



MINUTES

Wasatch Front Regional Council Meeting of March 28, 2013

Commissioner Bret Millburn, Chairman, called the meeting of the Wasatch Front Regional Council to order at 2:05 p.m. in the Regional Council offices at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Members Present

Carlton Christensen	Councilman SLC / Utah League of Cities & Towns
Kelvyn Cullimore	Mayor, Cottonwood Heights
Tom Dolan	Mayor, Sand City
Louenda Downs	Commissioner / Utah Association of Counties
Robert Grow	Envision Utah
Steve Hiatt	Mayor, Kaysville City
Michael Jensen	Councilman, Salt Lake County
Tina Kelley	Councilmember, Morgan County
Brent Marshall	Mayor, Grantsville City
Ben McAdams	Mayor, Salt Lake County
Bret Millburn	Commissioner, Davis County
Cory Pope (for Carlos Braceras)	Utah Department of Transportation
John Petroff	Commissioner, Davis County
JoAnn Seghini	Mayor, Midvale City
Matt Sibul (for Michael Allegra)	Utah Transit Authority
Darrell Smith	Mayor, Draper City
Jan Zogmaister	Commissioner, Weber County

Alternate Members Present

Scott Osborne	Mayor, South Jordan City
Jerry Rechtenbach	Mayor, Taylorsville City

Others Present

Roger Borgenicht	Future Moves
Jason Davis	UDOT Region II
Russell Fox	Draper City
Patti Garver	Utah Transit Authority
John Hiskey	Sandy City
Dana Holmes	Stanley Consultants
Chad Mullins	SL Co. Bicycle Advisory Committee
Ron Phillips	Phillips Associates, Inc.
Matt Rifkin	InterPlan
John Taylor	Taylorsville City
Gary Whatcott	South Jordan City
Loveit Baumgardner	WFRC Staff
Wayne Bennion	WFRC Staff
Andrew Gruber	WFRC Staff

Ned Hacker	WFRC Staff
Val John Halford	WFRC Staff
Doug Hattery	WFRC Staff
Pam Jorgensen	WFRC Staff
Sam Klemm	WFRC Staff
Ted Knowlton	WFRC Staff
Greg Scott	WFRC Staff
Ben Wuthrich	WFRC Staff

Mayor Len Arave, Mayor Ralph Becker, Mayor Mike Caldwell, and Mayor Richard Harris were excused from the meeting.

Welcome

Commissioner Millburn welcomed Council members and guest and introductions were made.

Consent Agenda

ACTION—Councilman Michael Jensen moved to approve the minutes of the WFRC meeting held January 24, 2013 and the Financial Statements and Check Registers for January and February 2013. The motion was seconded by Mayor Brent Marshall and passed unanimously.

Chairman's Report

Recognition of John Njord: Commissioner Bret Millburn recognized John Njord, who is retiring as Executive Director of the Utah Department of Transportation. Commissioner Millburn presented Mr. Njord with a *Resolution of the Wasatch Front Regional Council Honoring John Njord* and thanked him for his many years of service to the State of Utah.

Information—Legislative Recap:

Senator Stuart Adams reported on the following legislative issues:

- There was significant discussion leading up to and during the session about the possibility of indexing the State gas tax or authorizing a local option gas tax; however, neither issue was considered.
- HB 377 sponsored by Representative Brad Dee and Senator Stuart Adams authorizes the use of UDOT bond proceeds for transportation projects and directs the use of a portion of those funds for specific local projects. Passed and enrolled.
- A bill to create a transportation funding task force was not passed but legislative leaders said that the Transportation Interim Committee will focus on long-term funding issues.
- SB 275 sponsored by Senator Stuart Adams – This bill will permit rate increases to fund natural gas infrastructure. Passed.

Andrew Gruber noted that he sent out to Council Members a comprehensive list of all the bills WFRC was tracking during the session and their final positions. He briefly noted that there were several pieces of legislation regarding biking and promoting bike safety. Mr. Gruber thanked all members of the WFRC Executive Committee, as well as several other WFRC members, who met every Thursday morning during the Legislative session.

Information—Service Award: Andrew Gruber recognized Greg Scott, Transportation Planner, and presented him with a certificate for his 20 years of dedicated service.

Public Comment

There were no public comments

Budget Committee

ACTION—FY 2013 Budget Amendment: Councilman Michael Jensen, reported that it is common for the WFRC to amend its budget from time to time to include additions or subtractions in funding and the associated changes in expenditures. Councilman Jensen said that this is a technical budget amendment and includes the following:

- Funding for the United We Ride Project is reduced by \$5,237. The amount represents funds that were awarded in previous fiscal years but were unspent at the end of FY 2012. The work for this project has been completed and the Utah Department of Transportation has closed the grant.
- Funding for the Corridor Preservation Project is increased by \$15,000. WFRC has received this amount from UDOT as a result of a request made by the Salt Lake County Council of Governments for ongoing administrative staff support for this work.
- Funding for the HUD Sustainable Communities Project is increased by \$50,000, reflecting an increase in funding for the WFRC from the U.S. Department of Housing and Urban Development grant. This amount represents funds to augment the work on the Wasatch Choice for 2040 Toolbox.

Councilman Michael Jensen moved to amend the FY2013 Budget Amendments as presented. The motion was seconded by Mayor Brent Marshall and passed unanimously.

Regional Growth Committee

Information—Wasatch Choice for 2040 Update: Ted Knowlton, WFRC, said that the Wasatch Choice for 2040 is our region's voluntary vision for how transportation development patterns and open space might be coordinated with each other over the coming decades to ensure that we have a good quality of life and a strong economy.

Mr. Knowlton reported that the WFRC is working in partnership with Utah Department of Transportation, Utah Transit Authority, Mountainland Association of Governments, University of Utah, Envision Utah, Utah Chapter of the American Planning Association, and others to develop a suite of tools and resources to assist local governments in their planning efforts for the future of their communities. The suite of tools includes: Envision Tomorrow Plus (ET+), a Housing Plan, a model Form Based Code ordinance, Implementing Centers Strategies, and the Illustrative Planning Process. Mr. Knowlton said that WFRC is working with the partners to assemble and make readily available a wide-ranging suite of data. The goal is to enable a user, a planner or developer, to visit one website to get all of the data they might want for most kinds of local planning efforts.

Mr. Knowlton provided details for the upcoming Wasatch Choice for 2040 Spring Consortium Meeting scheduled for Wednesday, May 29 from 2:00 to 5:00 p.m. at the Salt Palace Convention Center. Two nationally renowned speakers are scheduled to speak: Charles Marohn, author of *Thoughts on Building Strong Towns*, and Jeff Speck, whose new publication is *Walkable City: How Downtown Can Save America One Step at a Time*. A Save the Date flier was distributed to those in attendance and all were encouraged to plan to attend the meeting.

Mr. Knowlton also noted that the Congress for New Urbanism will be holding their annual conference from May 30 through June 1 in Salt Lake City.

Information—RTP / Unified Plan: Val John Halford, WFRC, reported that every four years the Wasatch Front Regional Council is required to develop a Regional Transportation Plan. The WFRC Regional Transportation Plan is folded into the Utah Unified Plan which is a compilation of plans from the four Metropolitan Planning Organizations (MPO) for urbanized areas and Utah Department of Transportation for rural areas.

Mr. Halford said that as part of the 2015-2040 Regional Transportation Plan process, the WFRC staff is developing a series of land use and transportation scenarios representing a 2040 year horizon. The 2040 Vision incorporates both land use assumptions and transportation networks that work together for a more sustainable future. Scenario development and testing allows the WFRC and others to view and test possible responses to regional growth. Exploring alternative solutions helps planners, elected officials, and the general public make better decisions.

Mr. Halford briefly discussed each of the four scenarios: 1) An alternative that has a lower growth in centers development patterns; 2) A “vision” alternative based on the adopted Wasatch Choice 2040 Vision; 3) Wasatch Choice 2040 Vision with some growth focused in centers and communities; and, 4) Wasatch Choice 2040 Vision with even more growth allocated to centers and communities. Mr. Halford said that review of the four regional land use and transportation scenarios will take place this summer (June and July) in small area meetings. Those invited will be city and county mayors and commissioners, city administrators, city planners and engineers. The information gathered from this outreach effort will further refine the scenarios and ultimately define the preferred scenario which will be used as a basis for the 2015 Plan.

Andrew Gruber said that the release of the final scenarios to the public will not take place until they are reviewed and approved by the Regional Growth Committee and the Regional Council in the May meetings.

Councilman Carlton Christensen commented that in gathering population information and demographic data for modeling purposes that the school districts may be a very good source of information.

ACTION—Taylorsville-Murray Transit Study Locally Preferred Alternative: Ned Hacker, WFRC, said that there has been high capacity transit connecting Taylorsville and Murray on the WFRC Regional Transportation Plan since 2001. In 2007 feasibility studies for this project began. UTA has now completed an environmental study report for the project. The Taylorsville City Council and the Murray City Council have already adopted the Locally Preferred Alternative by resolution. Mr. Hacker also noted that UTA procedure for non-federally funded projects requires the Metropolitan Planning Organization’s approval and the UTA Board of Trustees’ approval of the Locally Preferred Alternative prior to publication of the Draft Environmental Study Report for public review and comment.

Patti Garver, UTA Project Manager, reported that the Taylorsville-Murray Locally Preferred Alternative proposed project consists of a 4.4 mile bus rapid transit line with eight stations and 1.5 miles of dedicated bus lanes, connecting the Murray Central TRAX and FrontRunner stations in Murray City and the Salt Lake Community College in Taylorsville City. In addition to connecting the two cities, the project would improve access to several large employers along the route as well as several large areas that the cities of Taylorsville and Murray have identified as redevelopment priorities. The project cost is approximately \$33 million and includes six

buses.

Commissioner Jan Zogmaister moved to approve the Taylorsville-Murray Transit Study Locally Preferred Alternative as presented. Commissioner John Petroff seconded the motion and the motion passed unanimously.

Transportation Committee (Trans Com)

Information—Board Modifications to the 2013-2018 TIP approved by Trans Com: Ben Wuthrich, reported that the WFRC received a request to modify the 2013-2018 Transportation Improvement Program. He said that since the Regional Council was not meeting, Trans Com, by delegated authority, reviewed the request in their February meeting and approved the Resolution and included projects. Mr. Wuthrich reviewed the modifications in Amendment Four as information for the Council members and noted that a copy of the Resolution was included in member packets. A copy of the Resolution is available in the Council offices.

ACTION—Approve Board Modifications 2013-2018 Transportation Improvement Program: Ben Wuthrich, reported that WFRC had received requests to modify the current 2013-2018 Transportation Improvement Program (TIP). He said it is important to note that the projects included in this proposed amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to the federal law and therefore do not require a 30-day public comment period. Mr. Wuthrich reviewed the modifications and noted that a copy of the revised 2013-2018 TIP Amendment Five was included in member packets.

Mayor Darrell Smith moved to approve the Resolution to modify the 2013-2018 Transportation Improvement Program as requested. The motion was seconded by Councilman Michael Jensen and passed unanimously. A copy of the Resolution is available in the Council offices.

Air Quality Committee Report

Mayor JoAnn Seghini, Chair of the WFRC Air Quality Committee, reported the UDOT TravelWise program received some CMAQ funds to help reduce congestion and to provide information to the public in regard to transportation and reducing emissions. She also noted that the TravelWise Resource Kit, although not yet finalized, will be made available to communities very soon. The Resource Kit encourages ridesharing, teleworking, flexible work hours and use of public transit. She also noted that there will be a TravelWise Academy available to help educate the public regarding ways they can improve air quality. Mayor Seghini also said that the State is not currently able to meet the PM2.5 standard but that the Air Quality Committee and all of us should continue working in all areas to educate our communities to be more thoughtful in the way we drive – to include such things as trip chaining, reduce idling, etc. She said there are many things each of us can do that would contribute to improved air quality.

Some of the comments during the discussion on ways to improve air quality included but not limited to:

- Education and training in communities
- Parents encouraging children to walk to school rather than driving them the two or three blocks.
- Train city employees first on ways to change their travel behavior.
- State and local elected officials setting the example.
- Incentivize carpooling and transit ridership at the local government level.

Mr. Gruber commented that the TravelWise Academy had not yet been scheduled because the resource kit is not finalized. However, the idea would be that two Academy's would be held – one focused for the Weber and Davis Counties and one for the Salt Lake County. You and your staff would be invited to participate and receive the Resource Kit and staff would share information so that you can then work within your city with your own employees and then potentially with your constituents. More information about the Resource Kit as well as the TravelWise Academy will be provided as it becomes available.

Mr. Gruber also said that the idea of the Resource Kit is to arm all of our members around the region with the information needed to know what the strategies are and how they can implement them. He said we want to give people the tools at the local level to put some of these programs into place.

Active Transportation Committee

ACTION—Approve Complete Streets Vision-Mission-Principles: Commissioner Louenda Downs, said that Complete Streets has been a topic of discussion for several years. WFRC originally researched and analyzed the concept in 2010 followed by the development of several small groups to continue the discussion. In March of 2011 a regional seminar highlighting Complete Streets was hosted by Salt Lake County to inform elected officials, agencies, city staff and special interest groups on how the Complete Streets approach could help achieve multiple community goals and how to better balance transportation projects to ensure streets are safe and inviting for everyone. She noted that the Complete Streets staff has reported to both the Active Transportation Committee and the Regional Growth Committee on the Vision – Mission and Principles and received their approval to move forward.

Greg Scott, WFRC, reported that the Complete Streets Vision-Mission-Principles is a framework by which all Complete Streets efforts will be focused. He said that Complete Streets are not a mandate to accommodate everyone everywhere but rather for each jurisdiction to weigh the tradeoffs and determine how to design specific transportation facilities for what is feasible and desired. He noted that much has been accomplished in regards to Complete Streets through the Wasatch Choice for 2040 efforts. The Regional Council adopted the 2040 Vision and Growth Principles of which Complete Streets are an essential element.

Mr. Scott discussed the Complete Streets Vision – Mission – Principles document that was included in Council member packets. Commissioner Jan Zogmaister commented that the Regional Growth Committee had opportunities to review the document and make recommendations and that the recommendations have been added into the document. Mr. Gruber noted that UDOT, UTA and local communities had also approved the document.

Mayor Seghini suggested that WFRC staff or others present the Complete Streets information to individual city councils so that the information and direction may be considered as local road improvements are being considered. Mr. Scott indicated that it is staff objective to have connections with local governments.

Mayor Steve Hiatt moved to adopt the Complete Streets Vision, Mission and Principles as presented. The motion was seconded by Mayor Ben McAdams and was passed unanimously.

Executive Director's Report

Andrew Gruber briefly reported the following two items:

- The exciting news of the UTA opening of the Airport TRAX line on Saturday, April 13 at 2:00 p.m. Matt Sibul, UTA, noted that details would be available soon and that everyone would receive an invitation to attend.
- The Utah Foundation released a new study called “Fueling our Future” which is an analysis of possible revenue and funding options for transportation to fund the Unified Transportation Plan. The information was e-mailed to Council members with a link to the report. The report will be a good resource for policy makers to look at the options as we move forward into the future.

Other Business

The next Council meeting will be held on **May 23, 2013 at 2:00 p.m.**

With no further business, the meeting was adjourned at 3:50 p.m.