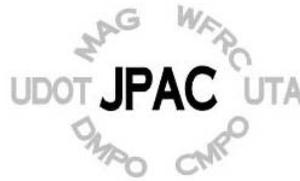


# JOINT POLICY ADVISORY COMMITTEE

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, February 7, 2008

12:00 Noon

### MINUTES

#### ***Members Attending:***

Orrin T. Colby, Jr.	Utah Transit Authority Board
Mayor J. Lynn Crane	Herriman (WFRC)
Burtis Bills	Trustee, Utah Transit Authority Board
Chuck Chappell	Wasatch Front Regional Council (WFRC)
Councilman Carlton Christensen	Salt Lake City (WFRC)
Darrell Cook	Mountainland Association of Governments (MAG)
Mayor Dennis A. Dunn	Elk Ridge City
Commissioner Larry Ellertson	Utah County (MAG)
Mayor Jay Franson	Highland (MAG)
Jeff Gilbert	Cache MPO
Mayor Matthew Godfrey	Ogden City (WFRC)
John English	Utah Transit Authority
Commissioner Bret Millburn	Davis County (WFRC)
Commissioner Kent Millington	Utah Transportation Commission
John Njord	Utah Department of Transportation
Mayor Dennis Nordfelt	West Valley City (WFRC)
Mayor Jerry C. Washburn	Orem (MAG)
Commissioner Jan Zogmaister	Weber County (WFRC)

#### ***Others Attending:***

Mayor Claudia Anderson	Bluffdale City
David Beecher	Utah Transit Authority
Todd Beutler	CVTD/CMPO
Carlos Braceras	Utah Department of Transportation
Mick Crandall	Utah Transit Authority
Yonell Grant	Booz, Allen, and Hamilton
Sharon Gray	Wasatch Front Regional Council staff
Doug Hattery	Wasatch Front Regional Council staff
Ahmad Jaber	UDOT

Andrew Jackson	MAG
Ralph Jackson	Utah Transit Authority
Hugh Johnson	Utah Transit Authority
Bruce Jones	Utah Transit Authority
Justin Jones	Utah Transit Authority
Maureen Riley	Executive Director, SLC Dept. of Airports

**Members Not In Attendance:**

Councilwoman Suzanne Allen - <b>excused</b>	Dixie MPO
Mayor Lewis K. Billings	Provo City (MAG)
Lowell Elmer - <b>excused</b>	Dixie MPO
Commissioner Meghan Holbrook	Utah Transportation Commission
Mayor Mike Johnson	Millville City (Cache MPO)
Mayor John Petroff, Jr.	West Point City (WFRC)
Mayor Darrell Smith	Draper (WFRC)
Mayor Russ Wall	Taylorsville (WFRC)

The meeting began at 12:20 p.m. with Mr. Chuck Chappell conducting.

Mr. Lowell Elmer and Councilwoman Suzanne Allen were excused from the meeting.

**Approve the November 1, 2007 Meeting Minutes**

Trustee Bills moved to approve the minutes of the November 1, 2007, meeting. The motion was seconded by Mayor Crane, and passed unanimously.

**Updated Public Transit Equity Study Analysis**

Mr. Chappell asked Mr. John English to introduce this topic.

Mr. English reported that since UTA was established, they have tried to maintain a level of equity between counties. He stated that in the beginning, maintaining a level of equity was generally pretty easy to accomplish, however as UTA has grown into fully regional service, it has become much more difficult to define. He reported that UTA hired a consultant to study the issues and dimensions of equity which they defined as follows: *We view transit equity at UTA as parity between revenues collected and the level of service and capital investment in each county.*

Mr. English introduced Mr. Yonell Grant from Booz, Allen & Hamilton, who was in attendance to report on the Public Transit Equity Study Analysis that his company recently completed for UTA.

Mr. Grant discussed a PowerPoint presentation titled: ***How Equitable is UTA? Measuring Equity across UTA's Member Counties.*** The PowerPoint presentation included information explaining transit equity, along with their conclusions, assumptions, and recommendations. Mr. Grant reviewed the following information in his presentation:

- Dimensions of Equity: Service Provided, Service Consumed, and Benefit received
- The importance of a "regional" system
- An update to the 2005 Equity Study given changes in funding assumptions

- Although there are net donor counties and net recipient counties in the UTA system, the magnitude of imbalances is small
- Combining contributions to capital with allocated capital costs and revenues results in increasing UTA's capital reserves fund to 2.6 percent of total revenues in 2030.
- Cumulative county to county imbalances for 2001-2030 are slim, ranging from 0.1% to 5.2% of revenues in any one county, or 0.01 to 2.07% of total revenues
- The key steps needed to allocate costs and revenues across the six counties
- Key Assumptions including 2030 TDP and sharing Federal Dollars
- Summary Assumptions for major fixed guideway expansions
- Updated allocation of \$185M for UPRR Right of Way costs and their allocation to counties

Mr. Grant stated that Booz, Allen & Hamilton concluded their study with four recommendations for UTA to consider, which include:

- 1) Multi-year analysis, rather than a year-by-year accounting of costs and revenues by county, is required for equity when long-term capital projects are involved
- 2) Think regionally. It is important to remember the regional travel between counties and the regional nature of capital financing (federal \$, long-term bonds)
- 3) Continue to monitor equity. UTA should continue to monitor level of equity across the system as funding assumptions change (e.g., every 2-3 years)
- 4) Look at primary recipient counties. UTA should consider the level of service in Box Elder and Tooele Counties.

Mr. English explained that the reason UTA's percentage of federal funds appears less, is because UTA is building so many projects, many of which are using local funds. He noted that UTA is receiving more federal money than ever.

JPAC members discussed their concerns with equity, forecasting, and tracking revenues. Mr. English noted that revenues are driven by population growth. He stated that when tracking revenues, at some level it becomes time to say it's relatively close and go on.

### **Salt Lake City Department of Airports**

Mr. Chappell introduced Ms. Maureen Riley, Executive Director of the Salt Lake City Department of Airports.

Ms. Riley briefly reported on the background of the Salt Lake City Airport and discussed a PowerPoint presentation on the airport, as follows:

- Passenger traffic on a twelve month period indicates continuing growth.
- Passenger traffic is approaching activity levels based on the Master Plan forecast.
- Airline costs per enplaned passenger (EPAX) are the industry's standard performance indicator.
- SLC's airline costs per EPAX have remained lower than many other airports. She noted that airlines look at costs per airport to decide where to serve a certain market. Salt Lake City's cost is currently \$3.26 per passenger vs. Miami which is \$21.51.
- SLC's domestic load factors averaged 75.2%.
- Delta and its partners are the dominant carriers at SLC.

(Enplaned passenger market share, July 2007) She noted that Jet Blue wants to increase their service at the SLC airport.

- Market conditions are positive and SLC is poised for growth.
  - Traffic is normalizing and growing
  - SLC is Delta's 2<sup>nd</sup> largest hub
  - Low Cost Carriers are gaining market share and expanding
  - Non-airline revenues are increasing
  - Financial results are ahead of budget
- Planning for future growth will be based on demand.
  - Current enplaned passengers total 11 million annually
  - Existing facilities were built to handle half that amount
  - Forecast enplaned passengers may total over 19 million by 2027
  - Airlines have requested additional gates to accommodate planned growth
- Airside and landside elements must be balanced to allow for growth
- Phase 1– Construct new gates and prepare future terminal area.
- Phase 2 – Construct more gates, terminal and garage. Demolish Terminal 2.
- Phase 3 – Construct additional gates and demolish Terminal 1.
- Phase 4 – Construct final gates on south concourse.
- The updated Master Plan shows a fourth runway required to meet passenger growth. She noted that the runway plans are 25-30 years out, but will be the last runway that can be built at the SLC airport.

In answer to a question, Ms. Riley stated that the SLC airport can spend \$2 billion on future growth at the airport and still keep the cost per passenger in the \$9.00 range.

JPAC members briefly discussed the possible merger between Delta and Northwest Airlines. Ms. Riley stated that the merger could have a very big impact, as Northwest Airline would provide a connection to the Pacific Rim.

### **Discuss 2008 Legislative Session**

Mr. Chappell reviewed and discussed with JPAC members the following legislation that is being considered this year.

- **House Bill 62** would bring Utah State law regarding clean fuel vehicle use of the HOV lanes into conformity with federal regulations and ensure Utah's continued eligibility for federal funds.

Mr. Chappell stated that the Wasatch Front Regional Council encourages JPAC members to support this change.

- **House Bill 104** would appropriate \$500,000 on an ongoing basis to the Department of Natural Resources for urban trails planning and development. One of the amenities that add to the quality of life in the Salt Lake Valley, for example, is the Jordan River trail. This bill would help make such projects a reality in urban areas across our region.

Mr. Chappell stated that the Wasatch Front Regional Council urges JPAC members to support this bill.

- **House Bill 105** would allow cities and counties across the state to borrow from the State Infrastructure Bank (SIB) currently administered by UDOT. Presently, the SIB may only be used for state highway projects. Loans from the SIB would have to be repaid with interest.

Mr. Chappell stated that this bill would allow local communities, especially those with limited resources, to make needed repairs to roads and bridges before construction costs escalate further. He stated that the Wasatch Front Regional Council supports the bill.

- **House Bill 242** would re-direct the remaining local corridor preservation money in Salt Lake County to the Mountain View Corridor. The Mountain View Corridor is already receiving 70% of the vehicle registration fee money and the proceeds from the 1/16<sup>th</sup> cent sales tax approved by the voters in November 2006. Much of the available funding has already been used or is in the process of being requested for other critical projects, many of which are also state highways.

Mr. Chappell stated that the Wasatch Front Regional Council opposes this bill and encourages JPAC member's opposition as well.

- **House Bill 298** would reduce transit fares by half on yellow air quality alert days and completely on red air quality alert days. The concept has merit and has been discussed for some time. In view of our air quality situation and the fact that it may jeopardize future federal transportation and water development funding, the transit fare reduction is an idea worth pursuing. However, there are some technical details that need to be worked out. The Utah Transit Authority has committed to pursue the concept and has asked for some time to work through the operational issues.

Mr. Chappell stated that the Wasatch Front Regional Council recommends that the bill be held pending further study and until a more complete proposal can be developed.

Mr. English added that he felt this bill needs further study to help determine needed resources including overtime pay that would be required. He stated that he felt this bill was doable, but complicated.

- **House Bill 313** would index the Utah State motor fuel tax to the rate of inflation. The motor fuel tax has not been increased since 1997. Yet every year, construction costs, which have increased much faster than the overall rate of inflation, have eaten away at the value of dollars we do receive into the transportation fund. This bill would help us keep up with those costs.

Mr. Chappell stated that the Wasatch Front Regional Council encourages JPAC members to support this bill.

- The Legislature has long supported the federally required transportation planning effort along with Wasatch Front with a \$140,000 contribution divided equally between the Mountainland Association of Governments and the Wasatch Front Regional Council. This money is used to match a federal grant on a generous 93 to 7 ratio. The local governments within the Region also contribute toward the match requirement. Similar

amounts are given to the five rural associations of governments through the Community Impact Board.

Mr. Chappell stated that the Wasatch Front Regional Council requests JPAC members continued support of this very necessary appropriation which helps ensure our continued eligibility for federal transportation funds which are approximately \$350 million annually. He added that placement of the funding into an ongoing budget line item would also be desirable.

Mr. English noted that the Legislature is considering the appointment of additional members to the UTA Board to represent the State's interest. He expressed his appreciation to the current UTA Board members that dedicate their time and are a large part of the success that UTA has had to this point.

### **Other Business**

**Topics for Future meetings:** Mr. Chappell stated that one potential topic for discussion at a future meeting was the success of the continuous flow intersection. He asked JPAC members to contact him with their suggestions for future JPAC agenda items.

JPAC members expressed their appreciation to UTA for sponsoring the lunch.

**Next Meeting:** The next JPAC meeting will be held on March 6, 2008, at 12:00 (noon).

The meeting adjourned at 1:28 p.m.