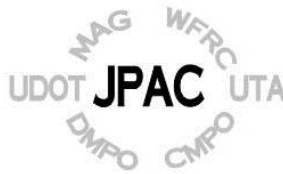


Joint Policy Advisory Committee

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, June 6, 2013
11:30 a.m.**

MINUTES

Members Attending:

Andrew Gruber, Chair	WFRC
Mayor Bill Applegarth	Riverton City
Carlos Braceras	UDOT
Councilman Carlton Christensen	Salt Lake City
Mayor John Curtis	Provo City
Commissioner Larry Ellertson	Utah County
Jeff Gilbert	CMPO
Commissioner Meghan Holbrook	Transportation Commission
Andrew Jackson	MAG
Mayor Heather Jackson	Eagle Mountain City
Myron Lee	Dixie MPO
Mayor Ben McAdams	Salt Lake County
Commissioner Kent Millington	Transportation Commission
Cory Pope	UDOT
Matt Sibul	UTA
Mayor Darrell Smith	Draper City
Mayor Mike Winder	West Valley City

Others Attending:

Sarah Christensen	Salt Lake City
Rebecca Cruz	UTA
Chuck Gates	ULCT / UTA
Ned Hacker	WFRC
Doug Hattery	WFRC
Linda Hull	UDOT
Jory Johner	WFRC
David Kallas	UTA
Pam Jorgensen	WFRC
Sam Klemm	WFRC
Ted Knowlton	WFRC
Steve Meyer	UTA
Shawn Seager	MAG

Andrew Gruber welcomed everyone and the meeting began at 11:50 a.m. with introductions.

Approve March 7, 2013 Meeting Minutes

Councilman Carlton Christensen moved to approve the March 7, 2013 meeting minutes. Mayor Heather Jackson seconded the motion. The motion passed unanimously.

2015-2040 Land Use and Transportation Scenarios

Andrew Gruber, said that the planning process is on-going and as soon as the 2011-2040 Plan was approved staff began looking to the future for the next plan which is going to be the 2015-2040 Plan. He said that for the next plan WFRC and MAG have developed scenarios that are not just transportation but are integrated land use and transportation scenarios.

Ted Knowlton, WFRC, and Shawn Seager, MAG, reported on where WFRC and MAG are in the process of the four land use and transportation scenarios. Mr. Knowlton explained that exploring scenarios is a way to plan for a future that is uncertain, to explore how transportation and development affect each other, and to identify a future to work for that is desirable, as well as feasible.

Mr. Knowlton also discussed the fundamental strategies in the Wasatch Choice for 2040 to develop centers and to facilitate and connect centers throughout the region. Centers can take a broad variety of forms and intensities but they are places where activity tends to cluster together. The scenarios that are being developed are going to test the question of “how centered does it make sense for our region to be”.

Each of the scenarios was discussed, and information on New Housing—Multi-Unit and Single-Unit; Growth Location—Green-Field and Infill; and Transportation—Roadways and Transit presented.

- Scenario 1: Less Centered
- Scenario 2: Consistent with the last Regional Transportation Plan
- Scenario 3: More Centered
- Scenario 4: Most Centered

All the Scenarios use the same information regarding population, jobs, and money spent on regional transportation. It was noted that all the four scenarios look at a robust bicycle network consistent with the UCATS Study which will be focused on in more detail in the next stage of the scenario process.

WFRC staff will be presenting these preferred scenarios at small group meetings throughout the month of June that include all the cities and counties. Mayors, City Planners, City Engineers, County representatives, and a representative from UDOT and UTA have been invited to attend the meetings and to provide feedback that will help inform what the refined preferred scenario will look like. Open Houses for the public to provide comment will be held in July and August.

Mr. Seager said MAG had individual city meetings last Fall, prior to development of scenarios to inform their scenario development process. They received feedback from the cities on what their future economic development plans are for their individual cities. In the Summer and Fall of 2013 the results of the scenario planning will be presented to the Technical and Policy Committees. A final preferred scenario will be developed that will be what the market will demand.

Mr. Knowlton also discussed the Scenarios Report Card that is a visual of how each of the four scenarios compare with one another in meeting the Goals and Performance Measures.

- The Goals are: Mobility and Accessibility; State of Good Repair; Economic Vitality; Cost Efficiency; Urban Form and Community; Health, Safety, and Security; and Environmental Sustainability.
- Performance Measures include: travel time; travel delay; transit use; economic revitalization; community impacts; active transportation; energy use; air quality; natural resources impacts; etc.

Mr. Gruber commented that the performance measures report card is one set of information to be considered as we make plans going forward. However, community preferences and how they want their communities to look and feel is a very significant and very valid issue. How much market demand there is for various types of living and that ties to demographics is as significant issue as well. He encouraged the participation, on the local level, in the small city meetings that have begun to receive feedback and comments on the four scenarios.

2015-2040 Unified Plan Transportation Plan Funding and Financial Assumptions

Andrew Gruber said that Jory Johner would explain from a process perspective how funding and finance is considered as a correlary to developing the Regional Transportation Plan. We don't just assume that we're going to have as much money as we want to address all of the needs. We have to be reasonable and realistic about what is likely to happen, so finance and funding is built right into the RTP and then the Unified Plan development.

Jory Johner said that Utah's Unified Transportation Plan is a combination of the long-range transportation plans of the four MPOs in the State (Cache, Dixie, MAG, and WFRC). The Unified Plan identifies statewide transportation priorities and projects over the next 30 years and is updated every four years. The Unified Plan includes states roads, local roads, and transit facilities and is comprehensive in addressing capacity, preservation, maintenance, and operations.

Mr. Johner said that financial considerations include the following steps: 1) identify needs—financially unconstrained; 2) make reasonable estimates for future revenues; and 3) phase the Plan—financially constrained. He said that the existing revenue sources are updated and staff works closely with UDOT, the League of Cities and Towns (ULCT), and Utah Association of Counties (UAC) to update the needs. He said that the five new funding sources that were used to address the needs in the 2011-2040 Plan are:

- Statewide Fuel Tax or equivalent
- Statewide Vehicle Registration
- Local Option Sales Tax
- Local Option Fuel Tax or equivalent
- Local Option Vehicle Registration

Mr. Johner said that to consider funding sources for the 2015-2040 Plan, a finance subcommittee that includes representatives from UDOT, UTA, the four MPOs, and the Federal Highway Administration is working to identify new and / or additional funding sources.

Mr. Gruber discussed the new or possible changes to revenues for the 2015-2040 Plan. He distributed a copy of the Utah Foundation Report – Fueling Our Future, 2013-2040: Policy Options to Address Utah's Future Transportation Needs. He said that this report is an analysis of possible options to address funding needs articulated in the Unified Plan but doesn't mean that it covers every possible option. Mr. Gruber pointed out that some funding options that have received more conversation than others and are included in the Utah Foundation Report, including: possibility of indexing the State sales tax; a local option gas tax; and local sales tax on fuel.

Mr. Gruber noted that the Legislature considered but did not create a specific task force on transportation funding in the last legislative session. What the Legislature did do was charge the Legislative Transportation Interim Committee with focusing on transportation funding. The Interim Committee had their first meeting in May and will be meeting again on June 19. Meeting Chairs of the Committee are State Representative Johnny Anderson and State Senator Kevin VanTassel. The Committee Chairs have asked UDOT and UTA and the cities and counties to give a presentation about the state of their current transportation infrastructure – where things are today and what the challenges are.

Other Business

- Matt Sibul, UTA, commented that UTA will be launching the “Ride Clear” program for the month of July. It is an underwritten sponsored transit pass program and will be electronic so UTA will be able to track the program, its progress and how many trips people have made.
- Mr. Gruber welcomed and recognized Carlos Braceras, newly appointed Executive Director for the Utah Department of Transportation.
- Mr. Gruber also announced that Doug Hattery, WFRC Senior Deputy Director will be retiring toward the end of the year, after 36 years of exemplary service.
- **Next Meeting will be held in Logan on Friday, August 2.** UTA will provide transportation to the meeting – more detail will be forthcoming as it gets closer to meeting date.

Meeting adjourned at 1:30 p.m.