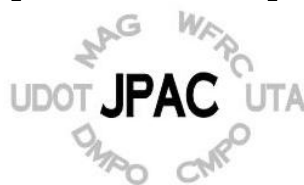


Joint Policy Advisory Committee

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, May 1, 2008
12:00 Noon

MINUTES

Members Attending:

Mayor Lewis K. Billings	Provo City (MAG)
Chuck Chappell	Wasatch Front Regional Council (WFRC)
Councilman Carlton Christensen	Salt Lake City (WFRC)
Darrell Cook	Mountainland Association of Governments (MAG)
Mayor J. Lynn Crane	Herriman (WFRC)
Commissioner Larry Ellertson	Utah County (MAG)
Lowell Elmer	Dixie MPO
Mayor Jay Franson	Highland (MAG)
Commissioner Meghan Holbrook	Utah Transportation Commission
John Njord	Utah Department of Transportation
Mayor Dennis Nordfelt	West Valley City (WFRC)
Mayor John Petroff, Jr.	West Point City (WFRC)
Mayor Russ Wall	Taylorsville (WFRC)
Mayor Jerry C. Washburn	Orem (MAG)

Others Attending:

Carlos Braceras	UDOT
Mike Brown	Wilbur Smith Associates
Mick Crandall	UTA
Sharon Gray	Wasatch Front Regional Council staff
Val John Halford	Wasatch Front Regional Council staff
Doug Hattery	Wasatch Front Regional Council staff
Andrew Jackson	MAG
Bruce Jones	UTA
Justin Jones	UTA
Sam Klemm	Wasatch Front Regional Council staff
Craig Peterson	Salt Lake Chamber of Commerce
Lincoln Shurtz	Utah League of Cities and Towns

Others Attending (Continued):

Wilf Sommerkorn	Davis County
Carlene Walker	Senator, Utah State Senate

Members Not In Attendance:

Councilwoman Suzanne Allen - excused	Dixie MPO
Mayor Burtis Bills	Trustee, Utah Transit Authority Board
Orrin T. Colby, Jr. - excused	Trustee, Utah Transit Authority Board
Mayor Dennis A. Dunn	Elk Ridge City
Jeff Gilbert - excused	Cache MPO
Mayor Matthew Godfrey	Ogden City (WFRC)
Commissioner Kent Millington	Utah Transportation Commission
John English	Utah Transit Authority
Mayor Mike Johnson	Millville City (Cache MPO)
Commissioner Bret Millburn - excused	Davis County (WFRC)
Mayor Darrell Smith - excused	Draper (WFRC)
Commissioner Jan Zogmaister - excused	Weber County (WFRC)

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

Mayor Smith, Commissioner Zogmaister, Commissioner Millburn, Trustee Colby, Mr. Gillbert, and Councilwoman Allen were excused from the meeting.

Mr. Chappell introduced and welcomed Senator Carlene Walker who was in attendance from the Utah State Senate.

Approve the April 3, 2008 Meeting Minutes

Mayor Petroff moved to approve the minutes of the April 3, 2008, meeting. The motion was seconded by Councilman Christensen and passed unanimously.

UDOT Transportation Update

Mr. John Njord discussed a PowerPoint presentation titled ***Transportation Outlook – Moving Transportation Forward*** which included information on the following:

- What's happening at UDOT – what they do and why
- What's happening in China
 - Modern China is a capitalist economy and was admitted to the WTO in 2001/2002
 - Big Box goods – drive trade with China
 - Container shipments from China dominate the top 4 ports on the west coast (Port of LA/Long Beach is the 5th largest port in the world)
- Transit times: It takes 13 days to cross the Pacific Ocean and travel by train versus 25 days to get to the east coast thru the Panama Canal

- Container Volume Growth
 - 14% distributed by train - 80% distributed by truck
 - Most goods are destined for the east coast
- U.S. Interstate – Utah is an unusual state where 4 interstate freeways meet (Crossroads of the west includes I-84/15/80/70)

Mr. Njord discussed the need to increase the capacity of railroads and noted that the federal government does not subsidize the railroads. He stated that Utah is the economic engine in the region and is in the crosshairs of freight distribution. He noted that an inland port may be needed in Utah.

Mr. Njord discussed the urgency of reconstructing I-15 along the Wasatch Front. He stated that UDOT is in the process of reconstructing six interchanges with 28 new structures in Weber County that are 75% complete. He stated that they will be complete in the fall of 2008.

Mr. Njord discussed the Legacy Parkway which is 75% complete and will be open to traffic in the fall of 2008. He noted that the Legacy Parkway will reduce traffic on I-15 by 30%.

Mr. Njord discussed the I-15 project in Utah County. He stated that it is the largest single project in Utah's history and will cost \$2.6 billion. He noted that UDOT, for cost reasons, had to eliminate a frontage road between Orem and Provo. However, he stated that they are working on a number of projects that should help on parallel arterials. Mayor Billings stated that he has been very impressed with how UDOT handled the frontage road issue.

Mayor Petroff commended UDOT for their great work on projects in Ogden.

Mayor Billings noted that UDOT has done several clever things. Mr. Njord discussed UDOT's "bridge farm" on I-80. He stated that 7 bridges are being built that can be picked up, walked down the freeway, and put in place. He stated that the intent is to minimize the impact to the traveling public.

JPAC members briefly discussed the suggestion of a "gas tax vacation" during the summer months. Mr. Njord stated that if that happened, UDOT would have to cancel maintenance projects throughout the state. Mr. Braceras noted that it would only save \$28 for the average user, but would have an \$8 million impact on the state.

In answer to a question on MountainView Highway, Mr. Njord stated that UDOT anticipates a Record of Decision by the end of the year. He stated that two projects can then be launched as soon as the environmental work is cleared.

Joint Highway Committee Report

Mayor Washburn reported that the Joint Highway Committee (an advisory committee to UDOT) met last week in St. George. He noted that the committee meets twice yearly and includes representatives from cities and counties in all of Utah's regions, representatives from each UDOT region, and ex-officio members. He stated that the committee discussed State park access, Utah's bridge program, Utah's small urban program, and B & C Road funds. He stated

that a sub-committee was formed to work with UDOT on Utah's B & C Road funds. He stated that there is a need to augment local funds as there are some real shortfalls for local roads.

Mr. Lincoln Shurtz from the Utah League of Cities and Towns reported that Utah has a \$23 billion shortfall for State roads and transit. He discussed the dilemma and the need to work with the Legislature and provide them with a project specific list. He also noted that cities in the state are falling behind on maintenance and have been using 50% of their municipal funds for maintenance. He noted that a statewide option is probably not the way to handle the problem, and asked JPAC members to think of ways to provide 1) a funding mechanism for the underfunded collectors and arterials, 2) ways to address other local concerns, and 3) a distinction between capacity and maintenance projects.

Transportation Quarter Cent Sales Tax Status

Mr. Chappell asked Commissioner Ellertson, Mr. Wilf Sommerkorn, and Mr. Lowell Elmer to report on how optimistic they were to get another ¼ cent sales tax approved in their counties for transportation.

Commissioner Ellertson reported that funds are needed for improvements on I-15 and to help fund a regionally significant airport. He also stated that they are currently working towards corridor preservation and have identified the right-of-way for a new project.

Mr. Wilf Sommerkorn reported on the interesting differences in Davis County from 1980 to 2008. He noted that Davis County has seen a change from "no traffic problems" to "severe traffic problems" during that time frame. He stated that Davis County received their 2nd ¼ cent sales tax for transit in 2000, but noted when the 3rd ¼ cent was placed on the ballot last year, it didn't pass. He stated that the Mayors in Davis County need to be more clear in defining what projects would be paid for, as the issues have not gone away. He stated that Davis County is currently in a balancing act and is discussing whether or not to place the issue on the ballot again this fall or to move ahead with a different option that wouldn't require voter approval.

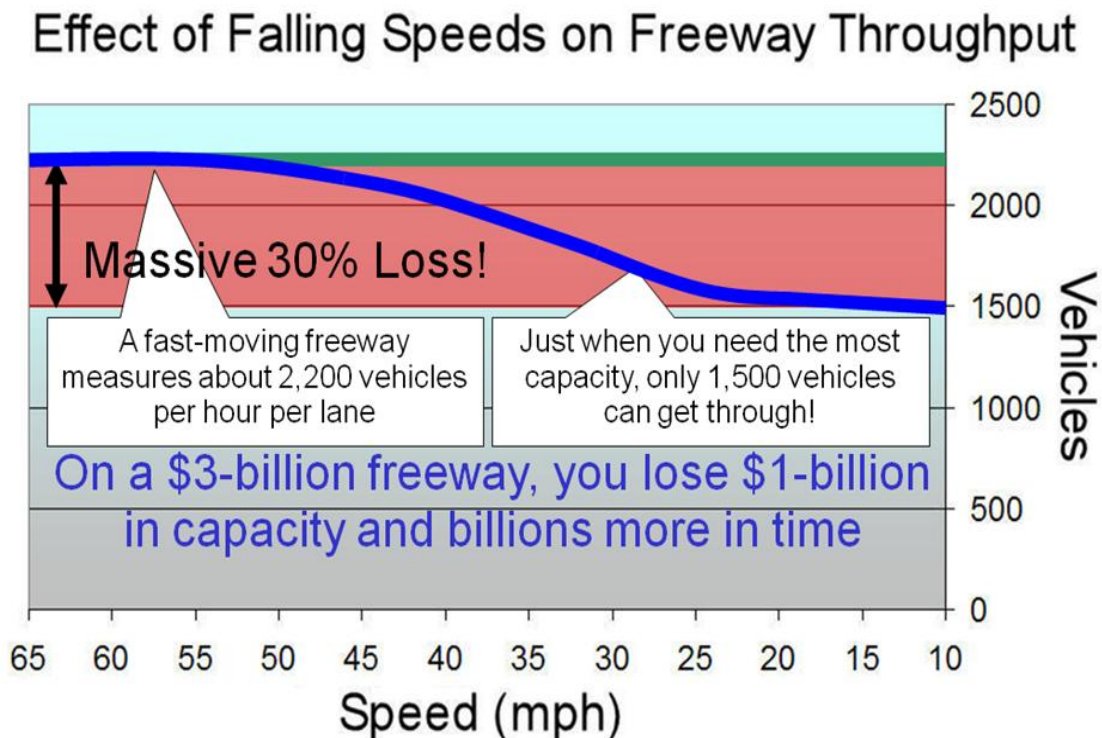
Mr. Lowell Elmer reported for both the Cache and Dixie MPOs. He stated that the Cache MPO passed the 2nd quarter last November and is in the process of establishing priorities.

Mr. Elmer stated that the Dixie MPO is the young one on the block, and needs to develop maturity. He stated that they are in an educational process and will be meeting with individual cities and counties to discuss the 2nd ¼ cent sales tax increase, as well as the \$10.00 registration fee. Currently one county commissioner is in favor, one is against, and one is on the fence. He stated that although the cities are adopting resolutions, there are currently no plans for placing the issue on the ballot this November.

Freeways: Balancing Supply and Demand

Mr. Mike Brown discussed a PowerPoint presentation titled ***Build or Manage Our Way Out of Congestion?*** The discussion included information on the following:

- Hypothetical questions
 - How much capacity would it take to eliminate congestion?
 - Would the average person increase the amount they drive if congestion could be eliminated?
 - Dollar for dollar, what type of infrastructure reduces congestion the most?
- Conclusions
 - There is a functional limit to the number and size of freeways that should be built (not yet reached in RTP).
 - Adding lanes to existing freeways produces diminishing rates of returns.
 - Because freeways lose capacity (throughput) when demand exceeds supply, the planning process must address how to manage demand.
- Theoretical Approach to Determine Need
 - Model “builds its way out of congestion”, by automatically adding lanes as they fill up.
 - Reveals induced demand, otherwise unseen
 - Alternatives include freeway emphasis and arterial/transit emphasis
 - Assume same land use
- When freeway demand exceeds supply, what is lost?



- To Recover your 30%
 - Increase freeway supply
 - Provide a basic freeway system as needed for land uses
 - Diminishing returns (higher cost per lane, less capacity per lane, induced demand)

- Reduce freeway demand
 - Enhance alternatives to freeway travel (efficient arterials, transit, mixed land uses, etc)
 - Manage freeway demand to optimum supply
- Match Demand to Supply: Congestion Pricing
- Effects of Congestion Pricing
 - Balances demand to supply
 - Many adjust to travel before or after fees
 - Many take transit or car-pool to avoid fees
 - Short trips stay on arterials
 - Over time, millions will shorten their “live, work, play” decisions.
 - Recovers the lost 30% of throughput
 - Business recovers \$100 per hour saved
 - Guarantees high speeds are always available
 - Gives people choices
 - Generates revenues
 - Negatives:
 - Discouraging far-flung living also reduces range of job/housing opportunities.
 - Costs willing buyers money to save time

Mr. Chappell stated that this information will be refined for a future presentation at JPAC. He stated that there is a need for Congestion Pricing in the future.

Other Business

Next Meeting: June 5, 2008

JPAC members were asked to contact Mr. Chappell if they would like a shuttle from the Salt Lake Intermodal Center to the next JPAC meeting to enable them to ride FrontRunner.

The meeting adjourned at 1:38 p.m.