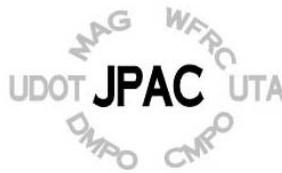


JOINT POLICY ADVISORY COMMITTEE

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 5, 2010
11:30 a.m.

MINUTES

Members Attending:

Andrew Jackson, Chair	MAG
Commissioner Jeff Holt	Transportation Commission
Commissioner John Petroff	Davis County
Commissioner Jan Zogmaister	Weber County
Commissioner Jim Eardley	Dixie MPO
Mayor Darrell Smith	Draper
Mayor Wayne Andersen	Spanish Fork
John Njord	UDOT
Greg Hughes	UTA Board Chair
Michelle Facer Baguley	UTA Board Vice Chair
Mike Allegra	UTA
Andrew Gruber	WFRC
Ken Sizemore	Dixie MPO
Myron Lee	Dixie MPO
Jeff Gilbert	Cache MPO

Others Attending:

Ahmad Jaber	UDOT
Doug Hattery	WFRC staff
Val John Halford	WFRC staff
Jory Johner	WFRC staff
Sam Klemm	WFRC staff
Chris Chesnut	UTA staff
Justin Jones	UTA staff
Bruce Jones	UTA staff
Mick Crandall	UTA staff
Andrea Packer	UTA staff

Excused:

Mayor Russ Wall	Mayor Mike Winder	Mayor John Curtis
Commissioner Larry Ellertson	Mayor Heather Jackson	Mayor Jerry Washburn

Andrew Jackson welcomed everyone and started the meeting at 11:50 a.m. with introductions.

Approve May 6, 2010, Meeting Minutes

Mayor Wayne Andersen moved to approve the May 6, 2010 meeting minutes. Commissioner John Petroff seconded the motion. The motion carried unanimously.

Introduction of New JPAC members

Andrew Gruber, Executive Director, WFRC since July 1st
Myron Lee, Dixie MPO Planning Manager
Ken Sizemore, Executive Director Six Counties and Dixie MPO
Greg Hughes, UTA Board Chair, on the Board since 2006
Michelle Facer Baguley, UTA Board Vice Chair, on the Board since 2004

Financial Assumptions of the 2010 Unified Transportation Plan - Jory Johner

Every four years the MPO is required to produce a financially constrained transportation plan. As part of the plan FHWA requires we adopt financial assumptions for both revenue and cost that are reasonable and have a history of generating revenue. UDOT and the four MPOs are currently working together to come up with statewide financial assumptions, which would then be used by everyone in their individual plans.

Statewide Revenue

Auto Sales Tax or Equivalent: This is not a new tax, usually 8% of all auto related sales tax that is collected goes to transportation. Last legislative session the amount of revenue transferred went down to 1% from the usual 8% for 1 year only. We are assuming it will go back up this year to 8% and by 2017 100%.

Fuel Tax or equivalent: increase the gas tax by 5 cents every 10 years starting in 2014

Vehicle Registration or equivalent: increase the registration fee by \$10 every 10 years starting in 2018

The word equivalent is used in all the assumptions, because you need to determine how much money a tax or fee would generate and if there is an alternative that would produce the same amount money that is needed then that alternative can be used.

There is one philosophy if you reduce taxes you would increase business or add new businesses which would then grow the economy or increase the base which generates more revenue. The other belief is you increase the tax rate this would generates more tax revenue.

2040 Vision "The Wasatch Choices for 2040" - John Val Halford, WFRC

WFRC started their "Wasatch Choices 2040" in 2005 and the Vision was adopted May 2010. The Vision looks at how different growth patterns and land uses effects the transportation system. WFRC staff refined the Vision in consultation with city and county planners, engineers and local elected officials.

Using the Regional Growth Principles a variety of different size activity centers were introduced. These activity centers are located where regional destinations have grown, economic activity clusters,

or in locations that could develop in this direction. The activity centers should provide choices for residents to live, work, shop and play; mixes of all of these activities is welcome and are coordinated with the existing transportation system, such as, freeways, rail lines, and rapid busways. Residents should have the opportunity to live close to work, walk or bike to shop, and still have both great transit and road access.

Part of the Vision strategy would allow for one-third of future homes, jobs, and stores in walkable town centers. The approach would accommodate one-third of the projected growth on 3% of the region's developable land, encourage investment, maximize efficiency, keep the cost of living in check, and reduce growth pressure on critical lands. We would need to focus growth in economic center along transportation corridors; create mixed-use center; target growth around transit; encourage infill and redevelopment in declining parts of town, and preserve working farms, recreational areas and critical lands.

The Vision will probably be updated every four years prior to updating the regional transportation plan.

Other Business

Next meeting is scheduled for September 2, 2010. Meeting adjourned at 1:00 p.m.