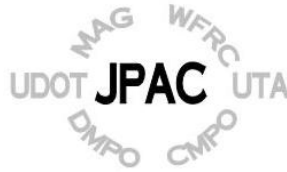


# JOINT POLICY ADVISORY COMMITTEE

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, May 3, 2012  
11:30 a.m.

### MINUTES

#### Members Attending

Andrew Jackson, Chair	MAG
James Christian	FHWA
Commissioner Craig Dearden	Weber County
Jeff Gilbert	Cache MPO
Andrew Gruber	WFRC
Kenneth Sizemore	Five County AOG
Mayor Darrell Smith	Draper City
Mayor JoAnn Seghini	Midvale
Mayor Bill Applegarth	Riverton
Mayor Russ Wall	Taylorsville

#### Others Attending

Doug Hattery	WFRC
Sam Klemm	WFRC
Shawn Seager	MAG
Todd Beutler	Cache
Linda Hull	UDOT
Cory Pope	UDOT
Matt Sibul	UTA
Dave Kallas	UTA
Steve Meyer	UTA
DJ Baxter	UTA

#### Excused

Commissioner Larry Ellertson	Mayor Bret Millburn	Mayor John Curtis
Commissioner John Petroff	Mayor Wayne Andersen	Mayor Heather Jackson

Andrew Jackson welcomed everyone. The meeting began at 11:50 a.m. with introductions.

#### **Approve April 5, 2012, Meeting Minutes**

Andrew Gruber moved to approve the April 5, 2012 meeting minutes. Mayor Bill Applegarth seconded the motion. The motion passed unanimously.

**Sugar House Streetcar Update** - DJ Baxter

The Sugar House streetcar and greenway project is a partnership between Salt Lake City, South Salt Lake City and UTA. The streetcar line will be built in two phases, it has a \$26 million federal grant.

Phase 1 is two miles long and runs along 2230 South, from Central Pointe TRAX station in South Salt Lake to McClelland Street in Sugar House. There will be 7 stops with service every 15 minutes during peak hours and every 30 minutes off-peak hours.

Phase 2 is an extension to Highland Drive/Monument Plaza with additional stations.

The project will add an additional 5.76 acres of public green space to the area's neighborhoods. The streetcar should help to attract and support development and build the neighborhoods. Construction of the streetcar is partially responsible for the creation of over 1,000 residential units and nearly 2 million square feet of redevelopment on seven different sites, resulting in \$400 million in private investment in the Sugar House Business District.

Operating and maintenance costs will be shared by the two cities and UTA for the first two years. Potential sources for funding: farebox \$300,000, Salt Lake City \$400,000, South Salt Lake City \$400,000, and UTA \$400,000.

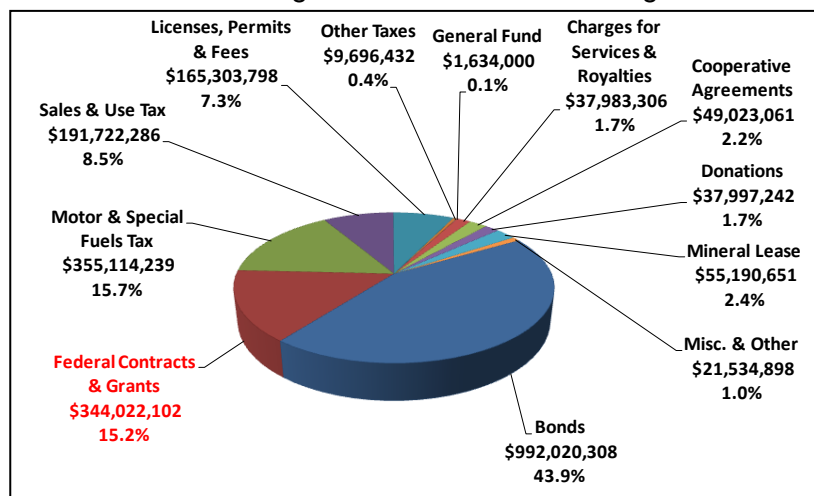
Baseline greenway improvements if funding is available. Capital costs: Salt Lake City \$5.38 million, South Salt Lake City \$4.20 million, UTA \$1.6 million. Vehicle costs: UTA \$12 million; Right-of-way: UTA will provide \$6 million, and will share O & M costs.

Construction started in April 2012 and this phase should be completed December 2013.

**Federal Policy Funding Background** - Andrew Gruber

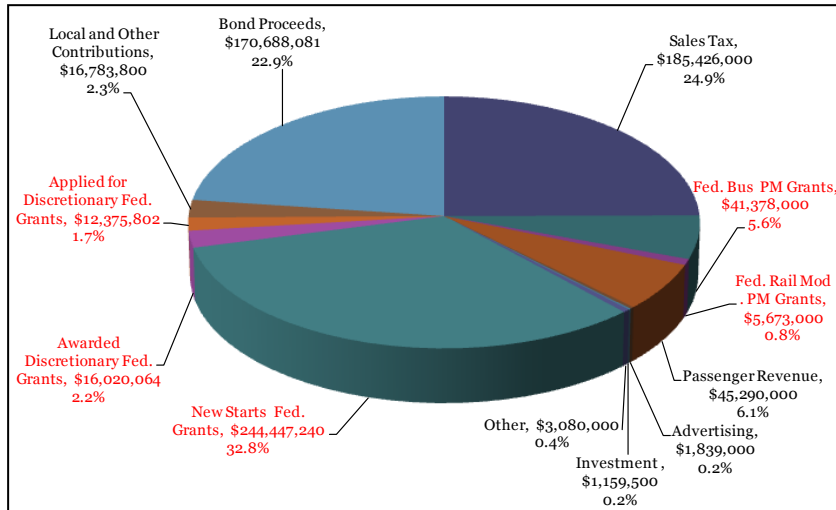
Utah receives \$344 million federal highway funds, which is approximately an equal return in gasoline taxes paid vs. highway funding received.

**15% of UDOT Funding is Federal - Other Funding Sources**



Utah received \$319.9 million in federal transit funds, which is above the federal taxes Utah paid. The high amount is mostly due to 'one-time' money received for TRAX and FrontRunner projects.

43% of UTA Funding is Federal - Other funding sources



The Highway Trust Fund authority is set to expire March 31 and it is forecasted to become insolvent in FY-2013. The fund is primarily funded by federal gas tax of 18.4 cents per gallon. The funding has not kept up with inflation or with vehicles becoming increasingly efficient.

**Re-Authorization Update** - Andrew Gruber

The usual re-authorization process has each house passing a bill (transportation policy/ programs and revenues and spending authorizations). 'Conferees' from each house meeting and negotiate the difference in the bills. A conference report is approved by both houses and then the president signs the bill.

Senate Bill: S-1813: covers FY-2012 & 2013 and keeps funding levels steady around \$109 billion. Four key points: eliminates earmarks, accelerates project delivery, consolidates programs, and includes performance measures.

House Bill: HR-4348: extends SAFETEA-LU to September. It includes NEPA amendments and Keystone Pipeline approval. It is a short "shell bill" mostly for getting to conference.

Senator Hatch and Representative Bishop have been appointed to the Conference Committee, which will meet over the summer. WFRC will prepare a letter for both Senator Hatch and Representative Bishop, on behalf of JPAC and other transportation stakeholders outlining our key issues regarding the proposed legislation. A copy will be email to everyone for their approval.

**Other Business**

Next Meeting is scheduled for June 7, 2012. The meeting adjourned at 1:03 p.m.