



## **WASATCH FRONT REGIONAL COUNCIL**

295 North Jimmy Doolittle Road • Salt Lake City, Utah 84116 • www.wfrc.org  
Phone Salt Lake: 801.363.4250 • Fax: 801.363.4230 • Phone Ogden: 801.773.5559

### **MINUTES**

#### Wasatch Front Regional Council Meeting of May 29, 2008

Councilman Mike Jensen, Vice-Chairman, called the meeting of the Wasatch Front Regional Council to order at 2:05 p.m. in the UTA Board Room – located at 200 South 669 West, Salt Lake City, Utah.

#### **Members Present**

Ken Bischoff  
Bruce Burrows  
Carlton Christensen  
J. Lynn Crane  
Craig L. Dearden  
John English  
Michael H. Jensen  
Todd Kiser  
Kent Money  
Bret Millburn  
John Njord  
Dennis Nordfelt  
Ron Russell  
Bruce Sanders  
JoAnn B. Seghini

Commissioner, Weber County  
Mayor, Riverdale  
Councilmember, Salt Lake City  
Mayor, Herriman  
Commissioner, Weber County  
Utah Transit Authority  
Councilmember, Salt Lake County  
Representative, Utah State Legislature  
Mayor, South Jordan  
Commissioner, Davis County  
Utah Department of Transportation  
Mayor, West Valley City  
Mayor, Centerville  
Councilmember, Morgan County  
Mayor, Midvale

#### **Members Not Present**

Byron Anderson  
Peter Corroon  
Louenda Downs  
Matthew Godfrey  
Tom Dolan  
Robert Grow  
Joe L. Johnson  
John Petroff, Jr.  
Russ Wall

Mayor, Grantsville  
Mayor, Salt Lake County  
Representative, Utah Association of Counties  
Mayor, Ogden  
Mayor, Sandy  
Representative, Envision Utah  
Mayor, Bountiful  
Mayor, West Point  
Representative, Utah League of Cities and Towns

#### **Alternate Members Present**

Bill Applegarth  
Ralph Becker

Mayor, Riverton  
Mayor, Salt Lake City

**Alternate Members Present (continued)**

David B. Newton	Mayor, West Jordan
Neka Roundy	Mayor, Kaysville

**Press Present**

Mitch Shaw	Standard-Examiner
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**Others Present**

Mike Allegra	Utah Transit Authority
Loveit Baumgardner	WFRC Staff
Wayne Bennion	WFRC Staff
Jerry Benson	Utah Transit Authority
Kip Billings	WFRC Staff
Steve Call	FHWA
Mat Carlile	Utah Division of Air Quality
Chuck Chappell	WFRC Staff
Jon Cox	Senator Bennett's Office
Chris Chesnut	Utah Transit Authority
Mick Crandall	Utah Transit Authority
LaNiece Dustman	WFRC Staff
Sharon Gray	WFRC Staff
Val John Halford	WFRC Staff
Ned Hacker	WFRC Staff
Doug Hattery	WFRC Staff
Jeff Hawker	Riverton City
John Hiskey	Sandy City
Ahmad Jaber	UDOT
Bruce Jones	Utah Transit Authority
Justin Jones	Utah Transit Authority
Sam Klemm	WFRC Staff
Bartly Mathews	WFRC Staff
Rich McKeague	Utah Division of Air Quality
Mark Reid	Bluffdale City
John Taylor	Taylorsville City
Barbara Thomas	WFRC Staff
Butch Waidelich	FHWA
Gary Whatcott	South Jordan City
Kristin Wight	WFRC Staff
Ben Wuthrich	WFRC Staff

Mayor Smith, Mayor Petroff, Mayor Byron Anderson, Senator Carlene Walker, Mayor Corroon, Commissioner Downs, Mayor Godfrey, and Mayor Dolan were excused from the meeting.

Those in attendance introduced themselves.

Mr. Allegra invited all those interested to stay after the meeting for a tour of the Utah Transit Authority offices.

Mr. Allegra distributed Commuter Rail pins for Council members in attendance.

### **Consent Agenda**

***ACTION – Minutes of the WFRC meeting of March 27, 2008 and Financial Statement and Check Register for March 2008:*** Commissioner Bischoff moved to approve the minutes of the WFRC meeting of January 25, 2008, along with the financial statement and check register for March 2008. The motion was seconded by Commissioner Dearden and passed unanimously.

### **Chairman's Report**

***INFORMATION - Funds for local roads:*** Mr. Chappell distributed copies of a handout titled ***Local Transportation Funds Needed***, dated May 29, 2008. He reported that a coalition is being formed that will approach the Legislature to discuss the need for funding for local projects. He briefly discussed the funding needed, projects that are at risk, and other issues that the Coalition would face in talks with members of the Legislature. He stated that alternative funding sources for local roads in the Wasatch Front region have been discussed with the Council's lobbyist, including local sales taxes, statewide fuel taxes, and local option sales taxes.

In answer to a question, Mr. Chappell stated that enhanced capacity [or capacity increase] would be defined as adding a new lane or implementing a new route.

Council members had a lengthy discussion on the need for additional funds. Commissioner Dearden cautioned Council members to be realistic. He felt that additional funding for local projects may never happen. Mr. Njord stated that the Legislature still hasn't come up with a tax increase for I-15 in Utah County.

Representative Kiser stated that the Legislature has an interest in discussing a gas tax increase during the next session. Mayor Money felt that the Legislative members understand growth and might be willing to help with growth projects.

Mr. Chappell reminded Council members that CMAQ and STP funds can be used to fund local projects as well as state projects. He also stated that projects on the current Transportation Improvement Program (TIP) are not secured because of uncertainties with the federal reauthorization.

Mayor Nordfelt stated that because of different needs, one size doesn't fit all. He stated that he would hate to restrict transportation funds to maintenance vs. enhanced capacity. He reminded Council members that cities are spending more of their general fund to maintain roads.

Mayor Nordfelt moved that as a consensus of the Council, and because an increase in funding for transportation is desired, the Council [as local entities] not supplant current funding levels for maintenance, but plead for both capital and maintenance funds from the Legislature – and if both areas of funding can't be received, to go for capacity funding. The motion was seconded by Mayor Burrows and passed unanimously.

***DISCUSSION - Rotating location for Council meetings?:*** Mr. Chappell asked Council members if there was any desire to move the Council meetings around.

Council members briefly discussed their concerns, after which they unanimously felt there were no advantages to moving the meeting around. Future Council meetings will be held at the Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

### **Public Comment**

There were no public comments.

### **Budget Committee Report**

***ACTION: Approve Budget and UPWP:*** Commissioner Dearden reported on the FY2009 and FY2010 Budget and Unified Planning Work Program. He noted that the budget includes a 5% increase for salary and benefits for COLA, merit and market adjustments and anticipated increases in health insurance costs. He stated that the budget also includes \$40,000 in local contributions each year for the cost of a legislative consultant to assist the Council during the 2009 and 2010 Legislative Sessions. Copies of the final draft of the FY 2009 and FY2010 budget and summary of the work program were included in Council members' packets.

Mayor Nordfelt moved that the Council approve the FY2009 and FY2010 Budget and Unified Planning Work Program. The motion was seconded by Councilman Christensen and passed unanimously.

***ACTION: Select auditor:*** Commissioner Dearden reported that the Council staff has solicited proposals from six auditing firms recommended by the Utah State Auditor's Office. He stated that of those six firms, five submitted proposals. Copies of a summary of proposed costs was included in Council members' packets.

Commissioner Dearden stated that the Budget Committee met prior to the Council meeting and reviewed the proposals and evaluated the firms' experience, qualifications, ability to perform within time limitations and costs. He stated that the Budget Committee recommends that Wisan, Smith, Racker & Prescott, LLP, which had the 2<sup>nd</sup> lowest bid, be awarded the auditing contract for the Council for FY 2008 thru FY 2012. He stated that staff from Wisan, Smith, Racker & Prescott, LLP came to the Council's office to investigate their accounting procedures, and also included 20 hours of consultation at no cost. He noted that Hansen, Barnett & Maxwell, P.D. have audited the Council's records since 1999.

Mayor Burrows moved that the Council accept the Budget Committee's recommendation to award the auditing contract for the Council for FY 2008 thru FY 2012 to Wisan, Smith, Racker & Prescott, LLP. The motion was seconded by Commissioner Millburn and passed unanimously.

### **Regional Growth Committee (RGC)**

**ACTION: Approve RTP amendments for public comment:** Mayor Burrows reminded Council members that the Wasatch Front Regional Council Transportation Plan (RTP): 2007-2030 was adopted by the Regional Council in May 2007. He stated that as recently as March 27, 2008 the WFRC amended several projects in the RTP. He stated that future amendments need to be analyzed to confirm that the RTP meets air quality conformity plans. The amendments also need to be made available for a 30 day public review. Copies of the list of proposed amendments were included in Council members' packets.

Mr. Ned Hacker reported that after the last Regional Growth Committee meeting, the following amendments were identified that need to be made available for public review in order for the Regional Council to complete this process in time to adopt an amendment at its August 2008 meeting. He reviewed the following nine amendments and distributed an updated list of them to Council members in attendance. Copies of a map of the 2030 RTP Amendments dated May 2008 was also distributed.

### **Proposed Amendments to the Regional Transportation Plan (RTP): 2007-2030 for release for public comment**

#### **Weber County**

- 1. SR-108 (West Haven) – Extend Midland Drive (from Hinckley Drive intersection, ~3650 South/2600 West to 1900 West/SR-126)**  
The SR-108 Environmental Impact Statement recommends moving the terminus of the project from the intersection of SR-108 and the Hinckley Drive extension to the intersection of SR-108 and 1900 West/SR-126.  
[Amendment: Add to Phase 1 of the RTP, SR-108 from the intersection of the Hinckley Drive extension to 1900 West/SR-126.]

#### **Davis County**

- 2. 700 South (Layton) – Main Street to Flint Street**  
The South Layton Interchange Environmental Impact Statement recommends the interchange connection to the west from Main Street to Flint Street. This project spans the railroad corridor including UTA's FrontRunner and provides a connection to the overflow park and ride lot on the west side of the railroad tracks and help decrease traffic on Gentile Street.  
[Amendment: Move from Phase 2 to Phase 1 of the RTP, the section of 700 South from Main Street to Flint Street.]
- 3. Legacy Connector (Farmington) – North Legacy to Legacy Parkway/I-**

15

The City of Farmington and UDOT recommend including a project connecting North Legacy and the Legacy Parkway.  
[Amendment: Add to Phase 2 of the RTP, a project connecting North Legacy and the Legacy Parkway. This project would include potential north-south alignments bounded by I-15 on the east and the Farmington City boundary on the west.]

4. **Designate the Denver and Rio-Grande Western Corridor (D&RGW) as a Transit and Trails Corridor – 400 North in West Bountiful to 3300 South and Midland Drive in West Haven**

The Utah Transit Authority (UTA) requested that the portion of the D&RGW corridor they own be designated as a future transit corridor so the right-of-way can be protected and preserved. The corridor is currently designated in the Rails to Trails program and is in use as a trail.  
[Amendment: Add to the RTP, designate the D&RGW corridor as a transit and trails corridor.]

**Salt Lake County**

5. **11400 South (South Jordan) – Redwood Road to Bangerter Highway**  
The 11400 South Environmental Impact Statement and Record of Decision have cleared this section of the project corridor. UDOT recommends extending the terminus of the project from Redwood Road to Bangerter Highway.

[Amendment: Move from Phase 2 to Phase 1 of the RTP, the section of 5600 West from Herriman Parkway/12600 South to Main Street/13000 South.]

6. **5600 West (Herriman) – Herriman Parkway/12600 South to Main Street/13000 South**

The City of Herriman recommends the construction of 5600 West (from Herriman Parkway/12600 South to Main Street/13000 South) in Phase 1. The project on 5600 West would facilitate traffic generated from a new high school and junior high in Herriman.

[Amendment: Move from Phase 3 to Phase 1 of the RTP, the section of 5600 West from Herriman Parkway/12600 South to Main Street/13000 South.]

7. **Frontage Road west of I-215 (West Valley City) – 3500 South to 4100 South**

West Valley City received funding from the state legislature to construct a north-south frontage road on the west side of I-215 from 3500 South Interchange to 4100 South.

[Amendment: Add to Phase 2 of the RTP, the frontage road west of I-215 from 3500 South Interchange to 4100 South.]

8. **7800 South (West Jordan) – New Bingham Highway to Airport Road/4350 West**  
UDOT and West Jordan City recommend reconstruction of 78900 South between New Bingham Highway and Airport Road/4350 West.  
[Amendment: Move from Phase 1 to Phase 1 of the RTP, the section of 7800 South from the intersection of New Bingham Highway to Airport Road/4350 West.]
  
9. **I-215 (Taylorsville) – Grade Separated Interchange at 5400 South**  
UDOT and Taylorsville City recommend a grade separated interchange at I-215 and 5400 South, in Phase 1 of the RTP. With preliminary information from the Salt Lake County East-West Corridors Study this interchange would potentially improve east-west travel on both 6200 South and 4700 South.  
[Amendment: Add to Phase 1 of the RTP, a grade separated interchange at I-215 and 5400 South.]

Mayor Seghini moved that the Council release for public comment the proposed amendments to the Regional Transportation Plan. The motion was seconded by Commissioner Dearden and passed unanimously.

**INFORMATION: Status of Selling the Growth Principles:** Mr. Val Halford reported that in February of this year, the WFRC contracted with Envision Utah to help with an outreach effort designed to educate local city and county planners on the benefits of utilizing the Vision and Growth Principles found in Wasatch Choices 2040. He stated that this effort is part of the problem identification and scoping phase for the next regional transportation plan. He noted that the Council staff hopes that city and county officials will see the value of Wasatch Choices 2040 and adopt the recommendations. He also hoped that local planners will incorporate the recommendations.

Mr. Halford stated that community development directors and planners throughout the region are being contacted and interviewed. He noted that a PowerPoint presentation has been tailored to the individual needs of each city or county. Information relating to the value of the vision and Growth Principles, strategies for implementing the Principles, the coordination of mixed use centers with transportation, photographs of current land uses and the superimposition of possible mixed use developments, suggested location within the community where higher density makes sense, the location of possible transit oriented developments, ideal community centers and attributes, and an ideal community land use map is included in the presentation. He stated that meetings have been held in 20 cities, and an additional 26 meetings with the remaining cities and counties are planned. He stated that the presentation takes about twenty minutes and includes the following questions:

- How familiar are you with the Vision and Growth Principles found in Wasatch Choices 2040?
- Would you provide your opinion on the feasibility of implementing the Vision and Growth

Principles?

- Are there specific local transportation issues or concerns that the next regional transportation plan could address?
- Where are you in your general planning process? Will an update take place in the near future?
- Do we have your permission to make a formal presentation to your planning commission on the advantage of implementing the Vision and Growth Principles found in Wasatch Choices 2040?

Copies of the Wasatch 2040 Vision and Growth Principles – Outreach Schedule, and select slides from the PowerPoint presentation were included in Council members' packets.

Mr. Halford introduced Mr. Bartly Matthews who is employed as a summer intern with the Council. He stated that Mr. Matthews will coordinate a "user friendly" CD/DVD on the growth principles that can be used as a resource by city councils and other city officials and employees. This CD/DVD will provide information on strategies and how they can be applied. He asked Council members to forward any recommendations to the council staff.

**INFORMATION: Green Infrastructure, Open Space update:** Ms. LaNiece Dustman reported on a recent workshop titled "*Green Infrastructure - Linking Landscapes And Communities*". She stated that the workshop was held jointly with the Utah Department of Natural Resources and the USDA Forest Service, and involved hands-on projects, lectures, case studies and local field trips which allowed participants to experience firsthand how the Green Infrastructure planning approach is developed, used, and refined. The Workshop was taught and facilitated by The Conservation Fund and Green Infrastructure professionals.

Ms. Dustman explained that Green Infrastructure is more than just the green space and natural features in our communities, but includes large scale thinking and an integrated action to plan, protect and manage our natural and restored lands. She distributed copies of a Green Infrastructure PowerPoint presentation that explained Green Infrastructure and its benefits. She stated that the WFRC and State Department of Natural Resources hope to form an Advisory Committee to help the Regional Growth committee move forward towards a Green Infrastructure Plan. She asked Council members to forward their comments or questions to her at [ldustman@wfr.org](mailto:ldustman@wfr.org).

### Transportation Committee (Trans Com)

**ACTION: Amendments to 2008-2013 TIP:** Mayor Crane asked Mr. Ben Wuthrich to report on the proposed amendments to the 2008-2013 Transportation Improvement Program (TIP).

Mr. Wuthrich reported that the Wasatch Front Regional Council has received a request to modify the current 2008-2013 TIP. He noted that the modification includes requests for changes in funding and a request to add an environmental study project to the TIP. He stated that these modifications require Regional Council and Transportation Commission action but do not require a new conformity analysis or a 30-day public comment period. Copies of the amendment along with a Resolution to amend the 2008-2013 TIP were included in Council members' packets.



Mr. Wuthrich distributed copies of a table describing the projects and reviewed the projects listed. The changes included three bridge projects to receive additional funding (Bridge over Weber River in Morgan, a 4500 South bridge over I-215, and two bridges in Sandy City), also three projects identified by HB-242 to receive additional funding (6200 South/ Redwood Rd/ I-215, 14600 South Highway bridge, and State Street from 7200 South to 9000 South roadway reconstruction), a request for additional funding in the Critical Highway Needs (CHNF) program for 2000 West from Syracuse Road Northerly. The modification also increased the funding for four Centennial Highway Projects (Riverdale Road, 10400 South, 11400 South Interchange, and I-15; I-15 from 500 North to I-215) and added three new projects to the 2008-2013 TIP including funding for the Big Cottonwood Creek bridge, Environmental Document for the North Legacy Parkway, and auxiliary lanes on I-15 from 7200 South to 9000 South.

Council members had no comments or questions.

Councilman Jensen moved that the Council approve the request to modify the current 2008-2013 TIP, and to authorize the Chairman to sign the Resolution amending the 2008-2013 Transportation Improvement Program. The motion was seconded by Mayor Burrows and passed unanimously.

**INFORMATION: Projects selected for CMAQ and STP funds in draft 2009-2014 TIP.** Mayor Crane asked Mr. Ben Wuthrich to report on Projects selected for CMAQ and STP funds in the draft 2009-2014 TIP.

Mr. Wuthrich reported that the Wasatch Front Regional Council is responsible for programming the Urban Surface Transportation Program (STP) funds and Congestion Mitigation / Air quality Program (CMAQ) funds for the Salt Lake and Ogden/Layton Urbanized Areas. He noted that in the Salt Lake area, \$10,400,000 in the STP program is anticipated to be available to program for the year 2014, and in the Ogden/Layton area \$7,400,000 is anticipated. He stated that in the CMAQ program \$5,400,000 is anticipated to be available in 2014 for the Salt Lake area and \$4,500,000 for the Ogden/Layton area. He stated that the WFRC staff has been working with Trans Com, the Technical Committees, the County COGs, and project sponsors to identify and evaluate projects for addition to these two programs. Copies of the 2009-2014 STP projects to consider and 2009-2014 CMAQ projects to consider were included in Council members' packets.

Mr. Wuthrich reviewed the following STP projects that have been recommended for approval.

***Ogden/Layton Area:***

1. Intersection and Roadway Improvements at 800 North in Clinton City (from 800 N and 1000 W Intersection to 800 N and 1500 W Intersection)
2. New Construction in Pleasant View City at Skyline Drive (from the interchange at US-89 & SR-126 in Box Elder County to 2700 North & Mountain Road)
3. Drainage and sidewalk at SR-106 Farmington Main Street in Farmington City (from Shepard Lane to Park Lane)

***Salt Lake Area:***

4. Intersection & Roadway capacity improvements in Taylorsville at 6200 South Redwood Road / I-215
5. New Construction at 1200 W. Connection Road from 3300 South to 3100 South in West Valley City (from 3300 South to 3100 South)
6. Roadway realignment [UDOT project] at SR-140 (14600 South) (from MP1.559 to MP 0.873 – approx. 1300 West)
7. Traffic Signal in South Jordan City at 4000 West 11800 South Intersection
8. Corridor Analysis for SR-111 and extension in Salt Lake County (from SR-201 to Butterfield Canyon Road)
9. Intersection Improvements at 8200 South and Redwood Road in West Jordan City (from 1650 West on 8200 South to 1725 West on 8200 South)
10. Operations, Signals & ATMS [UDOT project] on I-15 at 9000 South Southbound off ramp (from Mainline I-15 to 9000 South proper)
11. ATMS/ITS region-wide in Salt Lake County and Salt Lake City (Locally Owned Federal-Aid Eligible [FAE] Roads)

Mr. Chappell reminded Council members that these are the types of projects that could lose federal funding and why an alternate funding source is needed from the Legislature.

Mr. Wuthrich reviewed the CMAQ projects that have been recommended for approval.

***Salt Lake Area:***

1. [2] TDM-ECO Pass transit projects sponsored by UTA Rideshare
2. [2] TDM-Vanpools projects sponsored by UTA Rideshare
3. [2] TDM-Rideshare projects sponsored by UTA Rideshare
4. [2] New Vans projects sponsored by UTA Rideshare
5. School Bus Diesel Retro Fit project sponsored by DAQ
6. ATMS project sponsored by UDOT
7. Intersection project at 6200 South & I-215 sponsored by the City of Cottonwood Heights

***Ogden/Layton Area:***

8. [2] TDM-Vanpools projects sponsored by UTA Rideshare
9. [2] TDM-Rideshare projects sponsored by UTA Rideshare
10. [2] New Vans projects sponsored by UTA Rideshare
11. [2] TDM-ECO Pass transit projects sponsored by UTA Rideshare
12. Intersection project at Main Street (SR 106) & Parrish Lane sponsored by Centerville City
13. ATMS project sponsored by UDOT

Mr. Chappell noted that the project to retro-fit school buses is in response to requests from the school district and Mothers-for-Clean-Air.

Mr. Wuthrich stated that these STP and CMAQ projects will be moved into the program and the draft TIP 2009-2014 will go to public comment. He noted that the draft TIP 2009-2014 will be considered at the August 2008 Council meeting.

**Air Quality**

**INFORMATION: Red alert days and free fares:** Mr. Jerry Benson reported on a meeting held last week with UTA and the Transportation Interim Committee relating to UTA’s assignment to study and prepare a proposal of how UTA could help with red alert days. He stated that UTA’s goals will include:

- Improve Air Quality – reduce the number and severity of red alert days
- Increase Transit Ridership
- Help reduce the cost of travel overall

Mr. Benson stated that UTA will take the lead to put together a multi-pronged approach that will include trip reduction, transit incentives, parking, and roadway incentives. He stated that UTA’s staff will look for partners to work with them on this study which will get underway in August. It was his hope that possible solutions could be presented to the Legislature in December and that implementation could begin around January 2009. He noted that UTA would look forward to the Council’s help and support.

Councilman Christensen reminded Council members that the cost of implementation could be a big issue.

Mr. Njord stated that UDOT has been working on some of these issues and would love to partner with UTA to help them find some solutions.

**INFORMATION: Ozone reduction strategies:** Mr. Kip Billings reported that in response to the Wasatch Front Regional Council request for a list of potential ozone control strategies, the WFRC staff prepared a “shopping list” of strategies. He stated that these strategies are not presented in any particular order and no attempt was made to quantify the potential benefits of these strategies. He also noted that this list does not include all possible strategies that may eventually be discovered through the air quality and transportation planning process. Copies of the list were included in Council members’ packets and included a brief description of the Pros and Cons of each strategy, as follows:

**Ozone Control Strategies – Pros & Cons  
 Wasatch Front Regional Council**

Strategy	Pro	Con
<b>Transportation Strategies</b>		
1) Gas cap replacement	<ul style="list-style-type: none"> <li>• Low cost</li> <li>• Included in I/M program</li> </ul>	<ul style="list-style-type: none"> <li>• Limited scope</li> </ul>

Strategy	Pro	Con
2) "Stop at the Click" (topping off your tank spills fuel that evaporates)	<ul style="list-style-type: none"> <li>• Low cost information campaign</li> </ul>	<ul style="list-style-type: none"> <li>• Requires behavior change</li> </ul>
3) "Refuel when it's cool" (less fuel evaporation)	<ul style="list-style-type: none"> <li>• Low cost</li> </ul>	<ul style="list-style-type: none"> <li>• Requires behavior change</li> <li>• Inconvenient</li> </ul>
4) Gross emitter ID	<ul style="list-style-type: none"> <li>• Targets the worst offenders</li> </ul>	<ul style="list-style-type: none"> <li>• Could create a market for higher polluting vehicles</li> </ul>
5) Gross emitter - repair subsidy	<ul style="list-style-type: none"> <li>• Targets the worst offenders</li> </ul>	<ul style="list-style-type: none"> <li>• Could create a market for higher polluting vehicles</li> </ul>
6) Gross emitter – buy back subsidy or "Cash for clunkers"	<ul style="list-style-type: none"> <li>• Targets the worst offenders</li> </ul>	<ul style="list-style-type: none"> <li>• Could create a market for higher polluting vehicles</li> </ul>
7) Identify and repair leaky gas tanks	<ul style="list-style-type: none"> <li>• Fuel savings to operator</li> <li>• Reduced fire hazard</li> </ul>	<ul style="list-style-type: none"> <li>• Limited scope</li> <li>• May be difficult to identify</li> </ul>
8) Increased fees for old vehicles	<ul style="list-style-type: none"> <li>• Targets the worst offenders</li> </ul>	<ul style="list-style-type: none"> <li>• Regressive tax option (greater burden to low income vehicle owners)</li> </ul>
9) VMT/Emission based fees	<ul style="list-style-type: none"> <li>• Applies cost to the user</li> <li>• Encourages VMT or Emission reductions</li> <li>• Revenue source</li> </ul>	<ul style="list-style-type: none"> <li>• Regressive tax option (greater burden to low income vehicle owners)</li> </ul>
10) RVP (Reid Vapor Pressure) Standard – a measure of fuel volatility	<ul style="list-style-type: none"> <li>• "Low hanging fruit"</li> </ul>	<ul style="list-style-type: none"> <li>• Already set at 7.8 psi: considered a minimum (this "low hanging fruit" has already been picked)</li> <li>• <i>Note: federal requirement to add ethanol will raise RVP to 8.8 psi and increase VOC by about 20%</i></li> </ul>
11) Heavy Equipment Emission Control Program (construction equipment, school buses, and Utah Transit Authority (UTA) vehicles).	<ul style="list-style-type: none"> <li>• Diesels are high emitters of NOx</li> <li>• Immediate health protection to children and bus passengers</li> <li>• Captures construction equipment which has a low turnover rate</li> </ul>	<ul style="list-style-type: none"> <li>• Limited scope – new diesels come with these types of controls</li> <li>• Some fleets such as UTA already have an in-house inspection program</li> </ul>
12) Encourage after-market retrofit of heavy-duty diesel	<ul style="list-style-type: none"> <li>• Diesels are high emitters of NOx</li> <li>• Immediate health protection to children and bus passengers</li> <li>• Captures construction equipment which has a low turnover rate</li> </ul>	<ul style="list-style-type: none"> <li>• Limited scope – new diesels come with these types of controls</li> </ul>
13) Zero emission buses	<ul style="list-style-type: none"> <li>• Increases transit use incentive</li> </ul>	<ul style="list-style-type: none"> <li>• 2007 clean diesel standards will improve bus emissions already</li> <li>• Unknown operating performance (<i>previous alternative fuel buses performed poorly</i>)</li> <li>• Additional maintenance requirements for non-uniform fleet</li> </ul>
14) Hybrid diesel buses	<ul style="list-style-type: none"> <li>• Performance superior to diesel only in typical stop-and-go transit operation</li> <li>• Better fuel economy</li> <li>• Reduced noise</li> <li>• Proven technology</li> </ul>	<ul style="list-style-type: none"> <li>• Initial cost is higher (<i>cost could come down as market share increases</i>)</li> <li>• Additional maintenance requirements for non-uniform fleet</li> </ul>
15) Free transit on ozone alert days	<ul style="list-style-type: none"> <li>• Alert system already in place</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to forecast alert days far enough in advance to initiate behavior change</li> <li>• Inconvenience and dis-incentive to regular transit users that are creating a benefit already</li> <li>• Revenue losses to UTA</li> </ul>
16) Require Reformulated Gasoline (RFG)	<ul style="list-style-type: none"> <li>• Proven technology</li> </ul>	<ul style="list-style-type: none"> <li>• Most ozone benefits of RFG are related to RVP standard which is separately already in place</li> <li>• Increased fuel cost</li> <li>• Complicates refinery supply stream</li> </ul>

Strategy	Pro	Con
17) Encourage CNG (compressed natural gas) Fueled Vehicles	<ul style="list-style-type: none"> <li>• Lower fuel cost to consumer</li> <li>• Creates competition for gasoline supply and price</li> <li>• Tax and operating incentives already exist</li> </ul>	<ul style="list-style-type: none"> <li>• Limited CNG refueling outside urban area</li> <li>• Limited driving range of electric vehicles</li> <li>• Incentives already exist with limited response – <i>but this may be changing</i> (tax credits, HOV, parking, fuel price)</li> </ul>
18) Encourage Electric Vehicles	<ul style="list-style-type: none"> <li>• Lower fuel cost to consumer</li> <li>• Creates competition for gasoline supply and price</li> <li>• Tax and operating incentives already exist</li> </ul>	<ul style="list-style-type: none"> <li>• Limited range of electric vehicles</li> <li>• Incentives already exist with limited response (tax credits, HOV, parking, price)</li> <li>• Battery disposal issues</li> </ul>
19) Encourage Plug-In Hybrid Electric Vehicles	<ul style="list-style-type: none"> <li>• Recharge overnight at home at low demand times</li> <li>• Gasoline hybrid engine allows unlimited vehicle range</li> <li>• A battery range of 70-150 miles would meet most daily commuting needs</li> </ul>	<ul style="list-style-type: none"> <li>• These vehicles are not currently available on the market</li> <li>• Requires additional electric power generation (coal, nuclear, “green”)</li> <li>• Battery disposal issues</li> </ul>
20) Limit vehicle idling a. Limit drive-thrus b. UTA shut-down policy at “end-of-line” c. Block heaters for school buses d. Truck stop “hoteling” (APU’s, electric hookups, Idle-aire)	<ul style="list-style-type: none"> <li>• Operating savings</li> <li>• Demand for this service (truck stop electrification)</li> <li>• Reduced noise (truck stops)</li> </ul>	<ul style="list-style-type: none"> <li>• Interfere with free markets (drive-thrus)</li> <li>• Possible stalled vehicles (UTA)</li> <li>• Installation costs (truck stops)</li> </ul>
21) Red light shut off (information campaign to encourage drivers to turn off their engine when stopped at a traffic light – could include semaphore mounted timers)	<ul style="list-style-type: none"> <li>• Fuel cost savings</li> <li>• Widespread benefits</li> <li>• Low cost implementation</li> <li>• Reduced driver frustration – driver informed of wait time</li> </ul>	<ul style="list-style-type: none"> <li>• Possible stalled vehicles leading to congestion</li> <li>• Added wear on vehicle batteries and starters</li> <li>• Interrupts power to auxiliary components (AC, heater, sound system, etc.)</li> </ul>
22) Stage II vapor recovery (recover fuel vapors from retailer to vehicle transfer)	<ul style="list-style-type: none"> <li>• Widespread application</li> </ul>	<ul style="list-style-type: none"> <li>• Vehicles 1998 and newer are equipped with “on board vapor recovery” (OBVR)</li> <li>• Stage II and OBVR incompatible in some cases</li> <li>• Implementation cost</li> <li>• Limited benefit (85% OBVR by 2015)</li> </ul>
23) Statewide I/M	<ul style="list-style-type: none"> <li>• Reduces out-of-county registration to avoid I/M test</li> <li>• Opportunity for preventive maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Less benefit as vehicles become cleaner</li> <li>• Imposes costs to areas that meet standard</li> <li>• Encourages out of state registration</li> </ul>
24) Dynamic Speed Control (variable speed limit signs that manage freeway speeds according to congestion → slower but smoother traffic flow)	<ul style="list-style-type: none"> <li>• Improves safety</li> <li>• Improves driving experience</li> <li>• Relatively low cost</li> <li>• Maximize use of existing facilities</li> <li>• Other traffic management applications</li> </ul>	<ul style="list-style-type: none"> <li>• Implementation cost</li> <li>• Needs voluntary compliance to be effective</li> </ul>
25) “Walking” school bus	<ul style="list-style-type: none"> <li>• Healthy activity for children and adults</li> <li>• Improved safety and security</li> </ul>	<ul style="list-style-type: none"> <li>• More of a safety and security measure</li> <li>• Applies mainly to those already walking to school</li> </ul>
26) Employer/Commuter cash incentives (in place of free parking)	<ul style="list-style-type: none"> <li>• Tax incentives for employer</li> <li>• Reduced parking requirements</li> </ul>	<ul style="list-style-type: none"> <li>• Employer parking a sunk cost (no savings to not use what is already there)</li> <li>• Added parking serves other patrons</li> <li>• Cultural expectation that parking is available and free</li> </ul>
<b>Miscellaneous Area Source Strategies</b>		

Strategy	Pro	Con
27) Ozone Alert Days	<ul style="list-style-type: none"> <li>• Already part of AQ monitoring system</li> <li>• Susceptible populations can protect themselves</li> </ul>	<ul style="list-style-type: none"> <li>• Passive measure (does not directly reduce emissions – requires voluntary behavior changes)</li> </ul>
28) Statewide Stage I vapor recovery (truck to retailer transfer)	<ul style="list-style-type: none"> <li>• Already in place in Davis and Salt Lake; expanding to Weber and Utah</li> <li>• “Biggest bang for the buck”</li> <li>• Already planned statewide by 2011</li> <li>• All retailers subject to the same rules</li> </ul>	<ul style="list-style-type: none"> <li>• Installation costs</li> <li>• Imposed in areas that are attainment</li> </ul>
29) Discourage use of power equipment at hottest times of the day	<ul style="list-style-type: none"> <li>• Low cost</li> </ul>	<ul style="list-style-type: none"> <li>• Requires behavior change</li> </ul>
30) Require leak-proof gas cans / upgrade subsidy	<ul style="list-style-type: none"> <li>• Reduced fire hazard</li> <li>• Low cost strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Limited scope</li> <li>• Low turnover rate</li> <li>• Interferes with free market</li> </ul>
31) Reduce use of two-stroke engines	<ul style="list-style-type: none"> <li>• Improved performance</li> <li>• Reduced noise</li> </ul>	<ul style="list-style-type: none"> <li>• Increase cost</li> <li>• Increase weight</li> <li>• Electric landscape tools not practical</li> <li>• Interferes with free market</li> </ul>
32) Encourage low VOC products	<ul style="list-style-type: none"> <li>• One of few controls for diverse “Area” sources</li> <li>• Reduced fire/health hazard storing these products</li> </ul>	<ul style="list-style-type: none"> <li>• Interferes with free market</li> <li>• Some products known to be less effective</li> <li>• Difficult to enforce (border purchases)</li> </ul>
33) Restrict solvent use during ozone season	<ul style="list-style-type: none"> <li>• One of few controls for diverse “Area” sources</li> <li>• Reduced fire/health hazard storing these products</li> </ul>	<ul style="list-style-type: none"> <li>• Interferes with free market</li> <li>• Questionable product quality and performance</li> <li>• Difficult to enforce (border purchases)</li> </ul>
<b>Point Source Strategies</b>		
34) Reduce Emissions of VOCs from Major Sources Outside Non-attainment Area (refineries, waste water treatment facilities, chemical plants, and large painting operations)	<ul style="list-style-type: none"> <li>• Targets some of the remaining “low hanging fruit”</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to measure benefit to non-attainment area</li> </ul>
35) Establish an Offset Ratio for NOx (lower thresholds for new sources)	<ul style="list-style-type: none"> <li>• Creates market incentive to reduce emissions and trade credits</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
36) Implement More Effective Low-NOx Burner Controls	<ul style="list-style-type: none"> <li>• Also helps with PM<sub>2.5</sub></li> <li>• One of few controls that applies to area sources</li> </ul>	<ul style="list-style-type: none"> <li>• Implementation cost to retrofit/replace existing burners</li> <li>• Reduced NOx could result in increase Ozone (NOx “scavenging”)</li> </ul>
37) Maximum Achievable Control Technology (MACT)	<ul style="list-style-type: none"> <li>• Target largest point sources</li> </ul>	<ul style="list-style-type: none"> <li>• Increased cost to industry</li> </ul>

Mr. Billings discussed information from a PowerPoint presentation on the new ozone and PM2.5 standards. He stated that strategies on ozone and general terms strategies will be presented at a future Council meeting.

Council members discussed backyard fireplaces, no-burn and red-alert days, and the negative effects of ozone and PM2.5. They also discussed the Council’s need to be pro-active and whether Air Quality should be discussed as a regular Council agenda item or if questions should be discussed in smaller groups. Mr. Chappell suggested having a committee to prioritize the recommendations for the Council and be committed. The WFRC staff will develop a proposal for the next Council meeting.

### **Executive Director's Report**

Mr. Chappell reminded Council members that Mr. Allegra would be offering tours of UTA's offices right after the meeting.

### **Other Business**

Mr. Chappell noted that the next Regional Council meeting would be held on August 28, 2008 at 2:00 p.m. at the WFRC offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

With no further business, the meeting was adjourned at 3:51 p.m.