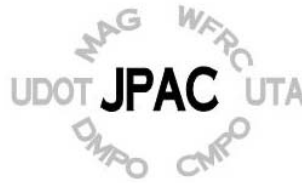


JOINT POLICY ADVISORY COMMITTEE

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, November 1, 2007

12:00 Noon

MINUTES

Members Attending:

Councilwoman Suzanne Allen
Mayor Lewis K. Billings
Orrin T. Colby, Jr.
Mayor J. Lynn Crane
Burtis Bills
Chuck Chappell
Councilman Carlton Christensen
Commissioner Larry Ellertson
Mayor Jay Franson
Jeff Gilbert
Commissioner Meghan Holbrook
John English
Mayor Dennis Nordfelt
Mayor John Petroff, Jr.
Mayor Darrell Smith
Mayor Russ Wall
Mayor Jerry C. Washburn

Dixie MPO
Provo City (MAG)
Utah Transit Authority Board
Herriman (WFRC)
Utah Transit Authority Board
Wasatch Front Regional Council (WFRC)
Salt Lake City (WFRC)
Utah County (MAG)
Highland (MAG)
Cache MPO
Utah Transportation Commission
Utah Transit Authority
West Valley City (WFRC)
West Point City (WFRC)
Draper (WFRC)
Taylorsville (WFRC)
Orem (MAG)

Others Attending:

Mike Allegra
Jim Boes
Carlos Braceras
Dennis Dunn
Sharon Gray
Doug Hattery
Ahmad Jaber
Andrew Jackson
Hugh Johnson
Justin Jones

Utah Transit Authority
Wilbur Smith Associates
Utah Department of Transportation
Mayor, Elkridge City
Wasatch Front Regional Council staff
Wasatch Front Regional Council staff
UDOT
MAG
UTA
UTA

Sam Klemm
Pat Morley
Andrea Packer

Wasatch Front Regional Council staff
UDOT
Utah Transit Authority

Members Not In Attendance:

Darrell Cook
Commissioner Craig Dearden
Lowell Elmer - **excused**
Mayor Matthew Godfrey
Todd Jensen
Mayor Mike Johnson
Commissioner Bret Millburn - **excused**
Commissioner Kent Millington
John Njord

Mountainland Association of Governments (MAG)
Weber County (WFRC)
Dixie MPO
Ogden City (WFRC)
UDOT
Millville City (Cache MPO)
Davis County (WFRC)
Utah Transportation Commission
Utah Department of Transportation

The meeting began at 12:22 p.m. with Mr. Chuck Chappell conducting.

Mr. Lowell Elmer and Commissioner Bret Millburn were excused from the meeting.

Approve the September 6, 2007 Meeting Minutes

Mayor Wall moved to approve the minutes of the September 6, 2007, meeting. The motion was seconded by Mayor Crane, and passed unanimously.

Statewide Airport Systems

Mr. Pat Morley, assisted by Mr. Jim Boes from Wilbur Smith Associates, discussed the following information relating to Utah's Statewide Airport System Plan:

- Utah Continuous Airport System Plan Purpose
 - Determine which system airports are most essential to Utah's transportation needs and economic objectives
 - Identify projects which have the greatest potential to improve the performance of Utah's airport system
 - Demonstrate how investment improves the performance of the Utah airport system relative to established performance measures
- Inventory
 - Provides baseline of information for rest of analysis
 - Study includes 47 public-use airports
 - Utah Division of Aeronautics compiled existing data from database
 - Supplement with data from inventory survey information
- Role Analysis
 - FAA only uses Commercial or General Aviation; limited distinction for GA
 - Analysis provides a baseline to determine how the system is currently functioning
 - Uses variety of factors to classify airports for future analysis
 - Develop specific facility & service objectives to meet needs of role
- Factors in Role Analysis
 - Economic

- Forecasting Approach
 - Based on projected county population growth rates
 - Provides general indication of future aviation demand
 - Enplanements
 - Commercial & air taxi ops
 - Based aircraft
 - General Aviation & Military ops
 - Air cargo activity
- Capacity Utilization
 - Use Annual Service Volume (ASV) to evaluate planning-level capacity issues
 - Did not evaluate SLC International
 - Only 3 airports noted for potential capacity constraint:
 - Logan: 64% in 2026
 - Ogden: 69% in 2026
 - Provo 60% now; 109% in 2026
- Adequacy Analysis
 - Identifies: where the current airport system is adequate, deficient, and where surpluses or duplications of service exist
- Goal Categories
 - Activity Served: Population with Access to scheduled Commercial Air Service
 - International 87%, National 6%, GA Regional 10% - Total 95.5%
 - Economic Support: Percent of population with access to an airport supporting business jet operations
 - 90% of Utah's population is within 30 minutes of an airport capable of serving business jets
 - Percent of state employment within 30-minutes drive time of a system airport: International 56%, National 4%, GA Regional 97%, GA Community 7%, GA Local 4% - Total 99.3%
 - Facilities & Accessibility: Population within a 30-minute drive time of an airport with an instrument approach procedure
 - 95% of Utah's population is within a 30-minute drive time of an airport with an instrument approach procedure
 - Percent of population within a 30 minute drive time of each Utah airport role: International 53%, National 4%, GA Regional 96%, GA Community 8%, GA Local 5% - Total 99.7%

Mr. Morley distributed handouts that included six maps that had been included in the PowerPoint. Copies of Utah's Aeronautical Chart were also available for those wanting a copy.

Mr. Morley also discussed the state's aviation needs and roles (other than commercial and military) that are tied to commerce.

Mr. Morley reported that carbon composite materials are starting to be used on airplanes, rather than aluminum, as they are extremely light and fuel efficient. He hoped that Utah can overcome the "weak link" [people that know how to work with composites] to allow participation in manufacturing fiber composite materials for the airplanes.

Mr. Morley stated that the public doesn't grasp the importance of the role airports serve in Utah, and noted that they are not just a rich boy's playground. He answered questions relating to the

completion of the system plan; pavement shortfalls and deficiencies; weight loading, length issues and structural strength of runways; and FAA funding sources including fuel taxes. He noted that FAA is current going through a re-authorization. He stated that he would provide JPAC members with an update when the plan is final.

Cache MPO Regional Transportation Plan – Jeff Gilbert

Mr. Jeff Gilbert from the Cache MPO discussed the following PowerPoint slides relating to Cache Valley's transportation issues. He joked that Cache Valley is on the route to the lottery in Idaho.

- Region Characteristics – Cache Valley
 - 100,000+ County Population
 - Growing Annually at about 3%
 - VMT growing at about 6%
 - No freeways in Cache County
 - Population will double in about 20-30 years
- Map of the planning boundary for the Cache Metropolitan Planning Organization
- Map of Planning for a Mobile Future
- Map showing CMPO Regional Transportation Plan
- Bus Rapid Transit
- Local Transportation Funding
 - Cache Valley Transit District Fare Free Bus Service
 - Cache Valley Transit District 2nd Quarter of 1% on November 6th Ballot
 - Countywide Road Quarter of 1% for Roads on November 6th Ballot
- Photo of Cache Valley
- Photo of PM2.5 Air Quality (Cows and Cars) – Before and after (He noted that these air quality issues are fairly unique to Cache County and stated that EPA found that during an inversion they have the worst air quality in the nation.)

Mr. Gilbert stated that additional information can be found on the CMPO Website at www.cachempo.org.

Mr. Gilbert discussed their road network and noted that with five main corridors coming in to the valley, more capacity is needed on the east side.

Mr. Gilbert briefly discussed Cache Valley's transportation funding and stated that there are two issues on next Tuesday's ballot, 1) a ¼ cent tax increase for the county, and 2) a ¼ cent tax increase for the city.

JPAC members discussed the Logan/Cache Valley transit system. Mr. Gilbert stated that the transition of the Logan and Cache Valley transit system went well, except for the bookkeeping. He stated that they are currently focusing on where additional resources are needed. He stated he hopes that future transit projects will link their system to Brigham City or Pleasant View.

Commuter Rail South Funding

Mayor Nordfelt reported on the mistake made in the prioritization of projects that relates to the allocated ¼ cent sales tax which would fund Commuter Rail from Salt Lake City to Utah County

at the Salt Lake County line. He stated that an Expanded COG meeting will be held after the November 13th meeting of the Legislature's Executive Appropriations Committee to take a new action on setting priorities for the use of the funds. On November 13, he will ask the Legislature to clarify 1) if the funding can be used for maintenance and operation, and 2) what process should be used [the one Salt Lake County used or the one that Legislature will have Weber and Davis Counties use]. Once these two questions are answered, a decision can be made.

Commissioner Ellertson stated that he is working with UTA on an Interlocal Agreement relating to the distribution and utilization of the ¼ cent approved last year in Utah County.

Mr. Mike Allegra stated that after the Interlocal Agreement is completed, UTA can bond for the project.

Other Business

Mr. Braceras reported on the pre-constructed bridge that was moved in place on I-215 and 4500 South during the past weekend. He noted that placing the bridge was exciting. The timeframe for placement was from 8:00 p.m. on Friday evening until Monday morning at 5:00 a.m. He stated that it was the largest bridged ever moved in the country and noted that the technology used will also be used on the I-80 project in the future.

In answer to a question, Mr. Braceras stated that the bridge design and construction took just under ten months. He noted that work during the last three weeks included 20 hour days in order to make the time commitment. He also noted that the bridge costs were \$800,000 more than if it had been built in place; however, he felt that money was actually saved if you consider the costs of impacts to traffic.

Mr. Braceras stated that workers from the Dutch company that moved the bridge are very proud of their work. The Mammoth had 192 wheels which carried the bridge. He noted that each wheel holds the same load as a dump truck. He stated that as the technology is used more, costs will go down. He also noted that the Dutch company is considering a possible office in Utah.

Mr. Braceras stated that Utah State University will be doing some testing on a piece of the removed bridge.

Topics for Future meetings: It was suggested that UDOT present information on the success of the continuous flow intersection.

Next Meeting: The next JPAC meeting will be held on January 3, 2008, at 12:00 (noon).

The meeting adjourned at 1:22 p.m.