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Utah Association of Counties

Robert Grow  
Envision Utah

Evan Curtis  
State Planning Coordinator

Andrew Gruber  
Executive Director



October 4, 2018

Members of the Regional Growth Committee and Other Interested Persons:

A meeting of the Regional Growth Committee will be held on **Thursday, October 11, 2018 at 9:30 a.m. in the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City.** The agenda will be as follows:

### Welcome and Introductions

1. **Action:** Minutes from the August 16, 2018 meeting
2. **Opportunity for Public Comment**
3. **Chair Report**
4. **Utah's Housing Affordability Gap and Wasatch Choice 2050**
5. **2019-2050 Regional Transportation Plan: Funding Discussion**
6. **The Future of the Transportation and Land Use Connection Program**
7. **Other Business**

**Next Meeting: January 17, 2019**

*Note: Informational materials can be located on WFRC's website at [www.wfrc.org](http://www.wfrc.org)*

*Public participation is solicited without regard to age, sex, disability, race, color or national origin. Persons who require translation for a meeting should contact the WFRC's Title VI Administrator at 801-363-4250 or [apearson@wfrc.org](mailto:apearson@wfrc.org) at least 72 hours in advance.*

*Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar a WFRC's Administrador de Título VI al teléfono 801-363-4250 o [apearson@wfrc.org](mailto:apearson@wfrc.org) por lo menos 72 horas antes de la reunión.*

**Minutes**  
Regional Growth Committee  
Meeting of August 16, 2018

A meeting of the Regional Growth Committee was held on Thursday, August 16, 2018 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

**Welcome and Introductions [Recording 00:36]**

Mayor Ben McAdams, Regional Growth Committee Chair, called the meeting to order at 9:30 a.m. Mayor McAdams welcomed committee members and guests, and introductions were made. The following were in attendance:

**RGC Members and Alternates Present**

IN ATTENDANCE	2018 RGC MEMBERS
	<b>BOX ELDER COUNTY</b>
x	Member: Jeff Scott (Box Elder)
	Alternate: Kenneth Braegger (Willard)
	<b>DAVIS COUNTY</b>
	<b>WFRC Appointments</b>
x	Member: Len Arave (North Salt Lake)
x	Alternate: Mike Gailey (Syracuse)
	<b>COG Appointments</b>
	Member: Jim Talbot (Farmington)
x	Member: Katie Witt (Kaysville)
	<b>MORGAN COUNTY</b>
	<b>COG Appointments</b>
x	Member: John Barber ( <i>Vice-chair</i> ) (Morgan County)
	Alternate: Tina Cannon (Morgan County)
	<b>SALT LAKE COUNTY</b>
	<b>WFRC Appointments</b>
x	Member: Ben McAdams ( <i>Chair</i> ) (Salt Lake County)
	Alternate: Ron Bigelow (West Valley City)
	<b>COG Appointments</b>
x	Member: Dawn Ramsey (South Jordan)
	Member: Aimee Winder Newton (Salt Lake County)
x	Member: Jim Riding (West Jordan)
	Alternate: Jackie Biskupski (Salt Lake City)
	Alternate: Cherie Wood (South Salt Lake)
	Alternate: Troy Walker (Draper)
	Alternate: Kurt Bradburn (Sandy)
	<b>TOOELE COUNTY</b>
	<b>COG Appointments</b>
x	Member: Wade Bitner (Tooele County)
	Alternate: Dave McCall (Tooele City)
	<b>WEBER COUNTY</b>
	<b>WFRC Appointments</b>
	Member: Mark Allen (Washington Terrace)
x	Alternate: Norm Searle (Riverdale)
	<b>COG Appointments</b>
	Member: Jim Harvey (Weber County)
	Alternate: Robert Dandoy (Roy)
	<b>OTHER APPOINTMENTS</b>
	<b>Utah Transportation Commission</b>
	Member: Meghan Holbrook
x	Alternate: Dannie McConkie
	<b>UTA Board</b>
	Member: Charles Henderson
x	Alternate: Necia Christensen
	<b>Utah Air Quality Board</b>
x	Member: Erin Mendenhall
	<b>Envision Utah</b>
	Member: Robert Grow
	Alternate: Ari Bruening
	<b>NON-VOTING MEMBERS</b>
	<b>UDOT Representative</b>
	Member: Nathan Lee
x	Alternate: Jeff Harris
	<b>UTA Representative</b>
x	Member: Laura Hanson
	Alternate: Levi Roberts
	<b>Air Quality Board, DAQ Staff Representative</b>
	Member: Bryce Bird
	<b>FHWA - UTAH Division Representative</b>
x	Member: Ivan Marrero
x	Alternate: Steve Call
	<b>Utah League of Cities &amp; Towns Rep</b>
	Member: Gary Uresk

	<b>Utah Association of Counties Representative</b>
x	Member: Wilf Sommerkorn (Salt Lake County)
	<b>Mountainland Association of Governments</b>
	Member: Steve Leifson (Spanish Fork)
	<b>WFRC Appointments from other organizations:</b>
	Member: Christine Richman (Utah Urban Land Institute)
	Member: Evan Curtis (GOMB)
x	Member: Abby Osborne (Utah Transportation Coalition)
x	Member: Reid Ewing (University of Utah)

**RGC Representatives and Others Present**

Wayne Bennion	WFRC
Roger Borgenicht	UDOT
Steve Call	FHWA
Christy Dahlberg	WFRC
Russ Fox	Draper City
Katie Gerard	WFRC
Bert Granberg	WFRC
Ned Hacker	WFRC
Scott Hess	WFRC
Jory Johner	WFRC
Jim McNulty	Murray City
Brynn Mortensen	SL Chamber
Ted Knowlton	WFRC
Charlene McConkie	Private Citizen
Heather McLaughlin-Kolb	WFRC
Callie New	WFRC
Alex Roy	WFRC
Megan Townsend	WFRC
Jake Warner	Sandy City
Russell Weeks	SLC Council
Ben Wuthrich	WFRC

**Action: Approval of Minutes [Recording 00:16]**

Mayor McAdams entertained a motion to approve the minutes of the Regional Growth Committee meeting held May 17, 2018. Commissioner Wade Bitner, Tooele County, motioned to approve these minutes, and it was seconded by Mayor Mike Gailey, Syracuse City. The minutes were unanimously approved.

**Opportunity for Public Comment [Recording 02:39]**

There were none.

**Chair Report [Recording 02:56]**

Mayor McAdams reminded the committee that the Regional Growth Committee (RGC) acts as the steering committee for the development of the Wasatch Choice 2050 and the Regional Transportation Plan (RTP). At the last meeting we recommended endorsement of the Wasatch Choice 2050 Vision, and the Council endorsed this Vision with our recommendation. Jory Johner, WFRC, provided a brief update on the next steps in the four-year planning process. Mr. Johner explained that we are currently nine months away from adopting the RTP. The next steps of this process are to phase the plan. This is identifying when the projects are needed in ten-year phases. These phases include 2019-2030, 2031-2040 and 2041-2050. He commented that we have been working with Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) staff, and we also went out to the region's planners and engineers at the Technical Advisory Committee meetings, not only for the Regional Growth Committee but also for the TransCom Technical Advisory Committee as well. At that point, the needs were reviewed, and now the next step is to apply financial constraints. He noted that we work on a statewide financial model that Lewis Young Robertson & Burningham helping us with this coordinated effort with UDOT, UTA and other Metropolitan Planning Organization (MPO)'s in the state. The plan is to now identify how much money we will have with existing sources and/or reasonable new sources, and then financially constrain the plan. The idea is to bring the financially constrained plan back out to the local communities in workshops between the middle of October and the middle of November.

**WFRC Programs for Communities [Recording 05:46]**

Mayor McAdams noted that WFRC administers six programs that provide resources for local governments.

Scott Hess, WFRC, introduced the six projects and explained that all of WFRC's programs are competitive either within the region, or the planning program boundaries. Mr. Hess briefly discussed the Wasatch Front Economic Development District funding, stating that this is funding that is delivered down through the Economic Development Administration (FDA). The mission of this program is to support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

Christy Dahlberg, WFRC, discussed the Community Development Block Grant (CDBG) Small Cities Program. She explained that the purpose of the CDBG Program is to assist in developing viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income. This program is eligible in Morgan, Tooele, and Weber Counties. She commented that the total funding for FY 2018 is \$762,697 and briefly went over the eligible project types. To include:

- Planning
- Building rehabilitation
- Removal of ADA barriers
- Public safety equipment
- Property acquisition for public purposes
- Promotion of neighborhood centers
- Create/rehab recreation facilities
- Demolish buildings to reduce slum/bright
- Install/modify public works infrastructure
- Construct/reconstruct streets, water, sewer facilities
- Housing lot acquisition for multiple-family housing construction

Megan Townsend, WFRC, reported on the Transportation and Land Use Connection (TLC) Program. She stated that the goals of this program are to:

- Maximize the value of investment in public infrastructure
- Enhance access to opportunity
- Increase travel options to optimize mobility
- Create communities with opportunities to live, work, and play

Ms. Townsend briefly discussed some of the TLC projects, which include:

- Ordinances
- Transportation/Active Transportation
- Master Plans
- Complete Streets & Connectivity
- First/Last Mile Implementation
- Station & Small Area Plans
- Corridor Plans
- Studies (such as market, redevelopment)
- Visioning
- Parking Reform

Ben Wuthrich, WFRC, presented on the last three projects, the Surface Transportation Program (STP), the Congestion Mitigation Air Quality (CMAQ), and the Transportation Alternatives Program (TAP). Mr. Wuthrich explained that the project types eligible for STP funding include:

- Street widening or new construction
- Improve or reconstruct existing streets
- Bridge replacement
- Projects that reduce traffic demand
- Intersection improvements

He continued by discussing the project types that are eligible for CMAQ funding. These include:

- Projects that improve Air Quality
- Construct or purchase public transportation facilities and equipment
- Commuter bicycle and pedestrian facilities
- Intelligent Transportation Systems (ITS)
- Projects that reduce traffic demand
- Intersection improvements

Last, Mr. Wuthrich talked about the projects that are eligible for the TAP funding. These include:

- Construction, planning and design
- Pedestrian, bicyclists and other non-motorized forms of transportation
- Improvements could include:
  - Sidewalks
  - Bicycle infrastructure
  - Traffic calming techniques
  - Lighting and safety-related infrastructure for non-drivers
  - Safe Routes to School projects

### **Economic Development and Land Use in Transportation Programming/SB136 [Recording 21:22]**

Jeff Harris, UDOT, informed the committee that UDOT is just beginning the Capacity Project Prioritization Model. He explained that the principals of their process include:

- Be transparent throughout
- Set expectations from the state
- Directly involve technical and policy partners in design and development of decision models
- Multiple opportunities for review, feedback and input
- Educate and inform all stakeholders
- Build confident and buy-in in the process, data, and model

The goals of this project are:

- Outcome focused rather than problem focused
- The ability to assess regional and statewide economic development impacts and outcomes
- Assess the extend to which local land use plans support statewide initiatives
- Transportation and understandable to the public and stakeholders
- Strikes the right balance between complexity, simplicity, and transparency
- The ability to compare across assets and modes, as well the ability to assess and compare rural vs. urban projects

There was discussion held among the committee.

Wayne Bennion, WFRC, said that over the past year we have been looking at incorporating access to opportunity into the long-range planning process. He stated that they have also been looking at how to better incorporate access to opportunity in programing, particularly in the STP programs. A few different concepts have been looked at, such as:

- Diversity of destinations
- Proximity of jobs
- Improving access to and from households

Mr. Bennion showed the committee a map with number of jobs within a radius of individual points throughout the region. He explained that in the technical process of STP, they are looking at the idea of including an increased consideration of access to opportunity through jobs, households, and diversity of destinations in addition to the several other criteria that is currently looked at.

Wilf Sommerkorn, Salt Lake County, explained that Salt Lake County is working on this criterion because SB136 required that for some of the transportation funding that they received through either the state legislature directly, or through authorization for certain tax funding by the legislature, that Salt Lake County must now develop criteria and adopt them by ordinance. Mr. Sommerkorn explained that this specifically relates to the County of First Class State Highway Fund. This is a special fund that was set up several years ago in order to use some of the authorized sales tax and other funding sources that the legislature had authorized at the local level, to be used for a specific project, most notably, the Mountain View Corridor. Mr. Sommerkorn briefly went over the evaluation criteria category for:

- Access to Opportunity
- Wasatch Choice 2050
- Economic Innovation

There was discussion held among the committee.

### **Utah's Housing Affordability Gap and Wasatch Choice 2050 [Recording 1:03:00]**

Mayor McAdams said that the housing affordability is perhaps the key growth-related issue we are facing today. He commented that we are all experiencing these challenges in our communities.

Ted Knowlton, WFRC, discussed two main points, and those were:

- Our housing challenges are the start of a new normal
- Where lower cost housing occurs matters

Mr. Knowlton commented that growth is feeling different now, for example stating that in Salt Lake County last year alone, there was a 10% price increase. He also said that the housing types that we are building, are shifting. Last, he stated that the average WFRC city is now 70% developed. Mr. Knowlton briefly explained why he believes that this is the start of a new normal, commenting that our growth is internal, land availability is falling, and demographics are shifting.

Abby Osborne, Salt Lake Chamber, discussed why the Chamber launched the Housing Gap Coalition. She stated that a year and a half ago they began hearing from businesses whose employees were struggling to find housing. The Chamber commissioned a study with Natalie Gochmour from the Kem C. Gardner Policy Institute and she describes this as a landmark study on housing affordability. From this study, they learned that we have more households that have been formed over this last decade than we have household units. Ms. Osborne said that based on this growth rate, the value of a \$125,000 home in Utah in 1991 has increased to \$347,000 by 2017, but at the national growth rate that same home has increased to only \$184,000 by 2017. Essentially, we are being priced out. This affects every industry and every profession. Ms. Osborne said that the following is driving up housing costs:

- Housing shortage
- Construction and labor costs
- Local zoning ordinances and nimbyism
- Land costs and topography of Wasatch Front Counties
- Demographic and economic growth

Ms. Osborne said that after commissioning the study and seeing the report, the Salt Lake Chamber launched the Housing GAP Coalition in May.

There was discussion held among the committee.

### **Action: Amendment #6 to the 2015-2040 Regional Transportation Plan [Recording 1:26:46]**

Jory Johner, WFRC, presented the proposed Amendment Number 6 to the current 2015-2040 Regional Transportation Plan. The projects were presented to the Salt Lake and Weber County

Councils of Governments. Mr. Johner reminded the committee that the RTP is updated every four years, and that periodic adjustments are needed between adoption cycles. The six projects include:

1. Utah Department of Transportation: Widening on I-15
2. West Valley City and Kearns: Widening on 4700 South
3. Bluffdale City: Operational Improvements on 14600 South
4. Salt Lake City: New Construction of 700 South and a new Railroad Bridge
5. Hooper City: Operation Improvements on 5500 West
6. Plain City: Operation Improvements on 2800 North/North Plain City Road

Mayor McAdams entertained a motion to recommend that the Wasatch Front Regional Council approve Amendment Number 6 to the 2015-2040 RTP and the air quality conformity determination as found in Draft Air Quality Memorandum 38. Mayor Mike Gailey, Syracuse City, motioned to approve, and it was seconded by Mayor Dawn Ramsey, South Jordan City. The motion was unanimously approved.

**Other Business [Recording 1:34:17]**

Mayor McAdams highlighted an event that Salt Lake County is hosting called "The Hidden Costs of Free Parking." This will be held on October 4, 2018

Mayor McAdams entertained a motion to adjourn the meeting. Commissioner Wade Bitner, Tooele County, motioned to adjourn the meeting, and this was seconded by Mayor Jim Riding, West Jordan City. The meeting was adjourned.

The next meeting of the Regional Growth Committee will be held on Thursday, October 11, 2018 at 9:30 a.m.

*A recording of this meeting may be found on the WFRC website at, under Committees, Regional Growth Committee, 2018 meetings.*

**DATE:** October 4, 2018  
**AGENDA ITEM:** 4  
**SUBJECT:** Utah's Housing Affordability Gap and Wasatch Choice 2050  
**PREPARED BY:** Ted Knowlton

At the meeting on October 11<sup>th</sup>, the Regional Growth Committee (RGC) will discuss Utah's housing affordability gap. The conversation will be informed by research findings from Y2Analytics, a firm commissioned by the Utah League of Cities and Towns (ULCT) and the Salt Lake Chamber to understand in depth residents opinions regarding growth issues especially housing. ULCT is interested in your reaction to the research. We will also discuss what information would help you and your community's residents as you discuss growth and affordability?

**BACKGROUND:**

Wasatch Choice 2050 (WC2050), the region's shared vision, seeks to address affordability. One of the ten regional goals of WC2050 is "Housing Choices and Affordable Living Expenses" and one of the four key strategies of the vision is to "Support Housing Options: support housing types and locations that we can both afford and work best for our lives."

One key policy approach to helping housing and transportation affordability is to create more opportunities for development to occur in mixed-use growth centers. This is a significant element of the Wasatch Choice 2050 Vision.

Centers provide a mix of neighborhood and housing types within a community. Coordinating mixed-use development with existing and planned transportation infrastructure gives residents more options to take transit, bike or walk. Together this reduces total household costs for housing + transportation.

The Salt Lake Chamber has also convened the Housing Gap Coalition to inform the conversation of how to address Utah's housing challenges (<https://slchamber.com/housinggapcoalition/>).

**RECOMMENDATION:**

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

**CONTACT PERSON:**

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



**DATE:** October 4, 2018  
**AGENDA ITEM:** 5  
**SUBJECT:** 2019 – 2050 Regional Transportation Plan: Funding Discussion  
**PREPARED BY:** Jory Johner

Wasatch Choice 2050 (WC2050) provides a coordinated, long-range plan for regional transportation that dovetails with local visions for growth and economic development. The Vision has been developed in collaboration with member communities and transportation partners over the last three years of an open and cooperative process. Most recently the Regional Council endorsed the Vision in May 2018. The Wasatch Choice 2050 Vision is the foundation for the 2019-2050 Regional Transportation Plan (RTP), the 2019 Comprehensive Economic Development Strategy (CEDS), and will be considered for local land use and economic development implementation.

At the RGC meeting, staff will discuss next steps for both the WC2050 and the 2019-2050 RTP including phasing, financial assumptions, and the upcoming Wasatch Choice 2050: Phasing Workshops and public comment period.

#### **BACKGROUND:**

Here are some background considerations relative to phasing, funding, the upcoming phasing workshops and public comment period. Phasing is the process of placing projects into one of three consecutive segments of time known as phases – each is about 10 years long.

#### WASATCH CHOICE 2050: PHASING WORKSHOPS

Over the four year planning cycle, WFRC in partnership with UDOT, UTA, the Utah League of Cities and Towns (ULCT), and the Utah Association of Counties (UAC) have hosted workshops to gather local community input on the WC2050 and 2019-2050 RTP. The fourth and final series of workshops have been scheduled between October 22, 2018 and November 30, 2018 to hear from local officials and key staff on growth considerations the Wasatch Front is facing and to discuss the draft phased roadway, transit, and active transportation projects for the 2019-2050 RTP. A public comment period will take place in conjunction with these workshops, which will provide an opportunity for comments to be made in an online map. A map showing the times and locations of the Wasatch Choice Phasing Workshops accompanies this briefing overview.

#### THE PROCESS OF PHASING

WFRC developed a two tiered phasing process in which WFRC - in consultation with UDOT, UTA, and local communities – first identified the phase a project is needed, and then assessed financial constraints for the three phases. The phasing decisions were guided by the Wasatch Choice 2050 goals. The specific goal-centered criteria used by the WFRC for project selection and phasing differ by mode (road, transit, and bike). A project is considered to be “phased” when its construction start date is expected in one of three funded time horizons, or it is placed into the unfunded list of projects. Phase 1 is 2019 to 2030, Phase 2 is 2031 to 2040, and Phase 3 is 2041 to 2050.

#### ASSESS FINANCIAL CONSIDERATIONS

Revenues used to build and maintain the WFRC’s transportation infrastructure come from a variety of sources such as state and local sales tax, state and local general funds, fuel taxes, user fees, and federal funding. In coordination with the three other MPOs, UDOT and UTA, a statewide financial model has been developed for each agency and Utah’s Unified Plan based on existing revenue sources, historic growth rates, and new funding sources. Assumptions of new funding sources for transportation projects include additional local option sales tax, vehicle registration fee, and fuel taxes.

In addition to identifying anticipated revenue, infrastructure costs for all modes were coordinated and estimated statewide. These capital costs include those funds required to meet the needs identified in the 2019-2050 RTP, as well as cost estimates for operation, maintenance, and preservation of the existing transportation system.

WFRC has been working to prioritize approximately \$28 billion of transportation projects in the 2019-2050 RTP for all modes. For those projects we anticipate having \$20 billion in funding through the year 2050.

**RECOMMENDATION:**

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

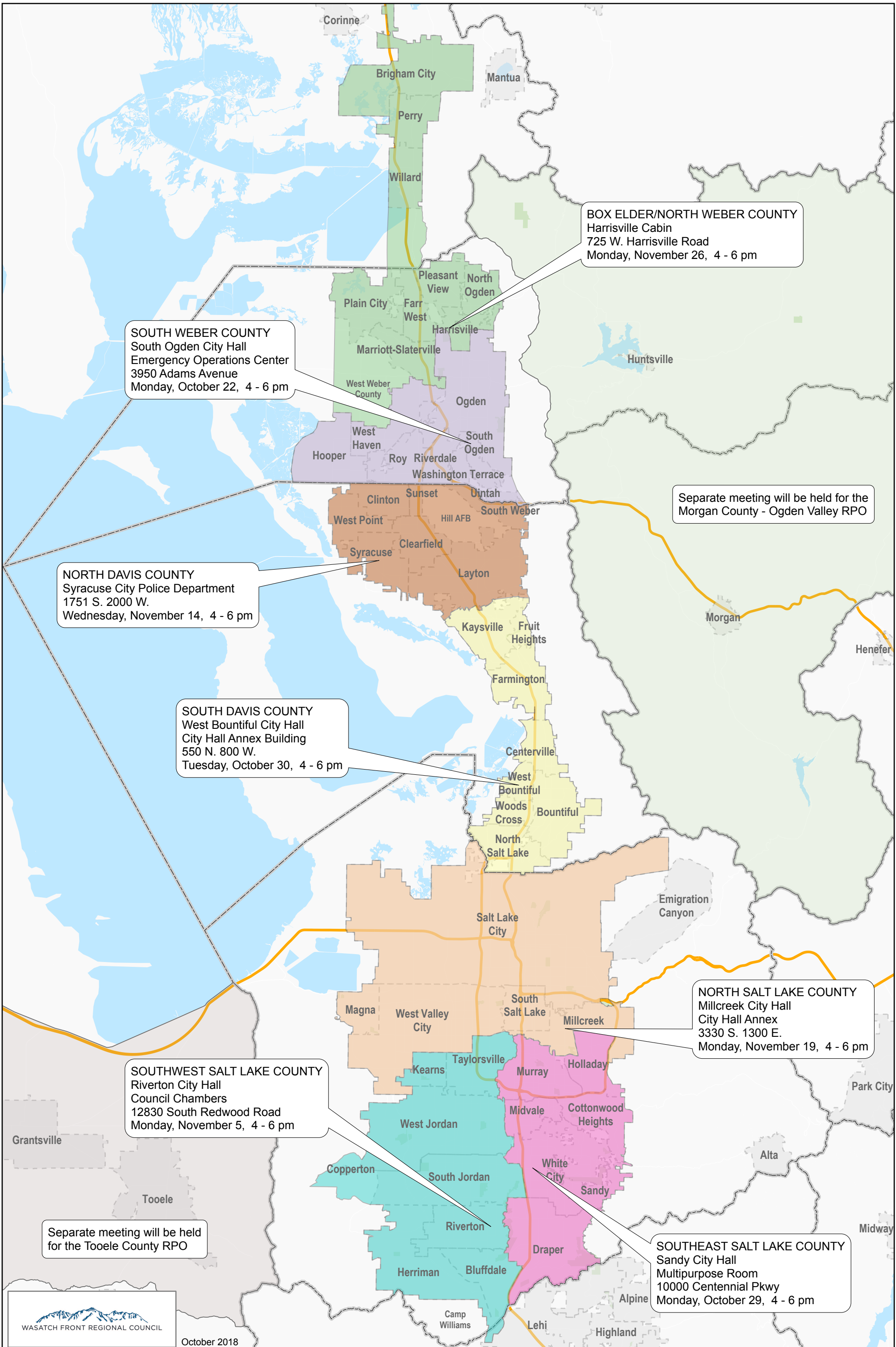
**ATTACHMENT:**

"Wasatch Choice Phasing Workshop" Map

**CONTACT PERSON:**

Jory Johner, 801-363-4250 x1110, [jjohner@wfr.org](mailto:jjohner@wfr.org)

# Wasatch Choice Phasing Workshops



**DATE:** October 4, 2018  
**AGENDA ITEM:** 6  
**SUBJECT:** The Future of the Transportation and Land Use Connection Program  
**PREPARED BY:** Megan Townsend

At the RGC meeting, we will discuss the future of the Transportation and Land Use Connection program (TLC) – a partnership of WFRC, Salt Lake County, UDOT, and UTA. TLC has supported 50 communities in advancing locally-driven planning efforts that achieve both community and regional goals.

Looking forward, new opportunities to provide additional value through TLC are emerging. Growth and its impacts, including housing affordability and transportation demands have perhaps never been more pressing. In addition there has been the recent passage of Senate Bill 136 (Transportation Governance Amendments) and the emergence of Transportation Reinvestment Zones and other innovative financing strategies that local governments could use for growth and infrastructure.

How should the TLC program evolve while considering these demands and opportunities? TLC partners are interested in RGC member ideas regarding the future of the TLC program.

**RECOMMENDATION:**

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

**CONTACT PERSON:**

Megan Townsend, 801-363-4250 x1101, [mtownsend@wfr.org](mailto:mtownsend@wfr.org)