

Minutes
Regional Growth Committee
Meeting of October 16, 2008

A meeting of the Regional Growth Committee was held on Thursday, October 16, 2008 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Welcome and Introductions

Mayor JoAnn Seghini, Vice-Chairman, called the meeting to order at 9:40 a.m. Mayor Seghini welcomed committee members and guests. The following were in attendance:

Members, Representatives & Alternates Present:

Justin Allen	Utah Quality Growth Commission
Lewis Billings	Mayor, Provo City / MAG
Steve Call	FHWA
Peter Corroon	Mayor, Salt Lake County
Mick Crandall	UTA
Russell Fox	Kennecott Land
Meghan Holbrook	Utah Transportation Commission
Jim Horrocks	Air Quality Board
Alan Matheson	Envision Utah
Joseph Moore	West Valley City / Salt Lake COG
Kevin Nichol (for Ahmad Jaber)	UDOT
JoAnn B. Seghini	Mayor, Midvale City
Jan Zogmaister	Commissioner, Weber County

Non-Members Present:

Bill Applegarth	Mayor, Riverton City
Jerry Benson	UTA
Jared Francis	South Jordan City
Simon Ginn	Salt Lake County Planning & Development
Susan Hardy	MAG
Jeff Hawker	Riverton City
Phillip Hill	Midvale City
Brad Humphreys	UDOT Region 1
Max Johnson	Salt Lake County Planning & Development
Teri Newell	UDOT
Jon Osier	Rio Tinto
Angelo Papastamos	UDOT
Mitch Shaw	Standard Examiner
Brett Slater	UDOT Region 1
Elizabeth Scanlon	UTA
Charles Trainor	Community Planning Association of SW Idaho
Wayne Bennion	WFRC
Kip Billings	WFRC
Chuck Chappell	WFRC
Ned Hacker	WFRC
Val John Halford	WFRC
Doug Hattery	WFRC
Jory Johner	WFRC

Phase 2 - (2016-2025) - Convert the Phase 1 arterial facility to a freeway, replacing intersections with grade-separated interchanges and adding auxiliary lanes.

Phase 3 - (2026-2030) - Implement the MVC freeway project as described in the 2030 RTP and FEIS (3 general purpose lanes and an HOV lane in each direction).

4570 West (Riverton) – 12600 South to 13400 South

The City of Riverton recommends the construction of 4570 West to a width of two lanes in each direction with a center turn lane (from 12600 South to 13400 South) in Phase 1.

Proposed Amendment: Add the section of 4570 West from 12600 South to 13400 South to Phase 1 of the RTP.

Riverton Boulevard (Riverton) – 4570 West to 13400 South

The City of Riverton recommends the construction of Riverton Boulevard to a width of two lanes in each direction with a center turn lane (from 4570 West to 13400 South) in Phase 1.

Proposed Amendment: Add Riverton Boulevard from 4570 West to 13400 South to Phase 1 of the RTP.

4150 West (Riverton) – 12600 South to Riverton Boulevard

The City of Riverton recommends the construction of 4150 West to a width of two lanes in each direction with a center turn lane (from 12600 South to Riverton Boulevard) in Phase 1.

Proposed Amendment: Add the section of 4150 West from 12600 South to Riverton Boulevard to Phase 1 of the RTP.

MVC/Bangerter Highway Connector ~ 13400 South – Eliminate Freeway to Freeway Connection (between MVC and Bangerter Highway at ~13400 South)

The City of Riverton recommends the elimination of the MVC/Bangerter freeway-to-freeway connection (from Bangerter Highway to MVC at ~13400 South) from the RTP (Phase 2).

Proposed Amendment: Eliminate the freeway-to-freeway connection between Bangerter Highway and MVC, at - 13400 South from the RTP.

13400 South (Riverton/Herriman) – 2700 West to Bangerter and MVC to 5600 West

The City of Riverton recommends a change in the functional classification of 13400 South (from 2700 West to Bangerter and MVC to 5600 West) from a major collector to minor arterial in Phase 1. Based on the **City Master Plan** the facility will be widened to a width of three lanes in each direction with a center turn lane.

Proposed Amendment: Change the functional classification of 13400 South (from 2700 West to Bangerter Highway and MVC to 5600 West) in Phase 1 of the RTP from a major collector to a minor arterial.

Bangerter Highway Grade Separated Interchange at 13400 South (Riverton)

The City of Riverton recommends the project be moved from Phase 2 to Phase 1 of the RTP. This interchange would potentially improve travel on Bangerter Highway and east-west travel on 13400 South.

Proposed Amendment: Move the grade separated interchange at Bangerter Highway and 13400 South from Phase 2 to Phase 1 of the RTP.

13400 South (Riverton/Herriman) – 3600 West to MVC ~ 4800 West

The City of Riverton recommends the widening of 13400 South to a width of three lanes in each direction with a center turn lane (from 3600 West to MVC ~ 4800 West) in Phase 1.

Proposed Amendment: Add to Phase 1 of the RTP the section of 13400 South from 3600 West to MVC.

ACTION: Jim Horrocks moved that the RGC recommend to the Regional Council that the proposed amendments to the Regional Transportation Plan be adopted. The motion was seconded by Mayor Peter Corroon and passed unanimously.

4a. ACTION to Select Membership for the Air Quality Committee

Kip Billings, WFRC, informed members and guests that at its August 28, 2008 meeting, the Regional Council approved the creation of an Air Quality Committee (AQC) as a subcommittee of the Regional Growth Committee. He stated that the AQC would address developing issues related to air quality and especially the challenges of more restrictive air quality standards. Mr. Billings asked Chuck Chappell, WFRC Executive Director, to present the proposed membership of the committee and the rationale for representation.

The proposed membership of the AQC is as follows:

Members:

Chair – an elected official: As yet to be determined
Utah Air Quality Board: Jim Horrocks / Mayor Darrell Smith
Department of Air Quality: Cheryl Heying
Utah Department of Transportation: Ahmad Jaber
Utah Transit Authority: Jerry Benson
Wasatch Front Regional Council: Chuck Chappell
WFRC Council Member / Weber County: Commissioner Jan Zogmaister
WFRC Council Member / Davis County: Commissioner Louenda Downs
WFRC Council Member / Salt Lake County: Mayor JoAnn Seghini

Support Staff:

WFRC Staff: Kip Billings

By Invitation or As Needed:

Other Staff: WFRC, DAQ, UDOT, UTA
Citizen Groups and Stakeholders: Salt Lake Solutions, Chamber of Commerce, Utah Manufacturing Association, Physicians, Mothers, Sierra Club, Wasatch Clean Air Coalition.

Mr. Chappell asked RGC members for their suggestions and recommendations for additional members. Mayor Seghini suggested that the Trucking Association be added to "Citizen Groups and Stakeholders". It was noted that the Citizen Groups and Stakeholders are resource people and advocates and would have the opportunity to attend and contribute to the meetings.

ACTION: Commissioner Jan Zogmaister moved to approve seating members of the Committee as outlined (along with acceptance of the support structure) and to also recommend that the Regional Council take similar action. Mayor Peter Corroon seconded the motion and the motion was unanimously approved.

4b. INFORMATION on the Air Quality Report Card

Kip Billings, WFRC, reported on the region's air quality performance. He began by confirming that the RTP, including the amendments to the Plan adopted over the last several months, conform in all areas to the applicable standards.

He commented that he was present today to make his semi-annual report on air quality issues. New, more restrictive standards are going into effect.

Mr. Billings noted that the Environmental Protection Agency has proposed that Davis, Salt Lake, Weber, Utah and portions of Box Elder and Tooele Counties all be included in one non-attainment area. The primary concern with this proposal (expressed by RGC members as well

as staff) is that if one area or entire county cannot conform to the standards then all counties are penalized. Mr. Billings said that comments have already been sent to the EPA by WFRC, Tooele County, various cities, and UDOT recommending separate air quality areas.

Using a PowerPoint presentation, Mr. Billings reviewed the air quality "report card" for each county noting that the report card is based upon four different pollutants: PM2.5, PM10, Carbon Monoxide Emissions and Ozone. At the present time the new standard for PM2.5 is not being met in Davis, Salt Lake or Weber County. Ozone levels are also high resulting in a hypothetical letter grade of "C" for Davis, Salt Lake and Weber Counties and letter grade of "B" for Tooele County.

The implementation schedule for the new PM2.5 and Ozone standards are as follows:

	PM2.5	Ozone
New Standard Applies	September 2006	March 2008
EPA Final Designations	April 2009	April 2010
Conformity Test Required	April 2010	August 2011
Control Plan Due	April 2012	2013
Attain New Standard	2014 - 2019	2013-2030

Mayor Seghini said that local governments, with transportation funds at risk, are going to have to look at tougher ordinances regulating sources of air pollution. Mr. Billings said the changes in commuter patterns this past summer, if they hold past the tapering off of the high fuel prices, coupled with more people on "flex time" and staggered work hours, could make a positive air quality difference over time!

5. ACTION to Recommend Adoption of the 5600 West Transit Corridor Locally Preferred Alternative

The Wasatch Front Regional Council staff has participated in several transit studies for Salt Lake County including the Mountain View Corridor Project Environmental Impact Statement (EIS) completed in 2008. The 5600 West Transit Corridor is a component of the Mountain View Corridor project and was included in the EIS. The EIS, which was signed in September 2008, was sponsored by UDOT and UTA, with the Federal Highway Administration (FHWA) as the lead federal agency and the Federal Transit Administration as a cooperating agency. The project was also supported by local jurisdictions and WFRC.

Mick Crandall, Utah Transit Authority, said that the "Locally Preferred Alternative" with the 5600 West transit dedicated right of way option being proposed is entirely consistent with the WFRC's Regional Transportation Plan as well as with the Environmental Impact Statement (EIS). He stated that approval of the LPA would complete requirements for UTA to continue to move the project forward into engineering and construction.

Mayor Corroon said he thought the preferred alternative fit in well with the growth principles and especially with the concept of accommodating multiple modes of transportation within rights of way.

ACTION: Mayor Peter Corroon moved that the RGC recommend to the Regional Council the adoption of the 5600 West Transit Corridor Locally Preferred Alternative. Commissioner Meghan Holbrook seconded the motion. After further discussion, the motion unanimously passed.

6. INFORMATION on the East-West Studies Results (Davis/Weber and Salt Lake Counties) and the Regional Transportation Plan (Phase 1 Projects)

Ned Hacker, WFRC, informed members that the Davis / Weber and Salt Lake County East-West Studies have been completed. The studies were the result of legislative measures passed during the 2007 general session (HB108 – Transportation Studies). The studies focused on how to help communities address growing east-west mobility challenges due to continued population growth and a strong economy. Generally the projects considered long-term transportation solutions (horizons beyond 2030) with no imposed limitation on potential funding.

Mr. Hacker said that the Utah Department of Transportation (UDOT) made a formal presentation to the legislature several weeks ago and provided them with a list of projects generated from the studies. He also said the WFRC staff would review and analyze the proposed projects to determine whether any of the projects should be added to the 2011 Regional Transportation Plan.

Mr. Hacker commented that when the RGC meets in January, staff will have more definitive information about recommendations in the studies relative to the RTP. While the time horizon considered in the studies is well beyond 2030, some projects could be added to the RTP. In response to a question from Mayor Corroon, Mr. Hacker said there was considerable local interest in the studies with broad participation from local governments and other stakeholders. Individual legislators took a great deal of interest in proposed projects, leading to a concern that support may emerge for a project that really is not a good long term traffic congestion solution from a regional standpoint.

Commissioner Zogmaister commented that some local elected officials have already discussed the studies with their legislators. The legislators have inquired if and when specific recommendations, based on the studies, will be forthcoming. Since the WFRC and RGC will not be meeting until just prior to the beginning of the Legislature's General Session in January, how can local officials respond authoritatively? She asked if information would be made available, given the timing problem. Mr. Hacker responded that "timing" is a problem. WFRC will research the projects with regard to the RTP to determine their near term viability. The RTP is currently being revised and the study recommendations will be evaluated as part of the overall long term planning process. However, results of the update are still 18 months in the future.

Mr. Chappell said that the new planning review process that relies more heavily on early involvement of the county COG's and technical committees is being implemented. Therefore, there may be an opportunity to meet with COG members regarding the studies in affected counties in December or early January. While the staff analysis will not have been presented to the Regional Council, it could be shared with COG members if they would like the input that early.

Mayor Corroon expressed appreciation to those involved in the studies for their hard work. He said he attended some of the meetings and felt they were very fruitful.

7. INFORMATION on Livable Corridors Project

Chuck Chappell, informed members and guests that the WFRC staff is proposing an analysis of how underutilized property in livable corridors along State Street can be redeveloped using the adopted Growth Principles. The goal is to develop a plan for enhancing the State Street facility and the surrounding land so that market forces will then join to form a more livable corridor. The cost of the analysis would be \$100,000 with \$50,000 coming from the existing WFRC budget and \$50,000 would come from those interested parties along the route such as

the cities, UDOT, and UTA. Mr. Chappell said that funding this project would not take away from any other projects/elements in the Unified Planning Work Program.

It was noted that the entire project would be from Brigham City to Payson but at this time the analysis would include only from the Capitol to Traverse Mountain all in Salt Lake County.

This analysis is viewed as an important first step in bringing cities, businesses and others together to discuss and plan for improvements to the State Street facility as it interconnects communities along the Wasatch Front.

Some of the tasks and products of the analysis/study will include:

- A collaborative process involving residents, land owners, investors/developers and public agencies
- A concept of livable corridors supported by all involved
- Summary of local plans, ordinances and strategies by local government and special districts along the corridor, such as parking location, size and design; utility sizing
- Market analysis of the value of this land on/near State Street if a more livable, attractive facility can be developed on State Street
- Analysis of the benefits and cost to the public in the region of infill redevelopment
- Plan for synergy with the adjacent north-south TRAX line and reconstructed I-15 freeway
- Exploration of both land use patterns and potential changes to the street ROW
- A vision for an attractive, livable connected arterial that attracts development and urban forestry potential
- Development or identification of model ordinances and other details to facilitate better uses
- A multi-modal plan for vehicle, transit, bicycle and pedestrian circulation on and across the facility, including the capacity (throughput) required
- A demonstration application of WFRC's Regional Growth Principles for Transportation Planning

Mr. Chappell said that funding sources have been identified for the analysis and that it was hoped the RGC would indicate its support for the undertaking. He then commented on the role State Street /US 89 plays along the Wasatch Front and the need to improve its function as well as image. It would be hoped that once their effort is initiated in the Salt Lake Valley, other areas might follow. In short, the purpose of the analysis is to consider how to promote a multi-modal approach to transportation on, or near State Street, to consider how to make all parts of the State Street corridor more livable and attractive and to encourage local efforts to develop detailed plans for implementing improvements. He added that he is aware of Murray's efforts to accomplish many of these ends because State Street is its "Main Street" and the heart of its central business district. Mayor Seghini expressed Midvale's concern about the lack of curb, gutter and sidewalks along State Street in certain parts of Midvale and the need for other improvements.

In response to questions, Mr. Chappell commented on air quality aspects of the analysis, the interaction between vehicular traffic, pedestrian, the role of TRAX and buses, and the identification of funding sources. While the analysis only considers the Salt Lake Valley portion of State Street it is hoped it will be a successful demonstration and a model for other segments.

Susan Hardy, MAG, spoke in favor of the proposed analysis and its potential role in encouraging and coordinating individual community efforts. Mayor Seghini added that she is pleased that this effort moves forward. Many have complained about the condition of the State Street corridor, but this initiative will advance the process for improving conditions.

Commissioner Meghan Holbrook, Transportation Commission, recommended that the State Street analysis be discussed with legislators as soon as possible for coordination purposes and to encourage their support.

The RGC further discussed pedestrian traffic, coordination of the State Street analysis with Salt Lake City's North Temple Street study and the basic value for the analysis. Mr. Chappell said the WFRC staff was very interested in coordinating its efforts with those of any other interested party.

RECOMMENDATION: The Regional Growth Committee, by a unanimous "show of hands", recommended to the Budget Committee and the Regional Council their support of the proposed Livable Corridors Project.

8. Other Business

No other business was considered.

9. Next Meeting

The next meeting of the Regional Growth Committee will be held at **9:30 a.m. on THURSDAY, January 15, 2009** in the offices of the Wasatch Front Regional Council.

The meeting was adjourned at 11:10 a.m.