

Salt Lake City – West Valley City Area
Regional Growth Committee | Technical Advisory Committee
February 19, 2020
9:00 AM – 10:30 AM Taylorsville City Hall

Agenda Item	Discussion	Action
<p>1. Welcome and Approval of December 18, 2019 Minutes</p> <p>Ryan Perry, Chair of the meeting</p>	<p>Ryan Perry, Director of Regional Planning and Transportation at Salt Lake County</p>	<p>Approved</p>
<p>2. Taylorsville City – Taylorsville growth-related lessons learned</p> <p>Mark McGrath</p>	<p>Mark McGrath, Director of Community Development, spoke to current happenings of Taylorsville City.</p> <p>Current Project: Taylorsville City Center “Rather than creating a center which focuses on city administration and services, Taylorsville prefers to find an expression for City Center that is more of a gathering place and activity center for its residents.” – 1997 Taylorsville General Plan. Taylorsville City is working to create a mixed use and pedestrian oriented design for the City Center. Other projects that Taylorsville City is working on include: Redwood Road Streetscape and Access Management Project Mid-Valley Connector BRT Several Redevelopment Small Area Plans</p>	<p>None Required</p>
<p>3. Discussion item</p> <ul style="list-style-type: none"> - Wasatch Choice 2050: where do we go from here? - First year focus - Local implementation Process <p>Ted Knowlton, WFRC, Deputy Director</p>	<p>Ted opened up the discussion by stating that the Wasatch Choice 2050 is a collective effort to say where we want to go as local governments, with a long-term vision, and how it aligns structurally with our RTP. It is the story of local and regional meeting and land use and transportation meeting. He stated that we are focusing on implementation currently, and when asking the Council for key obstacles of implementation, funding and NIMBY-ism were the two most common answers. Ted then poses the question, “how do we handle tricky politics?” He then asks the group, “what could I provide a handful of cities in planning to help implement a vision?” and “If only we had _____, it would be easier.”</p> <p>Some responses to Ted’s question included: educational videos, tools that encourage behavior changes, social media influencers, follow up on maintenance for completed projects, how to</p>	<p>None Required</p>

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	<p>communicate to ease people’s worries about their housing values, comprehensive zoning updates and templates to make codes more user friendly.</p> <p>Ted then highlighted that values to homes can be affected and impacted by developments and that is a real concern, but regionally there are impacts. These developments will happen somewhere else that may not have roads or a central location, creating higher transportation expenses. Ted asks “If there is a tool available to local governments that allows them to highlight tradeoffs to residents, would it improve education? Would it enable broader engagement and not just those immediately affected by a decision? Is developing a tool like this worth the pain and effort?</p> <p>General consensus is that educating on tradeoffs has the ability to change minds. But there is concern on tradeoffs when benefits are regional and a community is the one dealing with the negative impacts.</p> <p>There could be benefits from going out and working with community groups to give land use language to help understand land use documents that control things.</p> <p>The difficulty of engaging people when it does not directly affect their home.</p> <p>What is happening in the Transportation World?</p> <p>Uber / Lyft, TNC, scooters, bike-share, telecommuting is growing, people are doing more internet shopping. The world will continue to change. These are examples of external forces that we cannot control, but we have the ability to shape them. UDOT / UTA have been seeking to understand how to harness new technology. We have this framework of thinking locally and regionally, should we seek to understand how we collectively manage these forces to maximize good and minimize bad. These phenomena are changing parking demands and they are increasing the likelihood of people living much further away with autonomous vehicles.</p>	
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	<p>Ted begins with showing a list of disruptive influences and policies.</p> <p>Policy –</p> <ol style="list-style-type: none">1. Subsidized e-bike purchases2. Congestion pricing3. No-fare transit4. CAV allowance5. Removing funding silos6. Curbside management7. Managed motorways8. Road usage charge9. Street connectivity10. Parking requirement updates11. Centers / local road speed limit and design12. Double-track and electrify FrontRunner impacts to I-1513. Micro transit14. Innovative funding and financing15. Reduced state / local funding to transportation <p>Disruptive Influences –</p> <ol style="list-style-type: none">1. CAV2. E-bike adoption3. New micro-mobility adoption4. App development showing transportation options / comparisons5. Freight disruptions – automation, bike, drone6. Telecommuting7. On-demand travel and sharing services (TNC)8. High tech transit systems (ITS, signal priority and coordination)9. Inter-regional high-speed transit10. Internet shopping11. Electric vehicle adoption12. Passenger drone / drone taxi <p>Ted asks attendees to look at this list of disruptive influences and consider what your city cares the most about? Attendees can also mention additions to this list and give level of interest.</p> <p>From MSD – Exploration of disruptive forces is important. A deep dive into specific disruptive force would not be helpful, but understanding out</p>	
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	<p>community’s resiliency in responding to adaptive systems.</p> <p>From UDOT – model ordinances that could begin to address these things structurally.</p> <p>From South Salt Lake – Internet shopping, looking at how big box is changing and how that impacts sales tax. That change in where money is coming from and the huge impact at the local revenue level.</p> <p>From UTA – focus on the fundamental things that don’t change based on technology. There is a lot of hype around disruptive technology, but it doesn’t change walkability, needing dedicated corridors for transportation. Making sure we don’t lose site of the basics.</p>	
<p>4. Discussion Item - Regional Transportation Plan Amendment Process Update</p> <p>Jory Johner, WFRC, Director of Long-Range Planning group</p>	<p>Jory opened by asking for feedback on changes made to the RTP amendment process. There is a desire to balance streamlined with rigor, keeping this process thoughtful. The goal is not to encourage more changes, but to make any necessary changes easier as things come up/ change.</p> <p>Below are the different levels of amendments that Jory went over:</p> <p>Level 1 – staff modification</p> <ul style="list-style-type: none"> - All ownership changes - All corridor preservation projects - Collectors and minor arterials - Collectors and minor arterials, less than \$10 million - Core route and express bus, less than \$5 million - Individual active transportation facilities - Wasatch choice 2050 general land use centers (industrial, education, special, employment) <p>Level 2 – board modification</p> <ul style="list-style-type: none"> - Principal arterial and freeway - Collectors and minor arterials, \$10 million or more - Core route and express bus, \$5 million or more 	<p>None Required</p>

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	<ul style="list-style-type: none"> - Full city-wide active transportation plan updates - Wc2050 regional significant centers (neighborhood, city, urban, metro) <p>Level 3 – full amendment, no changes and goes through 6-month process.</p> <ul style="list-style-type: none"> - Principal arterials and freeways <p>Fixed guideway and bus rapid transit</p>	
<p>5. Discussion Item</p> <ul style="list-style-type: none"> - Transportation Investment Fund (TIF) Active Transportation and Transit TIF First and Last Mile Nominations <p>Jory Johner, WFRC, Director of Long-Range Planning group</p>	<p>UDOT Transportation commission action approving TIF TTIF AT – making decisions about funding using the new prioritization model – one new piece is there is not state funding for transit and AT and first-last mile. Question for audience – there were not a ton of local nominations for AT, what was your experience with the criteria. Did you have conversation with your community and not decide to nominate project? Why?</p> <p>Salt Lake County – Only a month for project application submittals during the holidays. 40% match hindered a lot of smaller communities.</p>	<p>None Required</p>
<p>6. Legislative Update on Transportation and Land Use</p> <p>Wilf Summerkorn</p>	<p>Update: In the middle of the Legislative Session currently, and it is going very slowly. There are a number of bills that still have to come out.</p> <p>Highlighted Bills:</p> <p><i>SB39</i> – affordable housing amendments. Primarily focused on getting funding for housing programs. Passed through committee and now is waiting for budget. Probably won't be resolved until end of session.</p> <p><i>HB273</i> – This bill provides that in a court action involving a dispute related to land use, the substantially prevailing party may recover a penalty if the prevailing party is the land use applicant or a government entity or the court resolves the dispute consistent with an advisory opinion issues on the same facts and circumstances and the opposing party knowingly and intentionally violated the law; and makes the technical and conforming changes.</p> <p>There are a number of bills regarding eminent domain</p>	<p>None Required</p>

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	<p><i>Building Design Standards Bill</i> – prohibiting local government from requiring building design standards and materials. Based on an Arkansas bill that was limited to single family homes. What he is actually interested in is allowing building inspections done to give an option to use public process or hire private independent contractors.</p> <p><i>Olympia Hills Impact Fees Bill</i> – allow for development in unincorporated cities allows for adjacent cities to look at impact fees.</p> <p>Wilf then informed attendees of a bill tracker put together by Utah APA</p>	
<p>7. 2020 PlanTAC Approach and Input</p> <p>Ryan Perry</p>	<p>Proposal for themed meetings. Proposed April theme agenda items for regionally significant projects – Point of the Mountain, Salt Lake County has a new Wasatch Canyons plan, Inland port. Potential to invite Kem C. Gardner Policy Institute.</p> <p>Potential meeting themes: July – Parks and open space September – Disruptive technologies December – evaluation criteria, parking</p>	None Required
<p>8. Other Business and Call for Agenda Items</p> <p>Ryan Perry</p>	<p>Next meeting April 15th Host: Sandy City</p>	None Required

Attendance:

Name	Representing	Email	Number
Aguilar, Jay	UDOT	jayaguilar@utah.gov	
Anderson, Brock	West Valley City	Brock.anderson@wvc-ut.gov	801-963-3361
Baranowski, Bill	West Jordan City	billba@wjordan.com	801-569-5047
Biem, Alex	UTA	abiem@rideuta.com	801-287-9105
Bjornstad, Julie	WFRC	julie@wfr.org	801-3663-4250
Davies, Kate	MSD	Ka.davies@msd.utah.gov	801-201-7478
Greenwell, Taylor	South Salt Lake City	tgreenwell@sslc.com	
Hall, Jared	Murray City	jhall@murray.utah.gov	801-270-2427
Hulka, Andy	Cottonwood Heights	ahulka@ch.utah.gov	801-944-7065

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McCurtry, Thomas	Avenue Consultants	tmcmurtry@avenueconsultants.com	801-897-7650
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Warner, Jake	Sandy City	jwarner@sandy.utah.gov	801-568-6272
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Young, Jake	Salt Lake County	jayoung@slco.org	