

Salt Lake City - West Valley City (PlanTAC)
Regional Growth Committee | Technical Advisory Committee
December 15, 2021

Via Zoom

9:00 AM – 10:30 AM

Meeting Summary

AGENDA ITEM	DISCUSSION	ACTION
<p>Welcome and Introductions</p> <p>Jory Johner, WFRC Long Range Planning Manager</p>	<p>Jory Johner, WFRC Long Range Planning Manager, introduced the meeting and welcomed the attendees. PlanTAC was held via Zoom.</p>	<p>None Required</p>
<p>Meeting Summary</p> <p>September 15, 2021 Minutes</p>	<p>Jory Johner, WFRC Long Range Planning Manager made a motion to approve minutes. No dissent.</p> <p>Contact Jory Johner at jjohner@wfrc.org for additional information.</p>	<p>Approved</p>
<p>Infrastructure Investment and Jobs Act and 2022 Utah Legislative Preview</p> <p>Miranda Jones Cox, WFRC Government Affairs Manager</p>	<p>Miranda Jones Cox, WFRC Government Affairs Manager, ran through the Infrastructure Investment and Jobs Act (IIJA) and what the bill meant in funding totalities for Utah. For Utah, the state is anticipated to get \$4 billion, with \$3.3 billion going to transportation and \$360 million for water. There are several new programs allowing multiple municipalities and states, as well as MPOs to apply for the discretionary grant programs. Additionally, the current Administration has prioritized equity, climate and resilience, and regional impact and projects that prioritize these tenets will become more competitive. UDOT, UTA, MPOs will continue to administer existing funds and work to understand and implement new formular programs and related policy changes. Miranda stated that we will wait for further guidance on timing and administration of discretionary grant programs.</p> <p>For more information on IIJA please review this documentation: https://docs.google.com/document/d/1uZBCqL6UaA0dFcQ8UQcnC5zFAqFeoug7FtGoimiOTog/edit</p> <p>Miranda also ran through the 2022 Utah Legislative Preview and some upcoming items to expect in the new year. The Governor’s budget was released in the last week and can be viewed at this link: https://gopb.utah.gov/current-recommended-budget/</p> <p>Notably, the Governor recommended \$46 million on active transportation projects and this continues to be a priority. There is also a request for \$232 million for UTA’s Frontrunner, which would replace previously authorized bonding authority, and free up TTIF to be funding other critical transit infrastructure. There is \$7 million set aside</p>	<p>None Required</p>

	<p>for air quality improvements and technical assistance programming. \$100 million is proposed to support local matching grant programs for ARPA funds. Miranda reminded RGC TAC of WFRC's Bill Tracker website which will help planners and staff stay informed on most relevant information to transportation, land use, and housing-related bills. To access the Bill Tracker: https://wfr.org/billtracker/.</p> <p>For more information, please contact Miranda Jones Cox at miranda@wfr.org.</p>	
<p>Discussion - Integrating Green Infrastructure, Parks, and Open Space into the Wasatch Choice Vision</p> <p>Mikala Jordan, WFRC Community & Economic Development Planner</p>	<p>Mikala Jordan, WFRC Community & Economic Development Planner, opened the discussion about green infrastructure and how it ties into the Wasatch Choice goals. Mikala touched on the varying degrees of definitions of green infrastructure and how it can have a different definition depending on the scale it is implemented (regional scale vs. local scale). A follow up survey to the discussion at the last PlanTAC meeting generated 46 responses on how to envision green infrastructure. Mikala went through the results of the survey. Parks and trails were considered the most important type of green infrastructure. The most important benefits are encouraging physical activity and active transportation, aesthetics and beauty, as well as water infrastructure. Mikala opened the conversation up to the committee members to ask what they identified as typical barriers. Some comments from this discussion:</p> <ul style="list-style-type: none"> ● Projects take too long or cost too much ● Funding the maintenance ● Staffing to maintain facilities ● Have a shared definition <p>Mikala informed the group that WFRC would continue to investigate green infrastructure approaches.</p> <p>For more information, please contact Mikala Jordan at mikala@wfr.org.</p>	<p>None Required</p>
<p>Discussion Item: Exercising Eminent Domain for Active Transportation</p> <p>Dave Peterson, Community Development Director at Farmington City</p>	<p>Dave Peterson, Community Development Director at Farmington City, wanted to open up a discussion item on exercising eminent domain for trail development Condemning for active transportation purposes. He discussed Farmington City's important role of connecting regionally significant multi-use trails, including the Denver Rio Grande Trail, West Davis Corridor Trail, and Legacy Parkway Trail. If connected, this would be a seamless trail for miles and miles.</p> <p>Due to the geography, there is a trail connection needed between the regional trails and an HOA holds 40 feet of land that would facilitate this connection. However, David stated that the HOA is very resistant to a connection, despite the City stating it would maintain the area, landscaping, and trails. Cities can condemn for road widening, but not for trails, and cannot use the power of eminent domain. Are other cities wishing they had this in their tool kit of eminent domain? After</p>	<p>None Required</p>

	<p>some discussion, the group had determined that it would be good to coordinate with the Utah League of Cities and Towns, and see if this is ripe for more conversation with the upcoming Legislative session.</p> <p>For more information, please contact Dave Peterson at dpetersen@farmington.utah.gov.</p>	
<p>Active Transportation Data and Regional Opportunities</p> <p>Hugh Van Wagenen, WFRC Active Transportation Planner</p> <p>Ted Knowlton, WFRC Deputy Director</p>	<p>Hugh Van Wagenen, WFRC Active Transportation Planner, highlighted that WFRC does its best to track newly built active transportation projects by utilizing roadway centerline data from UGRC. However, not all this data is accurate and WFRC has an Active Transportation Facility Type Change Request Form – you can request a change on the data set for anything that is new or incorrect in the data. To note a change, please fill out the Active Transportation Facility Request Form.</p> <p>As a reminder, this active transportation data is incorporated for your use on the Active Transportation GIS Data Resources page.</p> <p>Ted Knowlton, WFRC Deputy Director, highlighted that the Wasatch Choice Centers Boundary updates are now being incorporated into the Wasatch Choice Map. This is now readily available and is reflected online.</p> <p>Hugh and Ted also highlighted community access to regional opportunities, especially with more discretionary grants coming down the pipeline that the region can apply. Ted recommended reaching out if communities have project ideas that could qualify as a regional active transportation effort.</p> <p>If you have further questions, please reach out to Hugh at hugh@wfr.org and Ted at ted@wfr.org.</p>	<p>None Required</p>
<p>RTP Amendment Process Update</p> <p>Jory Johner, Director of Long Range Planning</p>	<p>Jory provided an overview of the RTP amendment process. Periodic adjustments are needed to the Regional Transportation Plan which is done through our amendment process. In the Spring of 2020, WFRC updated the amendment process to streamline and recategorize a handful of project types and made minor adjustments since. To view the 2019–2050 RTP Amendments and to review the amendment process update, follow this link.</p> <p>In this revision of the RTP amendment process, the Interagency Consultation Team will review the amendment projects and determine the level type of project amendment. After the project level type amendment is determined, revisions to air quality conformity will then be determined.</p> <p>Jory then made a motion that “the PlanTAC/RGC TAC requests that the Regional Growth Committee make a motion to “approve the modified process for amending the Regional Transportation Plan, with potential minor modifications from the Federal Highways Administration”.</p> <p>A motion was made by Britney Ward, Sandy City to approve and recommend the amendment process update to the Regional Growth</p>	<p>Action Required</p>

	<p>Committee, seconded by Grant Crowell, Bluffdale. No concerns were brought up.</p> <p>Please contact Jory Johner at jjohner@wfr.org for more information on the RTP Amendment Process Update to the 2019-2050 RTP.</p>	
<p>2023 RTP Update and Workshop debrief</p> <p>Lauren Victor, WFRC Transportation Planner</p>	<p>The long range planning team has been reaching out to communities and will continue to do so to finalize the 2023-2050 RTP draft preferred scenario. In the meantime, cities can provide comments through the 2023-2050 Draft RTP Scenario Comment Map.</p> <p>Please contact Lauren or others from the WFRC Long Range Planning team at longrange@wfr.org for more information</p>	None Required
<p>Other Business and Call for Agenda Items</p>	<p>The next meeting will be February 16, 2022. Please contact Jory Johner at jjohner@wfr.org for additional information or agenda suggestions.</p>	None Required

NAME	REPRESENTING
Chris Whatsie	Bike Utah
Keili Bell	Bike Utah
Grant Crowell	Bluffdale
Todd Draper	Draper
Jennifer Jastremsky	Draper
LaNiece Davenport	Holladay
Wendelin Knobloch	Midvale City
Julianne Sabula	Salt Lake City
Helen Peters	Salt Lake County
Mercedes Maestas	Salt Lake County Health Department
Brittany Ward	Sandy
Mark McGrath	Taylorsville
Jim Spung	Taylorsville
Gary Whatcott	South Jordan
Steven Schaefermeyer	South Jordan
Nate Nelson	West Jordan
Jay Aguilar	UDOT
Russell Fox	UTA
Kerry Doane	UTA

Ryan Beck	Envision Utah
Cody Lutz	Envision Utah
Dave Peterson	Farmington
Ted Knowlton	WFRC
Mikala Jordan	WFRC
Hugh Van Wagenen	WFRC
Jory Johner	WFRC
Lauren Victor	WFRC
Nikki Navio	WFRC
Christy Dahlberg	WFRC