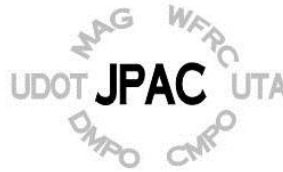


Joint Policy Advisory Committee

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, February 7, 2013**  
**11:30 a.m.**

**MINUTES**

Members Attending:

Andrew Gruber, Chair	WFRC
Michael Allegra	UTA
Mayor Bill Applegarth	Riverton City
Councilman Carlton Christensen	Salt Lake City
Mayor John Curtis	Provo
Commissioner Jim Eardley	Washington County
Commissioner Larry Ellertson	Utah County
Jeff Gilbert	CMPO
Andrew Jackson	MAG
Mayor Heather Jackson	Eagle Mountain
Myron Lee	Dixie MPO
John Njord	UDOT
Commissioner John Petroff	Davis County
Mayor JoAnn Seghini	Midvale City
Mayor Darrell Smith	Draper
Commissioner Jan Zogmaister	Weber County

Others Attending:

Kip Billings	WFRC
Todd Beutler	Cache Valley Transit District
Carlos Braceras	UDOT
Steve Call	FHWA
James Christian	FHWA
Rebecca Cruz	UTA
Chuck Gates	ULCT / UTA
Ned Hacker	WFRC
Doug Hattery	WFRC
Linda Hull	UDOT
Bruce Jones	UTA
David Kallas	UTA
Pam Jorgensen	WFRC
Sam Klemm	WFRC
Ted Knowlton	WFRC
Stephen Kroes	Utah Foundation
Steve Meyer	UTA
Ron Phillips	Phillips Associates
Cory Pope	UDOT

Matt Sibul  
Shawn Seager

UTA  
MAG

Excused:

Commissioner Bret Millburn

Andrew Gruber welcomed everyone and the meeting began at 11:45 a.m. with introductions.

**Approve January 3, 2013 Meeting Minutes**

Mayor Heather Jackson moved to approve the January 3, 2013 meeting minutes with correction to Mayor Wayne Andersen's title from Councilman to Mayor. Commissioner John Petroff seconded the motion. The motion carried unanimously.

**Mobility Coalition Reports**

Andrew Gruber said that the Salt Lake Chamber of Commerce has formed a mobility coalition of private interests around the state that are supportive of transportation infrastructure investment. The Mobility Coalition and the Chamber have adopted as one of their objectives the implementation of Utah's Unified Transportation Plan. He said that related to the Plan they have commissioned two studies that will be discussed today (Economic Benefit Analysis and Funding Options Study). Mr. Gruber noted that neither of the studies are officially released yet but are in their final stages.

**Economic Benefit Analysis:** Ted Knowlton, WFRC, reported that economic effects of investing in improved transportation go far beyond transportation dollars spent. Significant benefits occur as Utah's economy uses those investments to be more productive, become more competitive, and create opportunities. He said that investment generates economic value in the following four ways:

1. Transportation efficiency: Improved transportation conditions enable households and businesses to save (and then spend/invest) money they otherwise would use coping with transportation problems.
2. Improved market access: A well connected and efficient transportation system provides firms a larger choice of distribution channels and markets, for both products sold and goods and services purchased.
3. Increased business attraction: Transportation system quality is a major strategic consideration for many firms choosing where to locate or expand. Workforce commuting times and travel time to major airports or customers are key considerations.
4. Construction spending impacts: Direct and indirect jobs, wages, business output and GDP associated with building and operating the transportation system have major economic impacts.

Mr. Knowlton said that the four types of benefits listed above would all stem from investment in Utah's Unified Transportation Plan. In total, the study estimates that by investing \$11.3 billion in new transportation funding for a total of \$54.7 billion transportation funding via the Unified Transportation Plan we would receive estimated benefits (direct and indirect) of 182,618 additional jobs in 2040, \$130.5 billion in additional household income, \$183.6 billion in additional GDP, and \$22.2 billion in additional tax revenues from economic growth.

**Funding Options Study:** Steve Kroes, Utah Foundation, said that Utah Foundation is a public policy research group not an advocacy group. He said that they were asked to analyze and calculate how much revenue could be raised by different transportation funding options and to provide analysis about the impacts of those revenues. He discussed the following policy options and their projected

revenue (in 2010 dollars).

- Motor and Special Fuel Excise Tax: No change in taxes; Unified Plan Taxes (5-cent increase every 10 years starting in 2014); Increase Fuel Tax by 9 cents and adjust annually for inflation; Adjust current fuel tax rate annually for inflation; and, Biennial 2-cent incremental increase.
- Sales Tax on Gasoline: 4.7% sales tax on fuel price including current excise taxes; 4.7% sales tax on fuel price excluding current excise tax.
- Other State Options: Severance and refinery tax; Increase motor vehicle registration fees by \$10.
- Funding Options from the Local or Regional Levels: Local option gas tax; Local sales tax on fuel; Increase local option sales tax for transit by 0.25%; Increase transit rider fares; Increase transient room tax by 1%; Increase rental car tax by 1%; Enact a transit property tax of 0.1% in UTA Counties; and, Tax increment financing
- Vehicle Miles Traveled Tax: Current motor fuel tax equivalent; and Motor fuel equivalent adjusted annually by CPI.
- Congestion Pricing
- Public Private Partnerships.

Mr. Kroes said the final report would be available soon.

### ***Air Quality Issues***

Shawn Seager, MAG, said that staff from MAG, UDOT, WFRC and Cache MPO worked together to provide a “Fact Sheet” to answer questions from policymakers about how air quality impacts the transportation planning work that is done on a regular basis. He reviewed the information included on the handout and noted that air quality has been improving steadily since the 1980s even as population has doubled to over two million people today. He said that the national standards have become stricter and challenge Utah to meet these healthier standards.

Mr. Seager said that Utah has a Plan – the State Implementation Plan (SIP) to meet these Federal Air Quality Standards. The SIP looks at three areas: 1) Mobile Sources (vehicles); 2) Area Sources (home furnaces and small businesses such as charbroiling restaurants, bakeries, painters, etc.); and, Point Sources (large industrial processes).

Mr. Seager noted that Utah air quality is better today than it has been in the past 30 years. Utah has some regulatory challenges ahead. State and local government leaders along with the private sector will continue to work together with stakeholders to find the best mix of solutions that keeps Utah as one of the highest quality places to live and work.

John Njord, Utah Department of Transportation, and Mike Allegra and Matt Sibul, Utah Transit Authority reported on their agencies’ efforts to improve air quality including:

UDOT has established the following goals: 1) Make the system as efficient as possible to keep vehicles moving. 2) Renew focus to have a world class system for signal timing. 3) Encourage travelers to seek alternatives to driving alone through TravelWise strategies, including carpooling, teleworking, flexible work hours, compressed work weeks, transit, biking, walking and trip planning. 4) Expand the system of HOV lanes to maximize use of carpools and also buses. 5) Provide a TravelWise Alert System to get information out in advance of bad air or weather days.

UTA: 1) UTA is a partner and sponsor with UDOT on the TravelWise Program. This program provides resources and encourages the use of public transportation to reduce vehicle emissions and congestion. 2) UTA & ISIS Air Quality Partnership—ISIS is offering to pay for transit passes for all riders that use its Mobile Wallet during 2013. 3) Alternative Fuel—UTA has purchased 24 CNG buses and is partnering with Questar Gas for refueling services. UTA has updated its bus fleet to clean diesel technology, which has 90% fewer emissions.

### **State Legislative Issues**

Andrew Gruber said that there has been some discussion with regard to indexing and a local option gas tax. He noted that leadership in both the House and Senate have indicated some interest in doing something related to gas taxes. However, there is no legislation that is out yet.

Linda Hull, UDOT, and Bruce Jones, UTA, reported on a number of transportation related issues that included the following:

HB11 – Use of corridor preservation funds in a revolving loan fund format and for transportation planning.

HB23 – High Occupancy Vehicle Lane Amendments (allow UDOT to limit the total number of alternative fuel vehicles having free access to HOV lanes).

HB138 – State Income Tax Credit for Purchase of Transit Passes.

HB297 – Bicycle and Moped Amendments (Allows motorists to use the center turn lane to pass bicyclists using the general purpose lane).

HB299 – Bicycle and Bicycle Lane Amendments (Defines use of bicycle lanes and when motorists may encroach upon them).

SB58 – Sales and Use Tax Amendments (Defines use of any taxes collected on internet sales, 80% to Remote Sales Restricted Account, 10% to the Transportation Investment Fund, and 10% to the B & C Road Fund).

SB63 – Transportation Planning and Funding Task Force (Creates a legislative task force to consider transportation needs and revenues).

SB121 – Traffic Regulations Regarding Buses

SB201 – Public Use Trails Amendments (Restores some eminent domain authority to cities of the first and second class).

### **Other Business**

Next meeting is scheduled for March 7, 2013 – 11:30 a.m. in the Utah Transit Authority Frontlines Headquarters—669 West 200 South, Salt Lake City.

Meeting adjourned at 1:35 p.m.