

**OGDEN/LAYTON AREA TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TAC)**  
**Oct 26, 2011**  
**10:00 am – 11:30 am, Clearfield City Hall**  
**MEETING SUMMARY**

AGENDA ITEM	DISCUSSION	ACTION
<b>1. Meeting Summary</b>	Meeting summary OG TAC July 27, 2011 was presented for approval.	Approved
<b>2. TIP Business</b>	<p><u>Board Modification to the 2012-2017 TIP</u> –Ben Wuthrich informed the TAC that UDOT has requested that the “I-15; I-215 to I-84, Phased Improvements” project be added to the FY 2012-2017 Transportation Improvement Program (TIP) and that \$60 million be programmed in FY2013 and \$26 million in FY 2014. This will allow Region One to address improvements identified from the environmental study currently underway. This project would address components of Projects identified and prioritized in the Regional Transportation Plan. Funding for this project would be available from Senate Bill 229 which as passed to provide funding for transportation purposes in 2013 and beyond, contingent upon there being a surplus. The Department would like to cautiously move ahead, and have the projects ready if the money is available. He also distributed a copy of the “Purple Book” project list for 2012, 2013 and those projects that could move onto the 2012 or 2013 programs if funding became available due to cost savings or additional funds. The request will allow the Regions to begin Preliminary Engineering and Concept Development on the projects so that they will be ready when funds become available.</p> <p><u>Schedule 2013-2018 TIP</u> – Ben distributed a schedule for the 2012 TAC meetings and topics and solicited ideas for topics to be considered over the next year. He then reviewed with the TAC the TIP schedule, reminding everyone that “Letters of intent” are due Friday, October 28, and concept reports will be due January 20, 2012.</p> <p><u>CMAQ Process Review</u> – Wayne Bennion of WFRC explained the goals, and criteria of the CMAQ Process and the recommendations from a task force evaluation of the current process. The task force found that the current process is working well overall. Improvements in three areas were suggested:</p> <ol style="list-style-type: none"> <li>1. Strengthen the quality of evaluations and submitted data.</li> <li>2. Develop a list of “hot spot” locations.</li> <li>3. Provide examples of completed concept reports</li> </ol>	<p>Approved</p> <p>Information</p> <p>Information</p>
<b>3. Congestion Report</b>	Kip Billings of WFRC gave the annual report on highway congestion and transit performance. Total VMT continues to grow, but VMT per capita has declined some from 23.4 in 2002 to 21.7 in 2010. This is likely a reflection of a more sluggish economy plus some influence from higher gasoline prices and increased transit options. The report also looked at freeway LOS using the PEMS data collection system and arterial LOS based on GPS speed data collections. 2010 daily transit ridership averaged about 80,000 bus passengers and 41,000 Trax passengers, and 5,000 Front Runner passengers. Peak period, peak direction bus loads range between 24 and 32 passengers. Peak period, peak direction Trax trains carry between 160 and 220 passengers. Peak period, peak direction Front Runner trains carry between 150 and 230 passengers.	Information

<b>4. Complete Streets</b>	Ned Hacker of WFRC presented information about the Complete Streets program. Complete Streets is more about an attitude to consider the needs of all users rather than specific design criteria. Complete Streets is not a mandate and it does not mean bicycles only. Select streets are identified by the local municipality to be considered as “complete streets”. A survey about Complete Streets has recently been completed. Some questions from the TAC members included: “Do bike lanes give a false sense of security?” “Are they really 50% safer?” “How are improvements and ROW acquisitions paid for?”	Information
<b>5. Funding Challenges</b>	Bill Lawrence of UDOT reported on the funding challenges for Utah roads. Utah is the 12 <sup>th</sup> largest state by square miles. The State road system is 13% of the road miles but carries 63% of the traffic. From 1990 to 2015 a 100% growth in VMT is anticipated, with only a 6% increase in lane miles. UDOT’s highway focus is for Maintenance (good roads cost less), Improved Operations, Safety, and Increased Capacity. There was a 100% increase in construction costs from 2003 to 2008. Interstate and level 1 facilities account for 96% of AADT. Level 2 facilities (< 2,000 AADT) are 47% of the lane miles in the State but only 4% of the traffic. The way things are at this time we could expect about the same level of funding from state and federal sources with 60% of revenue comes from fuel tax which fluctuates with the economy and fuel consumption. Federal Aid in 2012 is subject to change and Transportation Enhancement funds may go away entirely.	Information
<b>6. Vote on Vice-Chair</b>	Scott Anderson was nominated, accepted, and elected as vice-chair for the Ogden/Layton TAC effective 2012.	Approved
<b>7. Other Business</b>	Thanks to Kaysville City for refreshments. Layton City will provide the Refreshments at the January meeting.	Information
<b>8. Next Meeting</b>	Trans Com TAC – January 25, 2012	Information

## Attendance Roll Ogden-Layton Technical Advisory Committee

Date 26 October 2011

*Please check your name or add it to the list below and update your contact information if needed.*

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