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Mayor, Riverton

Len Arave
Mayor, North Salt Lake

Ralph Becker
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Matthew Bell
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Karen Cronin
Mayor, Perry

Kelvyn Cullimore
Mayor, Cottonwood Heights

Kerry Gibson
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Brent Marshall
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Ben McAdams
Mayor, Salt Lake County

Bret Millburn
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Commissioner, Davis County

JoAnn B. Seghini
Mayor, Midvale

Bob Stevenson
Mayor, Layton

Derk Timothy
Mayor, Bluffdale

Logan Wilde
Councilman, Morgan County

Senator Stuart Adams
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

January 14, 2016

Members of the Regional Growth Committee and Other Interested Persons:

A meeting of the Regional Growth Committee will be held Thursday, January 21, 2016 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 October 15, 2015 Meeting
2. **Opportunity for Public Comment**
3. **Action:** RTP 2015-2040 amendments
4. **Information:** 2015-2040 Unified Plan
5. **Information:** Regional Transportation Plan 2019-2050
6. **Information:** Active Transportation 2016 Priorities
7. **Information:** FAST Act overview (new federal transportation legislation)
8. **Other Business**
 - Council meeting – Thursday, January 28, 2016 at 2:00 p.m.
 - WFRC Orientation: Thursday, February 25 at 2:00 p.m.
 - WFRC 2016 Meeting Schedule
 - Release of the 2015-2040 Unified Plan
9. **Next Meeting:** Thursday, March 17, 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 October 15, 2015

A meeting of the Regional Growth Committee was held on Thursday, October 15, 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 9:30 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
Ron Bigelow	Mayor, West Valley City
Wade Bitner	Commissioner, Tooele County
Steve Call	FHWA
Don Carroll	Mayor, Fruit Heights City
Karen Cronin	Mayor, Perry City
James Ebert	Commissioner, Weber County
Ted Eyre	Mayor, Murray City
Robert Grow	Envision Utah
Jeffery Harris	UDOT
Charles Henderson	UTA Board
Brent Marshall	Mayor, Grantsville City
Dan R. McConkie	Commissioner, UDOT Commission
Aimee Winder Newton	Councilmember, Salt Lake County
John Petroff	Commissioner, Davis County
Derk Timothy	Mayor, Bluffdale City
Gary Uresk	Woods Cross City

RGC Representatives and Others Present

Phillip Hill	Midvale
Hal Johnson	UTA
Linda Johnson	Breathe Utah
Lee Logston	West Valley City
Dave McNeill	Division of Air Quality
Jim McNulty	UTA
David Petersen	Farmington City
Kris Peterson	UDOT
Jim Smith	Commissioner, Davis County
Andy Thompson	Kaysville City
Kathy VanDame	Wasatch Clean Air Coalition
James "Woody" Woodruff	Layton City
Lisa Zundel	UDOT
Kip Billings	WFRC
Julie Bjornstad	WFRC
Andrew Gruber	WFRC
Ned Hacker	WFRC
Val John Halford	WFRC
Jory Johner	WFRC
Pam Jorgensen	WFRC
Sam Klemm	WFRC

Ted Knowlton	WFRC
Callie New	WFRC
Greg Scott	WFRC
Suzie Swim	WFRC
Muriel Xochimitl	WFRC

Councilman Logan Wilde, Scott Parson, 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 August 20, 2015 be approved as written. Mayor Derk Timothy seconded the motion and the minutes were unanimously approved.

Opportunity for Public Comment

There were no public comments

Information: Regional Transportation Plan 2019-2050 Process Overview

The Regional Transportation Plan is the region's shared blueprint for long range transportation. It addresses roads, transit, and active transportation. The Regional Growth Committee is the steering committee for the Plan.

Ted Knowlton, WFRC, reported that at the August meeting RGC members provided guidance on the general approach for the Plan. The objective of the planning process is to better integrate the 2019-2050 Regional Transportation Plan (2019 RTP) with local needs and Plans. Mr. Knowlton reviewed and discussed the draft high level process or "big picture" for developing the 2019 RTP. His presentation discussed the following key process objectives:

- 1) Heavily involve communities, partner agencies, stakeholders and public in the planning process
- 2) Coordinate regional transportation 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

Mr. Knowlton also noted that the 2019 RTP (2050) reaches out ten more years than the Plan adopted in May 2015 (2040) and the Your Utah Your Future survey results and the Wasatch Front Central Corridor Study will be really important for staff to consider in the 2019 RTP four-year planning cycle. He said that comments and thoughts are welcome either to him or any member of WFRC staff through email. Updates on the planning process will be provided to the RGC at upcoming meetings.

Information: Wasatch Front Central Corridor update

The Wasatch Front Central Corridor Study will develop a comprehensive multi-modal, long-term transportation strategy for the I-15 FrontRunner Corridor, Utah's busiest travel-way. The results will be a building block for the 2019-2050 Regional Transportation Plan. The Study is a priority effort of four agencies: Mountainland Association of Governments (MAG), the Utah Department of Transportation (UDOT, Utah Transit Authority (UTA), and Wasatch Front Regional Council (WFRC).

Lisa Zundel, Project Manager for the Wasatch Front Central Corridor Study, discussed the challenges, goals, and timeline for the Study. The I-15 corridor and its connections are key at the local, state and regional level. A lot of goods and services go through this area. The plans that are currently in place for this area are not adequate to address the population growth and the travel demand that is coming. Geographic constraints and growth challenges will require new solutions.

Ms. Zundel said the study team have developed goals and objectives and will be looking for solutions that will help reach the goals. Goals for the study include:

- Improve safety
- Increase person throughput in the corridor
- Improve travel time reliability for trips using the corridor
- Increase regional accessibility to jobs and education, particularly for economically disadvantaged populations
- Improve air quality
- Improve economic outcomes while considering both benefits and costs
- Reduce direct household transportation costs
- Increase mode balance

Ms. Zundel reported that stakeholder engagement is very important to the study. She said that throughout the study process the team will continue to reach out to the mayors, and officials of the local communities as well as technical experts such as planners, city engineers, etc. to get input and comments. The goal is to not only inform but also consult with and involve key stakeholders along the corridor for their feedback. Stakeholder engagement will include email updates and surveys, workshops and small group meetings, and updates at existing meetings.

Some of the comments following Ms. Zundel's update include:

- Commissioner Bitner, Tooele County, suggested that perhaps the Study should consider the east-west corridor (I-80) as well. Tooele County is in a unique position of having more ground available than other areas in the study corridor. Tooele County will see a population influx in a shorter period than 2050 and may be a critical part of the whole puzzle.
- Commissioner Ebert, Weber County, asked what the parameters of the study were and suggested that while we plan for the future we should build toward it. In this case if we build toward our planned future it may help to alleviate some of the identified pressures.
- Mayor Marshall, Grantsville City, commented that this is a Study that is going north and south, nobody is debating that needs to be done. However, another study needs to be created that strictly deals with the east – west transportation issues going through Weber, Tooele, and Salt Lake Counties and into the Park City area. The I-80 corridor has a lot of problem areas. Tooele County has one artery in and one artery out. Mayor Marshall suggested that these issues be addressed and the scope be expanded.

Information: Your Utah Your Future results and next steps

Robert Grow, Envision Utah, discussed the Your Utah Your Future public process results. The Your Utah Your Future survey asked Utahns to indicate their choices for Utah's future on 11 specific issues: 1) Housing and Cost of Living; 2) Education; 3) Agriculture; 4) Air Quality; 5) Transportation and Communities; 6) Economic Development; 7) Disaster Resilience; 8) Recreation; 9) Water; 10) Public Lands; and 11) Energy. Almost 53,000 Utahans shared thoughts on how they would like the state to grow.

Mr. Grow's presentation focused on the results of Transportation and Communities, Housing and Cost of Living, Air Quality, Agriculture, and Water issues of the survey. Survey participants were given an opportunity to select the scenario they felt would provide the best future. He said that 82% of Utahns selected a scenario in which communities are designed around walking, transit, short drives, and diverse housing.

The complete Your Utah Your Future survey results may be viewed on the Envision Utah website <http://www.envisionutah.org/projects/your-utah-your-future>. The Your Utah Your Future Vision for 2050 will be released October 26. Please visit the website to see the vision and learn how to make it a reality at <http://yourthatyourfuture.org/>.

ACTION: Regional Transportation Plan 2015-2040 Amendments: Release for Public Comment

The Wasatch Front Regional Council adopted the current 2015-2040 Regional Transportation Plan May 28, 2015. While the RTP receives considerable review before being formally adopted, the identification of new funding sources, the determination of an environmental impact statements, or the rapid development of certain projects, may warrant a change to the RTP. A process has been formally adopted by the WFRC to consider periodic revisions.

The Wasatch Front Regional Council recently received requests from the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and Layton City to amend the 2015-2040 RTP (the specific details of each were included in RGC member packets):

UDOT Proposed Modifications:

- New Construction of US-89 Interchange at Antelope Drive – project will be moved from Phase 2 to Phase 1.
- New Construction of US-89 Interchange at Gordon Avenue – project will be moved from Phase 2 to Phase 1.
- New Construction of US-89 Interchange at Oak Hills Drive – project will be moved from Phase 2 to Phase 1.
- Widening of US-89 from Antelope Drive to I-15 (Farmington) – project will be moved from Phase 3 to Phase 1.
- New Construction of US-89 Frontage from Eagle Way to Oak Hills Drive – project is currently in Phase 1. The frontage road project limits will be extended to Eagle Way in the south.
- New Construction of Crestwood Road Overpass at US-89 – project provides connectivity for pedestrians, bicycles, and vehicular traffic across US-89 and is requested to be included in Phase 1.

UTA Proposed Modifications:

- Ogden-Weber State University Corridor Transit Project – request is to include 25th Street as the approved alignment in Ogden City with project mode as a modern Bus Rapid Transit (BRT) system in mixed flow traffic and with exclusive lanes. Project is in Phase 1 and the environmental assessment is expected to be complete in 2016/2017.

Layton City Proposed Modifications:

- Gordon Avenue from 1600 East to US-89 – Layton City is coordinating with UDOT on the US-89 improvements from Antelope Drive to I-15 in Farmington. This project is a new facility and will connect US-89 with the existing Gordon Avenue at 1600 East in Layton. Project is currently in Phase 2 and Layton City is requesting it be moved to Phase 1 due to the change in the US-89 project.

Proposed additions to the 2015-2040 RTP:

- I-15 Improvements – entire project includes: 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. 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.
- I-15 Operation Projects in Weber County – Operational improvements can include a variety of different project types including axillary lanes, ramp extensions, and technology enhancements.

- I-15 Operation Projects in Davis County – Operational improvements can include a variety of different project types including axillary lanes, ramp extensions, and technology enhancements.

Project benefits for the Weber and Davis County projects (listed above) include improved facility capacity, travel reliability and safety performance during heavy traffic demand periods by effectively preventing congestion.

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 reprioritization of projects. The Plan is able to maintain its fiscal constraint while accommodating construction of these projects in Phase 1. WFRC staff has reviewed air quality impacts and all projects meet air quality conformity requirements.

Commissioner John Petroff made a motion that the Regional Growth Committee recommend to the Wasatch Front Regional Council that the amendments, as presented, be released for public comment. Mayor Don Carroll seconded the motion and the motion passed unanimously.

Information: Air Quality Report Card

Kip Billings, WFRC, discussed the following air quality information:

- New Ozone Standard – October 1, 2015 the Environmental Protection Agency 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 are responsible for over 50% of winter time vehicle emissions. Reducing vehicle trips (the number of cold starts) is more effective in reducing emissions than a decrease in vehicle miles traveled.

Mr. Billings then discussed the Air Quality Report Card for the five counties served by the Wasatch Front Regional Council. He reported that Weber and Tooele Counties are currently meeting all air quality standards. Salt Lake, Davis, and Box Elder Counties are meeting three of the pollution standards but are not meeting the PM2.5 standard. He said that all five counties are currently in violation of the new ozone standard scheduled to be implemented in 2017.

Other Business

The next meeting of the Regional Growth Committee will be held on **Thursday, January 21, 2016 at 9:30 a.m.**

The meeting adjourned at 11:15 a.m.

A recoding of this meeting may be found on the WFRC website at www.wfrc.org, under Committees, Regional Growth Committee, 2015 meetings.

DATE: January 14, 2016
AGENDA ITEM: 3
SUBJECT: **Action:** RTP 2015-2040 Amendments
PREPARED BY: Jory Johner

At the January 21 Regional Growth Committee (RGC) meeting, WFRC staff will present the proposed Amendment 1 to the 2015-2040 Regional Transportation Plan (RTP) for your consideration.

The proposed projects were brought before RGC and the Wasatch Front Regional Council in October 2015 and released for a formal public comment period. The action requested at the next meeting is to make a recommendation to the Regional Council for adoption of these modifications to the RTP 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 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.

At the October 15, 2015 Regional Growth Committee, WFRC staff presented the proposed Amendments from the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and Layton City to the 2015-2040 RTP. The WFRC staff 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 RTP is able to maintain its fiscal constraint while accommodating construction of these projects in Phase 1. The WFRC staff reviewed the air quality impacts to ensure that all applicable air quality conformity requirements are met. After reviewing these considerations the Regional Growth Committee and the Wasatch Front Regional Council made a recommendations that this Amendment 1 be released for public comments.

The formal public comment period took place from November 2, 2015 to December 1, 2015 with no comments submitted. The WFRC staff, UDOT, UTA, and Layton City representatives presented these amendments to the Regional Growth Committee's Ogden-Layton Technical Advisory Committee and the Salt Lake County PlanTac on December 16, 2015 with the recommendation to adopt these modifications in the 2015-2040 RTP. The Regional Council will be asked to vote on these recommendations at the January 28, 2016 meeting.

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 25th 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 30th 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 make a motion requesting that the Wasatch Front Regional Council approve Amendment Number 1 to the 2015-2040 RTP.

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

CONTACT PERSON:

Jory Johner (WFRC) (801) 363-4250 ext. 1110, jjohner@wfr.org

DATE: January 14, 2016
AGENDA ITEM: 4
SUBJECT: **Information:** 2015-2040 Unified Plan
PREPARED BY: Muriel Xochimitl

OVERVIEW:

The updated 2015-2040 Utah's Unified Transportation Plan was recently finalized and staff will present on the document's content.

All of the state's transportation agencies and metropolitan planning organizations worked together to develop the Unified Transportation Plan. Each agency used shared growth projections, time horizons and financial assumptions to assemble complementary plans that integrate seamlessly with the Unified Plan.

Its completion is the culmination of a four-year process that has involved extensive input from city and county officials across the region, transportation partners, residents, and other interested stakeholders. The Plan is based on rigorous technical analysis and robust local community, partner and stakeholder input that reflects community and regional values.

In addition to the document, the first-ever Unified Plan website was recently launched. More information can be found at utahunifiedplan.org.

BACKGROUND:

Utah's Unified Transportation Plan, the first-of-its-kind nationally, is founded upon principles of good stewardship. The Plan identifies the balanced investments in road, transit, bike and pedestrian infrastructure that are needed across Utah to stay ahead of future growth and take care of the infrastructure investments we have already made.

The Plan does not presume that resources are unlimited. Instead, it carefully and prudently prioritizes the most critical construction and maintenance needs, providing a blueprint for continuing a track record of sound leadership and prudent investment.

RECOMMENDATION:

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

CONTACT PERSON:

Muriel Xochimitl, WFRS Director of Intergovernmental Affairs and Communications
(801) 363-4250, ext 1124; muriel@wfrs.org

EXHIBIT:

2015-2040 Utah's Unified Transportation Plan

DATE: January 14, 2016
AGENDA ITEM: 5
SUBJECT: **Information:** Regional Transportation Plan 2019-2050 First Phase
PREPARED BY: Ted Knowlton

OVERVIEW:

The Regional Transportation Plan (RTP) is the region's shared blueprint for regional transportation. The process to develop the RTP spans four years and is a collaborative effort of communities, stakeholders, and transportation agencies (among others) that is convened and technically supported by WFRC. The 2019 - 2050 RTP will extend a decade beyond the current plan and is therefore a significant opportunity to address and plan for transportation needs in the region.

At the January RGC meeting, we'll discuss the first phase (first 18 months) of the development of the 2019-2050 RTP. In the first phase, transportation and land development scenarios will be explored in distinct subareas of the metropolitan area. At the meeting, we'll preview and critique the process for developing and selecting elements of these 2050 scenarios, including:

- How the scenarios are developed,
- Options for how stakeholders and the public are involved,
- What input would be sought,
- The general character of these scenarios, and
- How the scenarios might be evaluated.

BACKGROUND:

At the last RGC meeting in October 2015 meeting, the committee discussed 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.

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

EXHIBIT:

Draft High Level Process for the 2019-2050 RTP



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

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

- (1) Engage communities, partner agencies, stakeholders and public in the planning process.
- (2) Coordinate regional transportation with local land use considerations.
- (3) Enhance planning for active transportation and integrate it with road and transit planning.
- (4) Utilize a performance-based approach to planning, including a focus on economic performance.

The process is organized into three stages:

Stage 1 – Sub-regional Planning

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

Stage 2 – Regional Planning

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

Stage 3 – Finalization and Adoption of Regional Planning

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

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

DATE: January 14, 2016
AGENDA ITEM: 6
SUBJECT: **Information:** ATC 2016 Priorities
PREPARED BY: Scott Hess

BACKGROUND:

The Active Transportation Committee (ATC) participated in exercises to establish regional priorities for active transportation during the summer of 2014 and late 2015. In addition to setting priorities, the ATC is working on a series of Performance Measures – ways to track and improve active transportation-related outcomes in our region. Together these are key guidelines for active transportation work for WFRC. The ATC reports to the RGC and Transportation Committee (Trans Com). The involvement of the ATC in WFRCs Long Range Planning and Performance Measure establishment is of interest to members of the RGC.

RECOMMENDATION:

WFRC staff recommends that the RGC review the DRAFT ATC Priorities and the proposed Performance Measures and provide feedback regarding changes desired prior to ATCs approval.

CONTACT PERSON:

Scott Hess, Active Transportation Planner WFRC, 801-363-4250 e. 1104 shess@wfr.org

EXHIBIT:

Priorities and Potential Performance Measures 1-13-2016

ATC Priority Category	Proposed Performance Measure	Tracking Period
Plans/Policies/Programs	Coordination, tracking, ATC updates and progress of ongoing projects	Monthly - ATC Meeting updates
	Total Number of communities with adopted A.T. Plans	Annual
Design/Engineering/Implementation	Percentage of roadway miles that include bike facilities or within 1/4 mile of mapped bike route	Annual
	Total roadway miles that include sidewalk - Local Measure	? Local Measure
	Total Lane Miles and Trail Miles of A.T. network	Annual
	Total bicycle and pedestrian user counts on priority routes/trails	Annual
	Urban Design Score measured in Wasatch Choice 2040 centers	5 Years - Each RTP Cycle
Costs/Funding	Percentage of total regional funding source dollars spent on A.T. projects (WFRC and MAG?)	Annual
	Total regional dollars spent on A.T. vs. Requests	Annual
Benefits	Greenbike Total VMT Avoided or Saved (Air Quality equivalent) - Greenbike	Annual
	Safety - Bike/Ped Fatalities per million VMT - UDOT	Annual
	Safety - Percentage of drivers exceeding posted speed limits by >5 mph - Local Measure	? Local Measure
	A.T. Health Benefits Study - Metrics on Health, Economic Development, Environmental Benefits	2016 Study Completion
	UDOT pedestrian safety measures - UDOT	Annual
	APP Creation or Utilization for VMT Avoided or Saved (Strava, Cycle Tracks, etc.)	Annual?
Education/Outreach	SNAP Program Involvement - UDOT and School District Data	Annual?
	Bicycle Friendly Business/City Program involvement	Annual
	Boulder, CO - RFID Chip tracking of children riding bike to school - School District?	Annual ?
	Complete Streets Education Series - Attendance, Surveys, Involvement	Annual
Organizational Structure	ATC Meetings - Attendance, Participation, Surveys	Annual
Other		

DATE: January 14, 2016
AGENDA ITEM: 7
SUBJECT: **Information:** FAST Act Overview
PREPARED BY: Muriel Xochimitl

OVERVIEW:

On December 4, 2015, President Obama signed into law the *Fixing America's Surface Transportation (FAST) Act* that authorizes \$305 billion in federal funding for highway, transit, and rail programs over five years from Federal fiscal years (FY) 2016 through 2020.

The law provides modest increases in funding that essentially maintain current levels of spending when adjusted for inflation. In terms of policy, FAST largely maintains the basic structures of current law. Early estimates project approximately \$1.9 billion in federal funding directed to Utah through FY2020.

BACKGROUND:

The FAST Act represents the first long-term, comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005. This legislation is based on the House-Senate conference committee report on H.R. 22 which reconciled the Surface Transportation Reauthorization and Reform (STRR) Act of 2015, passed in the House of Representatives in October, with the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, passed in the Senate in July.

RECOMMENDATION:

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

CONTACT PERSON:

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