

MINUTES

Wasatch Front Regional Council Meeting of October 27, 2005

Mayor Nordfelt, Chairman, called the meeting of the Wasatch Front Regional Council to order at 3:00 p.m. in the Regional Council offices at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Members Present

Janice Auger	Mayor, Taylorsville
Ken Bischoff	Commissioner, Weber County
Dave Connors	Mayor, Farmington
Peter Corroon	Mayor, Salt Lake County
Craig L. Dearden	Commissioner, Weber 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

Byron Anderson	Mayor, Grantsville
Ross C. Anderson	Mayor, Salt Lake City
Bruce Burrows	Mayor, Riverdale
Camille Cain	Commissioner, Weber County, Rep. of UAC
George Garwood, Jr.	Mayor, South Ogden / ULCT
Tom Dolan	Mayor, Sandy
Robert Grow	Representative, Envision Utah

Alternate Members Present

Carlton Christensen	Councilman, Salt Lake City
J. Lynn Crane	Mayor, Herriman
Bryan Holladay	Mayor, West Jordan

Other Elected Officials Present

Fred Oates	Mayor, Harrisville
Gordon Thomas	Cottonwood Heights City

Others Present

Justin Allen	Congressman Bishop's Office
Steve Avis	Hansen, Barnett & Maxwell
Loveit Baumgardner	WFRC Staff
Ed Blaney	WFRC Staff
Wes Bollinger	FHWA
Roger Borgenicht	Assist / Future Moves
Steve Call	FHWA
Chuck Chappell	WFRC Staff
Darrell Cook	MAG
Mick Crandall	WFRC Staff
LaNiece Dustman	WFRC Staff
Yonel Grant	Booz Allen Hamilton
Sharon Gray	WFRC Staff
Doug Hattery	WFRC Staff
Jeff Hawker	West Valley City
Cheryl Heying	Utah Division of Air Quality
John Hiskey	Sandy City
Ahmad Jaber	UDOT
Sam Klemm	WFRC Staff
Ted Knowlton	Envision Utah
Kelly Lund	FHWA
Glenn J. Mecham	Senator Bob Bennett's Office
Helen Peters	UDOT
George Ramjoue	WFRC Staff
Paula Lee Roberts	WFRC Staff
Jill Stark	FHWA
Eloise Thomson	WFRC Staff
Greg Thorpe	UTA
Ben Wuthrich	WFRC Staff

Mayor Burrows, Mayor Garwood, Mayor Ross Anderson, and Commissioner Cain were excused from the meeting.

Consent Agenda

ACTION on the minutes of the WFRC meeting of August 25, 2005: Commissioner McConkie moved to approve the minutes of the WFRC meeting of August 25, 2005. The motion was seconded by Commissioner Dearden and passed unanimously.

ACTION on the financial statements and check registers for July and August 2005: Councilman Jensen moved to approve the financial statements and check registers for July and August 2005. The motion was seconded by Commissioner Bischoff and passed unanimously.

Chairman's Report

ACTION - Designate CDBG Policy Committee representative: Mayor Nordfelt reported that the Council needs to nominate a representative for the Community Development Block Grant (CDBG) program. He stated that this person will represent Davis, Morgan, Tooele, and Weber counties at CDBG Policy Committee Meetings. He noted that Commissioner Page has been serving in this capacity and has agreed to serve a second (two-year) term. He also noted that Commissioner Cain from Weber County and Councilman Hancock from Morgan County have agreed to serve as alternates in the event Commissioner Page is unavailable.

Mayor Stevenson moved that Commissioner Carol Page be nominated as the Council's representative for the Community Development Block Grant (CDBG) program, and that Commissioner Cain and Councilman Hancock serve as alternates. The motion was seconded by Mayor Seghini and passed unanimously.

ACTION - Appoint a replacement to JPAC to replace Commissioner Bischoff: Mayor Nordfelt reported that Commissioner Bischoff has asked to be replaced on JPAC, as he has a continuing conflict when JPAC meetings are held. Mayor Nordfelt stated that he has asked Mayor Godfrey to service in this capacity.

Commissioner Dearden moved that Mayor Godfrey be appointed as a member of JPAC to replace Commissioner Bischoff. The motion was seconded by Commissioner McConkie and passed unanimously.

Report on funding for lobbyist: Mayor Nordfelt reported that the Council is working towards securing funding for a lobbyist. He noted that the Salt Lake COG has agreed to pay their share. He stated that Mr. Chappell will be meeting with Davis and Weber COGs in the near future relating to funding.

Mayor Nordfelt stated that he has appointed a committee to review the proposals and perform interviews with lobbyist candidates. The committee will consist of Commissioner Dearden, Commissioner McConkie, Councilman Jensen, and Mayor Nordfelt.

Budget Committee Report

ACTION to amend Personnel Policy to include an Educational Assistance Policy: Councilman Jensen reported that the Budget Committee reviewed and is recommending an Educational Assistance Program which would support an employee's efforts to further their education. He stated that the studies would be related to the position of the employee, the operations of WFRC, or to improve the employee's job-related skills. He also stated that financial assistance would be made at a rate of up to fifty percent of the eligible costs with a limit of \$1,500.00, with the first \$500.00 of assistance being drawn from the employee training budget. Copies of the proposed Education Assistance policy were included in Council members' packets.

After a lengthy discussion on possible problems with the policy, Council members felt it would be better to reimburse the employee for tuition costs rather than pay them up front to the college.

Mayor Corroon moved that the Council's Personnel Policy be amended to add an Educational Assistance Program for staff up to \$1,500.00 per year on a reimbursable basis, rather than paying the tuition costs up front. The motion was seconded by Mayor Auger and passed with one "no" vote from Commissioner McConkie who was in favor of paying the costs up front.

Report on WFRC Wellness Program and Time Release Policy: Councilman Jensen asked Ms. LaNiece Dustman to report on the progress of the Council's Wellness Program. Copies of an exhibit showing participation in the program and a summary of the group's overall activity was included in Council members' packets.

Ms. Dustman reported on the Council's Wellness Program and activities. She noted that the Wellness Team has tracked its participation rates and effectiveness, provided educational opportunities through 'brown-bag' training sessions in areas of nutrition, fitness and stress management; and has set up an on-site facility for fitness activities. She stated that a mini-grant was received from Healthy Utah, along with donations of cash from the staff that was used to purchase equipment for the on-site facility. She noted that equipment was also donated from several staff members. Ms. Dustman stated that it was too early to tell if or when health insurance premiums would be decreased, but felt the program was a success.

Council members briefly discussed the Wellness Program. In answer to a question, Ms. Dustman explained the contracts that employees signed when joining the Wellness Program. Mayor Corroon felt that there were better ways to provide wellness incentives, rather than time off work.

Commissioner McConkie moved that the Council continue the Wellness Program that had been previously approved on a six-month trial basis. The motion was seconded by Mayor Seghini and passed with one "no" vote by Mayor Corroon.

ACTION to accept the annual audit report: Councilman Jensen reported that the Budget

Committee met with Ross Youngberg and Steven Avis of the auditing firm of Hansen, Barnett & Maxwell and reviewed the audit report. He noted that the auditors have issued an unqualified opinion with no reportable conditions, no instances of non-compliance, and no audit findings. Copies of the audit report were distributed to Council members in attendance.

Councilman Jensen introduced Mr. Avis who was in attendance to answer any questions. Council members had no questions or comments relating to the audit.

Councilman Jensen moved to accept the audit report as presented. The motion was seconded by Commissioner McConkie and passed unanimously.

Report on Federal Certification Review of the Transportation Planning Process

Mayor Nordfelt reported that the Transportation Equity Act for the 21st Century (TEA-21) required that every three years the Federal Highway and Federal Transit Administrations conduct a review of the transportation planning process in the Wasatch Front Region and certify that the process meets federal requirements. He introduced Mr. Wes Bollinger, Acting Administrator, from the Utah Federal Highway Administration Division office, who was in attendance to report on the Federal Certification Review.

Mr. Bolinger distributed copies of the Federal Certification of the Salt Lake City/Ogden/Layton Transportation Management Review to Council members in attendance. Copies of the summary of FHWA and FTA certification review conclusions and recommendations and the WFRC's response were included in Council members' packets.

Mr. Bolinger reported that FHWA and FTA met with WFRC, UDOT, and UTA staff members and other interested persons in June to conduct this certification review. He stated that, based on this review, the FHWA and FTA found that the region "has made satisfactory progress in implementing the federal planning requirements" and jointly certified the transportation planning process for the Wasatch Front Region. Mr. Bolinger reviewed four commendations and eleven recommendations of the certification review. He stated that the Wasatch Front Regional Council has been fully certified and no corrective actions have been defined.

Mr. Hattery stated that he appreciated the good words Mr. Bolinger had to say about the work being done by the Regional Council. He stated that meetings held with officials from UDOT, FHWA, and other MPO's have improved the Council's planning process.

Council members briefly discussed one of the recommendations to consider membership on the Council from UDOT, the Transportation Commission and the UTA Board. It was decided to place this on a Council agenda for discussion in the future.

Mr. Hattery stated that the WFRC staff will continue to work to address all of the recommendations from the Certification Review.

Regional Growth Committee

ACTION - ADOPT Growth Principles: Mayor Connors distributed copies of the Growth Principles and Objectives for Transportation Planning, which were finalized at the Regional Growth Committee meeting earlier in the day. He stated that although the Growth Principles and Objectives are just a beginning, the transfer of this information is a significant step that can benefit all cities and counties in the region. Copies of the *draft* Growth Principles and Objectives were included in Council members' packets. The final version of the Preamble and Growth Principles and Objectives recommended by the Regional Growth committee are as follows:

Growth Principles and Objectives For Transportation Planning

Preamble

The following growth principles embody many of the values held by people of the region. They were adopted after reviewing input from community workshops, open houses, committee deliberations, and polling. They are intended to promote quality growth throughout the region. Because the greater Wasatch Region is experiencing rapid growth and is expected to do so in the future, it is imperative that this growth be well planned and accommodated in the most efficient and cost effective way. As the Wasatch Front Regional Council and Mountainland Association of Governments develop regional transportation plans and programs, these growth principles will provide a context for these plans. Additionally, the principles may also provide a context for plans that are developed by local, state, and other entities, such as special utility and school districts, cities, counties, and private companies who develop residential, commercial, and industrial land.

These growth principles will be applied to the regional transportation planning process and the Regional Transportation Plan. Along with other required transportation factors, the growth principles will be the foundation and framework for developing performance criteria, such as those dealing with environmental quality, economic growth, cost effectiveness, enhanced mobility, safety, and other like criteria. These criteria will then be used as a tool in identifying projects for the Plan that best fulfill the objectives of the growth principles.

The framers of these principles recognize that collaboration will be needed among the region's local governments and others if these principles are to be implemented and their potential benefits realized. These principles are intended to assist the many entities involved in making plans for the future by providing a context that applies to the region as a whole. As a consequence, it is hoped that the region's transportation and other services will become more efficient and that its quality of life, as defined by the principles, will be enhanced.

Growth Principles and Objectives

Provide Public infrastructure that is efficient and adequately maintained:

- Promote redevelopment to better utilize existing infrastructure
- Optimize use and maintenance of existing infrastructure
- Promote compact development consistent with market demand
- Encourage contiguous growth to reduce infrastructure expenses
- Develop long term funding sources for infrastructure development and maintenance.
- Encourage cooperation and coordination in the use of transportation and utility corridors and rights-of-way

Provide regional mobility through a variety of interconnected transportation choices:

- Develop a balanced, multi-modal transportation system
- Coordinate transportation with regional employment, housing, educational and activity centers
- Encourage future commercial and residential areas within close proximity of each other to reduce travel distances
- Encourage a balance of jobs and housing in each part of the region to reduce travel distances.
- Support actions that reduce growth in per capita vehicle miles of travel

Integrate local land-use with regional transportation systems:

- Land-use planning and decisions remain a function of local communities
- Preserve corridors for future infrastructure needs
- Coordinate regional transportation with centers of development
- Coordinate transportation decisions with schools and educational centers
- Make land use and transportation decisions based on comprehensive understanding of their impact on each other

Provide housing for people in all life stages and incomes:

- Encourage an adequate supply of moderately priced housing near regional job centers
- Encourage land use and housing policies to accommodate the need for a variety of housing types throughout the region
- Encourage housing and other development near transit to maximize the efficiency of the public transportation system

Ensure public health & safety:

- Encourage communities to develop transportation facilities that promote physical activity and healthy living
- Encourage accessibility of housing to other destinations to enable the routine use of walking & bike paths.
- Provide for a safe and adequate water supply for culinary, sanitation and fire protection needs
- Promote interconnected streets to reduce travel distances
- Provide efficient police and emergency access
- Provide safe access to, and use of, all modes of transportation

Enhance the regional economy:

- Improve mobility to foster a robust economy
- Use transportation investments and land use decisions to develop the regional economy
- Transportation and land use decisions should lead to improved quality of life to help retain and recruit businesses and labor
- Transportation and land use decisions should help keep our region an affordable place to live and do business

Promote regional collaboration:

- Encourage collaboration among government, business, education, civic and community organizations
- Coordinate development and maintenance of regionally significant utilities and transportation facilities
- Include a broad base of involvement in planning process

- Coordinate local and regional planning efforts
- Promote the sharing of information and expertise

Strengthen sense of community:

- Preserve environmental, cultural, and historical assets
- Promote unity and cohesiveness while valuing diversity
- Avoid physically dividing communities
- Use transportation to bolster town centers

Protect and enhance the environment:

- Protect and enhance the natural environment
- Enhance the aesthetic beauty of our built environment
- Promote conservation of energy, water, and regionally significant critical lands
- Enhance air and water quality
- Encourage conservation of open space and irreplaceable natural resources in land use decisions
- Create and enhance access to areas of natural beauty and recreation

Mayor Connors noted that although this document appears to be a simple statement, it is a boiling down of a lot of work. He explained the amount of work that has been completed during the "visioning process" and noted that it hasn't been a simple process to get this done. He stated that once the Growth Principles and Objectives are adopted by the Regional Council, the staff will take them to each city and county in the region.

Mayor Connors moved that the Wasatch Front Regional Council adopt the Growth Principles and Objectives for the Transportation Plan, as listed above. The motion was seconded by Mayor Seghini, and passed unanimously.

Mayor Nordfelt noted that he hoped all jurisdictions in the region would use the same principles in their local plans.

Mayor Seghini thanked Mayor Connors for his leadership with the Regional Growth Committee. She stated that these Growth Principles and Objectives are a "great piece of work" which can benefit local governments on a local and regional level.

Information – Preferred Vision: Mayor Connors asked Mr. Ramjouw' to update Council members' on the "preferred vision".

Mr. Ramjoue' stated that the staff will take the Council's challenge to implement the Growth Principles and Objectives and make them work. He explained the process that will be used to present the Regional Growth Principles and the "preferred vision" to the cities and counties, for their review and comment. He stated that each community will be provided information on preferred vision and the current 2030 Regional Transportation Plan on which comparisons and input on land use and transportation issues by the local governments can be based. He stated that he will keep Council members informed of the progress of these efforts.

Mayor Corroon stated that he hopes that the cities and counties will use the Growth Principles and Objectives to grow and grow smartly.

Mayor Connors expressed his thanks to the WFRC staff and Envision Utah for their efforts. He noted that a lot of people have been involved throughout this process and he appreciated all of the help.

Mayor Nordfelt also expressed his thanks and felt that the Growth Principles and Objectives were a monumentous accomplishment.

RTP Schedule: Mr. Ramjoue briefly outlined the work that will need to be done for the next Regional Transportation Plan update. He stated that the update will need to be completed by December 2006. Copies of a summary flow chart, which includes various activities, or tasks, and time schedule to accomplish them, has been developed. He stated that the chart and schedule will be used as a guide by the WFRC, MAG and UDOT staffs in accomplishing the tasks described on schedule. Copies of the *Transition Process from Recommended Vision to the RTP* chart were included in Council members' packets.

Transportation Committee Report

ACTION on request for additional Congestion Mitigation/Air Quality (CMAQ) funds: Commissioner McConkie reported that in a letter dated August 23, 2005, South Salt Lake submitted a request for an additional \$400,000 in Congestion Mitigation/ Air Quality (CMAQ) funds for the Intersection & Pedestrian Access to Light Rail project located on 3900 South and 500 West. Copies of a letter from South Salt Lake were included in Council members' packets.

Mr. Wuthrich stated that the amount reflects additional costs in construction materials, labor rate increases, costs of concrete and steel associated with the bridge abutments, and additional costs to be incurred because the slope fill on 3900 South. He also noted that new costs estimates may require an additional \$200,000 for the work. He stated the Salt Lake Area Transportation Technical Committee reviewed and discussed the request and the supplemental request at their meeting on October 5, 2005 and recommended that the original request of \$400,000 be approved. This would allow the city to advertise the project; then if the City required the additional \$200,000, it could request and receive recommendation at the next meeting. Mr. Wuthrich also stated that Trans Com reviewed the recommendations from the Salt

Lake Area Transportation Technical Committee on October 13 and recommended that the project receive the requested additional funding in the amount of \$400,000.

Commissioner McConkie moved that the Regional Council approve the request for additional Congestion Mitigation/ Air Quality (CMAQ) funds in the amount of \$400,000 for the South Salt Lake project. The motion was seconded by Mayor Auger and passed unanimously.

ACTION on amendment to 2006-2010 Transportation Improvement Program: Mr. Wuthrich reported that as a result of the approval of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Wasatch Front Regional Council (WFRC) has need to amend the 2006-2010 Transportation Improvement Program (TIP) with the projects that have been earmarked to receive federal funds over the next four years. He stated that the Council has also received three additional requests to amend the 2006-2010 Transportation Improvement Program (TIP), as follows:

- One is from UDOT for sound walls at various locations along Bangerter Highway between 9000 South and I-15.
- The Utah Transit Authority (UTA) has requested two changes, a re-allocation of STP funds from the no interest van loan program to the vanpool program and an Over-the-Road Bus (OTRB) Accessibility project to enable Federal Transit Administration (FTA) to consider the request from UTA for the OTRB funding.

Copies of letters from UDOT and UTA, a Resolution to amend the 2006-2010 TIP, and a list of the projects to amend the 2006-2010 TIP were included in Council members' packets.

Mr. Wuthrich reviewed the proposed Transportation Improvement Program amendments. He noted that the amendment and conformity finding were made available for public review and comment by the Wasatch Front Regional Council and the Utah Department of Transportation from September 20, 2005, through October 20, 2005. He stated that Trans Com reviewed the proposed amendment at its meeting on October 13th and recommended its approval.

Mr. Wuthrich discussed some of the concerns that Trans Com had about the amount of earmarking of projects in SAFETEA-LU. He noted that about 18 percent of all funding authorized for highways over the six years of the program was earmarked for specific projects by Congress.

Council members discussed their concerns over earmarked projects. They felt that the earmarked projects needed to be approved, or funding for them would be given up.

Commissioner McConkie moved that the Regional Council approve the Resolution to amend the 2006-2010 TIP. The motion was seconded by Mayor Stevenson and passed unanimously.

ACTION to recommend a locally preferred alternative for the Mid-Jordan and West Valley City transit corridors: Mayor Nordfelt introduced Mr. Greg Thorpe from UTA who was in

attendance to discuss the locally preferred alternative for the Mid-Jordan and West Valley City transit corridors. Copies of a map showing the Locally Preferred Alternative in the Mid-Jordan Study Area and copies of a map showing Locally Preferred Alternative in the West Valley City-Taylorsville Study Area were included in Council members' packets.

Mr. Thorpe presented a status report on the Mid-Jordan and West Valley City transit corridors and requested that the Council adopt both alignments as locally preferred alignments. He stated that the WFRC and UTA are nearing completion on the environmental studies. He stated that UTA and the sponsors of these projects have requested that the Regional Council take action to adopt a locally-preferred alternative for each. Mr. Thorpe reviewed the alignments on maps with Council members, and stated that although the alignments shown are the preferred ones, approval wouldn't tie them down completely.

Council members discussed the alignments and which cities had passed Resolutions to adopt the alignments. It was noted that Trans Com reviewed the proposed locally preferred alternatives at its meeting on October 13 and recommended their adoption.

Mayor Seghini moved that the Regional Council adopt the Locally Preferred Alternatives developed by the sponsors of the Projects for the Mid-Jordan and West Valley City-Taylorsville Transit Corridors in Salt Lake County. The motion was seconded by Mayor Corroon and passed unanimously.

Report on Ogden City's Transit Corridor: Mayor Godfrey briefed the Council on the transit corridor project in Ogden City from 23rd & Wall to Weber State University. He stated that Ogden City is looking at alternative ways to fund the project as he felt it would take too long to go through the federal process for this project. He stated they are looking at a public/private partnership of some kind.

Report on UTA Equity Study: Mayor Nordfelt reported that in response to Legislative and local official questions concerning the level of equity in the provision of transit services and the level of expenditures for these services across UTA's six-county service district, UTA has hired the consulting firm of Booz Allen Hamilton to undertake an independent assessment of the level of equity in UTA's service. He asked Mr. Mick Crandall from UTA to report on UTA's study.

Mr. Crandall reported that Booz Allen Hamilton was charged with comparing the level of sales tax collected from each county to the services and expenditure of operating and capital funds in each county. He introduced Mr. Yonel Grant from Booz Allen Hamilton who was in attendance to explain the study conclusions.

Mr. Yonel presented a PowerPoint presentation titled **How Equitable is UTA? Measuring Equity Across UTA's Member Counties**. The presentation addressed the following:

- Equity, for cost/revenue allocation purposes, is a multi-dimensional Issue. Equity could be defined by service provided, service consumed, or benefit received.
- The importance of a "regional" system cannot be ignored even when measuring equity at the

local level

- There are net donor counties to the overall UTA system, and net recipient counties, however the magnitude of imbalances is small
- Combining contributions to capital with allocated capital costs and revenues results in increasing UTA's capital reserves fund to 0.9 percent of total revenues in 2030
- Cumulative county to county imbalances for 2004-2030 are slim, ranging from 1.4 percent to 3.5 percent of revenues in any one county, or 0.14 to 1 percent of total revenues
- The allocation of UTA costs and revenues across the six counties consisted of several key steps
- Key Assumptions include using the Transit Development Plan as a basis for service levels and assuming that federal funds will be used equally on all major projects
- The \$185M Union Pacific Right of Way purchases were allocated to all counties as well

Mr. Yonel explained the following four recommendations:

1. Multi-year analysis, rather than a year-by-year accounting of costs and revenues by county, is required.
2. Complexity of equity analysis requires careful interpretation of results – it is important to remember the regional travel between counties.
3. UTA should continue to monitor level of equity across the system (perhaps every 3-4 years).
4. UTA should consider the level of service in Box Elder and Tooele counties.

Council members briefly discussed the study results including taxing, transit funding, and service levels. They also thanked Mr. Yonel for his presentation.

Report - "United We Ride"

Mr. Hattery reported that the U.S. Department of Transportation, with its partners at the Departments of Health and Human Services, Labor and Education launched **United We Ride**. He introduced Helen Peters from UDOT who was in attendance to give Council members a brief overview of the program and make members of the Wasatch Front Regional Council aware of the efforts in Utah and of a "Framework for Action Self-Assessment."

Ms. Peters explained the *United We Ride* program, which is a new initiative to break down the various transportation and human service programs and set the stage for local partnerships that deliver human service transportation for everyone who needs transportation. She discussed mobility and the need to break down barriers in transportation. She distributed copies of a handout titled **United We Ride** which explained building the fully coordinated human service transportation system. She also distributed copies of a booklet titled **A Framework for Action - Building the Fully Coordinated Transportation System** which was a self assessment tool for communities.

Ms. Peters stated that Council members can obtain additional information about United We Ride, at www.unitedweride.gov or they can contact her at (801)965-4872 or by e-mail at hpeters@utah.gov.

Executive Director's Report

The Executive Director's Report was postponed until the next Council meeting.

Public Comment

There were no public comments.

Other Business

There being no further business, the meeting was adjourned at 5:07 p.m.