

**Minutes**  
Regional Growth Committee  
Meeting of January 19, 2012

A meeting of the Regional Growth Committee was held on Thursday, January 19, 2012 in the offices of the Wasatch Front Regional Council, 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

**Welcome and Introductions**

**Commissioner Jan Zogmaister**, RGC Chairman, called the meeting to order at 9:40 a.m. Commissioner Zogmaister welcomed committee members and guests. New Committee members for 2012 were introduced: Mayor Jeff Monroe, South Weber City and Mayor Mike Caldwell, Ogden (excused). The following were in attendance:

**RGC Members and Alternates Present:**

Len Arave	Mayor, North Salt Lake
Carlton Christensen	Councilman, Salt Lake City
Reid Ewing	University of Utah
Brent Marshall	Mayor, Grantsville City
Jeff Monroe	Mayor, South Weber City
John Petroff	Commissioner, Davis County
Cory Pope	UDOT
Daniel Snarr	Mayor, Murray City
Derk Timothy	Mayor, Bluffdale City
Kathy VanDame	Utah Air Quality Board
Jan Zogmaister	Commissioner, Weber County

**RGC Representatives and Others Present:**

Christopher Chesnut	UTA
Gabe Epperson	Envision Utah
Austin Fredrickson	Utahns for Better Transportation (UBET)
Lee Logston	West Valley City Planning
Debbie Burney-Sigman	Breathe Utah
Gary Whatcott	South Jordan City
Renaee Widdison	UBET
LaNiece Davenport	WFRC
Andrew Gruber	WFRC
Ned Hacker	WFRC
Val John Halford	WFRC
Doug Hattery	WFRC
Jory Johner	WFRC
Pam Jorgensen	WFRC
Sam Klemm	WFRC
Leah Sirmin	WFRC

**Members / Representatives excused:** Mayor Mike Caldwell, Councilmember Tina Kelley

## 1. Approval of Minutes

**Commissioner John Petroff** moved that the minutes of the Regional Growth Committee meeting held October 20, 2011 be approved as written. The motion was seconded by **Mayor Brent Marshall** and the minutes were unanimously approved.

## 2. Opportunity for Public Comment

There were no comments

## 3. Information – Legislative Update

**Sam Klemm**, WFRC, reported that the \$280 million in additional anticipated Utah State revenues will just be enough to fund growth in public and higher education student enrollment, Medicare/Medicaid and a few other smaller programs. There will be little, if any, left over for new initiatives. He also said that the annual appropriation of \$70,000 each for the Wasatch Front Regional Council and Mountainland Association of Governments was included in the Governor's proposed budget.

Mr. Klemm reported on the following transportation related issues:

- Possible adjustments to the use of UDOT funding streams to allow for more money to be channeled to maintenance. This may involve combining various funds that exist within the transportation budget into one allowing UDOT more flexibility in the usage of those dollars. He said that the Governor proposed using much of the new money generated under SB 229 for highway and building maintenance.
- Possible changes to the use of the third quarter cent sales tax fund for transportation in counties of the second class for use on collector roads. It is understood this would primarily affect Weber County.
- HB 264 – this bill would allow UDOT to raise the speed limit on HOV lanes to 75 mph.

Mr. Klemm also reported that in the 2011 Legislative session, HB 287 required a study of various state government agencies including the Department of Community and Culture for the purpose of recommending efficiencies. One of those recommendations is that the Division of Housing and Community Development be moved to the Department of Workforce Services which would require legislation. He noted that a bill to that effect had not yet been submitted but probably is underway.

## 4. Information – Wasatch Choice for 2040 Update, Catalytic Sites

**Ned Hacker**, WFRC, said that for the past year, WFRC has been working collaboratively across the region to create the relationships and tools necessary to implement the Wasatch Choice for 2040, the land-use and transportation "Vision" for Weber, Davis, Salt Lake and Utah Counties. The "Vision" was developed by elected officials and the public to improve our quality of life as our region experiences dramatic growth.

Mr. Hacker, introduced **Gabe Epperson** of Envision Utah, who reported on the work with stakeholders to overcome barriers and facilitate vibrant neighborhood development projects at key "centers" identified in the Wasatch Choice for 2040. Mr. Epperson focused on the

work being conducted at “catalytic sites” identified for demonstration purposes in the Sustainable Communities Initiative grant the Wasatch Front Region received from the Department of Housing and Urban Development (HUD). The catalytic sites include:

- Urban Center – Downtown Sandy
- Town Center – Downtown Provo
- Metropolitan Center – Salt Lake City Depot District
- Boulevard / Main Street – Salt Lake City Downtown Streetcar
- Main Street – Magna
- Station Community – 3900 South Meadowbrook Station / Millcreek RDA

Mr. Epperson discussed the “catalytic site work program” that included the following:

- Form Stakeholder Groups
- Develop Scenarios
- Conduct Public Open House: Review Scenarios
- Create Preferred Scenario
- Hold Second Public Open House
- Outline Implementation Plan
  - o Form-based Code
  - o Financial Strategies
- Develop Best Practices Toolbox for all Wasatch Front Communities

Mr. Epperson said that in close collaboration with local governments, the partners conduct an outreach process at the representative sites, tailored to the particular needs of that community. The stakeholders help create a series of viable future development options, or “scenarios”. Using the “Envision Tomorrow+” (ET+) land use model evaluation tool, stakeholders will analyze each scenario to identify which best advances that community’s and the region’s goals. The local jurisdiction can then select its preferred scenario and, with the help of the partners and the development community, incorporate it into its master plans and move towards implementation.

## 5. Information – Unified Plan Update

**Andrew Gruber**, WFRC, said that Utah’s Unified Transportation Plan: 2011-2040 is a comprehensive summary of the statewide transportation investments needed over the next 30 years for state and local roads and mass transit. This coordinated effort provides transportation planning information for the entire state in one document.

**Jory Johner**, WFRC, reported that the Unified Plan reflects Utah’s approach of providing transportation choices to its residents, responding to the anticipated population and job growth, and maintaining and preserving the systems that we have in place. Mr. Johner’s presentation included the following information:

- *Utah’s Unified Transportation Plan: 2011-2040* combines the long-range transportation plans for:
  - o Cache MPO
  - o Wasatch Front Regional Council
  - o Mountainland Association of Governments
  - o Dixie MPO
  - o UDOT (rural areas)

- Identifies statewide transportation priorities and projects over the next 30 years.
- Includes state roads, local roads, and transit facilities.
- Comprehensive in addressing capacity, preservation, maintenance, and operations.

Mr. Johner reported that through the transportation planning process each agency conducted an extensive visioning and strategic planning process which serves as the foundation for their respective long-range transportation plans. The Visioning process conducted by each agency include:

- Wasatch Choice for 2040 (WFRC and MAG)
- Envision Cache Valley (Cache MPO)
- Vision Dixie (Dixie MPO)
- Utah Rural Planning efforts
- Statewide Strategic Goals (UDOT)

Mr. Johner said that Utah's Unified Transportation Plan is a summary of how to best meet future travel demand and maintain an efficient system. He noted that the individual agencies have detailed transportation plans that can be found on their websites.

## **6. Information – Household Travel Survey**

**Mr. Ned Hacker**, WFRC, reported that in March 2011 the Regional Council approved funding to conduct the Statewide Household Travel Survey project. The Wasatch Front Regional Council is managing the project which is being performed in coordination with the Mountainland Association of Governments, Cache and Dixie Metropolitan Planning Organizations, the Utah Department of Transportation, and the Utah Transit Authority.

Mr. Hacker said that a critical element of transportation planning is the ability to forecast future travel demand. He noted that the last household travel survey along the Wasatch Front was conducted in 1993. Since that time, the population along the Wasatch Front has grown larger and more diverse. Areas which used to be open fields are now subdivision and shopping centers, abandoned factories are now apartments and office buildings, colleges and universities have expanded, and new housing opportunities have opened up in downtown Salt Lake City. In addition, new transportation options such as TRAX, FrontRunner, expanded trail systems, more bike lanes, and HOV / Express Lanes on I-15 are available.

Considering the above mentioned land use and transportation changes, the way people make trips has changed and the actual travel behavior data obtained through the Statewide Household Travel Survey will contribute to more accurate planning and forecasting of the Regional Travel Demand Models for each of the MPO regions and UDOT.

To date the following has been accomplished: 1) A consultant has been hired – Resource Systems Group; 2) Scope of work developed; 3) The survey instruments and survey methodology was created; and 4) Developed add-on surveys that include questions regarding bicycle and pedestrian travel, long distance travel, and individuals stated preference toward housing and transportation.

**7. Other Business**

There was no other business

- 8.** The next meeting of the Regional Growth Committee will be held on **Thursday, March 15, 2012 at 9:30 a.m.**

The meeting adjourned at 11:00 a.m.