

**Salt Lake – West Valley Urban Area
Regional Growth Committee | Technical Advisory Committee**

December 16, 2015
8:30 AM – 10:30 AM
Meeting Summary

AGENDA ITEM	DISCUSSION	ACTION
1. Welcome and Introductions- Wilf Sommerkorn, Salt Lake County	Wilf Sommerkorn, Salt Lake County, introduced the meeting.	None Required
2. Meeting Summary – September 23, 2015 – Salt Lake – West Valley RGC TAC	<p>Wilf Sommerkorn called for an approval of the September 23, 2015 minutes. Cris Jones made the motion for approval and Andrew Gruber seconded the motion. The minutes were approved.</p> <p>The Salt Lake – West Valley 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>	Approved
3. Street Connectivity Study Overview – Julie Bjornstad, Wasatch Front Regional Council	<p>Julie Bjornstad, WFRC, provided an overview of an upcoming street connectivity study funded by WFRC, Mountainland Association of Governments, Utah Transit Authority (UTA), and Utah Department of Transportation (UDOT). 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 (TLC) 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@wfrc.org for additional information.</p>	None Required
4. Prop 1 Post-Mortem – Muriel Xochimitl, Wasatch Front Regional Council	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	None Required

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	<p>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>5. AT Plan Update/ Stakeholder Meetings – Travis Jensen, WCEC Engineers</p>	<p>Travis Jensen, WCEC Engineers, introduced the Active Transportation Implementation Plan (ATIP). Salt Lake County has contracted with Toole Design Group to produce a plan to implement the County’s low-stress bicycle network. The low-stress network would incorporate quieter streets and bicycle boulevards to create a holistic neighborhood plan to encourage bicycling. Stakeholder meetings for the ATIP process will begin in January. A public, online survey will be aligned with the January kick-off meeting.</p> <p>Solicitation for applications for the 2016 County-wide Active Transportation Network Improvement Program (CATNIP) grants will be released in March 2016. There is \$800,000 available through the grant program.</p> <p>Please contact Travis Jensen at (801) 819-2804 or tjensen@wcecengineers.com for additional information.</p>	<p>None Required</p>
<p>6. Regional Urban Centers – Wilf Sommerkorn, Salt Lake County</p>	<p>Wilf Sommerkorn, Planning and Transportation Division Director at Salt Lake County, led a discussion about regional urban centers and gave a brief history of urban development in Utah. The discussion centered on impediments to creating urban centers, as well as what cities could do to align development with the Wasatch Choice for 2040 Vision. Impediments discussed were development formulas, street</p>	<p>None Required</p>

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	<p>connectivity, land use codes, sales tax distribution, and the lack of small properties for development. Parking management and tenant expectations for parking were also discussed as impediments to creating more centered development.</p> <p>Jake Warner, South Jordan, described how South Jordan was successful at the Towne Center development because both the city and the developer were willing to work together. South Jordan is currently planning to connect the plaza in Towne Center to a park across the street and to develop more multi-family housing along Redwood Road. South Jordan recently updated their General Plan to align closer with Wasatch Choice for 2040, but since the Plan was adopted, there has been a shift in City Council leadership that will require more education. Mr. Warner mentioned that South Jordan is trying to develop transit-oriented development around the FrontRunner station. The first phase will have 300 residential units, with an additional 250 residential units in the second phase. They are working with UTA to build a parking structure, hotel, and office space. South Jordan also received a TLC grant to conduct a corridor study along Redwood Road, which includes public outreach, a market study, and connectivity analysis. Daybreak recently closed on its 4,000th single-family house and are discussing beginning developing property to the west of Mountain View Corridor.</p> <p>It was agreed that future agendas should include case studies of cities, structural challenges they have faced, and examples of good street connectivity and access.</p> <p>Please contact Wilf Sommerkorn at 385-468-4862 or wsommerkorn@slco.org for additional information.</p>	
<p>7. RTP Amendment – Jeff Harris, UDOT</p>	<p>Jeff Harris, UDOT, presented UDOT amendments to the Regional Transportation Plan (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 amendment was presented:</p> <p>I-15 Improvements – This project was originally programmed for construction in FY 2015-2016. UDOT put the project on hold to evaluate additional alternatives, including advanced ramp metering (Managed Motorways), freeway-to-freeway ramp meeting, whether to include a GP lane and whether to extend the project to 12300 South (SR-71) from its original terminus of 9000 South (SR-209). The evaluation concluded that the project should move forward with the components outlined above. The current cost estimate for the Salt Lake County I-15 project as outlined above is \$250 million and is funded from UDOT’s Transportation Improvement Fund (TIF).</p> <ul style="list-style-type: none"> • What it is: Lane Balancing <ul style="list-style-type: none"> ○ A southbound general purpose lane on I-15 from S.R. 201 to 12300 South ○ Southbound auxiliary lanes ○ Operational improvements- Managed Motorways ○ Near-term solution, confirmed by Wasatch Front Central Corridor Study team that it will work within the broader context of longer-term study 	<p>None Required</p>

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	<ul style="list-style-type: none"> • Benefits: <ul style="list-style-type: none"> ○ Project benefits include congestion/delay reduction, safety improvements, the elimination of physical choke points, and improved main-line capacity to handle traffic inflow from adjacent facilities including I-80, SR-201 and I-215. ○ Improve traffic flow on I-15 in Salt Lake County for relatively small amount of money. GP lane done within the existing road right-of-way to efficiently use funds. <p>Mr. Harris also presented on the following proposed additions to the 2022 Transportation Improvement Program:</p> <ol style="list-style-type: none"> 1. SR-209; 9000 South, Redwood Road to I-15 (\$34 million) 2. SR-48; 7000 South/7200 South, 700 West to I-15 (\$25 million) 3. SR-172; 5000 West railroad crossing at 750 South (\$26 million) 4. Porter Rockwell; new construction 3 lanes, I-15 to Redwood Road (\$8.5 million) <p>RTP amendments will be presented to the WFRC Council in January. For additional amendments, contact Jory Johner at WFRC ((801) 363-4230 ext. 1110 or jjohner@wfr.org). A request for amendments will be released in March or April 2016.</p> <p>Mr. Johner mentioned that WFRC will begin the small area meeting process for the 2019-2050 RTP. A high-level process for the development of the RTP has been created and WFRC is working closely with MAG to align plans.</p> <p>Please contact Jeff Harris at (801) 965-4354 or jeffharris@utah.gov for additional information.</p>	
9. Next Meeting	The next PLANTAC meeting will be held on February 17, 2016.	None Required

ATTENDANCE ROLL

NAME	REPRESENTING	NAME	REPRESENTING
Andrew Gruber	WFRC	Mel Bodily	Avenue Consultants
Bill Baranowski	West Jordan City	Mike Johnson	Cottonwood Heights
Brad Gilson	Cottonwood Heights	Mike Wilcox	Sandy
Cris Jones	Salt Lake City	Muriel Xochimitl	WFRC
Dan Boles	Draper	Neil Cohen	SL County Planning Commission
GJ LaBonty	UTA	Paul Douglass	Bluffdale
Grant Crowell	Bluffdale	Ray Christensen	Murray
Hal Johnson	UTA	Ryan Kump	Sandy
Jake Warner	South Jordan	Sam Klemm	SL COG
Jared Gerber	Sandy City	Scott Hess	WFRC
Jeff Harris	UDOT	Ted Knowlton	WFRC
Jen McGrath	UTA	Todd Wakely	Avenue Consultants
Jory Johner	WFRC	Travis Jensen	SL County
Julia Collins	WFRC	Val John Halford	WFRC
Julie Bjornstad	WFRC	Wilf Sommerkorn	SL County
Matt Jarman	Sandy City		