

MINUTES

Wasatch Front Regional Council Meeting of February 23, 2006

Mayor Nordfelt, Chairman, called the meeting of the Wasatch Front Regional Council to order at 3:06 p.m. in the Regional Council offices at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Members Present

Ken Bischoff	Commissioner, Weber County
Bruce Burrows	Mayor, Riverdale
Peter Corroon	Mayor, Salt Lake County
Craig L. Dearden	Commissioner, Weber County
Daniel B. Hancock	Councilman, Morgan County
Michael H. Jensen	Councilman, Salt Lake County
Joe L. Johnson	Mayor, Bountiful
Kent Money	Mayor, South Jordan
Dennis Nordfelt	Mayor, West Valley City
Fred Panucci	Mayor, Syracuse
John Petroff, Jr.	Mayor, West Point
JoAnn B. Seghini	Mayor, Midvale

Members Not Present

Byron Anderson	Mayor, Grantsville
Ross C. Anderson	Mayor, Salt Lake City
Camille Cain	Commissioner, Weber County, Rep. of UAC
J. Lynn Crane	Mayor, Herriman
Tom Dolan	Mayor, Sandy
George Garwood, Jr.	Mayor, South Ogden / ULCT
Matthew Godfrey	Mayor, Ogden
Robert Grow	Representative, Envision Utah
Dannie R. McConkie	Commissioner, Davis County

Alternate Members Present

Claudia Anderson	Mayor, Bluffdale
Bill Applegarth	Mayor, Riverton
Robert Gray	Mayor, South Salt Lake
David B. Newton	Mayor, West Jordan
Neka Roundy	Mayor, Kaysville

Alternate Members Present (continued)

Darrell H. Smith	Mayor, Draper
Todd Stevenson	Mayor, Fruit Heights
Russ Wall	Mayor, Taylorsville

Other Elected Officials Present

Gordon Thomas	Cottonwood Heights
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Press Present

Shad West	Standard - Examiner
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Others Present

Justin Allen	Congressman Bishop's Office
Janice Auger	Past Mayor, Taylorsville
Loveit Baumgardner	WFRC Staff
Wayne Bennion	WFRC Staff
Ed Blaney	WFRC Staff
Carlos Braceras	UDOT
Chuck Chappell	WFRC Staff
Doug Clark	GOED
Dave Connors	Past Mayor, Farmington
Mick Crandall	UTA
Sharon Gray	WFRC Staff
Mike Hutchingson	Riverton
Doug Hattery	WFRC Staff
Linda Hull	UDOT
Ahmad Jaber	UDOT
Sam Klemm	WFRC Staff
Jerry E. Larrabee	Past Mayor, Woods Cross
Lynn Larsen	Salt Lake County
Penny Marshall	Actress
Rick McKeague	Utah Department of Air Quality
Glenn J. Mecham	Senator Bob Bennett's Office
Teri Newell	UDOT
Fred Oates	Past Mayor, Harrisville
George Ramjoue'	WFRC Staff
Wilf Sommerkorn	Davis County
Jerry Stevenson	Past Mayor, Layton
Ben Wuthrich	WFRC Staff

Mayor Ross Anderson, Mayor Byron Anderson, Mayor J. Lynn Crane, Mayor Matthew Godfrey, and Commissioner Dannie McConkie were excused from the meeting.

Mayor Nordfelt reminded Council members that only members, and alternates representing a specific member, can vote on Council actions.

Councilman Hancock announced that the Council's annual Water Steering Committee meeting will be held on May 9, 2006 at 3:00 p.m. in the Wasatch Front Regional Council Conference room. All Council members and alternates were invited to attend and participate in the meeting.

Consent Agenda

ACTION on the minutes of the WFRC meeting of January 26, 2006, and ACTION on the financial statement and check register for December 2005: Commissioner Dearden moved to approve the minutes of the WFRC meeting of January 26, 2006, and the financial statement and check register for December 2005. The motion was seconded by Mayor Seghini and passed unanimously.

Chairman's Report

Appoint WFRC representative to UDOT's Corridor Preservation Advisory Council: Mayor Nordfelt asked Mr. George Ramjoue' to explain UDOT's Corridor Preservation Advisory Council and membership on the Committee.

Mr. Ramjoue' reported that UDOT's Corridor Preservation Advisory Council is an advisory committee that makes recommendations to the State Transportation Commission regarding the use of corridor preservation funds in UDOT's Revolving Loan Fund. He noted that the Revolving Loan Fund receives \$3 million annually (approximately \$300,000 per month) which is used to acquire property for rights-of-way that are either hardship or pre-empt development. He stated that all MPO's have membership on the Advisory Committee.

Mayor Nordfelt noted that Mayor J. Lynn Crane has expressed interest in this committee and is willing to serve.

Mayor Smith moved that the Council approve the appointment of Mayor J. Lynn Crane to UDOT's Corridor Preservation Advisory Council. The motion was seconded by Mayor Seghini and passed unanimously.

Update on Transit 2030: Mayor Nordfelt reported that the funding sources to advance TRAX extensions within the next 15 years have not been realized. He also noted that additional sales tax is looking less and less possible, and stated that WFRC and UTA are considering property tax as a source for accelerating the TRAX extensions in Salt Lake County. He stated that although discussions on accelerating the TRAX extensions are proceeding, he felt the Council was currently not ready to take a position on this issue.

Mayor Nordfelt reported that last year the Council approved funds to poll a sample of potential voters in Salt Lake County regarding property tax for transit, which was completed by Dan Jones and Associates. He stated that Dan Jones will attend the March 23 Council meeting and present the results of the survey.

Regional perspective on highway tolling for private investment: Mayor Nordfelt reported that with the transportation financial picture looking worse than we planned when adopting the 2030 Long Range Transportation Plan in December 2003, elected officials and staffs at the Council and UDOT have been investigating innovative funding strategies. A *draft* letter (for discussion) to Legislators was included in Council members' packets encouraging their support of S.B. 80. Highlights of S.B. 80 were also included in Council members' packets. The body of the letter reads as follows:

Recently, the Senate approved and sent to the House of Representatives Senate Bill 80 sponsored by Senator Sheldon Killpack. The bill does not create the ability for UDOT to designate toll roads. The Department has had that authority, granted by you, for some time now (UCA 72-6-118). Rather, it brings to the table the prospect of accessing private funds for the construction of toll roads.

It is obvious that the need for expanded highway capacity far exceeds our present ability to pay. At the same time, private investors are looking for safe locations to invest their money and enjoy tax benefits such as the depreciation schedule allowed by the IRS. Senate Bill 80 would generate for us the same opportunities that have now been codified and put into practice in several states around the country.

The Wasatch Front Regional Council has carefully documented the impending crisis in mobility along the Wasatch Front which will be upon us in less than 10 years. There are at least five projects that could reasonably be funded across the state with this mechanism within the next several years and for which state funding does not exist.

As a Regional Council of mayors and elected county officials charged with transportation planning for the Wasatch Front, we encourage you to support Senate Bill 80 when it comes before you along with other measures that will move ahead these very necessary projects. Please do not hesitate to contact us with any questions.

Mayor Nordfelt asked Mayor Corroon to report on the discussions relating to innovative funding strategies.

Mayor Corroon reported on the funding strategies and proposals being discussed. He stated that if the proposed projects happen, they would affect all areas of the region, and could include HOT lanes on I-15 along with public/private partnerships based on tolls, as would be authorized in S.B. 80. He added that he felt that the tools for managing future congestion are getting better.

Council members discussed using tolls on the I-15 HOV lanes (HOT lanes) to add capacity and manage congestion, while preserving the advantages for carpooling. They also discussed the "fairness issue" of tolls on selected roads and tolling for the Mountain View Corridor.

Mr. Braceras discussed using the power of money to manage congestion. He stated that if HOT lanes are implemented, UDOT would start with a sticker program and transition (in 3-4 years) to a fully electronic system. He noted that HOT lanes could be implemented independent of S.B. 80, as state tolling is already approved. He stated that comprehensive congestion management would include HOT lanes, tolling, HOV lanes, and reversible lanes.

Mr. Braceras briefly reviewed S.B. 80 which would provide an additional tool for funding needed roads. He stated that to implement S.B. 80 the state could 1) create a toll division, 2) create a regional tolling authority or 3) establish a public/private partnership. He felt S.B. 80 was a great

tool and could provide a huge financial benefit to the public, by allowing private companies to fund the highways and then depreciate them as a company asset.

Commissioner Dearden moved that the Council support the letter to the Legislators included in the packets in support of S.B. 80. The motion was seconded by Mayor Petroff.

Mayor Pannucci expressed his concern about supporting S.B. 80 when the Legislature is planning to rebate part of the state's surplus to the public. He felt that any rebates should go to transportation.

Mayor Petroff briefly discussed the economic impact of toll roads, and the value to the region. He felt that this opportunity should not be held up.

Councilman Jensen added that he would support the motion with the following clarification: 1) that tolling doesn't apply to any specific roads today, and 2) that the Council would prefer using the surplus for infrastructure/water/roads needs. Commissioner Dearden and Mayor Petroff agreed to include the clarification in their motion.

Council members discussed S.B. 80 further. They agreed that it was important to have alternate parallel routes that would be free to the public, if possible. They also agreed that it was important to have S.B. 80 as a tool which would allow tolling with public/private partnerships to be part of the planning process.

With no further discussion, the amended motion passed with one vote against the motion by Mayor Pannucci.

Regional Growth Committee

Corridor Preservation for Counties: Mayor Corroon reported that since the passage of Senate Bill 8, the Regional Council staff has been active in providing information about the Bill to the local governments in the region. He stated that information has been provided to all of the County Councils of Governments concerning the Bill. Copies of a *draft* letter of support was included in Council members' packets. Also included in Council members' packets were copies of a Resolution of Support, a sample county ordinance, a list of possible county COG Evaluation/Prioritization Criteria, and a list of regional estimated right-of-way costs and potential revenues from implementation of S.B.8.

Mayor Corroon reported that currently, no counties have adopted an ordinance increasing the vehicle registration fees in their counties for establishing the Local Corridor Preservation Fund. He stated that the deadline for implementation this year is April 1, 2006. If this deadline is missed, counties would be required to wait another full year before funds could be collected. He noted that some county officials have expressed concerns about having to take responsibility for raising the funds, and then not have responsibility for the oversight of the program and how the funds are used.

Council members discussed S.B. 8 and what could be done to make it more acceptable. They felt it was perceived as a tax increase, and should have been imposed by the state and not at

the county level. Council members were also concerned with how the money would be distributed.

In response to a concern that was expressed, Ms. Linda Hull stated that UDOT only has an oversight role to make sure that procedures are followed and ensure that projects are consistent with federal rules. UDOT will not decide which projects are funded and which are not.

Council members felt that there is a great need for corridor preservation and that this is a very worthwhile cause which would preserve land now and save future homes. They expressed the need to make sure the Mayors are out front, in fairness to the Commissioners that would be implementing the increase in registration fees.

Mayor Corroon suggested that the individual cities write a letter of support, so the counties would avoid taking all of the political heat. Commissioner Bischoff added that he currently has not received even one letter from a city in Weber County.

Mayor Petroff added that Mayors could take it one step further by communicating to the citizens their support and that implementing this fee increase is the right thing to do.

City Council Visits on Growth Principles: Mayor Corroon reported that after the Regional Growth Principles were adopted by the Regional Council in October, 2005, the staffs of the WFRC and Envision Utah embarked on a program to meet with the City Councils and County Commissions/Councils in the region. He noted that the purpose of the meetings is to inform the City Councils and County Commissions/Councils of the results of the visioning process (development and adoption of growth principles and the vision), and to obtain their input on whether or not they could support the results of the visioning process as they relate to their individual communities. He encouraged all local entities to formally approve the Growth Principles.

Mr. Ramjoue' reported that the staffs have almost completed their initial visits. Copies of the schedule of the presentations (and outcomes) of Wasatch Choices 2040 to local governments were included in Council members' packets.

Mr. Ramjoue' noted that follow up visits will be scheduled, if desired. He stated that once the follow up visits are complete, revisions to the vision land use will be made, which will then be used as a basis for the population and employment projections to be used in the next update to the Regional Transportation Plan.

Transportation Committee Report

APPROVAL of Transportation Improvement Program amendment process: Commissioner Bischoff reported that over the past year, the WFRC staff has worked with representatives from UDOT, UTA, FHWA, and the other MPOs in the state to streamline the TIP amendment process. He noted that Trans Com recommended approval of the revised amendment process at its meeting on February 9. Copies of the TIP/ STIP Modification Process were included in Council members' packets.

Commissioner Bischoff stated that Mr. Ben Wuthrich could brief the Council on the proposed changes and answer any questions.

With no questions, Commissioner Bischoff moved that the Regional Council Regional Council approve the TIP/ STIP Amendment Process. The motion was seconded by Councilman Jensen and passed unanimously.

ACTION on requests for additional Surface Transportation Program and Congestion Mitigation / Air Quality Program funds: Commissioner Bischoff reported that over the past four months the Wasatch Front Regional Council has received requests for several projects along the Wasatch Front for additional federal funds. Copies of letters from Sandy City, West Valley City, and Draper City were included in Council members' packets. The requests were as follows:

Sandy City submitted a request for an additional \$ 462,000 in Urban Surface Transportation Program (STP) funds for the intersection improvement project located on State Street and 11400 South. The amount requested would pay for the dramatic increase of the cost of materials, especially concrete and steel costs.

West Valley City submitted a request for an additional \$566,422 in Urban Surface Transportation Program (STP) funds for the reconstruction project located on 3200 West from 4100 South to 4700 South. The cost overrun for this project was caused by the inflation of materials similar to that of Sandy City's project. The lowest bid received came in approximately 26 % over the engineer's estimate.

Draper City submitted a request for an additional \$355,000 in Congestion Mitigation/ Air Quality (CMAQ) funds for the Porter Rockwell Trail from 11400 South to 12400 South. The request comes as a result of the cost increase of materials, the need for additional right-of-way to align the trail outside the UTA rail right-of-way, and the new UDOT 10% contingency requirements.

Commissioner Bischoff stated that Trans Com reviewed the requests for additional STP and CMAQ funding for the three projects and recommended that they receive the requested additional funding.

Commissioner Bischoff moved that the Council approve funding for the three requests, as listed above. The motion was seconded by Councilman Jensen and passed unanimously.

APPROVAL of amendment to 2006-2010 Transportation Improvement Program: Commissioner Bischoff stated that the WFRC has received four requests from the Utah Department of Transportation (UDOT) to amend the 2006-2010 TIP. Copies of a Resolution to amend the 2006-2010 TIP along with copies of the TIP Amendment No. 2 were included in Council members' packets. He asked Mr. Ben Wuthrich to explain the amendment.

Mr. Wuthrich explained that the projects included in the proposed amendments are either already in the TIP or are exempt from air quality conformity requirements. He distributed copies of the list of adjustments to the 2006-2010 Transportation Improvement Program (TIP) as of

February 3, 2006, to those in attendance. He noted that Trans Com recommended approval of the amendment at its meeting on February 9.

With no discussion, Commissioner Bischoff moved that the Regional Council approve the resolution to amend the 2006-2010 TIP, as requested by UDOT. The motion was seconded by Councilman Jensen and passed unanimously.

ACTION on 2007 Appropriations Request: Commissioner Bischoff reported that for the past several years, the Wasatch Front Regional Council staff has worked with UDOT, UTA, the Mountainland Association of Governments, and others to prepare one statewide request to Congress for annual appropriations of discretionary funding for transportation projects. He asked Mr. Doug Hattery to explain the 2007 Appropriations Request. Copies of a draft FY 2007 list of Highway Projects and a draft FY 2007 list of Transit Projects were included in Council members' packets.

Mr. Hattery distributed updated copies of the FY 2007 Appropriations *draft* list of projects. The project list includes the following projects, but does not reflect prioritization.

Project	Amount
US-6 Passing Lanes, RP 300 (I-70) to RP 288	\$3 million
200 East, Logan, from 1400 North to 2500 North	\$2 million
Utah County Mobility Studies	\$3 million
Geneva Road, Bridge over Provo River	\$ 3 million
1-15 Bluff Interchange, St. George	\$5 million
Mile Post 4 (I-15) Interchange Improvements, Bloomington	\$1 million
1-15, NB Auxiliary Lane, Beck Street to 26 th South, Salt Lake/Davis County	\$2.5 million
5600 West improvements near Intermodal Center, Salt Lake County	\$3 million
1-15 Auxiliary Lanes, Kaysville to 31 st Street in Ogden	\$3 million
US-40 Passing Lanes And/Or US-191 Passing Lanes	TBD
1-15 Reconstruction reimbursement	TBD

Mr. Mick Crandall, from UTA, distributed copies of the *draft* FY 2007 Project Request for Transit. The project list includes the following projects:

PROJECT NAME	ESTIMATE OF FEDERAL PROJECT COST	TOTAL LOCAL FUNDING COMMITMENT	FY07 FEDERAL REQUEST	POTENTIAL SOURCE OF FEDERAL FUNDS
Commuter Rail	\$489.3 million	\$122.3 million	\$80 million	5309 New Starts
Mid-Jordan Light Rail	\$177.5 million	\$177.5 million	\$10 million	5309 New Starts
Rail System Capacity Improvements	\$8.5 million	\$8.5 million	\$8.5 million	5309 Rail Modernization
Statewide Bus and Bus Facilities	\$26.8 million	\$6.7 million	\$26.8 million	5309 Bus & Bus Facilities

PROJECT NAME	ESTIMATE OF FEDERAL PROJECT COST	TOTAL LOCAL FUNDING COMMITMENT	FY07 FEDERAL REQUEST	POTENTIAL SOURCE OF FEDERAL FUNDS
Intermodal Facilities	\$18.8 million	\$17.2 million	\$18.8 million	5309 Bus & Bus Facilities
Cooperative Planning Initiative	\$800,000	\$200,000	\$800,000	5314 Research and Demonstration
Applied Technology Initiative	\$800,000	\$200,000	\$800,000	OST R&D, National Planning & Research or Research and University Centers
Intelligent Transportation Systems (ITS)	\$15 million	\$9 million	\$6 million	ITS Deployment
Transit Center - 9400 South	\$2 million	\$3 million	\$401,280	5309 Bus and Bus Facilities
Ogden Aerial Cableway	\$2 million	\$.5 million	\$1.5 million	5314 Research and Demonstration

Mr. Hattery reviewed the additional projects and noted that any earmarks received through these discretionary programs bring additional federal funding to the state. He stated that by working together in identifying and setting priorities for projects, we hope to have a better chance of getting Congressional approval for some of this additional funding for projects in Utah. He stated that Trans Com reviewed the list of projects at its meeting on February 9 and recommended that the Regional Council endorse the list. He noted that the Regional Council should also take action to endorse the list for submittal to our Congressional delegation.

Commissioner Bischoff moved that the Regional Council endorse the draft list of highway and transit projects, included in the two handouts, for the 2007 Appropriations request for the state to submit to the Utah Congressional delegation and to authorize Mayor Nordfelt, Chairman, to sign the Resolution and send a letter endorsing the projects. The motion was seconded by Mayor Burrows.

In answer to a question by Mayor Smith, Mr. Hattery stated the appropriations of discretionary funding for transportation projects are reviewed and approved annually.

With no further discussion, the motion passed unanimously.

Mountain View Corridor Update

Mayor Nordfelt introduced Ms. Teri Newell from UDOT who was in attendance to present an update on the Mountain View Corridor.

Ms. Newell presented a brief PowerPoint presentation on the Mountain View Corridor, which included the information on the following:

- **What is the Mountain View Corridor**

Ms. Newell reviewed the roadway alternatives in Salt Lake and Utah counties, the transit alternatives in Salt Lake County, and the trail segments throughout the corridor.

- **Utah's Transportation Funding Deficit**

Ms. Newell noted that there is a \$16.5 billion statewide funding deficit for transportation projects needed through 2030 using current funding methods. She stated that tolling will be looked at in detail in order to understand the impacts and to make sure the correct information is available.

- **Tolling Option**

- **What Would Tolling Look Like**

Ms. Newell explained the various Electronic Toll Collection Systems available. Ms. Newell noted that if a toll road is built, it would probably be a fully electronic system.

- **Spectrum of Tolling**

Ms. Newell reviewed tolling alternatives from traditional models to full concession. She noted that because of existing congestion problems on the west side of Salt Lake County, tolling is being studied for the Mountain View Corridor.

- **EIS Schedule**

Ms. Newell noted that an Environmental Impact Statement (EIS) is being prepared for Mountain View Corridor. The EIS will analyze a portion of the project as a potential toll road. She stated that dialogues on tolling are also being held with stakeholder groups. She explained that UDOT is 3 years into the 5 year EIS process. In answer to a question, Mr. Braceras stated that the EIS needs to be updated every three years unless UDOT begins right-of-way purchases.

In answer to a question, Ms. Newell explained why toll roads were a good deal for investors. She noted the need for public/private partnerships, as tolls would not cover the cost of construction over a thirty year period. She stated that tax benefits are available in the private sector, as they can depreciate roads as assets and can finance them for up to seventy-five years.

Council members discussed differences in design between toll roads and freeways, options for new capacity, building toll roads at lesser standards, tax benefits for public/private partnerships, economic development, and changes in land use and value.

Mr. Braceras stated that he expects tolling to become more standardized in the future.

Mayor Nordfelt expressed his appreciation to Ms. Newell and UDOT officials for the briefing, and for allowing WFRC members to provide input.

Executive Director's Report

Update on Congressional Earmarking: Mr. Chappell noted that there is a difference of opinion relating to Congressional Earmarks. He stated that a workshop to get clear communication on the Congressional earmarks may have been delayed.

Next JPAC Meeting: Mr. Chappell noted that the next meeting of the Joint Policy Advisory Committee (JPAC) will be on Thursday, March 2, 2006, at 12:00 (noon).

Legacy Groundbreaking: Mr. Chappell noted that the groundbreaking for the Legacy Parkway will be held at the Davis County Fairpark in Farmington, Utah on March 2, 2006, at 2:00 p.m.

Legislative Strategies Breakfast with Lobbyist: Mr. Chappell noted that the last Legislative Breakfast with the Council's lobbyist will be held on Friday, February 24, 2006, at 8:00 a.m.

Legislature report: Mr. Sam Klemm distributed copies of a handout titled **Legislative Update, February 23, 2006**, and reported on the following legislation that the Council staff has been following:

- **House Bill 109**—Representative Merlynn Newbold; Sales Tax Removal from Food. This bill currently faces strong opposition in the Senate. In its current form, it would have cut UTA's revenues by 10% or about \$12 million per year. This bill is caught up in the larger budget impasse between the House and the Senate. The members of the Senate have dug in their heels and are not budging off of their position. Long time observers and members of the Legislature say this is the worst they have ever seen in terms of a budget stand-off.
- **House Bill 112**—Representative Rebecca Lockhart; Sales Tax Funding For Highways. Representative Becky Lockhart amended the bill to codify the transfer of \$150 million from the State's General Fund to the Transportation Fund. The original bill would have transferred \$280 million (the amount generated by automobile related sales) but that number got caught up in the budget impasse between the House and Senate. Rep. Lockhart has another bill waiting in the wings that would bring the rest of the money over.
- **House Bill 353**—Representative Wayne Harper; Streamlined Sales Tax. Dead for this year.
- **House Bill 369**—Representative Jim Ferrin; Bonding Authority For Roads. This bill would give UDOT \$1.3 billion in new bonding authority. The bill, as amended, would allow the Transportation Commission to prioritize the projects. The bill is not making it onto the third reading calendar in the House and is apparently bottled up in the Rules Committee.

- **House Bill 372**—Representative Ben Ferry; Grant Tower Railroad Straightening. This bill, which has passed the house, will allow UDOT and Salt Lake County to transfer \$3.5 million from the $\frac{1}{4}$ of the $\frac{1}{4}$ money to the effort to eliminate the 'S' curve at Grant Tower. Combined with other funds from Union Pacific, UTA, and Salt Lake City, there should be enough to straighten out the curve and eliminate the need for the 900 South railroad line.
- **Senate Bill 80**—Senator Sheldon Killpack, Public/Private Partnership For Toll Roads. UDOT already has the authority to designate toll roads. This bill would allow UDOT to enter into partnerships with private companies for the financing, development and maintenance of toll roads. The bill has passed the Senate and is awaiting consideration in the House. It is being held up pending some negotiations over a proposed amendment.
- **Senate Bill 227**—Senator Scott McCoy; Planning Responsibilities Of Transit Districts. This bill would have required UTA to coordinate their plans with those of area human service agencies. At present, UTA already works with low income and environmental justice groups. The bill died in the Senate.
- Appropriation for the Completion of the Weber County 1-15 Project. We have been assured that the money (\$51 million) is there, presumably from the one-time surplus from last fiscal year.

Council members briefly discussed the legislation presented.

Council members were encouraged to contact the Legislators in their districts and ask for their support on S.B. 80.

Public Comment

No public comment

Other Business

Next meeting - March 23, 2006

Mr. Chappell noted that Mr. Dan Jones will be in attendance at the Council meeting on March 23, 2006, to present the findings of their poll regarding property tax for transit in Salt Lake County. He noted that an update on the Regional Transportation Plan will also be presented at the March Council meeting, along with a report on strategies for implementing the Growth Principles.

There being no further business, the meeting was adjourned at 4:42 p.m.