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Carlos Braceras  
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Ken Bullock  
Utah League of Cities & Towns

Adam Trupp  
Utah Association of Counties

Robert Grow  
Envision Utah

Evan Curtis  
State Planning Coordinator

Andrew Gruber  
Executive Director

January 12, 2017

### Members of the Regional Growth Committee and Other Interested Persons:

A meeting of the Regional Growth Committee will be held Thursday, January 19th, 2017 at 9:30 a.m. in the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, in Salt Lake City. The Agenda will be as follows:

#### Welcome and Introductions

1. **Action:** Minutes from the December 15, 2016 Meeting

2. **Opportunity for Public Comment**

3. **Action:** Regional Transportation Plan (RTP) 2015-2040 amendments

4. **Information:** Access to Opportunity goal and initiatives

5. **Information:** UTA Transit Oriented Development - restructured program

6. **Information:** Regional Growth Committee priorities for 2017

7. **Information:** Air Quality discussion – Tier 3 fuel and vehicles

#### 8. Other Business

- Council meeting – Thursday, January 27, 2017 at 2:00 p.m.
- WFRC Orientation: Thursday, February 23, 2017 at 2:00 p.m.
- WFRC 2017 Meeting Schedule
- Wasatch Choice 2050 Scenario Workshop schedule

9. **Next Meeting:** Thursday, March 16, 2017

*Note: Information material located at [www.wfrc.org](http://www.wfrc.org)*

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## Minutes

Regional Growth Committee  
Meeting of December 15, 2016

A meeting of the Regional Growth Committee was held on Thursday, December 15, 2016 at 10:00 a.m. in the Utah Transit Authority offices located at UTA Headquarters, 669 West 200 South, in Salt Lake City.

### **Welcome and Introductions [Recording 00:00]**

**Commissioner John Petroff**, RGC Chairman, called the meeting to order at 10:00 a.m. Commissioner Petroff welcomed committee members and guests and introductions were made. The following were in attendance:

#### **RGC Members and Alternates Present**

Len Arave	Mayor, North Salt Lake City
John Barber	Councilmember, Morgan County
Wade Bitner	Commissioner, Tooele County
Ari Bruening	Envision Utah
Karen Cronin	Mayor, Perry City
James Ebert	Commissioner, Weber County
Reid Ewing	University of Utah
Jeff Harris	UDOT
Charles Henderson	UTA Board Trustee
Nathan Lee	UDOT
Ivan Marrero	FHWA
Brent Marshall	Mayor, Grantsville City
Dan McConkie	Commissioner, UDOT
John Petroff	Commissioner, Davis County
Norm Searle	Mayor, Riverdale City
Matt Sibul	UTA
Wilf Sommerkorn	Salt Lake County
Aimee Winder-Newton	Councilmember, Salt Lake County

#### **RGC Representatives and Others Present**

Wayne Bennion	WFRC
Julie Bjornstad	WFRC
Katie Gerard	WFRC
Andrew Gruber	WFRC
Ned Hacker	WFRC
Val John Halford	WFRC
Jory Johner	WFRC
Linda Johnson	Breathe Utah
Ted Knowlton	WFRC
Scott Hess	WFRC
Jon Larsen	WFRC
Charles Mason Hill	UDOT
Jim McNulty	UTA
Shawn Milne	Commissioner, Tooele County
Callie New	WFRC
Levi Roberts	UTA
Debbie Sigman	Breathe Utah
Matthew Silski	WFRC
Megan Townsend	WFRC
Jake Warner	SJC
Russell Weeks	Salt Lake City Council Staff

Jason Wheeler  
Muriel Xochimil  
Amy Zaref  
Nicole Zinnanti

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### **Approval of Minutes [Recording 02:15]**

Mayor Karen Cronin moved that the minutes of the Regional Growth Committee meeting held October 20, 2016 be approved as written. Mayor Brent Marshall seconded the motion and the minutes were unanimously approved.

### **Opportunity for Public Comment [Recording 02:40]**

There were no public comments.

### **Information: Wasatch Choice 2050 Scenario Workshop Preview [Recording 02:57]**

#### **a. Review scenario maps and input**

Ted Knowlton, WFRC, presented information on the Wasatch Choice 2050 Vision and 2019-2050 Regional Transportation Plan (referenced together as WC2050.) This is the region's shared vision for coordinated growth, infrastructure, and open space. Wasatch Choice 2050 re-builds the vision and provides a significant opportunity to identify transportation projects for an additional generation. The development process spans four years and is a collaborative effort of communities, stakeholders, and transportation agencies that is convened and technically supported by WFRC.

WFRC staff has met with UDOT, UTA, and regional stakeholders to gather additional infrastructure and growth ideas. From this discussion, three scenarios were organized and include:

- Scenario 1:
  - Land Use: General plans, extrapolated trends
  - Transit: 2015-2014 RTP projects
  - Roadway: 2015-2040 RTP projects
  - Active Transportation: Priority bicycle routes
- Scenario 2:
  - Land Use: Regional centers
  - Transit: Capital-intensive projects
  - Roadway: Connectivity and management
  - Centers-based, local bicycle connectivity
- Scenario 3:
  - Land Use: Dispersed village/town centers
  - Transit: Service-intensive projects
  - Roadway: Capacity-focused investments
  - Active Transportation: Separated regional bicycle facilities

Mr. Knowlton explained that during the Council meeting held in October of 2016, ten regional goals were adopted to support Wasatch Choice 2050. These goals are not listed in any particular order and include:

- Livable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user friendly streets
- Clean air
- Housing choices and affordable living expenses
- Fiscally responsible communities and infrastructure
- Sustainable environment including water, agriculture, and other natural resources.
- Ample parks, open spaces, and recreational opportunities.

The favored approaches to growth include:

- Location of growth
- Form of growth
- Housing
- Jobs and centers
- Open Space
- Mobility
- Roads
- Transit
- Bicycling

There was a lengthy discussion between the committee members regarding this topic.

**b. Review scenario evaluation measures [Recording 48:12]**

Julie Bjornstad, WFRC, reviewed the proposed set of evaluation criteria. She began by reviewing the development steps. Among other things, the goals will support the evaluation criteria that are used to develop the Wasatch Choice 2050 and Regional Transportation Plan. The three scenarios will be evaluated using criteria that relates to the Regional Goals. The Wasatch Front Regional Council will utilize these goals to inform organizational activities, including the development of transportation, land use and economic development plans and projects. WFRC will measure the performance and impact of various plans and projects on several scales: on the region as a whole; on various subregions; and on vulnerable communities within the region.

Jory Johner, WFRC, presented on the Regional Transportation 2015-2040 amendments. The Wasatch Front Regional Council prepares and adopts a Regional Transportation Plan every four years. The current RTP was adopted in May of 2015. A process for amending the RTP has been reviewed by the Regional Growth Committee and was formally adopted by WFRC. This process was last updated in March of 2016.

The Wasatch Front Regional Council has received requests from Utah Department of Transportation to amend the 2015-2040 RTP to include the following changes:

- S-140: Bangerter Highway and 6200 South
  - Currently in Phase 3, the proposal would move this project to Phase 1. The cost of this project is \$64.0 Million.
- S-147: Bangerter Highway and 12600 South
  - Currently in Phase 2, the proposal would change this project to Phase 1. The cost of this project is \$49.2 Million.
- S-144 Bangerter Highway and 9800 South
  - This project is currently in Phase 2 and the proposal would be to move this project to Phase 1. The cost of this project is \$43.1 Million.
- S-5: I-80; I-215 East to Lambs Canyon
  - This project is currently in Phase 1, and the proposal would change this to Phase 2.

The formal public review and comment period will take place from December 16, 2016 to January 15, 2017 with the intent to come back to the Regional Growth Committee on January 19, 2017 for recommendation to take this to the Council for final approval pending any comments. Commissioner Petroff moved that a motion be made to release these RTP amendments for 30-day public comment. Charles Henderson seconded the motion and the vote was unanimously approved.

**c. Review engagement and communications strategies [Recording 01:17:30]**

Muriel Xochitiml reviewed the Wasatch Choice 2050 Communications Plan. From the research, WFRC found that we were perceived as having strong leadership roles, our staff was recognized as technical experts in transportation planning, and we have a well-established regional vision. This gives us an opportunity to strengthen our relationships with vulnerable community groups. We also

have the opportunity to strengthen our approach to disseminating information through existing communication channels with our partners.

The primary goal is to work collaboratively with stakeholders to build a locally supported and regionally significant Wasatch Choice 2050 vision that enhances the quality of life for Utahns living across the Wasatch Front. The secondary goal is to improve stakeholder understanding of long-term impacts from growth strategies.

### **Other Business**

The next meeting of the Regional Growth Committee will be held on **Thursday, January 19, 2017 at 9:30 a.m.**

The meeting adjourned at 11:40 a.m.

*A recording of this meeting may be found on the WFRC website at [www.wfrc.org](http://www.wfrc.org), under Committees, Regional Growth Committee, 2016 meetings.*

**DATE:** January 12, 2017  
**AGENDA ITEM:** 3  
**SUBJECT:** Action: RTP 2015-2040 Amendment #3  
**PREPARED BY:** Jory Johner

At the Regional Growth Committee (RGC) meeting, WFRC staff will present the proposed Amendment Number 3 to the current 2015-2040 Regional Transportation Plan (2015-2040 RTP). The action requested is to make a recommendation to the Council on the formal adoption of these modifications. Public comments were solicited from December 16, 2016 to January 15, 2017.

**BACKGROUND:**

Every four years the Wasatch Front Regional Council (WFRC) prepares and adopts a Regional Transportation Plan. WFRC adopted the current 2015-2040 RTP in May 2015. While the RTP receives considerable review before being formally adopted, the identification of new funding sources, the determination of final environmental impact statements, or the rapid development of certain projects, may warrant a change to the RTP. A process for amending the RTP has been reviewed by the RGC and was formally adopted by WFRC. This process was last updated in March 2016.

Recently, the WFRC received requests from the Utah Department of Transportation (UDOT) to amend the 2015-2040 RTP to incorporate the changes described below.

**Bangerter Highway Interchanges**

The following are requests to move three (3) interchanges along Bangerter Highway to Phase 1. Each of these projects will provide a grade-separated interchange at the existing intersections. After the first group of Bangerter Highway interchanges were funded, a new east-west mobility study in western Salt Lake County provided updated prioritization information. The evaluation data and criteria were reanalyzed by UDOT on the remaining Bangerter Highway interchanges to determine if any of the remaining projects rankings needed to be changed. This analysis indicated a need to change project priority. The new priority project locations and funding are described below. These facilities, in conjunction with the currently funded interchange projects, will provide better traffic flow along Bangerter Highway and create a grade-separated facility from 5400 South to 12600 South. Coordinating the design and construction of the interchanges will maximize the functional benefits on Bangerter Highway and crossing Bangerter Highway and will allow for cost efficiencies.

**S-140: Bangerter Highway and 6200 South** **\$64.0 Million**

This project is currently in Phase 3 and the proposed change would move this project to Phase 1. This project is to grade separate the intersection at Bangerter Highway (SR-154) and 6200 South. The pedestrian overpass currently located at 6200 South will be investigated, and if needed, this facility will be rebuilt at a suitable location determined by the project team.

**S-147: Bangerter Highway and 12600 South** **\$49.2 Million**

This project is currently in Phase 2 and the proposed change would move this project to Phase 1. This project is to grade separate the intersection at of Bangerter Highway and 12600 South. The pedestrian overpass currently located at 12600 South will be investigated, and if needed, this facility will be rebuilt at a suitable location determined by the project team.

**S-144: Bangerter Highway and 9800 South** **\$43.1 Million**

This project is currently in Phase 2 and the proposed change is to move this project to Phase 1. This project will grade separate the intersection at Bangerter Highway and 9800 South. The pedestrian overpass currently located at 9800 South will be investigated, and if needed, this facility will be rebuilt at a suitable location determined by the project team.

**S-5: I-80; I-215 East to Lambs Canyon****\$44.9 Million**

This project is currently in Phase 1 and the proposed change is to move this project to Phase 2 to maintain financial constraint. This project provides an additional uphill passing lane from the I-215 East Belt interchange up to the previously added lane at Lambs Canyon. This project may require the widening of several bridges and incorporate potential rock fall mitigation measures.

**PROCESS:**

WFRC staff has analyzed the potential financial implications of these proposed amendments and determined that the 2015-2040 RTP is able to maintain its fiscal constraint while accommodating construction of these projects in Phase 1. WFRC staff has reviewed the air quality impacts to ensure that all applicable air quality conformity requirements are met and results were provided during the comment period.

The WFRC staff presented these amendments to the Regional Growth Committee's Salt Lake County PlanTAC on December 14, 2016 and to the Salt Lake County Council of Governments and to the Regional Growth Committee on December 15, 2016. The formal public review and comment period took place from December 16, 2016 to January 15, 2017 and no comments were received (as of January 12<sup>th</sup>). At the January 19, 2017 Regional Growth Committee meeting, the members will be asked to make a final recommendation to the Wasatch Front Regional Council on January 26, 2017.

**RECOMMENDATION:**

The WFRC staff requests that the Regional Growth Committee recommend approval of Amendment Number 3 to the Wasatch Front Regional Council.

Suggested motion language: *I make a motion to recommend that the Wasatch Front Regional Council approve Amendment Number 3 to the 2015-2040 RTP.*

**CONTACT PERSON:**

Jory Johner (WFRC) (801) 363-4250 ext. 1110, [jjohner@wfrc.org](mailto:jjohner@wfrc.org)

**DATE:** January 12, 2017  
**AGENDA ITEM:** 4  
**SUBJECT:** Information: Access to Opportunity goal and initiatives  
**PREPARED BY:** Ted Knowlton

The WFRC Council adopted new regional goals in October 2016. One of the 10 goals is “access to economic and educational opportunities” (or ATO for short). At RGC, staff will discuss ATO, how it is being measured, and efforts WFRC is taking to ensure transportation planning efforts improve access to opportunity. With each of the goals WFRC is measuring the performance and impact of various plans and projects on several scales and on vulnerable communities within the region. At RGC, we’ll also discuss vulnerable communities and how WFRC is considering how to improve those communities’ ability to reach economic and educational opportunities.

**BACKGROUND:**

Access to Opportunity measures potential transportation plans and projects to see how well they advance the fundamental purpose of transportation – the ability to help people easily interact economically and socially. In using ATO, WFRC looks at both residents’ access to jobs (as in “how many jobs and educational opportunities can a residents access within 30 minutes?”) and firms’ access to workforce/ patrons (as in “how many workers or customers can businesses access within 30 minutes?”).

“Access to Opportunity” can be improved either by transportation infrastructure (like a new bus route, or reduced congestion) or by land development (like locating jobs nearer existing homes). ATO is holistic because it measures the ability to interact and can be affected with a broad variety of strategies.

In addition to being an adopted WFRC goal, ATO is being utilized by all of Utah’s regional and state transportation agencies for long-range transportation planning as part of Utah’s Unified Transportation Plan.

**RECOMMENDATION:**

This item is for information only and no action is required.

**CONTACT PERSON:**

Ted Knowlton (WFRC) (801) 363-4250 x1201 or [ted@wfrc.org](mailto:ted@wfrc.org)

**DATE:** January 12, 2017  
**AGENDA ITEM:** 5  
**SUBJECT:** Information: UTA Transit Oriented Development: restructured program  
**PREPARED BY:** Callie New

At the RGC meeting Utah Transit Authority (UTA) staff will present the revised transit oriented development (TOD) policy.

The UTA Board of Trustees has asked for a revised policy for TOD with the focus of increasing ridership and building public trust. The proposed policy is designed to ensure consistency with the regional growth vision, support local objectives, and enhance the effectiveness of UTA's transit network. UTA also seeks work with regional and local governments to prioritize TOD sites and guide developer selection based on objective criteria.

UTA will be establishing a framework to evaluate, facilitate and implement TOD Strategies. UTA staff would like to inform members of the RGC about the proposed policy and process and solicit feedback, particularly on how UTA can best collaborate with their communities.

**BACKGROUND:**

"Transit Oriented Development (TOD)" means a real estate development project that integrates transit facilities, elements or assets, either bus or rail, through the development of intensive, transit-supportive land uses oriented towards transit facilities.

The UTA planning process of TOD around or near potential station areas will include participating properties in addition to UTA-owned property and rights-of-way. UTA will have ongoing coordination with local communities, stakeholders, and RGC members as the TOD policy and process progresses.

**RECOMMENDATION:**

This item is for information only and no action is required.

**CONTACT PERSON:**

Callie New (WFRC) (801) 363-4250 x1107 or [callie@wfrc.org](mailto:callie@wfrc.org)

**DATE:** January 12, 2017  
**AGENDA ITEM:** 6  
**SUBJECT:** Information: RGC priorities for 2017  
**PREPARED BY:** Ted Knowlton

**BACKGROUND:**

RGC guides WFRC long-range planning work and makes recommendations to the WFRC Council for formal action on the Wasatch Choice for 2050, the Regional Transportation Plan (Plan), and amendments to the Plan. In addition to those core functions, RGC has an opportunity to consider how key issues and planning efforts should be considered by WFRC. As RGC agendas are considered for 2017, staff members would like to hear what regional issues, planning efforts, and special topics the Committee would like to discuss during the year.

**RECOMMENDATION:**

This item is for information only and no action is required.

**CONTACT PERSON:**

Ted Knowlton (WFRC) (801) 363-4250 x1201 or [ted@wfrc.org](mailto:ted@wfrc.org)

**DATE:** January 12, 2017  
**AGENDA ITEM:** 7  
**SUBJECT:** Air Quality – Tier 3 Emission Standards  
**PREPARED BY:** Kip Billings

**BACKGROUND:**

Bryce Bird, Director of the Utah Division of Air Quality, will report on the latest developments regarding the availability of Tier 3 fuels for the Utah market. Bryce will also report on EPA decisions regarding PM2.5 pollution regulations and how that will impact Wasatch Front communities.

The Tier 3 vehicle emission standards take effect beginning in 2017. The full emission benefit of Tier 3 vehicles is dependent in part on low sulfur fuels, known as Tier 3 fuels because of their association with the vehicle emission standards. Tier 3 fuel is defined as gasoline containing 10 ppm sulfur compared to the current standard of 30 ppm. The sulfur in gasoline is highly reactive and can “poison” the vehicle’s catalytic converter, compromising its emission reducing effectiveness. The low sulfur Tier 3 fuel will also have an immediate emission benefit to current Tier 2 vehicles in the fleet by removing sulfur deposits on catalytic converters which will restore some of the emission benefits of these vehicles that had been lost over time.

The Tesoro refinery, one of the six refineries serving Utah, has committed to provide Tier 3 fuel to the Salt Lake market by 2020. Negotiations are ongoing with other fuel providers to the State.

One of the ways Tier 3 vehicles manufactured beginning in 2017 will improve emissions is by reducing the duration of the vehicle “cold start” phase from about 2 minutes to less than 1 minute. During the cold start phase the catalytic converter is still warming up to the optimum performance temperature of about 700 °F. Cold starts are responsible for over 50% of winter time vehicle emissions. Tier 3 standards will reduce VOC and NOx emissions by 80% compared to today’s vehicles and fuel.

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

Kip Billings (WFRC) (801) 363-4230 x1115 or [kip@wfrc.org](mailto:kip@wfrc.org)