

**Minutes**  
**Regional Growth Committee**  
**Meeting of March 20, 2008**

A meeting of the Regional Growth Committee was held on Thursday, March 20, 2008 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

**Welcome and Introductions**

**Mayor Bruce Burrows**, Chairman, called the meeting to order at 9:30 a.m. Mayor Burrows welcomed committee members and guests. The following were in attendance:

**Members, Representatives & Alternates Present:**

Stewart Adams	Commissioner, Utah Transportation Commission
Ralph Becker	Mayor, Salt Lake City
Lewis Billings	Mayor, Provo City
Elden Bingham	UDOT
Bruce Burrows	Mayor, Riverdale City
Steve Call	FHWA
Peter Corroon	Mayor, Salt Lake County
Mick Crandall	UTA
Louenda Downs	Davis County Commission
Kevin Fayles (for Alan Matheson)	Envision Utah
Kris Hamlet (Representing Keith Squires)	Department of Public Safety
Jim Horrocks	Department of Air Quality
JoAnn B. Seghini	Mayor, Midvale City
Shane Smith (for Joseph Moore)	West Valley City
Wilf Sommerkorn	Davis County / UAC

**Non-Members Present:**

Roger Borgenicht	Future Moves
Jared Gerber	Sandy City
Marc Heilesen	Sierra Club
Melissa Jackson	Farmington City Planning Department
Sherri B. Lindstrom	Centerville City Council
Ben McAdams	Salt Lake City
Arthur Raymond	Deseret News
Mitch Shaw	Standard Examiner
John Taylor	Taylorsville City
Wayne Bennion	Wasatch Front Regional Council
Chuck Chappell	Wasatch Front Regional Council
LaNiece Dustman	Wasatch Front Regional Council
Ned Hacker	Wasatch Front Regional Council
Doug Hattery	Wasatch Front Regional Council
Pam Jorgensen	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
Greg Scott	Wasatch Front Regional Council
Barbara Thomas	Wasatch Front Regional Council

**Members / Representatives excused:** Justin Allen, Ahmed Jaber, Commissioner Meghan Holbrook, Alan Matheson and Commissioner Jan Zogmaister. Also excused Mayor Joe Gertge for heart surgery – we wish him a speedy recovery.

## 1. Approval of Minutes

Commissioner Louenda Downs moved that the minutes of the Regional Growth Committee meeting held January 17, 2008 be approved as written. Commissioner Stewart Adams seconded the motion and the minutes were unanimously approved.

## 2. Opportunity for Public Comment

Sherri Lindstrom, Centerville City Council was recognized. Ms. Lindstrom expressed her appreciation for the recent presentation Doug Hattery made to the Centerville City Council. The overview he presented helped the City Council gain a better understanding of the role of the Wasatch Front Regional Council. She expressed her willingness to help put together a training DVD based on Mr. Hattery's presentation and other planning information that individuals could view on their own or in small groups. She noted that members of planning commissions, trails committees and policymakers in many committees are not well informed about growth issues and other matters and a DVD would provide another opportunity for training.

## 3. Information on Natural Hazards Pre-Disaster Mitigation Plan

LaNiece Dustman informed members that the Wasatch Front Regional Council (WFRC) staff has been working with the member entities along with state and federal agencies, to update the Wasatch Front Pre-Disaster Mitigation Plan. This Plan is an essential element of a successful mitigation program. Natural hazards are identified, vulnerability is assessed and mitigation strategies are developed that, if implemented, can minimize the impacts of disasters.

Ms. Dustman further commented that States must have an approved natural hazard mitigation plan in order to qualify for future funding through the Pre-Disaster Mitigation (PDM) Program and the Federal post-disaster Hazard Mitigation Grant Program (HMGP). Having a plan in place ensures community eligibility for funding following a federally declared disaster and may qualify a community for specific project grants. To be fully eligible for these grants, communities must formally adopt the PDM Plan through a non-binding resolution. Therefore, it is very important that they participate in the planning process to ensure that their viewpoint is reflected in the regional plan.

## 4. Information on 2008 Legislative Session

Sam Klemm, WFRC, reported that during the 2008 Legislative session several high profile bills were adopted that directly impact transportation programs. Mr. Klemm highlighted the following bills:

- **House Bill 104** – Representative Kory Holdaway – **Urban Trails Appropriation**. The bill appropriates \$500,000 to the Department of Natural Resources on a one-time basis for urban trails planning and development. Half of the money will go to the Bonneville Shoreline Trail. The other half is available for grants to local governments for urban trails development.
- **House Bill 105** – Representative Julie Fisher – **Transportation Loan Fund Amendments**. This bill would allow cities and counties to tap into the Infrastructure Loan Fund currently administered by UDOT. Presently, the Fund is available only for state projects.

- **House Bill 221** – Representative John Mathis - **Agricultural and Industrial Protection Amendments**. The bill originally required local governments to establish agricultural protection zones in which no transportation corridor could be designated unless there is no other “reasonable alternative.” It was amended to require transportation planning agencies to “consider” agricultural protection zones in their planning process.
- **House Bill 242** – Representative Wayne Harper – **Local Option Transportation Corridor Preservation Fee Amendments**. This bill would have re-directed the remaining corridor preservation money in Salt Lake County to the Mountain View Corridor. There were serious reservations about this bill, inasmuch as there continue to be other pressing corridor preservation needs across the County. The Mountain View Corridor is already receiving 70% of the vehicle registration fee money and all of 1/16 cent additional sales tax approved by the voters in November. The bill was radically modified to provide a series of highway project grants to be used by several local governments in Salt Lake County.
- **Senate Bill 245** – Senator Kurt Bramble – **Funding Related to Airports, Highways and Public Transit**. Senate Bill 245, Fifth Substitution amends the Motor Vehicles Code, the Sales and Use Tax Act, and the Transportation Code relating to the local option highway construction and transportation corridor preservation fee, a local sales and use tax to fund tourism, recreation, cultural, convention, and airport facilities, a local sales and use tax to fund certain airport, highway, or public transit projects or services, a state sales and use tax, and financing certain fixed guideways with certain airport revenue.

Essentially, the bill provides funding for Salt Lake City’s commitment to the light rail line to the Salt Lake City Airport. Additionally, the bill cleans up the language that makes UTA whole after the removal of taxes on food in the 2008 General Session. The language assisted the Counties of Weber and Davis, along with UTA to resolve funding issues.

- **Senate Bill 208** – Senator Sheldon Killpack – **Transportation Corridor Preservation Amendments**. The bill requires local governments to notify UDOT when zoning changes are requested in declared transportation corridors.
- **Senate Bill 231** – Senator Sheldon Killpack – **Transportation Governance**. The bill places four new voting board members on the UTA Board appointed by the Speaker of the House, The President of the Senate, the Governor and a member of the Utah State Transportation Commission. It also creates an internal auditor position.
- **Senate Bill 283** – Senator Sheldon Killpack – **Transportation Funding Amendments**. The bill lifts the cap on last years \$1 billion bond for transportation to \$1.2 billion.
- **Senate Bill 286** – Senator Sheldon Killpack – **Transportation and Transit Amendments**. The bill exempts UTA from municipal zoning restrictions in counties of the first class.
- **Senate Concurrent Resolution 6** – Senator John Valentine – **Concurrent Resolution of the Re-Construction of I-15**. The bill expresses a commitment by the Legislature to fund a \$2.6 billion reconstruction of I-15 in Utah County.

- The Governor's budget recommendation included \$70,000 each for WFRC and MAG. Diligent efforts were required to ensure that the money stayed in the appropriation bill.

## 5. Action to Recommend Adoption of Proposed Amendments to the Regional Transportation Plan

Ned Hacker reported that the proposed amendments to the Regional Transportation Plan: 2007-2030 and the accompanying air quality conformity analysis were released for public comment February 9 - March 12, 2008. As part of the comment period, an open house was held on March 6 at the Salt Lake County Government Center. Mr. Hacker distributed copies of the comments that were received and the WFRC's response to those comments.

The proposed amendments to the plan were then presented, discussed and acted upon as indicated below:

- **5600 West Transit**

*Phase 1 – (2007-2015) – Extend the 3500 South BRT system as a Type 3 BRT in a fixed guideway to the north along 5600 West to 2700 South and to the south along 5600 West to 6200 South*

*As part of Phase I and consistent with the 2030 RTP – UTA intends to acquire right-of-way (ROW) for a fixed-guideway transit system along 5600 West from 11800 South (Daybreak) to Interstate 80 (I-80) and along I-80 from 5600 West to Salt Lake City International Airport (SLCIA). Much of the ROW along 5600 West and along I-80 is owned by UDOT and will be made available to UTA by UDOT at no cost to UTA. Any additional ROW needed to construct and operate rail transit would be purchased by UTA.*

**ACTION:** After further discussion, **Mayor Peter Corroon** moved that the right-of-way for a fixed-guideway transit system along 5600 West from 11800 South should be recommended for approval but with the south portion extended to 12600 South. The motion was seconded by **Commissioner Louenda Downs** and passed unanimously.

*Phase 2 – (2016-2025) – Extend the Type 3 BRT in a fixed-guideway to the south along 5600 West to 11800 South (Daybreak) and to the north along 5600 West to I-80 continuing east along I-80 to SLCIA*

*Phase 3 – (2026-2030) – Implement a rail transit system along the entire length of 5600 West extending from SLCIA on the north to Herriman on the South.*

- **Designate the Denver and Rio-Grande Western Corridor (D&RGW) as a multi-modal Transportation Corridor** (from 400 North West Bountiful, Davis County to 3300 South and Midland Drive in West Haven, Weber County). The Utah Transit Authority requested that the portion of the D&RGW corridor they own be designated as a future transportation corridor so the right-of-way is protected and preserved. The corridor is currently designated in the Rails to Trails program and is in use as a trail.

**ACTION:** **Commissioner Louenda Downs** moved that the Denver and Rio-Grande Western Corridor (D&RGW) be designated as a "Transit and Trails Corridor" rather than a multi-modal Transportation Corridor. **Mayor Peter Corroon** seconded the motion. The motion passed with **Commissioner Stewart Adams** voting in opposition.

- **14600 South Roadway and D&RGW RR Structure Replacement and Re-alignment.** The City of Bluffdale and UDOT have requested that this project be added to the Transportation Improvement Program (TIP). In order for it to be included in the

TIP it must first be moved from Phase II to Phase I of the RTP. The Phase change will allow construction of the project in conjunction with the Commuter Rail project from Salt Lake City to Provo.

- **Bangerter Highway Grade Separated Interchange at 6200 South.** The City of Taylorsville and Utah Department of Transportation requested a grade separated interchange at Bangerter Highway and 6200 South. With preliminary information from the Salt Lake County E-W Corridors Study this interchange will improve east-west movement.
- **Bangerter Highway Grade Separated Interchange at 7800 South.** The City of West Jordan and Utah Department of Transportation requested a grade separated interchange at Bangerter Highway and 7800 South. According to preliminary information from the Salt Lake County E-W Corridors Study this interchange will improve east-west movement.
- **Bangerter Highway Grade Separated Interchange at Redwood Road.** The City of Riverton and Utah Department of Transportation requested this project be moved from Phase II to Phase I of the RTP. This interchange would potentially improve east-west travel on Bangerter Highway and north-south travel on Redwood Road as an alternative route during reconstruction of I-15 (from 10600 South into Utah county).
- **Bangerter Highway Grade Separated Interchange at 600 West.** The Utah Department of Transportation requested a grade separated interchange at Bangerter Highway and 600 West. This interchange would potentially improve east-west travel on Bangerter Highway and reduce local congestion by providing additional access to the rapidly expanding area west of the current interchange at I-15 and Bangerter.

**ACTION:** Mayor Peter Corroon moved that the RGC recommend to the Regional Council that the proposed amendments to the Regional Transportation Plan be adopted with the two changes as noted above. The motion was seconded by Commissioner Louenda Downs and passed unanimously.

## 6. Information on Unified Planning Work Program and Budget – FY 09 and FY 10

Wayne Bennion provided members with an update on the WFRC budgeting process and the development of the Unified Planning Work Program. Due to uncertainties about when Congress will complete action on the next transportation authorization bill (to succeed the current SAFETEA-LU legislation) and the need for continuity in the work of the Regional Council, it has been decided to exercise the option of preparing budgets and a Work Program for two years rather than one. He reminded members that the work efforts will include updating the Transportation Improvement Program, continuing outreach work with individual communities regarding the regional growth principles – as well as the ongoing provision of technical assistance and planning services, and laying the foundation (especially in FY 2009) for preparation of the next update to the Regional Transportation Plan. The next update of the RTP will need to be adopted by May 2011. In FY 2010 staff will begin the needs assessment and work on the alternatives analysis needed for development of the next RTP.

Mr. Bennion reminded members that a summary of the draft two-year and proposed budgets was distributed as part of the meeting packets. He said comments would be welcome through the May meeting of the Regional Council when final action will be taken.

Elden Bingham, of UDOT, commented that the proposed budget for the second fiscal year may have to be redone based on emerging Congressional actions.

In response to a question from **James Horrocks** regarding a transition from the current model used by the WFRC staff for air quality analysis (Mobile Model 6.2) to the MOVES model, Mr. Bingham said the MOVES model is a new EPA tool for monitoring air quality and that it will expect state and local governments to adopt at some point in the future. However, EPA has yet to release/approve it for use.

In response to a question from **Mayor Seghini** regarding the functional classified highway systems, Mr. Bennion said that the designation of roadways is a federal requirement that must be met so that federal highway funds can be used on certain designated routes. From a regional perspective, significant roads are considered as a system of collectors, minor arterials, principal arterials and freeways. UDOT, through the MPO's (Metropolitan Planning Organizations, such as the WFRC) receives requests for roadway classifications in December of each year. Major changes are considered about every five years.

**Mayor Ralph Becker** commented that recent discussions with Washington, D.C. based observers have suggested to him that a new administration may make significant changes in federal transportation priorities and how funds are distributed. He asked how the WFRC is following potential developments and the possible impact on local transportation programs. **Chuck Chappell** responded that the WFRC is affiliated with national organizations that closely follow these developments. He noted that the WFRC is a member of AMPO (Association of Metropolitan Planning Organizations) and NARC (National Association of Regional Councils). Each of these organizations is well established and useful. He said Mayor Becker was quite right in that the future of transportation programs is unclear. New policies may result in highway trust funds coming back directly to the state in direct proportion to contributions through the federal fuel tax or some form of funding distribution based on regional economics. Or it could stay basically the same. The direction of transportation policy will undoubtedly be the subject of a substantial debate.

Mayor Becker further commented that some speculated that concerns about global warming, the energy supply and related issues may bring about a transformation at the Federal level resulting in dramatic changes in the transportation system, assuming that state and local governments continue to use federal highway trust fund grants. Mr. Chappell replied that he is aware of these speculations, noting that energy concerns, the balance of trade and air quality concerns are all factors in the discussion of what to do with surface transportation. That is one reason for consideration of how to maintain mobility within significant regional economic areas. It also explains, in part, the growing federal and state interest in multi-modal transportation systems, an interest that is also felt by local elected officials. It is safe to say that officials and agencies at all levels are positioning themselves to be able to respond to any shifts in policy direction that may occur.

**Commissioner Adams** commented that what Utah receives from the Federal Government in highway trust fund money is about equal to what is collected within the state. However, the percentage of federal funds as a part of UDOT's overall budget has been significantly reduced. In past years, as much as 80% of funds received for transit projects were from the Federal Government. Now it is under 20%. Whatever the new administration or congress does with transportation policy it will affect Utah, but not nearly as much as local legislation decisions.

Mr. Chappell commented that local governments use the B and C road funds (30% of State gas tax) primarily for maintenance / pavement preservation which is also a high priority for UDOT. For "new capacity", local governments have sought funding from federal resources such as the STP (Surface Transportation Program). For transit projects, UTA has sought funds from "new starts" and other sources. However, because federal transportation resources are declining, local governments may take a serious "hit". The implication for state and local governments is that they are going to have to look to other sources. Much depends on how the new federal transportation authorization bill proceeds.

Mr. Bingham reminded members that the current authorization legislation, SAFETEA-LU is in place through FY 2009. He said when the negotiations leading to SAFETEA-LU went past the deadline for completing the bill, the old authorization bill was extended, sometimes month-to-month until the new bill was in place. That scenario will probably be followed again.

Mr. Chappell added he is fully aware that Mayor Becker is looking at the "big picture", while he and Mr. Bingham are considering details. He said that the large policy issues, as noted by Mayor Becker, are definitely subject to significant change. Local government officials should be concerned. The State Legislature will take care of the state highway system, but the local road and transit system are dependent on federal funding, which could be in jeopardy.

**Mick Crandall** commented that for current transit projects the Utah Transit Authority is constructing, it is only expecting about 20% of the funding to be provided from federal sources.

Commissioner Adams said the trend is for more of the transportation system to be funded with *local money*. He added that a recent magazine article rated every state and gave Utah an "A" rating for the condition of its infrastructure. The authors of the article considered process as well as the facilities and gave the State high marks. He said that speaks well for state and local officials who are doing well with relatively limited resources.

At this point, Mr. Bennion further explained the proposed budgets for the next two fiscal years, noting that there will be a significant drop in contract obligations. The FY 2010 budget is much like the FY 2009 budget and neither assumes a need to increase the local contribution. Mr. Bennion requested members to review the budget numbers and footnotes and to contact him if there are any questions, comments or recommendations. The Regional Council will take action on the Work Program and budgets at its May meeting.

Mayor Seghini reported that the Salt Lake County Council of Governments is preparing a resolution to be sent to the Congressional Delegation expressing grave concern over continuing cuts in the Community Development Block Grant Program. She commented that her community, as well as others, uses CDBG funding to help maintain roads and other infrastructure in eligible areas as well as for social services programs. She expressed the hope that other COG's associated with the WFRC would prepare similar resolutions because these cuts are having very negative impacts on neighborhoods and social services. She asked that copies of the Salt Lake COG resolution be distributed to the county COGs and other interested parties.

**LaNiece Dustman**, WFRC, said she would be pleased to distribute the resolution to participants in the small cities CDBG program sponsored by the WFRC and the four counties she works with.

## **7. Other Business**

No other business was considered.

## **8. Next Meeting**

The next meeting of the Regional Growth Committee is scheduled for **THURSDAY, May 15, 2008 at 9:30 a.m.** in the offices of the Wasatch Front Regional Council.

## **Adjournment**

The meeting was adjourned at 11:15 a.m.