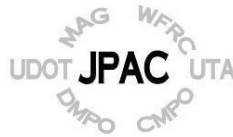


# Joint Policy Advisory Committee

MOUNTAINLAND ASSOCIATION OF GOVERNMENTS  
UTAH DEPARTMENT OF TRANSPORTATION  
DIXIE METROPOLITAN PLANNING ORGANIZATION



WASATCH FRONT REGIONAL COUNCIL  
UTAH TRANSIT AUTHORITY  
CACHE METROPOLITAN PLANNING ORGANIZATION

## MEETING AGENDA

**LOCATION: GOOGLE MEETS**

[meet.google.com/dtv-ikhn-ggb](https://meet.google.com/dtv-ikhn-ggb)

**Tuesday November 24, 2020**

**11:30 am – 1:00 pm**

Present Teri Newell, JPAC Chair, UDOT	Jenny Wilson, Salt Lake County
Alex Roy WFRC	Jory Johner
Andrew Gruber, WFRC	Karen Ashton
Andrew Jackson, WFRC	Kathryn Newman
Ben Huot, UDOT	Kyler Brower
Bert Grandberg, WFRC	LaNiece Davenport, WFRC
Beth Holbrook, UTA	Linda Hull, UDOT
Brent Marshall, Grantsville City	Michelle Larsen
Carlos Braceras, UDOT	Murial Xochimitl
Carlton Christensen, UTA	Myron Lee
Carly Lansche, Cache County	Rosie Hernandez
Clint Smith, Herriman City	Ryan Perry
Dean Cox, Dixie MPO	Shawn Seager
Hugh Van Wagenen, WFRC	Shule Bishop
Ivan Morrero, FWHA	Ted Knowlton
Jeff Gilbert, Cache MPO	Todd Beutler
Jeff Scott, Box Elder	Wendy Thomas

### **Welcome and Introductions [6:24]**

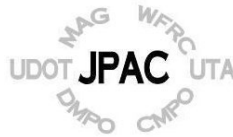
Teri Newell, Utah Department of Transportation (UDOT) Deputy Director of Planning and Investment and Joint Policy Advisory Committee (JPAC) Chair, opened the meeting and welcomed attendees. Ms. Newell informed the group there may be an additional agenda item which is the passing of the gavel to the Mountainland Association of Governments (**MAG**). Meeting began at approximately 10:36 am.

### **Approval of August 2020 Meeting Minutes [7:26 ]**

Carlton Christensen, Utah Transit Authority (UTA) Board of Trustees moved to approve the minutes of the JPAC August 7, 2020 Meeting. Carlos Braceras, Executive Director, UDOT seconded the motion. The motion passed unanimously.

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## **Access to Opportunities (ATO) Status Report [9:00]**

**Bert Granberg**, WFRC, Director of Analytics presented on ATO. Mr. Granberg provided a definition of ATO. He described how and why ATO is used in the transportation planning process and how it is aligned with Utah's goals. An example (Layton Midtown Crossing) of how ATO changed to meet Utah's goals was provided. Mr. Granberg shared information on how WFRC uses ATOs to evaluate, measure and forecast transportation needs. The presentation concluded with Mr Granberg asking if there were questions or comments (see presentation for more details).

**Comment Ted Knowlton:** [25:08] Sometimes it can seem like funds are only applied in centrally located areas. However, the transportation projects that result in the biggest increase in accessibility happen in communities that are not close to a large metropolitan area.

**Response Bert Granberg:** [26:22 ] Mr. Granberg stated that you can play to your strengths or address your weaknesses. ATOs should be a neutral concept. ATOs can focus on a specific city in a region and help guide the decision making regarding what transportation and land use to look like in a specific area.

**Comments Carlton Christensen:** [27:57] Companies looking to locate in a certain area may want to look at maps like these to factor their employees' transportation to/from work. I hope that as this model moves forward that becomes part of the economic equation.

**Comment Beth Holbrook, UTA Board of Trustees:** [30:43] Having the discussion about ATOs could be valuable when talking to the communities we serve about their future growth needs. It can help local officials define where they should value/add in land use and zoning areas. Dovetail with what is already existing and make sure we are planning for the future. Thank you, that was great. I enjoyed the presentation.

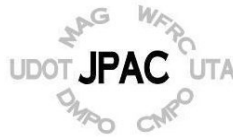
**Comment Teri Newell:** [31:38] From a UDOT perspective, when we talked about access, we were talking about driveway access or access rights. The discussion about equity, and access along/across corridors is an expansion for us. There is a need to take a holistic (beyond the car centric user) look at all the users to see how we are impeding/helping people's ATO. UDOT does its best work when it is thinking about the equity of all users, how they travel along/across our corridors, what they need to access both sides of corridors, and how that is planned. I appreciate the discussion and we need to bring a different use of the word "access" into our language.

**Andrew Gruber:** [32:52] Transportation is a means to quality of life and gives people access to things that are important. By using a method like ATO, we think about transportation as it relates to where people live, work, and shop. Not to replace considerations such as level of service, congestion, and ridership. But instead as a supplement to a broader way of thinking. JPAC is a great place to talk about utilization and broadening the thinking of transportation, work location, land use, and shared communities through tools such as ATO going forward.

There were no further comments or questions.

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## **Unified Plan Milestone Schedule [36:15]**

Ted Knowlton, WFRC, Deputy Director. Mr. Knowlton gave a brief description of the Unified Plan, its participants, goals, updates, timelines, and disruptions.

Planning for the next Unified Plan will begin in the Fall of 2021. He invited the transportation planners and elected officials from the MPOs to participate in the planning process and encouraged the use of ATO data to determine their individual transportation and land use needs. An emphasis was placed on building resilience and public involvement into the Unified Plan. He stated that the Unified Plan is possibly one of the best collaboration efforts in the nation in regard to transportation planning. Mr. Knowlton asked for questions or comments (see recording of presentation for more details).

**Comment Teri Newell:** There is a lot of work ahead. It seems like we barely finish, and it is time to start planning for the next cycle.

**Comment Carlos Braceras, UDOT, Executive Director:** Mr. Braceras asked the group to better engage the public in the decision making process when they have the most influence and not after the prioritization process has been started. Communities that see rapid growth coming at them and are concerned about how transportation will meet that growth. These communities need to come together and decide how they are going to grow and how transportation can serve how they want to grow. The more we can engage the public in developing the next long-range plan, the better the decisions are going to be.

There were no other questions or comments.

## **Prioritization Schedule Update [46:52]**

Ben Huot, UDOT, Program Development Director presented on the TIF and TTIF Prioritization schedule. UDOT has updated the TIF and TTIF Prioritization schedule based on lessons learned and feedback. He explained the updated schedule timelines. The updated schedule aligns all the different project types into a single timeframe. Ben asked for questions or comments (see updated [Prioritization Schedule](#) for more detail).

**Comment Carlton Christensen:** The updated timeline makes sense. How do local officials know what makes it on the list? How do we inform them and the public about the projects that are being considered?

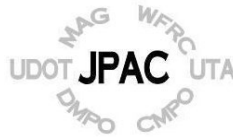
**Comment Ben Huot:** The information is published on the [Project Prioritization](#) website (<https://www.udot.utah.gov/connect/about-us/commission/project-prioritization-process/>)

**Comment Carlos Braceras:** UDOT could think about having a notification go out to the local officials when one of the milestones is coming up or passes. The push would have a link to the website and indicate what change is taking place.

**Comment Carlton Christensen:** Mr. Christensen agrees. UTA has a 5 year capital program and sends out a link to the local officials. There might be a consolidated information process with the MPOs to encourage their understanding of these processes.

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**Carlos Braceras:** How would an elected official want to get information on transportation from UDOT, UTA, and WFRC. Does an elected official want it separately or in one push?

**Carlton Christensen:** Speaking as a former elected official, it would be helpful to have a simultaneous process. Because you are never quite sure how it fits in together unless you have been around for a long time.

**Andrew Gruber:** He agrees that we should be striving to be clearer and more consistent in communications. He notes WFRC efforts for providing information on the process. Messages need to be repeated several times. He cautions to not reduce the amount of communicating, instead coordinate the communication to make sure people are being communicated with in various methods.

**Comment Shawn Seager MAG, Director of Regional Planning:** We did not pick many TIF projects last cycle. There are not new nominations this year. That puts some local governments with nominations to make behind 2 years. He encouraged UDOT to consider local government nominations of projects that might be eligible in the future. In particular, roads that may become UDOT facilities that need assistance now. Consider those on a case by case basis. He noticed the model is not scoring projects with green field development as well as projects that are currently congested. He gave an example, an overview of the challenge with a possible solution. He asked that the situation be examined as UDOT continues to make the TIF funding model better.

**Comment Teri Newell:** Ms. Newell thanked Shawn for his comments and stated that UDOT has been taking in that feedback and making adjustments to the process when possible.

**Comment Jory Johner, WFRC, Director of Long Range Planning:** Mr. Johner confirmed what Mr. Gruber stated regarding communicating with the local governments about the process. He added that local governments are putting together lists to present to the Legislature. We are reminding them about the scoring process and evaluation. Working with their local legislature is great and that will help with the conversation for potential bonding. We are working with the local governments to make sure their priorities are in line with their regions and are working with the DOT.

**Comment Ben Huot:** Mr. Huot stated that he appreciated the feedback that has been received. This meeting has provided comments that can be used to improve the process. Specifically, the suggestions to push information and the model workings.

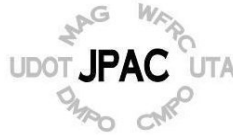
**Comment Teri Newell:** Ms. Newell appreciated the comments from Carlton and Carlos. She stated that the last year has been spent getting the process put together. Now it's time for next steps in terms of making the information regarding the process more accessible.

## Federal Infrastructure Legislation in 2021[1:04]

Andrew Gruber, WFRC, Executive Director, LaNiece Davenport, WFRC, Government Relations Manager and Linda Hull UDOT, Director of Policy Legislative Services. Mr. Gruber explained there may be an opportunity for transportation infrastructure in 2021.

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The current federal reauthorization legislation expires September 30, 2021. The federal funds Utah receives are important. Mr. Gruber explained how the federal funds are used and how the funding tends to be nonpartisan. Infrastructure, transportation infrastructure, and broadband infrastructure are on everyone's minds during the pandemic. There is an opportunity for broad support. As Utahns we have worked together to determine our highest priorities for infrastructure. Ms. Davenport presented Utah's 2020 Transportation Reauthorization Principles (**UTRP**). She noted that these funds will not replace existing funding sources but can hopefully add to them. She proposed some updates to the document. Ms. Hull added that Utah has always had a history of working together cooperatively and understanding one another's diverse needs among all of the different levels of government. The UTRP are a set of priorities we can all agree upon. She expects Congress will take action on a reauthorization next year. Be prepared to act on it.

**Comment Carlton Christensen:** Mr. Christensen agreed that the federal transportation funds are important, that Utah has a history of working collaboratively, and UTRP are still sound. He recommends the updating of the document date.

**Comment Carlos:** Mr. Braceres agrees there is momentum for an authorization bill next year. He offered a different perspective of the current political climate, obstacles to the process, and clearer definitions of the terminology being used by the federal government. He stated UDOT is still pushing forward with the advertised projects using State funds and using advanced construction techniques.

**Question Jeff Scott:** With the recent election results has anyone reached out to the two new Representatives (Moore and Owens) to get their feelings and see where they are at with infrastructure and the reauthorization?

Answer Carlton Christensen: UTA met with Blake Moore before the election and have an appointment next week with Burgess Owens. We are making an attempt to reach out to them.

Answer Carlos Braceres: That is on UDOT schedules as well.

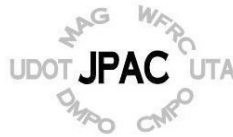
Answer Andrew Gruber: WFRC has talked to Moore and plans to speak with Owens. Mr Gruber comments that all the members of the Utah delegation recognize how important infrastructure is for Utah as one of the fastest growing states in the nation. The UTRP will make it easier for them to see what the Utah stakeholders identify as priorities.

**Question Andrew Jackson, MAG, Executive Director:** Mr. Jackson commented on the extended use of CMAC funds for operating expenses on BRT. We talked to WFRC and they are not interested in allowing the CMAC funding to be used for maintenance beyond a 3-5 year period. We are wondering what the possibility is of getting additional CMAC funds for operating expenses?

Answer Ivan Marrero, Federal Highway Administration (FHWA), Utah Division Administrator: Mr. Marrero said he would check into it and get back to Mr. Jackson. The subject has been touched on in his office, but he is not sure what the FHWA position is at this time.

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**Comment Ivan Marrero:** Mr. Marrero stated that there will be a new administration in January. There will be new leadership in USDOT and FHWA. The new people coming in will have new issues and topics that will be high on their agenda. He thanked the Metropolitan Planning Organizations (MPO), UDOT, and UTA for their work in helping get the 2021-2024 approved. He reported out on the findings during the STIP review and how the finding was fixed. Mr. Marrero congratulated Steve Call of FHWA on his promotion. His replacement will be named in the near future.

**Comment Teri Newell:** Ms. Newell extended the thanks of the group to Mr. Call.

**Question Myron Lee, Dixie MPO, Executive Director:** Mr. Lee had a question for Carlos Braceras or Linda Hull. Do you expect a monumental shift in the federal infrastructure bill that could impact Utah? Such as a federal gas tax increase?

**Answer Carlos Braceras:** Mr. Braceras stated he thinks a gas tax increase is long overdue but is a heavy lift at this time. He stated that was his best guess at this time.

**Comment Linda Hull:** Ms Hull pointed out that Congress has added \$144 billion dollars of general funds to the Highway Trust Fund since 2008. Which is a reflection that the fuel tax cannot keep up pace with inflation. I think it would be a heavy lift for them to increase the gas tax. They will have to find the revenue to pay for the programs. They could continue to supplement it with general funds, or they could find a long term solution. Ms. Hull also responded to Mr. Jackson's comment. She remembered seeing something about CMAC in the INVEST Act allowing state supported passenger rail and allowed it to go more than 3 years. She asked if Mr. Jackson has had conversations with any of our delegation about going beyond passenger rail and BRT?

**Answer Andrew Jackson:** Mr. Jackson stated who he has had conversations with. The gist of the conversations was that they did not know what to do. He has looked at getting lobbyists to help. Montana has an exemption and asked if that is what Linda was talking about. He explained the various routes that were being explored. He felt continuing the subsidy on BRT would be a better option than diesel retrofits. MAG has the studies to support their claim. He asked if there was an appetite for this among the members of JPAC? Or is this just something within the MAG boundary?

**Comment Carlos Braceras:** Mr. Braceras stated that from a UDOT perspective it aligns with one of their principles which is to have flexibility on how MPOs can spend those federal dollars.

**Comment Teri Newell:** Ms. Newell asked if that was something that needed to be put in a document for the MPO? Does there need to be action or more discussion? Where does that need to go next?

**Comment Andrew Jackson:** Mr. Jackson said he would do some more background work and present that information at the next JPAC meeting to see where we want to go with that. The FHWA will be a part of that.

**Comment Ivan Marrero:** Mr. Marrero stated we may need to call Steve Call back in. He reiterated the question was posed to Steve and headquarters. The answer was that the funds could not be used that way. The suggestion proposed by Mr. Braceras that a

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flexibility change/option in the law may be used to get you the ability to use the funds the way you want/need to use them.

**Comment Andrew Jackson:** Mr. Jackson stated that Steve has been great to work with in double checking on what we can and cannot do. Also checking on the Montana exception.

**Comment Teri Newell:** Ms. Newell stated that since MAG is in charge of the next agenda, they can appropriately add the item. Ms. Newell formally passed the gavel to Shawn Seager. Mr. Seager accepted the gavel. Ms. Newell asked the group if there was anything else they wanted covered for the meeting. She asked for a motion to adjourn the meeting.

**Andrew Gruber:** Mr. Gruber moved to adjourn the meeting.

**Beth Holbrook:** Ms. Holdbrook seconded the motion.

Unanimous vote to adjourn the meeting.