

Active Transportation Committee
Meeting Minutes
Meeting of August 12, 2015

A meeting of the Active Transportation Committee was held on Wednesday, August 12, 2015 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah 84116.

Welcome and Introductions

Mayor Mike Caldwell, Chairman, called the meeting to order 8:40 a.m. He welcomed committee members and guests and introductions were made.

ATC Members and Staff Present

Daryl Ballantyne	Councilman, Morgan County UDOT
Mike Caldwell	Mayor, Ogden City
Don Carroll	Mayor, Fruit Heights City
Larry Ellertson	Commissioner, Utah County
Andrew Gruber	WFRC
Scott Hess	WFRC
Robin Hutcheson	Salt Lake City Transportation
Jennifer McGrath	UTA
Brett McIff	Utah Department of Health
Cory Pope	UDOT
Jim Price	MAG
Phil Sarnoff	Bike Utah

ATC Stakeholders and Others Present

Dave Adamson	UDOT Region 1
Dan Bergenthal	Salt Lake City
Julie Bjornstad	WFRC
Betsy Byrne	Envision Utah SLCO Bicycle Advisory Com.
Steve Call	FHWA-Utah
Kim Clausing	Tooele County Health Department
Julia Collins	WFRC
LaNiece Davenport	WFRC
Dave Foster	Alta Planning & Design
Ned Hacker	WFRC
Tim Harpst	Horrocks Engineers / GREENbike
Matt Jensen	Senator Hatch's office
Pam Jorgensen	WFRC
Ted Knowlton	WFRC
Jeff Lewis	UDOT Region 2
Scott Lyons	Box Elder County
Justin P. Morgan	FHWA-Utah
Andrea Moser	Bio West
Elliott R. Mott	Utah Outdoors
Callie New	WFRC
Travis Olsen	Weber-Morgan Health Department
Angelo Papastamos	UDOT
Isa Perry	Davis County Health Department
Helen Peters	J-U-B
Alex Roy	Fehr & Peers

Greg Scott
Roland Stanger
Suzie Swim
Joe Taylor
Marcus Wager
Ben Wuthrich
Muriel Xochimitl
Alexandra Zimmermann

WFRC
FHWA - Utah
WFRC
UTA
Box Elder County
WFRC
WFRC
University of Utah

Excused: Commissioner James Ebert, Commissioner Bret Millburn, Commissioner Jim Smith, Councilmember Jenny Wilson, Wilf Sommerkorn, Matt Sibul, Justin Anderson, and Jory Johner

Approval of Meeting Minutes/Summary

Mayor Don Carroll moved that the minutes of the May 20, 2015 meeting be approved as written. The motion was seconded by Councilman Daryl Ballantyne and the meeting minutes were unanimously approved.

Public Comment

Elliott Mott, Utah Outdoors, comments included the following suggestions:

- The need for maintenance on the region's paved bike paths which would include puncture vine prevention and eradication. Also signage "stay to the right" on these trails would be helpful.
- He would like to see some monies used for street sweeping so that bicyclists would ride to the right of the white line rather than the left where it is cleaner.
- The need to eliminate blind corners in the underpass bike paths – those turns need to be widened out for safety.
- Some of the active transportation bridges across the Jordan River are very tight where two people walking cannot pass. Mr. Mott would like to see these bridges widened.
- Mr. Mott suggests that with money coming available that these issues will be talked about and solved in order to make communities more bicycle friendly.

Chair Report

Mayor Caldwell introduced Scott Hess, the new Active Transportation Planner recently hired at the Wasatch Front Regional Council. Mr. Hess' primary focus will be on active transportation and coordinating those efforts throughout the region.

Mayor Caldwell also called attention to the recently completed "Tour of Utah" event. He expressed appreciation to the Miller family for producing and bringing the event to Utah. The Tour is an event and race but also brought awareness for healthy active lifestyles to the State.

Local Option Sales Tax Discussion

Andrew Gruber discussed HB 362 which was passed during the 2015 legislative session. He said that the bill had two principal components: 1) Fuel tax reform and increase which will change the state fuel tax from cents per gallon to a percentage. The fuel tax increase takes effect January 1, 2016; and 2) Local option transportation sales tax which gives local communities a tool to address their needs. Each county in the state is authorized to vote to put the local option sales tax on the ballot for the voters to decide whether they want the local option to be implemented.

It was noted that Salt Lake County has taken action to put the local option transportation sales tax on the ballot for 2015 and that the other counties in the state are still deliberating. It is anticipated that some counties will put it on the ballot for 2015 and others may wait until 2016. It is a

significant development for transportation funding generally and funding for active transportation specifically.

WFRC Administered Funding Programs

Wasatch Front Regional Council administers six funding programs. Each of the funding programs were discussed by the respective program managers and included the following information:

Wasatch Front Economic Development District (WFEDD) – LaNiece Davenport, Program Manager. The WFEDD was created with support of the Wasatch Front Regional Council, Davis, Morgan, Salt Lake, Tooele, and Weber Counties. The District received federal designation as the region's economic development district by the U.S. Department of Commerce Economic Development Administration (EDA) in August 2014. Some of the EDA's funding programs include:

- Public Works which helps distressed communities revitalize, expand, and upgrade their physical infrastructure in order to attract new industry and encourage business expansion.
- Technical Assistance that helps analyze the feasibility of potential economic developments like an industrial park or business incubator.
- Economic Adjustment that funds market and environmental studies, planning or construction grants, Revolving Loan Funds (RLF) in regions experiencing adverse economic changes to help grow capital.

Community Development Block Grant Program (CDBG) – LaNiece Davenport/Sam Klemm, Program Manager. The purpose of the CDBG Program is to assist in developing viable communities by providing decent housing, a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income. The CDBG Program is a competitive Grant Program open to the jurisdictions within Morgan, Tooele, and Weber Counties. There are a wide variety of eligible projects that can be funded with CDBG dollars. The main stipulation is that the project principally benefits low and moderate income persons or households. The majority of CDBG funded projects in the region include community infrastructure projects and funding to non- profits for public service programs.

Local Planning Resource Program – Julia Reynolds, Program Manager. The Local Planning Resource Program objectives are to:

- Help local governments create livable communities and focus growth in centers.
- Provide technical assistance for local and regional planning.
- Reduce regional travel demand by enabling shorter trips and providing transportation choices.
- Support communities in using the WC2040 Tools.
- Promote multi-jurisdictional collaboration.

Eligible project types include: Transportation Corridors/Boulevard Plan; Ordinance work/Form Based Code; Market Study and Financial analysis; Transportation Master Plans; First Last Mile implementation; Station Area Planning; Complete Streets Policies; Active Transportation Plans; Small Area Plans; Develop local "visions" or plans; and WC2040 Toolbox training, or technical work for planning purposes.

All information regarding the Local Planning Resource Program including the application process, projects, consultants and resources and tools may be found on the WFRC website at www.wfrc.org/lprp.

Surface Transportation Program (STP) – Ben Wuthrich, Program Manager. The STP funds are apportioned yearly to the Wasatch Front Regional Council. These funds can be used to construct new roads or widen existing facilities including components of active transportation improvements;

improve or reconstruct existing streets; replace or reconstruct bridges; implement projects that reduce travel demand; and intersection improvements.

Congestion Mitigation/Air Quality (CMAQ) – Ben Wuthrich, Program Manager. CMAQ funds must be used on projects that will improve air quality. These funds can be used to construct or purchase public transportation facilities or equipment; construct bicycle and pedestrian facilities for commuters; improve, construct, or expand Intelligent Transportation Systems (ITS); intersection improvements with turning movements; projects that will reduce traffic demand like Rideshare, Van Pools, Car Sharing programs, and etc.

Transportation Alternatives Program (TAP) – Ben Wuthrich, Program Manager. TAP eligible project types include: Construction, planning, and design; Pedestrian, bicyclists, and other non-motorized forms of transportation; Improvements could include – sidewalks, bicycle infrastructure; traffic calming techniques; lighting and safety-related infrastructure for non-drivers; Safe Routes to School projects.

The process of identifying and selecting eligible projects for all of the WFRC funding programs described above, takes place every year. WFRC staff initiates the process by requesting letters of intent in September. Letters of Intent are due in October. Applications will be due in January and the recommended projects will be provided to the Regional Council in the Spring for their approval.

It was noted that WFRC staff will be sending out electronically, information to stakeholders about all of the funding programs. Eligible applicants are the government entities. If there are community members or others that are interested in potential projects they can coordinate with their local governments about possible project ideas.

Interactive Map and Bike Plan updates

Scott Hess, assisted by Suzie Swim, took a tour and provided information on the Wasatch Front Regional Council interactive map. The interactive map is a tool that has the most current and up-to-date information. By clicking on the “layers” the Interactive Map provides project information for highway, transit, priority bike routes, base bike network, and other information the user may be interested in.

Mr. Hess suggested local governments become familiar with the interactive map and provide any updates or changes to the base bike network and priority bike routes layers to him.

Program Updates

- UCATS II – Jennifer McGrath, UTA, reported that areas identified for this round include:
 - Midland Drive in Ogden from the 1-15 Interchange west to Hinckley Drive and the connection to the D&RGW Trail at Hinckley Drive.
 - Layton FrontRunner Station – stationary and schematic plan that will address both bicycle and pedestrian access.
 - 3900 South around the Meadowbrook TRAX station – help supplement the work Salt Lake County with the work they will be doing.
 - U.S. 89 between Provo and Springville – a high quality facility perhaps a buffer bike lane or something similar. A field tour to be scheduled to look at that area.

- First Last Mile Strategies Phase 1 Study has been completed and UTA is moving forward on some Phase 2 work. Schematic plans are completed for 13 stations and beginning work on an additional 18 stations. The plan for 2016 is to work with partners and perhaps complete all of the schematic plans for all of the stations along the Wasatch Front and then be able to partner

with the locals and potentially be part of the Local Planning Resource Program to help move those plans forward into design, engineering, and construction.

- UTA is in the process of working with the Volpe Institute, which is a think tank outside of Washington, D.C. and also partnership with GreenBike to work on a concept or way to bring our technologies together for a one payment system. The idea being that we make that applicable across the board to multiple different uses so when our customers are traveling they have a seamless experience whether they are using a bus, train, GreenBike or a Car Share.
- Complete Streets Partnering Strategy – Greg Scott, WFRC, reported that the Wasatch Front Regional Council Complete Streets Policy Workshops were introduced last fall as a pilot program. He said WFRC is now offering individualized city workshops. The Weber-Morgan Health Departments are on board to help subsidize the workshops. These professionally facilitated workshops assist in: 1) Providing a common understanding of complete streets; 2) Defining a complete streets vision for communities; 3) Drafting key elements of a complete streets policy; and 4) Identifying key implementation steps. After the workshop, WFRC will continue to assist interested communities through the policy adoption phase. Policy adoption and implementation are the ultimate goal.

WFRC, UDOT and the Complete Streets Steering Committee are exploring a flagship project to highlight complete streets. Ideally, the project will meet several objectives that include a locally led strong community interest; allow strong UDOT participation to highlight the Integrated Transportation Emphasis area and be multi-modal in nature.

- Brett McIff, Utah Department of Health, reported that the Utah Leaders for Health is a team of influential leaders in Utah, representing academia, transportation, private business, government, and other sectors. This team works to communicate and collaborate regarding health as it affects their sectors, and the population of Utah as a whole. Currently, the main focus areas are healthy eating and active living, particularly regarding active transportation. The group is currently working under the leadership of former Lt. Governor Greg Bell to expand its purpose and reach as a stand-alone organization. Funding has been received from the Utah Department of Health through the Centers for Medicare and Medicaid Services State Innovation Model program to develop this group further and show measurable impact on communities in Utah. Dr. McIff said that more information will follow as this team moves forward, and information will be shared between the Active Transportation Committee and the Utah Leaders for Health for continued collaboration.

Federal Transportation update

Matt Jensen, Senator Hatch's office, reported that before leaving for recess, the Senate passed its version of the surface transportation bill, "Developing a Reliable and Innovative Vision for the Economy Act" (DRIVE Act) which authorizes funding for new and existing highway programs. The bill is a six-year federal transportation reauthorization bill that provides three years of revenues for the Highway Trust Fund (HTF). The DRIVE Act will provide increased funding for our nation's highways and bridges without raising taxes or increasing the deficit. This legislation will give state and local leaders in Utah the certainty and stability they need to secure Utah's roads and bridges for the families and businesses that use them every day.

The House has yet to pass a similar measure. When Congress convenes after its August recess, there will be several items on the schedule to address, including an impending deadline to pass a continuing resolution that would keep the federal government operating and avoid a shutdown.

The current federal transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21) expires on October 31st. If Congress does not act to pass an extension to MAP-21 or a new authorization bill, the United States Department of Transportation (USDOT) will have to stop all expenditures from the HTF. It is anticipated that current revenue sources will fund the HTF through the end of the year but USDOT needs authorization from Congress to make those expenditures.

Senator Hatch, in his role as Chairman of the Finance Committee, has been leading the effort in the Senate to fund a long-term transportation funding solution and is committed to working with stakeholders and others to fund Utah's transportation priorities.

Next Meeting: October 14, 2015 from 8:30 – 10:00 a.m. in the Wasatch Front Regional Council offices.

The meeting adjourned at 10:10 a.m.

A recording of this meeting, agendas, and presentations may be found on the WFRC website at www.wfrc.org, under Committees, Active Transportation, 2015 meetings.