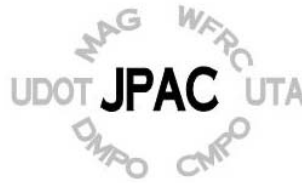


JOINT POLICY ADVISORY COMMITTEE

MOUNTAINLAND ASSOCIATION OF GOVERNMENTS
UTAH DEPARTMENT OF TRANSPORTATION
DIXIE METROPOLITAN PLANNING ORGANIZATION



WASATCH FRONT REGIONAL COUNCIL
UTAH TRANSIT AUTHORITY
CACHE METROPOLITAN PLANNING ORGANIZATION

JOINT POLICY ADVISORY COMMITTEE

Utah Transit Authority Boardroom

3600 South 700 West, Salt Lake City, UT 84119

Thursday, June 7, 2007

12:00 Noon

MINUTES

Members Attending:

Councilwoman Suzanne Allen
Mayor Lewis K. Billings
Chuck Chappell
Councilman Carlton Christensen
Orrin T. Colby, Jr.
Darrell Cook
Mayor J. Lynn Crane
Commissioner Craig Dearden
Commissioner Larry Ellertson
Lowell Elmer
Commissioner Meghan Holbrook
Commissioner Bret Millburn
Mayor Dennis Nordfelt
Mayor John Petroff, Jr.
Mayor Darrell Smith
Mayor Russ Wall
Mayor Jerry C. Washburn

Dixie MPO
Provo City (MAG)
Wasatch Front Regional Council (WFRC)
Salt Lake City (WFRC)
Utah Transit Authority Board
Mountainland Association of Governments (MAG)
Herriman (WFRC)
Weber County (WFRC)
Utah County (MAG)
Dixie MPO
Utah Transportation Commission
Davis County (WFRC)
West Valley City (WFRC)
West Point City (WFRC)
Draper (WFRC)
Taylorsville (WFRC)
Orem (MAG)

Others Attending:

Mike Allegra
Jerry Benson
Cheryl Beveridge
Carlos Braceras
Mick Crandall
Sharon Gray
Doug Hattery
Ahmad Jaber
Stephanie Johnston
Grantley Martelly

Utah Transit Authority
Utah Transit Authority
Utah Transit Authority
Utah Department of Transportation
Utah Transit Authority
Wasatch Front Regional Council staff
Wasatch Front Regional Council staff
UDOT
Utah Transit Authority
Utah Transit Authority

Others Attending (Continued):

Lyle McMillan	Utah Department of Transportation
Andrea Packer	Utah Transit Authority
Lorin Simpson	Utah Transit Authority
Steve Swan	Utah Transit Authority
Barbara Thomas	Wasatch Front Regional Council staff

Members Not In Attendance:

Mayor Jeff Acerson	Lindon City (MAG)
Burtis Bills	Utah Transit Authority Board
Jeff Gilbert	Cache MPO
Mayor Matthew Godfrey	Ogden City (WFRC)
John English	Utah Transit Authority
Mayor Mike Johnson	Millville City (Cache MPO)
Commissioner Kent Millington	Utah Transportation Commission
John Njord	Utah Department of Transportation

The meeting began at 12:23 p.m. with Mr. Chuck Chappell conducting.

Mayor Matthew Godfrey, Mr. John English and Mayor Burtis Bills were excused from the meeting.

Distribution of the new Memorandum of Agreement for the Joint Policy Advisory Committee

Mr. Chappell distributed one "original and signed" copy of the new **Memorandum of Agreement for the Joint Policy Advisory Committee** [adding the Cache and Dixie MPOs as members of JPAC], to each of the member organizations.

Approve the May 3, 2007 Meeting Minutes

Mayor Washburn questioned the 4th paragraph on page 3 relating to the \$1 billion. It was noted that the authorization was for a \$1 billion bond. The 4th paragraph on page 3 of the May 3, 2007 minutes will be corrected to read as follows:

Mr. John Njord explained the past Centennial Highway Funding program. He also explained that the CHNF is different. The Legislature ~~appropriated~~ **authorized a \$1 billion bond** this year for UDOT to build as many of the projects as we can, which he felt was a huge leap forward for them. He noted that there is currently over \$20 billion in highway needs. **The Legislature provided \$90 million a year in ongoing general funds to pay for the bond.**

Mayor Petroff moved to approve the minutes of the May 3, 2007, meeting, as corrected. The motion was seconded by Mayor Washburn and passed unanimously.

Corridor Preservation Funds

Mr. Lyle McMillan from the Utah Department of Transportation discussed a PowerPoint presentation on Corridor Preservation in Utah, including the resources for purchasing properties within a transportation corridor. Copies of the PowerPoint presentation were distributed to those in attendance. He discussed and answered questions on the following PowerPoint slides:

Benefits of Corridor Preservation

- Saves money by preventing the development of improved properties (buildings and occupants)
- Helps people by mitigating hardships
- Reduces litigation risk (inverse condemnation & regulatory takings)
- Helps to limit environmental impacts and preserve viability of alternatives
- Minimizes adverse publicity from displacement of homes and businesses

Purchase Options

- Transportation Corridor Preservation Revolving Loan Fund
- FY2007 legislative appropriation for corridor preservation
- FY2008 legislative appropriation for corridor preservation
- Local Corridor Preservation Fund
- 25% of 3rd Quarter Cent Sales Tax (for 1st & 2nd Class Counties)

Transportation Corridor Preservation Revolving Loan Fund

- Enabling legislation - U.S.C. 72-2-117
- Funded by 1/16th cent tax on vehicle rentals
- Revolving fund, projects repay the fund at the original purchase price
- Eligible uses for state, county, city projects for any transportation corridor, including highways and transit

Property Purchase History

Mr. Lyle McMillan presented a pie-chart listing the dollar amounts for property purchased with Corridor Preservation Funds for Cache, North Legacy, SR-89, Lehi City, Highland, Mountain View Corridor, Legacy Highway and several other small corridors, including a corridor preservation project for UTA.

Year to Year Cash Flow

Mr. Lyle McMillan presented a graph listing the Revolving Loan Fund Cash Flow History from 1998 through 2007. The graph showed revenue, expenses, and balances from the Revolving Loan Fund.

Local Corridor Preservation Fund

- \$20M programmed for corridor preservation; \$10M of the above \$20M set aside as 1:1 match of local option funds
- May only be used for current or future state roads (FY07 S.B. 1 intent language)
- Funds deposited into Revolving Loan Fund (FY07 & S.B. 1 intent language)
- Match funds available for 2 years from the date (July 1st) the county imposes the local option fee

FY2008 Legislative Appropriation

- \$30M programmed for corridor preservation; \$10M of the above \$20M set aside as 1:1 match of local option funds

Local Corridor Preservation Fund

- U.S.C. 72-2-117.5
- Enables counties to impose up to \$10 increase in vehicle registration fee for corridor preservation
- County and cities within that county prioritize use of the funds
- In 1st & 2nd class counties, funds directed to arterials (incl. State & local roads) and urban collectors (local roads)
- In 3rd to 6th class counties, funds may be used on any road (state or local)
- Funds disbursed by UDOT & are non-revolving

25% of 3rd Quarter-cent Sales Tax

- In 1st class county, 70% of the 25% is deposited in the County of the First Class State Highway Fund (HB158). The remaining 30% goes into Local Corridor Preservation Fund
- U.S.C. 59-12-1703
- 2nd class counties, 25% of 1/4 cent goes into the Local Corridor Preservation Fund
- 3rd - 6th class counties, none of the funds go into a local corridor preservation fund
- All funds are non-revolving

UDOT Local Option Match Breakdown

Mr. Lyle McMillan presented a table for Salt Lake, Summit, Utah, Wasatch, Weber, Davis, and Iron counties which listed the number of vehicles, the local option match breakdown for FY07, FY08, and FY09, the totals, and the match + principal funds.

Outlook

- UDOT is receiving more requests, for higher amounts (\$36M in pending requests).
- Mountain View Corridor & North Legacy corridors are becoming increasingly difficult to defend.
- \$21M in Local Option funds currently available, with another \$19M in FY08
- Land use options also available (density, etc.)
- Early communication and coordination is critical to success of corridor preservation

Mr. McMillan discussed what resources were available for purchasing properties. He also reviewed the purchase options and benefits.

Mr. Braceras reminded JPAC members of the importance of demonstrating our ability to use the funds, otherwise they will be lost. He also reminded JPAC members that with the non-revolving fund, there is no need to pay back the funds.

Commissioner Ellertson suggested that a future JPAC agenda item could include a discussion about the effects of growth on this issue and how development could be included.

JPAC members felt that corridor preservation is a big, big money saver. They also felt that early communication and coordination were very important, and felt that project costs are much higher when communication and coordination don't take place.

Mayor Petroff questioned if placing future corridors on individual city's plans would give that city validity on the LRP and in dealing with development? He stated that he felt that if corridors were on city's general plans, that the city could allow increased density for the developer in exchange for the property to build the road. He stated he felt that cities need to think of creative ways to get property to UDOT for corridors or they'll never be able to catch up with construction costs.

Ms. Barbara Thomas explained the corridor preservation process in Salt Lake County. She noted that Salt Lake County has had 18 projects apply for the funds.

Councilman Christensen asked about resources from UDOT that could help local communities implement corridor preservation projects, including the need to have an access management plan. Mr. Chappell stated that there is assistance available, including access management, from UDOT and other agencies. Mr. Braceras stated that UDOT also has a model ordinance.

Mayor Billings stated that some areas need to be pro-active, especially in areas that still have a chance, such as southern Utah County. He noted that they can look at northern Utah County as an example of what was done wrong.

Mr. Braceras reminded JPAC members that UDOT has a state access management plan. He stated that as hard as this all seems, no other state in the country has the tools for corridor preservation that we do. He felt local elected officials need to be congratulated.

Mr. Chappell stated that he will take this information back to the MPO's after a discussion with the Utah League of Cities and Towns to see if they want to define a role for the MPO's in this.

UTA Bus Redesign

Mr. Jerry Benson reported on UTA's bus route redesign for Salt Lake County. He stated that this is a difficult process to go through, as any change in bus service is disruptive. He stated that this is the third major redesign that UTA has accomplished. He noted that UTA learns more each time by applying sophisticated market research, including values and preferences in design. He stated that UTA received over 3,000 comments on fifteen hot issues. He stated that the next step will be to address priority issues and approve a budget to implement funding for additions.

Mr. Benson distributed copies of a packet that included handouts on the Salt Lake bus route redesign, the bus route changes from the proposed system redesign, and twelve new UTA route maps.

Mr. Benson introduced the following new regional managers to UTA: 1) Ms. Cheryl Beveridge, who will be in charge of UTA's Special Services, 2) Mr. Lorin Simpson, who will head up the Meadowbrook Business Unit, and 3) Mr. Grantley Martelly, who will be in charge of the Central Bus Unit.

Mr. Simpson explained UTA's Meadowbrook Business Unit. He stated that his unit's main focus will be to improve reliability and connectivity with UTA's bus service. He noted that they will use global positioning technology as a tool.

Mr. Martelly explained UTA's Central Business Unit. He stated that his unit's main focus will be with major corridors to downtown and out to major corridors in Salt Lake City and southern Davis County.

Ms. Beveridge explained UTA's Special Services including their Rideshare and Van Pool programs. She noted that their focus will include a safety net for services that are not typically the traditional bus. She reviewed UTA's "very successful" vanpool program and noted that there is currently a wait list of over 100 riders for this program.

Mr. Mike Allegra explained CMAQ funding that UTA receives for their Van Pool program. He stated that although the cost is higher than bus pass, this has been one of UTA's most effective services.

Mayor Billings stated that he felt there was a need to look into converting vehicles to natural gas.

Mayor Petroff noted that the industry is going away from natural gas vehicles and noted that there are no highway taxes collected on natural gas.

Mr. Allegra stated that UTA is currently testing hybrid electric busses and will also be looking into a van pool fleet.

Future Agenda Topics

Mayor Smith stated that he felt it was important to hear about Corridor Preservation quarterly or at least twice each year with regular updates.

Next Meeting

The next JPAC meeting will be held on August 2, 2007 at 12:00 (noon).

The meeting adjourned at 1:35 p.m.