

Approve May, 3 2012, Meeting Minutes

Mayor Bill Applegarth moved to approve the May 3, 2012 meeting minutes. Council Member Carlton Christensen seconded the motion. The motion passed unanimously.

Transportation Plan Process Update Discussion - Andrew Gruber

The MPOs do a long-range transportation plan every four years, and then the individual MPOs plans are combined with the UDOT and UTA plans to make Utah's Unified Transportation Plan. Later this month the Unified Transportation Plan will receive the Governor's Quality Growth Award.

WFRC and MAG is developing a process to better integrate the Wasatch Choice 2040 with the Regional/Metropolitan Transportation Plans. Land use and transportation scenarios will be established:

"No Vision:" continue current trends

"Vision-based:"

1. Baseline scenario, based on current 2011-2040 Plan
2. Baseline + - focusing more growth at Wasatch Choices 2040 centers and boulevards
3. Baseline ++ - focus even more development at the largest Wasatch Choices 2040 centers

Transportation is needs based (not financially constrained)

Model will help

We will be looking for a lot input from community officials and staff members (community planner, engineer, and economic development staff).

MAG meets with the mayor, community planner, engineer, and economic development staff to go over the community's general plan and how it works with the transportation plan.

The communities could adopt a different scenario, and staff would then coordinate the different scenarios together for placement into the transportation plan.

Mobility Coalition Report - Robin Riggs

The Mobility Coalition has over 1,000 stakeholders interested in making sure that investment in mobility infrastructure continues. The Coalition has business and local government leaders, prominent citizens, and mobility industry leaders that are either chairs or on the strategy team. They meet regularly and the Salt Lake Chamber acts as staff.

The Coalition wants to ensure the 21st century transportation system helps the residents of Utah to enjoy an incredible quality of life and prosperity. And to make sure that smart mobility choices are being made to ensure adequate, stable, and long-term funding in order to support a high quality of life and economic growth.

The key objectives:

Maintenance: protect Utah's transportation investment by preserving and maintaining the system

New Capacity: implement the priority transportation investments to include new and improved roads, public transit, active transportation, freight, and air transportation

Responsible Funding: identify and secure stable sources to operate, maintain, improve and expand the mobility system.

The Coalition has adopted the Unified Transportation Plan. They would like to see an Economic Impact Study that would demonstrate the positive impact of investment on the economy, plus the negative consequences of inaction. Also a study is needed to show how specific mobility projects can lead to and enhance economic growth. A study that would help identify funding options. Combine all the studies into a statewide economic and long-term investment in transportation plan. Similar to the Unified Transportation Plan.

Moving Ahead for Progress in the 21st Century Discussion - Steve Call

In July 2012, Moving Ahead for Progress in the 21st Century (MAP-21) was passed by Congress and signed by President Obama.

The new bill authorizes two years of funding at current levels (through FY-2014). The current law will end September 30, 2012. Most of the new provisions go into effect on October 1st. Utah's funding is basically flat, with an estimated apportionment in FY-2012 is \$312,071,184, FY-2013 is \$312,071,184, and in FY-2014 is \$314, 745,667. The bill is broken into six programs; the funded amounts shown are nationwide numbers.

1. National Highway Performance Program - \$21.8 billion
2. Surface Transportation Program - \$10 billion
3. Highway Safety Improvement Program - \$2.4 billion
4. Congestion Mitigation & Air Quality Improvement Program - \$2.2 billion
5. Transportation Alternatives (TA)
6. Metropolitan Planning - \$313 million

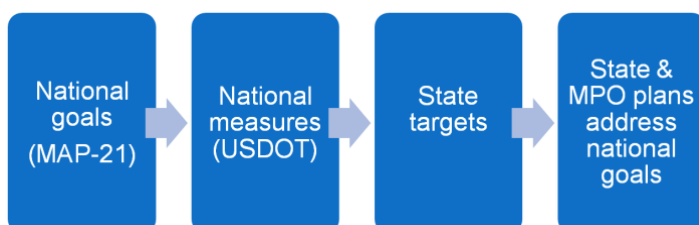
The State will continue to have authority to transfer funds among the different programs. The funds from Metro Planning Funds, Sub-Allocated STP Funds, and Sub-Allocated Transportation Alternative Funds can not be transferred.

The Federal Lands Access Program (\$250 million): this program is for improving projects with access to federal lands on roads owned by the state and local governments. The funding will be distributed by formula based on:

- Recreational visitation
- Federal land area
- Federal public road mileage
- Federal public bridges

80% of funds will go to states that have $\geq 1.5\%$ of total public land. The Program funding decisions will be made by a committee.

The bill also includes new performance management process. The performance process: start national with goals, then national measures, in which the state sets targets, and the state and MPO plans to address the national goals.



TRANSIT & MAP-21

Congressional Goals: consolidate and simplify programs, funding for the next 2 years, maintain existing systems, eliminate 'executive earmarking' in discretionary programs, and address rail safety in areas not under the FRA.

Nationwide funds for 2 years and 3 month authorization:

	<u>FY-2012</u>	<u>FY-2013</u>	<u>FY-2013</u>
All Programs	10,458,278,000	10,578,000,000	10,695,000,000
Formula Programs	8,360,565,000	8,478,000,000	8,595,000,000
General Funds	2,097,713,000	2,100,000,000	2,100,000,000

There is an increase in bus funding in rural areas and an increase in tribal transit funding. MAP-21 eliminates clean fuel formula funds. Also the bill consolidates bus maintenance funds into State of Good Repair.

Rail funding is also transferred to State of Good Repair. There is little change in fixed guideway funding.

New Starts Program has a 2.5% reduction in its budget. Core capacity improvements to existing systems are now eligible and there is more BRT eligibility.

Testing, Start-up and Safety of FrontRunner South Discussion - Andrew Gruber
Testing is underway in Utah County and starting in Salt Lake County. Currently, for safety, there are flaggers at the crossings stopping cars. This fall test runs will start using the full schedule. We are on track for the December 9 opening.

Update from UTA, UDOT, Transportation Commission, and MPOs

Transportation Commission: The next Commission meeting is August 10, in Tremonton.

Other Business

Next Meeting is scheduled for September 6, 2012. The meeting adjourned at 1:05 p.m.