

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

September 20, 2017  
2:00 PM – 3:30 PM  
Meeting Summary

AGENDA ITEM	DISCUSSION	ACTION
<p><b>Welcome and Introductions</b> – Spencer Brimly, Clearfield City</p>	<p>Spencer Brimly, Clearfield, introduced the meeting, which was held in the multipurpose room at Clearfield City Hall.</p>	<p>None Required</p>
<p><b>1. Meeting Summary – June 21, 2017 – Ogden-Layton RGC TAC</b></p>	<p>Spencer Brimly called for a motion to approve the June 21, 2017 minutes. Will Wright, Clinton City, made the motion to approve and David Peterson, Farmington City, seconded motion to approve. The minutes were approved unanimously.</p> <p>The Ogden-Layton Regional Growth Committee Technical Advisory Committee (encompassing the Ogden-Layton Urbanized Area) meeting summaries are posted on the Wasatch Front Regional Council (WFRC) website (<a href="http://www.wfrc.org">www.wfrc.org</a>) 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><b>2. Utah’s Transportation and Governance Funding Task Force</b> – Ted Knowlton, Wasatch Front Regional Council</p>	<p>Ted Knowlton provided an update on the recently formed Utah’s Transportation and Governance Funding Task Force. Last year, the leadership of the Utah State Legislature, primarily concerned with rising housing costs, along with transportation deficiencies, decided that a special task force was needed to address these issues and other regional concerns. Anticipated rapid growth requires a fresh look at transportation including a look at various options. A number of special reports to legislators prompted action for an overview committee to be formed to examine a number of regional issues. Land use, economic development, and transportation funding are the three working groups that have been formed. Most legislators recognize the need for higher density housing and the building community and private developers are responding to this demand. Incentives are needed to increase both housing density and affordability. Governance is how decisions are made and who makes them. Investments and project will be scored and prioritized. Corridor and area planning is also part of this group’s interest. The MPO and the State will need to work much closer together. Smart growth will help shape the agenda and planners should be prepared to be directly involved with this effort. Transportation will play an important part, along with funding. New sources of money will need to be identified to help with anticipated growth along the Wasatch Front. Specific recommendations will be forthcoming. As the Transportation and Governance Funding Task Force continues to meet, Ted promised to keep Ogden-Layton RGC TAC members informed on important milestones and decisions.</p> <p>Please contact Ted Knowlton at (801) 363-4250, ext. 1201 or <a href="mailto:ted@wfrc.org">ted@wfrc.org</a> for additional information.</p>	<p>None Required</p>
<p><b>3. 2015 RTP Amendment Number 5</b> – Val John Halford, Wasatch Front</p>	<p>Val John Halford, WFRC, presented an overview on three proposed project amendments to the 2015-2040 Regional Transportation Plan (2015 RTP) in the Ogden – Layton Urbanized Area. These projects, and their sponsors, are: 1100 North New Construction (Harrisville); 3600 West Operational Improvements (Plain City); and Depot Road New Construction (Weber County). Val mentioned the RTP is</p>	<p>None Required</p>

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Regional Council	<p>updated every four years, but between approval dates occasions arise for the RTP to be amended. He explained that there are three levels of RTP amendments. Most amendments are the Level 3 type and require adjustments to financial assumptions, air quality determination, and project phasing. A number of the current amendments are the result of communities requesting specific projects that are eligible for either Transportation Improvement Program (TIP) or county corridor preservation funding. These projects must be included as part of the RTP. Val reviewed each of the projects in detail and provided an overview of the amendment process. The next step would be for the Regional Growth Committee (RGC) to approve the amendments for a 30-day public comment period, to begin on Friday, October 20, 2017 and end on Monday, November 20, 2017. This was an action item and a motion to move forward the five proposed amendments to the RGC for release for public comment was made by Brigham Mellor, Syracuse City and seconded by Steve Parkinson, Roy City. The vote was unanimously in favor.</p> <p>Please contact Val John Halford at (801) 363-4250, ext. 1108 or <a href="mailto:vhalford@wfrc.org">vhalford@wfrc.org</a> for additional information.</p>	
<p>4. 2015 RTP Project Phasing and Amendment Criteria – Jory Johner, Wasatch Front Regional Council</p>	<p>Jory Johner, WFRC, explained in detail the process to be used for selecting and phasing roadway and transit projects for the 2019-2050 RTP. He also covered the additional information that will be provided to both the Regional Growth Committee (RGC) and the Wasatch Front Regional Council (WFRC) on future RTP amendments. All projects will be evaluated based on phasing criteria. A cost benefit analysis will be performed after all projects have been evaluated. Jory mentioned that all project will therefore have two scores: one benefit score (out of 100); and one cost / benefit score (total score / project cost). Roadway projects will be categorized in three scales. All projects will be scored with the same criteria and methodology, but criteria weights will change between the three scales. Jory said that the new or revised measures for evaluating roadway projects include (1) strategic cluster connection, (2) access to opportunities, and whether or not a project serves vulnerable communities. New or revised measures to evaluate transit project are (1) access to opportunities, strategic cluster connections, existing ridership, presence of a sidewalk, street connectivity, and whether or not the project serves a vulnerable community. This is the first time active transportation will be phased, with phasing measures will including (1) safety improvements, (2) active transportation connectivity, (3) whether or not the project serves a vulnerable community, (4) access to opportunities, (5) serves strategic cluster, and (6) severs the Wasatch Choice for 2050 center plan. Finally, Jory mentioned the technical considerations for providing additional information for future RTP amendments. These considerations include (1) safety improvements, (2) multi-modal connectivity, (3) access to opportunities, (4) serves strategic clusters, (5) project considerations (such as environmental, corridor preservation, funding, etc.), (6) serves the Wasatch Choice for 2050 center plan, (7) whether or not the project serves vulnerable communities, and (8) air quality conformity findings.</p> <p>Please contact Jory Johner at (801) 363-4250, ext. 1110 or <a href="mailto:jjohner@wfrc.org">jjohner@wfrc.org</a> for additional information.</p>	None Required
<p>5. WFRC Administered Programs – Megan</p>	<p>Megan Townsend, WFRC, provided an overview of the various programs that the Wasatch Front Regional Council funds. These programs include the Wasatch Front Economic Development District (EDD), Transportation &amp; Land Use Connection</p>	None

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Townsend, Wasatch Front Regional Council	<p>Program (TLC), Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) and the Transportation Alternatives Program (TAP). The EDD supports economic development plans, promotes long-term economic competitiveness, and attracts federal funding in order to implement local plans. This program helps to develop strategies to expand employment in Utah's advanced industries, such as technology. The TLC program is designed to support local governments, coordinate land use and regional transportation planning, and implement the Wasatch Choice 2050 Vision. Such efforts include active transportation plans, station area plans, complete streets, and form-based codes. The last three, STP, CMAQ, and TAP, are federally funded programs, and are used to finance a wide variety of regional transportation improvements. STP funds are used for new construction, street widening, bridge replacement, intersection improvements, and project that reduce travel demand. CMAQ project types include that that improve air quality, construct or purchase public transportation facilities and equipment, provide commuter bicycle and pedestrian facilities and develop intelligent transportation systems. Finally, TAP money can be used for pedestrian, bicyclists, and other non-motorized forms of transportation, which include sidewalks, bicycle infrastructure, traffic calming techniques, lighting and safety-related infrastructure for non-drivers, and safe routes to school projects. Megan explained the deadlines for the various WFRC funded programs, including when letters of intent and applications are due. Project recommended for funding will be announced in the Spring of 2018.</p> <p>Please contact Megan Townsend at (801) 363-4250, ext. 1101 or <a href="mailto:mtownsend@wfr.org">mtownsend@wfr.org</a> for additional information.</p>	Required
9. Next Meeting	The next Ogden-Layton RGC TAC meeting will be held on December 13, 2017.	None Required

#### ATTENDANCE ROLL

NAME	REPRESENTING	NAME	REPRESENTING
Elden Bingham	UDOT	Paul Larson	Brigham City
Kris Petersen	UDOT	Steve Parkinson	Roy City
Will Wright	Clinton City	Ben White	West Bountiful City
Sherrie Llewelyn	North Salt Lake City	Andy Thompson	Kaysville City
Spencer Brimly	Clearfield City	Tony Thompson	Davis County
LaNiece Davenport	WFRC	David Peterson	Farmington City
Ted Knowlton	WFRC	Tim Stephens	Woods Cross
Megan Townsend	WFRC	Gary Meyers	Weber County
Christy Dahlberg	WFRC	Rick Grover	Weber County
Val John Halford	WFRC	Brigham Mellor	Syracuse City
Jory Johner	WFRC	Chad Wilkinson	Bountiful City