

**Ogden-Layton Urban Area
Regional Growth Committee
Technical Advisory Committee**

December 16, 2015
2:00 PM – 3:30 PM
Meeting Summary

AGENDA ITEM	DISCUSSION	ACTION
<p>1. Meeting Summary – September 23, 2015 – Ogden-Layton RGC TAC</p>	<p>Tim Stephens, Woods Cross, called for an approval of the July 15, 2015 minutes. Steve Parkinson, Roy City, made the motion and Jen McGrath, UTA, seconded.</p> <p>The Ogden - Layton Area Regional Growth Committee Technical Advisory Committee meeting summaries are posted on the WFRC website (www.wfrc.org) under the "Committees" section on the top of the front page. You can access these summaries by selecting "Regional Growth TAC."</p>	<p>Approved</p>
<p>2. Proposition 1 Post-Election Analysis – Muriel Xochimitl, Wasatch Front Regional Council</p>	<p>Muriel Xochimitl, WFRC, presented the results of Proposition 1, a vote on the 0.25 percent local option sales tax portion of HB 362. She reviewed House Bill 362, Transportation Infrastructure Funding, that had been passed by the Utah State Legislature and signed into law by Governor Herbert in March 2015. HB362 was the most significant transportation funding bill in twenty years and was the first time in state history that there was a comprehensive, multi-modal funding bill.</p> <p>Ms. Xochimitl explained that HB 362 had two main provisions- 1) an increase and reform in the state gas tax and 2) a 0.25 percent local option sales tax for transportation. The 0.25 percent local option sales tax is county imposed and voter approved. The 0.25 percent is divided among the local transit agency (0.1 percent), cities and unincorporated counties (0.1 percent), and counties (0.05percent). If there is no transit service in the area, the 0.1 percent transit portion would be distributed to the county which approved the tax. There is a sunset for this tax after 2020. The local option sales tax can be used for active transportation, transit, and transit-oriented development, among other projects.</p> <p>She said that effective January 1st, the state gas tax would be reformed to a 12 percent tax on the wholesale price of fuel. Given the mechanisms of the reform, the immediate effect would be a 4.9 cents per gallon increase in the state fuel tax.</p> <p>Ms. Xochimitl then explained that 17 of the 29 counties in Utah elected to put the local option on the ballot in fall 2015. Ten counties passed the local option sales tax, including Davis, Tooele, and Weber counties in the WFRC planning area. Notably not passing the measure were voters in Salt Lake and Utah counties. Ms. Xochimitl mentioned that there is no restriction in the law for when or how many times counties can place the measure on the ballot again. Ms. Xochimitl explained that in the 10 counties that passed it, Proposition 1 would generate approximately \$27.5 million in annual revenues.</p> <p>In addition, the Unified Plan has been updated. For more information on the new Unified Plan and for a searchable database, go to http://www.utahunifiedplan.org/.</p> <p>Please contact Muriel Xochimitl at (801) 363-4230 ext. 1124 or muriel@wfrc.org for additional information.</p>	<p>None Required</p>

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<p>3. First/Last Mile Plan Update – Jennifer McGrath, UTA</p>	<p>Jennifer McGrath, Utah Transit Authority (UTA), updated the TAC on the First/Last Mile Strategy Study. With the completion of the FrontLines 2015 projects, UTA is shifting focus to increase ridership through first/last mile strategies. The project purpose is to recommend strategies that will increase access to all 68 fixed-guideway stations and increase system ridership. Each station was audited and grouped into typologies. A strategies toolbox was developed and screened through criteria such as stakeholder support, ease of implementation, effectiveness in adding ridership, improved safety, used by peers, and cost effectiveness. Ridership increases were projected by typology.</p> <p>Strategies identified are wayfinding and information, bicycle network improvements, pedestrian network improvements, access connections, crossing treatments, bike share stations, car share stations, rail and bus stop enhancements, and shuttles.</p> <p>Phase 2 of the project is to develop schematic plans for each of the stations. These plans will include station-specific plans by typology, dynamic online maps of recommendations, and an annual program of projects for implementation. All station schematic plans will be completed by February 2016. UTA is developing preliminary costs, working to identify funding options, and collaborating with cities and counties for implementation. Due to Proposition 1 funding, Davis and Weber Counties will be the initial focus of implementation.</p> <p>Ms. McGrath noted that UTA has passenger enhancement funds that can be used to construct bicycle facilities within three miles of a station or sidewalk within one mile of a station. These are matching funds, but the local match does not have to be cash.</p> <p>Rodger Worthen, Riverdale City, asked what UTA was going to target with the Proposition 1 funding and why UTA needed to identify funding options for first/last mile implementation if it was receiving \$8 million from Weber and Davis Counties.</p> <p>Valerie Claussen, Pleasant View, asked about the reporting mechanism for how UTA was spending its Proposition 1 funds and whether these funds would be used to purchase right-of-way for FrontRunner between Ogden and Pleasant View. Ms. McGrath answered that reporting would be provided via an online format accessible to the public and would be updated on a very regular basis. Proposition 1 money would not be used for property acquisition.</p> <p>Adam Lenhard, Clearfield City, asked for clarification about in what jurisdiction Proposition 1 funding would spent and made a request on that UTA meet with cities and not just Davis County in planning service enhancements in Davis County. Ms. McGrath answered that money collected in a certain tax district would be spent in that tax district. An interactive map of improvements funded with Proposition 1 money will be available online.</p> <p>The next TAC meeting will have a representative from UTA to provide an overview of improvements UTA will be implementing with Proposition 1 funding.</p> <p>Please contact Jennifer McGrath at (801) 237-1998 or jmcgrath@rideuta.com for additional information.</p>	<p>None Required</p>
<p>4. High-Level RTP Schedule and Proposed Small</p>	<p>Jory Johner, WFRC, provided an overview of the 2019-2050 Regional Transportation Plan (RTP) schedule and small area meetings. The first round of small area meetings will be held in mid-April through May 2016 and will focus on local priorities and needs.</p>	<p>None Required</p>

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<p>Area Meetings – Jory Johner, WFRC</p>	<p>This RTP cycle will have a baseline scenario and two future scenarios based on feedback from small area meetings. The Ogden-Layton Area RGC TAC was asked for feedback on the small area meeting boundaries. The TAC members agreed with the boundaries.</p> <p>Please contact Jory Johner at (801) 363-4230 ext. 1110 or jjohner@wfr.org for additional information.</p>	
<p>5. Street Connectivity Study Overview – Julie Bjornstad, WFRC</p>	<p>Julie Bjornstad, WFRC, provided an overview of an upcoming street connectivity study funded by WFRC, Mountainland Association of Governments, Utah Transit Authority, and Utah Department of Transportation. The purpose of the Street Connectivity Study is to inform decision-makers and stakeholders of the benefits of street connectivity and provide a guideline to implement elements of connectivity into local communities.</p> <p>This study includes case studies of three local communities – Layton, Tooele, and Lehi. The case studies are intended to assess the current conditions and barriers to street connectivity. For each case study, there will be a review of the current state of the street network, identification of opportunities to connect the network, an analysis of connectivity performance measures, and a cost-benefit analysis of implementing greater connectivity.</p> <p>The RFP has been released and proposals are due December 22, 2015.</p> <p>Communities that are interested in updating street standards or ordinances to improve street connectivity can apply for the Transportation-Land Use Connection program, which is available to provide funding for projects that would improve connectivity.</p> <p>Please contact Julie Bjornstad at (801) 363-4250 ext. 1105 or julieb@wfr.org for additional information.</p>	<p>None Required</p>
<p>6. RTP Amendment – Val John Halford, WFRC</p>	<p>Val John Halford, WFRC, presented amendments to the 2015-2040 RTP. Periodic adjustments are needed between adoption cycles. The amendment process includes ensuring financial constraints are met, a public review and input period, and air quality conformity. WFRC has reviewed the financial impacts of all the following amendment requests and has determined that they can be accommodated due to additional revenue above RTP planning assumptions and project efficiencies. WFRC is requesting that the RGC make a motion to the Regional Council to release for public comment these amendments. WFRC staff is currently reviewing the air quality conformity determination for the amendments.</p> <p>The following amendments were presented:</p> <ol style="list-style-type: none"> 1. US Highway 89 Improvements - widening from I-15 in Farmington to Antelope Drive from four lanes to six from phase 3 to phase 1; moving new interchanges at Antelope Drive, Gordon Avenue, and Oak Hills Drive from phase 2 to phase 1; extending the frontage roads from Oak Hills Drive to Eagle Way; and a new overpass in Layton at Crestwood Road in phase 1 (\$275 million) 2. Ogden/Weber State University Corridor - reflect the locally-preferred alternative (LPA) from what is in the current RTP on 30th Street to 25th Street in 	<p>Approved</p>

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	<p>Ogden (\$41 million)</p> <ol style="list-style-type: none"> 3. Layton City – Gordon Avenue – minor arterial road connection from 1700 East to US Highway 89 and move the new construction project in the current RTP on Gordon Avenue from phase 2 to phase 1 in conjunction with the US Highway 89 interchange (\$9 million) 4. I-15 Operational Projects in Weber and Davis Counties - two operational projects in Davis & Weber on I-15 such as auxiliary lanes and ramp extensions and placeholder projects to afford flexibility in future regarding how to improve traffic flow (may be similar Managed Motorways in Salt Lake County) (\$80 million) <p>Tim Stephens, Woods Cross, called for an approval of the amendments. Peter Matson, Layton City, made the motion and Greg Montgomery, Ogden, seconded.</p> <p>Please contact Val John Halford at (801) 363-4250 ext. 1108 or vhalford@wfr.org for additional information.</p>	
<p>7. Next Meeting – Wednesday, February 17, 2016</p>	<p>The next Ogden-Layton RGC TAC meeting will be held on February 17, 2016.</p>	<p>None Required</p>

ATTENDANCE ROLL

NAME	REPRESENTING	NAME	REPRESENTING
Andy Thompson	Kaysville	Peter Matson	Layton
David Petersen	Farmington	Rodger Worthen	Riverdale City
Greg Montgomery	Ogden	Scott Hess	WFRC
Isa Perry	Davis County Health Department	Sherrie Christenson	North Salt Lake
Jeff Oyler	Davis County	Steve Anderson	West Haven
Jen McGrath	UTA	Steve Parkinson	Roy City
Jory Johner	WFRC	Tim Stephens	Woods Cross
Julie Bjornstad	WFRC	Val John Halford	WFRC
Ken Williams	Centerville	Valerie Claussen	Pleasant View
Michael Eggett	Riverdale City	Vern Kessler	Parametrix
Muriel Xochimitl	WFRC	Walt Steinvorth	UDOT