

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



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Beth Holbrook
Utah League of Cities & Towns

Jim Smith
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

October 5, 2017

Members of the Regional Growth Committee and Other Interested Persons:

A meeting of the Regional Growth Committee will be held on **Thursday, October 12, 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 August 17, 2017 Meeting
2. **Opportunity for Public Comment**
3. **Chair Report**
4. **Information/Discussion:** Wasatch Choice 2050 Preferred Scenario
5. **Action:** RTP 2015-2040 Amendments
6. **Action:** RTP 2019-2050 Phasing and Amendment Criteria
7. **Information/Discussion:** Point of the Mountain Study
8. **Other Business**

Next Meeting: January 18, 2017

Note: Informational materials can be located on WFRC's website at www.wfrc.org

Public participation is solicited without regard to age, sex, disability, 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 apearson@wfrc.org at least 72 hours in advance.

Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, 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 apearson@wfrc.org por lo menos 72 horas antes de la reunión.

Minutes
Regional Growth Committee
Meeting of August 17, 2017

A meeting of the Regional Growth Committee was held on Thursday, August 17, 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)
	Member - Don Carroll (Fruit Heights)
	Alternate - Erik Craythorne (West Point)
	MORGAN COUNTY
	Member- John Barber (Morgan County)
x	Alternate - Tina Cannon
	SALT LAKE COUNTY
x	Member - Ben McAdams (<i>Chair</i>) (Salt Lake County)
x	Alternate - Larry Johnson (Taylorsville)
	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)
	Alternate - Cherie Wood (South Salt Lake)
	Alternate - Troy Walker (Draper)
	Alternate - Jeff Silvestrini (Millcreek)
	TOOELE COUNTY
x	Member - Wade Bitner (Tooele County)
x	Member - Brent Marshall (Tooele County)
x	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
x	Alternate - Dannie McConkie
	UTA Board:
	Member - Charles Henderson
	Alternate - Keith Bartholomew
	Utah Air Quality Board:
	Member - Stephen Sands
	Alternate - Erin Mendenhall
	Envision Utah:
	Member - Robert Grow
x	Alternate - Ari Bruening
	NON-VOTING MEMBERS
	UDOT Representative:
x	Member - Nathan Lee
x	Alternate - Jeff Harris
	UTA Representative:
X (Laura Hanson)	Member - Matt Sibul
	Alternate - GJ LaBonty
	Air Quality Board, DAQ Staff Representative:
x	Bryce Bird
	FHWA - UTAH Division Representative:
x	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 Osborne - Utah Transportation Coalition
	Reid Ewing - University of Utah

RGC Representatives and Others Present

Wayne Bennion	WFRC
Kip Billings	WFRC
Roger Borgenicht	UBET
Richard Cohen	University of Utah
LaNiece Davenport	WFRC
Cameron Diehl	Utah League of Cities and Townes
Katie Gerard	WFRC
Ned Hacker	WFRC
Val John Halford	WFRC
Scott Hess	WFRC
Jory Johner	WFRC
Sam Klemm	WFRC
Ted Knowlton	WFRC
Callie New	WFRC
Alex Roy	WFRC
Wilf Sommerkorn	Salt Lake County
Suzie Swim	WFRC
Megan Townsend	WFRC
Brian Wilkinson	Urban Land Institute
Muriel Xochimitl	WFRC
Nicole Zinnanti	Assist Inc.

Action: Approval of Minutes [Recording 01:45]

Mayor McAdams entertained a motion to approve the minutes of the Regional Growth Committee meeting held May 18, 2017. Councilmember Aimee Winder Newton, Salt Lake County, motioned to approve these minutes, and it was seconded by Mayor Brent Marshall, Grantsville City. The minutes were unanimously approved.

Opportunity for Public Comment [Recording 03:00]

There was none.

Chair Report [Recording 03:10]

Mayor McAdams reported on the Transportation Funding and Governance Taskforce. He reminded the committee that the working groups met over the summer to develop recommendations to report back to the full Taskforce. The areas that the subgroups are working on include: Governance, Funding, and Land Use, Economic Development, Active Transportation (aviation will not be addressed this year).

Muriel Xochimitl, Wasatch Front Regional Council, explained that the Taskforce held its third meeting on August 16, 2017, and heard from experts on various things including value capture as an innovative funding idea looking along transportation corridors, and how to look at other alternatives for funding that type of infrastructure. The committee also heard from the working group chairs as they reported on their respective efforts. Xochimitl reported the following: The Economic Development and Land Use subcommittee, chaired by Representative Mike Schultz, has been looking at corridor and area planning. Jeff Harris gave a presentation about the Wasatch Front to the corridor study. The Funding subcommittee, chaired by Representative Kay Christofferson, is looking at value capture, road user charges, and most importantly, they are looking at how to preserve the level of funding from the state and how to provide more flexibility in that funding. The Governance subcommittee, chaired by Senator Wayne Harper, is looking at potential changes to the structure of how transportation is governed in the state going forward. She stated that it's anticipated that the Taskforce will meet a couple more times in the coming months, and presumably the working groups will have recommendations to the full Taskforce to report on in September or October. There was discussion held among the committee.

Ted Knowlton, Wasatch Front Regional Council, briefly updated the committee on the Wasatch Choice 2050 and Regional Transportation Plan 2019-2050. Wasatch Choice 2050 is the collected effort of thinking about how local land use planning and regional infrastructure works together. He

noted that the Regional Growth Committee is the steering committee for this process, and reminded the committee that WFRC has just finished gathering information on three different land use and transportation scenarios, and are now in the process of developing a preferred scenario.

Mayor McAdams said that the Point of the Mountain Commission met in July. Ari Bruening, Envision Utah, reported that they are looking at more than just the old prison site and that they are looking from Sandy to Utah Lake. They are currently in phase 2, where they are building scenarios for the area. The first scenario was released in July, and they are now working on alternative scenarios that will be released in October. Discussion was held among the committee.

Information/Discussion: Economic Development Integration at WFRC [Recording 24:00]

LaNiece Davenport, Wasatch Front Regional Council, explained that the Wasatch Front Regional Council is the region's Metropolitan Planning Organization (MPO). She stated that we are also the region's Economic Development District (EDD). As such, we are not just responsible for planning transportation infrastructure but also for regional economic development activities. Last August, the "Three Key Strategies" were brought to the committee for integrating economic development with land use and transportation. The Three Key Strategies include:

1. Coordinate transportation investments with economic cluster locational and service needs.
2. Coordinate transportation investments to improve access to opportunity.
3. Ensure fiscal sustainability through efficient growth and infrastructure investments.

Ms. Davenport explained that an Economic Cluster is when businesses find themselves locally locating based on firm likeness. She said that there are six targeted clusters in the state of Utah. These include:

1. Life Sciences
2. Information Technology and Software
3. Outdoor Recreation
4. Aerospace
5. Financial Services
6. Energy and Natural Resources

Of these six clusters, it was found that four of them including Financial Services, Energy and Natural Resources, Aerospace, and Outdoor Products rely heavily on road and rail. Information Technology and Life Sciences rely on Transit and Active Transportation. There was discussion held among the committee.

Action: RTP 2015-2040 Amendment Number 4 [Recording 43:22]

Val John Halford, Wasatch Front Regional Council, presented the proposed Amendment Number 4 to the current 2015-2040 Regional Transportation Plan (2015-2040 RTP), along with Draft Air Quality Memorandum 36. The action requested is to make a recommendation to the Council on the formal adoption of these modifications and conformity analysis. This proposed amendment was presented and discussed at the May 18 Regional Growth Committee meeting, and then public comments were solicited from July 1, 2017 to August 5, 2017; no comments were received. Therefore, this Amendment 4 has not changed from what RGC reviewed in May.

Amendment 4 reflects 17 requests WFRC received 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. Nearly two-thirds of these projects need to be included in the RTP because of State requirements for local funding eligibility:

- Ten amendments are seeking financing through local Corridor Preservation Funds.
 - Herriman City: Operational Improvements on 6000 West – \$2.5 Million
 - Herriman City: Operational Improvements on 6400 West - \$1.9 Million
 - Herriman City: Operational Improvements and New Construction on 7300 West - \$4.7 Million
 - South Jordan City: Widening of Riverfront Parkway - \$1.8 Million
 - South Jordan City: Operation Improvements on 2700 West - \$4 Million
 - Cottonwood Heights: Operational Improvements on Bengal Blvd. - \$2.6 Million

- Cottonwood Heights: Widening of Fort Union Blvd. - \$3.6 Million
 - Murray City: Widening of Vine Street - \$10 Million
 - Clearfield City: New Construction of Depot Street - \$2 Million
 - Salt Lake County: Operational Improvements on 8000 West - \$2 Million
- One amendment is seeking Weber County-administered sales tax revenue:
 - City of Marriot-Slaterville: Operation Improvement on 1200 West - \$5.6 Million
- 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:
 - Draper City: Widening of Lone Peak Parkway - \$6 Million
 - Taylorsville City: New Construction of I-215 Frontage Road - \$14.5 Million
 - Kaysville and Layton City: Widening of Main Street - \$3.1 Million
 - Utah Department of Transportation: Bangerter Highway Interchange at 4700 South - \$44.3 Million
 - Utah Department of Transportation: Bangerter Highway Interchange at 13400 South – \$43.2 Million
 - Utah Department of Transportation: Widening of US Highway 89 – Currently Funded

Mayor McAdams entertained a motion to recommend approval of Amendment Number 4 to the full Council. Mayor Mark Allen, Washington Terrace, motioned to approve, and it was seconded by Commissioner Wade Bitner, Tooele County. The motion passes.

Information: Corridor Planning – The Wasatch Front Central Corridor [Recording 01:00:30]

Mayor McAdams commented that the Wasatch Front Corridor Study was recently completed. This refers to the I-15 and Frontrunner corridor that runs from Lehi to Bountiful. He said that this is the state's busiest travel way and biggest job center, so the study is important for those reasons. In addition, the effort provides some options worth noting for future corridor studies, an idea that is being explored by UDOT, WFRC, and other partners. Ted Knowlton, Wasatch Front Regional Council, discussed the joint effort of Mountainland Association of Governments, WFRC, UDOT, and UTA, with help from the Federal Highway Administration. The effort considered new ways of undertaking a corridor plan, and explored a variety of innovative potential solutions. Jeff Harris, UDOT, explained that currently there isn't a solid solution for the I-15 corridor because it is very challenging and it does defy the traditional approach to planning. Given that, during the last RTP update cycle it was decided on to take a step back and look at it differently. He explained that rather than beginning with the end in mind, they looked at the possibilities for the corridor. A slideshow was presented, and a discussion was held among the committee.

WFRC Funding Opportunities for Local Governments [Recording 01:28:37]

LaNiece Davenport, WFRC, said that WFRC has six funding programs that are all competitive, and all operate on an annual funding year. The idea is that WFRC wants to share these programs with the committee, ask that you look in to them, and reach out to any of the program managers if you have questions. The six programs include:

- Wasatch Front Economic Development District (WFEDD) – LaNiece Davenport
- Community Development Block Grant Small Cities Program (CDBG) – LaNiece Davenport
- Transportation and Land Use Connection (TLC) – Megan Townsend
- Surface Transportation Program (STP) – Ben Wuthrich
- Congestion Mitigation Air Quality (CMAQ) – Ben Wuthrich
- Transportation Alternatives Program (TAP) – Ben Wuthrich

A short presentation was given on each of the programs, and a discussion was held among the committee.

Air Quality Planning Update [Recording 01:39:27]

Bryce Bird, Utah Department of Environmental Quality, discussed key air quality issues that are affecting the Wasatch Front. Salt Lake, Davis, Weber, Box Elder and Tooele counties have been designated by EPA as a serious non-attainment area for PM 2.5 pollution. Work on the State

Implementation Plan (SIP) to reduce and control emissions to meet federal air quality standards for this is continuing. The Department of Air Quality is working with EPA to extend the December 2017 deadline for the PM 2.5 SIP.

He explained that EPA tightened the ozone standard in 2015 from 75 to 70 ppb. Based on observed ozone levels, many counties in the urbanized areas of Utah were recommended to EPA for non-attainment designation. EPA is scheduled to make those designation recommendations official by October 2017.

Other Business

There was none.

The next meeting of the Regional Growth Committee will be held on Thursday, October 12, 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: October 5, 2017
AGENDA ITEM: 4
SUBJECT: **Information:** Wasatch Choice 2050 Preferred Scenario
PREPARED BY: Ted Knowlton

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

At the RGC meeting, staff will ask for guidance on next steps toward the finalization of a "preferred scenario" for WC2050 – a voluntary blueprint for coordinated growth, infrastructure, economic development and open space. This will include an overview of key organizational elements of the preferred scenario. Detailed review of the preferred scenario will be conducted through preferred scenario workshops held in early 2018 (among other forums).

BACKGROUND:

Wasatch Choice 2050 seeks to provide enough geographic detail to be of value to local planning efforts, while also developing the key regional planning products of the 2019-2050 RTP, http://wfrf.org/new_wfrf/index.php/plans/regional-transportation-plan, and the 2018-2023 Comprehensive Economic Development Strategy. The effort aims to find solutions that are at the nexus of transportation, land use, and economic development planning: how can plans and strategies within these spheres work together to improve the region as outlined by the 10 WFRF regional goals:

http://www.wfrf.org/new_wfrf/index.php/regional-transportation-plan/future-plan/goals.

RECOMMENDATION:

This item is for information and discussion.

CONTACT PERSON:

Ted Knowlton (WFRF) (801) 363-4250 x1201 or ted@wfrf.org

DATE: October 5, 2017
AGENDA ITEM: 5
SUBJECT: **Information/Discussion:** 2019-2050 RTP Phasing Criteria and Amendment Considerations
PREPARED BY: Jory Johner

At the RGC meeting, staff will seek guidance from RGC on evaluation criteria that inform decisions on project phasing for the Regional Transportation Plan. The evaluation criteria will be for roads, transit, and active transportation, along with amendment technical considerations. Input is especially needed on weighting of evaluation criteria.

BACKGROUND:

In the process of preparing a Regional Transportation Plan, the following steps are followed:

1. System design – creating an effective vision – an effective 2050 scenario for the overall transportation/ land use system
2. Selecting transportation projects for inclusion in the plan
3. Phasing projects – prioritizing them into approximately 10-year bins
4. WFRC also occasionally receives requests for amendments to the plan
5. Implementation of the plan is then partially addressed through programming WFRC funds.

Each of these steps is informed by criteria. Criteria tie back to adopted Council goals for the region. In October 2016, Council adopted new goals for the region, the Wasatch Choice 2050.

At the RGC meeting, items #3 and #4 will be addressed. At a future RGC meeting, #5 will be addressed.

Draft criteria and considerations, including goals, evaluation measure, and scoring weighting have been reviewed and commented on by UDOT, UTA, and the local community planners at the Salt Lake County PlanTAC and the RGC Ogden-Layton TAC meetings. Attached is a summary of roadway, transit, active transportation, and amendment technical considerations. WFRC staff will utilize these evaluation criteria in the Spring of 2018.











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

ATTACHMENT: Phasing criteria overview and amendment technical considerations.

2019-2050 Proposed Measure	Roadway	Transit	Active Transportation	RTP Amendment	
<i>A cost-benefit analysis will be performed after all projects have been evaluated based on the phasing criteria and weighting. All projects will have two scores: benefit score (out of 100) and cost-benefit score.</i>	<i>Roadway projects are categorized in three scales based on the intent of the project. C: Within a community CR: Community to region RR: Region to region</i>			<i>RTP amendments are evaluated using two levels of technical considerations. Level 2: Not regionally significant and does not require air quality conformity analysis. Level 3: Regionally significant and must meet air quality conformity.</i>	
 Safe, user friendly streets	Safety improvements	Sidewalk connection to station or stop Bicycle connection to station or stop	Safety improvements Existing users	Roadway – Safety improvements Transit – Reported accidents Transit – Existing and planned first/last mile connections	
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 Manageable and reliable traffic conditions	Delay or vehicle hours traveled (VHT)	Street connectivity Travel time savings	Fills a gap or increases connectivity Multi-modal, trail, separated pathway consideration	Roadway – Change in vehicle hours of delay or vehicle hours traveled (VHT) Roadway – Increases connectivity	
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 Access to economic and educational opportunities	Job and education access (ATO) Strategic cluster and/or freight center connection Project on UDOT Freight Plan	Job and education access (ATO) Strategic cluster connection	Job and education access (ATO)	Roadway/Transit – Job and education access (ATO) Roadway/Transit – Strategic Cluster and/or freight center connection	
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 Fiscally responsible communities and infrastructure	Planning/environmental study Corridor being preserved Deficient bridge replacement Deficient pavement replacement	Planning/environmental study and/or corridor being preserved	<i>Considered in regional plan development</i>	Roadway/Transit – Planning/environmental study Roadway/Transit – Corridor being preserved	
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 Livable and healthy communities	Serves Wasatch Choice 2050 center Maintains desired community character	Serves Wasatch Choice 2050 center Population and employment density	Serves Wasatch Choice 2050 center Latent demand	Roadway/Transit – Serves Wasatch Choice 2050 center	
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 Quality transportation choices	Project promotes transit (phased together) Project promotes active transportation	Existing ridership Future ridership	Connection to transit Connection to bike share	Roadway – Supports multi-modal choices Transit – Existing and projected ridership	
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 Housing choices and affordable living expenses	Serves vulnerable communities	Serves vulnerable communities	Serves vulnerable communities	Roadway/Transit – Serves vulnerable communities	
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 Clean air	<i>Considered in regional plan development</i>	Emissions and cold starts avoided	<i>Considered in regional plan development</i>	Roadway/Transit – Air quality conformity	
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 Ample parks, open spaces, and recreational opportunities	<i>Screened in project selection</i>	<i>Screened in project selection</i>	<i>Screened in project selection</i>	<i>Reviewed in project pre-screening</i>	
 Sustainable environment, including water, agricultural, and other natural resources	<i>Screened in project selection</i>	<i>Screened in project selection</i>	<i>Screened in project selection</i>	<i>Reviewed in project pre-screening</i>	

DATE: October 5, 2017
AGENDA ITEM: 6
SUBJECT: **Action:** 2015-2040 RTP Amendments Number 5 release for public comment
PREPARED BY: Jory Johner

At the Regional Growth Committee (RGC) meeting, staff will present proposed Amendment Number 5 to the current 2015-2040 Regional Transportation Plan (RTP). The projects within this amendment were presented to their respective Technical Advisory Committees will be presented to their respective County Council of Governments. At the October 12, 2017 meeting, the RGC will be asked to release Amendment 5 for a 30-day public comment period.

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 eight requests from the Utah Transit Authority, Salt Lake County, Weber County, Cottonwood Heights, Harrisville, and Plain City to amend the 2015-2040 RTP. Three of the proposed amendments need to be included in the RTP because of requirements for local Weber County sale tax funding eligibility. The remaining five projects need to be included in Phase 1 or 2 of the 2015-2040 RTP because they are capacity projects. One of the amendments has received partial State funding and could utilize funding from the WFRC-administered Surface Transportation Program (STP) funds, two others are anticipating revenues from Utah State Correctional Facilities funding, and two project have yet to identify revenue sources.

PROCESS:

The WFRC staff has discussed each of the eight amendment requests with their respective sponsors, analyzed the scope of the project, potential technical considerations, and 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 and 2.

A formal public review and comment period for several of these amendment will take place for a minimum of 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 September 20, 2017. The RGC TACs recommended these projects to be released for public comment. The Regional Growth Committee will review all comments on January 18, 2018 and make a final recommendation to the Wasatch Front Regional Council for approval on January 25, 2018.

At the August RGC meeting, RGC explored additional information to help inform decisions on RTP amendments. A number of technical considerations have been developed for additional information on each amendment project. These technical considerations will be part of the review and screening for each project and the results will be presented to the RGC.

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:

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ATTACHMENT:

Amendment Number 5 Project Overviews

AMENDMENT NUMBER 5 PROJECT OVERVIEWS

PROJECTS SEEKING WEBER COUNTY SALES TAX FUNDING

HARRISVILLE CITY

1. New Construction on 1100 West

Cost: \$420,000

This request is for the new construction of a three-lane facility to connect existing streets located at 140 West and 140 East. If amended into the RTP, this project would provide a link between two arterial streets and help decrease the amount of traffic between existing residential neighborhoods. The new road would also provide access to Highway 89 on the west and Washington Boulevard on the east. This is a Phase 1 project.

PLAIN CITY

2. Operational Improvements on 3600 West

Cost: \$3.5 Million

This amendment request is for operational improvements to 3600 West from 2600 North to 1975 North. Improvements would provide added shoulders, a consistent cross-section with the existing roadway, safety improvements, improved access for adjoining properties, and a center turn lane at intersections. This is a Phase 1 project.

WEBER COUNTY

3. New Construction on Depot Drive

Cost: \$1.6 Million

This amendment request is for the new construction of Depot Drive from 12th Street to the Weber County Sheriff's Complex and Jail. This road will also provide a direct connection to the Weber Area Juvenile Justice Multi-Use Facility, which is currently under construction by the Utah Department of Facility and Construction Management. The project will redesign the intersection of 12th Street (SR-39) and Depot Road and will include a deceleration lane. This is a Phase 1 project.

PROJECT FUNDING SOURCES HAVE NOT BEEN IDENTIFIED

UTAH TRANSIT AUTHORITY

4. 5600 West Transit Line

Cost: \$22.6 Million – Roadside Improvements

\$11.9 Million – Buses

\$ 6.7 Million – Operating Costs

A recent environmental assessment, sponsored by UDOT and UTA, made specific recommendations that require an update to the existing 2015-2040 RTP. This request is to replace the Phase 1 Bus Rapid Transit on 5600 West, from 6200 South to 2700 South, with a Phase 1 Express Bus / Core Route. This service would start at the Old Bingham Highway Light Rail Station to the Salt Lake International Center, then to the Salt Lake International Airport, and finally to downtown Salt Lake City. Costs have been provided for needed roadside improvements, buses, and operating costs. This is a Phase 1 project.

SALT LAKE COUNTY

5. New Construction on 7200 West

Cost: ~\$100 Million

This amendment request is for the new construction of 7200 West from 700 North to State Route 201. The project is a three-lane facility with preservation of right-of-way for an eventual five-lane roadway. The extension of 7200 West to the north will provide

access to the new Utah State Correctional Facility and the Northwest Quadrant. To date, a funding source has not been identified. This is a Phase 2 project.

UTAH STATE CORRECTIONAL FACILITY FUNDING

SALT LAKE COUNTY

6. New Construction on 8000 West

Cost: \$15 Million

This amendment request is for the new construction of 8000 West from 1400 North to the northern frontage road of I-80. The project is a three-lane facility that would provide access to the new Utah State Correctional Facility. This is a Phase 1 project.

SALT LAKE COUNTY

7. New Construction on 700 North, 7200 West, and 1400 North

Cost: \$15 Million

This amendment request is for the following new three-lane facilities to provide access to the new Utah State Correctional Facility:

- 700 North from 5600 West to 7200 West
- 7200 West from 700 North to 1400 North
- 1400 North from 7200 West to 8000 West

These three improvements are all Phase 1 projects.

PROJECTS PARTIALLY FUNDED and SEEKING SURFACE TRANSPORTATION PROGRAM (STP) FUNDING

CITY OF COTTONWOOD HEIGHTS

8. Widening of Wasatch Boulevard

Cost: \$24 Million

This amendment request is for the widening of Wasatch Boulevard from two to four lanes between Bengal Boulevard to 9600 South. This improvement would allow for more efficient traffic circulation, especially between the mouths of Big and Little Cottonwood Canyons. The project would also help increase access to both the existing Knudsen Corners development and the proposed commercial and residential development planned at the gravel pit. The request is for this project to be moved from Phase 2 to Phase 1. Revenue for the northbound lanes has been secured with state funds with addition revenue potentially coming from STP funding.

DATE: October 4, 2017
AGENDA ITEM: 7
SUBJECT: Information: Point of the Mountain
PREPARED BY: Jon Larsen

BACKGROUND:

Updated on where EU is at and broader study

In the 2016, the State Legislature created the Point of the Mountain Commission to create a comprehensive vision for the Point of the Mountain area. Later that year, they hired the Envision Utah team to conduct that vision. A three-phase process we established. We are in the middle of Phase 2.

- Phase 1: Stakeholder input and public outreach to identify the existing assets, challenges, and opportunities in the Point of the Mountain region. This first phase included researching best practices utilized in tech centers across the world, and will include compiling demographic, real estate, financial, and infrastructure data.
- Phase 2: Scenario development and additional public and stakeholder outreach in order to determine which scenario best fits the region. This includes brainstorming workshops, cost and benefit evaluations, and the development of an overarching vision for the area.
- Phase 3: Developing a strategy for funding the implementation of the vision, breaking down the costs of implementing the vision and exploring public and private funding options for different aspects of the vision.

WFRC has been heavily involved throughout this process, in conjunction with MAG, UDOT, and UTA. Together, these transportation partners are working with the Commission and the Envision Utah team to ensure that the transportation vision reflects local needs and is integrated into the MPO and city transportation plans. As part of that effort, the transportation partners decided to augment our expertise by hiring the WSP consultant team to work with the partners and the Commission to provide technical support to develop initial transportation project details - and associated land use interactions - to inform the scenario and visioning process and enable quicker overall implementation.

RECOMMENDATION:

This item is for information and discussion.

CONTACT PERSON:

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