayor Becker have asked UDOT and local government to put more effort into coordinating traffic signal operation. Mr. Kinnecom said UDOT has asked the Wasatch Front Regional Council to get more involved in this issue through the Trans Com Technical Advisory Committees. He said UDOT representatives have already met with the TACs and now he wanted to give a brief summary to Trans Com.

Mr. Kinnecom said that Salt Lake County has a shared computer traffic control system among UDOT, the county and the municipalities. He distributed a handout and discussed the following items:

- Legislation passed on traffic management
- Traffic signals in Utah
- Existing interagency traffic signal systems
- How the traffic signal management system is used
- Benefits of traffic signal systems
- Traffic signal management results in an annual savings in Utah of:
 - 10 million hours of delay
 - 600 million stops at red lights
 - 5 million gallons of gasoline
 - 55,000 tons of CO₂
- Suggested involvement by MPOs.

Mr. Kinnecom highlighted the fact that signal coordination is a regional issue. Citizens do not know whether the county or individual cities manage the traffic signal coordination --- they just expect the system to work right. UDOT would like to get more involvement and awareness from local governments. They are asking for municipalities that are interested in traffic management to have representatives direct some of the long-term planning on this issue including funding decisions.

Tim Harpst, representing Salt Lake City, said that traffic signal management helps tens of thousands in the Wasatch Front area every day. He said this is an important issue to Salt Lake City and that Mayor Becker has increased the traffic budget to keep the management system updated.

Mr. Harpst also praised state, county and city leaders for working so well together on this issue. He said that there is a joint effort to lower the number of trips everyone makes. Four-day work weeks and telecommuting result in lower peak traffic volume periods which result in better air quality.

Kevyn Smeltzer, representing Salt Lake County, said that the county would like to work more closely with all the cities in the county to maintain 250 traffic signals. Besides inviting city representatives to meet at the Salt Lake Area TAC, he said that early in 2009 Salt Lake County will be inviting cities to come to the Traffic Operations Center (TOC) to discuss how planning and development design can help improve coordination of traffic signals.

Mr. Horrocks asked what specific things WFRC could do to improve traffic management. Mr. Bennion replied that over the past decade, the Regional Council has programmed Congestion Mitigation/ Air Quality funding to help with the expansion of the system and signal coordination improvements. Now WFRC invites more cities to participate in the technical traffic management subcommittees to increase attention and emphasis. He said there is a need to look for additional long-term funding sources.

Other comments made by Trans Com members included: traffic signal coordination is a common complaint of citizens, a good coordinating effort is needed, more improvements will be seen as technology advances, and traffic signal management works well for those who use the Bus Rapid Transit system and TRAX.

TRANSPORTATION IMPROVEMENT PROGRAM

Report on Board Modification to the 2009-2014 Transportation Improvement Program

Mr. Wuthrich said that the Wasatch Front Regional Council received two requests from UDOT to modify the 2009-2014 TIP. The first was to move additional funds into a pavement rehabilitation project on I-80 in Parley's Canyon. The project was completed but was \$1.3 million short. The additional funds were moved from the I-80 Castle Rock to Wasatch project which was constructed under budget.

The other request from UDOT was to transfer \$55 million in funding from the SR-108 from Syracuse Northerly, Davis County Project to a new construction project of a 5-lane facility with at grade railroad crossings on SR-193 from I-15 to 2000 West in Davis County.

Both of these Board Modifications were reviewed by the Regional Council and approved in October; therefore, no action was needed from Trans Com.

Action on Board Modification to the 2009-2014 Transportation Improvement Program

Mr. Wuthrich said that the Wasatch Front Regional Council received a request from Clinton City to modify the current 2009-2014 TIP. The project added a center turn lane, widened shoulders and improved the intersections on SR-108 (2000 West) from 1300 North to 2300 North. The project was completed but was \$551,922 short. The Technical Advisory Committee recommended additional funds to balance the project. Mr. Wuthrich said this Board Modification does not require additional conformity and will not impact any other project on the program.

Commissioner Holbrook asked what the reasons were for the additional funding needs. Mr. Wuthrich responded that there were increases in construction costs due to fuel and asphalt cost adjustments and replacement of a waterline because of design changes reducing the crown of the road.

ACTION: Mayor Nordfelt moved that Trans Com approve the Resolution to modify the 2009-2014 TIP regarding the project in Clinton City. Mayor Smith seconded the motion, and the voting was unanimous.

2010-2015 Statewide Transportation Improvement Program Preparations

Ahmad Jaber, UDOT Systems Planning and Programming Director, reported on the Statewide Transportation Improvement Program (STIP). Some of the points he highlighted were:

- The STIP is a six year program with projects in the first four years Financially Constrained and projects in the last two years in Concept Development.
- The STIP is the work plan for the development of projects through conception, environmental assessments, right-of-way, and advertising for construction.
- The STIP is a cooperative process between UDOT, the State's four MPOs, Federal Highway Administration, Federal Transit Administration, Legislature, County and City officials, Special Interest Committees, and private citizens.
- The STIP is built with recommendations from UDOT's Region Workshops, pavement preservation committees, bridge group, traffic and safety group, and the Traffic Operations Center.
- All new capacity projects must come from the Long Range Plan's first phase.
- The STIP is approved by the State Transportation Commission.
- The STIP is developed on a yearly timeline.

Mr. Jaber said that except for \$13.5 million to the bridge program, no federal funded projects were added to the STIP for FY 2012. Some reasons for this are:

- Construction inflation costs have doubled over the last four years.
- Pavement preservation needs over \$400 million a year; however, only \$200 million is available.
- A Pavement Management Quality Improvement Team is evaluating the pavement program and making recommendations. This approach will impact the program.
- Since the STIP is a four year program, projects can be added and built in less than four years.

Mr. Jaber said a rough estimate for available funding for the FY2013 Program is \$250 million. Even though there is a downturn in the economy, construction costs continue to rise approximately 6-7% per year.

Mr. Horrocks asked if the State should happen to get a federal economic incentive bill with a large infusion of cash for infrastructure, is the State ready to move projects forward? Mr. Jaber replied that the State could quickly move and be ready to advertise projects within 90 days. The only possible slowdown would be if there is not enough asphalt for all the projects.

Discussion and Action on adding projects to the 2010-2015 Surface Transportation and Congestion Mitigation Air Quality Programs

Ben Wuthrich said that the WFRC staff began the process of developing the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ) for fiscal years 2010-2015 by sending out letters last September to UDOT, UTA and local jurisdictions

requesting that they submit 'letters of intent' for any possible projects they would like considered to be added to the TIP. He distributed a list showing all the projects that were submitted.

Mr. Wuthrich said that, as Mr. Jaber had explained, with the uncertainty of federal funding availability and the continuing escalation of project costs, there is the possibility that new projects would not be added to the TIP. He said last year's projects were programmed through 2014. Now the WFRC staff would like direction from Trans Com whether to add new projects to the draft 2010-2015 TIP.

Mr. Wuthrich told Trans Com that the WFRC staff recommends that new projects not be added this year, but wait a year until there is a better understanding of what funds will be available. Mr. Wuthrich said that even if projects are not added this year, they would not be slowed down because the TIP is a dynamic program where projects can move forward if they are ready or back if they need more time.

Mayor Crane asked for comments. Trans Com members discussed the advantages and disadvantages of adding new projects to the TIP now or waiting a year. Some comments made suggested that by adding projects now, the importance of the projects would be indicated. Other comments made suggested that by not adding projects now, there will be more projects to choose from next year.

Several Trans Com members asked if the projects submitted this year would still be considered priority for next year. Mr. Wuthrich responded that it would be possible to keep the list of this year's submitted projects and concept reports so that they would be first in line next year.

Mayor Smith asked if there are any benefits for not adding projects to the TIP now. Mr. Bennion responded that one benefit would be not to have created any premature expectations.

Mr. Horrocks asked what UDOT's recommendation is. Mr. Wuthrich said UDOT's recommendation is not to add any new projects. Mr. Jaber added that last year no new projects were programmed so that the STIP would remain fiscally constrained.

After more discussion from Trans Com members, Mayor Crane suggested that the list of projects submitted be kept for review and possible addition next year.

ACTION: Commissioner Adams made a recommendation that projects not be added to the TIP at this time but that the current project list be kept active so that the projects can be reevaluated when funding becomes available. Mayor Nordfelt seconded the recommendation.

Discussions continued on the pros and cons of adding projects to the TIP now. A question was raised if it would be better to add projects now, so that FHWA and FTA would know that there are needed projects to be completed, and let FHWA and FTA be the ones to officially say there are no available funds. Mr. Wuthrich responded that it is the Regional Council who takes the lead in coordinating and programming the formulated funds.

Mayor Crane called for a vote on the recommendation. The vote was unanimous in favor.

Utah Transit Authority Draft 2009 Budget

Mick Crandall, from UTA, said that UTA has its draft 2009 budget ready for review and comment. He reviewed UTA's Operating Budget (a copy was included in member's packets). Some of the points he highlighted were: the operating budget was balanced this year by making some cuts; UTA continues to build projects as rapidly as they can; ridership is up substantially; diesel fuel costs have been high but recently have been coming down; and in 2009 UTA is projecting less revenue. However, they are confident they can reduce costs and stay within budget.

Stan DeJong, from UTA, reported on UTA's draft 2009 Capital Project Budget which was also included in member's packets. He said the lifetime of a bus is usually 12 years, however, UTA tries to maintain their buses to last 14 years. He also talked about the budget for revenue service, support vehicles, ITS, facilities, maintenance, office equipment, and major projects. The tentative total capital budget for 2009 is \$586,573,588 and for 2010 is \$487,712,957.

WFRC / COG Coordination and Draft 2009 Meeting Schedule

Wayne Bennion said that at its October 23 meeting, WFRC approved a slightly revised general process for approving the Transportation Improvement Program, the Regional Transportation Plan, and amendments to both of them. He referred Trans Com members to a flow chart in their packets which illustrated the revised process. Mr. Bennion highlighted two revisions: (1) the COG's will now be involved earlier in the planning process and (2) the chair or vice-chair of the appropriate TAC will bring information to the COG.

Mayor Crane commented that this effort to involve the communities earlier in the process is a real improvement.

Mr. Bennion made a suggestion that to improve the process, the Davis COG could meet earlier in the month than its usual 3rd Wednesday and that Trans Com meet later in the month on the 3rd Thursday instead of the current 2nd Thursday. Mr. Bennion asked if there were any comments on the proposed meeting changes. Commissioner Adams said that there could be a possible conflict with Transportation Commission meetings. Mayor Russell also commented that there could be a conflict with City Council meetings.

There was no other business. Mayor Crane thanked everyone for their attendance.

The meeting ended at 3:30 p.m.

Next meeting: February 19, 2009

2009 Trans Com Schedule:

February 19

April 9

June 18

August 20

November 19