

Ogden - Layton RGC TAC
Regional Growth Committee | Technical Advisory Committee
July 31, 2024

Virtual Meeting
2:00 PM - 3:30 PM
Meeting Summary

Agenda Item	Discussion	Action
<p>Introductions and Consent Agenda</p> <p>Ogden, Barton Brierley, City Planning Manager</p>	<p>Barton Brierley, Ogden City Planning Manager, introduced the meeting and welcomed the attendees. O-L RGC TAC was held virtually via Zoom.</p>	<p>None Required</p>
<p>Meeting Summary April 17th, 2024 Minutes</p> <p>Ogden, Barton Brierley, City Planning Manager</p>	<p>Barton Bierley, Ogden City Planning Manager, called for a motion to approve the April 17, 2024 summary. Ali Avery motioned to approve and Steve Parkinson seconded the motion. No objection to the minutes as provided, summaries were unanimously approved.</p>	<p>Approved</p>
<p>Local Community Highlight - North Ogden</p> <p>North Ogden, Scott Hess</p>	<p>Scott Hess, Planning Director, gave an overview of planning efforts in North Ogden.</p> <ul style="list-style-type: none"> ● North Ogden considers themselves to primarily be a destination city. With no off ramps from I-15 going directly into the city and no fixed guideway transit, North Ogden visitors are generally there for one reason or another. ● Currently population is around 22k, population and build projections will put that number at around 40k. ● Has multiple unincorporated "islands." North Ogden is not very active in annexing these islands but it will annex islands on request. ● Second highest median income in Weber County. ● Current Projects: <ul style="list-style-type: none"> ○ Active Transportation and Wayfinding Plan a \$90k project focusing on connecting the community east/west, and north/south. There are some regional connections in the plan as well. Wayfinding signs will have distances, times, and directions to different locations. 	<p>None Required</p>

	<ul style="list-style-type: none"> ○ North Ogden South Town Commercial Area Plan focused in the Old Town area of North Ogden. This area represents a great redevelopment area for North Ogden. Some ideas include creating a festival street and day lighting Cold Creek. ○ Both of these plans will hopefully be adopted in late August 2024. ○ North Ogden has also received funding for transportation alternatives at several locations along their canal system. The focus of this project will be to improve trail crossings in key areas. ○ In 2022 North Ogden adopted a new future land use and they are currently working on the general plan. ○ North Ogden’s housing market has a variance in housing prices. 90 active listings include homes from \$265k to \$2.2M. ○ Other notable projects include new construction and updates to North Ogden’s Public Safety building and Water Works Park. <p>For any questions, please reach out to Scott Hess at shess@nogden.org.</p>	
<p>2023-2050 RTP: Amendment 2</p> <p>WFRC, Jory Johner, Long Range Planning Director</p>	<p>Jory Johner, WFRCs Long Range Planning Director, gives an overview of all projects in Amendment #2 to the 2023-2050 RTP. After reviewing the new and updated projects, Jory Johner called for a motion for the RGC TAC members to recommend that the RGC approve the Level 2 - Board modifications within Amendment #2. The Level 1 - Staff modifications were approved on July 30, 2024 by the WFRC Executive Director in consultations with the RGC Chair and Vice-chair.</p> <p>What is the RTP?</p> <ul style="list-style-type: none"> ● The RTP (Regional Transportation Plan) is the long range transportation plan for the Wasatch Front area. ● It has a financial plan and is fiscally constrained 	<p>Approved</p>

- It conforms to controls, goals, and budgets for on-road, mobile sources and ties into the plans for the Wasatch Choice Vision.
- The RTP is divided into three phases, each about a decade long, which identify when projects are needed and when funding is available.
- The RTP is the starting place for projects to move forward in the prioritization of federal, state, and local funds.

RTP Amendment Process

- Periodically adjustments are needed during the planning cycle. These adjustments can be tied to items such as funding availability, changing needs, updated timelines and land use.
- The amendment process maintains the same rigor as the planning process. Including review of financial constraints, public input, and air quality conformity.
- The amendment process for each of the three amendment levels were outlined with details including how the projects gets approved, required comment periods, and air quality determination requirements.
 - Level 1 - Staff Modifications are reviewed with the Chair and Vice-chair of RGC and then approved by WFRC's Executive Director.
 - Level 2 - Board Modifications are reviewed by the RGC TACs and RGC and then approved during the RGC board meeting.
 - Level 3 - Full Amendments include a new air quality conformity memo, 30-day public comment period, review by the RGC TACs and RGC, and final approval by the Regional Council.
- All projects are reviewed by the Interagency Consultation Team and the financial constraints are reviewed by the FHWA.

Jory Johner reviewed project requests in Amendment #2 to the 2023-2050 RTP. Level 1 and 2 projects can be viewed [here](#).

Technical Considerations for Level 2 Projects

- Per the RTP Amendment process, there are a set of technical considerations used which tie into the RTP and Wasatch Choice Vision goals.
- The level 2 projects in this amendment will provide safer transportation environments and more connectivity by increasing active transportation networks across barriers like railroads and highways, and improve access to parks, centers and industrial areas. These projects also reduce time traveling in a vehicle as well increase reliability.

Barton Brierley calls for RGC TAC members to make a motion to approve Amendment #2 to the 2023-2050 RTP.

- Brand McIlrath from Clearfield City states, "I make a motion to recommend that the Regional Growth Committee review and approve the Level 2 Board Modifications for Amendment 2 to the 2023-2050 RTP." Steve Parkison from Roy City seconds this motion. The RGC unanimously recommended approval of Amendment #2 to the 2023-2050 RTP.

Parting Notes

- On August 15, WFRC staff will ask the RGC to approve the Level 2 - Board Modifications within Amendment #2 based on the recommendation from the RGC TAC.

For any questions, please reach out to Jory Johner at jjohner@wfr.org.

<p style="text-align: center;">2027-2055 RTP: Scenario Testing</p> <p>WFRC, Chay Mosqueda, Long Range Planner</p>	<p>Chay Mosqueda in conjunction with Hugh Van Wagenen and Lauren Victor, WFRC Long Range Planners, give an overview of the 2027-2055 RTP scenario testing process.</p> <p>The RTP includes many steps before it is completed. One of the first steps is to run scenario testing to explore different transportation options which will improve our transportation systems.</p> <p>WFRC looks at projects that meet technical considerations but also at projects that are more aspirational and visionary during this testing phase of the RTP. The focus during the testing period is to look at transportation choices, optimization and enhancements of current systems as well as finding ways to create local and regional connectivity.</p> <p>The strategy testing process started in the summer of 2024 and will continue until a draft of the preferred scenario is completed in Spring of 2025.</p> <p>Chay Mosqueda explained the current roadway scenarios being reviewed:</p> <ul style="list-style-type: none"> ● Freeway optimization and enhancements: Aim to reduce VMT/VHT by utilizing different congestion management techniques. ● Local Connectivity: Creating new local connections and alternate routes to provide more access to opportunities and to cross barriers like highways and canals. <p>Lauren Victor explained the transit scenarios:</p> <ul style="list-style-type: none"> ● Fixed-guideway networks such as bus rapid transit, street cars, and light rail enhancements. ● An extensive bus network with high frequency core routes and more routes spread throughout the region in conjunction with different land uses. 	<p style="text-align: center;">None Required</p>
--	--	--

Hugh Van Wagenen explained the active transportation scenarios:

- The Beehive Bikeways initiative to create a network of high-quality, in-town trails that connect Wasatch Choice city and town centers. WFRC will be testing how this network will change bicycle trips across the region compared to the 2023-2050 RTP.
- Testing this scenario will help with understanding the impact of connecting Wasatch Choice centers via high-quality bicycle facilities with a goal of enabling more people to travel by bike more often.

Looking ahead, WFRC will continue to perform multiple iterations on the scenarios through testing and data analysis gathered from the bike model and travel demand model as well as getting input from local communities and transportation partners. In 2025 the WFRC Long Range Planning team will draft a preferred scenario and a needs based and fiscally constrained plan in 2026 before the final adoption in 2027.

Things to consider:

- What does your community want?
- What does your community need?
- What kinds of projects are you interested in testing?
- What big ideas that are rooted in reality do you have?
- Does the future land use match or support these needs and wants?

WFRC looks forward to hearing your ideas at the WFRC Fall Workshops in October and November.

Please fill out our [Strategy Testing comment form](#) with your ideas.

For any questions, please reach out to the Long Range Planning team members at longrange@wfr.org or for

	<p>specific questions to each mode you can reach team members at chay@wfr.org for roadways, lauren@wfr.org for transit, and hugh@wfr.org for active transportation.</p>	
<p>WFRC Fall Workshops</p> <p>WFRC, Jory Johner, Long Range Planning Director</p>	<p>WFRC will be holding Wasatch Choice Vision Fall workshops. This year there will be eight workshops focusing on sub-areas across the region. This year we will be asking a new question, what are the things we can strive to achieve that we might not be ready to commit to. What are the big ideas and visions your communities have? What's the next thing we are going to strive to achieve? WFRC looks forward to discussing these ideas with you in your areas on the dates below.</p> <p>Box Elder County: October 16th, 4:00-6:00 PM</p> <p>Northern Weber County: October 23rd, 4:00-6:00 PM</p> <p>Southern Weber County: October 30th, 4:00-6:00 PM</p> <p>Northern Davis County: November 13th, 4:00-6:00 PM</p> <p>Southern Davis County: October 21st, 4:00-6:00 PM</p> <p>For any questions or if you have not received an invite, please reach out to Jory Johner at jjohner@wfr.org and Jordon Chandler at jordon@wfr.org.</p>	<p>None Required</p>
<p>WFRC Planning Technical Assistance</p> <p>WFRC, Meg Townsend, Community and Economic Development Director</p>	<p>Meg Townsend, the Community and Economic Development Director at WFRC gives an overview of Planning Technical Assistance.</p> <p>Transportation and Land Use Connection (TLC)</p> <ul style="list-style-type: none"> • TLC is a great option for plans, studies, policies, ordinances, and implementation strategies. • In 2024 WFRC was able to award \$1,767k in project funds for 11 projects, 5 in SLC Urbanized Area, 5 in Ogden - Layton Urbanized Area, and 1 in Rural Planning Organization Area. • Potential planning ideas include community gathering spaces - core downtown, active 	<p>None Required</p>

	<p>transportation, street connectivity, parkings studies, Great Streets, all of these ideas can use TLC.</p> <ul style="list-style-type: none"> ● TLC Website ● Letter of intent deadline is September 26, 2024 <p>Station Area Planning</p> <ul style="list-style-type: none"> ● Required for cities with fixed rail or bus rapid transit stations. ● ½ mile around rail stations and ¼ mile around bus rapid transit stations. ● WFRM does have funding available for these planning efforts. ● 127 Station areas: <ul style="list-style-type: none"> ○ 27 where planning has not begun yet ○ 24 with planning that pre-dates HB462 ○ 48 Station area plans preparing adoption ○ 4 Station area plans submitted for review ○ 24 Station area plans certified by MPO ○ 22 applications approved and projects awarded ● Station Area Plan Website ● Letter of intent deadline is September 26, 2024 <p>For any questions please reach out to Matt Ryan at megan@wfrfc.org.</p>	
<p>Comprehensive Safety Action Plan</p> <p>Kimley Horn, Brent Crowther</p>	<p>Brent Crowther gives an overview of the Comprehensive Safety Action (CSAP).</p> <p>Bipartisan Infrastructure Bill established the Safe Streets and Roads for All (SS4A) grant program. \$5B over 5 years from FY2022-26.</p> <p>Two grant types:</p> <ul style="list-style-type: none"> ● Planning and Demonstration ● Implementation 	<p>None Required</p>

	<p>FY2022 and FY2023</p> <ul style="list-style-type: none"> • More than \$1.7B awarded • 1,046 Planning and Demonstration Grants • 85 Implementation Grants • Awards Map <p>Purpose of the Comprehensive Safety Action Plan is to provide local governments with the means to make strategic roadway safety improvements. CSAP meets eligibility requirements that allow local jurisdictions to apply for the SS4A Implementation Grant Program.</p> <p>Final CSAP Report</p> <ul style="list-style-type: none"> • The report is organized around the nine requirements of the SS4A program. • The WFRC coverage area is large and therefore the region was broken down into different geographic areas. <p>CSAP ties in with the Regional Safety Commitment Resolution, adopted in March 2024.</p> <ul style="list-style-type: none"> • Reduce deaths and serious injuries for all roadways users by 50% by the year 2024. • Reduce roadway fatalities by 2.5% each year compared to the preceding three-year rolling average. • This resolution was a requirement of the SS4A program. <p>For further review please refer to the final CSAP report and for any questions, please reach out to Brent Crowther at brent.crowther@kimley-horn.com or Kip Billings at kip@wfr.org.</p>	
<p>Other business</p> <p>a. July Community Highlight b. Next Meeting</p>	<p>a. Next Community Highlight: Weber County</p> <p>b. Next Meeting: Ogden, September 11, 2024 (in-person)</p>	<p>None Required</p>
<p>Adjournment</p>	<p>No objection to adjournment.</p>	<p>None Required</p>

Attendees	
Name	Organization
Brad McIlrath	Clearfield City
Spencer Brimley	Clearfield City
Tyson Stoddard	Clearfield City
David Mitchell	Davis County
Lyle Gibson	Farmington
David Petersen	Farmington
Ajla Hadzialijagic	GOBP
Brent Crowther	Kimley Horn
Mindy Hunsaker	Layton City
JoEllen Grandy	Layton City
Ali Avery	North Salt Lake City
Caden Baines	North Salt Lake City
Scott Hess	North Ogden
Brandon Rypien	Ogden City
Barton Brierley	Ogden City
Lance Evans	South Weber City
Noah Steele	Syracuse
Steve Parkinson	Roy
Brandon Cooper	Riverdale City
Rick Grover	Weber County
Sharon Bolos	Weber County
Kris Nilsen	West Bountiful
Bryn MacDonald	West Point

Maddison Brown	Willard
Jay Aguilar	UDOT
Ryan Halverson	UDOT
Michelle Larsen	UTA
Alivia Vaughns	UTA
Kayla Kinkead	UTA
Trevan Blaisdell	UTA
Bert Granberg	WFRC
Kip Billings	WFRC
Sarah Lawless	WFRC
Meg Townsend	WFRC
Ted Knowlton	WFRC
Jory Johner	WFRC
Julie Bjornstad	WFRC
Tim Watkins	WFRC
Lauren Victor	WFRC
Chay Mosqueda	WFRC
Jordon Chandler	WFRC