

MINUTES

Wasatch Front Regional Council Meeting of March 24, 2005

Mayor Nordfelt, Chairman, called the meeting of the Wasatch Front Regional Council to order at 3:10 p.m. in the Regional Council offices at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Members Present

Byron Anderson	Mayor, Grantsville
Janice Auger	Mayor, Taylorsville
Ken Bischoff	Commissioner, Weber County
Camille Cain	Commissioner, Weber County, Rep. of UAC
Dave Connors	Mayor, Farmington
Peter Corroon	Mayor, Salt Lake County
Matthew Godfrey	Mayor, Ogden
Daniel B. Hancock	Councilman, Morgan County
Michael H. Jensen	Councilman, Salt Lake County
Jerry E. Larrabee	Mayor, Woods Cross
Dannie R. McConkie	Commissioner, Davis County
Kent Money	Mayor, South Jordan
Dennis Nordfelt	Mayor, West Valley City
JoAnn B. Seghini	Mayor, Midvale
Jerry Stevenson	Mayor, Layton

Members Not Present

Ross C. Anderson	Mayor, Salt Lake City
Bruce Burrows	Mayor, Riverdale
Craig L. Dearden	Commissioner, Weber County
Tom Dolan	Mayor, Sandy
George Garwood, Jr.	Mayor, South Ogden / ULCT
Robert Grow	Representative, Envision Utah

Alternate Members Present

Wes C. Losser	Mayor, South Salt Lake
Darrell H. Smith	Mayor, Draper
Bryan Holladay	Mayor, West Jordan
Reed Wilde	Councilman, Morgan County

Chairman's Report

Report from COGs: Mayor Nordfelt noted that there were no reports from the COGs for this meeting.

Budget Committee Report

ACTION to amend current (2005) Budget: Councilman Jensen reported that the Utah Transit Authority has agreed to provide \$71,158 for additional consulting work on the Transit Corridor Phase I project and \$45,000 for project support on the Mid-Jordan Light Rail PE/FEIS of which \$36,270 will be for consultant work and the remaining \$8,730 will be for WFRC staff support. He noted that the Budget Committee met prior to the Council meeting and recommends approval of the budget amendment. Copies of the amended budget were included in Council members' packets.

Councilman Jensen moved to approve the budget amendment in the amount of \$71,158 for additional consultant work on the Transit Corridor Phase I project and \$45,000 for project support on the Mid-Jordan Light Rail PE/FEIS. The motion was seconded by Commissioner McConkie and passed unanimously.

ACTION to approve draft 2006 Budget and Unified Work Program and make it available to FHWA and UTA: Councilman Jensen noted that Council members' packets include a draft of the Council's Budget and Summary of the Unified Planning Work Program for FY2006. He stated that the budget includes a 5% increase in County contributions which will be used to provide local match for the Council's transportation planning funds and to fund Council expenses not eligible for federal funding. He noted that the budget also includes a 5% overall increase in salary and benefits for COLA, merit and market adjustment increases as well as anticipated increases in the cost of group health insurance.

Councilman Jensen moved to approve the draft 2006 Budget and Unified Work Program and make it available to FHWA and UTA. The motion was seconded by Mayor Connors and passed unanimously.

ACTION to amend the Personnel Policy: Councilman Jensen stated that this item includes three separate amendments to the personnel policy, as follows:

Time release for fitness related activities: Councilman Jensen reported that with the support of Health Utah and PEHP, WFRC staff has established a Wellness Program to promote fitness and healthy lifestyles within the organization. He stated that this amendment supports the Wellness Program by allowing employees up to 30 minutes 3 times per week to engage in fitness related activities.

Councilman Jensen stated that the Budget Committee felt that, if approved, this program should be looked at in 6 months to one year to make sure it is going well.

Mayor Nordfelt stated that people involved in physical fitness programs make better employees and are more efficient and productive at work. He stated that there have been studies that have proven that the increased productivity more than offset any time off.

In answer to questions by Council members, Mr. Chappell stated that the employees are salaried and that the idea came from a recently organized Wellness Committee. He noted that the Committee's recommendation follows similar programs established on a state and federal level. He stated that he strongly recommends the program, at least on a trial basis.

There was a lengthy discussion on the program by Council members.

- Mayor Losser felt that physical fitness was a personal responsibility.
- Mayor Holladay felt that this program could motivate employees and he felt that they would be doing the same work load in less time.
- Commissioner McConkie stated that he supports the program, which is the same as the program followed by the State of Utah.

Ms. Baumgardner added that PEHP and Healthy Utah have approached the staff and are providing a mini-grant program to help this program. She noted that they have indicated that it could help lower health care rates in the future.

Change the name of Sick Leave to Health Care Leave and include language to allow well care and fitness activities: Councilman Jensen reported that the proposed change to health care leave would allow employees to use their accumulated sick leave for such things as health screenings and fitness related activities beyond the 30 minute, 3 day per week time release.

Amend Funeral Leave policy: Councilman Jensen stated that the amendment would add a limit of 3 days for local funeral and 5 days for out of area funeral.

Commissioner McConkie moved that the three amendments be voted on separately by Council members. The motion was seconded by Commissioner Cain and passed unanimously.

Councilman Jensen moved that the Personnel Policy be amended for time release for fitness activity as follows:

Time Release for Fitness Activity

Employees may be eligible for up to 30 minutes, 3 times per week to engage in fitness related activities as part of a Wellness Program during the work day. In order to be eligible, the employee must use an approved application form that will include a description of the employee's personal fitness plan and an agreement signed by the employee that states that the time release period will not be used for any purpose other than the described fitness plan. The employee must also use an approved activity log that shall be made available to the Wellness Team for use in determining effectiveness of the Program. Employees who abuse the time release will lose the privilege for a period of not less than six months.

The motion was seconded by Councilman Hancock and passed with 11 votes in favor and 3 votes against by Mayor Auger, Mayor Corroon, and Mayor Losser.

Councilman Jensen moved that the Personnel Policy be amended for Health Care Leave and Funeral Leave, as follows:

Sick Health Care Leave

Sick Health care leave shall be used when employee, employee's spouse or employee's minor child is incapacitated by medical condition, sickness or injury; for medical, dental or optical diagnosis or treatment; for necessary care as approved by the Executive Director; to avoid exposure to a contagious disease when the attendance at duty jeopardizes the health of others, as approved by the Executive Director, well care health screenings or examinations and fitness related activity by the employee as approved by the Executive Director. False or fraudulent use of sick health care leave shall be cause for disciplinary action.

Funeral Leave

Time off with pay will be granted a permanent (full or part time) employee who suffers the loss of a member of his/her immediate family. Immediate family shall mean the employee's spouse, children, parents, grandparents, brothers, sisters, brothers-in-law, sisters-in-law, mother-in-law, father-in-law, and grandchildren. In the event of a death of a member of the employee's immediate family, the employee will be paid his/her regular base pay for scheduled work time from the time of death through the day of the funeral to a maximum of three (3) days for local and five (5) days for out of area arrangements. If additional time is required, a regular leave of absence application will be initiated by the Executive Director.

The motion was seconded by Mayor Connors and passed unanimously.

Regional Growth Committee (RGC) Report

Review on Wasatch Choices 2040 Workshop Results/Remaining Work Tasks and Schedule: Mayor Connors noted the great participation at the Wasatch Choices 2040 Workshops and stated he felt the Workshops were a real success. He introduced Mr. Ted Knowlton, from Envision Utah who was in attendance to brief the Council on the Wasatch Choices 2040 Workshop results.

Mr. Knowlton presented a PowerPoint presentation and briefed the Council on the Wasatch Choices 2040 workshop results. He noted that there were 949 participants at the 13 Workshops, which was an average of 73 participants per workshop.

Mr. Knowlton explained the Quality of Life Survey and Group Visioning portions of the workshops. He explained that when creating scenarios, the individual groups created a **Framework for Growth** by including transportation routes [bike and pedestrian, freeway, commuter rail, expressway, light rail, 4-lane arterial and rapid busway (BRT)] as well as growth near major transportation [general land use for residential, commercial and employment] and [centers for intensified development (village, town, and city)]. Next the participants created an **Ideal Pattern of Growth** which included cross hatch priorities for open space and vision ideal communities.

Mr. Knowlton reported that Envision Utah planners are currently compiling a digital comparison of the results which will note which locations were the most popular, what type of growth was preferred, and what unusual and interesting ideas have emerged from the workshops. He stated that 20% of the surveys have been tabulated, and listed the general concerns, as follows:

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|---------------------------------|--------------------|
| 1. Economy | 6. Health Care |
| 2. Education | 7. Transportation, |
| 3. Personal Safety and Security | 8. Housing |
| 4. Water | 9. Environment |
| 5. Growth | 10. Taxes |

Mr. Knowlton stated that the transportation concerns included:

1. Traffic Congestion
2. Convenient and reliable public transportation
3. Transportation choices: viable walking, auto, bicycle, and public transportation
4. Efficient transportation of goods for businesses
5. Safe walking and biking routes
6. Accessibility for elderly, disabled, and low income residents
7. Transportation routes have minimal effects on natural environment

Mr. Knowlton stated that the growth concerns included:

1. Jobs to employ future generations
2. Housing opportunities for all income levels
3. Look and feel of neighborhoods
4. Jobs and shopping within a short driving distance of homes
5. Walkable developments that mix shopping, housing, and offices
6. Reuse of underutilized land and buildings
7. Housing near public transportation
8. Preserved historic areas and buildings
9. Environmentally friendly industry
10. Housing near freeway entrances

Mr. Knowlton stated that the growth concerns included:

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|-------------------------|---|
| 1. Air quality | 5. Access to outdoor recreation |
| 2. Water quality | 6. Minimal noise and light pollution |
| 3. Water conservation | 7. Preserve habitat and sensitive lands |
| 4. Efficient energy use | 8. Preserve local agriculture |

Mr. Knowlton then explained graphs of transportation types [both transit and road], housing densities, mix of housing types, growth through infill and reuse, and growth in centers.

Mr. Knowlton stated that the next steps will include sketch scenarios in April, refined scenarios in May, public comment in July, and then work will begin toward a shared vision in August and September. He stated that the RGC will make a recommendation to the Regional Council in either October or November and hopes to have Regional Council consider action on recommendations in early 2006.

In answer to a question from Mayor Seghini, Mr. Knowlton stated that although it could be valuable in some cases, we do not have demographics for the people attending the workshops.

Mr. Knowlton stated he would provide Council members with complete results when all of the Quality of Life Surveys have been tabulated. In answer to a question from Commissioner McConkie Mr. Knowlton stated he would be able to electronically transmit the survey results.

Process of drafting Wasatch Choices 2040 Growth Principles: Mr. Ted Knowlton reviewed the *Growth Principles Timeline* for developing the Wasatch Choices 2040 Growth Principles. He stated that the growth principles will be developed from the sample growth principles, the Wasatch Choices 2040 core values survey, and the workshop exercises. He stated that Council members will be kept up to date as to how the information generated so far will be used, and the tasks and schedule required to develop a draft of the growth principles.

UrbanSim land-use Modeling System: Mr. John Lobb re-introduced the UrbanSim land-use modeling system to Council members. He stated that currently, one of the “hot topics” in transportation is the ability to build a mathematical modeling system. He reminded Council members that for the past couple of years the Wasatch Front Regional Council staff have been testing the UrbanSim land-use model, which is a state-of-the-art approach to forecasting future land-use growth. UrbanSim relies on a set of statistical models that pick up patterns in the way this region has grown. He noted that one of the criticisms of UrbanSim is that models have never done a good job forecasting the future relating to “what if” questions. He stated that UrbanSim needs to be tested to find out if it is suitable for use in the planning process. He felt that the technical issues have been addressed and that the next step is to test the program. He stated he would like to test the program along side the Wasatch Choices visioning process, which he felt would be helpful in deciding if the results seem reasonable, and if it's a direction the Council should pursue. WFRC staff currently use a different land-use modeling approach to forecast future growth in the region.

Mr. Lobb reminded Council members that early in 2004, the Council passed a resolution with respect to whether UrbanSim was suitable for use in this region. He noted that the resolution was required as per a lawsuit settlement agreement, whereby WFRC was to test UrbanSim and determine suitability for use by an agreed-upon deadline. The resolution passed by the Council stated:

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" socio-economic forecasts until this Council adopts another process, that may incorporate UrbanSim.

Mr. Lobb stated that after the program is tested along with the Wasatch Choices vision process, sometime this fall, the results will be compared to see if UrbanSim data is reasonable and if it should be pursued.

In answer to a question, Mr. Lobb stated it would be ideal to wait one or two decades to have historical data to compare trends for the project. Mayor Money questioned how far back data can be obtained for comparison. Mr. Lobb stated that although the modeling system is new, we can customize it for our region by putting in the region's trends etc.

Mr. Chappell stated that we currently use socio-economic forecasting and run transportation demand models that are labor intensive. He stated that UrbanSim is another tool. He also noted that UrbanSim can run faster than the process we use now. He stated that after we test and compare the different systems to see what happens to land use, we can significantly increase the information given to the Wasatch Front Regional Council members to make decisions. He stated that the staff wants to work better and faster, and hopes to use UrbanSim to develop the next Regional Transportation Plan.

Mr. Chappell stated that the staff will keep Council members informed and will present the UrbanSim testing results at the October 27, 2005 Wasatch Front Regional Council meeting. Council members will then have information to make a decision on how good of a job the model does and discuss any policy implications.

NEPA in planning, and NHI Work Plan: Mr. Ramjoue reported that in April of 2004, the Regional Council approved the "Goals for the Next Regional Transportation Planning Process/Plan." He stated that goal number six of this document reads: "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." Copies of the "Goals for the Next Regional Transportation Planning Process/Plan" were included in Council members' packets.

Mr. Ramjoue reported that with regards to linking planning and NEPA, the primary reason for the transportation and resource agencies pursuing this idea is to make the planning and NEPA processes more efficient, seamless, less time consuming, and more cost effective. He stated that an Executive Seminar on the subject of linking planning and the National Environmental Policy Act (NEPA), entitled - **Linking Planning and NEPA: Towards Streamlined Decision-Making**, was held in August of 2004. He noted that this seminar was held to help the executives of UDOT, UTA, FHWA, the Metropolitan Planning Organizations, and others convened become more informed about the subject, develop a purpose and need statement, evaluate alternatives, and set goals and a direction for the Managers Workshop, which was held in September of 2004.

Mr. Ramjouw reported that the Managers Workshop produced a very ambitious "Action Plan". He stated that this Plan will be shared with UDOT and UTA officials, and their input on the Plan will be requested. The recommended action items are summarized below:

- Establish a task force to develop a more structured long-range planning and pre-stip process. Reconvene the participants of the Executive Session to present the "Action Plan" and obtain for input.
- Establish a Memorandum of Agreement between the transportation and resource agency "communities" detailing how they will work with each other.
- Integrate planning and environmental staffs at UDOT and FHWA, and involve UDOT's Regions in the discussions dealing with linking planning and NEPA.
- Use various land use scenarios and analyze their impacts to develop transportation planning alternatives.
- Determine relevant data availability. Involve resource agencies.
- Use Envision Utah's visioning process to advance dialogue on transportation/land use relationships.
- Use advisory committees to involve local governments in corridor studies with land use issues.
- Convene the resource agencies to determine date needs, how best to work together during the planning process.
- Research other transportation agencies relative to their funding of resource agency positions dedicated to transportation projects.
- Investigate ways for FHWA to act as FTA's agent.
- Use the Central Utah Project as a model for interagency collaboration and cooperation.
- Use a pilot corridor to test and develop ways collaboration/cooperation could be improved between the transportation and resource agency "communities." Identify lessons learned from the "Southern Corridor", SR-10, and other corridors.
- Use UDOT's funding grant to test the feasibility of merging planning and environmental GIS layers. Coordinate with other similar efforts.
- Provide training opportunities for planners to be trained in NEPA. The "404/SA Group" could be used to facilitate a dialogue on cross-cutting issues.
- Utilize UDOT's paper on purpose and need.
- Develop an approach for analyzing secondary impacts.
- Develop an approach for analyzing cumulative impacts.

Mr. John Njord presented a contrasting point of view. He stated that he felt NEPA and UrbanSim are not separate and that UrbanSim could be used as a tool to force communities to develop in ways they don't want to. He felt that using UrbanSim to connect land use and transportation planning could be dangerous. He noted that the Wasatch Front area is behind the curve on infrastructure and that planning needs to be compatible with how local governments wants to grow.

Council members discussed differing points of view relating to NEPA and UrbanSim. Mayor Seghini felt that UrbanSim could be a club that's used to beat us. Commissioner McConkie

stated that we need to be able to afford what we can create. Mayor Corroon felt that we need to put in what our communities want.

Mr. Chappell stated that if we can get a better tool, we will be better able to predict what type of transportation system is needed to keep the region's growth mobile. He felt that the region will be better off because we will have looked at all of the options. He stated that right now, the staff needs to find out if UrbanSim works. He stated that UrbanSim will not be the bible of what will happen, but he felt it could make the transportation plan more defensible. He stated that UrbanSim will not jeopardize projects in the long run.

Mr. Hattery clarified that although the lawsuit required more testing on our models, the WFRC staff had already started using UrbanSim before the lawsuit.

Mayor Nordfelt thanked Mr. Njord for his comments and encouraged his future participation and comments with the UrbanSim testing.

Mr. Chappell also thanked Mr. Njord for his comments. He stated he would like to keep the information flowing and would like additional discussions at future Council meetings, as a lot was at stake.

Transportation Committee Report

Commissioner Bischoff asked Mr. Ben Wuthrich to report on an amendment to the 2004-2008 Transportation Improvement Program that the WFRC and UDOT have made available for public review.

Mr. Wuthrich reported that the WFRC staff has made several proposed amendments to the 2004-2008 Transportation Improvement Program available for public review. He noted that the public comment period will run from March 19 through April 18. He stated that the Regional Council will be asked to review and act on these proposed amendments at their meeting in April, 2005. Copies of a Memorandum dated March 18, 2005 to interested members of the public related to the STIP and TIP amendments were distributed to Council members, along with copies of the following table:

**UTAH STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT No. Four
 FY-2005 THROUGH FY-2009**

Projects to be Added to the TIP/ STIP

County	Route Number	Project #	Project Location	Sponsor	Total Cost	Funding Source	Funding Year	Action
Salt Lake	80	ISTP-80-4()	I-80; at 2300 East Concept: Safety Spot Improvements Widen within R/W	UDOT	\$975,000	Safety Any Area/ Hazard Elimination	2005	Add Project to TIP / STIP
Salt Lake	80	ISTP-80-4()	I-215 NB I-80 EB Collector Ramp Known as Rocky Road	UDOT	\$1,624,000	Safety Any Area/ Hazard Elimination	2005	Add Project to TIP / STIP

Projects to be Removed

County	Route Number	Project #	Project Location	Sponsor	Total Cost	Funding Source	Funding Year	Action
Salt Lake	80	ISTP-80-3(140)124	I-80; 300 East to 1300 East Concept: Median Barrier Installation	UDOT	\$1,344,000	Safety Any Area	2004	Remove Project From STIP
Salt Lake	80	ISTP-80-3(139)128	I-80; MP 126.4 Concept: Median Barrier Installation	UDOT	\$300,000	Safety Any Area	2004	Remove Project From STIP
Salt Lake	80	ISTP-80-1(39)20	I-80; MP 20 to MP 95 Concept Install Rumble Strips	UDOT	\$500,000	Safety Any Area	2004	Remove Project From STIP

Projects to Receive Congressional Earmarks

County	Route Number	Project #	Project Location	Sponsor	Total Cost	Funding Source	Funding Year	Action
Salt Lake	15	SP-15-7(135)296	I-15; 10800 South to 600 North Concept: Reconstruction Reimbursement	UDOT	\$5,000,000	2005 Appropriations	2005	Add to STIP
Davis	15	IM-15-7()	I-15; North & Commuter Rail Coordination, Davis County	UDOT	\$2,500,000	2005 Appropriations	2005	Add to STIP
Salt Lake			1300 East Sandy	Sandy City	\$1,500,000	2005 Appropriations	2005	Add to STIP
Salt Lake			University Light Rail Line	Transit	\$1,147,000	2005 Appropriations	2005	Add to STIP
Salt Lake			Medical Center Light Rail Line	Transit	\$8,836,000	2005 Appropriations	2005	Add to STIP
Davis			Commuter Rail	Transit	\$8,000,000	2005 Appropriations	2005	Add to STIP
Statewide			Statewide bus and Bus Facilities	Transit	\$5,800,000	2005 Appropriations	2005	Add to STIP
Statewide		ITS-9999()	ITS	Transit	\$250,000	2005 Appropriations	2005	Add to STIP
Weber	15	IM-15-7()	I-15; 24th Street Interchange Concept: Environmental Document and Study for full Interchange	UDOT	\$500,000	2005 Appropriations	2005	Add to STIP
Statewide		ITS-9999()	ITS, Rural Recreation & Tourism Statewide	UDOT	\$750,000	2005 Appropriations	2005	Add to STIP
Statewide		ITS-9999()	ITS, Commercial Vehicle Safety and Integration Statewide	UDOT	\$500,000	2005 Appropriations	2005	Add to STIP

Illustrative Projects on Appropriations Request

County	Route Number	Project #	Project Location	Sponsor	Total Cost	Funding Source	Funding Year	Action
Salt Lake			Grant Tower Railroad Realignment	Salt Lake City	\$4,000,000	Other Federal Funds	Illustrative	Add to STIP
Davis			200 North Railroad Grade Separation	Keyville	\$10,000,000	Other Federal Funds	Illustrative	Add to STIP

Mr. Wuthrich reviewed the table and described the two new Safety Projects requested on I-80 in Salt Lake County:

- I-80 at 2300 East – this project will extend and widen the ramp to current standards where 2300 East on-ramp to I-80 West Bound come together
- I-215 NB – I-80 EB Collector Ramp – This project will widen lanes and construct a barrier to separate the travel lanes

He noted that the funding for these projects will come from funds originally programmed for other projects which are to be removed from the TIP and have been or will be incorporated into other projects already on the TIP. The three projects to be removed from the program include:

- I-80; 300 East to 1300 East – this project will be done with the I-80 Project programmed for FY-2008
- I-80 MP 126.4 – this project was already completed with a grinding project and the barriers were cast in place
- I-80; MP 20 to MP 95 – this project will be completed with a (purple book) project project this summer

Mr. Wuthrich stated that because these projects are either safety improvements, transportation enhancements, currently programmed on the TIP, and an environmental study for a project on the first phase of the Long Range Plan, they are exempt from air quality conformity requirements. Therefore, an additional conformity analysis does not need to be completed for these projects.

Mr. Wuthrich asked Council members to address their comments to him or Bret Anderson at UDOT.

Air Quality Committee Report

Mayor Seghini asked Mr. Kip Billings to brief the Council on the State Implementation Plan dealing with emissions of particulate matter ten microns or smaller (PM10).

Mr. Billings reported that the Division of Air Quality, with the support of WFRC staff, has been working for several years to update that section of the State Implementation Plan. He stated that a draft of this document has been approved by the Utah Air Quality Board and will be made available for public comment beginning April 1, 2005 and ending May 2, 2005. Copies of *draft* comments regarding the updated PM10 SIP were included in Council members' packets.

Mr. Billings reported that the PM10 SIP defines a maximum allowable level or "budget" of emissions from on-road mobile sources. He felt that the budgets that have been proposed look good initially. Mr. Billings stated that the updated PM10 SIP will be thoroughly reviewed by the WFRC Air Quality Committee, and will be brought back before the Council at their next meeting.

Executive Director's Report

Transportation Summit: Mr. Chappell briefly discussed the Governor's Transportation Summit. He stated that the Governor's office has offered to help UDOT.
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Special Session of Legislature: Mr. Chappell distributed copies of a handout titled **Possible Transportation Funding Strategies 2006-2015** listing highway funding options and transit funding options, some of which have been submitted to the Legislature's Transportation Task Force for consideration. He also distributed copies of the Utah Taxpayers Association Newsletter titled "**Taxing Times**" dated March 23, 2005.

Mr. Chappell stated that legislation relating to "No Child Left Behind" will probably be discussed at the special session of the Legislature. He hoped that H.B. 18 would be discussed, as well. He stated that the projects on the handout titled **Possible Transportation Funding Strategies 2006-2015** will be discussed at a breakfast meeting next Monday to prepare for the special session, with the hope that transportation issues will be included.

Public Comment

There were no public comments.

Other Business

The next meeting of the Wasatch Front Regional Council will be held on April 28, 2005.

Mayor Nordfelt stated that the Wasatch Front Regional Council would place the individual COG agendas on their web page, if desired.

Mayor Nordfelt reported that the Council's Water Committee will be having their annual meeting on May 10, 2005, at 3:00 p.m. at the Wasatch Front Regional Council offices.

Mayor Nordfelt reported that the Wasatch Front Regional Council and Mountainland Association of Governments will be hosting an MPO Conference for the 4 corner state area on April 14th and 15th. He invited all Council members to attend. He stated that FHWA will be participating and that there would be presentations on UrbanSim, the use of visioning, NEPA, etc.

Mayor Nordfelt stated that the Governor's Transportation Summit will be held in September 2005, although no definite date has been announced.

There being no further business, the meeting was adjourned at 4:37 p.m.