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Jim Smith
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

May 11, 2017

Members of the Regional Growth Committee and Other Interested Persons:

A meeting of the Regional Growth Committee will be held Thursday, May 18th, 2017 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 from the March 16, 2017 Meeting
2. **Opportunity for Public Comment**
3. **Chair Report**
4. **Action:** Regional Transportation Plan (RTP) 2015-2040 amendments
5. **Information/Discussion:** WC2050 and 2019-2050 RTP update
6. **Information/Discussion:** Implications of shifting demographics on the Wasatch Front
7. **Information/Discussion:** Transportation and Land Use Connection 2017 award winners
8. **Other Business**

Next Meeting: August 17, 2017

Upcoming Events:

- Regional Council Meeting – May 25, 2017
- UTA Transit Academy – May 31, 2017
- Mobile Active Transportation Tour (MATT) in Murray & Midvale – June 14, 2017

Note: Information material located at www.wfrc.org

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Minutes
Regional Growth Committee
Meeting of March 16, 2017

A meeting of the Regional Growth Committee was held on Thursday, March 16, 2017 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Welcome and Introductions [Recording 00:00]

Mayor Ben McAdams, Regional Growth Committee Chairman, called the meeting to order at 9:30 a.m. Mayor McAdams welcomed committee members and guests and introductions were made. The following were in attendance:

RGC Members and Alternates Present

IN ATTENDANCE	2017 RGC MEMBERS
	BOX ELDER COUNTY
	Member - Karen Cronin (Perry)
	Alternate - Jeff Scott (Box Elder)
	DAVIS COUNTY
X	Member - Randy Lewis (Bountiful)
X	Alternate - Len Arave (North Salt Lake)
X	Member - Don Carroll (Fruit Heights)
	Alternate - Erik Craythorne (West Point)
	MORGAN COUNTY
	Member- John Barber (Morgan County)
X	Alternate - Tina Cannon
	SALT LAKE COUNTY
	Member - Ben McAdams (<i>Chair</i>) (Salt Lake County)
	Alternate - Larry Johnson (Taylorsville)
X	Member - Ron Bigelow (West Valley City)
X	Member - Aimee Winder Newton (Salt Lake County)
	Member - Ted Eyre (Murray)
	Member - Derk Timothy (Bluffdale)
	Alternate - Jackie Biskupski (Salt Lake City)
X (Sharen Hauri attended for Cherie Wood)	Alternate - Cherie Wood (South Salt Lake)
X	Alternate - Troy Walker (Draper)
	Alternate - Jeff Silvestrini (Millcreek)
	TOOELE COUNTY
X (Myron Bateman attended for Wade Bitner)	Member - Wade Bitner (Tooele County)
	Member - Brent Marshall (Tooele County)
	Alternate - Dave McCall (Tooele City)
	WEBER COUNTY
X	Member - Mark Allen (Washington Terrace)
	Alternate - Norm Searle (Riverdale)
X	Member - James Ebert (<i>Vice Chair</i>) (Weber County)
	Alternate - Brent Taylor (North Ogden)
	OTHER APPOINTMENTS:
	Utah Transportation Commission:
	Member - Meghan Holbrook
	Alternate - Dannie McConkie
	UTA Board:
X	Member - Charles Henderson
	Alternate - Keith Bartholomew
	Utah Air Quality Board:
	Member - Stephen Sands
	Alternate - Erin Mendenhall
	Envision Utah:
	Member - Robert Grow
	Alternate - Ari Bruening
	NON-VOTING MEMBERS
	UDOT Representative:
	Member - Nathan Lee
X	Alternate - Jeff Harris
	UTA Representative:
	Member - Matt Sibul
	Alternate - GJ LaBonty
	Air Quality Board, DAQ Staff Representative:
	Bryce Bird
	FHWA - UTAH Division Representative:
	Member - Ivan Marrero
	Alternate - Steve Call
	Utah League of Cities & Towns Rep:
X	Gary Uresk
	Utah Association of Counties Representative:
X	Wilf Sommerkorn
	Mountainland Association of Governments:
	Gary Gygi

	WFRC Appointments from other organizations:
	Christine Richman - Utah Urban Land Institute
	John Bennett - GOMB/Quality Growth Commission
	Abby Albrect - Utah Transportation Coalition
X	Reid Ewing - University of Utah

RGC Representatives and Others Present

Ryan Beck	Envision Utah
Wayne Bennion	WFRC
Julie Bjornstad	WFRC
Roger Borgenicht	Assist Inc.
Carlton Christensen	Salt Lake County
Christy Dahlberg	WFRC
LaNiece Davenport	WFRC
Katie Gerard	WFRC
Andrew Gruber	WFRC
Ned Hacker	WFRC
Val John Halford	WFRC
Scott Hess	WFRC
Jory Johner	WFRC
Linda Johnson	Breathe Utah
Sam Klemm	WFRC
Ted Knowlton	WFRC
Heather McLaughlin-Kolb	WFRC
Callie New	WFRC
Debbie Sigman	Breathe Utah
Jake Warner	South Jordan City
Mike West	Lehi City

Action: Approval of Minutes [Recording 04:30]

Mayor Ben McAdams moved that the minutes of the Regional Growth Committee meeting held January 19, 2017 be approved as written. Mayor Don Carroll made this motion and it was seconded by Mayor Mark Allen. The minutes were unanimously approved.

Opportunity for Public Comment [Recording 04:53]

Debbie Sigman, Breathe Utah, asked to reserve comment time after Item 3 on the agenda was discussed.

Chair Report [Recording 05:12]

A. Wasatch Choice 2050 Update

Mayor McAdams explained that the Wasatch Front Regional Council is in the midst of holding the Wasatch Choice 2050 Scenario Workshops by Region, for the development of the Wasatch Choice 2050 and the Regional Transportation Plan (RTP.) Val John Halford provided the committee with an update on the status of the Wasatch Choice for 2050 process. He explained that the Scenario Workshop meetings began in February and will be completed by the end of March. There are 6 meetings in the Ogden – Layton urbanized area, and 4 meetings in the Salt Lake City – West Valley urbanized area. WFRC has invited Mayors, Elected Officials, City Managers, Planners, Engineers, Economic Development Directors, City Councils and Planning Commissions, UDOT, UTA and Envision Utah to participate in these meetings. The purpose of these meetings is to review the three scenarios and to provide input on land use and transportation. Mr. Halford noted that if anyone requires further information regarding the three scenarios, there is a visualization tool located at www.wfrc.org for anyone to examine the three scenarios in detail, take a look at how each one will perform, and then you can provide comments or questions concerning these scenarios. Lastly, Mr. Halford emphasized that WFRC staff will meet with individual communities up and down the Wasatch Front Region to look at the scenarios and to evaluate different projects, or to discuss land use concerns.

B. Legislative Update [Recording 08:19]

Mayor McAdams said that with the Legislative session complete, he wanted to discuss some of the bills that were important for transportation and air quality. Andrew Gruber, Wasatch Front Regional Council, discussed the following bills:

- Senate Bill 276: This bill was sponsored by Senator Van Tassell and Representative Mike Schultz. The intent of this bill was to accomplish something that was intended to be

accomplished in the year 2015 when HB362 was passed, which changed the gas tax from a cent per gallon to a percent per gallon. The way that this bill was designed was that as inflation occurred, revenues from the gas tax would grow. As it turned out however, with gas prices being lower than anticipated, we weren't seeing any inflationary revenue growth. Senator Van Tassell adjusted the way that taxes are calculated so that there is an inflationary growth tied to the consumer price index in the gas taxes that are going to be paid, starting in 2019.

- Senate Bill 277: This bill was sponsored by Senator Wayne Harper and Representative Francis Gibson. This bill authorizes one billion dollars in transportation bonding. This bill is for UDOT projects, except that there is an add-on to this. There is one billion dollars for state road projects and a separate authorization of 47 million dollars for UDOT to bond projects in Salt Lake County, specified by the County, and re-paid by the County's local option sales tax. This bill is to issue bonds over the course of roughly 4 years, about \$250 million dollars per year, for state road projects. This bond is designed to do a few things: accelerate projects that are already in the 6 year program, move projects forward that were not currently funded, but prioritized, and to identify another 2 years of programming beyond the bond time in 2023 and 2024.
- Senate Bill 174: This bill was sponsored by Senator Wayne Harper and Representative Mike Schultz. This bill creates the transportation governance and funding task force. This bill will have a 16 member task force representing local government, the metropolitan planning organizations, and other transportation agencies that are going to look at how we advance a multi-modal transportation system in the state of Utah.
- Mr. Gruber informed the committee that WFRC was able to secure the full \$140,000 that we receive from the state as an ongoing appropriation. He expressed that this funding is very meaningful to WFRC and thanked the many people that helped in this process.
- Senate Bill 197: This bill was sponsored by Senator Stuart Adams and Representative Brad Wilson. This bill provides a sales tax incentive to encourage refinery's to move towards the production of Tier III Fuels.

Debbie Sigman, Breathe Utah, discussed the following bill:

- House Bill 392: This bill was sponsored by Representative Timothy Hawkes and Senator Todd Weiler. This bill creates the Air Quality Policy Advisory Board.

There was discussion among the committee regarding these bills.

Information/Discussion: Application of access-to-opportunity in state, regional, and local decision-making [Recording 31:27]

Mayor McAdams emphasized that one of the goals that WFRC adopted last year is access to economic and educational opportunity, or access-to-opportunity (ATO). He reminded the committee that during the last RGC meeting, a discussion was held on ways that ATO can be measured and improved by WFRC over the course of this year.

Ted Knowlton, Wasatch Front Regional Council, provided background on how ATO is being measured, and the efforts that WFRC is taking to ensure transportation planning efforts improve access to opportunity. Mr. Knowlton noted that the power in this is that it is a measure that captures the ability for WFRC to interact. The value of an access to opportunity approach is that it simultaneously is about the specific issue we are addressing. Access to Opportunity helps answer the question "Where." In regards to transportation, "where would another lane help people get to more jobs?" In relation to housing, "which transit oriented developments are the most effective?" and in business recruiting, "Where should we recruit firms in order to improve access to labor?"

Andrew Gruber said that there is a lot of opportunity to take the access to opportunity goal or metric, and weave it into the transportation investment decision making. He asked the committee to discuss how each entity could use the access to opportunity way of thinking in their decision making.

Carlton Christensen, Salt Lake County, noted that last year, as a county, they went through a committee process made up of stakeholders, including Andrew Gruber and Derek Miller. This was called the Partnership for the Greater Salt Lake. Something that came out of this was to include transportation, housing, and economic development. They found through this process that you can't have one of those conversations without the other. In the last two years there are more households getting created than housing units being built. Mr. Christensen said he feels confident that the market will figure this out, and that the statistic is pretty close to accurate. In the same comment of how do we get the right workforce to the right employer, through the right means, is a universal conversation, and he thinks increasingly, there's not a lot of new land being created in Salt Lake County, and how do you balance that out so that they invest in the most thoughtful, practical way possible, is a very pressing thing. He believes that if this conversation is not held now, what now he currently considers a crisis will be an even bigger crisis as soon as five to ten years from now.

Information/Discussion: Utah Street Connectivity Guidebook [Recording 01:07:38]

Julie Bjornstad presented information to the committee on the Utah Street Connectivity Guidebook. Street connectivity is the degree to which streets in a community are connected to one another. Higher street connectivity yields numerous mobility, livability, economic, and environmental benefits for communities including improved access to opportunities. Ms. Bjornstad showed two different maps, one, the conventional suburban hierarchical network, and the second, the traditional urban connected network. They both showed the same travel distance, and she demonstrated how much more area people in a well-connected network can get to. She said that Envision Utah conducted a survey a couple of years ago asking what the most important things people wanted to improve about their communities. The top three results of that survey included:

- 23% - Improving how convenient it is to get around without a car
- 22% - Limiting traffic congestion
- 18% - Making sure daily services and amenities are close to where people live

She explained that we also saw similar results in the Utah Statewide Travel Survey that MAG, WFRC, UTA and UDOT conducted in 2014. The majority of people, whether they were living in the Salt Lake or Ogden urbanized areas, agree that connectivity is an important transportation topic.

The Utah Street Connectivity Guide is broken down into three parts: The Case for Connectivity, Tools for Connectivity, and Design Guide and Case Studies. This Guide will be posted to the WFRC website.

Mike West, Lehi City, reported on the connectivity in Lehi. He explained that it took Lehi a year and a half to adopt the connectivity standards. The City Council adopted these standards in April of 2016. Mr. West discussed the concerns, solutions, metrics used, the Lehi Connectivity Standards, and gave examples of new development.

Information: Information/Discussion: Active Transportation Goals for 2017 [Recording 01:30:17]

Mayor Carroll, Fruit Heights City, introduced the 2017 Active Transportation Goals:

1. Update shared Regional Priority Bicycle Routes Plan/Map
2. Cities and counties adopt Local Active Transportation Plans (that align with Regional Priority Plan/Map)
3. Fund and construct priority projects
4. Build support for AT through effective engagement and outreach

Mayor Carroll noted that the Active Transportation Chairman, Mayor Applegarth, has made this a high priority, and is using these goals as the agenda and the format for each ATC meeting. He said that these goals will be addressed at every meeting, and underneath each goal, the subtopics will be discussed. This is a very detailed approach and is working very well.

Scott Hess, WFRC, stated that the Active Transportation Committee reports to TransCom and Regional Growth Committee, and ultimately, to the Council. He said that these goals are being brought before the RGC committee to show what the ATC is doing, and also to get input and feedback on whether or not these are the correct goals, and if there should be amendments to these goals.

Aimee Winder-Newton, Salt Lake County Councilmember asked how the cities and counties are going to do their local plans, because as a county, she felt that we should be cognizant to not step on any toes of those cities, and yet want to have a coordinated effort. Mr. Hess answered her question by saying that he felt that Salt Lake County was a shining example with the Active Transportation Implementation Plan. He said that this was a plan done at the County level with stakeholders from different communities, as well as UDOT, UTA, and WFRC. He said that hopefully that reflects the local plans in some way, and then the region will take that plan, and hopefully adopt that into the Regional Transportation Plans.

Other Business [Recording 01:35:21]

There was none.

Overview of Utah Open and Public Meetings Act [Recording 01:36:06]

The next meeting of the Regional Growth Committee will be held on **Thursday, May 18, 2017 at 9:30 a.m.**

A recording of this meeting may be found on the WFRC website at www.wfrc.org, under Committees, Regional Growth Committee, 2017 meetings.

DATE: May 11, 2017
AGENDA ITEM: 4
SUBJECT: **Action:** RTP 2015-2040 amendments release for public comment
PREPARED BY: Jory Johnner

At the Regional Growth Committee (RGC) meeting, staff will present proposed Amendment Number 4 to the current 2015-2040 Regional Transportation Plan (RTP). The action requested is to release these proposed amendments for a 30-day public comment period. The projects within this amendment will be presented to their respective County Council of Governments. At the August 17, 2017 meeting, the RGC will be asked to make a recommendation to the Wasatch Front Regional Council on the formal adoption of these modifications after 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). 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 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 RGC and formally adopted by WFRC to consider periodic revisions and this process was last updated in March 2016.

Recently, the WFRC received a total of 17 requests from Salt Lake County, Draper, Herriman, South Jordan, Cottonwood Heights, Taylorsville, Murray, Kaysville and Layton, Marriott-Slaterville, Clearfield and UDOT to amend the 2015-2040 RTP. Over half of these projects need to be included in the RTP because of State requirements for local funding eligibility.

- Ten of the seventeen amendments are seeking financing through local Corridor Preservation Funds. Funding for these potential projects has not yet been determined, but amendment into the RTP is the first step to allow communities to pursue local Corridor Preservation Funds to finance these improvements.
- One of the amendments is seeking Weber County-administered sales tax revenue.

The remaining six projects need to be included in Phase 1 of the 2015-2040 RTP because they are major capacity projects in order to be eligible for funding.

- Three of the amendments could utilize funding from the WFRC-administered Surface Transportation Program (STP) funds.
- Three UDOT projects could be financed through the Transportation Investment Fund (TIF).
- Two additional UDOT projects may also be funded with the TIF. Neither requires amendment into the 2015-2040 RTP; both are included for information only.

PROCESS:

The WFRC staff has discussed each of the 17 amendment requests with their respective sponsors, analyzed the potential financial implications of these projects and has determined that the RTP is able to maintain its fiscal constraint while accommodating potential construction of these projects in Phase 1. The WFRC has also reviewed the air quality impacts to ensure that all applicable air quality conformity requirements are met; results will be provided during the comment period.

A formal public review and comment period will take place for 30 days. The WFRC staff presented these amendments to both the Regional Growth Committee's Ogden-Layton Technical Advisory Committee and the Salt Lake County PlanTAC on April 19, 2017. The RGC TACs recommended these projects to be released for public comment. The Regional Growth Committee will review all comments and make a final recommendation to the Wasatch Front Regional Council on August 17, 2017.

RECOMMENDATION:

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

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

CONTACT PERSON:

Jory Johner (WFRC) (801) 363-4250 x1110 or jjohner@wfrc.org

ATTACHMENTS:

Amendment Number 4 Project Overviews

AMENDMENT NUMBER 4 PROJECT OVERVIEWS

PROJECTS GUIDED BY STATE REQUIREMENTS FOR INCLUSION IN THE REGIONAL TRANSPORTATION PLAN (RTP)

Projects Seeking Corridor Preservation Funding

The following amendment requests are based on the State requirement that community applicants who are interested in utilizing local Corridor Preservation Funds must first have their project as part of the WFRF's RTP. Funding for these amendment projects has not yet been determined, but amendment into the RTP is the first step to allow communities to pursue local corridor preservation funds to finance these improvements.

HERRIMAN CITY

- 1. Operational Improvements on 6000 West** **Cost: \$2.5 Million**
This project calls for a new Phase 2 operational improvement along 6000 West from Herriman Parkway to Herriman Main Street. Benefits of this amendment would include the completion of the road cross-section, including curb, gutter, sidewalks, and storm drain improvements.
- 2. Operational Improvements on 6400 West** **Cost: \$1.9 Million**
This request is for a new Phase 1 operational improvement project on 6400 West from Herriman Main Street to 13400 South to help reduce traffic congestion and complete the road's cross-section, including curb, gutter, sidewalks, and storm drain improvements.
- 3. Operational Improvements on 7300 West** **Cost: \$2.5 Million**
This is a new Phase 3 operational improvement project on 7300 West from Herriman Main Street and Rose Canyon Road. Operational improvements would help complete the road cross-section, including curb, gutter, sidewalks, and storm drainage.

SOUTH JORDAN CITY

- 4. Widening of Riverfront Parkway** **Cost: \$1.8 Million**
This request is for a new Phase 1 widening project on Riverfront Parkway between 11050 South and 11400 South from three to five lanes. Benefits of this amendment include a consistent cross-section to 11400 South, along with accommodating increased traffic volumes along Riverfront Parkway.
- 5. Operation Improvements on 2700 West** **Cost: \$4 Million**
This request is for a new Phase 1 operational improvement on 2700 West from 9800 South to 11400 South. The widening of 2700 West will allow for a center turn lane to be added to the road's cross-section. This, in turn, will improve traffic flow which adding needed curb, gutter, sidewalks, and storm drainage improvements.

COTTONWOOD HEIGHTS

- 6. Operational Improvements on Bengal Boulevard** **Cost: \$2.6 Million**
This request is for a new Phase 1 operational improvement on Bengal Boulevard from Highland Drive to 2325 East. This would include a roundabout joining both 2300 East and 2325 East. Benefits would include improved traffic safety and flow, especially for pedestrians traveling to and from a nearby school. This project would complete the road's cross-section with curb, gutter, sidewalks, and storm drain improvements.

7. Widening of Fort Union Boulevard

Cost: \$3.6 Million

This request is for a new Phase 1 widening project on Fort Union Boulevard between 3000 East and Wasatch Boulevard from two to four lanes. Benefits of this amendment include a consistent cross-section on Fort Union to Wasatch Boulevard, along with addressing increased traffic volumes along Fort Union Boulevard.

MURRAY CITY

8. Widening of Vine Street

Cost: \$10 Million

This project calls for the widening of Vine Street in Murray City between 900 East and the Van Winkle Expressway as a new, Phase 1 project. Benefits of this amendment include a consistent cross-section on Vine Street, along with addressing increased traffic volumes and the completion of the road cross-section, including curb, gutter, sidewalks, and storm drain improvements.

CLEARFIELD CITY

9. New Construction of Depot Street

Cost: \$2 Million

This request is for the extension of Depot Street from SR-193 (700 South) to the Clearfield FrontRunner Station (approximately 1250 South). This new Phase 1 project would be a three lane major collector facility providing improved street connectivity, better connection to the transit via the FrontRunner Station and would serve a planned major economic development project creating hundreds of new jobs.

SALT LAKE COUNTY

10. Operational Improvements on 8000 West

Cost: \$2 Million

This is a new Phase 1 project that would widen 8000 West between SR-201 and 3100 South. The project would realign the intersection at 2700 South, resulting safety and traffic congestion improvements, along with improving local street connectivity.

Projects Seeking Weber County Sales Tax Funding

The following amendment request is based on the State requirement that community applicants who are interested in utilizing 3rd quarter local sales tax funds must first have their project as part of the WFRC's Regional Transportation Plan. Funding for this amendment project has not yet been determined, but this first step will allow communities to pursue this avenue of possible revenues to finance these improvements.

CITY OF MARIOTT-SLATERVILLE

11. Operation Improvement on 1200 West

Cost: \$5.6 Million

This request is for an extension of a current Phase 1 operational improvement on 1200 West in the City of Marriott-Slaterville from 1200 South to 2700 North. The amendment would provide better traffic flow along 1200 West and would deliver a consistent cross-section including curb, gutter, sidewalks, and storm drain improvements.

MAJOR CAPACITY PROJECTS

Projects Seeking STP Funding

The following amendment requests are major capacity projects that must be included in Phase 1 of the RTP in order to be eligible for Urban Surface Transportation Program (STP) funding administered by the Wasatch Front Regional Council. Funding for these amendment projects has not yet been determined, but this first step will allow communities to pursue this avenue of possible revenues to finance these improvements.

DRAPER CITY

12. Widening of Lone Peak Parkway

Cost: \$6 Million

This request is to move the widening project on Lone Peak Parkway from 12300 South to 12650 South from three to five lanes from Phase 2 to Phase 1. The widening and realignment will provide a consistent cross-section to Bangerter Highway, provide better traffic flow along Lone Peak Parkway, and will support a direct connection to the FrontRunner Station.

TAYLORSVILLE CITY

13. New Construction of I-215 Frontage Road

Cost: \$14.5 Million

This request is to move the new southbound I-215 Frontage Road between 4100 South and 4700 South from Phase 2 to Phase 1. This facility would provide congestion and safety improvement on both 4700 South and 2700 West, along with providing improved access to development between 2700 West and I-215.

KAYSVILLE AND LAYTON CITY

14. Widening of Main Street

Cost: \$3.1 Million

This request is for the widening of Main Street from three to five lanes from 300 West in Kaysville City to Layton Parkway in Layton City. The amendment would be for a new Phase 1 project that would provide a consistent cross-section. The project would address increased traffic volumes along Main Street.

Projects to Utilize TIF Funding

The following amendment requests are major capacity projects that must be included in Phase 1 of the RTP in order to be eligible for the Transportation Investment Fund (TIF) Program administered by the Utah Department of Transportation (UDOT).

UTAH DEPARTMENT OF TRANSPORTATION

15. Bangerter Highway Interchange at 4700 South

Cost: \$44.3 Million

The Utah Department of Transportation is requesting that the current intersection at Bangerter Highway and 4700 South be replaced with a freeway interchange and moved from Unfunded to Phase 1. This improvement will provide a continuous freeway cross-section from 4700 South to I-15. East and West traffic flow will improve, along with an increase in safety.

16. Bangerter Highway Interchange at 13400 South

Cost: \$43.2 Million

The Utah Department of Transportation is requesting that the current intersection at Bangerter Highway and 13400 South be replaced with a freeway interchange and moved from Phase 2 to Phase 1. This improvement will provide a continuous freeway cross-section from 4700 South to I-15. East and West traffic flow will improve, along with an increase in safety.

17. Widening of US Highway 89

Cost: Currently Funded

This request from the Utah Department of Transportation is to extend the currently funded US-89 project from Farmington City to Antelope Drive to now extend to I-84. The amendment would include the widening from four to six lanes and move this project from the unfunded portion of the RTP to Phase 1. Benefits of this improvement would help traffic flow along this major arterial, increase safety, and is part of an overall plan to upgrade this facility to a north / south freeway.

For Information Only

Finally, two additional UDOT projects may be funded with the TIF. Neither project requires amendment into the 2015-2040 RTP; both are included for information only.

UTAH DEPARTMENT OF TRANSPORTATION

18. Construction of Interstate 15 Braided Ramp

Cost: \$130 Million

The Utah Department of Transportation anticipates the new construction of a northbound braided ramp on I-15 between 9000 South and I-215. An existing operational project is already in the 2015-2040 RTP making an amendment unnecessary. However, the project details are provided for member information. This type of improvement will provide better traffic flow and helps to address increased northbound traffic volumes along I-15. This project will also provide relief to congestion at the 7200 South and 9000 South interchanges.

19. Construction of SR-201 Extension

Cost: \$100 Million

This request is outside the geographic purview of the WFRC Regional Transportation Plan, but is included for information to WFRC members due to its interaction with the 2015-2040 RTP. The project calls for extending and new construction of SR-201 from the SR-201/I-80 connection to the I-80/SR-36 connection. This project is a parallel facility alongside of I-80 and would allow for an emergency bypass, provide better traffic flow, and addresses increased traffic volumes on I-80.

DATE: May 11, 2017
AGENDA ITEM: 5
SUBJECT: **Information/Discussion:** Wasatch Choice 2050 Update
PREPARED BY: Callie New

In collaboration with member communities and transportation partners, WFRC is developing the Wasatch Choice 2050 Vision (WC2050) and the 2019-2050 Regional Transportation Plan (2019 RTP). The WC2050 is the Wasatch Front region's shared vision for coordinated growth, infrastructure, and open space. One element is the 2019-2050 RTP -- the formal long range plan for regional roads, transit, and active transportation.

At the RGC meeting, staff will provide a summary of the input provided on three 2050 land use and transportation scenarios and discuss next steps toward the collaborative development of the preferred scenario for WC2050.

BACKGROUND:

Earlier this year, WFRC staff held 10 sub-regional Scenario Workshops, where participants provided input on three land use and transportation scenarios. The scenarios are evaluated using criteria that relate to the ten regional goals adopted by the Wasatch Front Regional Council in October last year. Participants of these meetings provided input by key-pad polling and a hands-on mapping exercise.

In addition to the Scenario Workshops, the WFRC has also developed a web-based Visualization Tool (<http://www.wasatchchoice.org/scenarios>), and has gathered input from numerous community-based organizations and special interest groups.

This feedback will inform the development of a draft WC2050 preferred scenario, which provides the basis for the 2019-2050 RTP.

RECOMMENDATION:

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

CONTACT PERSON:

Jory Johner (WFRC) (801) 363-4250 x1110 or jjohner@wfr.org

DATE: May 11, 2017
AGENDA ITEM: 6
SUBJECT: **Information/Discussion:** Implications of shifting demographics on the Wasatch Front
PREPARED BY: Ted Knowlton

Over the next few decades big demographic shifts are anticipated along the Wasatch Front as the baby boom generation and millennials move through different life stages and as the region becomes more ethnically diverse.

These demographic shifts will introduce new demands on our communities. For example, people of different life stages will have different housing, retail and transportation needs. How might the design of our communities need to shift to allow these needs to be met?

Keith Diaz Moore, the Dean of the University of Utah College of Architecture and Planning, will come to outline the expected demographic shifts and to introduce a handful of key implications for consideration. Moore's presentation will be the starting point of a discussion that can inform decisions WFRF and communities make as we seek to anticipate coming changes.

RECOMMENDATION:

This item is for discussion and no action is required.

CONTACT PERSON:

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DATE: May 11, 2017
AGENDA ITEM: 7
SUBJECT: **Information:** Transportation and Land Use Connection Program Awards
PREPARED BY: Megan Townsend

BACKGROUND:

The ***Transportation and Land Use Connection Program*** (TLC) is a partnership between WFRC, Salt Lake County, UDOT, and UTA 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.

2017 is the fourth year of the TLC program. Through a selection process that involved a committee of practitioners from across the region, sixteen deserving projects are being announced as TLC Program recipients on the attached exhibit page. Projects range from new zoning ordinances, specific area plans like a town center, and TOD, among others.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

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EXHIBIT:

Transportation and Land Use Connection Program 2017 Recipients



2017 Project Descriptions

These are the 2017 recipients to the Transportation and Land Use Connection, a joint program with Salt Lake County, Utah Department of Transportation, and Utah Transit Authority. For more information please visit, www.wfrc.org/tlc.

SALT LAKE URBANIZED AREA

Cottonwood Heights Wasatch Boulevard Master Plan (\$85,000 TLC, \$10,000 Local Match)

This plan will be based on a comprehensive analysis of the Wasatch Boulevard Corridor from the I-215 interchange in Holladay to 9400 South in Sandy. This vital study will address the corridor as the major north-south arterial connecting the communities along the Southeast Bench of the Salt Lake Valley, and also the gateway to Big and Little Cottonwood Canyons. The study will paint an accurate picture of how the corridor will ultimately meet the objectives of the city's general plan, including land-use implications and development patterns that result from increasing traffic along the corridor. With numerous stakeholders along the corridor, the process will create a partnership with invested parties and organizations.

Midvale City Station Area Plans (\$65,000 TLC, \$10,000 Local Match)

This plan will address land uses and economic development around the Trax Midvale Fort Union and Trax Midvale Center Stations. Analysis of the stations and surrounding neighborhoods, a conceptual plan, and an implementation plan make up the key components of the project. Transit-oriented development surrounding the Midvale stations will bolster ridership and economic development through the creation of growth centers, as well as strengthen the overall sense of community in these areas.

Millcreek General Plan and Zoning Implementation (\$75,000 TLC, \$20,000 Local Match)

Millcreek has recently incorporated and will produce a new general plan and two specific ordinances to help organize and guide their future as a city. The plan will be action-oriented and emphasize visioning, identification of the "big issues" to address, setting goals for the topics determined important, then creating strategies to accomplish these goals. Two implementation ordinances for recently completed small area studies will be also be created out of this effort (the Meadowbrook Small Area Plan and the 2300 East/3300 South Town Center).

Murray Central Station Area Plan (\$75,000 TLC, \$10,000 Local Match)

This plan will direct future development of the Murray Central Station area. The project will involve analysis of the market, the creation of design standards for massing and density, the analysis of accessibility from the station to surrounding areas, and align planning efforts and goals of the several entities with major concerns in the area, i.e. the Utah Transit Authority, Murray City itself, and the Intermountain Medical Center. A small area plan which helps the city implement a truly transit-oriented development pattern will increase the importance of the use of the transit lines in the area, and will also strengthen the adjacent downtown area of Murray.

Riverton 12600 South Small Area Plan (\$66,000 TLC, \$6,000 Local Match)

This analysis and visioning effort will take place along 12600 South between the Jordan River and the Utah Salt Lake canal, encompassing the intersection of Redwood Road. The purpose of the project is to better understand the market for the development opportunities and needs in the area, the barriers to development, and the amenities, and develop a small area vision to guide development along the corridor in upcoming years. With a renewed emphasis on active transportation, the City desires to coordinate the transportation infrastructure needs with a sustainable land use model for the area.

Salt Lake City Central Station Area Plan (\$100,000 TLC, \$50,000 Local Match)

This project will result in a station area and development plan for the UTA and RDA properties within the Central Station area through a partnership of stakeholders. Mixed use development is envisioned for the area to foster an influx of residents, office workers, public market visitors, vendors, and suppliers. The plan will provide specific recommendations on ensuring and improving access to the Intermodal Hub for visitors arriving from around the city with connections to local and regional transportation assets outside the area. The plan will identify the best option to integrate the center into the surrounding neighborhood in an inclusive and holistic manner.

South Salt Lake Strategic Mobility Plan (\$80,000 TLC, \$40,000 Local Match)

This project will set a new paradigm of integrated, multimodal transportation for residents, businesses and commuters through South Salt Lake. The city has never had a comprehensive transportation master plan, only a conceptual plan in the 2010 General Plan. Population growth and current and future land use projections have changed significantly in South Salt Lake in the last decade due to demographic and market trends and zoning that encourages new urban centers and careful and continuous investment in alternative transportation.

West Jordan New Bingham Highway Connector Study (\$80,000 TLC, \$15,000 Local Match)

This study will address the need for bicycle infrastructure along key corridors in West Jordan, particularly New Bingham Highway and Grizzly Way. Copper Hills High School faces a parking shortage, and active transportation modes are not currently prioritized on these right of ways. Providing access and bicycle facilities will help to reduce the parking demand and create a more complete network for active transportation in West Jordan.

OGDEN LAYTON URBANIZED AREA

Brigham City Land Use Code (\$40,000 TLC, \$40,000 Local Match)

This project will include an analysis of the current land use code, and an update of the land use code to modernize and to support the new general plan created under a previous Transportation and Land Use Connection award. The effort will ensure that the land use code is brought up to compliance with the Utah Code enabling provisions, and reinforces and implements the concepts contained in the new general plan. The new land use code will include some elements of form-based code.

Clearfield Form-Based Code (\$50,000 TLC, \$20,000 Local Match)

This project will implement a form based code to support the recently completed Downtown Clearfield Small Area Plan for the core area of Clearfield City from Clearfield Station on the South up to 650 North along the S.R. 126 corridor. This plan, recently adopted through a Transportation and Land Use Connection award, calls for centered, urban development within three nodes along the corridor. This is a high traffic corridor that supports local and regional businesses and users. Road way improvement along the State-owned corridor would be bolstered by a strong area plan and supportive form based code.

Layton Envisioned (\$75,000 TLC, \$22,500 Local Match)

Layton City's objective is to do a comprehensive update of the City's General Plan to reflect the vision principles that were developed through a thorough public process called Envision Layton. This project is a continuation of this Transportation and Land Use Connection 2014 project. Through the Envision Layton process a preferred scenario was created using the vision principles that incorporate the values of the community. This General Plan update will reflect the community's vision for 2050. Trends and goals have changed drastically since the last General Plan was adopted and we need to implement the goals of the community and of the Vision. The project will include detailed analysis and planning for key small areas.

North Salt Lake Town Center Form-Based Code (\$24,000 TLC, \$6,000 Local Match)

The City of North Salt Lake will build upon its previous land use planning efforts in the Town Center by creating and adopting a Form-Based Code ordinance. The City has completed a General Plan update and a Town Center Master Plan. Both of these plans contain recommendations for improved urban design and the use of Form-Based Codes as a method of encouraging good and high quality urban design in the development and re-development along the US89 corridor as it passes through North Salt Lake. With this grant assistance, the City will work with WFRC to devise the best methodology for adopting and implementing a Form-Based Code Ordinance and system. Additionally, a parking study is needed for the Town Center, as that is a major component of development regulations for the area.

Perry City General Plan (\$25,000 TLC, \$5,000 Local Match)

With an increasing rate of growth, Perry City will address challenges of growth by taking a comprehensive look at infrastructure and amenities. The existing Perry City General Plan was last updated in 2005. Perry City is seeking to update the general plan in a way that will allow us to subsequently update and bring our City ordinances in line with the goals of our community. Perry City views the General plan as the cornerstone and road map as to how Perry City will grow into the future.

Syracuse City Town Center Plan (\$50,000 TLC, \$30,000 Local Match)

The Town Center Plan will focus on attracting quality sustainable development to our community. To properly develop this ground along Antelope Drive we need to better understand the asset and the potential. Market analysis will be conducted, and improved connections to active transportation routes and trails will be incorporated.

Tooele County Active Transportation Implementation Plan (\$30,000 TLC, \$5,000 Local Match)

Tooele Valley has a major opportunity to improve its active transportation infrastructure. With the amount of developable land remaining in Tooele Valley and the county's fast rate of growth. Tooele County has the ability to put in place plans, policies, and standards that will create a strong active transportation framework and support a sustainable transportation system for future generations. Tooele County updated their General Plan and Transportation Plan with an active transportation component in 2016. A comprehensive policy framework is needed to reach the final step of implementation.

West Haven 2100 South Corridor Master Plan (\$18,000 TLC, \$12,000 Local Match)

West Haven City will complete a master plan of the 2100 South Corridor area. The goal of the master plan is to identify transportation needs associated with future development, redevelopment, and revitalization within the study area. The area has significant developable area that will be evaluated in the master plan. The master plan will include preservation of open space and connectivity to the existing River Parkway Trail System.