MEETING MINUTES

State Capitol
State Office Building Auditorium
350 North State, Salt Lake City, UT

Thursday, February 2, 2017
11:30 am – 1 pm

Members & Alternates Attending:
Andrew Jackson, Chair Executive Director, Mountainland AOG
Andrew Gruber Executive Director, WFRC
Bill Applegarth Mayor, Riverton City
Bill Lee Commissioner, Utah County
Bret Millburn Commissioner Davis County
Carmen Freeman Mayor, Herriman City
Gary Gygi Mayor, Cedar Hills
Greg Graves Commissioner, Utah County
Jeff Gilbert Planner, Cache MPO
Jerry Benson President/CEO, UTA
Ken Sizemore Dixie MPO/Santa Clara City
Megan Holbrook Utah Transportation Commission
Myron Lee Director, Dixie MPO
Nathan Ivie Commissioner, Utah County
Nicole Bourdeaux VP External Affairs, UTA
Randy Elliot Davis County Commission
Robert McKinley Chair, UTA Board
Shane Marshall Deputy Director, UDOT
Ted Knowlton Deputy Director, WFRC
Todd Beutler Cache Valley MPO/Cache Valley Transit

Others Attending:
Ben Hart GOED
Charles Stormont UTA
Ivan Marrero Division Administrator, SLC FHWA
Jayme Blakesley UTA
Jeff Harris UDOT
Jory Joner Long Range Group Manager, WFRC
Welcome and Introductions

Andrew Jackson, Mountainland AOG, opened the meeting by welcoming the attendees and asked for introductions.

Approval of December 8, 2016 Meeting Minutes

Mayor Carmen Freeman motioned to accept the December 8, 2016 JPAC meeting minutes. Ted Knowlton seconded the motion. The motion passed unanimously.

JPAC Memorandum of Agreement and Purpose – Andrew Jackson, Mountainland AOG

Andrew Jackson reviewed the 2007 Memorandum of Understanding (MOA) and past purpose for the Joint Policy Advisory Committee (JPAC).

- JPAC consists of members from the 4 Metropolitan Planning Organizations (MPO, Utah Department or Transportation and Utah Transit Authority). Before JPAC we had a history of not working together due to different adoption cycles that created issues with revenue and cost assumptions, funding availability, and federal and state legislation.
- State legislative desire to work together was the catalyst to create JPAC. Because of this joint effort MAG, Cache, Dixie, WFRC, UDOT, & UTA now have a common evaluation criteria, common list of prioritized projects, financing strategy, and a forum for discussion of common interests.
- JPAC MOA was created by agreement in August 2002, modified in 2004. In 2007 the MOA was replaced with a new MOA that streamlined the organizations functions and goals.

It has been 10 years since the last update of the JPAC MOA. Jackson stated that the MOA should reflect, current issues, goals, and serve the user(s) and client(s). Updating the MOA this year would allow JPAC to tailor Utah’s collaborative approach to make better planning, and financial decisions.
The overview of the JPAC MOA was intended to start conversations among JPAC members, and to consider changes to the MOA that reflect new transportation studies and different recommendations.

**General Legislative Update**
Andrew Gruber, Wasatch Front Regional Council (WFRC), noted the value of JPAC and the collaborative approach taken by the committee, which is not a typical model. JPAC has been sighted by the US Department of Transportation as part of their assessment of how JPAC’s collaboration is a best practice nationally in planning for the future of multimodal transportation.

Mr. Gruber reported that a bill is being put together by Senator Wayne Harper that essentially has two key components.

**First component**: Deals specifically with UTA and the UTA Board. It would convert the current appointment structure for the UTA board to be a smaller number of members, and the area they are appointed from would be based solely on population in districts set by the lieutenant governor’s office. Eight members would be appointed by local government and districts, and one member appointed by the transportation commission. Appointments made by local elected officials would be subject to confirmation by the senate which is a different approach taken by UTA. The reason of discussing the bill now, even though it is still protected, is that they anticipate that the bill will be released today and there will be media coverage.

**Second Component**: Create a taskforce to study multimodal government organization and funding for transportation. The taskforce will be created in recognition of the fact that Utah’s population is growing rapidly creating a great need for transportation infrastructure. The taskforce will be charged with studying state and local roads, transits, and perhaps airport, in addition to funding sources and how those funds are used.

**Access to Opportunity Initiatives: Jointly Assessing Economic Efficiency and Transportation Performance** – Ben Hart and Ted Knowlton
Ben Hart, Utah Governor’s Office of Economic Development (GOED) commented on the transportation planning and collaboration efforts of JPAC. Mr. Hart discussed the roll and accomplishments of the Office of Economic Development

- Grow and support Utah businesses in our rural and urban communities and encourage the innovative entrepreneurial spirit.
- Engage with industry to build strategies that maintain a diversified economy and strengthen the business supply chain.
- Expand the tourist experience of Utah’s natural and cultural wonders.
- Advance Utah’s unprecedented partnerships in industry, education and workforce development.
• Utah has received many accolades statewide and nationally, and is a leader in small business start-up.
• Utah is a prime location for businesses because of lower cost land, workforce and energy. Utah has the youngest median age in the workforce which is a benefit for future growth and infrastructure.

Ted Knowlton, Wasatch Front Regional Council (WFRC), discussed cost, workforce and infrastructure from the Unified Plan multi-agency perspective. GOED and WFRC have been exploring options on how to support economic growth. WFRC looks at transportation and economic growth for the whole region, taking into consideration the reduction of necessary travel time, better speed, and bringing growth near transportation. The only limit placed on the Economic Development Tool is data.

Shawn Seager, MountainInd AOG, discussed the need to consider an individual’s stated preference over observed behavior in regards to where they choose to commute to work, as they may prefer to travel a long distance due to personal reasons.

Nathan Lee, UDOT, commented on the fact that the free market caused the growth explosion in Utah, and said it is critical that Utah be able to balance that growth, while being proactive at the same time.

A JPAC member asked in regards to recruiting new businesses to Utah, how GOED collaborates with Economic Development Corporation of Utah (EDCUtah) and what their relationship is. Mr. Hart stated that GOED has a contractual relationship with EDCUtah as they act as an extension to their office for specific types of corporate incentives.

**Unified Plan 2019** – Shawn Seager, Julie Bjornstad, Nathan Lee
Shawn Seager stated that Utah's Unified Plan lists all the transportation projects in Utah and is a product of the collaboration of JPAC which began as the *Wasatch Front Moving Forward* document.

**a. Schedule**
The next Unified Transportation Plan update is scheduled for June 2019. The four MPO’s, DOT, and UTA are involved in putting together the plan. Each agency has a slightly different schedule, but will all arrive at the scheduled date with new financial assumptions, performance measures and project lists.
b. Performance Measures
Performance-based planning allows Utah’s transportation agencies to understand how transportation investments make the overall system perform better by meeting stated goals and objectives. This helps to ensure that taxpayer dollars are being used effectively and efficiently.

The performance measures required from the various agencies were discussed and compared. Having similar goals are beneficial for reporting purposes.

c. Financial Assumptions
The Unified Transportation Plan established a $67.5 billion dollar plan through the year 2040 listing expenditures and revenues. Andrew Gruber stated that HB362 and SB80, tax reform, already reflects in the plan. There used to be $11.3 billion deficit, but it came down to $7.3B because of gas tax reform and counties that adopted Prop 1.

Other Business
Mayor Carmen Freeman pointed out that the April 6, 2017 JPAC meeting is scheduled at the same time as the Utah League of Cities and Towns Convention in St. George. Andrew Jackson will consider relocating the JPAC meeting in April to St. George, or conducting the meeting on a different date. Additional JPAC meetings may be scheduled as needed.

Mayor Carmen Freeman motioned to adjourn the meeting.