

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, April 3, 2008

12:00 Noon

MINUTES

Members Attending:

Councilwoman Suzanne Allen
Mayor Burtis Bills
Orrin T. Colby, Jr.
Chuck Chappell
Councilman Carlton Christensen
Darrell Cook
Mayor Dennis A. Dunn
Commissioner Larry Ellertson
Lowell Elmer
Jeff Gilbert
Mayor Matthew Godfrey
Commissioner Kent Millington
John Njord
Mayor John Petroff, Jr.
Mayor Darrell Smith
Mayor Jerry C. Washburn

Dixie MPO
Trustee, Utah Transit Authority Board
Utah Transit Authority Board
Wasatch Front Regional Council (WFRC)
Salt Lake City (WFRC)
Mountainland Association of Governments (MAG)
Elk Ridge City
Utah County (MAG)
Dixie MPO
Cache MPO
Ogden City (WFRC)
Utah Transportation Commission
Utah Department of Transportation
West Point City (WFRC)
Draper (WFRC)
Orem (MAG)

Others Attending:

Gabe Epperson
Sharon Gray
Val John Halford
Ahmad Jaber
Andrew Jackson
Mark Nord
Sam Klemm

Envision Utah
Wasatch Front Regional Council staff
Wasatch Front Regional Council staff
UDOT
MAG
Provo City, MAG
Wasatch Front Regional Council staff

Members Not In Attendance:

Mayor Lewis K. Billings	Provo City (MAG)
Mayor J. Lynn Crane	Herriman (WFRC)
Mayor Jay Franson	Highland (MAG)
Commissioner Meghan Holbrook	Utah Transportation Commission
John English	Utah Transit Authority
Mayor Mike Johnson	Millville City (Cache MPO)
Commissioner Bret Millburn - excused	Davis County (WFRC)
Mayor Dennis Nordfelt - excused	West Valley City (WFRC)
Mayor Russ Wall	Taylorsville (WFRC)
Commissioner Jan Zogmaister - excused	Weber County (WFRC)

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

Commissioner Millburn, Mayor Nordfelt, Commissioner Zogmaister, and Carlos Braceras were excused from the meeting.

Approve the March 6, 2008 Meeting Minutes

Commissioner Larry Ellertson moved to approve the minutes of the March 6, 2008, meeting with a correction showing Mayor Godfrey attending. The motion was seconded by Mayor Godfrey and passed unanimously.

State's 5th Most Congested Corridor

Mr. Lowell Elmer presented a video on St. George's Bluff Street, which is the state's 5th most congested corridor. The corridor begins at milepost 6 by the convention center. He stated that the Google based video is a "work in progress", and includes history on the corridor from 1950.

Mr. Elmer stated that he is encouraging the county to adopt a ¼ cent sales tax which could provide funding for needed capacity improvement.

Mr. Njord noted that St. George is the fastest growing urban area in the country. He stated that this growth presents tremendous challenges, and that I-15 will need to be expanded to 3 or 4 lanes in the near future. He stated that although capacity improvement on Bluff Street is a very expensive proposal, it is the right thing to do.

Mr. Njord noted that he has seen [in St. George and nowhere else] developers stepping up to the plate to pay for infrastructure, with no payback agreements. He stated that developers have seen the wisdom of interchanges vs. stoplights. He also noted that there has been some movement by developers to help UDOT get land along the corridor to St. George's new airport.

In answer to a question, Mr. Elmer stated that the video will be presented to policy bodies, planning concept conferences, partners, and at business seminars showing how to conduct business at the Dixie MPO.

Mr. Njord stated that travel demand models are showing that traffic will increase on SR9 to 100,000 cars per day. He stated that no surface street can carry that much traffic, and noted that Bangerter Highway only carries 77,000 cars per day.

Transportation and Local Land Use

Mr. Val Halford reported that the Wasatch Front Regional Council contracted with Envision Utah to develop a plan for better land use in the future. He stated that the WFRC staff is again teaming with Envision Utah to educate cities and county planners as to the value of the Wasatch Choices 2040 document. He stated that no planning document is worth the paper it's printed on unless people buy into it.

Mr. Halford reviewed the following questions which will be asked during visits to the individual cities.

1. How familiar are you with the Wasatch Choices 2040 Vision?
2. How familiar are you with the Wasatch Choices 2040 Growth Principles?
3. Would you provide your opinion on the feasibility of implementing the Vision and Growth Principles?
4. Are there specific transportation issues or concerns that the 2040 Regional Transportation Plan could address?
5. Where are you in your master planning process? Will an update take place in the near future?
6. Do we have your permission to make a formal presentation to your planning commission on the advantages of implementing the Wasatch Choices 2040 Vision and Growth Principles?

Mr. Halford reviewed the list of cities that have currently been visited. He stated that at the meetings, the Growth Principles and Vision concepts are discussed.

Mr. Gabe Epperson, from Envision Utah, discussed a PowerPoint presentation which explained how to implement the Vision of the Growth Principles in your city. The presentation included information on the following:

- draft vision and principles
- workshop information relating to values on growth and transportation
- workshop participation
- expected growth in the region
- the vision and illustrations on how the region might grow if we follow the Growth Principles
- strategies for local governments
- mixed use centers coordinated with transportation and balanced transportation
- pictures of current land use and possible mixed use improvements to intersections
- benefits of the vision
- traffic congestion and time lost due to traffic delays
- driving distances - typical weekday household VMT in 2040

- vacant land consumption
- benefits based on the application of growth principles
- attitudes and perceptions of growth
- majority of Utah citizens cannot afford their current home
- challenges and problems attributed to growth
- discrete choice model introduction
- most preferred community attributes
- Ideal community spatial map
- how much land use change is proposed in the vision
- the 1% - 4% strategy for 2030
- prioritizing city visits
- Implementing the vision in Salt Lake City

Mr. Epperson noted that the PowerPoint presentation is tailored to the individual cities, to give them a sense of what the region recommends. He noted that the information has been scaled back to 2030 to give cities an analysis based on what is in the adopted RTP.

Mayor Godfrey stated that cities need an incentive to do the “right thing”, rather than having to chase retail development for sales tax to pay the bills. He hoped that at some point the momentum [and philosophy] would change, and give cities incentive to plan for growth.

Mr. Epperson stated that the city presentations are currently aimed at persuading people, but could be kicked up a notch with changes in policy.

JPAC members briefly discussed tax redistribution. Mayor Washburn stated that tax distribution can cause urban sprawl. No consensus was found.

Mr. Chappell stated that there is a lot we can do, including consideration of future demographic changes. He stated that our goal is to partner with cities and developers, capitalize on future shifts, and plan a transportation system that matches our predictions for future demographic changes.

Funding for City and County Roads

Mr. Chappell distributed a handout titled ***Funding City and County Roads – March 24, 2008***. He stated that there is a significant gap in funding for the local road system. He added that a group has been formed to secure funds for expanding roads owned by city and counties. Members of the group include the Utah League of Cities and Towns, the Utah Association of Counties, the Joint Highway Committee, MPO's in the state, and the Salt Lake Chamber of Commerce. Contacts for the group are as follows: WFRC - Chuck Chappell, MAG - Darrell Cook, UAC - Brent Gardner, ULC&T- Lincoln Shurtz, and SL Chamber of Commerce - Robin Riggs.

Mr. Chappell reported that the group will be discussing/studying the following:

- Cities and counties own 10% of Principal Arterials, 40% of Minor Arterials and 95% of Collectors in WFRC's 3 urban counties.
- Existing local transportation funds support important transit and state highway projects, leaving little from existing sources for city and county roads.
- Federal funds, traditional source for local road expansion are at risk and currently on the decline.
- How can cities and counties accept jurisdictional transfers?
- Cities and counties have little choice but to lobby for state and federal earmarks.
- Almost one half of WFRC's RTP: 2007-2030 needs are borne by local funding (see table below).
- The collector system in rural and urban areas has been "forgotten".
- Cities need funding to expand their minor arterial and collector systems while avoiding further drawdown on local sales tax
- Concern for commerce in that most congested east/west routes are city and county owned and operated.

Mr. Chappell stated that the WFRC's RTP: 2007-2030 shows the following financially constrained capital needs:

Owner	Needed by 2030
State roads	\$12 billion
Local roads	\$ 3 billion
Local transit	\$ 8 billion
Total	\$ 23 billion

Mr. Njord stated that in order to get additional money, a compelling picture needs to be painted. He added that although there is a selling problem, the story needs to be told. He stated that there is a sense that if more local road money is received, the cities can spend their general funds on other city programs.

Mayor Washburn stated that this will be discussed at the Joint Highway meeting in 3 weeks. He added that care needs to be taken to avoid jeopardizing UDOT with the Legislature.

Next Meeting: The next JPAC meeting will be held on May 1, 2008, at 12:00 (noon).

JPAC members briefly discussed holding the meeting at the new Salt Lake City Intermodal hub located at 600 West 2nd South. It was noted that riding the new FrontRunner (Commuter Rail) would cost \$2.50 plus \$.50 per stop. Round trips average about \$7.00.

Mr. Chappell stated that he would let JPAC members know if the meeting location is changed for the May meeting.

The meeting adjourned at 1:35 p.m.