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Utah State Senate

Representative Brad Dee  
Utah House of Representatives

Michael Allegra  
Utah Transit Authority

Carlos Bracerias  
Utah Department of Transportation

Ken Bullock  
Utah League of Cities & Towns

Adam Trupp  
Utah Association of Counties

Robert Grow  
Envision Utah

Evan Curtis  
State Planning director

Andrew Gruber  
Executive Director

October 8, 2015

Members of the Regional Growth Committee and Other Interested Persons:

A meeting of the Regional Growth Committee will be held Thursday, October 15, 2015 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:

### Welcome and Introductions

1. **Action:** Minutes for the August 20, 2015 Meeting
2. **Opportunity for Public Comment**
3. **Information:** Regional Transportation Plan 2019-2050 process overview
4. **Information:** Wasatch Front Central Corridor update
5. **Information:** Your Utah Your Future results and next steps
6. **Action:** RTP 2015-2040 amendments: release for public comment
7. **Information:** Air quality report card
8. **Other Business**
9. **Next Meeting:** Thursday, January 21, 2016 at 9:30 a.m.

Sincerely,

Commissioner John Petroff, Jr., Chair  
Regional Growth Committee

*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 20, 2015

A meeting of the Regional Growth Committee was held on Thursday, August 20, 2015 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

## Welcome and Introductions

**Commissioner John Petroff**, RGC Chairman, called the meeting to order at 9:35 a.m. Commissioner Petroff welcomed committee members and guests and introductions were made. The following were in attendance:

### RGC Members and Alternates Present

Mark Allen	Mayor, Washington Terrace City
Len Arave	Mayor, North Salt Lake City
Ron Bigelow	Mayor, West Valley City
Steve Call	FHWA
Don Carroll	Mayor, Fruit Heights City
Karen Cronin	Mayor, Perry City
Reid Ewing	University of Utah
Ted Eyre	Mayor, Murray City
Robert Grow	Envision Utah
Jeffery Harris	UDOT
Charles Henderson	UTA Board
Brent Marshall	Mayor, Grantsville City
Erin Mendenhall	Salt Lake County   Utah Air Quality Board
Aimee Winder Newton	Councilmember, Salt Lake County
Cory Pope	UDOT
John Petroff	Commissioner, Davis County
Matt Sibul	UTA
Logan Wilde	Councilman, Morgan County

### RGC Representatives and Others Present

Roger Borgenicht	Utahns for Better Transportation
Matt Dixon	South Ogden City
Linda Johnson	Breathe Utah
Justin Morgan	FHWA
Wilf Sommerkorn	SL County Office of Regional Development
Ray Whitchurch	IBI Group
Nicole M. Zinnanti	Assist, Inc.
Julie Bjornstad	WFRC
Julia Collins	WFRC
LaNiece Davenport	WFRC
Ned Hacker	WFRC
Scott Hess	WFRC
Val John Halford	WFRC
Jory Johner	WFRC
Pam Jorgensen	WFRC
Ted Knowlton	WFRC
Suzie Swim	WFRC
Ben Wuthrich	WFRC
Muriel Xochimitl	WFRC

Commissioner James Ebert, Commissioner Dan McConkie, Mayor Derk Timothy, and Christine Richman were excused from the meeting.

### **Approval of Minutes**

Mayor Brent Marshall moved that the minutes of the Regional Growth Committee meeting held May 21, 2015 be approved as written. The motion was seconded by Mayor Don Carroll and the minutes were unanimously approved.

### **Opportunity for Public Comment**

There were no public comments

### **Information: 2019-2050 Regional Transportation Plan objectives and approach**

Ted Knowlton said the next Regional Transportation Plan (RTP) will be significant as the Plan will reach out to 2050, address findings from the Your Utah Your Future statewide vision, and establish a revised metropolitan vision building on the Wasatch Choice for 2040 and will utilize new analytical models.

Mr. Knowlton said the ideas and comments during previous meetings have helped guide the direction for staff in initial planning for the 2019-2050 RTP. He then led a discussion on objectives for the next RTP and an approach to accomplish those objectives. Mr. Knowlton said that the draft 2019-2050 RTP process steps would be a grassroots method that would include:

- Customized small area scenarios that would generate ideas on transportation issues, land use policy, and weigh in on quality of life outcomes of particular interest
- Ideas would be tested via customized sub-regional scenarios
- Regional goals would then be finalized
- A preferred regional scenario selected
- Phasing and financing applied
- Adoption in May 2019

Comments from the Committee regarding the proposed draft 2015-2050 RTP process included positive feedback regarding involvement in having customized sub-regional scenarios to coordinate city to city and regional ideas collaboratively. Also suggested was that WFRC, when asked, be prepared to make a presentation to city councils/city governments to inform about WFRC and their role in region-wide planning. Staff were reminded of the importance of freight to Utah economics in the planning process.

Mr. Knowlton expressed appreciation to the Committee for the feedback and said that a refined planning process would be presented to the Committee in future meetings.

### **Information: WFRC Programs for Local Governments**

The Wasatch Front Regional Council administers six programs that provide resources for local governments. Each program manager provided an overview and details on the Program they manage. The following programs were discussed:

- The Wasatch Front Economic Development District (WFEDD)—LaNiece Davemport, Program Manager. The WFEDD is a federally recognized Economic Development District created to foster regional economic development and assist eligible entities who seek funds from the U.S. Department of Commerce Economic Development Administration.
- The Community Development Block Grant (CDBG) Program—LaNiece Davenport and Sam Klemm, Program Managers. The CDBG program funds a variety of housing and community development projects that principally benefit low and moderate income persons in Morgan, Tooele, and Weber Counties and cities within (excluding entitlement cities).

- The Local Planning Resource Program (LPRP)—Julia Reynolds, Program Manager. The Local Planning Resource Program supports local government efforts to create livable and vibrant communities. It provides local communities with technical assistance towards integrating land use and transportation by means of staff time, consulting and training. Salt Lake County is a joining sponsor of this program for projects within the Salt Lake County boundaries.
- The Surface Transportation Program (STP) Surface Transportation Program (STP)—Ben Wuthrich, Program Manager. The STP provides funding that may be used for projects on any Federal-aid highway, bridge projects or any public road, transit capital projects and improvements, and active transportation projects.
- Congestion Mitigation Air Quality (CMAQ)—Ben Wuthrich, Program Manager. CMAQ funds are intended to fund transportation projects that improve air quality, with the exception that they are not eligible for major road widening.
- The Transportation Alternatives Program (TAP)—Ben Wuthrich, Program Manager. The TAP funds support the construction and planning of bicycle and pedestrian facilities.

Specific and detailed information, including a program description and the application process, were included in RGC member packets. It was noted that information regarding letters of intent, application due dates, and other important information about the WFRC programs will be emailed to stakeholders within the next few weeks.

#### **Information: Local Planning Resource Program spotlight on South Ogden**

In 2014, South Ogden City was awarded Local Planning Resource program assistance to calibrate a Form-Based Code, modeled after the Wasatch Choice for 2040 template, for their downtown commercial core. Form-Based Code is a zoning technique that emphasizes the physical characteristics and design of a particular place, making it a more pleasant place to live, work and play.

Matt Dixon, South Ogden City Manager, and Ray Whitchurch, IBI Group, discussed the objectives, challenges and lessons learned of the project. They also talked about some of the grant program benefits which included:

- The project will lead to better, smarter development that will benefit the surrounding communities.
- Form-Based Code will be expanded to include other areas of the city.
- Form-Based Code will help insure the types of development will be in harmony with the City's desire future vision.
- The grant program allowed South Ogden the financial ability to accomplish this project.

#### **Other Business**

- Commissioner Petroff reported that all the counties across the Wasatch Front, (Salt Lake, Davis, Weber, Box Elder, Tooele, Morgan, and Utah County), have taken action to place the Local Option Transportation Sales Tax on the ballot this fall. The measure will need to be approved by the voters to be enacted. HB 362 Transportation Infrastructure Funding has two main provisions: 1) Gas Tax Reform and Increase—changes the state gas tax from the current 24.5 cents per gallon to a percentage; and 2) Local Option Transportation Sales Tax—gives local communities a tool to address their transportation needs.
- Ted Knowlton introduced two new WFRC team members: Julie Bjornstad, Long Range Planner, and Scott Hess, Active Transportation Planner.

The next meeting of the Regional Growth Committee will be held on **Thursday, October 15, 2015 at 9:30 a.m.**

The meeting adjourned at 11:05 a.m.

*A recoding of this meeting may be found on the WFRC website at [www.wfrc.org](http://www.wfrc.org), under Committees, Regional Growth Committee, 2015 meetings.*

**DATE:** October 8, 2015  
**AGENDA ITEM:** 3  
**SUBJECT:** **Information:** Regional Transportation Plan 2019-2050 process overview  
**PREPARED BY:** Ted Knowlton

**OVERVIEW:**

At the October meeting RGC will review and discuss a high level, or “big picture” process for developing the 2019-2050 Regional Transportation Plan (2019 RTP).

The overall objective of the planning process is to better integrate the 2019 RTP with local needs and plans. This also means refreshing the “Wasatch Choice for 2040” vision – the shared long-term approach to coordinated local and regional planning.

**BACKGROUND:**

For a variety of reasons, the next Regional Transportation Plan (RTP) will be a significant update. The plan will:

- (1) Reach out to 2050.
- (2) Address findings from the Your Utah Your Future statewide vision, and establish a revised metropolitan vision building on Wasatch Choice for 2040.
- (3) Enhanced focus on performance-based planning, including a focus on economic impacts.
- (4) Utilize new analytical models.

To prepare for this upcoming planning process, RGC in August discussed objectives for the next RTP and an approach to accomplish those objectives. At the October meeting RGC will review and discuss a high level, or “big picture” process for developing the 2019-2040 Regional Transportation Plan (2019 RTP). The process builds on RGC feedback and outlines major activities for each yearly quarter between now and the adoption of the plan in May, 2019.

The high level process overview is attached.

**RECOMMENDATION:**

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

**CONTACT PERSON:**

Ted Knowlton (WFRC) (801) 363-4250, Ext. 1201, or [ted@wfrc.org](mailto:ted@wfrc.org)

**EXHIBIT:**

Draft High Level Process for the 2019-2050 RTP



## DRAFT High Level Process for the 2019-2050 Regional Transportation Plan (RTP)

This document provides an overview of the four year planning process.

The key process objectives for the 2019-2050 RTP are to:

- 1) Heavily involve communities, partner agencies, stakeholders and public in the planning process
- 2) Coordinate regional transportation decisions with local land use decisions
- 3) Improve integration of the Wasatch Choice vision with the RTP
- 4) Utilize a performance-based approach to planning that ties decisions to Council-adopted goals and principles
- 5) Advance planning for active transportation together with road and transit planning
- 6) Improve understanding and planning based on economic development outcomes

### Stage 1 – Sub-regional Planning

- |      |      |  |
|------|------|--|
| 2015 | 3Q   | * <b>Finalize process. Obtain feedback from RGC TACs, RGC, WFRC, and key partners.</b> |
|      | 4Q   | * <b>Develop work program and prepare for Small Area Meetings</b>                      |
| 2016 | 1/2Q | * <b>Small Area Meeting #1 – Generate Ideas and Assess Subregional Needs</b>           |
| 2017 | 1Q   | * <b>Small Area Meeting #2 – Explore 2050 Sub-regional Scenarios</b>                   |
|      | 2Q   | * <b>Adopt Regional Goals and Principles.</b>  |

### Stage 2 – Regional Planning

- |      |        |   |
|------|--------|---|
| 2017 | 2/3/4Q | * <b>Draft Preferred Scenario</b>   |
|      | 3Q     | * <b>Develop and coordinate financial and phasing assumptions</b>           |
| 2018 | 1Q     | * <b>Small Area Meeting #3 – Review and Revise Draft Preferred Scenario</b> |
|      | 2Q     | * <b>Final Preferred Scenario approved by WFRC Council</b>                  |

### Stage 3 – Finalization and Adoption of Regional Planning

- |      |      |   |
|------|------|---|
|      | 1/2Q | * <b>Finalize financial assumptions; land use forecasts; and project-level performance measures related to Regional Goals and Principles.</b> |
|      | 2/3Q | * <b>Draft phased and financially constrained projects (2019-30; 2031-40; 2041-50).</b>   |
|      | 3/4Q | * <b>Small Area Meeting #4 – Project Phasing</b>  |
| 2019 | 1Q   | * <b>Formal Public Comment Period</b>   |
|      | 2Q   | * <b>Plan Final Approval</b>  |
|      | 3Q   | * <b>4<sup>th</sup> Edition of Utah’s Unified Transportation Plan.</b>  |

**Note:** The time frames listed are approximate and overlap between the steps is anticipated.

**DATE:** October 8, 2015  
**AGENDA ITEM:** 4  
**SUBJECT:** **Information:** Wasatch Front Central Corridor update  
**PREPARED BY:** Ted Knowlton

**OVERVIEW:**

At the October meeting an update will be provided of the Wasatch Front Central Corridor Study. This will include the goals for the corridor, a look at some of the innovative ideas that are being explored, and ways that communities can be informed and involved.

**BACKGROUND:**

The Wasatch Front Central Corridor Study (formerly known as the "Pioneer Corridor Plan") will develop a comprehensive multi-modal, long-term transportation strategy for the I-15/ Frontrunner Corridor – our state's busiest travelway. The results will be a building block for the 2019-2050 Regional Transportation Plan. This study is a priority effort of four agencies -- Mountainland AOG (Utah County), UDOT, UTA, and WFRC. Since then, a consultant team has been selected, goals have been developed, and some initial ideas have begun to be discussed.

**RECOMMENDATION:**

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

**CONTACT PERSON:**

Ted Knowlton (WFRC) (801) 363-4250, Ext. 1201, or [ted@wfr.org](mailto:ted@wfr.org)

**DATE:** October 8, 2015  
**AGENDA ITEM:** 5  
**SUBJECT:** **Information:** Your Utah, Your Future results and next steps  
**PREPARED BY:** Ted Knowlton

**OVERVIEW:**

Envision Utah will discuss Your Utah, Your Future public process results that are of particular interest to the Regional Growth Committee. Almost 53,000 Utahns shared thoughts on how they want the state to grow. The RGC meeting will include results on Utahans' feelings about housing mix, mobility options, mixed-use centers, and other key issues.

Next steps in the effort will also be discussed. WFRC will share results of "Your Utah, Your Future" with communities to inform development of the 2019-2050 RTP.

**BACKGROUND:**

Utah's population will almost double by 2050. At Governor Herbert's request, Envision Utah has been facilitating "Your Utah, Your Future," which brings Utahns together to create a vision to keep Utah beautiful, prosperous, healthy, and neighborly. Around 400 stakeholders and experts have been involved in formulating scenarios for the future across 11 topics, and those choices were then taken to the public. Almost 53,000 Utahns weighed in — the highest response ever for this kind of effort — and Dan Jones did a random sample survey to cross-check the results. These results show us what Utahns want the future to be like, why they want that future, and what they're willing to do to get there.

**RECOMMENDATION:**

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

**CONTACT PERSON:**

Ted Knowlton (WFRC) (801) 363-4250, Ext. 1201, or [ted@wfr.org](mailto:ted@wfr.org)

**DATE:** October 7, 2015  
**AGENDA ITEM:** 6  
**SUBJECT:** Action: RTP 2015-2040 amendments: release for public comment  
**PREPARED BY:** Val John Halford

At the Regional Growth Committee meeting, staff will present proposed amendments to the current 2015-2040 RTP for your consideration. The action requested is to release these proposed amendments for public comment. At the January 2016 meeting, RGC will be asked to make a recommendation on adoption of these modifications while considering public comment and findings from the air quality conformity analysis.

**BACKGROUND:**

Every four years the Wasatch Front Regional Council (WFRC) prepares and adopts a regional transportation plan (RTP) to identify and implement needed transportation improvements. The WFRC adopted the current RTP in May 2015. While the RTP receives considerable review before being formally adopted, the identification of new funding sources, the determination of the final environmental impact statements, or the rapid development of certain projects, may warrant a change to the RTP. A process has been formally adopted by WFRC to consider periodic revisions.

Recently, the WFRC received requests from the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and Layton City to amend the 2015-2040 RTP to consider the changes listed below.

WFRC staff has analyzed the potential financial implications of including these projects in Phase 1 and determined that there are adequate resources available and potential cost savings from a reprioritization of projects. The plan is able to maintain its fiscal constraint while accommodating construction of these projects in phase I. WFRC is reviewing the air quality impacts to ensure that all applicable air quality conformity requirements are met; results will be provided at the meeting.

The formal public comment period will take place from November 2 to December 1. The WFRC staff, UDOT, UTA, and Layton City representatives will present these amendments to the Regional Growth Committee's Ogden-Layton Technical Advisory Committee and the Salt Lake County PlanTac on December 16, 2015. The Regional Growth Committee and the Regional Council will review all comments and make a final recommendation in January 2016.

**UDOT PROPOSED MODIFICATIONS TO THE 2015-2040 RTP**

**US-89 Improvements**

**Total Cost: \$275 million**

The Utah Department of Transportation is making a request to amend the current 2015-2040 RTP for (1) construction of new interchanges at Antelope Drive, Gordon Avenue, Oak Hills Drive and 400 North, (2) construction of frontage roads from Oak Hills Drive to Eagle Way, (3) construction of two overpasses at Crestwood Road and Nicholls Road, (4) potential widening of US-89 from 4 to 6 lanes from just north of the US-89/I-15 interchange in Farmington to Antelope Drive. The 2015-2040 RTP includes the Interchange at 400 North, the overpass at Nicholls Road, and frontage roads from Oak Hills Drive to Nicholls Road in Phase 1. The proposed amendment includes the following modifications to the RTP.

- 1. New Construction of US-89 Interchange @ Antelope Drive**  
This project will be moved from Phase 2 to Phase 1.
- 2. New Construction of US-89 Interchange @ Gordon Avenue**  
This project will be moved from Phase 2 to Phase 1.
- 3. New Construction of US-89 Interchange @ Oak Hills Drive**

This project will be moved from Phase 2 to Phase 1.

**4. Widening of US-89 from Antelope Drive to I-15 (Farmington)**

This project will be moved from Phase 3 to Phase 1.

**5. New Construction of US-89 Frontage from Eagle Way to Oak Hills Drive**

The frontage road project limits will be extended to Eagle Way in the south. This project is currently in Phase 1.

**6. New Construction of Crestwood Road Overpass @ US-89**

This new project provides connectivity for pedestrians, bicycles, and vehicular traffic across US-89 and is requested to be included in Phase 1.

While these elements are presented as separate projects in the current RTP and proposed amendment, they are part of the preferred alternative developed for the US-89 Environmental Impact Statement (EIS) completed in 1996. Since the completion of the EIS, UDOT has worked to construct elements of the preferred alternative. With this project, there is an opportunity to complete most of the remaining elements of the preferred alternative. The priority components include the construction of the interchanges, the overpasses, and the frontage roads. The widening project is included in the amendment because UDOT believes a favorable bidding climate could result in enough project savings to complete the widening from Antelope Drive to I-15 in Farmington. The widening from 4 to 6 lanes from I-84 to Antelope Drive is not part of this project. The current cost estimate for the US-89 project is \$275 million and is funded from UDOT's Transportation Improvement Fund (TIF).

Project benefits include costs savings due to project efficiencies and future inflation costs, improved traffic flow, delay reductions from the elimination of at-grade intersections, and improved access and connectivity with the development of the frontage road system and overpasses.

**UTA PROPOSED MODIFICATIONS TO THE 2015-2040 RTP**

**7. Ogden-Weber State University Corridor - Transit Project 11**

**Cost: \$ 41.0 million**

The Utah Transit Authority is making a request to amend the current 2015-2040 RTP to include 25<sup>th</sup> Street as the approved alignment in Ogden City with the project mode as a modern Bus Rapid Transit (BRT) system in mixed flow traffic and with exclusive lanes. Currently, the RTP indicates that 30<sup>th</sup> Street would be the preferred alignment, with the mode undetermined. On July 28, 2015, the Ogden City Council and Mayor adopted Resolution #2015-24 approving a locally preferred alternative (LPA) for the Ogden/WSU Transit Project Study. This project is in Phase 1 of the RTP and the Environmental Assessment is expecting to be completed in 2016/2017.

**Layton City PROPOSED MODIFICATIONS TO THE 2015-2040 RTP**

**8. Gordon Avenue from 1600 East to US-89**

**Cost: \$ 28.7 million**

Layton City is coordinating with UDOT on the US-89 improvements from Antelope Drive to I-15 in Farmington. As part of the US-89 project, an interchange at Gordon Avenue will be constructed. This project is a new facility and will connect US-89 with the existing Gordon Avenue at 1600 East in Layton. The construction of Gordon Avenue is a vital component of the US-89 improvement project and will improve safety, connectivity and accessibility for state and local emergency services, citizens and pedestrians and bicyclist. The project is currently in Phase 2, and Layton City is requesting this project be moved to Phase 1 due to the change in the US-89 project. Layton City does not have full funds for this project but is planning on utilizing impact fees and pursuing alternative sources.

## **PROPOSED ADDITIONS TO THE 2015-2040 RTP**

### **9. I-15 Improvements**

**Total Cost: \$250 million**

The entire I-15 project includes the (1) construction of southbound auxiliary lanes from SR-201 to SR-71 (12300 South), (2) construction of an additional southbound general purpose lane from SR-201 to 12300 South (SR-71), (3) upgrade of the I-215/I-15 Interchange, and (4) construction of Managed Motorways along the corridor. The 2015-2040 RTP includes an operational project on I-15 throughout Salt Lake County and an Interchange upgrade at I-215/I-15 in Phase 1. The proposed amendment calls for an additional southbound general purpose lane in Phase 1 from SR-201 to 12300 South (SR-71).

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).

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.

### **10. I-15 Operational Projects in Weber County**

**Total Cost: \$80 million**

### **11. I-15 Operational Projects in Davis County**

Operational improvements can include a variety of different project types including axillary lanes, ramp extensions and technology enhancements. One technology enhancement UDOT is evaluating is the concept of Managed Motorways. Managed Motorways are smart freeways that prevent congestion by continuously monitoring traffic flows and controlling access to the freeway with state-of-the-art ramp metering signal technologies that are more precise and sophisticated than other applications currently in use. Current project estimates for managed motorways in Davis and Weber Counties in \$80 million. Project benefits include improved facility capacity, travel reliability and safety performance during heavy traffic demand periods by effectively preventing congestion. Preliminary analysis indicates that freeway facilities with these improvements could see a 20% increase vehicle carrying capacity and a 30% reduction in crashes. UDOT requests that this project be included in Phase 1.

### **RECOMMENDATION:**

The WFRC staff recommends the Regional Growth Committee release these amendments for public comments and further consideration.

Suggested motion language: *I make a motion to recommend to the Council release for public comment of the proposed 2015-2040 RTP Amendments as presented.*

### **CONTACT PERSON:**

Val John Halford (WFRC) (801) 363-4250 ext. 1108, [vhalford@wfr.org](mailto:vhalford@wfr.org)

**DATE:** October 15, 2015  
**AGENDA ITEM:** 7  
**SUBJECT:** **Information:** Air Quality Report Card  
**PREPARED BY:** Kip Billings

**BACKGROUND:**

The WFRC staff reports annually to the Council regarding air quality conditions and issues. There are some key issues to be aware of.

**New Ozone Standard** – October 1, 2015 EPA changed the National Ambient Air Quality Standard for ozone from 75 ppb to 70 ppb. Currently the five counties served by the Wasatch Front are at or above the 70 ppb standard.

**Tier3 Fuel in Utah** – Tier3 fuel is gasoline with a sulfur content reduced from 30 ppm to 10 ppm. This low sulfur fuel enables the Tier2 vehicle emission controls (and Tier3 vehicles beginning in 2017) to operate at optimum effectiveness. The State of Utah is negotiating with local refineries to provide the low sulfur fuel to Utah markets.

**Cold Starts** – Cold starts are responsible for over 50% of winter time vehicle emissions. It takes about 2 minutes for the catalytic converter and other emission controls on your vehicle to reach the required 700°F operating temperature. Reducing vehicle trips is more effective in reducing emissions than a decrease in vehicle miles traveled.

**Air Quality Report Card** – Of the five counties served by WFRC, Weber and Tooele are currently meeting all air quality standards, although air quality regulations and controls remain in place to achieve this result. Salt Lake, Davis, and Box Elder Counties are meeting three of the pollution standards but are not meeting the PM2.5 standard. All five counties are currently in violation of the new ozone standard scheduled to be implemented in 2017.

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

Kip Billings, (WFRC), (801) 363-4230 Ext 1115, [kip@wfr.org](mailto:kip@wfr.org)