

**Minutes**  
Regional Growth Committee  
Meeting of January 21, 2010

A meeting of the Regional Growth Committee was held on Thursday, January 21, 2010 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:**

Mike Allegra	UTA
Justin Allen	Utah Quality Growth Commission
Bruce Burrows	Mayor, Riverdale City
Steve Call	FHWA
Mick Crandall	UTA
Melissa Johnson	Mayor, West Jordan City
Bill Lawrence (for Ahmad Jaber)	UDOT
Alan Matheson	Envision Utah
Dannie McConkie	Utah Transportation Commission
Corey Norman (for Mayor John Curtis)	Provo City / MAG
JoAnn Seghini	Mayor, Midvale City
Wilf Sommerkorn	Salt Lake City
Derk Timothy	Mayor, Bluffdale City
Gary Whatcott (For Mayor Kent Money)	South Jordan City
Don Wood	Mayor, Clearfield City

**Non-Members Present:**

Bill Baranowski	West Jordan City
Christopher Clifford	The Planning Center
Kerry Doane	UTA
Robert Ett, AIA	Consulting
G. J. LaBonty	UTA
Kelly Lund	FHWA
Kathy Van Dame	Wasatch Clean Air Coalition
Lynn Vinzant	Clinton City
Kip Billings	WFRC
Chuck Chappell	WFRC
DeeEll Fifield	WFRC
Ned Hacker	WFRC
Val John Halford	WFRC
Jory Johner	WFRC
Pam Jorgensen	WFRC
Sam Klemm	WFRC
Greg Scott	WFRC

**Members / Representatives excused:** Mayor Ralph Becker, Mayor Dan Snarr, and Commissioner Jan Zogmaister.

**1. Approval of Minutes**

**Alan Matheson** moved that the minutes of the Regional Growth Committee meeting held October 15, 2009 be approved as written. **Justin Allen** seconded the motion and the minutes were unanimously approved.

**2. Opportunity for Public Comment**

There were no comments

**3a. Action – Regional Transportation Plan Amendment Proposal (Sugar House Streetcar) Full Amendment**

**Ned Hacker**, WFRC, informed that the Utah Transit Authority requested that the Regional Transportation Plan be amended to move the Sugar House Streetcar project from Phase 3 to Phase 1. This project will construct a Streetcar line in a rail corridor owned by the Utah Transit Authority (UTA) at approximately 2200 South between 250 West and 1100 East in the City of South Salt Lake and Salt Lake City.

The WFRC has reviewed and evaluated the proposed amendment and determined it conforms to air quality requirements and meets the transportation needs of the region. The proposed amendment is financially feasible only if additional / new funds are received by UTA (UTA has requested funding through a Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant application).

Mr. Hacker said that the public comment period for this Project was held from November 30, 2009 through January 12, 2010 and that three formal comments were received all supporting the proposed amendment. He also said this project was presented to the Salt Lake COG at their January meeting and positive comments were received from Salt Lake City and the City of South Salt Lake.

It was noted that Salt Lake City has already set aside funds to help build this project if additional TIGER grant or other requested funds are received. **Mike Allegra** noted that South Salt Lake, Salt Lake City and UTA are equal funding partners with the local match.

Some of the comments from the discussion period:

**Alan Matheson**, Envision Utah, asked if it was accurate to say that by moving this project from Phase 3 to Phase 1 that we are not bumping anything from Phase 1, we are just putting it at a higher priority and waiting for a separate independent source of funding. Mr. Hacker concurred that this was correct.

**Commissioner Dannie McConkie** asked that by moving this project from Phase 3 to Phase 1 what the anticipated completion date would be and the funding number. Mr. Hacker said that the funds are about \$47 million and the cities are ready to match federal funds and the grant monies have been requested. We should know if the grant monies will be received by mid February. If those monies are received, the environmental document could be finished within the next two months and construction could begin in the Spring or Summer and total construction time is two years.

**Mayor Don Wood**, Clearfield City, asked how light rail and modern streetcar differ in means of travel. Mike Allegra clarified that light rail typically gets to 60 mph and stops every mile. Streetcars stop at every other block. This project is a little over two miles so there will be more accessibility to the system because it is going to stop more often and light rail really isn't designed for that kind of station spacing.

**ACTION:** **Wilf Sommerkorn** moved the RGC recommend to the Regional Council that the Sugar House Streetcar project be amended in the Plan with the understanding that it will not be constructed until a new funding source is identified. The motion was seconded by **Commissioner Dannie McConkie** and passed unanimously.

### **3b. Information – Regional Vision Update**

**Ned Hacker**, WFRC, reported that the Wasatch Front Regional Council staff have initiated a refinement to the Wasatch Choices Vision as part of the Wasatch Choices 2040 planning process. This effort was initiated in October of 2009 with the help of Envision Utah and The Planning Center consultants. A series of outreach meetings and workshops were held with regional planners and engineers. Their input helped provide information on the amount and location of anticipated growth within their jurisdictions.

A draft Vision Map was distributed along with the statement that develops what this Vision is really meant to do for the region. Mr. Hacker stated that the desire is to get comments from this Committee on the draft text that has been provided and the draft Vision Map.

Mr. Hacker introduced **Christopher Clifford**, The Planning Center, to explain the process and how we got to this particular Vision Map.

The update to the Wasatch Choices Vision map was guided by the following process:

- Determine if the local city or county jurisdictions are currently or shortly planning to update their general plan, relevant zoning ordinance, or redevelopment areas
- Conduct an Inventory of all relevant land use changes by jurisdiction and determine the following: transit oriented developments, mixed use boulevards, planned higher density locations, and potential redevelopment areas
- Determine what, if any, differences exist between local general plans and 2040 Vision
- Identify all regional centers, urban centers, village centers, commercial centers, office / industrial centers and all highway and transit facilities
- Adjust the 2040 Vision to meet the reality on the ground
- Identify means of “post processing” the revised 2040 Vision to check socioeconomic data and assumptions
- Develop and publish a Vision brochures similar to “The Link” newsletter produced by the Delaware Valley Regional Planning Commission

**Chuck Chappell**, WFRC, informed that the intent of this map is not the Regional Transportation Plan but what you want our Region to look like in 2040. Mr. Chappell noted that the intent of the Regional Growth Principles that were adopted by the Council three or four years ago, are to help the cities and the counties develop their general plans to match this regional vision. Today we are asking you to recommend to the Regional Council (next week) that they allow the proposed Wasatch Choice for 2040 be opened up for a public comment period from February 1 through March 12, 2010.

**Mayor Derk Timothy**, City of Bluffdale, asked how binding the Vision Map may be for the cities as they develop in their areas. Mr. Hacker said that it is not binding anyone to do anything but is available to help jurisdictions form their general plans and to guide the Regional Council in developing a regional transportation system. As city and county general plans change and we receive copies, those changes then go into our modeling system and that helps us develop our transportation plan.

In keeping with the 2040 RTP planning process, a proposed updated Vision will be presented for review to the RGC Technical Advisory Committees (TAC), the County Councils of Government (COGS), and the RGC prior to adoption by the WFRC and subsequent use in development of the 2040 Regional Transportation Plan.

### **3c. Information – Regional Transportation Plan Goals and Objectives and Performance Measures**

**Greg Scott**, WFRC, stated that as part of the 2011-2040 Regional Transportation Plan (RTP) process, the WFRC staff is proposing goals, objectives and performance measures. The goals were derived, in part, from the WFRC Strategic Goals and the USDOT Planning Factors and will be incorporated into the RTP document.

The proposed objectives are a set of measures by which the effectiveness of the transportation system will periodically be evaluated over the years. A related set of performance measures, the System Alternative Criteria, will be used to evaluate the various 2011-2040 RTP system proposals in the planning process.

Mr. Scott reviewed the following goals:

1. Economic Vitality – Promote economic vitality in the region by increasing transportation mobility for both persons and freight.
2. Safety – Increase transportation safety and security for all modes of travel.
3. Security – Enhance regional security by implementing a transportation system that can rapidly respond to a variety of emergency situations.
4. Accessibility and Mobility – Provide a balanced, inter-connected transportation system with a range of accessible choices for people and freight.
5. Energy / Environment – Promote energy conservation, improved quality of life, and a clean environment by providing a transportation system that protects and enhances these principles.
6. Livability – Promote improved quality of life by providing a transportation system that protects and enhances these principles.
7. Efficiency – Maximize the productivity of the transportation system for each dollar invested.
8. Preservation of the System – Protect existing and future transportation systems through ongoing maintenance, preservation, or reconstruction.

Mr. Scott distributed the Transportation System Alternative Selection Criteria handout and said this is the criterion that we are going to use in the upcoming Regional Transportation Plan. He stated that the WFRC staff, and selected members of UTA staff and UDOT staff would organize two teams that would develop different transportation system scenarios. The two teams would use the selected criteria to evaluate which transportation scenario performed best and compare it against the last Plan and ensure we focused on whether our planning efforts are meeting our goals.

Mr. Scott presented the following Transportation System Alternative Selection Criteria:

1. Select corridor traverse times (weighted) by auto and by transit
2. Safety index using UDOT's UPlan tool
3. Qualitative assessment of corridor specific goals based upon technical, agency and public scoping input
4. Annual highway delay per capita
5. Change in transit system peak period linked trips and miles
6. Percentage of home-based-work trips by auto and by transit within 20 minutes of select economic development nodes
7. Select environmental impacts using UDOT's UPlan Tool
8. Vehicle miles traveled per capita on freeways and arterials
9. Percent change in each emission type and meeting preliminary conformity standards
10. Meets a reasonable capital and operating cost threshold
11. Freight center to freeway access time
12. Employment within 20 minutes of high concentration disadvantaged populations via transit and via auto

Following a brief discussion, Mr. Hacker said that we brought this information to you to get your comments. We will take this to the COGs and to the RGC Technical Committees in the next month and then come back to this Committee for your recommendation to the Regional Council to adopt these as our formal objectives and performance measures in developing the Regional Transportation Plan.

#### **4. Action – Southwest Salt Lake County Transit Feasibility Study**

**Jory Johner**, WFRC, reported that the purpose of the Southwest Salt Lake County Transit Feasibility Study is to evaluate the transit travel market in southwestern Salt Lake County. This evaluation will include an inventory and analysis of demographic, economic and transportation data as well as land use, zoning and other municipal data. This inventory and analysis will be used to assess the feasibility of a major capital transit project that would meet the needs of the communities in the region. The study will summarize and present recommendations regarding potential transit corridors and technologies that may be feasible within the study area.

The WFRC staff has been asked by the Southwest Salt Lake County Transit Feasibility Study sponsors (The Utah Transit Authority, South Jordan City, Riverton City and Herriman City) to manage the Study. The project sponsors have committed \$200,000 to complete the feasibility study in the area bounded by 200 West and 6000 West and 11400 South and 14600 South. Project completion is anticipated in September 2010.

Mayor Timothy commented that because of the density that Herriman city has proposed for that area that perhaps the study area should go farther south. Mr. Johner stated that the first step is collecting all the existing land use and working with the city. He said the boundary was chosen because of the Draper Commuter Rail station (about 13800 South) but once we see all the details the study area could be adjusted.

**ACTION: Mayor Don Wood** moved to support the WFRC staff managing the Southwest Salt Lake County Transit Feasibility Study and make the appropriate budget amendment. **Mayor Derk Timothy** seconded the motion and the motion passed unanimously.

## 5. Information – Natural Hazards Pre-Disaster Mitigation Plan Update

DeeEII Fifield, WFRC, informed that the Regional Council, in cooperation with Weber, Morgan, Davis, Tooele and Salt Lake Counties and their respective cities, recently completed an update of the Federal Emergency Management Agency (FEMA) Natural Hazards Pre-disaster Mitigation (PDM) Plan. FEMA approved the Plan in November, 2009. The Wasatch Front is vulnerable to natural and technological (human-caused) hazards that threaten the health, welfare and security of citizens. The cost of response to and recovery from disasters can be substantially reduced when attention is turned to mitigating the impacts and effects before they occur or re-occur.

The following was included in Mr. Fifield's presentation:

- The Disaster Mitigation Act became law in 2000
- State and local governments are to identify natural hazards, risks and vulnerabilities
- They are to formulate strategies, goals and objectives to mitigate the risks associated with the identified hazards
- The Wasatch Front Regional Council (WFRC) coordinates Plan development in Davis, Morgan, Salt Lake, Tooele and Weber Counties
- The first Regional Plan was completed in 2003, approved by the State and FEMA and adopted by all cities and counties
- Each county developed Hazard Mitigation Strategies
- FEMA funds Plan update every five years
- The Plan update process has been ongoing by WFRC and the counties for the past three years
- Each county organized a PDM planning committee
- To be eligible for PDM planning, project or FEMA disaster relief funding – a city, county or special service district must adopt the PDM plan by resolution
- Updated the demographic, transportation, hazard and risk information
- 2003 mitigation strategies update process was reviewed and accomplishments noted
- New mitigation strategies were formulated in the 2009 planning process
- Special Service Districts (SSD) included in the PDM plan update
- Approximately 85 SSD's including: school, water, sewer, fire, recreation, cemetery, etc., as well as regional SSD's such as UTA

The mitigation Plan has strategies that fall into three categories: 1) Mitigation that keeps the hazard away from people, property and structures; 2) Mitigation that keeps people, property and structures away from the hazards; and 3) Mitigation that does not address the hazard at all but rather reduces the impact of the hazard on the victims.

This mitigation Plan has strategies that fall into all three categories. The PDM Plan identifies natural hazards and threats to Wasatch Front Region communities, creates mitigation strategies to address those threats and develops long-term mitigation planning goals and objectives. The Plan also enhances awareness and provides mitigation strategy options for elected officials, agencies and the public relative to the hazards and their associated threat to life and property. Additionally, the Plan details what actions can be taken to help prevent or reduce hazard vulnerability to each jurisdiction.

The Pre-Disaster Mitigation Plan may be viewed on the WFRC web page at [www.wfrc.org](http://www.wfrc.org).

## 6. Information – Air Quality Issues Update

**Kip Billings, WFRC**, briefly reviewed air quality related issues that affect the Wasatch Front Region:

1. The Environmental Protection Agency (EPA) recently finalized their designations of Particulate Matter (PM)<sub>2.5</sub> Non-attainment Areas in Utah
  - The state has until December 2010 to complete a State Implementation Plan (SIP) for PM<sub>2.5</sub>
  - Beginning December 2011, WFRC must demonstrate conformity for PM<sub>2.5</sub>
  - The interim conformity test requires that future emissions not exceed 2005 or 2008 emissions. Current emission modeling indicates that WFRC can pass this interim conformity test
  - Box Elder and Tooele Counties have formally filed a lawsuit with EPA challenging their inclusion in the Weber, Davis, Salt Lake and portions of Box Elder and Tooele Counties Non-attainment area.
2. EPA Disapproval of the Salt Lake and Ogden City PM<sub>20</sub> SIPs
  - The comment period has been extended to March 1, 2010, WFRC, Department of Air Quality (DAQ) and others will be submitting comments
  - Until a SIP is approved, WFRC will continue to use the same conformity procedures as in recent years. This does not pose an imminent threat meeting conformity requirements
3. EPA Proposed Ozone Standard between 60-70 ppb
  - There will be a 60-day comment period following publication in the Federal Register (started and goes through March 22)
  - Public hearings will be held February 2, 2010 in Arlington, VA and Houston, TX; and February 4, 2010 in Sacramento, CA
  - EPA will issue final standards by August 31, 2010
  - At 60 ppb, 98% of the counties in the United States with air quality monitors would be in violation including several national parks: Grand Canyon, Mesa Verde, Crates of the Moon, Great Basin, Yellowstone, Canyonlands, and Zion
  - EPA is also proposing a secondary standard in a new form. With the one exception of Yellowstone, all of the National Parks above would also violate the new secondary standard for ozone
4. Release of EPA's new Motor Vehicle Emission Simulator (MOVES) 2010 air quality model for estimating vehicle emissions
  - WFRC staff is still testing the model which was released December 23, 2009
  - The MOVES model requires considerably more processing time which will be an important consideration in scheduling transportation plans

After a brief discussion, Mr. Billings noted that the WFRC Air Quality Committee meets following this meeting (Regional Growth Committee) and will be addressing these issues in more detail.

**7. Other Business**

No other business was discussed

**8. Next Meeting**

The next meeting of the Regional Growth Committee will be held at **9:30 a.m. on THURSDAY, March 18, 2010** in the offices of the Wasatch Front Regional Council.

The meeting adjourned at 11 a.m.