

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

December 14, 2016
2:00 PM – 3:30 PM
Meeting Summary

| AGENDA ITEM | DISCUSSION | ACTION |
|---|--|--------------------------|
| <p>Welcome and Introductions – Tim Stephens, Woods Cross City</p> | <p>Tim Stephens, Woods Cross City, chaired and introduced the meeting.</p> | <p>None Required</p> |
| <p>1. Meeting Summary – September 21, 2016 – Ogden / Layton RGC TAC</p> | <p>Tim Stephens called for a motion to approve the September 21, 2016 minutes. Will Wright, Clinton City, made the motion to approve and Jeff Oyler, Davis County, seconded it. The minutes were approved.</p> <p>The Ogden – Layton Urban Area Regional Growth Committee Technical Advisory Committee meeting summaries are posted on the Wasatch Front Regional Council (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. Wasatch Choice 2050 and RTP Scenarios – Ted Knowlton, Wasatch Front Regional Council</p> | <p>Ted Knowlton, WFRC, mentioned for the new members of PlanTAC that this committee serves as an advisory body for the Regional Growth Committee. He introduced Wasatch Choice 2050 Vision and Regional Transportation Plan and explained the overall process that is behind this important effort. Having a common vision of where we want to go helps the Wasatch Region coordinate its effort and make better investments. Ted reviewed the three scenarios that have been developed for the 2019-2050 RTP and explained the purpose for a series of workshops scheduled February and March 2017. The primary purpose of these workshops is to collect information from local city and county officials that can be will to used to narrow the three scenarios down to a single preferred scenario. Ted reviewed briefly the ten goals of the RTP, evaluation criteria, and performance measure. He used several examples of different land use centers, transportation corridors, and active transportation improvements to demonstrate how a community can shape its future. Finally, he mentioned that detailed commenting on the three scenarios can be provided through a new visualization tool that is under development. The visualization tool will be demonstrated at the next PlanTAC meeting, which is scheduled for February 15, 2017.</p> <p>Please contact Ted Knowlton at (801) 363-4250, ext. 1201 or ted@wfrc.org for additional information.</p> | <p>None Required</p> |
| <p>3. 2015-2050 RTP Amendment Number 3 – Jory Johner, Wasatch Front Regional Council</p> | <p>Although this item did not require specific action to be taken by the Ogden / Layton RGC TAC members, since all of the projects to be amended into the RTP are located in the Salt Lake Urbanized Area, Jory took time and reviewed both the requirements of the RTP and the overall process to periodically amend the RTP. The WFRC recognizes that periodic adjustments are needed to the RTP between adoption cycles, and the process includes public review and input, modeling and air quality conformity, and determination of financial considerations. He explained that there are three levels or types of amendments, each with its own set of requirements.</p> | <p>None Required</p> |

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| | <p>Amendment Number 3 is a Level Three type revision to the RTP which requires a new air quality conformity determination and a means to offset the financial costs of the adding projects to Phase One. Jory ended his presentation brief reviewing the projects in Salt Lake County and Amendment Number 3.</p> <p>Please contact Jory Johner at (801) 363-4250 ext. 1110 or jjohner@wfrc.org for additional information.</p> | |
| <p>4. UTA's TOD Policy – Paul Drake and Jordan Swain, UTA</p> | <p>Paul Drake and Jordan Swain, UTA, presented UTA's new Transit Oriented Development Strategic Plan. Paul touches on several current TOD projects, which have been built or are under construction at Sandy Civic Center, 3900 South, Jordan Valley and South Jordan. However, the current policy is over 20 years old and needs to be revised and updated. Over the years, some criticism has grown around the handling of specific sites and certain developers. A new policy has been proposed that focuses on a three-step process – planning, implementation, and management. This new concept is more comprehensive and is designed to work closer with communities to produce a concept plan. Jordan explained briefly the nine steps involves in this revised approach. These nine steps include: System Plan; Station Area; Concept; Request For Proposals; Master Plan; Site Plan; Financial Plan; Construction Management; and Property Management. Site Selection Criteria for each TOD would examine land availability, connectivity, market strength, and public support. Jordan provided a local example of how the new policy would help to improve the overall process. New emphasis is now being placed on not only the property itself, but the impacts a TOD might have beyond its property. The adjoining sites and community as a whole are now directly involved in developing concept plans. Pedestrian access and trails, affordable housing, parks and open space, and parking lot lighting are some considerations that require more direct involvement by the community and stakeholders. The new TOD process is more transparent, easier to implement, and better to manage.</p> <p>Please contact Paul Drake at (801) 237-1975 or pdrake@rideuta.com or Jordan Swain at (801) 237-1982 or jswain@rideuta.com for additional information.</p> | <p>None Required</p> |
| <p>5. Utah's Freight Priority Network – Vern Keeslar, Parametrix, Inc.</p> | <p>Vern Keeslar, Parametrix, Inc., presented Utah's Freight Priority Network, which was developed with support from UDOT and a host of local stakeholders. Priority urban and rural freight corridors were identified and mapped, as per requirements found in FAST ACT. The federal legislation and FHWA initially identified Utah's freight routes, but allowed individual state to identify priority freight corridors. These corridors connect concentrations of truck-reliant industries with principal arterials and freeways. The FHWA has limited Utah to 182 miles of priority freight corridors in designated urban areas and 91 miles in rural regions. Vern felt that input from local planners could help identify which corridors should be included as part of the priority network. He has met with all four MPO's and the UDOT regional offices for input. Such critical freight corridors include the Ogden Intermodal Center, local oil refineries, transfer points or stations, and international and regional airports. PlanTAC planners were invited to add their suggestions. It is anticipated that Utah's Freight Priority Network will be adopted by the Transportation Commission by the end of the year.</p> <p>Please contact Vern Keeslar at (801) 307-3400 or vkeeslar@parametrix.com for additional information.</p> | <p>None Required</p> |

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| 6. Active Transportation Performance Measures – Scott Hess, WFRC | <p>Scott Hess, WFRC, presented a performance-based means of measuring our Region's active transportation. A total of six measures were presented and discussed. These measures include: User Counts / Trend Data; Regional Active Transportation Infrastructure Inventory; Fund Spent on Active Transportation; Safety – Active Transportation Incidents; Air Quality Benefits of Active Transportation; and Active Transportation Plan and Police Inventory. To gather needed data on the use of local trails and bicycle paths, Scott mentioned that are several applications that can be used to count users. To date, WFRC planners do not know the actual number of people using these facilities and this information would be invaluable in future planning efforts. An annual report card that highlights the results of the six performance measures will be presented to the Ogden / Layton TAC members and will posted on the WFRC website. Some data has been collected, but more is needed for specific measures to be meaningful. Scott used the example of Jordan River Parkway commuters. This bicycle path has approximately 175 daily users. The Murdock Trail has about 483 daily users. These numbers need to be verified. Active transportation could have a significant impact on vehicle starts and overall air quality.</p> <p>Please contact Scott Hess at (801) 363-4250 ext. 1104 or shess@wfr.org for additional information.</p> | None Required |
| 7. Other Business | No other business was brought to the attention of the Ogden – Layton RGC TAC members. | None |
| 8. Next Meeting | The next Ogden-Layton RGC TAC meeting will be held on February 15, 2017. | None Required |

ATTENDANCE ROLL

| NAME | REPRESENTING | NAME | REPRESENTING |
|-----------------|-----------------------|------------------|----------------------|
| Elden Bingham | UDOT | Andy Thompson | Kaysville City |
| Walt Steinvorth | UDOT | Jory Wallen | Roy City |
| Tim Stephens | Woods Cross City | Tammy Long | South Weber City |
| Jeff Oyler | Davis County Planning | John Anderson | West Haven |
| Will Wright | Clinton City | Sherrie Llewelyn | North Salt Lake City |
| Paul Larsen | Brigham City | David Petersen | Farmington City |
| Troy Moyes | West Point City | Spencer Brimley | Clearfield City |
| Levi Roberts | UTA | Val John Halford | WFRC |
| Paul Drake | UTA | Jory Johner | WFRC |
| Jordan Swain | UTA | Scott Hess | WFRC |
| Brigham Mellor | Syracuse City | Julie Bjornstad | WFRC |
| Noah Steele | Syracuse City | Shayla Hurlbut | Morgan City |
| Vern Keeslar | Parametrix | | |