

MINUTES
Wasatch Front Regional Council
Meeting of February 26, 2004

Commissioner Burton, Chairman, called the meeting of the Wasatch Front Regional Council to order at 3:05 p.m. at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Members Present

Glen H. Burton, Chair	Commissioner, Weber County
Ken Bischoff	Commissioner, Weber County
Dave Connors	Mayor, Farmington
Michael J. Cragun	Commissioner, Davis County
Tom Dolan	Mayor, Sandy
George Garwood, Jr.	Mayor, South Ogden / ULCT
Matthew Godfrey	Mayor, Ogden
Robert Grow	Representative, Envision Utah
Daniel B. Hancock	Councilman, Morgan County
Michael H. Jensen	Councilman, Salt Lake County
Dennis Nordfelt	Mayor, West Valley City
Fred Oates	Mayor, Harrisville
Carol Page	Commissioner, Davis County
JoAnn B. Seghini	Mayor, Midvale

Members Not Present

Ross C. Anderson	Mayor, Salt Lake City
Janice Auger	Mayor, Taylorsville
Dannie R. McConkie	Representative, UAC / Alternate
Kent Money	Mayor, South Jordan
Charlie Roberts	Mayor, Tooele
Jerry Stevenson	Mayor, Layton
Nancy Workman	Mayor, Salt Lake County

Alternate Members Present

Carlton Christensen	Councilperson, Salt Lake City
Bryan D. Holladay	Mayor, West Jordan
Wes Losser	Mayor, South Salt Lake

Others Present

Justin Allen	Congressman Bishop's Office
Mike Allegra	UTA
Barry Banks	WFRC Staff
D. J. Baxter	Salt Lake City Mayor's Office
Wayne Bennion	WFRC Staff
Ed Blaney	WFRC Staff
Carlos Braceras	UDOT
John Britting	WFRC Staff
Pat Casaday	Sandy City
Chuck Chappell	Director, WFRC
Bryan Dillon	WFRC / FHWA
Scott Festin	WFRC
Ivan W. Flint	Governor's Office
Sharon Gray	WFRC Staff
Doug Hattery	WFRC Staff
Cheryl Heying	UDAQ
Sam Klemm	WFRC Staff
Richard M. McKeague	UDAQ
Glenn J. Mecham	Senator Bob Bennett
Corey Norman	Congressman Chris Cannon's Office
George Ramjoue	WFRC Staff
Michael Sears	S.L. City Council
Jennifer Spatig	Draper City
Bob Terragno	Envision Utah

Mayor Stevenson, Mayor Anderson, Mayor Auger, Mayor Money, Mayor Roberts and Commissioner McConkie were excused from the meeting.

Commissioner Burton introduced Mr. Robert Grow, who is a new non-voting member of the Council representing Envision Utah.

Commissioner Burton welcomed those in attendance and asked everyone to introduce themselves.

Consent Agenda

Action on the minutes: Mayor Nordfelt moved to approve the minutes of the WFRC meeting of January 22, 2004. The motion was seconded by Mayor Holladay and passed unanimously.

Chairman's Report

Information on latest JPAC meeting and committee structure: Commissioner Burton briefly reported on the latest JPAC meeting. He stated that the JPAC Committee has proposed that its membership be expanded, with Mountainland Association of Government's representation increasing from three to four

members and the WFRC representation increasing from five to nine members. He added that the committee will continue to meet and go forward.

Reports from COGs: Commissioner Burton noted that there were no additional reports from the COGs for this meeting.

Regional Growth Committee (RGC) Report

Report on February 19 meeting & Report on UrbanSim land use model & ACTION on UrbanSim Resolution: Mayor Connors reported that the RGC met on February 19, 2004, and discussed the draft Resolution on the suitability of UrbanSim for use in the planning process, the revisions to the Regional Transportation Planning process, and the reports from the Technical Advisory Committees (TACs). He noted that the Regional Transportation Planning Memorandum of Agreement requires functioning TACs as a part of the RGC and regional planning process. He stated that the TACs of the RGC met jointly on February 11, 2004.

Mayor Connors reported that a motion was approved by the RGC to continue testing the UrbanSim land use model for future use by the Regional Council. The RGC felt that UrbanSim was a good model and although it was not ready yet, it will be ready at some time in the future.

Mayor Connors briefly summarized the UrbanSim presentation from the previous Council meeting. He reminded Council members that as part of the settlement of the conformity lawsuit, a Memorandum of Agreement was developed between the Federal Highway Administration, the Federal Transit Administration, and the Wasatch Front Regional Council. He stated that in the Agreement, the WFRC agreed to test and evaluate UrbanSim and develop a determination as to the suitability of the model for operational use by the WFRC in their planning area. He noted that the determination was to be made by three groups: 1) a peer review panel, 2) the FHWA, and 3) the WFRC. He stated that the peer review process has been completed and a report was issued in January 2004. The FHWA is in the process of commenting on the suitability of UrbanSim in the WFRC region. The Council must now consider whether and to what extent UrbanSim is suitable for use locally. He noted that the RGC reviewed the Settlement Agreement of the conformity lawsuit and has recommended approval of a Resolution on the suitability of use of UrbanSim. Copies of the draft Resolution along with copies of WFRC staff recommendations and an estimate of necessary financial resources to continue UrbanSim development and implementation (3-year horizon) were included in Council members' packets. The following is a list of the staff recommendations:

WFRC STAFF RECOMMENDATIONS

WFRC staff anticipates that UrbanSim will eventually be useful in developing more realistic and accurate forecasts of both land use and transportation system performance than current forecasting methods. In addition, UrbanSim will allow for more accurate reflections of local master plans into the regional transportation plan. Further, UrbanSim will afford the ability to analyze further the complex policy interactions that affect urban systems.

Mr. Chappell reviewed the draft Resolution on the Suitability of Use of UrbanSim. The wording approved by the RGC was as follows:

The Council finds that additional testing of UrbanSim is needed before the model is suitable for operational use as a planning tool. The extended testing phase will include research into model refinement, data, policy implications, estimation of resources needed, and an outreach program to familiarize planning staffs in the region on the appropriate and useful applications of UrbanSim. This resolution is taken with the understanding that the existing socio-economic forecast processes, enhanced where possible, will continue to be used to produce "official" socioeconomic forecasts until this Council adopts another process, that may incorporate UrbanSim.

Mr. Chappell expressed the need for extended time to do testing which will give UrbanSim the best opportunity to succeed. He also stated that the additional time will be used to educate people in the region as to the utility and use of UrbanSim. He stated that the Council will be asked to make a final recommendation prior to using UrbanSim as a planning tool, as it is not currently ready to produce results that will go into decision making.

Mr. Grow stated that he felt that having the model was a great step forward. He felt it was a tool that would provide better and more realistic data.

Councilman Jensen moved to approve the proposed Resolution. The motion was seconded by Commissioner Bischoff and passed unanimously.

Mayor Connors stated that the RGC provided a list of goals that could serve as guidelines relative to the revisions of the regional transportation planning process. Copies of the recommended goals for the "Next" Regional Transportation Planning Process/Plan were included in Council members' packets, and are listed as follows:

**Recommended Goals for the "next"
Regional Transportation Planning Process/Plan
(Approved by Regional Growth Committee on 02/19/04)**

1. Adopt growth principles/strategies that can serve as guidelines to local governments.
2. Develop a "Vision" of what our region could become in the next 30, 40, or more years relative to land use and transportation.
3. Identify scenarios of alternative futures, or growth choices for the Regional Transportation Plan on which policy decisions relative to transportation can be based.
4. Develop an enhanced public outreach/involvement process relative to the regional "Vision" and Transportation Plan that involves innovative techniques and collaboration.

5. Develop an enhanced geographic information system (GIS) database and analysis capabilities consistent with the National Environmental Policy Act (NEPA), travel demand modeling and enhanced public outreach/involvement requirements.
6. Incorporate NEPA and other criteria/analyses into the transportation planning process, such as project purpose and need; safety and security; economic development land use; alternatives-analysis; and core system performance measures.
7. Strive for consistency between the Regional Transportation Plan and local general plan policies and provisions.
8. Enhance the regional planning process with new technical planning tools, such as UrbanSim; and foster collaboration between MPO organizations, especially when such organizations have contiguous boundaries.
9. Evaluate and update the criteria for selection of projects and for determining project priorities for the Regional Transportation Plan.

Mayor Connors suggested that the Council endorse the RGC's 9 goals (listed above).

Mayor Seghini moved that the Council accept the recommended goals, but to put them on the Council's agenda for final acceptance at their next meeting. The motion was seconded by Mayor Oates and passed unanimously.

Long Range Finance Committee

Report on last meeting, proposals under consideration: Mayor Dolan reported that the Long Range Plan Finance Committee, established by the WFRC to develop a funding strategy to support the financial assumptions of the Long Range Plan, has met three times in the past month. He stated that the Committee has begun discussions of how much new money is needed to implement the recommendations of the Long Range Plan and about how best to approach the Legislature to receive the necessary authorizations. He noted that the Committee has agreed not to pursue additional funding this year. They are recommending that the Regional Council and MAG work with the Legislature's Transportation Planning Task Force during the coming year to address these funding issues. Local officials will also need to make the new leadership in the Legislature aware of the needs and to obtain their support for additional funding. He encouraged Council members to contact their Legislators to educate them on the needs and funding options.

Mayor Dolan stated that the Committee has discussed three major issues, as follows: 1) The fact that this should be a joint effort on WFRC and MAG with one Plan and one request for funding, 2) that the focus of the request should be on one total dollar amount for additional funding needed for transportation improvements over the next thirty years (for both highways and transit, rather than for each separately),

and 3) the need to educate the public on the region's transportation needs. He stated that the Committee will be addressing these issues in the next few months.

Mayor Money reported that the committee has heard two proposals for dealing with part of the funding situation. These are:

1. MAG made a proposal that would allow Utah County to address their most pressing concern - the need to widen I-15 from the Salt Lake County line to Orem. They suggested that Utah County could pursue additional funding through the "Alexander Bill" approved by the Legislature last year. This bill allows counties to impose a 1/4 percent sales tax for transportation projects. The county commission or council would identify specific highway and transit projects to use these funds. The public would have to approve the tax and list of projects through a referendum.

MAG proposed that the revenues from the tax in Utah County be used to widen I-15 from the county line to University Parkway in Orem by one lane in each direction by filling in the median. Before they pursue this option, however, they felt it might be necessary to level the playing field for all counties. Since Salt Lake, Davis, and Weber Counties have imposed the second 14/ percent sales tax for transit, they cannot pursue the "Alexander" funding at this time. MAG proposed going to the Legislature to get authorization for all counties to pursue this funding.

2. UTA had concerns about this proposal not addressing the transit needs in Utah County and suggested an alternative scenario. UTA also proposed that authorization be pursued to level the playing field to allow all counties to impose the currently authorized 1/2 percent sales tax for transit, the "Alexander" tax, and an additional 1/4 percent sales tax for transit for a total of one percent sales tax for transportation purposes. The "Alexander" tax revenue would be used to bond for highway and transit projects, on a 50/50 basis, for example. The additional 1/4 percent sales tax would be needed to pay the operating costs for the new transit facilities. An additional .4 mil property tax (already authorized by the Legislature but subject to a public vote) would also be needed at some point in the future.

Mayor Dolan stated that the staff has been directed to review the two proposals and report back to the Committee at its next meeting.

Mr. Michael Allegra added that the Financing Committee is still brainstorming on ways to get support from the Legislature and then the public.

Mayor Dolan added that although Utah County is coming "late to the table" it is logical to work together towards one transportation system. He stated that the committee is attempting to bring Utah County up to par. Council members discussed the positive feedback being received by the Legislature and Federal Highway Administration relating to the two MPOs working together.

Mr. Allegra discussed HB315 which could have a devastating effect on transit bonds and construction projects. UTA feels that this bill would kill Commuter Rail and Light Rail projects. Council members expressed the need to show that a stable funding match was available for the projects. Council members were encouraged to talk to their Legislators and make sure they understand the importance of funding for these projects.

UTA Report

Federal Status: Mr. Michael Allegra, Chief Capital Development Officer at UTA, distributed copies of a Memorandum dated February 26, 2004, updating Council members on UTA activities. The handout also provided brief summaries of possible legislation that could affect UTA and transit projects.

Mr. Allegra briefly reported on the FY2004 Appropriations bill which included funding for the following transit projects:

UTA Commuter Rail	8.9 M
	30.2 M
Medical Center LRT	.25 M
	5.9 M
UTA ITS FY 04 Allocation	3.9 M
Utah Buses	
Intermodal Centers	

Mr. Allegra briefly reported on current negotiations regarding re-authorization of the federal transit bill. He noted the importance of a long term re-authorization bill which would allow UTA to plan and program their projects. He noted that UTA is currently preparing its FY2005 appropriations request. He encouraged Council support for the bill.

Mr. Allegra reported on transit legislation from the state that will affect UTA, including SB170 (1st Substitute Public Transit District Act Amendments), SB184 (Interlocal Cooperation Act Amendments), SB223 (Transportation Construction Amendments), HB 311 (1st Substitute Redevelopment Agency Amendments), and SB 11 (Guidelines for Local Matching Dollars for Transportation Projects).

Interlocal Agreement Status: Mr. Allegra reported on the Master Interlocal Agreement regarding Railroad Corridors, which has been approved by all parties except as noted. [Davis County approved the agreement. Bluffdale City approved the agreement. North Salt Lake City's Mayor has signed the agreement after consultation with the council; the agreement is on next week's agenda for ratification. The Mayor and Attorney for Salt Lake County have each given their approval to the agreement, and approval by the Council is pending.] He expressed his appreciation for local government's support for the agreement.

Projects: Mr. Allegra briefly reported on the following UTA projects:

Medical Center: Mr. Allegra reported that the Medical Center Extension was completed ahead of schedule and under budget and opened for revenue service on September 29,

2003, during the annual American Public Transit Association meeting in Salt Lake City. He stated that the Medical Center Extension has won the Local Associated General Contractors award and a National Associated General Contractors award for transit design and construction, as well as winning the national Marvin Black Partnering award in acknowledgment of the positive partnering relationships developed on the project.

Commuter Rail: Mr. Allegra reported that UTA was recently awarded the Construction Management/General Contracting work for the Weber County to Salt Lake City Commuter Rail Project to a team comprised of Stacey & Witbeck, Herzog, and Wadsworth Construction. He stated that the Commuter Rail project was the only project in the country to receive Preliminary Engineering approval in 2003. He stated that President Bush recommended this project, along with 16 other projects, out of 400+ projects. He stated that a Request for Proposals for design services is currently on the street and added that FTA is in the process of reviewing the draft Environmental Impact Statement and hopes to be able to release the document to the public this spring. At that time, public meetings will be held to gather comments. He noted that this project is moving along, although it is anticipated that it will still be an uphill battle.

In answer to Mayor Godfrey's question as to how UTA can hire a contractor for this project when the technology is currently undecided, Mr. Allegra explained that the contractor has been hired to build the fixed facilities and to participate in the design, cost estimates, etc. He noted that UTA is coming close to making a decision on the train technology to use.

Mid-Jordan Line: Mr. Allegra reported that the UTA is responding to FTA comments on the DEIS. He stated that a partnership is in place between cities along the project alignment, and Kennecott Land Development will be advancing PE funds which also includes matching funds from Stakeholders. He also noted that Kennecott Land Development is advancing a true transit oriented development including residential and commercial development coordinated with transit design (Daybreak).

West Valley Line: Mr. Allegra reported that UTA is responding to FTA comments on the DEIS and is working with WVC to advance some right-of-way acquisitions. Some of the key activities also include development of their Intermodal Center and transit oriented development.

Gateway Intermodal: Mr. Allegra reported that construction on the Greyhound facility and UTA bus facility should be ready for occupancy in September 2004. He noted that design is underway on the TRAX extension from the Delta Center to the Intermodal center. He stated that UTA is working with Salt Lake City on the final design and station locations for the TRAX extension. He also noted that federal legislative language was passed which allows remaining funds from the Medical Center Extension to be used for the extension to the Intermodal Center.

Executive Director's Report

Information on state and federal legislation: Mr. Chappell reported on current legislation that could affect transportation projects in the region. He also reported on the status of the re-authorization of the federal six year transportation bill.

Mr. Chappell distributed copies of a handout titled **Amendment #2 for 2004-2008 TIP** to Council members. He stated that these amendments wouldn't affect air quality and will be going out for public review in March. The list of the requested amendments is as follows:

Amendment #2 for 2004-2008 TIP				
Enhancement Projects				
	Project			Funds
County	Title	Sponsor	Activity	Programmed
Davis	Historical Emigrant Trail	Syracuse	Bike/Pedestrian	\$ 474,200
Davis	Farmington Creek Trail Underpass	Farmington	Bike/Pedestrian	\$ 500,000
Salt Lake	Emigration Canyon Bike Lanes	Salt Lake City	Bike/Pedestrian	\$ 388,240
Salt Lake	Gadsby/ No Temple Trailhead	Salt Lake City	Bike/Pedestrian	\$ 450,455
Salt Lake	Parley's Trail, Phase II	Salt Lake Co.	Bike/Pedestrian	\$ 500,000
Salt Lake	Porter Rockwell Trail- Final Phase	Draper	Bike/Pedestrian	\$ 249,600
National Recreational Trails				
	Project			Funds
County	Title	Sponsor	Activity	Programmed
Weber	Northern Utah Cooperative Trail Machine	USFS, Ogden RD	Trails	\$ 40,425
Davis	Historic Emigrant Trail	Syracuse City	Bike/Pedestrian	\$ 100,000
Salt Lake	Jordan River Parkway/ Trail Head (13800 South)	Bluffdale City	Bike/Pedestrian	\$ 79,800
Salt Lake	Big Water Trail Head Restrooms	USFS Salt Lake Rd	Restrooms	\$ 21,847
Statewide	RTP State Administrative Expenses	Utah Division of Parks and Recreation	Administration	\$ 57,579
Statewide	Environmental Protection & Safety Education	Utah Division of Parks and Recreation	Education	\$ 5,000
Statewide	Off-Highway Vehicle Curriculum for kids	Utah State Office/ Bureau of Land Management	Trails	\$ 40,000

Amendment #2 for 2004-2008 TIP				
Statewide	Snow Cat Trail Groomer	Utah State Parks	Trails	\$ 38,403
Bridge Preservation Program				
	Project		Project	Funds
County	Location	Bridge	Scope	Programmed
Weber	I-84 at Mouth of Weber Canyon	C-477	Preliminary Study: Alignment,	\$ 300,000
Weber	SR-204, 24th Street Viaduct - Ogden	C-655	Rehab: Deck, joints	\$ 1,500,000
Davis	SR-68, Redwood Road over I-215 North	C-512	Rehab: Deck Replacement, Paint	\$ 1,700,000
Salt Lake	SR-190, Big Cottonwood Canyon at Maxfields Lodge	D-258	Preliminary Study: Alignment, Environmental, etc.	\$ 100,000

Primer on Urban Transportation Planning and MPO's

Because of time constraints, this item was postponed for presentation at a future meeting.

Other Business

Commissioner Burton reported that there would be no Council meeting in March. The next Council meeting will be on April 22, 2004 @ 3:00 p.m.

Commissioner Burton reported that the next Regional Growth Committee meeting will be on April 1, 2004 at 9:30 a.m.

Commissioner Burton reported that the next Trans Com meeting will be on April 8, 2004 at 2:00 p.m.

Commissioner Burton reminded all Chairman and Vice-Chairman of the Council's committees that there would be a leadership retreat at the Council offices on April 2, 2004, at 8:30 a.m. for ½ day.

With no further business, the meeting was adjourned at 4:20 p.m.