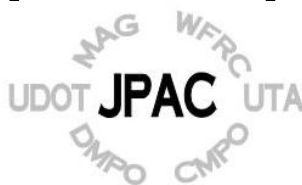


Joint Policy Advisory Committee

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

3600 South 700 West
Salt Lake City, Utah 84119

Thursday, June 4, 2009
1:30 Noon

MINUTES

Members Attending:

Mayor Lewis K. Billings	Provo City (MAG)
Chuck Chappell	Wasatch Front Regional Council (WFRC)
Commissioner Larry Ellertson	Utah County (MAG)
Commissioner Meghan Holbrook	Utah Transportation Commission
Commissioner Bret Millburn	Davis County (WFRC)
Mayor Darrell Smith	Draper (WFRC)
Commissioner Jan Zogmaister	Weber County (WFRC)

Others Attending:

Mike Allegra	UTA
Carlos Braceras	UDOT
Steve Call	FHWA
Jeff Gilbert	CMPO
Sharon Gray	WFRC staff
Doug Hattery	WFRC staff
Ahmad Jaber	UDOT
Andrew Jackson	MAG
Justin Jones	UTA
Linda Hull	UDOT
Andrea Packer	UTA
Barbara Thomas	SL COG

The meeting began at 12:30 p.m. with Mr. Chuck Chappell conducting.

Councilwoman Suzanne Allen, Mayor Jerry Washburn, and Mr. Darrell Cook were excused from the meeting.

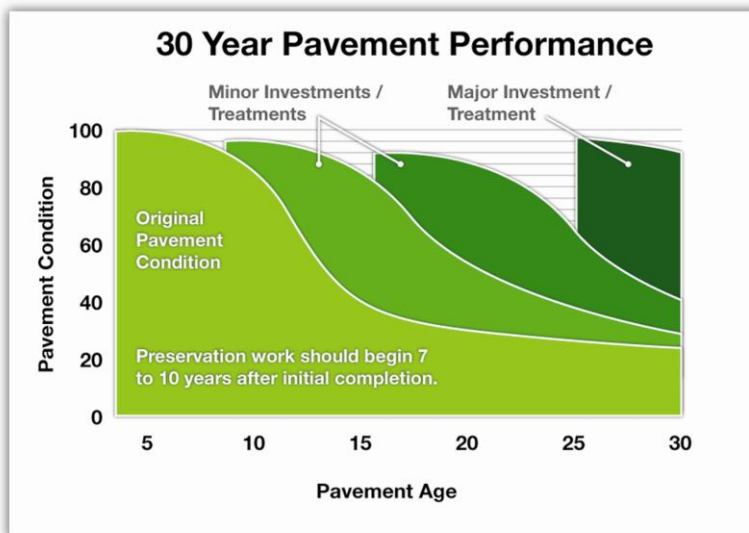
Minutes

It was noted that the minutes from the May 7, 2009 JPAC meeting and the minutes from the June 4, 2009 JPAC meeting will be approved at the August 6, 2009 JPAC meeting.

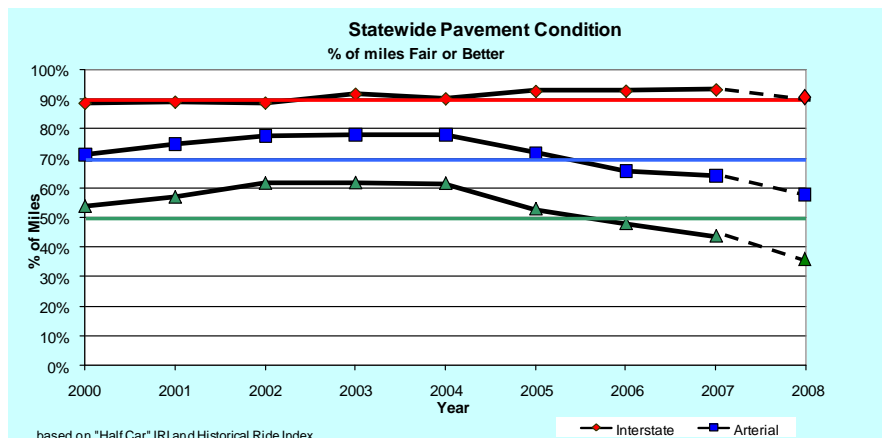
UDOT's Pavement Preservation Policy

Mr. Ahmad Jaber reported on UDOT's Pavement Management System. He presented the information using PowerPoint, and explained the following relating to the highway system:

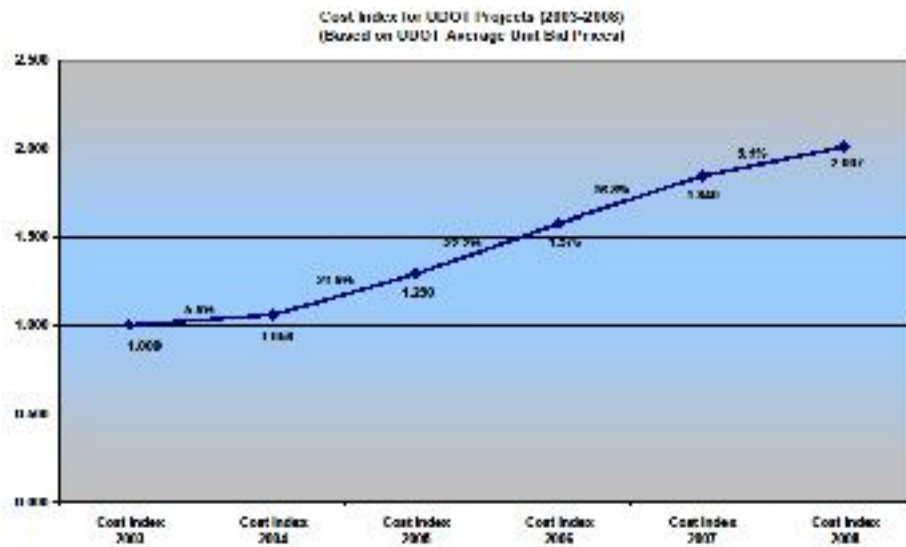
- Good Roads Costs Less: 30 Year Pavement Performance** [Pavement Condition and Pavement Age] Mr. Jaber explained that preservation work should begin 7 to 10 years after the initial completion. Waiting longer will cost more in the long run. Over the last several years, construction costs have increased significantly, while revenues have not. Mr. Jaber explained that small investments at the right time will be well worth the investment. He noted it is most effective to invest at an earlier age.



- Challenge: Pavement Condition** - Mr. Jaber explained the deterioration curve shown below. UDOT has maintained the interstate system well, but arterials and collectors on the state system are falling below their goals due to lack of funding.

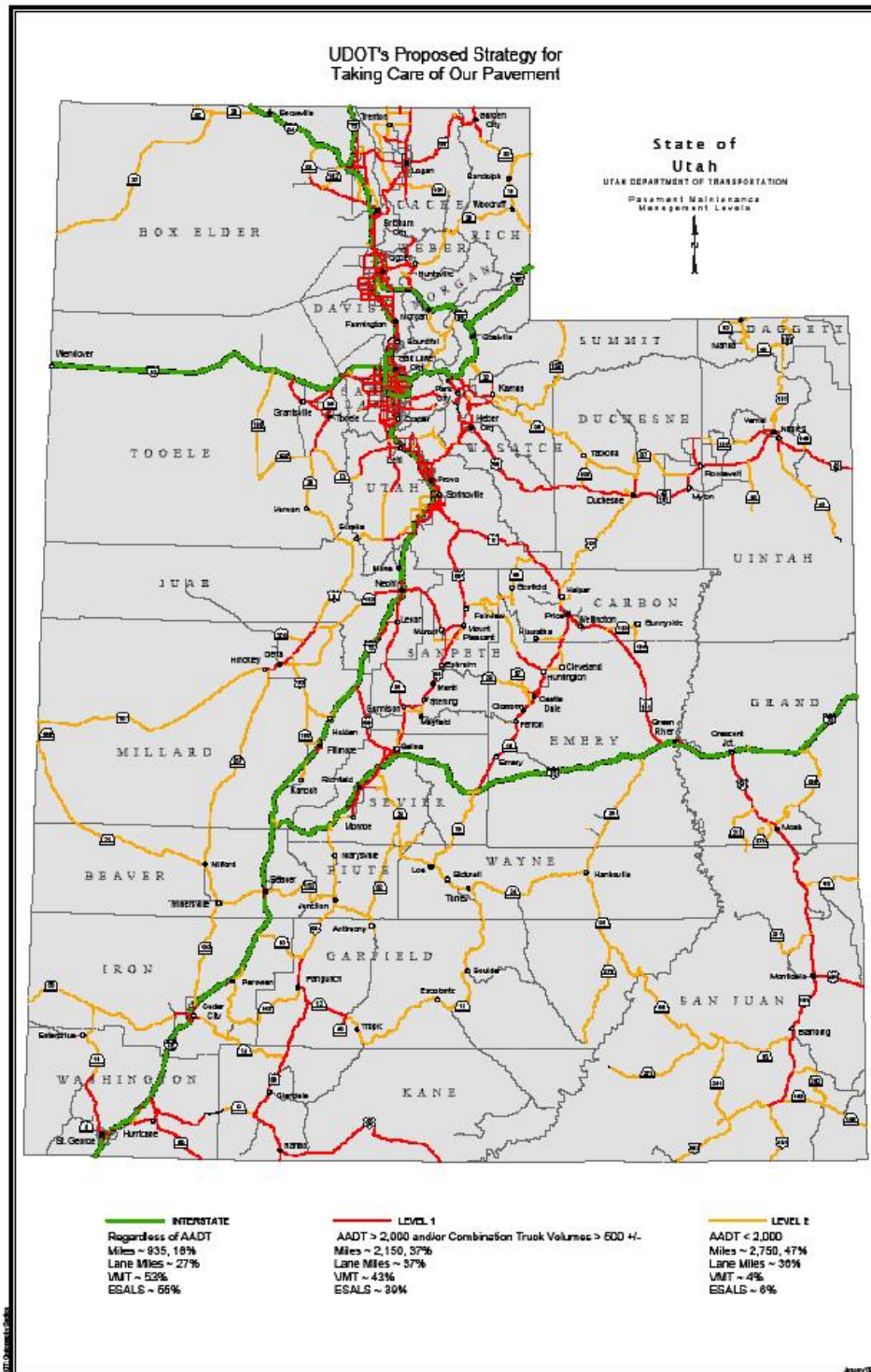


- **Construction Costs**

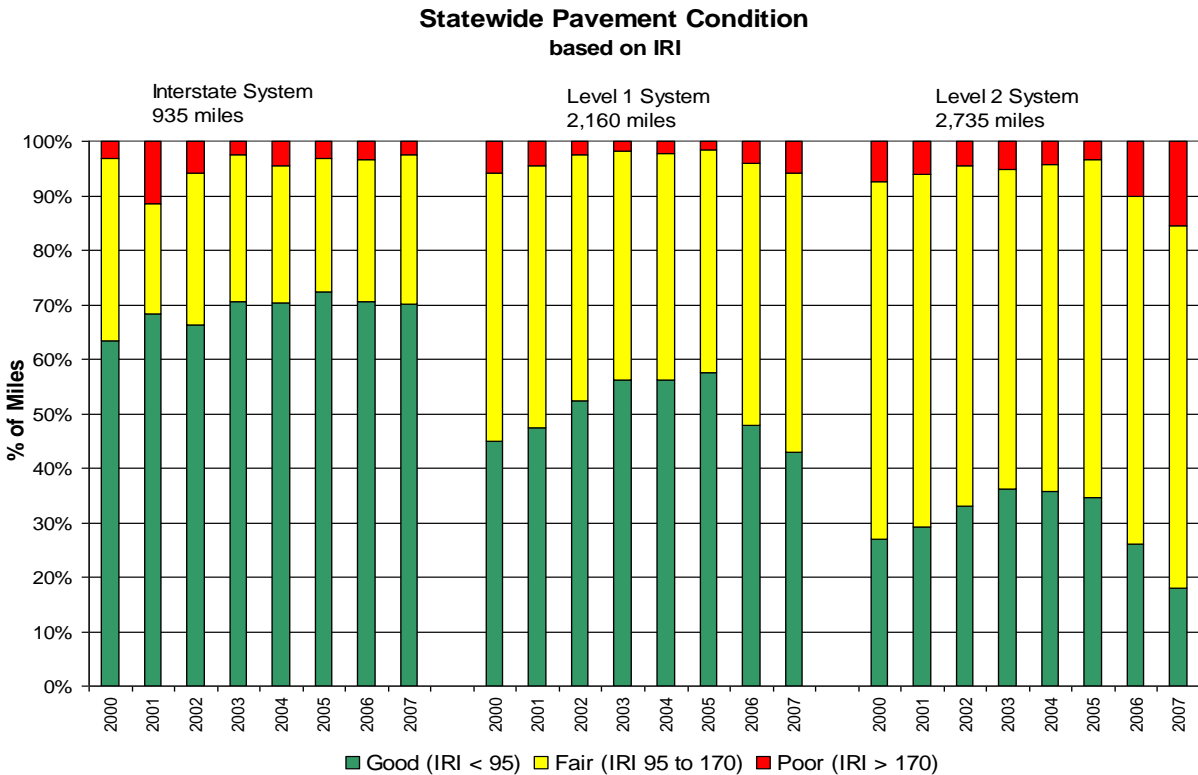


- **Steps to Address Challenges** - Mr. Jaber noted that UDOT is taking a fresh look at Pavement Preservation / Rehabilitation Strategies and have set up a Pavement Management Quality Improvement Team (QIT).
- **Pavement Management QIT** – Mr. Jaber stated that the Quality Improvement Team will be divided into the following six groups:
 - Current STIP Recommendations
 - Materials / Pavement Design
 - Research and Innovation
 - Targets / Pavement Condition Index
 - Construction / Maintenance
 - Route Prioritization / Hierarchy
- **QIT Recommendations** – Mr. Jaber stated that the QIT’s primary recommendations will include redefining goals for certain roads and adjusting pavement treatments and applications.
- **Redefine Goals** – Mr. Jaber stated that roads will be grouped in three categories: Interstate Systems and Others (Levels I and II) based on volume of overall traffic and the volume of truck traffic. He stated that UDOT’s resources will be concentrated on the highest functioning classifications.
- **Pavement System Treatment** Mr. Jaber stated that major changes to UDOT’s current strategy will include the following:
 - Group highways into three categories based on Interstate, Level 1 and Level 2 Road Systems (based on overall volume of traffic and truck traffic)
 - Re-examine Treatment for Interstate & Level 1
 - Utilize Only Code 1 Money for Level 2 Roads
 - Chip Seals Only Treatment for Level 2 Roads
 - Revise how UDOT utilizes and programs rehabilitation projects

- Roadway Categories Recommendations** – Mr. Jaber reviewed the following map of UDOT’s proposed strategy for taking care of their pavement. He distributed copies of the map to JPAC members.



- **Historic Ride** – Mr. Jaber showed the following chart to illustrate historic pavement condition.



0:\Pavement Management\Ride Quality\00 to 08 IRI ILevel12 Ride Quality.xls

- **Pavement Funding Needs** – Mr. Jaber stated for example that \$248 million will be needed in 2012 just to maintain pavement.

	2009	2010	2011	2012	2013
Interstate & Level 1 Preventative Maintenance		68	79	85	90
Interstate & Level 1 Major / Minor Rehabilitation & Reconstruction		130 ⁵⁷	132 ¹²⁹	145 ⁰	150 ⁰
Level 2 Maintenance		15	16	18	20
Total Pavement Needs (Millions of \$s)	250	213	227	248	260

Green = Programmed Amount
 Red = Needs

Mr. Bracerias added that although this is an area that doesn't receive a lot of outside attention, UDOT's staff has a lot of passion for working on this.

ARRA (Stimulus) Projects and Reporting

Mr. Ahmad Jaber reported on the funding criteria for the ARRA (Stimulus) projects. He noted that the purpose of the funding was to create jobs with projects that could be finished within three years. He stated that projects were funded in economically distressed areas where 1) unemployment was over 1% over the national unemployment rate or 2) where the average per capita income was 80% below the national average. He stated that UDOT has obligated 90% of their funds.

Mr. Braceras noted that UDOT has been told not to expect any money back from states that don't meet the criteria. Mr. Steve Call stated that currently, ten states have not met the criteria. Mr. Braceras stated that UDOT has a list of projects ready to go if additional funds are received.

Mr. Jaber stated that currently UDOT has \$213 million in ARRA funds. He noted that UDOT has received excellent bids that are coming in less than expected. Mr. Jaber distributed copies of UDOT's ARRA Projects and the delivery schedule for the projects.

JPAC members discussed project needs, projects that are eligible, and criteria for the projects.

Mr. Braceras stated that UDOT feels very positive about the ARRA projects. He stated that they have been a huge boost for UDOT and they are starting to make a difference. He noted that in the near future JPAC members will be able to view project expenditures at on their web-site at recovery.gov.

USDOT Certification of WFRC/UDOT Planning Process

Mr. Steve Call, who is the Program Development leader for Federal Highway, discussed the Planning Certification Review recently completed for the Wasatch Front Regional Council. He noted that Certification Reviews are required every four years. He stated that one of the following four Certification Findings will be made: 1) Full Certification, 2) Partial Certification, 3) Conditional Certification, or 4) not certifying.

Mr. Call stated that at the public meeting held, there were in excess of thirty people, which was triple the attendance of the previous public meeting held.

Mr. Call stated that although the Planning Certification Review has not been completed, he has roughed out several recommendations and commendations, as follows:

Commendations

- He commended all parties for their collaboration on the Unified Plan. He noted that he is impressed with the financial plan which is unique and has received lots of comments.
- He stated that Robert Hull wants to develop a team to ensure that the strategic highway safety plan is the best practice.
- He commended efforts by Wasatch Front staff to reach out to municipalities
- He commended the Travel Demand Modeling cooperation
- He commended the development of the Green Infrastructure, which is tied to Wasatch Choices, and noted that he was very impressed with the DVD.

Recommendations

- Update agreements as needed. The JPAC Agreement is current.
- More cooperation in STIP/TIP: Asking that MPO and State work together in STIP/TIP development process. The time needs to be based on the same information and the STIP needs to be consistent with TIP for approval purposes.
- There should be more emphasis on transparency, communication, and providing accounting of the annual use of federal transportation funds. Make it user friendly.

Mr. Call stated that the Council will be certified with no corrective actions. He noted that all recommendations will be joint recommendations and will apply to the WFRC and the planning process with UTA and UDOT.

Other Business

ADA Issue: Mr. Justin Jones presented an update on UTA's ADA issues. He noted that UTA is reviewing comments received from the public at their hearings on changes to UTA's paratransit service. They are considering possible alternatives to the initial proposal. He stated that UTA's ultimate goal is to pool all of the community's resources to better serve people with disabilities.

Mr. Mike Allegra stated UTA also has a goal to be more efficient by reaching out and doing a better job, to not leave someone out. He stated that UTA is also in the process of vetting ideas to pool resources to help them do a better job. He noted that no decisions have been made, and all recommendations will be taken to the UTA Board.

Next Meeting: August 6, 2009

Possible future topics:

- General Freight – Railroad Corridor
- Legislative Transportation Interim Committee
- Transit Performance (short/long term)
- Funding the Big Projects
- Energy
- Transportation Demand Models
- ARRA (Stimulus) Projects and Reporting

The meeting adjourned at 1:43 p.m.