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Envision Utah

Alan Matheson
State Planning Director

Andrew Gruber
Executive Director



October 9, 2014

Members of the Regional Growth Committee and Other Interested Persons:

A meeting of the Regional Growth Committee will be held Thursday, October 16, 2014 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:

1. **Action** – Minutes for the August 21, 2014 Meeting
2. **Opportunity for Public Comment**
3. **Information** – 2015-2040 Regional Transportation Plan and Utah's Unified Plan update
4. **Information** – Pioneer (1-15/ Frontrunner) Corridor Plan
5. **Information** – Mountain Accord Update
6. **Other Business**
7. **Next Meeting** – Thursday, January 15, 2015 at 9:30 a.m.

Sincerely,

Commissioner Jan Zogmaister
Chair

Public participation is solicited without regard to 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 sam@wfrc.org at least 72 hours in advance.

Se solicita La participación del público, sin importar 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 sam@wfrc.org por lo menos 72 horas antes de la reunión.

Minutes
Regional Growth Committee
Meeting of August 21, 2014

A meeting of the Regional Growth Committee was held on Thursday, August 21, 2014 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Welcome and Introductions

Commissioner Jan Zogmaister, RGC Chairman, called the meeting to order at 9:35 a.m. Commissioner Zogmaister 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
Ron Bigelow	Mayor, West Valley City
Ari Bruening (for Robert Grow)	Envision Utah
Steve Call	FHWA
Reid Ewing	University of Utah
Ted Eyre	Mayor, Murray City
Jeff Harris	UDOT
Charles Henderson	UTA Board
Tina Kelley	Councilmember, Morgan County
Dan McConkie	Commissioner, UDOT
Scott Parson	Staker Parson Companies
Norm Searle	Mayor, Riverdale City
Matt Sibul	UTA
Derk Timothy	Mayor, Bluffdale City
Jan Zogmaister	Commissioner, Weber County

RGC Representatives and Others Present

Mallory Bateman	Utah Foundation
Mike Florence	South Salt Lake City
Linda Johnson	Breathe Utah
Frank Lilly	South Salt Lake City
Justin Morgan	FHWA
Ron Phillips	Phillips Associates, Inc.
Wayne Bennion	WFRC
Scott Festin	WFRC
Andrew Gruber	WFRC
Ned Hacker	WFRC
Val John Halford	WFRC
Jory Johner	WFRC
Pam Jorgensen	WFRC
Ted Knowlton	WFRC
Callie New	WFRC
Suzie Swim	WFRC
Megan Townsend	WFRC
Muriel Xochimitl	WFRC

Mayor Don Carroll, Mayor Karen Cronin, and Commissioner John Petroff were excused from the meeting.

1. Approval of Minutes

Reid Ewing moved that the minutes of the Regional Growth Committee meeting held May 15, 2014 be approved as written. The motion was seconded by Mayor Derk Timothy and the minutes were unanimously approved.

2. Opportunity for Public Comment

There were no comments

3. Action: 2011-2040 Regional Transportation Plan Amendment

The Wasatch Front Regional Council Staff and Utah Department of Transportation representatives presented Amendment Number 5 to the Regional Growth Committee's Technical Advisory Committees on May 7, 2014. The same information was provided to the Regional Growth Committee at the May 15, 2014 meeting, and the Wasatch Front Regional Council approved the release of Amendment Number 5 for public comment and review on May 22, 2014.

In accordance with adopted policy, the WFRC advertised Amendment Number 5 in the local newspapers and initiated a 30-day comment period from June 28 to August 2, 2014. A public open house was held at the Utah Transit Authority's Intermodal Center on July 7, 2014. No comments on the amendments were received at the public open house or by e-mail. Adequate financial resources have been identified for all four projects and all applicable air quality conformity requirements have been met.

Details of each of the four projects in the 2015-2040 Regional Transportation Plan Amendment 5 were included in Committee member packets and may also be found on the WFRC website or by contacting Val John Halford. The 2015-2040 RTP Amendment 5 projects are:

- **I-15 Interchange at Hill Field Road (SR-232)** – move the project to Phase 1. The purpose of the project is to reduce existing congestion.
- **Interchange at Bangerter Highway (SR-154) and 9000 South** – move the project to Phase 1. The project will replace the existing at-grade intersection with a new grade separated interchange to decrease delay and congestion.
- **State Street (US-89) from 10600 South to 11400 South** – this a new project added to the current RTP. The purpose of this improvement is to reduce congestion on State Street.
- **Antelope Drive (SR-108) over I-15** – this is a new project added to the current RTP. This project improves the intersections immediately adjacent to I-15 by modifying the existing roadway and improving signal coordination and access.

Following the discussion of the Amendment, Reid Ewing, University of Utah, asked that separate votes be taken on each of the projects included in the 2011-2040 Regional Transportation Plan Amendment 5.

ACTION: Mayor Norm Searle moved to recommend to the Regional Council that the **I-15 Interchange at Hill Field Road (SR232)** project included in the 2015-2040 Regional Transportation Plan Amendment 5, as presented, be approved. Councilmember Tina Kelley seconded the motion and the motion passed unanimously.

ACTION: Charles Henderson moved to recommend to the Regional Council that the **Interchange at Bangerter Highway (SR-154) and 9000 South** project included in the 2015-2040 Regional Transportation Plan Amendment 5, as presented, be approved. The motion was seconded by Scott Parson and passed with Reid Ewing voting in opposition.

ACTION: Commissioner Jan Zogmaister moved to recommend to the Regional Council that the **State Street (US-89) from 10600 South to 11400 South** project included in the 2015-2040 Regional Transportation Plan Amendment 5, as presented, be approved. Scott Parson seconded the motion and the motion passed unanimously.

ACTION: Mayor Len Arave moved to recommend to the Regional Council that the **Antelope Drive (SR-108) over I-15** project included in the 2015-2040 Regional Transportation Plan Amendment 5, as presented, be approved. Scott Parson seconded the motion and the motion passed with Reid Ewing voting in opposition.

4. Information: 2015-2040 Regional Transportation Plan and Utah's Unified Plan update

The Regional Transportation Plan is the region's long-range blue print for transportation. The process to develop the Final Preferred Scenario for the 2015-2040 RTP was discussed as well as the coordination efforts to financially constrain the RTP. The Final Preferred Scenario was approved by the Regional Council on May 22, 2014 and WFRC staff was directed to move forward with the project phasing portion of the RTP development process.

Also discussed were efforts to address national, state, and regional performance measures. Performance measures were used to evaluate the draft Preferred Scenario which included roadway, transit, and bicycle projects as well as future land use and varying intensities for the region. Included, for the first time, in the development of this Plan are Programmatic Line Items. The Programmatic Line Items that are being considered include: 1) Local bus; 2) First / Last Mile; 3) Active Transportation; 4) Asset Management (for roadway); 5) State of Good Repair (for transit); 6) Intelligent Transportation Systems (ITS); and 7) Safety. The Committee was asked to comment and provide staff with their thoughts and ideas regarding the Programmatic Line items.

The phased, financially constrained RTP is scheduled to be developed by Fall 2014. WFRC staff will then seek review and comments from the local governments, UDOT, and UTA, prior to final adoption of the 2015-2040 RTP in the Spring of 2015. The adopted 2015-2040 Regional Transportation Plan will then be incorporated into the next version of Utah's Unified Transportation Plan.

5. Information: WFRC Programs for Local Governments, Case Study: South Salt Lake Form Based Code

The Wasatch Front Regional Council is responsible for administering six different programs that provide resources for local governments. A handout was distributed that described the programs and detailed the timelines, eligibility, and contact information for each. It was noted that a Letter of Intent is due October 30, 2014 for the Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), the Transportation Alternatives Program (TAP), and the Local Planning Resource Program. Cities, counties, and agencies were encouraged to review the information, work together, and take advantage of the resources that are available.

Also distributed was information regarding the upcoming Wasatch Choice for 2040 Consortium, Thursday, October 23 from 9:00 a.m. to 3:00 p.m. in the Salt Palace Convention Center. Members were encouraged to visit the WFRC website: www.wfrc.org to register for the event. Registration is \$25, lunch will be provided, and UTA transit passes and AICP credits also available.

Mike Florence, Community Development Director and Frank Lilly, Assistant Community Development Director from South Salt Lake City reported on South Salt Lake's Form-Based Code case study using resources from the Local Planning Resource Program. They

discussed how South Salt Lake used the Program's resources to develop new form-based zoning for the communities around the S-Line streetcar. Included in their report:

- Defining a vision over ten years including:
 - Streetcar corridor planning
 - Understanding land values, density, and traffic impacts
 - Defining possible building forms
 - Development of a Master Plan
 - Development of Form-Based Code
- Summary of outreach efforts over three years
- A strong vision is necessary for a form-based code to be successful

6. Special Discussion: Growth trends and trajectories including Utah Foundation's report "Roadmap to 2050"

Ted Knowlton, WFRC, provided information from the Smart Growth America report "Measuring Sprawl 2014". He said that the research for this report was led by the University of Utah's Metropolitan Research Center. The Report defined "sprawl" as relatively low levels of: 1) density; 2) land use mix; 3) activity centering; and 4) street connectivity. Mr. Knowlton focused his comments and information to the Committee on activity centering and street connectivity. He also shared Utah rankings compared to 212 U.S. Metro Areas in "Measuring Sprawl 2014" and change in levels of sprawl over time in Utah. All the information discussed may be found on the Smart Growth America website.

Mallory Bateman, Utah Foundation Research Analyst, reported that Utah Foundation is a non-profit, non-partisan independent research group. They research many topics throughout the year which are selected by their Board. She discussed and provided a copy of the research summary for two topics:

1. "A Snapshot of 2050" – An analysis of projected population change in Utah. Utah's population has nearly tripled since 1970, and is projected to nearly double by 2050. Nine Utah counties are projected to more than double their population by 2050. Utah's 65 and older population is projected to double by 2040 and the percentage of population 17 and younger is projected to decline.
2. "Roadmap to 2050" – Planning for Utah's future infrastructure needs. Households along the Wasatch Front spend 26% of annual income on transportation, which is 7% more than the national average – these costs could potentially increase as development moves farther out.

Ms. Bateman also noted that a 2013 research summary "Fueling Our Future, 2013-2040: Policy Options to Address Utah's Transportation Needs" is available on their website. The Complete report of each of the topics discussed are available on the Utah Foundation website – www.utahfoundation.org.

7. Other Business

- 8. The next meeting of the Regional Growth Committee will be held on Thursday, October 16, 2014 at 9:30 a.m.**

The meeting adjourned at 11:10 a.m.

A recoding of this meeting may be found on the WFRC website at www.wfrc.org, under Committees, Regional Growth Committee, 2014 meetings.

DATE: October 16, 2014
AGENDA ITEM: 3
SUBJECT: **Information:** 2015-2040 Regional Transportation Plan and Utah's Unified Plan update
PREPARED BY: Jory Johner

BACKGROUND:

2015-2040 Regional Transportation Plan

The Regional Transportation Plan (RTP) is the region's long-range blue print for transportation. At the Regional Growth Committee (RGC) meeting staff will highlight the process to develop the Final Preferred Scenario for the 2015-2040 RT, coordination efforts to financially constrain the RTP, and discuss efforts to address national, state, and regional performance measures.

For background, the draft Preferred Scenario and performance measures for evaluation includes roadway, transit, and bicycle projects along with the future land use types and intensities for our region. The Wasatch Front Regional Council made a motion on May 22nd to approve the Final Preferred Scenario (the final set of projects before financial constraints are applied) and directed staff to move forward with the phasing portion of the RTP development process. To review the maps, project lists, growth allocations, comments and responses, click [here](http://www.wfrc.org/new_wfrc/index.php/plans/regional-transportation-plan) (http://www.wfrc.org/new_wfrc/index.php/plans/regional-transportation-plan).

The phased, financially constrained RTP is scheduled to be developed by Winter of 2014, and we will then again seek review and comments from the local governments, UDOT, and UTA, prior to final adoption of the 2015-2040 RTP in January and February of 2015. The 3rd Round of Small Area Meetings schedule and agenda will be presented to the RGC. We will ask for review and comments on the draft phased 2015-2040 RTP at these meetings. Then our Regional Transportation Plan will be incorporated into the next version of Utah's Unified Transportation Plan.

2015-2040 Utah's Unified Transportation Plan

The Utah's Unified Transportation Plan synthesizes all of the Long Range Plans developed by the MPO's and the State. This update to the Unified Plan builds on the previous version by adding a few enhancements:

- 1) More in-depth analysis of financial revenues and needs to 2040,
- 2) Active Transportation issues and needs are being more fully explored,
- 3) The impacts of the plan on various performance measures will be augmented.

RECOMMENDATION:

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

CONTACT PERSON:

Jory Johner (WFRC) (801) 363-4250, Ext. 1110, or jjohner@wfrc.org

DATE: October 8, 2014
AGENDA ITEM: 4
SUBJECT: **Information:** Pioneer Corridor Plan discussion (I-15/ Commuter Rail multi-modal corridor)
PREPARED BY: Ted Knowlton

BACKGROUND:

As we all know, the I-15/ commuter rail corridor is central to the economic success our region. It is the only corridor that connects every County along the Wasatch Front in addition to connecting Canada with Mexico. Our regional plan has addressed this corridor effectively over time, but as we look forward previous solutions like widening to add lanes on I-15 may no longer be plausible. The questions looking forward are: which solutions will be cost effective over many decades even in the face of dramatic population growth? How do we continue to connect people to jobs and keep our economy strong? To address these questions UDOT, UTA, WFRC, and MAG have come together to sponsor a unique planning process called the Pioneer Corridor Plan.

The name of the effort -- "Pioneer Corridor" Plan -- is a new term that does not focus on any one transportation mode. This planning effort will look at all modes of transportation within the corridor (auto, light rail, commuter rail, bus rapid transit, local and express bus, bicycling, and walking) and how they interact as a transportation system. Overall, the Pioneer Corridor Plan will provide a framework to enhance regional mobility and strengthen the economy through proactive planning that improves access to jobs and facilitates the movement of goods and services. The study area is contemplated to extend from Ogden to Provo in length and roughly 4 miles in width.

Recently, the four agency partners were awarded a highly-competitive, national TIGER grant to study the Pioneer Corridor. It is anticipated that the study will begin this fall and will take approximately one and a half years to complete.

At the RGC meeting, the project partners will introduce the planning effort followed by a dialogue with the RGC centered around two basic questions:

- 1st: How should local governmental and other stakeholders be involved?
- 2nd: What are the substantive issues you would like to have the study address, especially local transportation needs or issues that have metropolitan significance?

RECOMMENDATION: This item is for information only.

WFRC CONTACT PERSON:

Pioneer Corridor Plan: Ted Knowlton (WFRC) (801) 363-4250 ext. 1201, ted@wfr.org

DATE: October 8, 2014
AGENDA ITEM: 5
SUBJECT: **Information:** Mountain Accord Project Update
PREPARED BY: Ned Hacker

BACKGROUND:

Few places in the world have a natural asset as valuable as the Central Wasatch Mountains. The mountains help establish the identity for our region and provide us with water, easy access to superb recreational opportunities and landscape-scale habitat protection. However, these mountains face challenges from increasing population, increased use, development pressure, traffic congestion, air quality concerns, and changing climatic conditions. Unless steps are taken now to balance competing demands, these challenges will threaten the economy, water resources, environment, and quality of life for more than a million residents of and visitors to the region. These are among the issues to be considered in Mountain Accord's scenario planning process.

Mountain Accord is a multi-phase initiative that seeks to make critical decisions regarding the future of the central Wasatch Mountains. It will holistically evaluate and address issues and goals centered on four topic areas: environment, recreation, transportation, and economy. Mountain Accord is a collaboration between public and private interests, including state and local governments, federal agencies, and business and grassroots organizations. Public involvement is an important component of this effort, and input received from the public will be used to inform and guide the process.

The Mountain Accord is moving into an important phase where multi-issue scenarios have been released for public review and input. The scenarios can be accessed at the Mountain Accord website, <http://mountainaccord.com/> . During the RGC meeting the project process and schedule will be highlighted as well as how to get involved in the project.

RECOMMENDATION: This item is for information only.

WFRC CONTACT PERSON: Ned Hacker (801) 363-4250 ext. 1120, nhacker@wfr.org