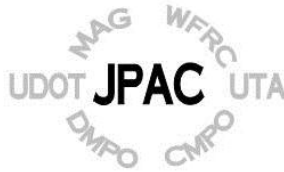


Joint Policy Advisory Committee

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

669 West 200 South
Salt Lake City, Utah 84101

Thursday, January 3, 2013
11:30 a.m.

MINUTES

Members Attending:

Andrew Gruber, Chair	WFRC
Michael Allegra	UTA
Mayor Bill Applegarth	Riverton City
Carlos Braceras	UDOT
Councilman Carlton Christensen	Salt Lake City
Mayor John Curtis	Provo
Commissioner Larry Ellertson	Utah County
Jeff Gilbert	CMPO
Mayor Heather Jackson	Eagle Mountain
Myron Lee	Dixie MPO
Mayor Ben McAdams	Salt Lake County
Steve Meyer	UTA
Commissioner Bret Millburn	Davis County
John Njord	UDOT
Cory Pope	UDOT
Matt Sibul	UTA
Mayor Darrell Smith	Draper
Ron Whitehead (for Commissioner Jim Eardley)	Washington County
Mayor Mike Winder	West Valley City
Commissioner Jan Zogmaister	Weber County

Others Attending:

Steve Call	FHWA
Rebecca Cruz	UTA
Chuck Gates	ULCT / UTA
Ned Hacker	WFRC
Doug Hattery	WFRC
Linda Hull	UDOT
David Kallas	UTA
Sam Klemm	WFRC
Arlene Kocher	FHWA
Shawn Seager	MAG
Mayor JoAnn Seghini	Midvale City
Aleta Taylor	Civic Leader
Pam Jorgensen	WFRC

Excused:

Commissioner Kerry Gibson, Mayor Wayne Andersen and Andrew Jackson

Andrew Gruber welcomed everyone and the meeting began at 11:50 a.m. with introductions. Andrew expressed appreciation to Michael Allegra and UTA for continuing to host the JPAC meetings in the Frontlines facility.

Mr. Allegra welcomed JPAC with a brief safety message – STOP – LOOK and LISTEN. He then gave a brief history of the Frontlines Headquarters facility.

Approve September 6, 2012 Meeting Minutes

Mayor Heather Jackson moved to approve the September 6, 2012 meeting minutes. Mayor JoAnn Seghini seconded the motion. The motion carried unanimously.

JPAC History and Purpose

Doug Hattery, WFRC, gave an overview of the creation of the Joint Policy Advisory Committee (JPAC). The Memorandum of Agreement between the Mountainland Association of Governments (MAG), the Wasatch Front Regional Council (WFRC), the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) was entered into in August 2002 and had a total membership of sixteen. JPAC began meeting in 2004. In February 2004 it was decided to expand the membership in order to have more involvement and participation and at that time, Amendment One was added to the MOA to include a total membership of 21. Then, as MAG and WFRC were preparing updates to their Regional Transportation Plans, Darrell Cook, then Executive Director of MAG, suggested that all MPOs in the state and UDOT compile their plans into one Unified Plan with common assumptions. This led to Dixie and Cache MPOs participating in JPAC. An amended Agreement was signed in May 2007 to include Dixie and Cache MPOs in an effort to improve communication and coordination on transportation issues for the four urbanized areas in the State of Utah. JPAC total membership then increased to 26. Late in 2007 the first Utah's Unified Plan was adopted.

The latest Memorandum of Agreement states the function of JPAC as an advisory body to its member agencies. Members agree to share information about current and future travel in urban areas, future funding needs, and other critical transportation performance measures and issues. Members have the opportunity to reach consensus on how to meet the transportation challenges facing the urbanized areas in the State. The Goals of JPAC are:

- To act as a forum for discussing transportation planning and programming issues impacting the urban areas of the state.
- To encourage seamless transportation systems by synchronizing long-range plans and coordinating short-range programs of projects across planning boundaries.
- Considering financing strategies necessary to fund projects in urbanized areas of the State.
- Recommend to member agencies, as appropriate, actions to achieve these goals.

Andrew Gruber commented that JPAC is not a voting entity. JPAC is not officially chartered to set policy. He said that the way that policy discussed at JPAC gets implemented is that each of the member organizations goes out and implements that policy but JPAC provides a forum for us to work together on those issues and goals.

2013 JPAC Schedule

Shawn Seager, MAG, distributed a copy and reviewed the 2013 tentative schedule for JPAC. He asked for suggestions and discussion of proposed agenda topics. He said that we'd like to determine how to make this a proactive meeting schedule. Discussion and suggestions included:

- Meeting and visiting in St. George, Logan and Provo to get a view of their transportation issues.
- Revisions to Corridor Preservation legislation
- Best practices for Transit Oriented Development in urban and first tier suburbs
- Air Quality issues
- Emerging technology and transportation
- Mountain transportation system

Following the discussion Mr. Gruber said that the schedule would be revised to include the suggested topics. He also noted that this is a tentative schedule and may be adjusted as circumstances dictate throughout the year. He added that comments would always be welcome for additional discussion topics throughout the year.

Legislative Preview

Linda Hull, UDOT, reported on federal and congressional transportation actions. Transportation is largely exempt from the sequestration called for in the fiscal cliff negotiations due to the fact that the Transportation Trust Fund is made up of approximately 65% federal gasoline tax receipts. The other 35% has come from the U.S. General Fund. MAP-21 had to put in another \$18.8 billion in order to keep the program solvent. This \$18.8 billion is subject to the standard appropriation process and the possible sequestration.

Funding the transportation program continues to be a big issue. Ms. Hull said the new chairman of the Transportation Committee in the House has stated his number one priority as chairman is to address long-term sustainable funding for the highway and transit programs.

Utah State Legislative Session begins January 28

Andrew Gruber said that Utah had a great year in transportation in 2012, including completion of the I-15 Core Project in Utah County, opening segments of the Mountain View Corridor, opening of the Frontrunner South, and progress on other UTA rail lines. There has been a great deal of success. He then asked Commissioner Bret Millburn to lead the discussion on the steps to continue the progress that have been made.

Commissioner Millburn reported that we have a Unified Plan but now we are faced with how to fund and actually implement it. He said that there have already been regular discussions from a variety of groups including WFRC, MAG, Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), to prepare for the upcoming legislative session. Included in the discussions have been local option gas tax and indexing the existing tax structure.

Indexing the gas tax would mean having the gas tax rate grow and keep up with inflation. The State gas tax level is currently at 24.5 cents and was last increased in 1997. Since then the buying power has declined by 40%.

A local option tax would authorize counties around the State to impose a gas tax, either by authorizing the county commissions to impose that tax or requiring that it be taken to a referendum for a vote of the people. All of the funds raised through a local option tax in a county would stay in that county.

The Committee discussed these options and emphasized the need for increased funding to maintain both State and local roads. Other concepts discussed included a transportation utility fee and mileage based taxes. It was also suggested that one approach for pursuing increased funding would be to encourage the Legislature to create a task force much as they did ten years ago.

Other Business

Next meeting is scheduled for February 7, 2013.

Meeting adjourned at 1:30 p.m.