

295 North Jimmy Doolittle Rd
Salt Lake City, UT 84116
(801)363-4250
www.wfrc.org



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Utah Transit Authority

Carlos Braceras
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 Coordinator

Andrew Gruber
Executive Director

August 11, 2016

Members of the Regional Growth Committee and Other Interested Persons:

A meeting of the Regional Growth Committee will be held Thursday, August 18, 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 May 19, 2016 Meeting
2. **Opportunity for Public Comment**
3. **Action:** Approval of 2015-2040 RTP Amendment #2
4. **Information:** Wasatch Choice 2050 Vision and Regional Transportation Plan Development
5. **Information:** TIGER Active Transportation Award
6. **Information:** Transportation, Land Use, and Economic Development Linkages
 - a. WFRC efforts to integrate Economic Development
 - b. Transportation and Land Use Connection Program Report Card
7. **Information:** Air Quality Update
8. **Other Business**
 - Council meeting – Thursday, August 25, 2016 at 2:00 p.m.
9. **Next Meeting:** Thursday, October 20, 2016 at 9:30 a.m.

Sincerely,

Commissioner John Petroff, Jr., Chair
Regional Growth Committee

Note: Information material located at www.wfrc.org

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 May 19, 2016

A meeting of the Regional Growth Committee was held on Thursday, May 19, 2016 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

Abby Albrecht	SL Chamber Utah Transportation Coalition
Mark Allen	Mayor, Washington Terrace City
Bill Applegarth	Mayor, Riverton City
Len Arave	Mayor, North Salt Lake
Ron Bigelow	Mayor, West Valley City
Ryan Beck	Envision Utah
Steve Call	FHWA
Don Carroll	Mayor, Fruit Heights City
James Ebert	Commissioner, Weber County
Reid Ewing	University of Utah
Gary Gygi	Mayor, Cedar Hills
Jeff Harris	UDOT
G.J. LaBonty	UTA
Dan McConkie	Commissioner, UDOT
Norm Searle	Mayor, Riverdale City
Derk Timothy	Mayor, Bluffdale City
Steve Sands	Utah Air Quality Board
Troy Walker	Mayor, Draper City

RGC Representatives and Others Present

Roger Borgenicht	Utahans for Better Transportation (UBET)
Bryan Dillon	FHWA
Nic Dunn	Salt Lake County
Shane Greenwood	South Jordan City
Davis Schwartz	UDOT
Nicole M Zinnanti	ASSIST, Inc.
Julie Bjornstad	WFRC
Julia Collins	WFRC
Andrew Gruber	WFRC
Ned Hacker	WFRC
Jory Johner	WFRC
Pam Jorgensen	WFRC
Sam Klemm	WFRC
Ted Knowlton	WFRC
Jon Larsen	WFRC
Callie New	WFRC
Suzie Swim	WFRC
Megan Townsend	WFRC

Approval of Minutes

Mayor Mark Allen moved that the minutes of the Regional Growth Committee meeting held March 17, 2016 be approved as written. Mayor Norm Searle seconded the motion and the minutes were unanimously approved.

Opportunity for Public Comment

There were no public comments

Action: Regional Transportation Plan amendments – release for comment

The Wasatch Front Regional Council prepares and adopts a Regional Transportation Plan (RTP) every four years. The WFRC adopted the current 2015-2040 RTP in May 2015. 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 reviewed by the Regional Growth Committee and formally adopted by WFRC to consider periodic revisions and this process was last updated in March 2016.

Jory Johner, WFRC, reported that recently the WFRC received requests from the Utah Department of Transportation (UDOT), Ogden City, North Ogden City, Harrisville City, and Bluffdale City to amend the 2015-2040 RTP. Mr. Johner discussed the following projects included in Amendment Two to the RTP.

UDOT Proposed Amendments

- Widening on 9000 South from 1-15 to 700 East: This project is currently in Phase 1 as an “operational project”. The proposed change is to add a lane in each direction through restriping of the current roadway, making it a “widening project”. Cost: \$14 million
- Widening on Redwood Road from 9000 South to Bangerter Highway. This request consists of multiple projects within the RTP along Redwood Road. Total project cost: \$41 million. Note that this proposed amendment has several significant issues that are being discussed with UDOT and the local governments in the area regarding: 1) Removal of three miles of existing striped bicycle lanes on the shared regional bicycle priority network from the South Jordan Parkway to 12600 South, 2) Removal of on-street parking from the South Jordan Parkway to 12600 South, and 3) Addressing impacts on transit improvements and planned land uses along the entire corridor.

Ogden City Amendments

- Operational Improvements on Valley Drive from 20th Street to SR-39. This project calls for a new Phase 1 operational improvement along Valley Drive to help reduce the impacts of growing traffic congestion between Harrison Boulevard and the mouth of Ogden Canyon. Cost: \$5 million.
- Operational Improvements on 2nd Street from Washington to Monroe Boulevard. This request is for a new Phase 1 operational improvement project on 2nd Street to help reduce traffic congestion and provide better access to three schools on or near this road. Cost: \$4 million.
- Operational Improvements on 17th Street from Wall Avenue to Washington Boulevard. This is a new Phase 1 operational improvement project on 17th Street to help handle truck traffic that serves a number of freight outlets including State Grain Station and the Bishop’s Storehouse. Cost: \$3 million.
- Operational Improvements on 26th Street from Wall Avenue to Washington Boulevard. This is a new Phase 1 operational improvement project on 26th Street to help with east – west traffic flow both prior to and after 26th Street. Cost: \$4 million.

North Ogden City

- Widening on 2600 North from Washington Boulevard to Fruitland Drive. This project is widening of 2600 North in North Ogden City. The widening of this section of 2600 North would improve connectivity to I-15 for several communities. Cost \$13 million.

Harrisville City

- Removal of Wall Avenue Extension from Larsen Lane to 2700 North. This project is requesting to remove the Phase 3 Wall Avenue Extension (150 East) project from the RTP. With the extension of 2700 North to serve Pleasant View and North Ogden, the Wall Avenue Extension is no longer needed. Cost: N/A.

Bluffdale City Amendments

- New Construction on 14000 South from 2700 West to 3600 West. Bluffdale City is requesting that a new construction project on 14000 South be built as a two-lane collector in Phase 1. This facility would provide access to a new regional park and provide a needed network connection for this area of the City. Cost: \$4.5 million.

Mr. Johner reported that WFRC staff has reviewed the air quality impacts to ensure that all applicable air quality conformity requirements are met and results will be provided during the comment period. He said that the formal public review and comment period will be from May 23 to June 24, 2016. The WFRC staff presented these amendments to the Regional Growth Committee's Ogden-Layton Technical Advisory Committee and the Salt Lake County PlanTAC on April 20, 2016. The Regional Growth Committee will review all comments and make a final recommendation to the Wasatch Front Regional Council on August 18, 2016.

Mayor Derk Timothy made a motion to recommend to the Regional Council the release for public comment the proposed 2015-2040 Regional Transportation Plan Amendments as presented. The motion was seconded by Mayor Mark Allen and passed unanimously.

Information: Wasatch Choice 2050 and 2019-2050 Regional Transportation Plan

The WFRC adopted Regional Goals are a critical element in the work of the Wasatch Front Regional Council. With the development of a new Wasatch Choice Vision and 2019-2050 RTP, both efforts look out ten additional years and represent a fundamental update to these products. The first draft of the Regional Goals relates to existing WFRC RTP Goals, the Wasatch Choice for 2050 Growth Principles, and federal transportation legislation, MAP-21 and the FAST Act.

Ted Knowlton, WFRC, said the Goals state desired regional outcomes which can be meaningfully affected by WFRC, our member communities, and partners. They will be translated into specific and measurable metrics to inform all decisions of WFRC. The Goals will also be used to understand progress being made along the Wasatch Front toward achieving the Wasatch Choice 2050 Vision.

Mr. Knowlton discussed the initial results from the round of ten Small Area Meetings that have taken place over the last several weeks. The first round of meetings focused on understanding needs and objectives in each part of the metropolitan area. The results will inform a working set of Goals. He discussed and asked for comments on the following Wasatch Choice 2050 Draft Goals:

- 1) Economic vitality/ Jobs and opportunities accessible within a reasonable commute;
- 2) Livable and vibrant communities;
- 3) Manageable and reliable traffic conditions;
- 4) Quality transportation choices;
- 5) Safe streets for all anticipated users;
- 6) Good air quality;
- 7) Housing choices and a low cost of living;
- 8) Accessible parks, green spaces, and recreational opportunities;
- 9) A sustainable and healthy natural environment; and
- 10) A state of good repair.

Mr. Knowlton said that additional input and engagement will be sought on the draft Goals over the next few months from the public and regional stakeholders. He noted that a final set of Goals will be presented at the August meeting for approval.

Information: Transportation and Land Use Connection program awards

The Transportation and Land Use Connection (TLC) Program is a partnership between WFRC and Salt Lake County to help communities address their most challenging planning needs, integrate land use and transportation considerations, and improve growth and transportation outcomes. The TLC Program provides staff time, consulting, and training to local communities for planning, implementation, and visioning efforts.

Julia Collins, WFRC, said that the TLC Program is in its third year and reported that 32 letters of intent were received from 23 municipalities or townships. There were \$1.3 million in requests for assistance for both the Ogden-Layton and Salt Lake-West Valley urbanized areas. Project ideas range from ordinance support, town center specific area planning support, Transit Oriented Development (TOD), and others. The selection process involved a committee of practitioners from across the region.

Ms. Collins reviewed each of the following twelve TLC Program recipients (detailed information on each project was included in committee member packets):

Salt Lake County Projects

- Town of Alta, Alta Commercial Core Implementation. TLC Resources - \$50,000; Local Match - \$10,000.
- Bluffdale City, Transportation Master Plan. TLC Resources - \$55,000; Local Match - \$10,000.
- Kearns Township, Community Center (A Placed Based Initiative) Master Site Plan. TLC Resources - \$60,000; Local Match - \$20,000.
- Salt Lake City/South Salt Lake City, Life on State Implementation Plan. TLC Resources - \$165,000; Local Match \$45,000.
- Sandy City and Surrounding Communities, Point of the Mountain. TLC Resources - \$80,000; Local Match – TBD.
- West Valley City, Hunter Town Center Small Area Plan, Market Study and Form Based Code. TLC Resources - \$65,000; Local Match - \$10,000.

Davis County Projects

- Bountiful City and Davis County – South Davis Bus Rapid Transit Corridor Planning and Form Based Code. TLC Resources - \$65,000; Local Match \$15,000.
- Farmington City – Central Davis County Pedestrian and Bicycle Linkage Study. TLC Resources - \$35,000; Local Match \$6,250.

Weber County Projects

- North Ogden City – Complete Streets Policy. Morgan/Weber Health Department Resources - \$5,000; Local Match - \$2,500.
- Pleasant View City and Farr West – 2700 North Corridor Form Based Cost. TLC Resources - \$40,000; Local Match - \$20,000.
- Roy City and Weber County – Redevelopment Livability Study, Roy Station Area Plan and Complete Streets Policy. TLC Resources - \$75,000; Morgan and Weber Health Department Resources - \$5,000; Local Match - \$7,500.
- South Ogden City – Form Based Code and Complete Streets Policy. TLC Resources - \$10,000; Morgan/Weber Health Department Resources \$5,000; Local Match - \$5,000.

Other Business

Reminder that the National Association of Regional Councils 50th Anniversary Convention is being held in Salt Lake City at the Little America Hotel, June 26-29 as well as the Wasatch Choice 2050 Consortium and Active Transportation & Health Summit on June 29 at the Little America Hotel from 8:30 a.m. – 4:00 p.m. registration is open and participation is encouraged.

The next meeting of the Regional Growth Committee will be held on **Thursday, August 18, 2016 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, 2016 meetings.

DATE: August 11, 2016
AGENDA ITEM: 3
SUBJECT: **Action:** Approval of 2015-2040 RTP Amendment #2
PREPARED BY: Val John Halford

At the August 18 meeting of the Regional Growth Committee (RGC), the WFRC staff will present Amendment Number 2 to the current 2015-2040 Regional Transportation Plan (2015-2040 RTP). On May 12, the RGC released Amendment Number 2 for public comment, and this item is now back for review and recommended approval. At its August 25, 2016 meeting, the Wasatch Front Regional Council is scheduled to vote on the formal adoption of these modifications to the 2015-2040 RTP. The WFRC staff recommends that all the amendments described below, with the exception of a portion of Project Number 2 – Widening on Redwood Road from 9000 South to 12600 South, be amended into the 2015-2040 RTP. (Please refer to this project described below.)

BACKGROUND:

Every four years the Wasatch Front Regional Council (WFRC) prepares and adopts a Regional Transportation Plan (RTP). The WFRC adopted the current 2015-2040 RTP in May 2015. While the RTP receives considerable review before being formally adopted, the identification of new funding sources, the preparation of the final environmental impact statements, or the rapid development of certain projects, may warrant a change to the RTP. A process has been reviewed by the RGC and formally adopted by WFRC to consider periodic revisions and this process was last updated in March 2016.

The WFRC received requests from the Utah Department of Transportation, Ogden City, North Ogden City, Harrisville City, and Bluffdale City, to amend the 2015-2040 RTP to incorporate the changes described below. On May 19, the RGC approved a formal public comment period for Amendment Number 2, which took place from May 23, 2016 and June 24, 2016. Projects within Amendment Number 2 were presented to their respective County Council of Governments (COGs) and the Regional Growth Committee's Technical Advisory Committees during the comment period.

The WFRC staff has analyzed the potential financial implications of these projects and feels that the RTP is able to maintain its fiscal constraint while accommodating construction of these projects in Phase 1 (2015-2024). Further, the WFRC has reviewed the air quality impacts to ensure that all applicable air quality conformity requirements are met. A copy of the air quality memorandum for Amendment Number 2 is available on the WFRC website.

UDOT

1. Widening on 9000 South from I-15 to 700 East Cost \$14 Million

This project is currently in Phase 1 as an "Operational Project." The proposed change is to add a lane in each direction through restriping of the current roadway from State Street to 700 East, making it a "widening project." The cost for this project is included in an existing funded maintenance and preservation project.

2. Widening on Redwood Road from 9000 South to Bangerter Highway Cost \$41 Million

The original request from UDOT consisted of multiple projects along Redwood Road. The following changes to the 2015-2040 RTP were proposed: (1) moving an "Operational Project" from Phase 2 to Phase 1 between 9000 South and 11400 South; (2) moving a widening project from 5 to 7 lanes from Phase 3 to Phase 1 between 9000 South and Bangerter Highway; and (3) coordinating with an existing funded widening project from 3 to 5 lanes from 12600 South to Bangerter Highway. The funded Phase 1 widening project between 12600 South and Bangerter Highway will cost approximately \$38 million for the purchase of right-of-way and pavement construction with only \$3 million need for the additional changes. The total project cost is estimated to be \$41 million.

The originally proposed widening of Redwood Road may have required removal of bike lanes on Redwood Road between South Jordan Parkway and 12600 South. A total of 39 comments were received from the general public and all were related to the widening of Redwood Road. All comments

opposed the removal of bicycle lanes on Redwood Road. These comments focused on the irreplaceable loss of these lanes to the community if not preserved, including health, safety, relative low cost, consideration of bicycles as a legitimate mode of transportation, and bicycle lane connectivity. A copy of these comments are available upon request. In addition, comments were submitted by South Jordan and Riverton representing their communities' interests and desires for the future of Redwood Road.

No action on the project segment north of 12600 South is being requested by UDOT and WFRC at this time, allowing for more time to address the comments received and review and evaluate specific recommendations from three different studies encompassing this section of Redwood Road. If recommendations from the studies warrant change to the existing project, WFRC and UDOT ask that the RGC review and consider the recommendations to this project area at a future time.

OGDEN CITY

3. Operational Improvements on Valley Drive from 20th Street to SR-39 **Cost \$5 Million**

This project calls for a new Phase 1 operational improvement along Valley Drive to help reduce the impacts of growing traffic congestion between Harrison Blvd. and the mouth of Ogden Canyon. The scope for this project would include widening a narrow roadway with additional safety and pedestrian improvements. Project funding sources include requests for federal and local funds.

4. Operational Improvements on 2nd Street from Washington to Monroe Blvd. **Cost \$4 Million**

This request is for a new Phase 1 operational improvement project on 2nd Street to help reduce traffic congestion and provide better access to three schools on or near this road. Improvements would restore sidewalks, take advantage of various Intelligent Transportation System strategies, and widen intersections at traffic signals. Project funding sources include requests for federal and local funds.

5. Operational Improvements on 17th Street from Wall Ave. to Washington Blvd. **Cost \$3 Million**

This is a new Phase 1 operational improvement project on 17th Street to help handle truck traffic that serves a number of freight outlets including State Grain Station and the Bishop's Storehouse. Improvement would include widening turning lanes at intersections and the addition of active transportation elements. Project funding sources include requests for federal and local funds.

6. Operational Improvements on 26th Street from Wall Ave. to Washington Blvd. **Cost \$4 Million**

This is a new Phase 1 operational improvement project on 26th Street to help with east / west traffic flow both prior to and after 26th Street. These improvement will benefit motorists, bicyclists, and pedestrians. Project funding sources include requests for federal and local funds.

NORTH OGDEN CITY

7. Widening on 2600 North from Washington Blvd. to Fruitland Drive **Cost \$13 Million**

This project calls for the widening of 2600 North in North Ogden City. The widening of this section of 2600 North would improve connectivity to I-15 for several communities. Economic growth would also benefit commercial districts along Washington Blvd. Funding sources include requests for federal and local funds.

HARRISVILLE CITY

8. Removal of Wall Avenue Extension from Larsen Lane to 2700 North **Cost N/A**

This project is requesting to remove the Phase 3 Wall Avenue Extension (150 East) project from the RTP at a cost of \$61.6 million in 2037 (\$25 million in today cost). With the extension of 2700 North to serve Pleasant View and North Ogden, the Wall Avenue Extension is no longer important or needed. This project has been omitted in the latest update to Harrisville's Transportation Plan.

BLUFFDALE CITY

9. New Construction on 14000 South from 2700 West to 3600 West

Cost \$4.5 Million

Bluffdale City is requesting that a new construction project on 14000 South be built as a two-lane collector in Phase 1. This facility would provide access to a new regional park and provide a needed network connection for this area of the City. Funding sources include local funds and requests for federal and local funds.

RECOMMENDATION:

The WFRC staff requests that the Regional Growth Committee recommend approval of Amendment Number 2 to the Wasatch Front Regional Council with the exception of the portion of Redwood Road project north of 12600 South, which requires further study and review.

Suggested motion language: *I make a motion to recommend that the Wasatch Front Regional Council approve Amendment Number 2 to the 2015-2040 RTP, with the exception of the Redwood Road project north of 12600 South, which requires further study and review.*

CONTACT PERSON:

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

DATE: August 11, 2016
AGENDA ITEM: 4
SUBJECT: **Information:** Wasatch Choice 2050 Vision and Regional Transportation Plan Development
PREPARED BY: Ted Knowlton

BACKGROUND:

WFRC is in the midst of developing transportation and growth scenarios that will be the basis for the Wasatch Choice 2050 Vision and Regional Transportation Plan (WC2050). On August 18 staff will:

- 1) Show results from this Spring's Small Area Meetings with the cities and counties in the region that inform the scenarios,
- 2) Outline the process for developing the scenarios,
- 3) Preview and discuss with RGC proposed transportation and growth concepts for exploration in the scenarios.
- 4) Outline next steps in WC2050, including continued development of the Goals and Metrics, a draft of which was discussed in May.

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.

Wasatch Choice 2040 has been the region's shared vision for coordinated growth, infrastructure, and open space. Over the next few years, the RTP and the Vision will be developed jointly and are being referred to as "Wasatch Choice 2050: Vision and RTP."

Scenarios are means to see how transportation affects development patterns and in turn how development patterns affect the viability and functioning of the transportation system. Scenario performance will be understood from a sub-regional (+/- 30 square miles) and regional basis. A broad set of performance measures will be used that are consistent with draft WC2050 Goals and the feedback from Small Area Meetings (these will be shared at the RGC meeting).

RECOMMENDATION:

Information only.

CONTACT PERSON:

Ted Knowlton, ted@wfr.org, 801-363-4250 x1201

DATE: August 11, 2016
AGENDA ITEM: 5
SUBJECT: **Information:** TIGER Active Transportation Award
PREPARED BY: Scott Hess, Active Transportation Planner

Utah Transit Authority (UTA), in partnership with Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT) and counties and local municipalities, was awarded \$20 million for the First/Last Mile Connections: Transportation Investment Generating Economic Recovery (TIGER) Grant in August 2016. This presentation to RGC will focus on what the TIGER award will accomplish, and highlight the types of projects this funding will construct within our region.

BACKGROUND:

The U.S. Department of Transportation's TIGER grant program is a Federal Discretionary Grant distributed annually to projects that will have a significant impact on transportation at a regional level. UTA submitted the application in April of 2016 on behalf of a large number of regional stakeholders and partner agencies. The grant application was largely based on the First/Last Mile Connections study which identifies key missing bicycle and pedestrian infrastructure around fixed-rail transit stations. Competition was fierce and included 585 applications totaling \$9.3 Billion dollars competing for an available \$500 Million.

The application was originally for \$28M including over 350 unique projects that improve bicycle and pedestrian access to transit stations. The next steps will be for the partner agencies to convene to discuss prioritization of projects and future funding strategies. The TIGER award must be exhausted within five years from the date of the award, which will provide a significant investment in active transportation over a short timeframe.

For more detailed information, a copy of the TIGER application including the proposed project list is available for review by requesting a copy from Scott Hess, WFRC, shess@wfr.org.

RECOMMENDATION:

Information only. WFRC staff invites RGC to review the TIGER Award and ask questions as necessary.

CONTACT PERSON:

Scott Hess, Active Transportation Planner WFRC, 801-363-4250 e. 1104

DATE: August 11, 2016
AGENDA ITEM: 6a
SUBJECT: **Information:** Economic Development Integration
PREPARED BY: LaNiece Davenport

BACKGROUND:

Working toward “a strong economy” is an important element of the Wasatch Front Regional Council’s mission in addition to striving for “a well-functioning multi-modal transportation system, livable communities, and a healthy environment.” The Wasatch Front Regional Council works to strengthen our economy by focusing on the interaction of transportation, land use, and economic development.

The Wasatch Front Regional Council’s Economic Development District (EDD) Director, LaNiece Davenport, will share with the Regional Growth Committee the three key strategies that the WFRC is taking to ensure economic development is integrated into our short and long range planning.

RECOMMENDATION:

Information only.

CONTACT PERSON:

LaNiece Davenport, Director of the Wasatch Front Economic Development District;
ldavenport@wfrc.org; 801-363-4250 x1136

EXHIBIT:

“3 Key Strategies for Integrating Economic Development with Transportation and Land Use”
one-pager

3 KEY STRATEGIES for INTEGRATING ECONOMIC DEVELOPMENT with TRANSPORTATION and LAND USE

Utah is growing, rapidly. Rapid growth within a limited geography necessitates an integrated approach to transportation, land use, and economic development planning. To help our economy thrive, the WFRC, a Metropolitan Planning Organization and Economic Development District, has prioritized the following strategies for integration in the Wasatch Choice 2050 Vision, Regional Transportation Plan, Comprehensive Economic Development Strategy, and other efforts.

COORDINATE TRANSPORTATION INVESTMENTS with ECONOMIC CLUSTER LOCATIONAL and SERVICE NEEDS

6 Key Economic Clusters	<ol style="list-style-type: none"> 1 Aerospace and Defense 2 Energy and Natural Resources 3 Financial Services 4 Life Sciences 5 Outdoor Products 6 Software Development and Information Technology 	<p>Clusters are geographical concentrations of related businesses and organizations within an industry sector.</p> <p>Utah’s Six Key Clusters are broadly promoted by economic development organizations including the Governor’s Office of Economic Development.</p>
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<p>WFRC supports the varied locational and service needs of clusters. Locational needs can include their preferred mode of access such as car, rail, truck, bike or pedestrian.</p> <p>Service needs include characteristics and amenities for the built and natural environment and proximity to workforce, consumers, and allied businesses.</p>	<p><i>Addressing locational and service needs ensures that Utah’s clusters grow and remain healthy over the longer term.</i></p>
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Integration	<p>Progress Measures</p> <ol style="list-style-type: none"> 1 Growth of clusters relative to transportation investments 2 Travel time of goods delivered to clusters 3 Workforce access to clusters 	<p>Collaborative Actions</p> <ol style="list-style-type: none"> 1 Create a coordinated regional cluster priority map 2 Align WFRC programs with cluster needs
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COORDINATE TRANSPORTATION INVESTMENTS TO IMPROVE ACCESS TO OPPORTUNITY

Access to opportunity means people can get to a large number of jobs, services, and educational opportunities within a reasonable amount of time and that businesses have access to employees, customers, and suppliers.

<p>WFRC improves access to opportunity by addressing transportation infrastructure needs and encouraging coordination with housing, jobs, services, and educational institutions.</p>	<p><i>Improving access to jobs and services helps individuals be more self-sufficient and facilitates upward economic mobility. Metropolitan areas that promote upward mobility achieve higher economic performance.</i></p>
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Integration	<p>Progress Measures</p> <ol style="list-style-type: none"> 1 Jobs and educational opportunities within a short car, transit, bike or walk trip 2 Access to large job and educational centers 3 Program funding to improve areas with lower incomes 	<p>Collaborative Actions</p> <ol style="list-style-type: none"> 1 Prioritize projects that support access to opportunity 2 Prioritize projects that improve access for lower income households 3 Work with local governments to maximize access to opportunity through new development
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ENSURE FISCAL SUSTAINABILITY THROUGH EFFICIENT GROWTH AND INFRASTRUCTURE INVESTMENTS

Efficient growth and infrastructure investment refers to locations and forms of growth that are resource efficient - such as growth in already-developed areas and near regional transportation infrastructure.

<p>Efficient growth reduces travel demand, uses existing infrastructure to meet demand, and as a result increases local revenues while mitigating infrastructure cost increases.</p>	<p><i>Encouraging efficient growth and the use of existing infrastructure stretches our limited resources.</i></p>
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Integration	<p>Progress Measures</p> <ol style="list-style-type: none"> 1 Center and infill growth 2 Revenue and cost burden for communities 3 Travel demand, including driving distances and use of alternative modes 	<p>Collaborative Actions</p> <ol style="list-style-type: none"> 1 Align programming/funding decisions to utilize existing investments and promote efficient growth 2 Work with local governments to encourage efficient growth 3 Collaborate to reduce travel demand
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DATE: August 11, 2016
AGENDA ITEM: 6b
SUBJECT: **Information:** Transportation and Land Use Connection
PREPARED BY: Julia Collins

BACKGROUND:

The *Transportation and Land Use Connection* program is a partnership between WFRC and Salt Lake County that offers technical assistance to communities to address their most challenging planning and implementation needs. The program seeks to help local governments develop in a way that works best for them, supporting their efforts to create livable and vibrant communities. After three years of funding, the program is proud to release a “Report Card” that highlights the successful impact the program is having on the region.

The Wasatch Front Regional Council administers six programs that provide resources for local governments. These programs include:

- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)
- Transportation and Land Use Connection (TLC)
- Community Development Block Grants (CDBG)
- Wasatch Front Economic Development District (WFEDD)

The presentation will also include a brief description of these programs to increase awareness of funding, application process, and resource opportunities for local governments.

Letters of intent are due from communities on October 27th, 2016.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Transportation and Land Use Connection: Julia Collins (WFRC) (801) 363-4250 ext. 1126,
Julia@wfr.org

DATE: August 18, 2016
AGENDA ITEM: 7
SUBJECT: **Information:** Air Quality Committee – Ozone and PM2.5 Update
PREPARED BY: Kip Billings

BACKGROUND:

At the Regional Growth Committee meeting on August 18, 2016, there will be an update on current air quality issues. Members of the WFRC Air Quality Committee are being invited to attend the Regional Growth Committee meeting in lieu of a separate Air Quality Committee meeting.

The Environmental Protection Agency revised the ozone standard to 70 ppb (parts per billion) effective October 2015. Utah Division of Air Quality (DAQ) will recommend to EPA by October 2016 the ozone non-attainment areas in Utah under this new standard based on the most recent data available. Official non-attainment designations for ozone will then be issued by EPA no later than October 2017. Beginning October 2018, WFRC will need to include ozone related emissions in the air quality conformity analysis required for the Regional Transportation Plan and the Transportation Improvement Program. The DAQ, with assistance from WFRC, will then prepare a State Implementation Plan (SIP) for controlling ozone emissions which will be sent to EPA for approval in 2020 or 2021.

The EPA is also requiring that the Utah DAQ revise the PM2.5 SIP that was previously prepared. WFRC will assist DAQ with the mobile source emissions portion of this document. PM2.5 and ozone pollution have mostly the same precursor emissions (NOx and VOC), but occur at different seasons of the year due to different meteorological conditions.

RECOMMENDATIONS:

Information only.

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