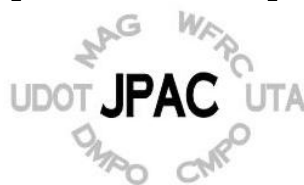


Joint Policy Advisory Committee

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, August 6, 2009
12:00 (noon)

MINUTES

Members Attending:

Councilwoman Suzanne Allen	Dixie MPO
Mayor Lewis Billings	Provo City (MAG)
Mayor Burtis Bills	Trustee, Utah transit Authority Board
Chuck Chappell	Wasatch Front Regional Council (WFRC)
Mayor J. Lynn Crane	Herriman (WFRC)
Mayor Dennis A. Dunn	Elk Ridge City
Lowell Elmer	Dixie MPO
Mayor Jay Franson	Highland (MAG)
Jeff Gilbert	Cache MPO
Commissioner Jeffrey D. Holt	Utah Transportation Commission
John English	Utah Transit Authority
Mayor Dennis Nordfelt	West Valley City (WFRC)
John Njord	Utah Department of Transportation
Mayor Darrell Smith	Draper (WFRC)
Commissioner Jan Zogmaister	Weber County (WFRC)

Others Attending:

Mike Allegra	UTA
Chris Chesnut	UTA
Sharon Gray	WFRC staff
Doug Hattery	WFRC staff
Linda Hull	UDOT
Ahmad Jaber	UDOT
Sam Klemm	WFRC staff
Andrea Packer	

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

Commissioner Bret Millburn was excused from the meeting.

Minutes

Mayor Crane moved to approve the minutes of the May 7, 2009 meeting. The motion was seconded by Councilwoman Allen and passed unanimously.

Commissioner Zogmaister moved to approve the minutes of the June 4, 2009 meeting. The motion was seconded by Mayor Billings and passed unanimously.

Congressional Transportation Activity (Linda Hull, UDOT)

Ms. Linda Hull distributed copies of a handout titled ***Congressional Transportation Activity*** to those in attendance. She then detailed several transportation issues pending in Congress, which are:

1. Federal Transportation Program Re-Authorization—Transportation Committee Chairman Oberstar's bill has not had a formal mark-up session and there is no funding mechanism. Nevertheless, UDOT has several concerns with the bill, such as a much larger discretionary program, a smaller proportion of funding going to roads, the federal government setting performance measures rather than each state, planning provisions regarding an absolute reduction in green house gases (GHG) and requiring intervention in local land use planning.
2. The Federal Transportation Trust Fund will run out of money on October 1st. There needs to be an infusion of cash into the fund.
3. The current program needs to be extended for at least a year, preferably 18 months in order to work on the Re-Authorization Bill.
4. Current law calls for a rescission of \$8.7 billion in state highway obligation authority. Utah's share would be almost \$65 million. There will be an attempt in Congress to repeal that measure and keep the current obligation authority.
5. The Climate Change bill as passed by the House of Representatives would be very damaging to Utah because it places a requirement for an absolute reduction in GHG on a state that is growing rapidly.
6. During the August Congressional Recess, UDOT and other interested parties will be meeting with Congressional representatives to explain these issues.

Ms. Hull reviewed the following handout with information on ***Congressional Transportation Activity***.

Joint Policy Advisory Committee
Thursday, August 6, 2009
“Congressional Transportation Activity”

Highway Trust Fund

Problem

- Highway Trust Fund (HTF) not collecting enough revenues to fully reimburse cost of projects.
- Highway Account of the HTF was projected to be insolvent by mid-August, as a result, reimbursements to the states would be rationed.

Current Congressional Action

- Administration requested \$20 billion to keep HTF solvent through end of Fiscal Year 2010 (September 30, 2010)
- Congress passed bill infusing HTF with \$7 billion – enough to keep HTF solvent only until September 30, 2009.

Action Still Needed

- By September 30th, Congress either needs to deposit additional funds in the HTF for FY 2010 or finish action on a reauthorization bill (see below).

Reauthorization of Federal Highway and Transit Programs

Problem

- SAFETEA-LU expires on September 30, 2009.
- Spending authority to fund highway and transit projects will expire.

Current Congressional Action

- The House Transportation and Infrastructure (T&I) Committee passed a reauthorization bill – Surface Transportation Reauthorization Act of 2009 – out of committee.
- However, House Ways and Means still has not drafted a revenue title – meaning the *T&I bill doesn't have any funding*.
- Administration has requested an 18-month extension of SAFETEA-LU.
- Senate has adopted a bill authorizing the 18-month extension.
- Senate has not yet begun work to draft a full 6-year reauthorization.
- UDOT has significant concerns with many provisions contained in the T&I bill. MPOs also have concerns with provisions in the bill.

Action Still Needed

- By September 30th, Congress needs to adopt either a short-term extension of SAFETEA-LU while a long-term bill is drafted, or draft and adopt a long-term reauthorization.

Rescission of Highway Spending Authority

Problem

- As specified in SAFETEA-LU, federal transportation programs will lose \$8.7 billion in highway spending authority on September 30, 2009.
- Utah's share of the rescission is \$64.9 million.

Current Congressional Action

- Senate defeated amendment to repeal the rescission, however, commitment was stated to address the rescission prior to September 30 deadline.
- House has not taken any action on the rescission.

Action Still Needed

- By September 30th, Congress will need to repeal the rescission as part of a short-term or long-term reauthorization of SAFETEA-LU.

FY 2010 Transportation Appropriations

Problem

- Current Fiscal Year expires on September 30, 2009.
- Money is not available for FY 2010 starting on October 1, 2009.

Current Congressional Action

- Full House has adopted a Fiscal Year 2010 bill.
- Senate Appropriations Committee has adopted a Fiscal Year 2010

Action Still Needed

- By September 30th, Congress needs to complete action on the Fiscal 2010 appropriations.

Climate Change

Problem

- Climate Change legislation will likely have a profound impact on transportation sector and delivery of transportation projects. Legislation will also make changes to the transportation planning process.

Current Congressional Action

- In June, the House adopted a climate change bill, H.R. 2454. (vote 219-212)

Action Still Needed

- Bill is now headed to the Senate.
- Modifications to transportation planning as it relates to Climate Change will likely be folded into reauthorization of SAFETEA-LU.

Summary of Congressional Action Needed by September 30, 2009

Between September 8th, when Congress returns from recess, and September 30th, Congress needs to:

- Fix insolvency of the Highway Trust Fund.
- Either adopt a short-term extension of SAFTEA-LU or a long-term reauthorization.
- Repeal the rescission.
- Adopt a Fiscal Year 2010 Appropriations bill.

Linda Hull
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UTA Past, Present and Future

Mr. John English discussed a PowerPoint presentation on Utah Transit Authority “**building on where we have come from**”.

Mr. English discussed transit issues that he has observed overseas. He noted that in Japan, there are ½ dozen routes that operate 200 mph high speed trains that run 300 trips per day. He also noted that 75% of travel in Japan is by rail. He also discussed transit systems in Portugal, Milan, Munich, Prague, and Spain and compared them to UTA’s system.

Mr. English discussed several things facing the United States including the following:

- Energy Dependency – since 1974 foreign oil share have climbed from 36% to 58% of total US oil shares
- Global Warming – a very inconvenient truth
- Air Quality – Utah alone has between 25 and 75 declared bad AQ days per year and the AQ standards are tightening
- National Security
- Congestion – between 1973 and 2007, the VMT has grown by 168% while the population has grown 48% nationally
- Economy – Americans spend 17.6% of budget on transportation while Europeans spend only 11.9%

Mr. English stated that he felt public transportation must play a bigger role in our nation’s future and stated that someone must lead the way. He also noted the importance of a balanced transportation system.

Mr. English stated that UTA can achieve their transportation goals by 1) stakeholder integration, 2) building on the past, 3) joining together for future success, and 4) learning from global experiences.

Mr. English discussed mode split he has observed in other countries. In Vienna, for example, 1/3 of trips are made by public transit, 1/3 by auto, and 1/3 by pedestrian/bicycle. He noted that the pedestrian/bicycle mode is an asset that is growing rapidly.

Mr. English discussed UTA’s Flex Car and Vanpool programs, and UTA’s paratransit fleet.

Mr. English stated that UTA’s next phase will be to move into streetcars and trams. He noted that Utah is currently getting on the map for high speed rail corridor designations in cooperation with others from the Intermountain West.

Mr. English stated that the 2040 Plan is currently being worked on. He discussed the importance of keeping a balance in mind and sacrificing now to give our grandchildren a higher quality of life. He stated that UTA is looking at Utah’s leadership to set the mark with the hope they can help the American public find positive changes in ways to manage their lives.

Other Business

Next Meeting: September 3, 2009

Possible future topics:

- General Freight – Railroad Corridor
- Legislative Transportation Interim Committee
- Energy (Dianne Nielson September 3)
- Transportation Demand Models
- ARRA (Stimulus) Projects and Reporting
- Unified Transportation Plan

Mr. Chappell asked JPAC members to contact him if they had any ideas on future topics to contact him.

The meeting adjourned at 1:45 p.m.