

Minutes
Regional Growth Committee
Meeting of May 18, 2017

A meeting of the Regional Growth Committee was held on Thursday, May 18, 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
x	Member - Karen Cronin (Perry)
	Alternate - Jeff Scott (Box Elder)
	DAVIS COUNTY
	Member - Randy Lewis (Bountiful)
x	Alternate - Len Arave (North Salt Lake)
x	Member - Don Carroll (Fruit Heights)
	Alternate - Erik Craythorne (West Point)
	MORGAN COUNTY
x	Member- John Barber (Morgan County)
	Alternate - Tina Cannon
	SALT LAKE COUNTY
x	Member - Ben McAdams (<i>Chair</i>) (Salt Lake County)
	Alternate - Larry Johnson (Taylorsville)
	Member - Ron Bigelow (West Valley City)
x	Member - Aimee Winder Newton (Salt Lake County)
x	Member - Ted Eyre (Murray)
	Member - Derk Timothy (Bluffdale)
x	Alternate - Jackie Biskupski (Salt Lake City)
	Alternate - Cherie Wood (South Salt Lake)
	Alternate - Troy Walker (Draper)
x	Alternate - Jeff Silvestrini (Millcreek)
	TOOELE COUNTY
x	Member - Wade Bitner (Tooele County)
	Member - Brent Marshall (Tooele County)
	Alternate - Dave McCall (Tooele City)
	WEBER COUNTY
x	Member - Mark Allen (Washington Terrace)
x	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
x	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
x	Alternate - GJ LaBonty
	Air Quality Board, DAQ Staff Representative:
	Bryce Bird
	FHWA - UTAH Division Representative:
	Member - Ivan Marrero
x	Alternate - Steve Call
	Utah League of Cities & Towns Rep:
x	Gary Uresk
	Utah Association of Counties Representative:
	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
x	Abby Osborne - Utah Transportation Coalition
x	Reid Ewing - University of Utah

RGC Representatives and Others Present

Jay Baughman	Roy City
Ryan Beck	Envision Utah
Wayne Bennion	WFRC
Kip Billings	WFRC
Julie Bjornstad	WFRC
Travis Campbell (Representing Rep. Rob Bishop)	
Christy Dahlberg	WFRC
LaNiece Davenport	WFRC
Keith Diaz Moore	University of Utah
Katie Gerard	WFRC
Shane Greenwood	South Jordan City
Andrew Gruber	WFRC
Ned Hacker	WFRC
Todd Hammond	Draper City
Jory Johner	WFRC
Linda Johnson	Breathe Utah
Kristin Kenyon	FTA
Sam Klemm	WFRC
Ted Knowlton	WFRC
Jon Larsen	WFRC
Heather McLaughlin-Kolb	WFRC
Callie New	WFRC
Wilf Sommerkorn	Salt Lake County
Blake Thomas	Herriman City
Megan Townsend	WFRC
Russell Weeks	Salt Lake County

Action: Approval of Minutes [Recording 02:17]

Mayor Ben McAdams moved that the minutes of the Regional Growth Committee meeting held March 16, 2017 be approved as written. Reid Ewing, University of Utah, made this motion and it was seconded by Jeff Harris, Utah Department of Transportation. The minutes were unanimously approved.

Opportunity for Public Comment [Recording 02:38]

There was none.

Chair Report [Recording 02:51]

Mayor McAdams explained that Tuesday was the kick off to the transportation governance and funding taskforce that was called for in Senate Bill 174 which was followed during the session. Members of the taskforce include Mayor McAdams, WFRC Chair Mayor Mike Caldwell, Vice-Chair Commissioner Bret Millburn, Representative Mike Schultz, Mayor Jackie Biskupski, Abby Osborne, and Regional Growth Committee Member Robert Grow. The charge of the taskforce is to evaluate government strategies and best practices to improve the multimodal functionality of transportation, and to meet multimodal funding needs. Mayor McAdams said that they had good presentations from various transportation agencies. The major topics discussed were the Salt Lake City Airport, and a discussion on freight from UDOT. The organization of subcommittees were discussed, and the subcommittees looked at were included transportation funding, transportation governance, land use and economic development, and multimodal considerations. The taskforce will further the Regional Growth Committee’s conversation on Access to Opportunity as well. Abby Osborne, Salt Lake Utah Transportation Coalition, mentioned that the information conveyed during the kickoff was familiar except the freight piece included information she had not heard before. She said that she has never seen a presentation on how much freight traffic we get in the state of Utah. The freight traffic from Salt Lake to Ogden, the I-15 corridor, is the most traffic in the United States. Andrew Gruber, Wasatch Front Regional Council briefly discussed two items related to the taskforce. He stated that the four subcommittees that were previously noted, are still reviewing the proposal to consolidate those committees. Secondly, he noted that next week, during the Wasatch Front Regional Council meeting, Representative Mike Schultz will be facilitating a discussion among the Council about the goals and objectives of the taskforce.

Action: Regional Transportation Plan (RTP) 2015-2040 amendments [Recording 07:51]

Jory Johner, Wasatch Front Regional Council, explained that every four years the Wasatch Front Regional Council prepares and adopts a Regional Transportation Plan (RTP). The WFRC adopted the current 2015-2040 RTP in May of 2015. We know that period adjustments are needed, this will be for Amendment Number 4. He explained that this is usually done on an annual basis, but we realize that there are other considerations that sometimes come up, and we have to do them off schedule. Things to be taken into consideration in the RTP Amendment process are financial constraints, public comment and review, which is what we are asking this committee to allow us to do, go out for public comment. We are also, in some cases, required to do an air quality modeling and conformity analysis, and an internal review to make sure the projects warrant a needs in the plan. WFRC works closely with cities, counties, and transportation partners to proactively identify projects as they arise. This means that we will occasionally have amendments to the RTP. The amendment process includes three levels.

1. Staff Modification: WFRC Executive Director approval per adopted procedure
2. Board Modification for Non-Regionally Significant Projects: TAC Review and Recommendation to RGC and RGC Review and Release for Public Comment
3. Full Amendment For Regionally Significant Projects: Air Quality Conformity Determination

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. The requests are a total of approximately \$150 million. 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 WFRC'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. These projects include:

- Herriman City: 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.
- Herriman City: 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.
- Herriman City: 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.
- South Jordan: 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.
- South Jordan: 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.
- Cottonwood Heights: 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.
- Cottonwood Heights: 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.
- Murray City: 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.
- Clearfield City: 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.

- Salt Lake County: Operational Improvements on 8000 West (Cost \$2 Million)
This is a new Phase 1 project that would widen 8000 West between ST-201 and 3100 South. This project would realign the intersection at 2700 South, resulting safety and traffic congestion improvements, along with improving local street connectivity.

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 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. This includes:

- Marriott-Slaterville: Operation Improvement on 1200 West (Cost \$5.6 Million)
This request is for an extension of a current Phase 1 operational improvement on 12—West in the City of Marriott-Slaterville from 1200 South to 2700 North.

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 funding administered by the WFRC Council. They include:

- Draper City: 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.
- Taylorsville City: 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.
- Kaysville and Layton City: 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 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. They include:

- UDOT: 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.
- UDOT: Bangerter Highway Interchange at 13400 South (Cost 43.2 Million)
The Utah Department of Transportation is requesting that the current intersection at Bengert Highway and 13400 South be replaced with a freeway interchange and moved from Phase 2 to Phase 1.
- UDOT: 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.

These last two projects do not require amendment into the 2015-2040 RTP. These are for information purposes only, and include:

- UDOT: 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.
- UDOT: Construction of SR-201 Extension (Cost \$100 Million)
This request is outside the geographic preview of the WFRC Regional Transportation Plan, but is included for information to WFRC members due to its interaction with the 2015-2040 RTP.

The WFRC staff recommends the Regional Growth Committee release these amendments for public comment. Mayor McAdams entertained a motion to release for public comment the proposed 2015-2040 RTP Amendments as presented. Commissioner James Ebert moved this motion to approve and it was seconded by Councilmember Aimee Winder-Newton. This was unanimously approved.

Information: Transportation and Land Use Connection Program Awards [Recording 57:36]

Mayor McAdams explained to the committee that 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.

Megan Townsend, Wasatch Front Regional Council, informed the committee that the Transportation and Land Use Connection aims to help communities to achieve their visions, and grow in a way that reduces demand on transportation infrastructure. The program goals include:

- Focus growth in centers
- Support Wasatch Choice growth principals
- Coordinate land use and regional transportation
- Reduce travel demand
- Promote regional collaboration
- Encourage broader stakeholder involvement

Ms. Townsend explained that the first funding year was in 2014. Since then, there has been \$2.74 Million in total investment, including local match. There was nearly \$1.3 million in total project funds, including the local matches for the 2017 awards. This is nearly half of what this program has been able to do in the last three years. There were 16 projects in 2017, four of which implement past TLC efforts. The city wide projects include:

- Millcreek General Plan and Zoning Implementation: \$95,000 budget. Mayor Silvestrini reminded the committee that Millcreek is a brand new city this year, and said that one of the priorities of a new city is visioning and planning, and letting the residents have some local control about that. He said that this grant will fit in this vision very nicely. Mayor Silvestrini said that with starting a new city comes challenges with funding and budgeting, and this is a relief because this gives them the opportunity to realize one of the priorities without worrying about the budgeting as much. He thanked all of the partners in this project for enabling the city of Millcreek to do that. He also thanked the Salt Lake County RDA, which their board has committed to \$20,000 match to enable Millcreek to do a form based joint ordinance for the Meadowbrook area. He said the community is very excited and wanted to thank everyone involved.
- South Salt Lake Strategic Mobility Plan: \$120,000. This is going to be South Salt Lake's first transportation master plan.
- Brigham City Land Use Code: \$80,000. This code is implementing the Brigham City general plan which was completed through the Transportation and Land Use Connection Program.
- Perry City General Plan: WFRC in-house project, \$5,000 local match. Mayor Cronin thanked all of the partners. She said that this is the opportunity for Perry city, as a community, to start updating the general plan. Ms. Townsend noted that this project is one of two that will be taking on in-house, and acting as the technical assistant to the community.

Two form-based codes have been funded in 2017. They include:

- Clearfield City Downtown Form-Based Code: \$70,000. This is another implementation project where WFRC did the downtown plan for Clearfield, and now they are working to develop a form-based code to implement that plan.
- North Salt Lake Town Center Form-Based Code: WFRC In-House Project, \$6,000 Local Match. This is based on a thorough vision that North Salt Lake had.

A few station area plans funded through the program. These projects will work very closely with UTA.

- Midvale City Station Area Plans: \$75,000 Budget
- Murray Central Station Area Plan: \$85,000 Budget
- Salt Lake City Central Station Area Plan: \$150,000 Budget

Specific area plans include:

- Cottonwood Heights Wasatch Blvd. Master Plan: \$95,000 Budget
- Riverton 12600 South Area Plan: \$72,000 Budget
- Layton Envisioned: \$80,000 Budget
- West Haven 2100 South Master Plan: \$30,000 Budget

The active transportation plans include:

- West Jorday New Bingham Highway Connector Study: \$120,000 Budget
- Tooele County Active Transportation Plan: \$35,000 Budget

Information/Discussion: Implications of shifting demographics on the Wasatch Front [Recording 01:10:23]

Mayor McAdams noted that this is follow up to previous conversations, but said that we know that we are in the midst of incredible demographic shifts in Salt Lake County, and it will affect our communities. He introduced Professor Keith Diaz Moore, the Dean of the University of Utah College of Architecture and Planning, who will be introducing a handful of key implications for consideration.

Mr. Moore explained that what they track for demographic change is called the population pyramid. Males are on the left, females are on the right. Youngest is on the bottom, and oldest is on the top. He explained that the population is fundamentally changing in the United States. He said that we will not see our youngest outnumber our oldest, and in fact, by 2050 and there beyond, the 65 and older will outnumber those 18 and younger. He noted that Get Healthy Utah partnered with Envision Utah, who hired Heart and Mind Strategies, and did a survey on terms of health on over a thousand Utahns. He highlighted that for the thousand Utahns that were surveyed, the number one most important issue of why they should maintain their health was to avoid chronic diseases, such as diabetes and heart disease. This shows that there is recognition in population about these issues, and that they are certainly associated with an aging population. The thought is that this number could have shot up even higher if they had included dementia. Also recognized was the importance of physical environment and opportunities for activity. These include: daily physical activity during school for all students, increasing the availability of affordable or free recreational opportunities for physical activity, promoting safe walking and biking in neighborhoods and communities, encouraging school districts to promote physical activity programs before and after school, and increasing the availability of fresh fruits and vegetables through things like farmers markets.

Mr. Moore said that he had the privilege of serving on a committee for the Partnership for a Greater Salt Lake that is taking a look at aging. He informed the committee of the three areas that need to be integrated. These three areas are Services, Housing, and Mobility. This committee identified some outcomes, and are in the process of developing indicators. The outcomes include:

- Outcome 1 – Salt Lake County older adults better utilize existing services.
- Outcome 2 – Salt Lake County older adults, currently in their homes, are able to age in place.
- Outcome 3 – Low income and future older adults, have access to affordable, age-friendly housing options.
- Outcome 4 – Older adults have sufficient access to a variety of transportation options.

In terms of Services, the theme is Access. Some literature suggests increasing participation in aging friendly community initiatives. These would include organizations that are beginning to provide concierge services. In terms of Housing, maintaining someone in their home, there's a

concept of visitability. There are four points in terms of what makes a single-family home meet this criteria. These points include:

- At least one no-step entrance
- Accessible doors and hallways
- Accessible 1st floor half-bath and a room that could serve as a bedroom
- Reinforcement in bathroom walls for future grab bar installation

Last, is Mobility. Individuals go through life embedded in a personal network of places from whom they give and receive psycho-social and functional support.

Ted Knowlton, WFRC, commented that one thing we know is that the vast majority of people want to maintain social connections as they age, and he asked the question of, how are your cities addressing the need. When someone downsizes their home in your community are they able to live close enough to maintain social connections? He said that maybe it's still a single family home, but the maintenance demands are lower, or maybe it's a different kind of unit all together. Are they able to stay in the same area as their previous home? Mayor McAdams commented that it was a lot of work to maintain his mother's house, the house he had grown up in, but that she didn't want to move out of her supportive neighborhood. She stayed in the same home but would have liked having other options, and moving to something smaller, yet in the same neighborhood. Mayor Eyre, Murray City, commented that from the Murray perspective, there is a void in the senior living housing. He said that this is something that they are trying to address, but that there is very little space for this. He stated that this is such a growing issue, and they'd like to continue looking at this. There was discussion held among the committee regarding this topic.

Other Business

There was none.

The next meeting of the Regional Growth Committee will be held on Thursday, August 17, 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.