

Western Growth Coalition

October 16, 2017 Minutes

In Attendance: Kim Rolfe, Dirk Burton, Russ Wall, Mike Anderson, Janice Voorhies, Kristie Overson, John Hiskey, Karen Mayne, Bill Applegarth, Derk Timothy, Susan Schilling, Nic Dunn, Shelley Pott, Don Christensen, Andrew Gruber, Beth Holbrook, Hal Johnson, Larry Gardner, Don Shelton, Joe Kammerer, Wilf Summerkom, Richard Bay, Paul Coates, Rachel Otto, Brian Preece, Branden Hill, Fred Cox, Sam Klemm, Renae Cowley, Barbara Riddle

Minutes

1. Approval of minutes: Janice Voorhies motion to approve, Dirk Burton 2nd, approved.
2. Beth Holbrook from League of Cities and Towns presenting on legislation that passed last session on House Bill 115 waste fee structure and its impact.
 - a. Class 1, 2, and 3 waste will be impacted the most. Prior to this legislation the fees for city managed waste were:
 - .13 per ton
 - 0.0 per transfer station
 - \$2.5 for out of state waste
 - b. Current fee schedule
 - .33 per ton
 - .11 per transfer station
 - 0.0 for out of state waste
 - c. The fees pay the costs for DEQ to manage and monitor waste management in Utah.
 - d. This was a good bill for primarily one entity—Republic. California sees this as a bonus and we will become a dumping ground for other states waste. Trans Jordan has a ten-year lifespan.
 - e. This needs to be addresses by having DEQ review analysis, adopt the recommendations, redo legislation as this is a 60 to 80% increase. It goes into effect 7/1/18. Future and timely topic; invite Mike McKell to attend and discuss.
3. Rep. Schultz is on the Transportation Taskforce and presented:
 - a. State does not want to take over land use
 - b. Land use along the corridor is a high priority as the state's population will double in the next 50 years. The growth will primarily be on the west side of I-15.
 - c. Goal is for the City, County and State to work together in long range planning; taking in air quality, governance and land use into consideration.
 - d. Envision Utah study shows our highways will fail if we don't plan. The planning includes all types of housing, transit, shopping, office, industrial and recreational. The ideal would be like Farmington Station.
 - e. Penalties and incentives would be applied. The penalties would be applied to a holdout/obstructionist city. Most cities are already doing this type of planning. The League has been asked to come up with an appropriate penalty.
 - f. High priority penalty is not specified.
 - g. Gas tax inflation is automatically starting in 2019; half of the tax is off the table. The other half is being considered to fund the incentives.

- h. State would be a resource and facilitator and all cities would play a part.
 - i. Thinking outside the box is essential: Cooperation and coordination between businesses and apartments parking lots—shared usage.
 - j. Important to make sure that cities in the same geographic region are working together—suggested that I-15 be a boundary line. Bluffdale and Draper need to be able to work together. Porter Rockwell Blvd is a cooperative road example. The boundary for working together could be a shared border or corridor.
 - k. State Transportation Commission has four regions. One member from each region and three at large members—all are governor's appointees.
 - l. No bill is written.
4. Western Growth Resolution will be sent out. It is like the Leagues with two additional points. This is a timely manner and need to send the resolution to the taskforce quickly. The taskforce will meet one or two times until it makes its recommendation. This may take two legislative sessions to complete.