



WASATCH FRONT REGIONAL COUNCIL

TRANSPORTATION COORDINATING COMMITTEE (Trans Com)

Minutes of Meeting held

August 20, 2015

Chairman Bill Applegarth called Trans Com to order at 2:00 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

ATTENDANCE

Members:

Bill Applegarth, Chair	Mayor, Riverton
Mitch Adams	Mayor, Clinton City
Justin Allen	Utah Transit Authority
Karen Cronin	Mayor, Perry
GJ LaBonty	Utah Transit Authority
Beverly Macfarlane	Mayor, Sunset City
Shane Marshall	Utah Department of Transportation
Toby Mileski	Mayor, Pleasant View
Cory Pope	Utah Department of Transportation
Logan Wilde	Councilman, Morgan County

Others:

Wayne Bennion	Wasatch Front Regional Council
Michelle Bjorklund	Wasatch Front Regional Council
Julie Bjornstad	Wasatch Front Regional Council
Steve Call	Federal Highway Administration
Julia Collins	Wasatch Front Regional Council
Bill Cook	Ogden City
LaNiece Davenport	Wasatch Front Regional Council
Lee Davidson	Salt Lake Tribune
Ned Hacker	Wasatch Front Regional Council
Scott Hess	Wasatch Front Regional Council
Jory Johner	Wasatch Front Regional Council
Hal Johnson	Utah Transit Authority
Linda Johnson	Breathe Utah
Jason Jones	J-U-B Engineers
Ted Knowlton	Wasatch Front Regional Council
Barry McLerran	Office of Congresswoman Mia Love
Jim McNulty	Utah Transit Authority
Justin Morgan	Federal Highway Administration
David Schwartz	Utah Department of Transportation
Suzie Swim	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council
Muriel Xochimitl	Wasatch Front Regional Council

1. MINUTES

ACTION: Mayor Beverly Macfarlane moved that the minutes of the June 18, 2015 Trans Com meeting be approved as written. Councilman Logan Wilde seconded the motion, and the voting was unanimous.

2. OPPORTUNITY FOR PUBLIC COMMENT

Linda Johnson of Breathe Utah commented on highway signage. Ms. Johnson would like to see more speed limit signs on Interstate 80 and bigger road signs for street names such as State Street.

3. Transportation Improvement Program

a. ACTION on Board Modifications to the 2015-2020 TIP

Ben Wuthrich presented and reviewed the requests the Wasatch Front Regional Council has received to modify the 2015-2020 TIP:

- Salt Lake County: 2300 East; I-80 to 3900 South; Reconstruct and widen including safety improvements. The request is to amend this project with additional STP funds. In June, the project was advertised as a base bid with additives for the various planned enhancements. When the bids were opened, the low bid came in over the available funding thus creating a project funding shortfall. Salt Lake County requests the additional funding to enable them to rebid the project. Additional funding requested: \$1,600,000
- UDOT: US-89; I-84 EB Off Ramp; Interchange improvements. The Region would like approval to transfer un-programmed balances from the Region's Pavement Rehabilitation Program to this asset management project: \$408,172
- UDOT: I-84, SR-39; Installation of Bin Walls in Weber and Ogden Canyons. The Region would like approval to transfer un-programmed balances from the Region's Pavement Rehabilitation Program to this asset management project: \$908,172
- UDOT: US-91; Installation of Advanced Traffic Management Systems in Sardine Canyon. The Region would like approval to transfer un-programmed balances from the Region's Pavement Rehabilitation Program to this asset management project: \$1,408,172
- UTA: New transit service operation in Tooele City. This request is to fund the operating costs for the first year on the new additional flex route transit service in Tooele City. Funding amount: \$150,000 of Tooele Area CMAQ funds
- UTA: Transit service in Tooele Valley between Grantsville, Tooele City, Stansbury Park, mid-day Salt Lake Valley and two new vehicles. This request is to expand the Dial-A-Ride service in Tooele Valley including a year of operating costs. Funding amount: \$195,859 of Tooele Area CMAQ funds
- UDOT: I-15; Lagoon to Layton Parkway; Pavement preservation, auxiliary lane construction, and installation of ramp meters. Region one requests approval to combine the four projects as follows: The I-15; 200 North (SR-273) to Layton Parkway pavement rehabilitation project will be the base project. The following projects' scope and funding are to be added to this project:

- I-15 Northbound Aux Lane, Rest Area to 200 North, Kaysville
- I-15; 200 North, Kaysville Northbound ramp meters
- \$8 million of Pavement Preservation funding to complete scheduled preservation activities along I-15 from Lagoon to Layton in both the Northbound and Southbound legs.
- I-15; Interchange modifications and improvements at SR-193. Region One requests approval to include a new choke point project by adjusting funding and combining scopes on the following projects:
 - SR-103; SR-126 to I-15 Preservation project
 - SR-103; SR-126 to I-15 Choke Point project
 - 650 North and I-15 Interchange/Intersection project Choke Point project
- UDOT: Bangerter Highway; Interchanges at 5400 South, 7000 South, 9000 South, 11400 South; Construct grade separated interchanges along Bangerter Highway at the various intersections. Region Two desires to combine the following funded interchange projects on Bangerter Highway into a single project. By combining the projects, the delivery schedule could be shortened using cash flow and design build contracting, optimizing funding and minimizing impacts to the traveling public.
- UDOT: SR-36; Canyon Road intersection improvements; Add acceleration and deceleration lanes and pavement maintenance. Region Two requests the transfer of \$150,000 from available balance in the Pavement Preservation program to the SR-36; Canyon Roads Intersection Improvements project. Striping changes forced the project to rotomill and place a 1" overlay in order to match with the existing pavement grades. The additional funds are to address this needed pavement work in the project.
- Recreational Trails Program: This federal program was authorized by Congress in 1991 as part of ISTEA and continued through the current MAP-21 transportation authorization. These projects are selected and administered by the Utah State Parks and Recreation Division. These funds can be used for motorized and non-motorized trails, including trailside and trailhead facilities and provisions to facilitate access for people with disabilities. Utah has 47 projects totaling \$1,790,361 in Federal Aid funds, with 12 projects in the WFRC area totaling \$762,662.

ACTION: Mayor Toby Mileski moved that Trans Com recommend that the Regional Council approve the resolution to modify the 2015-2020 TIP as requested. Mayor Mitch Adams seconded the motion and the voting was unanimous.

b. ACTION on the 2016-2021 Transportation Improvement Program

Ben Wuthrich reviewed how WFRC is responsible for developing the TIP, which is a six-year program of highway and transit projects funded by federal, state, and local revenues. WFRC has worked with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the cities and counties in the region to compile the list of proposed projects for inclusion in a draft 2016-2021 TIP. The draft was reviewed by Trans Com in June and made available for public review as delegated by the Regional Council. An analysis of the TIP completed by the WFRC staff shows that the 2016-2021 TIP conforms to the state air quality plans. The public comment period

extended from July 6 through August 8, 2015. No comments pertaining to the TIP were received during this period. In order for transportation projects in the region to move forward, the Wasatch Front Regional Council needs to adopt a 2016-2021 TIP at its August meeting.

ACTION: Mayor Beverly Macfarlane moved that Trans Com recommend to the Regional Council the adoption of the resolution approving the 2016-2021 TIP and the air quality conformity finding for the 2016-2021 TIP. Mayor Mitch Adams seconded the motion and the voting was unanimous.

c. WFRC Programs for Local Governments

LaNiece Davenport introduced the six funding programs offered by WFRC. These programs are the Economic Development District (EDD), the Community Development Block Grant Program (CDBG), the Local Planning Resource Program (LPRP), the Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) and the Transportation Alternatives Program (TAP). In September a request for letters of intent will be sent out for the last four programs and they will be due October 29. All funding applications/concert reports will be due by January 14, 2016 and projects to receive funding will be recommended in the Spring of 2016.

Ms. Davenport presented on the Wasatch Front Economic Development District (WFEDD) and CDBG funding. The District was created with support of WFRC and Davis, Morgan, Salt Lake, Tooele and Weber Counties. The WFEDD's mission is to support economic development plans, promote long-term economic competitiveness, and enable the region to attract and apply for federal funding from the Economic Development Administration (EDA). The CDBG Program is a competitive grant program open to the jurisdictions within Morgan, Tooele, and Weber Counties with an annual funding amount of about \$1 million. 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 (LMI) persons or households.

Julia Collins presented on LPRP funding. The LPRP is a partnership between WFRC and Salt Lake County. This program encourages communities to integrate their land use and regional transportation plans by proactively addressing anticipated growth through the use of the Wasatch Choice for 2040 Vision. Through this program assistance is available in the form of staff time, consulting, or training to eligible applicants.

Ben Wuthrich presented on STP, CMAQ and TAP funding. The STP provides funding that may be used for projects on federal-aid highways and bridges, transit capital projects, and intracity and intercity bus terminals and facilities. CMAQ funds are intended to fund transportation projects that improve air quality, except they are not eligible for through travel lanes. The TAP provides funding for construction and planning of bicycle and pedestrian facilities. For all three programs, eligible project sponsors must be a local government in the Ogden/Layton or Salt Lake/West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

4. ACTION on Self-Certification of Planning Process

Wayne Bennion reviewed the transportation planning process. Each year the Regional Council and the Department of Transportation certify to FHWA and FTA that the transportation planning process is addressing the major transportation management issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of the Code of Federal Regulations. FHWA and FTA do a certification review every four years and WFRC does a self-certification every year. WFRC and UDOT staffs with personnel from UTA have worked together to evaluate how well the federal requirements are being met and prepared the documentation attached to the resolution. Based on this effort, a resolution has been prepared certifying the planning process for the region.

ACTION: Mayor Karen Cronin moved that Trans Com recommend that the Regional Council approve the resolution certifying the transportation planning process. Mayor Beverly Macfarlane seconded the motion and the voting was unanimous.

5. Ogden-Weber State University Transit Project Study

Wayne Bennion introduced Bill Cook, the Executive Director for the Ogden City Council and Jim McNulty, the project manager from Utah Transit Authority. Mr. Cook announced that a consensus has been reached on the transit project in Ogden. The City Council, Mayor and stakeholders would like to propose and implement a bus rapid transit system. Mr. McNulty reviewed the background of the project study. There are seven project partners: Ogden City, Intermountain Healthcare, UTA, Weber County, UDOT, WFRC, and Weber State University. These partners have been studying alternatives to identify an optimal transit connection between downtown Ogden and Weber State University and the McKay Dee Hospital. The total length of the route chosen is approximately 5.3 miles. On June 23, 2015 the Technical Advisory Committees and Policy Committees for this project recommended the 25th Street Alignment with Bus Rapid Transit as the preferred mode. On July 28, 2015 the Ogden City Council adopted resolution 2015-24 which approved a locally preferred alternative for the project.

6. Other Business

Muriel Xochimitl reviewed HB 362, the bill modifying provisions related to transportation funding. All counties in the Wasatch Front region have elected to put the local option sales tax provision on the ballot this fall.

Next meeting date: November 19, 2015

With no further business, the meeting adjourned at 3:10 p.m.