

SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

September 7, 2021

Present: Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Brad Marlor, Council Member Don Shelton, Council Member Jason McGuire, CM Gary Whatcott, ACM Dustin Lewis, City Attorney Ryan Loose, Planning Director Steven Schaefermeyer, Communications Manager Rachael Van Cleave, Director of Administrative Services Spencer Kyle, Director of Public Works Jason Rasmussen, CFO Sunil Naidu, City Engineer Brad Klavano, Police Chief Jeff Carr, Fire Chief Chris Dawson, Director of Government Affairs Melinda Seager, Strategic Services Director Don Tingey, City Commerce Director Brian Preece, IT Director Jon Day, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Meeting Transcriptionist Diana Baun, Associate Director of Recreation Janell Payne, Community Center Supervisor Jamie Culbertson, CDBG Coordinator Katie Olson

Absent: Council Member Tamara Zander

Others: Carol, Guenther Popp, Bryce Bird

4:45 PM

STUDY MEETING

A. Welcome, Roll Call and Introduction: *By Mayor Dawn R. Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting. She excused Council Member Tamara Zander who was absent from the meeting.

B. Invocation: *By IT Director, Jon Day*

IT Director Jon Day offered the invocation.

C. Mayor and Council Coordination

Council Member Don Shelton received a call from a resident about the possibility of the reallocation of the sales tax. They told him that Dave Spatafore is an expert on this subject, that he was part of the initial negotiations that led to the current arrangement. Council Member Shelton suggested we reach out to Mr. Spatafore and see what his level of expertise really is, and whether he is willing to help us pursue that.

City Manager Gary Whatcott mentioned that Roger Tew, from the League, was part of that as well.

Mayor Ramsey had the Economic Opportunities Commission subcommittee today downtown and she thinks we are 95% of the way there in succeeding in taking the 50/50 option off the table. They have reached the point, she believes, where that isn't what they are really talking about anymore. A very early conversation has started regarding a proposal that doesn't involve the 50/50, but instead takes away any opportunity for incentivizing retail with sales tax. This would make it a very even playing field for all potential businesses as cities could no longer be pitted against each other based

on who is going to give them the best deal. This would allow the businesses to go where they are going to go, and the market and capitalism will drive it. Members of the Legislative Policy Committee (LPC) are meeting next Monday at noon and they will be discussing this. Thursday is the Economic Opportunities Commission meeting. Representative Schultz chairs the subcommittee, but doesn't sit on the commission; however, the Speaker does and he has asked Representative Schultz to come and report to the full commission with an update on how the subcommittee is going so far. Every time they meet the situation will evolve and change, but they have to work on this because they don't want to be seen as counter proposing and having the cities pushing back against it. If they don't have that done to present in four weeks it will proceed without them and become draft legislation, so it's important that they get this right and they will continue to work on it. She appreciates that City Attorney Ryan Loose and Manager Whatcott have been invited to be a part of those conversations on behalf of cities from the legal and managerial perspectives because that is extremely valuable. Their subcommittee is still working on figuring out what exactly the goal is, and whether or not they can all get on the same page with that goal. Personally, she thinks the goal that everyone can get behind is accomplishing the Wasatch Choice Vision that they put together with Wasatch Front Regional Council (WFRC). Everyone is going to see things a little differently as to how they get there and what that looks like, but she does think what is being proposed, while it's going to get push back from some cities, is still better than changing to 50/50. She doesn't believe reaching out to Mr. Spatafore is needed right now as 50/50 could be off the table if they can come up with a good alternative.

Council Member Shelton mentioned Costco, and that we gave them some incentives, but his impression was that they were low compared to what other cities were offering.

City Commerce Director Brian Preece confirmed that yes, the incentives were low and that they did not use sales tax as part of those incentives; they were mostly fee waivers totaling around \$800,000.

City Manager Gary Whatcott said we also connected River Heights Drive, as it was not connected to 10600 South at the time Costco was being negotiated.

Director Preece said that when they came back to finally build we didn't give them any more incentives than we had originally promised. Spanish Fork offered Costco \$10.5 million to get them to build there, West Valley gave them some large incentives as well.

Manager Whatcott said they never really got into those negotiations, the site was already chosen and purchased so we didn't need to incentivize them more than we had already promised.

Mayor Ramsey said that is exactly the rationale behind this new proposal. Businesses will go where they want to go, but every business knows how to play this game and will try to get more incentives. In general, they already know where they want to go and their hope is that this takes the incentives out of the equation. She didn't want to throw Costco under the bus, but she has been told that they changed their business model and how they go about their site selection because they have been very successful at getting incentives.

Director Preece said the last time they spoke, Costco was looking at expanding our location to a big one like Salt Lake, but they had so many cities throwing money at them they decided it didn't make sense.

Mayor Ramsey said Representative Schultz gave her the last word at their meeting and she asked who was going to decide, and how soon, exactly what classifies as retail; cities are going to need to know exactly what that means. Basically, they discussed it being anything that generates retail sales tax like car dealerships, hotels, etc. In mixed use zones you also couldn't use sales tax to incentivize retail, you could still use other forms of incentives towards housing or economic development of different kinds, but there is still a lot of work to be done to clarify everything.

Manager Whatcott said he believes the only sales tax the city has given away was to car dealerships, however it was capped and done as a percentage for a period of time; it hasn't just been given away. Everyone else has had similar arrangements as well, they have not put one over the other.

Mayor Ramsey said that Ben Hart pulled her aside afterwards to make sure she knew that nothing would be retroactive, this would only be going forward. She moved on and said we are very close to receiving the letter of support from the state on our water re-use project.

Council Member Jason McGuire arranged for the city council to attend a performance of Once Upon a Mattress on October 14 at 7:00pm.

Associate Director of Recreation Janell Payne said the link she sent to everyone has a ton of information about Summerfest, there are a ton of activities and Mel has the information about the parade and schedule. She said a few members of the council volunteered to judge the chalk art competition and she will get them that information soon.

D. Discussion/Review of Regular Council Meeting

- Proclamation, Constitution Week
- Resolution R2021-17, Appointing Member to Bingham Creek Authority Board
- Zoning Ordinance 2021-08-Z, Aubrey Cove, 9800 S. 2700 W.
- Resolution R2021-26, Annual CDBG Report

Mayor Ramsey said we issued a proclamation in honor of Constitution Week last year as well, this year's will be presented during the city council meeting to the group in attendance. The council will also be approving the resolution regarding appointments to the Bingham Creek Authority Board, and she appreciates the newly clarified process that ACM Dustin Lewis sent out for future appointments.

Council Member McGuire asked why the dates on the resolution are in the past.

Attorney Loose said it can be amended when the motion is made for the dates to begin now.

Mayor Ramsey said that before they finish tonight the council needs to find a date to attend a county council meeting, during their work meeting, to present their resolution and feelings about the pool. She discussed the re-zone on the agenda and asked if anyone had any questions.

Council Member Brad Marlor said he would like some additional information on the topic before going into the meeting.

Planning Director Steven Schaefermeyer discussed the rezone with basic information from the Staff Report. While there have been some complaints from the public, there are no specific code complaints that he is aware of, and those types of things aren't really relevant to the re-zone.

Council Member Patrick Harris mentioned the email he received from Mike Nickel, who also left a voicemail for Council Member Marlor. Council Member Harris spoke with him today and he said he can't attend but he wanted a statement to be read, it has been forwarded to Council Member Marlor via email for him to read during the general meeting.

Director Schaefermeyer said lots 1 and 2 that are currently zoned for R2.5 have a large Questar easement and that has been one of the challenges with subdividing that property. Bringing in the property that will become lots 3 and 4 is part of the reason we are here tonight, so the subdivision of both properties can happen because of that easement. Past proposals that have been brought forward were difficult to support and did not comply with our ordinances.

Mayor Ramsey said we also have a resolution on our annual CDBG report that will be presented and CDBG Coordinator Katie Olson is here to answer any questions from the council.

E. Presentation Item - Air Quality Presentation. *(By Utah Department of Environmental Air Quality Director, Bryce Bird)*

Bryce Bird shared prepared presentation (Attachment A).

Mr. Bird explained that if you took a 1970s car versus a car today, today's cars are 99.9% cleaner than what they were in the 70s before the pollution controls. In addition, Tier 3 fuels and vehicles achieved an 80% reduction from the last tier at about a cost of \$175 per vehicle.

Council Member Shelton asked if we have the Tier 3 standards now.

Mr. Bird said yes, in 2017 the standard started, it will be fully implemented in 2025 so the vehicles are getting better and better. Regarding Tier 3 fuels, the type of gasoline cars burn is important as well. By reducing the sulfur content of the gasoline, it makes the catalytic converter more efficient so it is able to achieve that reduction in air pollution. Right now there are still some challenges, of our local refineries three are now producing Tier 3 gasoline, two are not yet; those two not yet producing Tiers 3 fuels are using averaging banking and trading of emissions credits in order to meet the standard but not provide the fuels in our market. He then spoke about non-road vehicles and how they tend to last a long time. He gave an example of railroad equipment, where the technology has improved so the current Tier of railroad equipment is a Tier 4 vehicle; if you were to build one today it would have to meet the Tier 4 standards. However, train engines, locomotives, are very durable so there are many that were manufactured 50-60 years ago that are still in use today and those are at Tier 0 standards. When our Frontrunners were delivered they were Tier 1 engines, then as they are being reworked over time they become 1.5; even with the upgrades they are still far below the current standards of locomotive engines. In regards to point emissions being advanced he gave the example of Kennecott and their smelters at the North end of the Oquirrh Range. They used to put out 17,000 tons of sulfur dioxide here in the valley every year, now they capture that through acid scrubbers and sell it as sulfuric acid; they were able to make a marketable product out of something that used to be released as a pollutant in the air.

Council Member Marlor mentioned hybrid and electric cars, he has a hybrid and gets at least twice the mileage of an all gas sedan. He asked how electric vehicles are making an impact here on the Wasatch Front since they have to be plugged in to get energy, which puts them back on the electric generation side of pollution.

Mr. Bird said the first answer is that most of our high emission generation happens off the Wasatch Front, we get a huge benefit from electric vehicles especially during our winter inversion and summer ozone periods because the coal and natural gas generated electricity is happening somewhere else. Secondly, the engines of electric vehicles are so efficient that you are still getting the equivalent of 100 miles per gallon, even when you take in the coal fire generation; because the coal fire power plants are well controlled we are still getting a lower emissions rate from an electric vehicle. Envision Utah did some work a few years ago visioning for 2050, that showed that to meet the air quality standards in the future we would have to have about 30% of our vehicles be electric by that time. The adoption rate of electric vehicles is very low right now. As a state agency they have some and love them as their performance is great, they never run out of gas and can be plugged in at the office. There are also incentive programs available right now for cities and other agencies to encourage that turnover.

Council Member Shelton asked about a staggering stat given at a previous meeting regarding the huge emissions of old lawnmowers compared to a newer car.

Mr. Bird said an old lawnmower running for an hour puts out more pollution than 70 newer SUVs driving for the same amount of time. Again, the technology has progressed to our vehicles, but not to lawnmowers at the same rate.

Council Member Shelton said after hearing that stat at the meeting he went and looked at electric lawnmowers, none of them appeared to run long enough to accomplish what he needed to do; he asked for suggestions or thoughts on that as he genuinely would like to consider an electric lawnmower.

Mr. Bird said extra batteries are always an option to change during the job.

Mayor Ramsey said this was a great data point that could be used in the water conversation about changing landscaping and rethinking how we landscape, the amount of grass that is used across the state.

Council Member Shelton inquired regarding the statement that an electric vehicle has the equivalent of 100 miles per gallon in terms of energy use, if that takes into account the manufacturing of the vehicle. He also asked about Mr. Bird's electric riding lawnmower that he mentioned and where he got it.

Mr. Bird said yes, it takes into account the manufacturing of the vehicle and the impact of that manufacturing. Regarding the lawnmower, he has about one-half acre of land and he purchased his Craftsman 30 inch riding lawnmower (there are bigger ones available) from Lowe's. He is able to mow his lawn twice on one charge, and it is almost totally silent.

Council Member Marlor asked if our levels were back to what they were before Covid.

Mr. Bird said growth adjusted we are just below those levels, but barely.

Council Member Marlor asked about inversion during winter where we're trapped in our own particulates, does that mean when a storm comes through and scatters it we are polluting someone else.

Mr. Bird said yes.

Council Member Marlor asked, on average, how much pollution is actually coming in that's not even from the Wasatch Front.

Mr. Bird said during the winter time it's very little, because after the storm comes through and the inversion sets up, it's all us. During the summer however, about 80% is naturally occurring or coming in from other areas versus what we are creating here locally. He mentioned that he started out with a gas mower and moved to an electric mower and realized he was no longer having to deal with all the gas cans and things like that. He did the calculations, even though the electric lawnmower cost twice as much as the same gas lawnmower, if he operates it for eight years, just with the gas he was using, it pays for itself after that. The electric lawnmower also doesn't have oil changes, maintenance, etc. There are a few links on the presentation (Attachment A) that anyone can go to for more information and current/future incentive programs. Incentive programs for city fleet vehicles are available all the time, this includes equipment like city lawnmowers as well.

Council Member Harris asked, regarding the Tier 3 gas, for the refineries that are not producing it currently if they have a deadline and what's holding them back? It seems like if we had that going into all of our cars it would be a big game changer.

Mr. Bird said it's a different situation for each refinery, but their deadline to meet the standard was 2020 and they are past that deadline now. The federal standard allowed them to purchase credits from another refinery that under produced, so when they purchase those credits they are technically meeting the standard but not providing the fuel here. The legislature did provide a tax incentive to install the new equipment that will be taken off what the refineries pay in the future, but we still have two who have yet to redesign their facilities and install the necessary equipment.

Council Member Harris asked how long we think it will be before those two refineries become operational; have they made any commitments or are they planning to continue buying the credits as long as they can.

Mr. Bird said his understanding is that both facilities are moving forward with projects because the credits ended up being a lot more expensive than they had planned. They are also reducing

what they can with their existing operations, so the amounts of credits they have to purchase is lower but it still gives us better air quality because they are part of the way there.

Council Member Harris said Sandy City is driving the Ford Explorer hybrids around and it's his understanding that when those cars are sitting idle they just run off the battery, which squad cars do frequently; he would love it if we had that as an option for officers to choose between the F150 or Ford Explorer hybrid.

Mr. Bird mentioned that for those interested in knowing which chains provide the Tier 3 fuel, there is a website set up by a legislator called tier3gas.org that has a map and shows all of the chains currently purchasing from the Tier 3 refineries.

F. Discussion Item - Senior Advisory Committee Application, Guenther Popp. (By Director of Administrative Services, Spencer Kyle)

Director of Administrative Services Spencer Kyle said the council received an application from Guenther Popp to serve on the Senior Advisory Committee. Director Kyle introduced Mr. Popp, along with our Community Center Supervisor Jamie Culbertson and our Associate Director of Recreation Janell Payne.

Supervisor Culbertson introduced herself and explained that she runs all the senior programs and is the staff liaison for the Senior Advisory Committee. They are a great committee, the seniors don't always like to tell her what they do and don't like, so the committee is a great tool to find out what's really going on. Mr. Popp wants to be a part of that committee and be a voice and bridge between what's going on with the seniors and those running the programs.

Mr. Popp introduced himself, he came here from Germany when he was 10 years old, grew up in the Avenues, printed for the Newspaper Agency Corporation for 37 years until he was laid off and likes to golf, have fun and go to the Senior Center.

Supervisor Culbertson said Mr. Popp started coming right before Covid, however through Covid when they started doing everything through drive up was when they really got to know him. In the past year that she has known him she has learned he lives here in South Jordan and just wants to make a difference. She thinks he would be a great addition to the Senior Advisory Committee because of his outlook, his support and all he has done.

Council Member Shelton asked where Mr. Popp lived.

Mr. Popp told the council where he lived in South Jordan, said he has lived there for 14 years. He is married, has some step kids

Mayor Ramsey asked Mr. Popp why he wants to be a part of the Senior Advisory Committee.

Mr. Popp responded he's been going to the center for about a year and a half now, he likes talking to the people there. He is retired, has the time and wants to be more involved.

Council Member Shelton Motioned to move to Executive Closed Session for the discussion of the character, professional competence or mental health of an individual. Council McGuire seconded the motion, vote was unanimous; Council Member Zander was absent from the vote.

Recess City Council Study Meeting and move to Executive Closed Session

G. Executive Closed Session Item - Discussion of the character, professional competence, or physical or mental health of an individual.

Council Member Marlor Motioned to leave the Executive Closed Session and return to the Study Meeting. Council Member Shelton seconded the motion, vote was unanimous; Council Member Zander was absent from the vote.

Adjourn Executive Closed Session and return to City Council Study Meeting

Council Member McGuire motioned to adjourn the Study Meeting. Council Member Shelton seconded the motion, vote was unanimous in favor; Council Member Zander was absent from the vote.

ADJOURNMENT

The September 7, 2021 City Council electronic study meeting adjourned at 6:05 p.m.

This is a true and correct copy of the September 7, 2021 City Council Study Meeting Minutes, which were approved on September 21, 2021.

Anna Crookston

South Jordan City Recorder



UTAH DEPARTMENT *of*
ENVIRONMENTAL QUALITY
**AIR
QUALITY**

Air Quality Update
Bryce Bird 8/16/2021

Air Pollution Hurts People



News Releases

Health Info

Brief Exposure to Tiny Air Pollution Particles Triggers Childhood Lung Infections, Largest Study of Its Kind Finds

LiVe Well
FACT SHEET FOR PATIENTS AND FAMILIES

Air Quality and Pregnancy

When you're pregnant, poor air quality may affect both you and your baby. This handout will help you know what you can do to have a healthier pregnancy.

What we know

Poor air quality has been linked to:



What we are still learning

Scientists are trying to learn what quality may be related to this:



FACT SHEET FOR PATIENTS AND FAMILIES



Outdoor Air Quality and Heart Disease

Poor air quality is unhealthy for everyone, but especially people with heart disease — such as heart failure or coronary artery disease. The recommendations below relate to where and when you exercise. Follow recommendations related to your specific health condition for how much you exercise. For people with heart disease, poor air quality can cause:

NOW



LATER



LiVe Well
FACT SHEET FOR PATIENTS AND FAMILIES

Outdoor Air Quality and Adult Lung Disease

Poor air quality is unhealthy for everyone, but especially for adults with lung disease — bronchitis, or emphysema. Older people are also at risk because they may have lung conditions. These pages will help you know where and when to exercise. For people with lung disease:

NOW



LONG TERM



Acute Air Pollution Exposure and Risk of Suicide Completion

Amanda V. Bakian, Rebekah S. Huber, Hilary Coon, Douglas Gray, Phillip Wilson, William M. McMahon, Perry F. Renshaw Author Notes

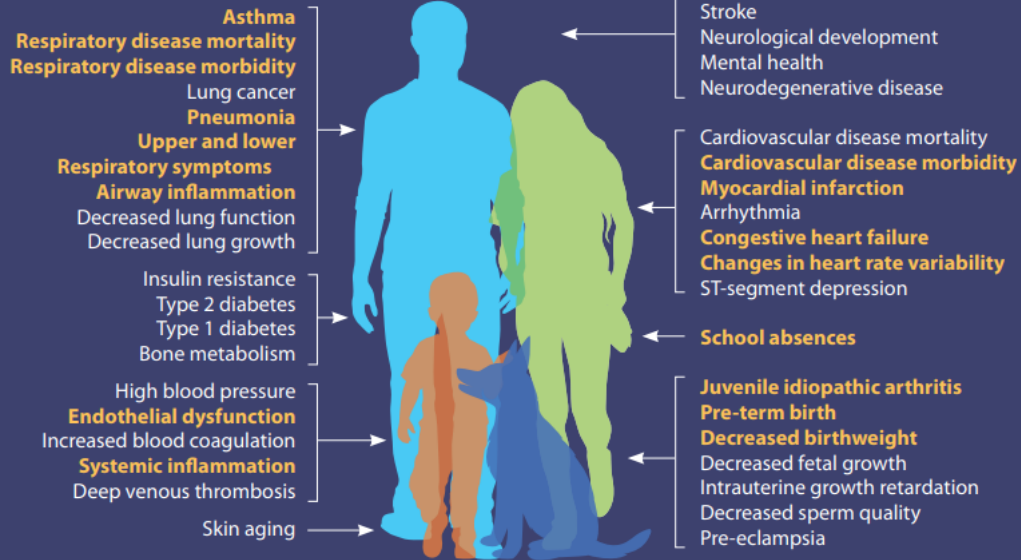
American Journal of Epidemiology, Volume 181, Issue 5, 1 March 2015, Pages 295–303, <https://doi.org/10.1093/aje/kwu341>

Published: 10 February 2015 Article history

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Health Effects of Air Emissions and Pollutants

Utah-based health studies highlighted in yellow



Ozone and Particulate Pollution

Ground level or "bad" ozone is not emitted directly into the atmosphere, but is created by chemical reactions of oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight.

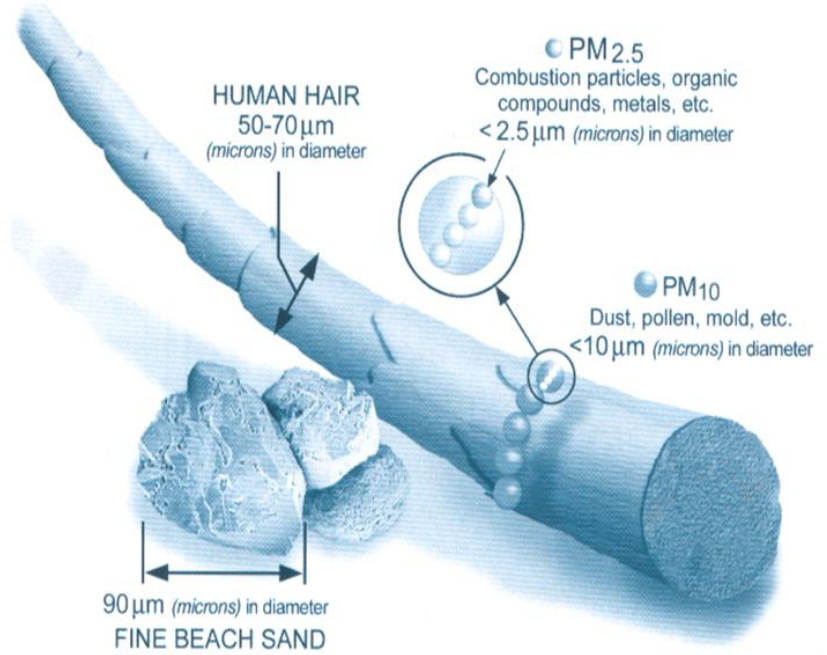
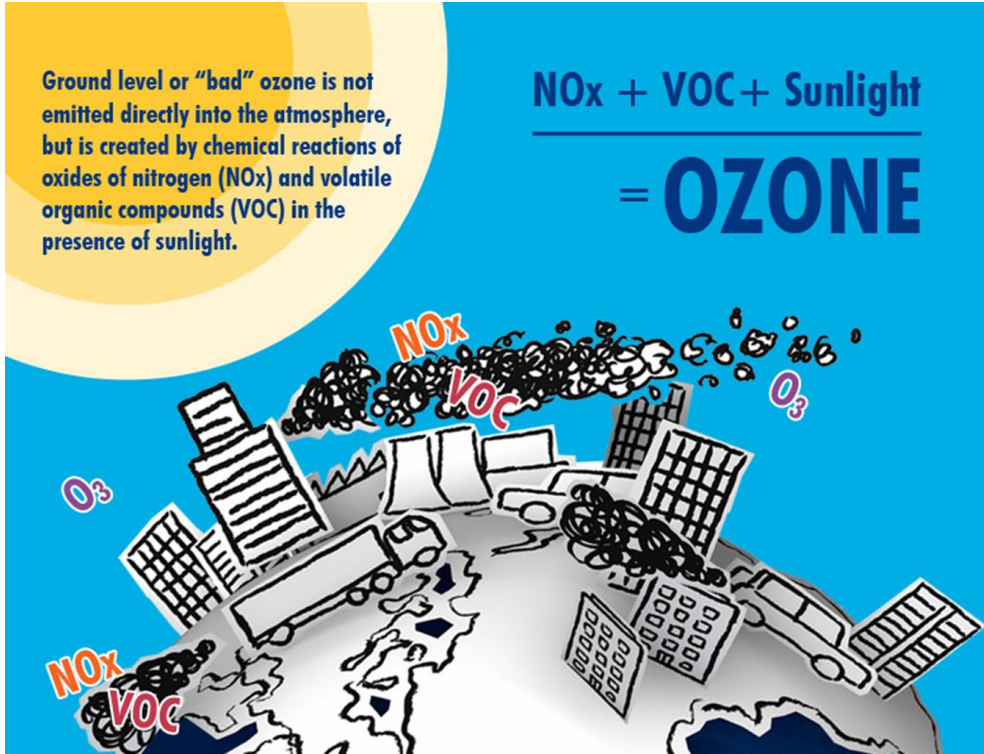
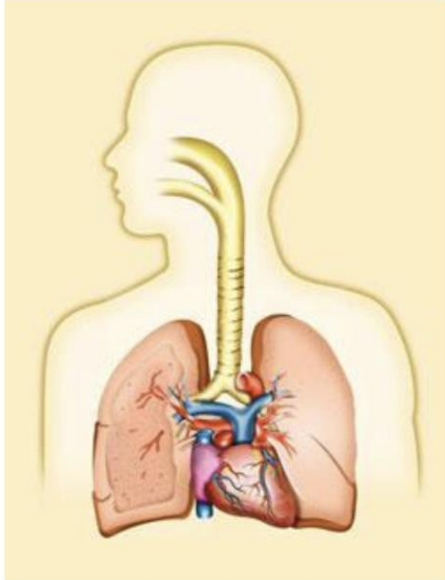


Image courtesy of the U.S. EPA



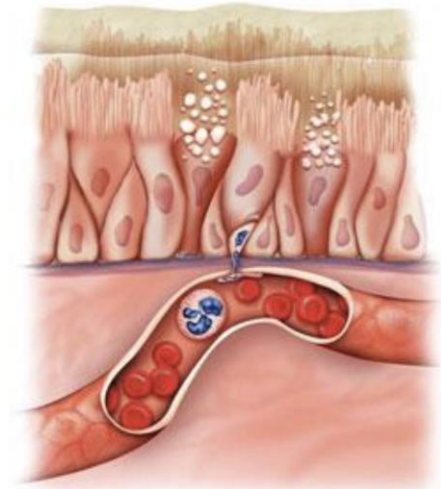
Air Pollution Hurts People



Ozone is a powerful oxidant that can irritate the airways.



Ozone can cause the muscles in the airways to constrict, trapping air in the alveoli. This leads to wheezing and shortness of breath.



With inflammation, the airway lining is damaged. It has been compared to the skin inflammation caused by sunburn.

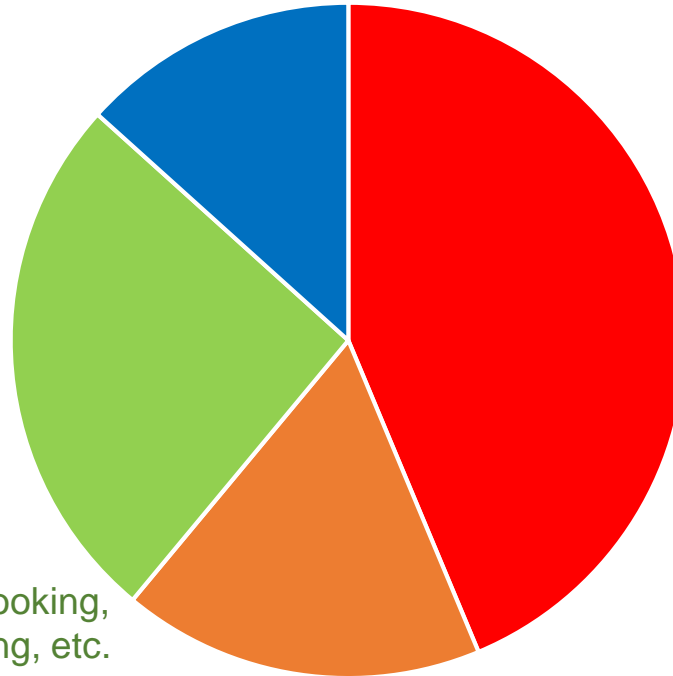
Sources of Utah Man-Made Emissions in the Northern Wasatch Front on an average “ozone season” day.

Point:

- Electric generation
- Petroleum refining
- Other large industry

Area:

- Restaurants
- Auto body
- Painting
- Dry cleaners
- Gas stations
- Commercial
- Small industry
- Residential heating, cooking, hot water, wood-burning, etc.



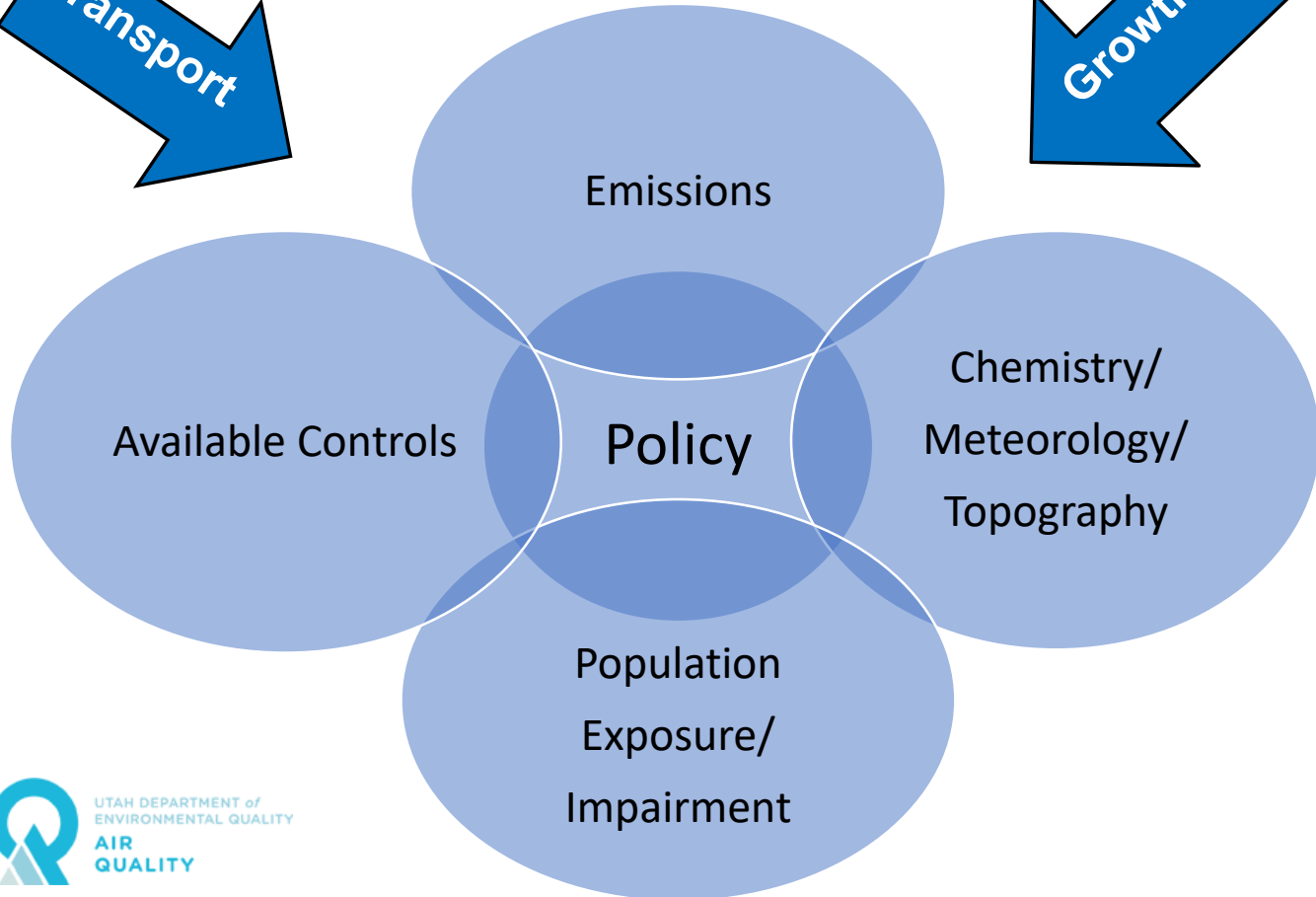
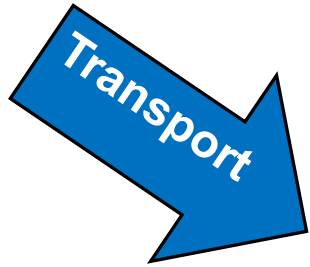
Over 80% of summer emissions are transported from other states, nations or are naturally occurring

Mobile:

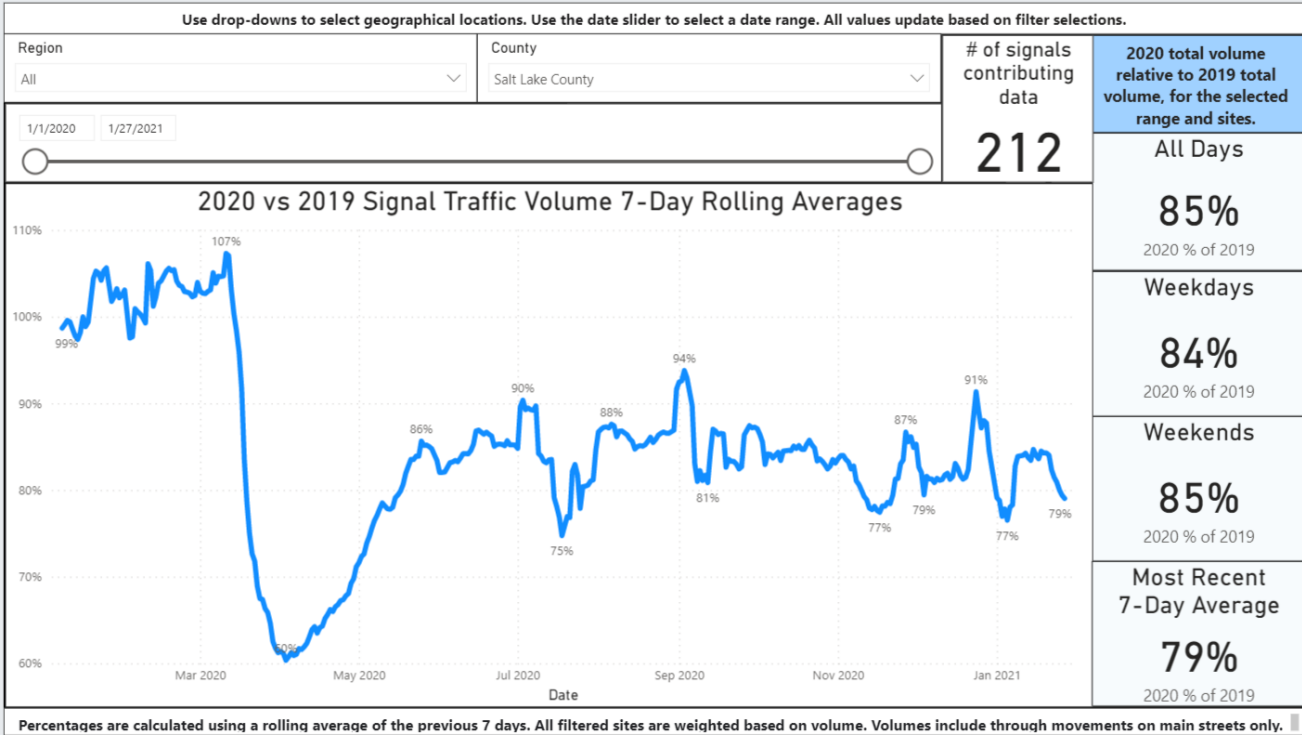
- On-road cars and trucks
- Non-road trains, construction, lawn/garden, airport, etc.

■ On Road Mobile ■ Non-Road Mobile ■ Area Sources ■ Point Sources

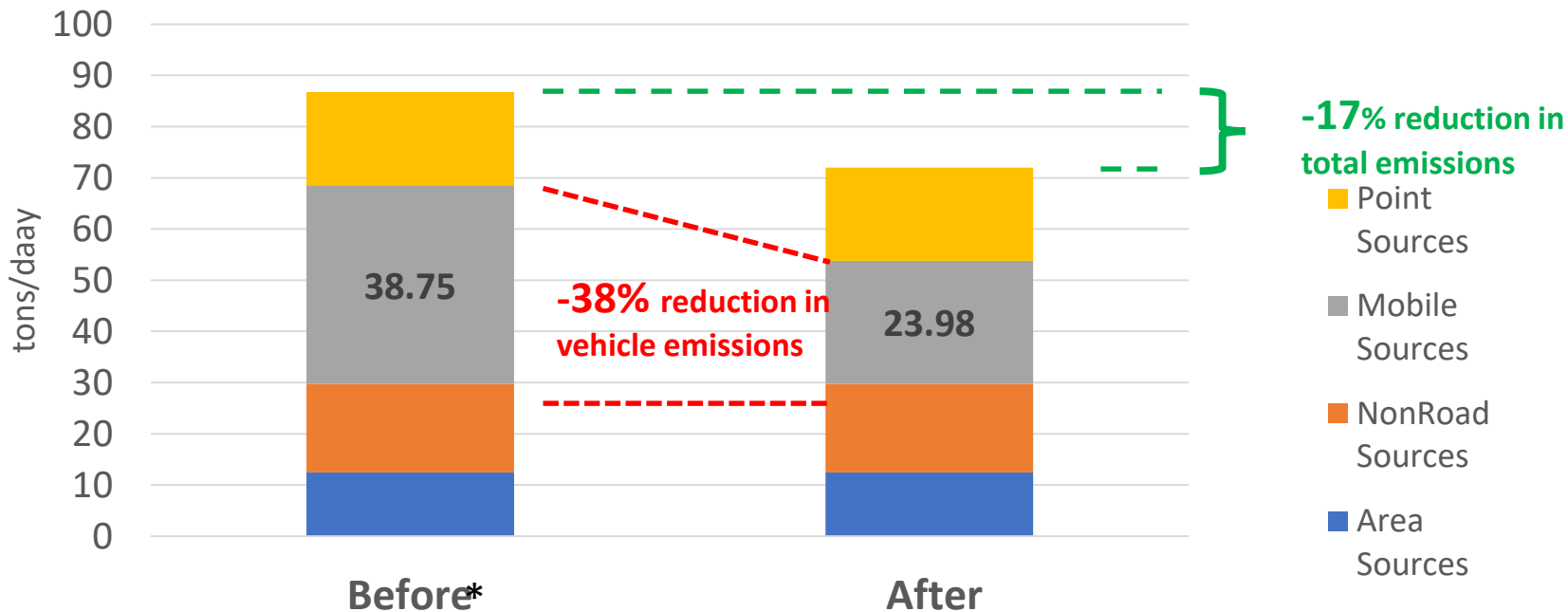
Air Quality



Salt Lake County Traffic Counts in 2020



NOx Emission Impact from Coronavirus Traffic Reductions



Assumes 15% less truck traffic and 40% less traffic from other vehicles based on UDOT traffic counts March 2020.

*Emissions for 2020 by category interpolated from Salt Lake County PM2.5 State Implementation Plan. Point, Non-road, and Area Sources were not modified for the coronavirus.

Air Quality Lessons from Coronavirus Experience

- Telecommuting is an effective strategy
 - Reduced VMT
 - Reduced vehicle emissions
 - Low implementation cost
- Vehicles are ~33% of emissions
- Air quality is complex
 - Emissions profile
 - Weather
 - Temperature/Inversions
- More studies to follow

Air Quality Update

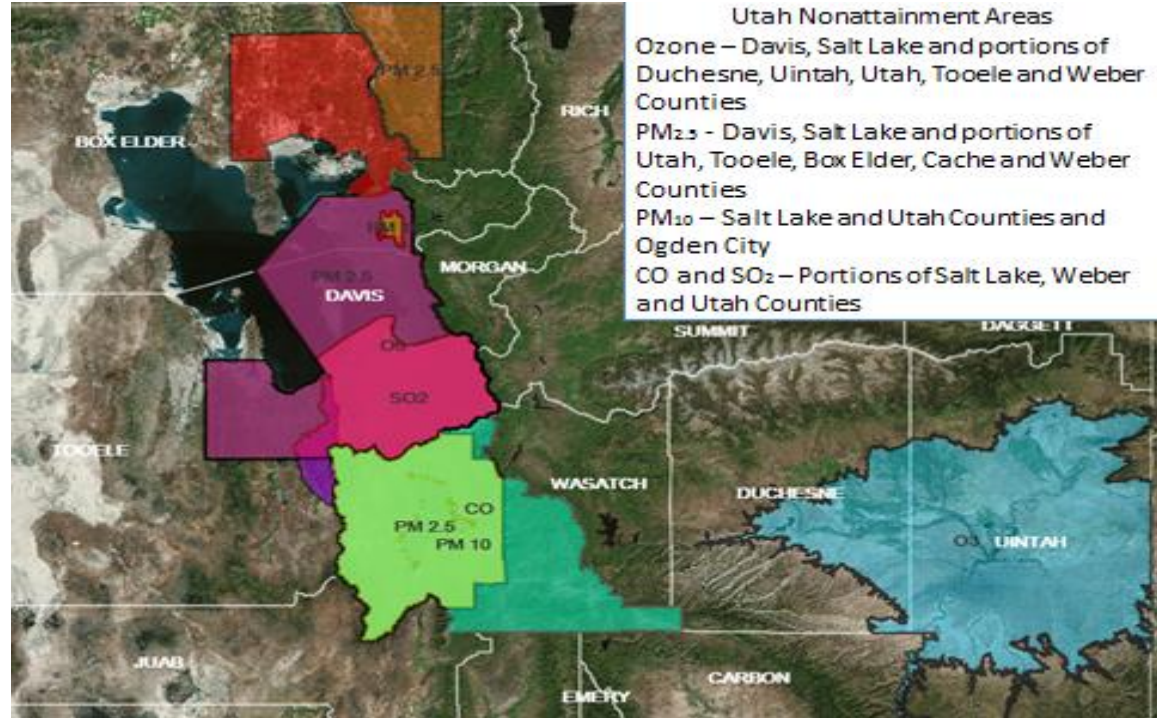
Non-attainment

Focused on meeting federal air quality standards through planning, permitting and compliance

Clean Data Determinations for Logan, Provo and Salt Lake Non-attainment areas

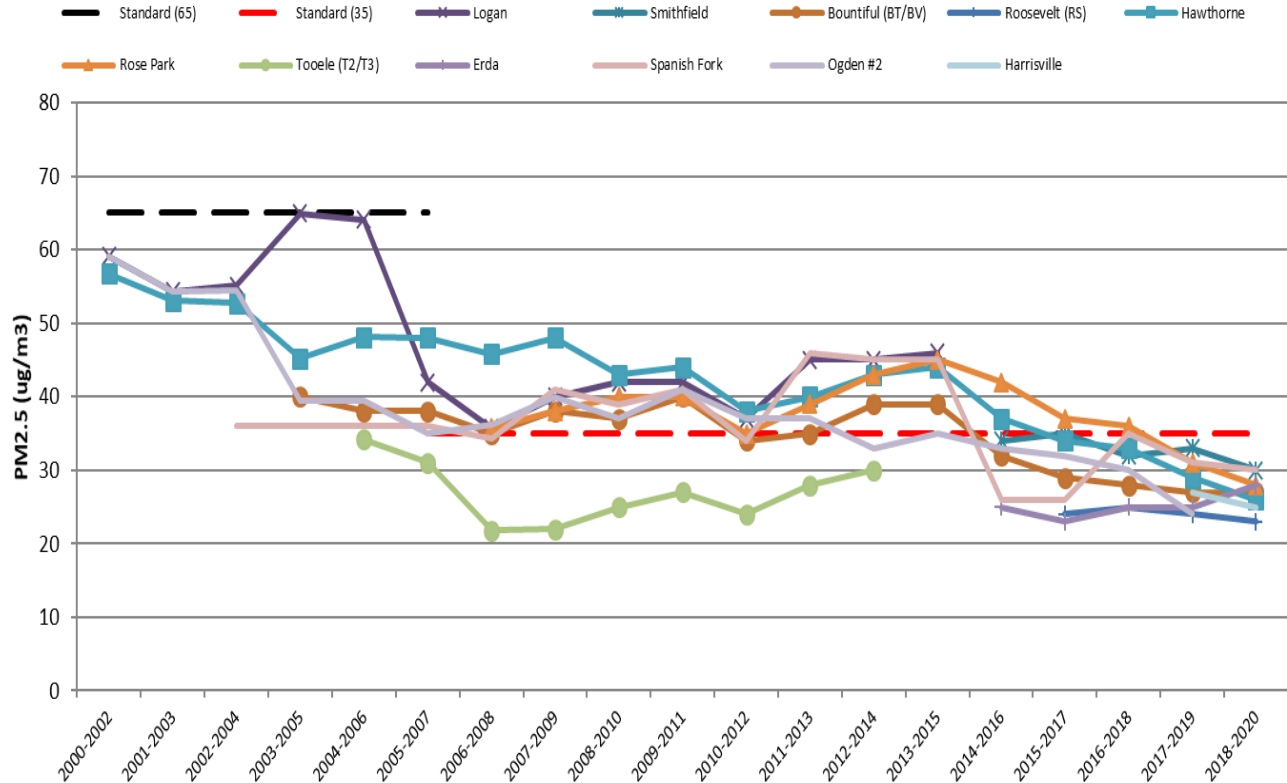
Maintenance Plans

Implementation Plan for Salt Lake, Provo and Logan Non-attainment area

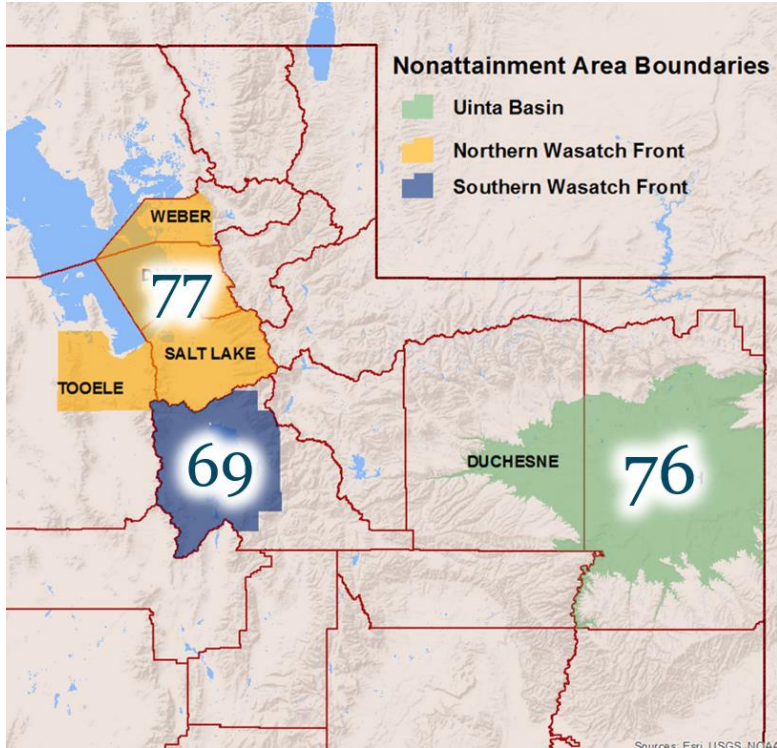


Fine Particulate Matter – PM_{2.5}

- All areas have attained the 2006 PM_{2.5} NAAQS
- All areas have a federally approved Clean Data Determination
- Maintenance plans show continued attainment of the standard to 2035
- EPA has proposed redesignation to attainment

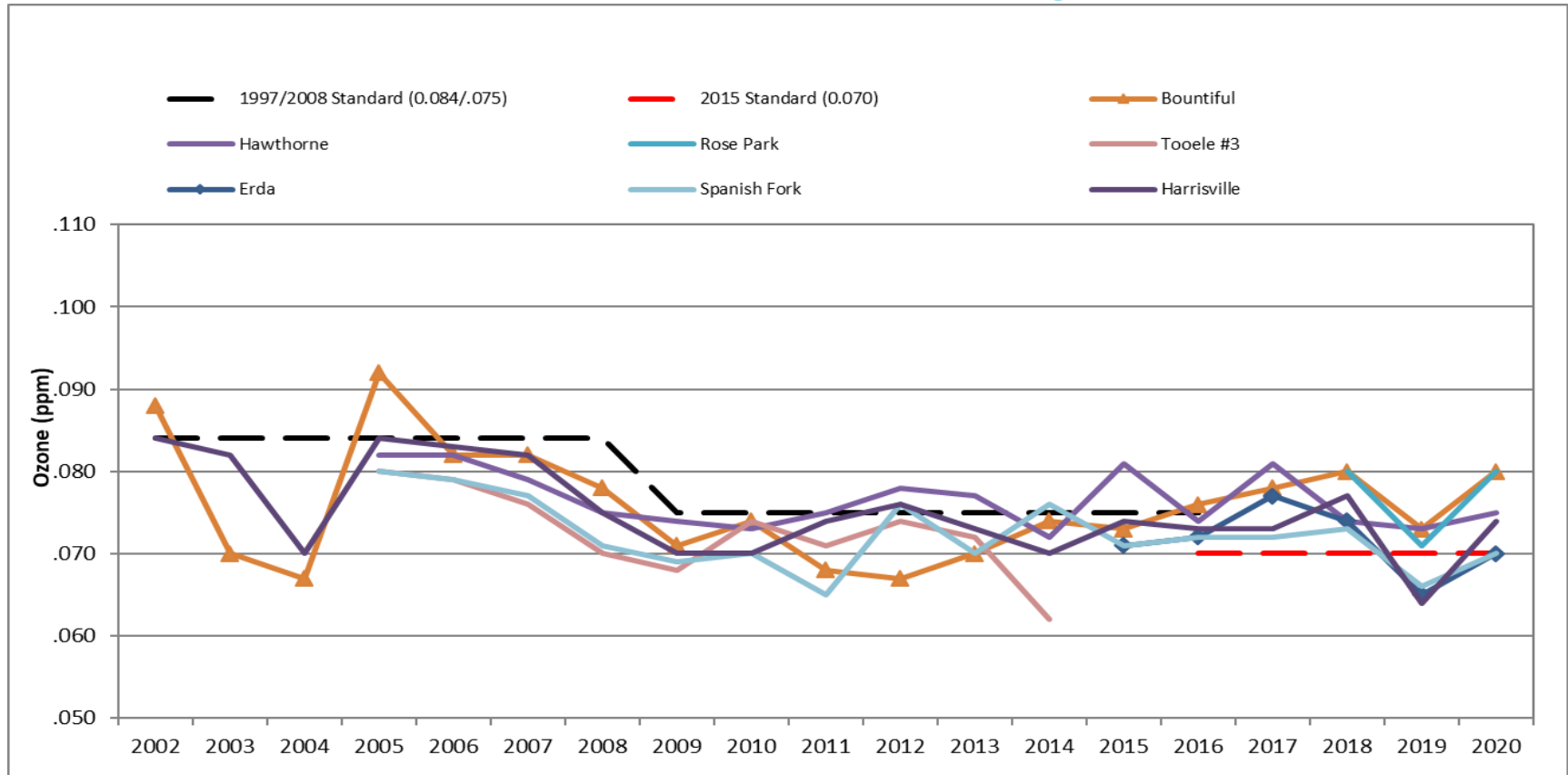


Utah Ozone Nonattainment Area Planning



- EPA designated three nonattainment areas in Utah for the 2015 Ozone Standard of 70ppb as a three year average if the 4th highest daily 8-hour average at a regulatory monitor.
- Nonattainment areas are currently classified as Marginal.
 - Emissions inventory (submitted August 2020);
- Attainment deadline: August 2021 (to be based on data from 2018, 2019, & 2020)
- If the standard is not met, we will be bumped up to Moderate
- A Moderate SIP requires:
 - 15% reduction of both NO_x and VOCs (Ozone precursors);
 - Vehicle Inspection and Maintenance Program (population threshold);
 - Reasonably Available Control Technology installed on point sources; and
 - Demonstration of attainment by August 2024.

Utah Ozone Nonattainment Area Planning



Utah Ozone Nonattainment Area Planning



- Inventory
- Modeling
- Control Strategy Development

Bumped up to Moderate

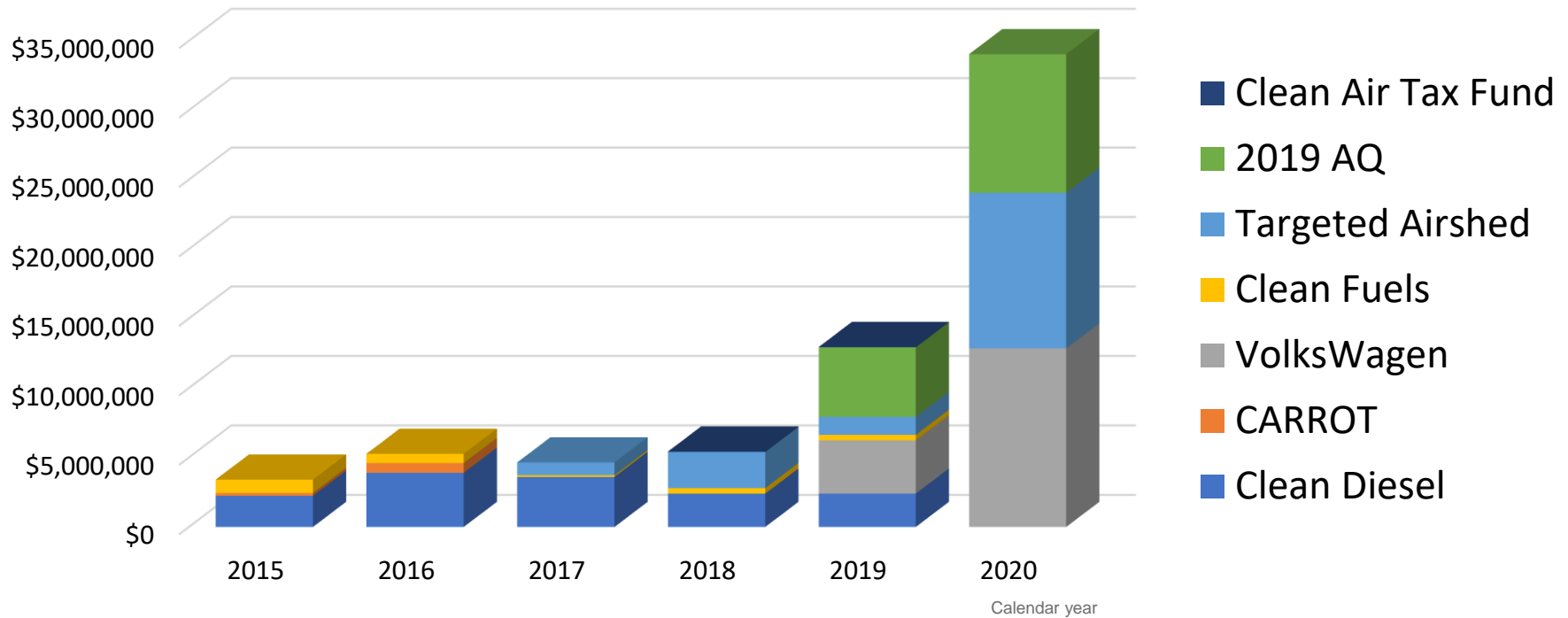
Draft SIP for Public Comment

- SIP Due
- RACM/RACT Due

Attainment Deadline

An Investment in Utah's Air Quality

Clean Air Incentive Programs



An Investment in Utah's Air Quality

- Two-prong approach
 - State leadership
 - Public engagement
- 950 discounted electric lawnmowers in 2020
- \$24 million in Clean Diesel EPA grants since 2008
- 100 diesel vehicles replaced under VW settlement in 2020
- 121 level 2 and 20 DC fast chargers installed under VW settlement and state funded EVSE program in 2020
- 3,039 wood stove exchanges using state and federal funding
- 824 vehicles repaired and 189 replaced under VRAP program



Links for more information

Moderate Area Ozone State Implementation Plan (SIP)
Development

<https://deq.utah.gov/air-quality/moderate-area-ozone-state-implementation-plan-sip-development>

Regional Haze SIP Development

<https://deq.utah.gov/air-quality/regional-haze-in-utah>

Regional Haze Technical Information

<https://www.wrapair2.org/RHPWG.aspx>

General Air Quality Information for Utah

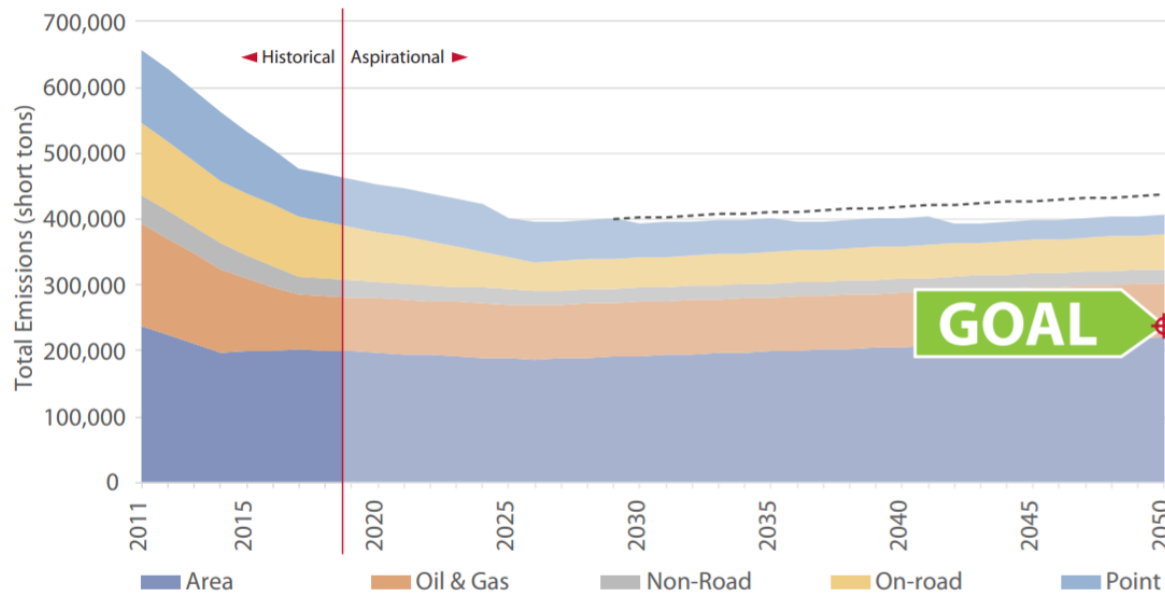
<https://deq.utah.gov/division-air-quality>



Gardner Policy Institute Air Quality and Changing Climate

Utah's Air Emissions Baseline

Historical and Projected Air Pollutants (NO_x, VOC, PM₁₀, NH₃, SO₂)



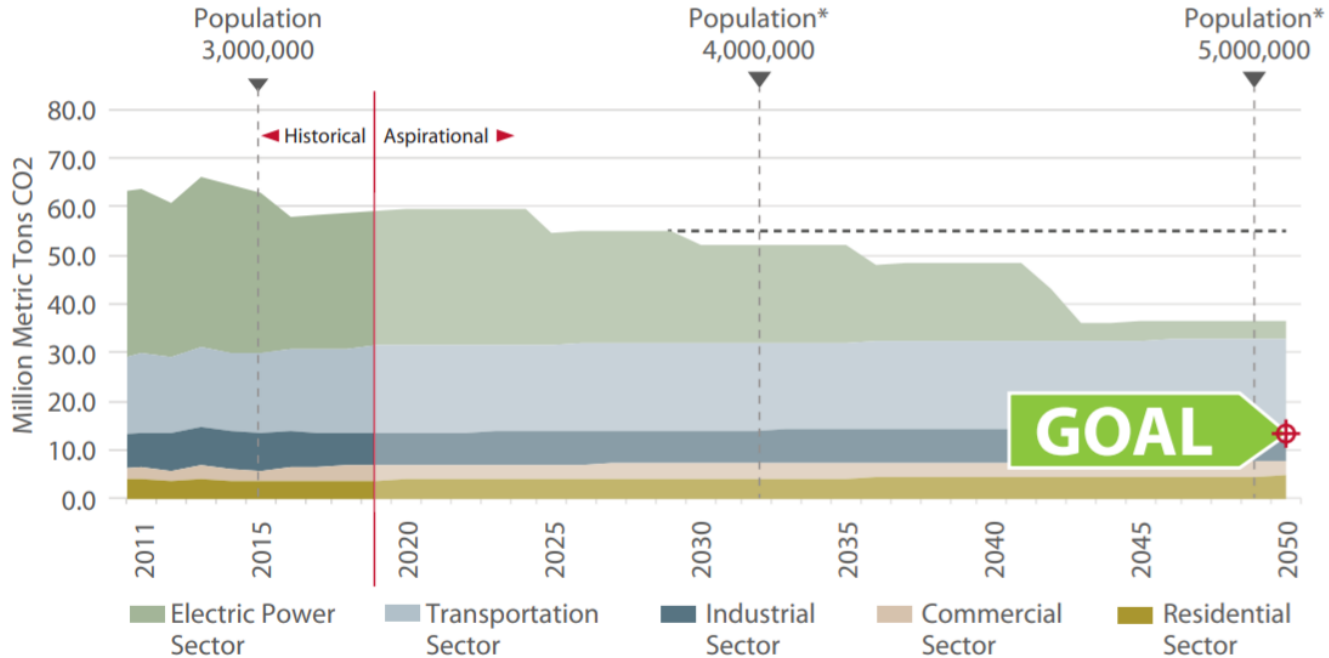
Source: Utah Department of Environmental Quality (historical), and Kem C. Gardner Policy Institute (aspirational)



Gardner Institute Air Quality and Changing Climate

Utah's Carbon Dioxide Emissions Baseline

Historical and Projected Statewide CO₂ Emissions



Source: US Energy Information Administration (EIA) based on the combustion of fossil fuel (historical), and Kem C. Gardner Policy Institute (aspirational)