

**SALT LAKE – WEST VALLEY AREA
REGIONAL GROWTH COMMITTEE
TECHNICAL ADVISORY COMMITTEE
FEBRUARY 27, 2013
2:00 PM - 3:30 PM
MEETING SUMMARY**

AGENDA ITEM	DISCUSSION	ACTION										
<p>1. Meeting Summary – December 19th – Salt Lake - West Valley RGC TAC</p>	<p>Grant Crowell, Bluffdale City, made a motion to approve the December 19, 2012 meeting summary. Russell Fox, Draper City, seconded the motion and the Salt Lake – West Valley Area Regional Growth Committee Technical Advisory Committee approved the summary unanimously.</p> <p>The Salt Lake – West Valley Area Regional Growth Committee Technical Advisory Committee meeting summaries are posted at the WFRC website (www.wfrc.org) under the “Committee” section on the left side of the front page. You can access these summaries by selecting “Technical Advisory Committee.”</p>	<p>Approved</p>										
<p>2. Congestion Management Process</p>	<p>Wayne Bennion, WFRC, reported on the status and trends of congestion management along the Wasatch Front to inform RGC members about the basis for setting congestion management goals to guide the planning and project selection process of the Regional Transportation Plan. Wayne highlighted the following highway performance measures addressed in WFRC's annual Congestion Management Report:</p> <ul style="list-style-type: none"> • Daily vehicle miles of travel (VMT) • VMT traveled per capita • Percent of uncongested traffic (peak hours) • Arterial level of service (peak hours) <p>VMT for the WFRC area is about 35.1 million daily and VMT per capita is at 21.1 which is a decline of 11.1% since 2002. Trans Com members discussed how highway congestion can contribute to poor air quality.</p> <p>The following transit performance measures were highlighted:</p> <ul style="list-style-type: none"> • Daily passengers by transit mode • Hourly passengers per trip by mode • Annual passengers per capita <p>Transit ridership has been increasing since 2009 when there was a dip in patronage likely due to economic conditions. Currently transit carries about 137,800 daily passengers as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td colspan="2" style="text-align: center;"><u>Daily Transit Passengers 2012</u></td> </tr> <tr> <td style="text-align: center;">Bus</td> <td style="text-align: right;">76,000</td> </tr> <tr> <td style="text-align: center;">TRAX</td> <td style="text-align: right;">56,000</td> </tr> <tr> <td style="text-align: center;">Front Runner*</td> <td style="text-align: right;">5,800</td> </tr> <tr> <td style="text-align: center;">TOTAL</td> <td style="text-align: right;">137,800</td> </tr> </table> <p><i>*Front Runner service to Provo began Dec 2012. Currently averages 5,200 daily passengers.</i></p> <p>Each peak period bus carries about 30+ passengers on average, and each peak period TRAX and FrontRunner train carries 200-250 passengers.</p> <p>Wayne said the Congestion Management Report is posted on WFRC's website (wfrc.org).</p> <p>Please contact Kip Billings at 801-363-4250 x1115 for additional information.</p>	<u>Daily Transit Passengers 2012</u>		Bus	76,000	TRAX	56,000	Front Runner*	5,800	TOTAL	137,800	<p>Approved</p>
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<p>3. 2015 RTP and Unified Plan Update</p>	<p>Ned Hacker, WFRC, gave a brief overview of the process and schedule for the 2015 Regional Transportation Plan (2015 RTP) and Utah's Unified Transportation Plan. Over the past nine months the Salt Lake-West Valley TAC reviewed a High Level Process the WFRC staff proposed to use in developing the 2015 RTP. The objective of the process is to better integrate the Wasatch Choice for 2040 Regional Vision (WC 2040) and the 2015 RTP, so the RTP best responds to the market, demographic trends and local needs and values. The committee also previously reviewed and recommended to the Regional Growth Committee for adoption a set of performance measures to evaluate the RTP.</p> <p>The staff is currently developing four integrated transportation and land use scenarios to help examine how regional transportation and land use work together. The four scenarios being developed include a Trendline or "No Vision", the adopted WC 2040 Vision and 2011 RTP, WC 2040 Vision with growth focused in centers and corridors and the WC 2040 Vision with even more growth allocated to centers and corridors. Each of the scenarios land use will be within the WC 2040 proposed ranges and be accompanied by a needs based transportation system. Evaluation of the scenarios will be accomplished using the Envision Tomorrow + model and the performance measures adopted by the Wasatch Front Regional Council, in consideration with the new federal transportation bill Moving Ahead for Progress in the 21st Century Act (MAP-21).</p> <p>The 2015 RTP scenarios will be initially reviewed with UDOT, UTA, and several county and regional representatives before they are presented and reviewed by groups of cities in June and presented for local and public review this fall. A draft preferred scenario is anticipated by the end of the year.</p> <p>Utah's Unified Transportation Plans for 2007 and 2011 each received national recognition for their collaborative process. The contributing partner agencies for the statewide plan (UDOT, UTA, Cache MPO, Dixie MPO, Mountainland Association of Governments and WFRC) are well into the coordination process for development of the 2015 Unified Plan. The four MPOs in collaboration with UDOT and UTA have established several committees to collectively review and understand the new MAP-21 guidance. The mutual understanding by the agencies of the new federal guidance will help each of the MPOs and UDOT to develop their respective Plans and in integrating their plans to produce the 2015 Unified Plan.</p> <p>Please contact Ned Hacker at 801-363-4250 x1120 for additional information.</p>	<p>None Required</p>
<p>4. Form Based Code Introduction and Manual</p>	<p>Val John Halford, WFRC, presented an overview of the recent draft "Model Form-Based Code" manual. As part of the Wasatch Choice 2040 toolbox, form-based codes will help to implement the 2040 Growth Principles and Vision. The Model Code document is divided into three general sections designed to provide users with important and useful information, including (1) background to form-based codes; (2) a model code; and (3) a guide to code calibration by individual municipalities. The manual is a self-help document intended to simplify the creation and use of a local form based codes and represents the most complete incentive based approach designed to encourage the kind of sustainable land development envisioned by communities along the Wasatch Front. The form-based code manual is scheduled to be completed by September of this year. Val presented a MS PowerPoint slide show that briefly reviewed the purpose for the Wasatch Choice 2040 Vision, traditional zoning methods, a general explanation of form-based codes, community benefits of implementing form-based codes in specific locations, such as fixed-guideway transit stations, and advantages for land developers and architects. Regional benefits of form-based codes include a better connection to both jobs and housing, compact, walkable communities, help to address changing housing needs and demands, reduces the number of vehicle miles of travel, decreases air pollution levels, and results in a more efficient use of existing infrastructure. A copy of Val's PowerPoint is available to review.</p> <p>Please contact Val John Halford at 801-363-4250 x1109 for additional information.</p>	<p>None Required</p>

**5. Utah State
Legislative
Update**

Sam Klemm, WFRC, updated the Technical Advisory Committee on the 2013 Legislature session. Below is a summary and status of the bills related to transportation.

Passed both Houses

1. [HB 5](#)—Rep. Eric Hutchings, R-Kearns, Executive Offices and Criminal Courts Base Budget (Includes \$70,000 for WFRC federal matching funds)—*Passed and enrolled.*
2. [HB 11, Sub 1](#)—Rep. Brad Last, R-St. George, Use of corridor preservation funds in a revolving loan fund format and for transportation planning—*Passed and enrolled.*
3. [HB 23](#)—Rep. Steven Handy, R-Layton, High Occupancy Vehicle Lane Amendments (allow UDOT to limit the total number of alternative fuel vehicles having HOV plates)—*Passed and enrolled.*
4. [HB 144](#)—Rep. Merrill Nelson, R-Grantsville, “adds a nonvoting member who represents all municipalities within the district that are located within a county that is not annexed into the public transit district to the board of trustees...”—*Passed and enrolled.*
5. [HB 168](#)—Rep. Patrice Arent, D-Millcreek, Air Quality Mitigation by Government Entities (Requires state agencies, school districts and state institutions of higher education along the Wasatch Front and in the Uintah Basin to develop air quality mitigation plans.)—*Passed and enrolled.*
6. [HB 294](#)—Rep. Johnny Anderson, R-Taylorsville, Bicycle and Moped Amendments (Allows motorists to cross the center line in order to safely pass bicyclists.)—*Passed and enrolled.*
7. [HB 297](#)—Rep. Johnny Anderson, R-Taylorsville, Bicycle and Bicycle Lane Amendments (Allows a motorist to encroach upon a center turn lane in order to safely pass a bicyclist.)—*Passed and enrolled.*
8. [HB 299](#)—Rep. Johnny Anderson, R-Taylorsville, Bicycle Amendments (Allows a bicyclist to wear or attach to the bicycle any required reflector or light for nighttime use.)—*Passed and enrolled.*
9. [HB 316](#)—Rep. Johnny Anderson, R-Taylorsville, Traffic Amendments (Allows a motorcyclist or bicyclist to make a left turn against a steady red arrow under certain conditions.)—*Passed and enrolled.*
10. [HB 377, Sub. 1](#)—Rep. Brad Dee, R-Ogden, Transportation Funding Modifications (Grants bonding authority to UDOT, specifies certain projects to be built with the proceeds.)—*Passed and enrolled.*
11. [SB 29, Sub. 1](#)—Sen. Kevin Van Tassell, R-Vernal, State Highway System Modifications (adds Mountain View Corridor)—*Passed and enrolled.*
12. [SB 104, Sub. 2](#)—Sen. Todd Weiler, R-Bountiful, Vulnerable Highway Users Amendments (“...provides penalties for distracting a vulnerable user of a highway or forcing a vulnerable user of a highway off of the roadway for a purpose unrelated to public safety...”)—*Passed and enrolled.*
13. [SB 178](#)—Sen. Kevin Van Tassell, R-Vernal, Department of Transportation Revisions (“...provides that the governor shall appoint an executive director to be the chief executive officer of the department, after consultation with, rather than recommendations from, the Transportation Commission.”)—*Passed both houses, being prepared for enrolling.*
14. [SB 275](#)—Sen. Stuart Adams, Energy Amendments (Provides for the construction of natural gas fueling facilities to be paid for by natural gas ratepayers.)—*Passed and enrolled.*
15. [SCR 6](#)—Sen. Deidre Henderson, R-Payson, Concurrent Resolution on Federal Gas Tax (“...expresses strong support for legislation that would reduce the federal tax on fuels by the amount of any increase in the rate of

None
Required

	<p>tax on such fuels by the states.”)—<i>Passed and enrolled.</i></p> <p>Failed</p> <ol style="list-style-type: none"> 1. Gasoline taxes—The political will to pursue this issue was insufficient. 2. HB 138, Sub. 1—Rep. Marjorie Poulson, D-Millcreek, State Income Tax Credit for Purchase of Transit Passes—<i>Defeated in the House Revenue and Taxation Committee.</i> 3. HB 288—Rep. Gage Froerer, R-Huntsville, Dept. of Transportation Amendments (would have amended state code to reflect current UDOT organizational structure)—<i>Died in House Rules, abandoned.</i> 4. HB 405—Rep. Joel Briscoe, D-Salt Lake City, Clean Air Public Transit Pilot Program (Would have appropriated \$6 million from the Transportation Investment Fund to UTA to cover free fares for the months of July and January 2014.)—<i>Died in House Rules Committee.</i> 5. HB 411—Rep. Joel Briscoe, D-Salt Lake City, Public Transit Funding Amendments (Would shift \$90 million annually from TIF to a Community Clear Air Public Transit Fund; increases transit sales tax authorization for counties by .20%.)—<i>Died in House Rules Committee.</i> 6. HJR 18—Rep. Greg Hughes, R-Draper, Joint Resolution on State Tax Revenue (Called for a constitutional amendment that will place a cap on the state budget with increases not to exceed the rates of inflation and population increase.)—<i>Died in House Rules Committee.</i> 7. SB 63—Sen. Wayne Harper, R-West Jordan, Transportation Planning and Funding Task Force (Creates a legislative task force to consider transportation needs and revenues)—<i>Held in House Rules Committee in favor of assigning the task to the Transportation Interim Committee.</i> 8. SB 121—Sen. Karen Mayne, D-Kearns, Traffic Regulations Regarding Buses (Would have required motorists to yield the right-of-way to buses signaling to re-enter the traffic flow.)—<i>Died in Senate Rules Committee.</i> 9. SB 177—Sen. Stuart Reid, R-Roy, Highway Designation Amendments (Would have designated the Legacy Parkway and the Mountain View Corridor as the Leavitt—Legacy Parkway and the Mountain View—Leavitt Parkway)—<i>Passed the Senate Economic Development and Workforce Services Committee, never called up for a vote on Senate 2nd reading calendar.</i> <p>Please contact Sam Klemm at 801-363-4250 x1116 for additional information.</p>	
<p>6. RTP Scenario Small Area Meeting</p>	<p>Sam Klemm, WFRC, made a brief presentation on a series of small group city meetings to be held in June. In preparation for the update to the 2040 Regional Transportation Plan, local elected officials and senior planning staff from three to five cities will meet to receive a presentation from WFRC staff. This presentation will display four alternative growth scenarios based on the current growth trend, the adopted Wasatch Choice for 2040 Vision, a more focused version of the 2040 Vision, and an even more focused version of the Vision. The participants will then discuss the plausibility and desirability of these scenarios and where they could or should be amended. It is anticipated that representatives from UDOT and UTA will also attend.</p> <p>Following the presentation of the growth scenarios, there will be a discussion of transportation needs within the local area with all comments to be carefully documented. There will be twelve such meetings across the Wasatch Front. Invitations to the meetings will be sent out in the coming weeks.</p> <p>Please contact Sam Klemm at 801-363-4250 x1116 for additional information.</p>	<p>None Required</p>

<p>7. Web Based Interactive Street Design Tool</p>	<p>Greg Scott, WFRC, briefly re-presented the overview of the Web-based Interactive Street Design Dialog Tool that the TAC saw in October. He stated that much of the benefit of the Tool was that it created a common 'platform' from which to build a consensus. A consensus that takes into account the constraints and breadth of possibility within the engineering standards as well as the context of the street.</p> <p>Greg showed 'proofs of concepts' for the tool that were provided by the two firms proposing on the tool development. Greg then indicated that WFRC was looking for funding partners to fund the first phase of the Tool development and handed out a sign-up sheet for those potentially interested in participating financially. He indicated that a second phase would likely be pursued with national grant or private funding sources but that a condition of funding for any second phase would be unlimited use by the initial investors.</p> <p>The presentation with the links to the 'proofs of concepts' redacted is attached. The proofs of concepts were redacted because of some issues with propriety since firm selection is not complete.</p> <p>Greg responded to questions regarding how use would be limited to investors by stating that one of the development firms has indicated that they would be exploring geographical limitations to where the plan view drawing tool could be used with Google Earth.</p> <p>Note: WFRC has since opted to first pursue funding from UDOT, UTA, MAG, and WFRC to complete the first phase of the project rather than individual local jurisdictions. This change would allow all local jurisdictions within the respective areas to use the tool.</p> <p>Please contact Greg Scott at 801-363-4250 x1119 for additional information.</p>	<p>None Required</p>
<p>8. Other Business (Vice Chairman Election)</p>	<p>George Shaw was nominated as the Salt Lake City – West Valley City Regional Growth Committee Technical Advisory Committee Vice-Chairman and the committee approved the nomination unanimously.</p>	<p>Approved</p>
<p>9. Next Meeting April 24th, 2013</p>	<p>The next Salt Lake – West Valley RGC TAC meeting will be held on Wednesday, April 24, 2013 at 2:30 PM at the Midvale City Hall, located at 655 West Center Street.</p>	<p>None Required</p>

ATTENDANCE ROLL

SALT LAKE – WEST VALLEY AREA RGC TECHNICAL ADVISORY COMMITTEE

DATE: 2/27/13

<u>Name</u>	<u>Representing</u>
Val John Halford	WFRC
Michael Florence	South Salt Lake City
Leslie Burns	Midvale City
Max Johnson	Salt Lake County - Chairman
Ned Hacker	WFRC
Grant Crowell	Bluffdale City
Jory Johner	WFRC
Lee Logston	West Valley City
George Shaw	South Jordan City
Bryn McCarty	Herriman City
Chad Mullins	SLCBAC
Sam Klemm	WFRC
Greg Scott	WFRC
Russle Fox	Draper City