

SALT LAKE AREA TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TAC)
January 26, 2011
2:30 – 4:30 PM, West Valley Cultural Center
MEETING SUMMARY

AGENDA ITEM	DISCUSSION	ACTION
1. Meeting Summary	Meeting summary of October 27, 2010 was presented for comment and approval.	Approved
2. TIP Business	<p><u>Review Modifications to the 2011-2016 TIP</u> – Ben Wuthrich presented a request to increase the program and planning funds to conduct a new “Household Survey” for \$272K per year for 3 years from the Salt Lake STP funds. The remaining balance will come from the Ogden/Layton STP funds. He asked Wayne Bennion of WFRC to explain a household survey. The survey is key to accurate Travel Demand Model results. The last survey was in 1993. The costs for data collection and processing are estimated to be about \$2M with the following allocations: WFRC \$1.1M, MAG \$0.3M, and UDOT \$0.45M. UTA will contribute in kind in the form of an “on-board” survey of transit patrons. The cost to UTA for a similar survey in 2006 was \$0.6M. Request for proposals will be in the Spring of 2011. The survey will be conducted in the Fall of 2011. Data collection and processing will require another 2.5 years to complete.</p> <p><u>Concept Reports</u> – Ben Wuthrich of WFRC provided a list of projects submitted for the 2017 TIP as of January 26, 2011. There were no reports from those present of any projects that had been overlooked.</p> <p><u>Schedule for the 2017 TIP</u> – Ben Wuthrich reviewed the schedule for the next TIP cycle. The next meeting in February will be to review a slide show virtual tour of all the projects submitted. Project evaluations and rankings will be shared at the March meeting.</p> <p><u>STP Evaluation Criteria</u> – Ben Wuthrich reported on the status of the proposed revisions to the STP evaluation process to address transit projects as requested by TransCom. Transit was added as a fourth project category to each criterion. Transit has always been eligible for STP funds but there has been no effective means to evaluate transit projects or transit elements of other projects. Cost per user (i.e. ADT or bus passengers) is one example of the improvements due to including transit criteria. Another is that transit improvements are included with utilities impacts.</p> <p>Ben reminded the group that project evaluations are only a tool for evaluating projects and not the final decision in project selection.</p> <p>Other changes include:</p> <ul style="list-style-type: none"> • A safety criterion that asks for better accident history data • Credits are now given for projects that include a pavement preservation program. • Credits for ADT < 50000 • Credit for transit enhancements such as bus stops or bus pull outs. <p>Ben reminded the group that project evaluations are only a tool for evaluating projects and not the final decision in project selection.</p>	<p>Approved</p> <p>Information Only</p> <p>Information Only</p> <p>Approved</p>
3. RTP 2040 Draft	Val Halford distributed a map of the proposed highway and transit projects by phase. Project selection was based on the 2030 Plan plus input from various transportation agencies (WFRC, UDOT, UTA, Cities, and others) and from public citizens. The Draft 2040 RTP call for \$5B in Phase I, \$7B in Phase II, and \$12B in Phase III. Still other projects remain unfunded. A list of highway and transit projects by phase was also provided.	Information only

	The Council will adopt a final version of the 2040 RTP at the May 2011 meeting. Public comment is scheduled for February and March 2011 including open house meetings and presentation to the COG meetings.	
4. Legislative Update	Sam Klemm of WFRC reported that Utah is financially healthy but there is a need to cut spending across the board by 7% except for education. Budget shortfalls have been filled by one-time “rainy day” funds. New funds are needed just to stay even with education needs. Medicaid and retirement are facing a shortfall of \$437M. There is no public or political support for tax increases. Transportation bonds in 2012 will be paid from the 8.3% of sales tax that is dedicated to transportation. HB-34 addresses contract settlements such as the recent issue involving UDOT. There is another bill about the UTA governing board and potential conflicts of interest. No gas tax increases are expected for the next 3 years which would be the next governor.	Information only
5. ATMS Report	<p>Dave Kinnecom gave the report in place of Catherine Cutler. Of the approximately 1700 traffic signals in Utah, about 1200 are owned and operated by UDOT. About 1300 of these signals are integrated with the ATMS system. Many of the remaining signals are too isolated which makes it too expensive to add them to the ATMS system.</p> <p>The ATMS system makes it possible to adjust traffic signals for special events such as large meetings at the Bountiful Multipurpose Center. Adjustments can also be made for incidents or weather conditions. For example, snow cover can defeat traffic detector function, but the ATMS system allows the operator control signals remotely to circumvent the detector failure.</p> <p>Variable Message Signs (VMS) are in place along I-15, Legacy Pkwy., and Hwy-89. Remote weather sensors can assist in snowplow dispatch as the snow actually accumulates. This saves operator cost and fatigue that arises from dispatching operators too early in anticipation of a storm.</p> <p>There are 103 CCTV cameras in place. Hybrid signs (static and electronic displays) have been installed reporting real time travel delay information.</p> <p>Trace Robinson commented that signal timing “improvements” to Bangerter Highway have noticeable impacts to east-west traffic which prompts lots of public complaints to his office.</p>	Information only
5. Other	Thanks to Herriman City for providing refreshments.	Information only
6. Next Meeting	February 23 th , 2011 Refreshments courtesy of Holladay City.	Information only

Attendance Roll Salt Lake Technical Advisory Committee

Date January 26, 2010

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