

**OGDEN-LAYTON AREA TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

**January 8, 2003**

**10:00 a.m. - 11:00 a.m., Roy, Utah**

**MEETING SUMMARY**

<b>AGENDA ITEM</b>	<b>DISCUSSION</b>	<b>ACTION</b>
<b>1. Approval of 11/6/02 Summary</b>	Meeting summary was approved as submitted.	Approved
<b>2. 2004-2008 STP and CMAQ Programs</b>	<p>Ben Wuthrich, WFRC, updated the committee on the 2004-2008 STP and CMAQ programs. Ben noted that letters of intent have been received and the sponsors should be working on their concept reports. Draft concept reports are due by January 17, 2003, and the final concept reports are due February 7, 2003. The staff will begin technical evaluations including field reviews in March. The objective of field reviews is to identify the needs for projects and examine each project up close. In March-April the Ogden-Layton TAC will have an opportunity to review the programs and make recommendations to Trans Com, which will in turn make recommendations to the Regional Council. The STP and CMAQ programs will then be combined with the other federally funded programs to form the Draft Transportation Improvement Program (TIP). The DRAFT TIP will be reviewed in the same manner with anticipated approval by the Council to distribute the document for public comment in June. Comments will be reviewed and responded to. After final approval of the TIP, in early fall, it will be incorporated in the Statewide Transportation Improvement Program (STIP) and sent to FHWA and FTA for approval.</p> <p><b>For additional information contact Ben Wuthrich at 773-5559, or e-mail <a href="mailto:bwuthrich@wfr.org">bwuthrich@wfr.org</a></b></p>	None Required
<b>3. TIP &amp; STIP Schedule and Process</b>	<p>Ben Wuthrich continued with a presentation of the TIP/STIP Schedule &amp; Process and provided handouts outlining the milestones of the proposed TIP/STIP Development Schedule and Amendment Process flow chart. Because federal law requires the TIP be included without modification into the STIP a coordinated effort between agencies becomes critical for timely approval. He explained that both processes were developed and refined through a committee representing UDOT, UTA, FHWA and the MPOs. The proposed STIP Amendment Process involves UTA, UDOT, FHWA, FTA, and WFRC (the MPO). After an amendment request is received, UDOT and WFRC will determine if it is an Administrative or Policy Amendment. An Administrative Amendment is considered to be a change in funding source or amount within the three-year program. A Policy Amendment occurs when a project of regional significance changes in design concept or scope, a new project is requested, a project is advanced from concept development or illustrative to the three-year program, or Traffic Control Measures (TCMs) are added or deleted from a project.</p> <p>Currently a Policy Amendment for the I-15 EIS (600 North Salt Lake City to Kaysville) is out for public comment until January 16, 2003.</p> <p>Graphics of the STIP Development Schedule and Amendment Process flow chart can be viewed and downloaded from the UDOT website, <a href="http://www.udot.utah.gov/progdev/stip/stip_process.htm">http://www.udot.utah.gov/progdev/stip/stip_process.htm</a></p> <p><b>For additional information contact Ben Wuthrich at 773-5559, or e-mail <a href="mailto:bwuthrich@wfr.org">bwuthrich@wfr.org</a></b></p>	None Required
<b>4. Access Management Standards and Corridor Preservation</b>	<p>Tim Boschert of UDOT presented a summary of UDOT's Access Management Program and suggested its applicability to all highway and road facilities for both state and local municipalities. Tim started with the premise that Access Management provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity and speed. UDOT has developed more specific access management guidance based on the national standards published by the American Association of State Highway and Transportation Officials (AASHTO). Tim discussed specific access management category standards and permit levels and explained that any access onto a state facility is a "permitted action." Tim concluded and requested comments on the proposed Access Management Plan document, the "Manual for Accommodation," which can be viewed at the UDOT website, <a href="http://www.dot.state.ut.us/esd/AccessManagement/AccessManagementMain.htm">http://www.dot.state.ut.us/esd/AccessManagement/AccessManagementMain.htm</a></p> <p><b>For additional information contact Tim Boschert at 965-4175, e-mail <a href="mailto:tboschert@utah.gov">tboschert@utah.gov</a></b></p> <p>George Ramjoue of WFRC continued with a presentation on Corridor Preservation, which he stated "goes hand in hand with Access Management." George noted that we need to change from being reactive to being proactive in planning and preserving corridors. An example is the North Legacy Highway Corridor, a regionally significant project that warrants preservation today, as a future transportation corridor. George showed several illustrations of how to plan and prepare for urban at-grade arterials and surrounding land use and the potential unintended consequences. In one scenario a</p>	None Required

	<p>lack of foresight along an arterial corridor (unaccounted for growth and increased traffic) ultimately degraded both the land use and the arterial itself. A second scenario depicted a plan where “beginning with the end in mind” resulted in a plan that repeatedly accommodated changes in land use and increased traffic demand. Several tools to help control the development and use of land and preserve corridors include the WFRC travel model and general planning standards, zoning ordinances, and impact fees.</p> <p>The Corridor Preservation Fund was discussed as a means of preventing conflicting development. Though typically used for state projects of regional significance, any city may request these funds to help preserve transportation corridors subject to imminent development. Notify WFRC, the UDOT right-of-way chief, or the UDOT program development director if you believe you have a good case for these funds.</p> <p><b>For additional information contact George Ramjoue at 773-5559, e-mail <a href="mailto:gramjoue@wfr.org">gramjoue@wfr.org</a></b></p>	
<p><b>5. Other Business</b></p>	<p>Ned Hacker of WFRC reported that Chuck Chappell, the new Executive Director for the WFRC, started January 6. Mr. Chappell was a long time employee of FHWA and worked here in Salt Lake for the past several years.</p> <p>In preparation of the state’s 2004 Appropriations Request to Congress (March 2003), UDOT has requested WFRC to help identify potential projects (highway, transit and airport) to be included in the request. Please let Ned Hacker or Doug Hattery (773-5559) know of projects you would like to have considered.</p> <p>For answers to regional transportation questions, socioeconomic statistics, project updates, points of contact and other regional information, check the WFRC website, <a href="http://www.wfr.org">www.wfr.org</a></p>	<p>None Required</p>
<p><b>Next Meeting</b></p>	<p><b>February 12, 2003 at 10:00 a.m. in Roy City Hall</b></p>	
<p><b>Attendees:</b> Scott Miklos (UTA Rideshare), Elden Bingham (UDOT), Ben Wuthrich (WFRC), Paul Vidmar (UDOT), Jerri Ashurst (UTA), Ned Hacker (WFRC), Paul Rowland (Bountiful City), Andy Thompson (Kaysville City), Tim Boschert (UDOT), George Ramjoue (WFRC), Matt Swapp (UDOT), Dave Beecher (UTA), John Van Hoff (Korve Eng), Rick McKeague (DAQ), Rodger Worthen (Syracuse City), Scott Hodge (Clearfield), David Richards (Layton), Gary Jeppson (North Ogden), Max Forbush (Farmington), Walt Hokanson (Farmington), George Benford (Ogden)</p>		