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Robert Grow Envision Utah

Evan Curtis State Planning Coordinator

Andrew Gruber Executive Director



REGIONAL GROWTH COMMITTEE AGENDA January 16, 2020

A meeting of the Regional Growth Committee will be held on **Thursday**, **January 16**, **2020 at 9:45 a.m. in the Wasatch Front Regional Council offices located at 41** North Rio Grande Street, Salt Lake City, Utah. The agenda will be as follows:

- Introductions and Consent Agenda (Tina Cannon, Vice-Chair)
 a. ACTION: Minutes of the RGC Meeting held October 10, 2019
 - Public Comment

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- Introduce the new Utah's Unified Transportation Plan 2019 to 2050
- Discuss long range planning objectives and initiatives for WFRC
- Consider modifications to Regional Transportation Plan (RTP) Amendment Process
- Legislative Preview

Other Business

- New Access to Opportunities WFRC web page:
 - https://wfrc.org/maps-data/access-to-opportunities/
- Next Meeting for RGC—March 19, 2020

8. VIDEO: Overview of Utah Open and Public Meetings Act

9. Adjournment

Upcoming Events:

•	Council Meeting at WFRC	January 23, 2020
•	Wasatch Front Economic Development District (WFEDD)	January 27, 2020
•	Legislative Session Begins	January 27, 2020
•	Active Transportation Committee	February 12, 2020
•	New Member Orientation	February 27, 2020

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

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DRAFT MINUTES

Of

The Regional Growth Committee

October 10, 2019

A meeting was held on Thursday, October 10, 2019 at the offices of the Wasatch Front Regional Council (WFRC), 41 North Rio Grande Street, in Salt Lake City, Utah. The following were present:

MEMBERS AND ALTERNATES	IN ATTENDANCE
Jeff Scott, Member (Box Elder County)	X
Len Arave, Member (Davis County)	X
Jim Talbot, Member (Davis County)	
John Pohlman, Alternate (Davis County)	
Tina Cannon, Member (Morgan County)	X
Jenny Wilson, Member (Salt Lake County)	X
Dawn Ramsey, Member (Salt Lake County)	X
Aimee Winder Newton, Member (Salt Lake County)	
Jim Riding, Member (Salt Lake County)	
Dave McCall, Member (Tooele County)	
Mark Allen, Member (Weber County)	X
Robert Dandoy, Member (Weber County)	Х
OTHER APPOINTED MEMBERS AND ALTERNATES	
Meghan Holbrook, Member, Utah Transportation Commission	
Dannie McConkie, Alternate, Utah Transportation Commission	
Beth Holbrook, Member, Utah Transit Authority Board	
Carlton Christensen, Alternate, Utah Transit Authority Board	
Erin Mendenhall, Member, Utah Air Quality Board	
Robert Grow, Member, Envision Utah	
Ari Bruening, Alternate, Envision Utah	Х
NON-VOTING MEMBERS AND ALTERNATES	
Teri Newell, Member, UDOT	X
Andrea Olson, Alternate, UDOT	X
Laura Hanson, UTA	
Levi Roberts, Alternate, UTA	
Bryce Bird, Air Quality Board	
Ivan Marrero, FHWA-Utah Division	
Steve Call, Alternate, FHWA-Utah Division	
Gary Uresk, Utah League of Cities and Townes	X
Jenny Rees, Mayor, Mountainland Association of Governments	X
WFRC APPOINTMENTS FROM OTHER ORGANIZATIONS	
Brian Wilkinson, Utah Urban Lands Institute	
Evan Curtis, GOMB	Х
Abby Osborne, Utah Transportation Coalition	
Reid Ewing, University of Utah	Х

OTHER ATTENDEES PRESENT:

Richard Brockmyer, UDOT; Roger Borgenicht, UBET; Linda Johnson; Helen Peters, S.L. County; Eric Biggart, S.L. County; Travis Jensen, WCEC Engineers; Andy Hulka, Cottonwood Heights; Shane Pace, Farmington City; Steve Call, FHWA; Tiffany Pocock, UDOT; Ben Huot, UDOT; Kerry Doane, UTA; Neda Kiani

WFRC Staff Present: Julie Bjornstad, Scott Festin, Katie Gerard-Nelson, Bert Granberg, Andrew Gruber, Ned Hacker, Scott Hess, Jory Johner, Ted Knowlton, Nikki Navio, Mary Pratt, Nicole Proulx, and Megan Townsend

1. Introductions and Consent Agenda. The meeting was called to order at 9:55 a.m. by Chair Mayor Dawn Ramsey. Guests were welcomed and roundtable introductions were made.

a. **ACTION: Minutes of the RGC meeting held August 15, 2019 [Recording 00:00:06]**. Chair Ramsey entertained a motion to accept the minutes of the previous meeting.

A motion was made by Councilmember Tina Cannon, and seconded by Mayor Jenny Wilson, that the Minutes of August 15, 2019 be approved with no changes. Motion passed unanimously.

2. Public Comment [Recording 00:03:55]. Time was opened for comment; there were none

3. Wasatch Choice Vision 2050 Implementation Update [Recording 00:04:22]. With the recent adoption of the Wasatch Choice Vision by RGC, key centers will be developed regionwide. The WC Vision outlines where those centers will be located, based on local input. It also outlines future transportation projects. Ten implementation workshops, which began in September, are currently being conducted by WFRC, partnered with ULCT, UDOT and UTA. Communities are asked to share their challenges and opportunities, and funding and data needs as they implement the Vision. WFRC is comparing how each city varies.

Julie Bjornstad, WFRC, is providing data to local communities as they begin implementation on their general plans, with the creation of the "State of the Centers Report" by means of key indicators. After the workshops are completed, city-specific information with maps and detailed analysis about open space will be posted on <u>www.wfrc.org</u> under "Maps & Data."

Ted Knowlton, WFRC, mentioned Senate Bill 34. Any community with a population of over 5,000 needs to update their moderate-income housing plan. As information is compiled, they can be compared to other communities. Mayor Ramsay stressed the importance of participation at the workshops and coordination between communities, as the Vision is shared by everyone.

a. and **b.** Measuring Progress and TLC efforts to provide assistance. Megan Townsend, WFRC, is offering technical assistance and resources through the Transportation and Land Use Connection Program (TLC). This is available to help communities implement plans for the Vision. WFRC is receiving letters of intent for Y2020 and reviewing those letters with its partners. Ms. Townsend provided data analyses and explained how progress is measured. Since its inception six years ago, TLC has funded 79 projects and is moving on to another year.

In measuring the progress of TLC, 30 small area plans were funded through the program, with 93% located in a Wasatch Choice 2050 Center. Ms. Townsend explained the impact of increasing plans for active transportation and measuring the implementation: 42 of the 62 communities in the Wasatch Front area have been completed or are in the process of completing an active transportation plan; 26 of those community projects were directly funded by TLC. That computes to 68% of the region. She also outlined tracking of all eight small area projects: (1) <u>Transportation Choice</u>. All have a major transit investment corridor within its boundaries of regional access points; (2) <u>Land Efficiency</u>. From 2012 to 2018, the eight small areas absorbed over 5,200,000 square feet of development, an increase of 36 percent; (3) <u>Market Growth</u>. During that time, they increased in market value by 64 percent. Ms. Townsend is inviting any feedback to ensure that the metrics reflect city plans. Ted Knowlton, WFRC, reiterated that this is all generated and driven by local government.

c. MPO Transportation Funding for Livable Communities: A Review of National MPO Programs [Recording 00:23:05]. Dr. Reid Ewing, University of Utah, conducted a nationwide survey of TLC programs with his students, and presented their findings. Dr. Ewing introduced his doctoral student, Neda Kiani, who gave an overview of similar programs like TLC from around the country. In 2018, students had contacted all metropolitan planning organizations (MPOs) and reported how funds are spent at various levels of service. Of the 402 MPOs contacted, 27 responded and indicated they have a TLC program; 65 said they did not. A second survey was created to include those MPOs who do not have TLC programs. Most surveyed don't use formal metrics to measure their success after receiving a grant, but most use project selection criteria. Results from those two surveys show 60 percent were not familiar with TLC at all. Ms. Kiani pointed out there is a lack of coordination between MPOs and local governments, and indicated that TLC from WFRC fills in gaps. Specifically, MPO

funds and oversees regional transportation planning; and local governments fund land use planning. Nationally, there is a growing trend for promoting livable communities; and each program has its own goals, most commonly to increase travel options. Recommendations include considering why and how to track impact; and measure what matters.

Professor Ewing recommends that capital funding follow planning and technical assistance; so that precedes infrastructure and investment. Andrew Gruber, WFRC, remarked that TLC which emerged from this committee has expanded into state-funded programs like TLC, including monies appropriated to UDOT. He stated that capital investment serves the broader goals that tie in to other programs.

Dr. Ewing is offering to share with the committee ten fairly detailed case studies that include WFRC and the University of Utah. He will also share a final report on their national survey as presented today that will include charts and more narrative.

4. New State Transportation Funding Prioritization Criteria (Capacity Fund Decision Making) [Recording 00:39:29]. Chair Ramsay reminded the Committee that it guides the long-range planning process. After the Unified Transportation Plan is developed, UDOT prioritizes which projects get funded first during Phase 1. The state funding level is close to \$700 million annually, which will be affected by recent legislative changes.

Richard Brockmyer, UDOT, gave an overview of a newly adopted set of criteria that will affect the prioritization of state transportation funding. A prioritization process was written by the Utah Transportation Commission with input from UDOT, WFRC and other state Metropolitan Planning Organizations. This will guide the decision-making for two capacity programs: Transportation Investment Fund (TIF) and Transit Transportation Investment Fund (TTIF). Senate Bills 34, 72 and 136 may affect funding and recommendations, and requires a written update since 2005 that UDOT will revise annually.

UDOT is working under U-Vision, developed collaboratively with focus on improving and maintaining quality of life for a multimodal framework. Mr. Brockmyer discussed the framework across four models that need to be evaluated and reviewed annually. It is anticipated that this will be changed over time and ultimately is up to the Transportation Commission which uses this as a tool and resource.

With the need for further discussion, Ted Knowlton invited committee members to stay after the meeting to talk about concerns and next steps. Information can be found at http://udot.utah.gov/go/projectprioritizationprocess.

5. Exploring Road Usage Charges in Utah (RUC) [Recording 01:08:40]. This is a continued conversation from the last RGC meeting. Tiffany Pocock, UDOT, presented today. Teri Newell, Deputy Director from UDOT was also present. In response to legislative recommendations, UDOT will launch a pilot program for road usage charges of electric and hybrid vehicle owners (2 percent of fleet in Utah). Currently owners pay a flat fee during their annual registration, which is used to compensate for not paying as much fuel tax as drivers of conventional vehicles. These annual fees help pay for operations and maintenance of Utah's roads. With the pilot program that will become effective on January 1, 2020, drivers of electric, plug-in and hybrids will have the option to pay road usage charges in lieu of flat fees with enrollments online. Ms. Pocock indicated that unique to Utah is the direct access to the DMV database to determine eligibility and capture odometer measures with capped miles. UDOT is also working with a commercial account manager to ensure privacy issues.

Projection charts show a rapid growth of fuel-alternative cars each year. In future years, the RUC program may become a potential replacement to the fuel tax for all vehicles in Utah. Implementing tolling fees in the future was also discussed.

RGC discussed the broader implications of moving to a user-fee based model of paying for maintenance. Mayor Wilson suggested that this presents the idea of our roads as a marketplace, and could be a barrier to put/keep people in electric cars. However, it is a voluntary program.

6. Other Business [Recording 01:01:27]. The next RGC meeting is scheduled for January 16, 2020. As RGC Goals are being set for the new year with a regular theme to help guide cities as the steering committee for the Wasatch Choice Plan. Chair Ramsay said topics to address will be ideas relative to the new plan.

Nikki Navio (present), and Lauren Victor (not present) were introduced and announced as new transportation planners for WFRC by Andrew Gruber.

Mr. Knowlton reminded participants that presentations can be found online and will also be published.

Upcoming Events:

- Wasatch Choice Implementation Workshops through end of October 2019
- UDOT Annual Conference November 5-7, 2019
- UAC Annual Conference November 14-15, 2019

7. ACTION: Adjournment [Recording 01:01:34]. Chair Ramsey entertained a motion to close the meeting.

A motion was made by Mayor Jenny Wilson and seconded by Commissioner Tina Cannon that the meeting adjourn. Motion carried unanimously. The meeting adjourned at 11:30 a.m.

mep

A recording of this meeting, agenda, and presentations may be found at <u>www.wfrc.org</u> under Committees, Regional Growth Committee, 2019 meetings.

DATE:January 9, 2020AGENDA ITEM:3SUBJECT:Overview of the new Utah's Unified Transportation Plan 2019 to 2050PREPARED BY:Ted Knowlton

The 2019-2050 Utah's Unified Transportation Plan was recently finalized in late 2019 and key staff from WFRC, UDOT, and UTA will provide an overview of the plan's content, "what's new", and new or emerging challenges for transportation in Utah.

BACKGROUND:

WFRC, together with all of Utah's state or regional transportation agencies (UDOT, UTA, Mountainland AOG, Cache MPO and Dixie MPO) worked together to develop the Unified Transportation Plan. Each agency used shared growth projections, time horizons, goals and performance measures, and financial assumptions to assemble complementary plans that integrate seamlessly to become the Unified Plan. This approach to creating a statewide unified plan is unique in the nation and has been nationally recognized as state-of-the practice.

The Unified Plan is presented through <u>utahunifiedplan.org</u> which features financial assumptions, projected outcomes, an interactive map and that includes all project details of the Plan.

RECOMMENDATION:

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

CONTACT PERSON:

Ted Knowlton (801) 363-4250, ext. 1201; ted@wfrc.org

DATE:January 9, 2020AGENDA ITEM:4SUBJECT:Discuss long range planning objectives and initiatives for WFRCPREPARED BY:Ted Knowlton

At the January meeting RGC will discuss key objectives and initiatives to address over the next few years -- through WFRC working in collaboration with member local governments and partner organizations.

WFRC has heard preliminarily from you that over the next few years we should

1) focus on implementation aspects of the Wasatch Choice 2050 Vision and

2) address new and emerging technologies, external forces, and the uncertainty of the future in our plans.

Staff will present an initial framework to address these objectives and then open the conversation to receive guidance from RGC:

- On what do you think we all should focus upon in long range planning?
- Is the process staff has introduced appropriate for the stakeholders that are affected and/or will implement plan outcomes?
- How should local governments be involved over the next few years?

Answers to these questions will be used to finalize a scope of work for long range planning at WFRC over the next few years.

BACKGROUND:

RGC is the steering committee for the long-range planning activities that WFRC undertakes. Two of the key efforts RGC has recently steered include the Wasatch Choice 2050 Vision and the 2019-2050 Regional Transportation Plan (RTP).

The Wasatch Choice Vision is our region's shared blueprint for transportation and related land use and economic development. It provides a framework for actions at the regional and local level from now to 2050. Wasatch Choice was developed through a grassroots process built on input from local governments, facilitated by WFRC, with engagement by many partners including UDOT, UTA, the Utah League of Cities and Towns, and the Utah Association of Counties.

The Wasatch Choice vision is in turn the foundation for the 2019-2050 RTP. The RTP is the region's formal plan for regional transportation investments.

RECOMMENDATION:

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

CONTACT PERSON:

Ted Knowlton (801) 363-4250, ext. 1201; <u>ted@wfrc.org</u>

DATE:	January 9, 2020
AGENDA ITEM:	5
SUBJECT:	Consider modifications to Regional Transportation Plan Amendment
	Process
PREPARED BY:	Jory Johner

At the January 19th Regional Growth Committee (RGC) meeting, the Wasatch Front Regional Council (WFRC) staff will review the current Regional Transportation Plan (RTP) amendment process, discuss potential changes to the process, and ask for considerations from the RGC. Staff will then bring proposed changes to the RGC and the Wasatch Front Regional Council (WFRC) in March 2020 for consideration and approval.

BACKGROUND:

Every four years WFRC prepares and adopts RTP to identify and implement needed transportation improvements. WFRC adopted the current RTP in May 2019. While the RTP receives considerable review before being formally adopted, the identification of new funding sources, the determination of the final environmental impact statements, the rapid development of certain projects, requirements of different funding sources, changes of project prioritization, or newly identified projects and needs may warrant a change to the RTP.

WFRC follows a process to amend the RTP, which varies based on the significance and impact of the proposed change. The current RTP amendment process was last adopted by WFRC in March 2016. In October 2017, WFRC staff brought RTP amendment technical considerations to the RGC for approval paired up to the Wasatch Choice 2050 Vision Goals.

WFRC staff would like to review the current amendment process to explore streamlining and simplification while also striving for the same level of rigorous technical review and WFRC Council oversight that underpins the RTP itself.

The current RTP amendment process, flow chart, and technical considerations are included in the exhibits to review prior to the meeting.

RECOMMENDATION:

None

CONTACT PERSON:

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

EXHIBIT:

Final RTP Amendment Process Final RTP Amendment Process Flow Chart Final RTP Amendment Technical Considerations

REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS

(Proposed to be adopted by the Wasatch Front Regional Council, March 24, 2016)

The establishment of a process to address periodic requests to revise the Wasatch Front Regional Transportation Plan (RTP) will help reduce the time needed to review and determine whether or not an amendment should be made. There are three general sources for RTP amendment requests: (1) local request from city or county elected officials that usually involve collector roads or minor arterials that officials would like to have either partially or fully funded; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, UDOT, and UTA that require an amendment to the RTP for specific projects or the phasing of existing projects.

Some minor modifications can be made by the WFRC staff without action by the Regional Council. Others do not require a new conformity finding but do need an opportunity for public review and comment. Finally, some changes are significant enough to require a new air quality conformity finding and a full 30-day public comment period before Regional Council approval. These three levels of amendments are described below.

I. Level 1 - Staff Modification

These types of amendments are minor in nature and would require only a change, clarification, or correction in the RTP document wording, mapping, and project information. These types of amendments would include:

- a. any change to the existing RTP functional classification map
- b. any change in the classification or alignment of a bicycle route
- c. any change or clarification needed of the RTP's project description
- d. any change of right-of-way width consistent with local general plans

Level 1 - Process

These types of RTP amendments would be reviewed by WFRC staff members and a recommendation made. If staff feels that a change is warranted, the amendment could be implemented without additional process beyond that listed below. Level 1 - Staff Modification amendments would require approval by the WFRC Executive Director and use the following procedure:

- a. complete documentation of the change
- b. only those entities affected by this type of amendment would be notified of the change
- c. update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

II. Level 2 - Board Modification For Non-Regionally Significant Projects

These types of RTP modifications would involve a change in the scope, alignment, or phasing of a non-regionally significant project, including minor arterial or collector facilities. For transit purposes, a Level 2 amendment would be necessary for any change or modification in scope, alignment, or phasing of any project other than a fixed guideway facility. These types of amendments may include the following:

- a. a request as part of an amendment to the Transportation Improvement Program (TIP)
- b. any change or modification to an existing non-regionally significant highway project in the RTP, such as recommended number of lanes, alignment, length of project, etc.
- c. any change or modification to an existing non-regionally significant transit project in the RTP, other than a fixed guideway facility
- d. any change in the recommended phasing of a non-regionally significant transportation project, such as moving a project from Phase 2 or 3 to Phase 1

e. the addition of any non-regionally significant transportation project to the RTP

Level 2 - Process

These types of RTP modifications would be reviewed by WFRC staff, sponsoring local community planners, engineers, and/or elected officials, Technical Advisory Committees (TACs), County Council of Governments (COGs), the Regional Growth Committee (RGC), and the general public. The WFRC can delegate approval of these modifications to the RGC except for the addition of non-regionally significant projects. The approval of Level 2 amendments would require the following procedure:

- a. WFRC staff review and coordination with sponsoring agency representatives planners, engineers, and/or elected officials
- b. WFRC staff financial constraint analysis in coordination with sponsoring agency
- c. review and recommendation made by the appropriate RGC Technical Advisory Committee
- d. review and recommendation made by the Regional Growth Committee for public comment
- e. 30-day public comment would be invited on the WFRC website and a staff report provided to the appropriate County Council of Governments (COGs)
- f. a written staff response within 30-days to all public comments received
- g. review and recommendation made by the Regional Growth Committee (if additional significant modifications are necessary as a result of the comment period, then a new 30-day comment period would be warranted per step d.)
- h. review and approval by the Wasatch Front Regional Council
- i. only those entities affected by this type of amendment would be notified of the change
- j. update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

III. Level 3 - Full Amendment For Regionally Significant Projects

These types of RTP amendments would involve any change or modification to a regionally significant project as defined by either the RTP or through interagency consultation. The RTP defines a project to be regionally significant if it serves regional transportation needs, such as access to or from areas outside of the region, major activity centers, major planned developments, or transportation terminals. Included as regionally significant projects would be projects on principal arterial highways and fixed guideway transit facilities that offer an alternative to regional highway travel. The WFRC has also identified several minor arterial streets which are considered regionally significant project could also be determined by interagency consultation. A regionally significant project could also be determined by interagency consultation or based on the results and analysis provided by the WFRC travel model. This level of RTP amendment would also require a new air quality conformity determination and may require evaluation of WFRC's Congestion Management Process. Level 3 amendments may include all of the following circumstances:

- a. a request as part of an amendment to the Transportation Improvement Program (TIP)
- b. any change or modification in the description of a regionally significant transportation project, such as recommended number of lanes, alignment, length of the project, adding or deleting Phase1 projects, etc.
- c. a significant change in the location, type, or size of a fixed guideway transit facility or stop
- d. any change in the recommended phasing of a regionally significant transportation project, such as moving a project from Phase 2 or 3 to Phase 1
- e. the addition of any regionally significant transportation project to the RTP

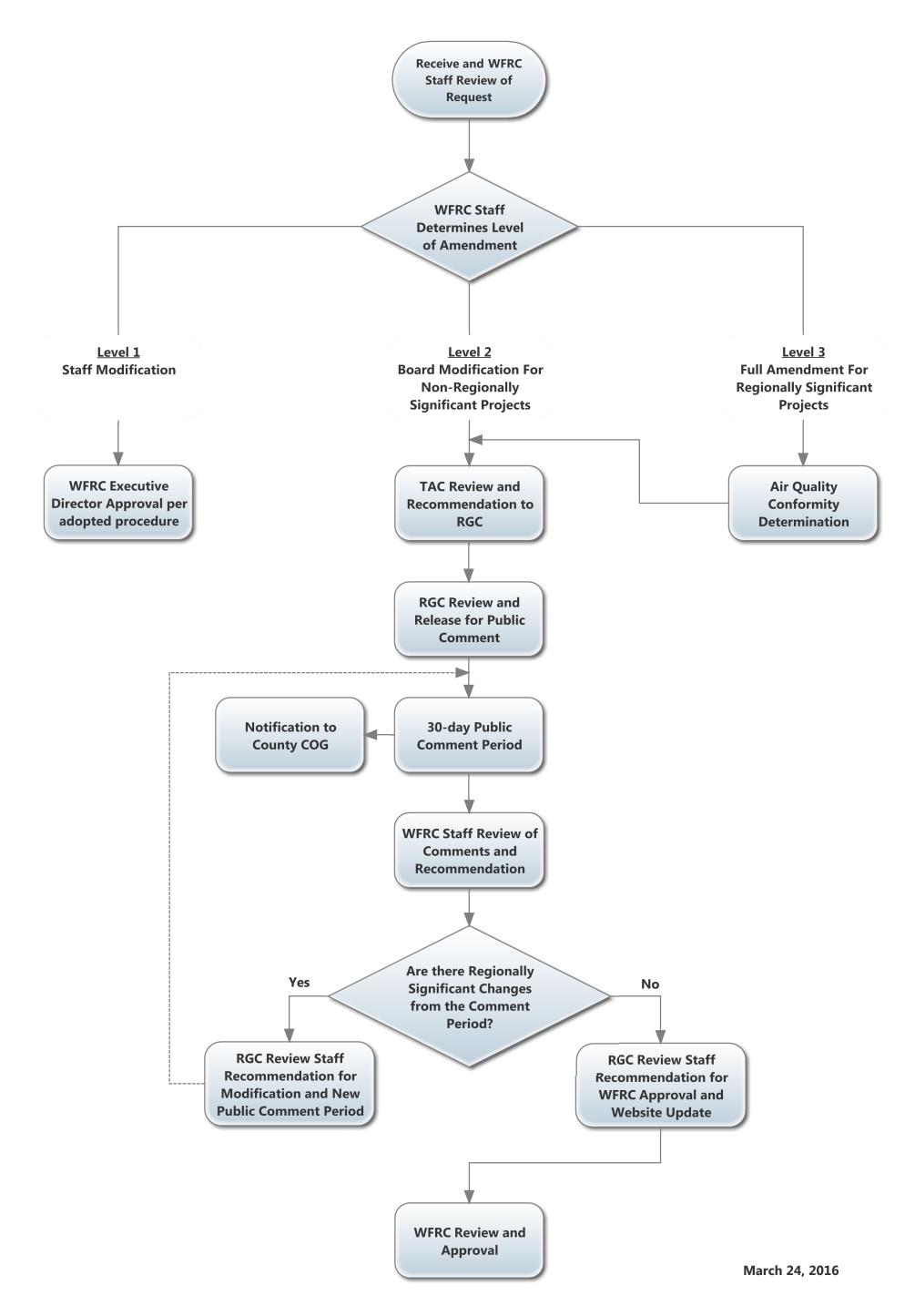
Level 3 - Process

These types of RTP amendment would be reviewed by city planners, elected officials, the TACs, the COGs, the RGC, and the Wasatch Front Regional Council. The approval of Level 3 amendments would require the following procedures:

a. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials

- b. WFRC staff financial constraint analysis in coordination with sponsoring agency
- c. a new air quality conformity determination as per current modeling procedures
- d. review and recommendation made by the appropriate RGC Technical Advisory Committee
- e. review and recommendation made by the Regional Growth Committee for public comment
- f. 30-day public comment would be invited on the WFRC website and a staff report provided to the appropriate County Council of Governments (COGs)
- g. a written staff response within 30-days to all public comments received
- h. review and recommendation made by the Regional Growth Committee (if additional significant modifications are necessary as a result of the comment period, then a new 30-day comment period would be warranted per step d.)
- i. review and approval by the Wasatch Front Regional Council
- j. only those entities affected by this type of amendment would be notified of the change
- k. update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS



RTP AMENDMENT TECHNICAL CONSIDERATIONS



PROCESS AND SCREENING

- 1. Review each project and determine the level of amendment needed as per the Regional Transportation Plan Amendment Process adopted by the WFRC on March 24, 2016
- 2. Determine which of the following requirements are applicable for each project Data Requirements (Required information from project sponsor)
 - a) Type of project (capacity improvement, operational improvement, etc.)
 - b) Type of functional classification and regional significance
 - c) Cost of project
 - d) Length of project
 - e) Sponsor identified issues and benefits
 - f) Project phase requested
 - g) Requested or secured funding source (corridor preservation request, sales tax revenue, TIF, STP, etc.)

Pre-Screening Requirements (Reviewed with project sponsor prior to "Goal Oriented Technical Considerations for RTP Amendments" below)

- h) Assess impacts on existing or planned road, transit, or active transportation facilities
- i) Assess any impacts to community character
- j) Supports environmental sustainability
- k) Supports access to parks, open space, and recreation

Review Public Comments

- I) Review any public comments for amendment projects
- Level 1: Projects exempt from the following Technical Considerations
- Level 2: Projects are evaluated using only the Technical Consideration indicated by
- Level 3: Projects are evaluated using all of the following Technical Considerations

GOAL ORIENTED TECHNICAL CONSIDERATIONS FOR RTP AMENDEMENTS

Safe, user-friendly streets Mitigates safety issues Technical Considerations Roadway – UDOT's safety index average or actual number of fatalities and serious injuries Transit – Reported bus and fixed guideway crashes Transit – Existing and planned first and last mile connections to stations or stops

Manageable and reliable traffic conditions		
	Improves traffic conditions through management and reliability	
Technical Considerations	 Roadway – Change in vehicle hours of delay from existing traffic conditions or Vehicle Hours Traveled (VHT) Roadway – Increases connectivity 	



	Fiscally efficient communities and infrastructure		
盦\$		Project Readiness	
	Technical Considerations	 Roadway / Transit - Is part of a planning or environmental study Roadway / Transit - Efforts underway to preserve the project's corridor 	
	Livable and healthy communities		
		Supports the Wasatch Choice for 2050	
	Technical Considerations	 Roadway / Transit - Provides improved access to urban, town, or job centers (as per GIS outputs and map review) 	
	Access to economic and educational opportunities		
*		Improves access to job and educational opportunities	
711	Technical Considerations	 Roadway / Transit – Connection to strategic clusters, freight centers, or on freight plan Roadway / Transit – Access to jobs and educational centers ("Access To Opportunity" as per modeling outputs) 	
	Quality transportation choices		
÷		Supports transportation choices	
" A A A	Technical Considerations	 Roadway – Supports multimodal choices (transit, bicycle, and pedestrian) Transit – Existing and projected ridership 	
	Clean air		
		Supports on-going efforts to maintain air quality standards	
	Technical Considerations	 Roadway / Transit – Separate process (i.e. air quality modeling and conformity determination on a regional level for Level 3 projects) 	
	Housing choices and affordable	living	
		Provide housing for people in all life stages and incomes	



Technical

1. Roadway / Transit - Serves or does not adversely impact (roadway) Considerations identified vulnerable communities (low income, minority, or zero car households) and / or areas with concentrated elderly populations





Ample parks, open spaces, and recreational opportunities

Technical Considerations Determined in project pre-screening



A sustainable environment including water, agriculture, and other natural resources

Technical Considerations Determined in project pre-screening



DATE:	January 9, 2020
AGENDA ITEM:	6
SUBJECT:	Legislative Preview
PREPARED BY:	LaNiece Davenport

WFRC staff and partners will provide Regional Growth Committee members with an overview of local government election results for the Wasatch Front region, an update on tax reform (SB2001) and its impact on transportation and local government, and offer a legislative preview for the legislative session that starts January 27.

RECOMMENDATION:

No action needed

CONTACT PERSON:

LaNiece Davenport (WFRC) (801) 363-4250 ext. 1136, <u>ldavenport@wfrc.org</u>

EXHIBIT: N/A