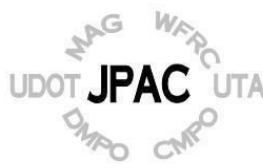


Joint Policy Advisory Committee

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



WASATCH FRONT REGIONAL COUNCIL
UTAH TRANSIT AUTHORITY
CACHE METROPOLITAN PLANNING ORGANIZATION

MEETING MINUTES

LOCATION: **GOOGLE MEETS**

<https://meet.google.com/twb-xxvb-krb>

Tuesday May 19, 2020

11:30 am – 1:00 pm

Present Teri Newell, JPAC Chair, UDOT
Andrea Olson, UDOT
Andrew Gruber, WFRC
Andrew Jackson, MAG
Ben Huot, UDOT
Beth Holbrook, UTA
Brent Marshall, Grantsville
Bridgette Mandel, FHWA
Carlos Bracerias, UDOT
Carolyn Gonot, UTA
Clint Smith, Herriman
Dean Cox, Dixie MPO
Gage Froerer, Weber County
Jenney Rees, MAG
Jim Evans, UT Transp Comm
Jim Miller, Saratoga Springs
Jory Johner, WFRC
Kent Millington, UTA
Kip Billings, WFRC
LaNiece Davenport, WFRC
Linda Hull, UDOT
Michelle Carroll, MAG
Michelle Larsen, UTA
Myron Lee, Dixie MPO
Natalie Gochmour, UT Transp Comm
Robert Allen, MAG
Shawn Seager, MAG
Ted Knowlton, WFRC
Todd Beutler, Cache MPO
Troy Walker, Draper
Zach Jacob, West Jordan

Welcome and Introductions [:06]

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. Meeting began at approximately 11:40 am.

Approval of February 6, 2020 Meeting Minutes [1:15]

Jim Evans, State Transportation Commission Region 3 moved to approve the minutes. Andrew Gruber, Wasatch Front Regional Council (WFRC) Executive Director, seconded the motion. The motion passed unanimously.

Statewide Travel Changes Due to Pandemic-UTA/UDOT

Carolyn Gonot, Utah Transit Authority (UTA) Executive Director [2:46], provided a **Service Update During COVID-19 Pandemic**.

Ms. Gonot shares UTA ridership data since the beginning of the pandemic in comparison to 2019 ridership data. She shares the safety measures UTA has taken to protect the public and

For questions, please contact Becky Lewis (UDOT) at 801-965-4026 or blewis@utah.gov

its staff during the pandemic. Details regarding the agency's plans to move forward are discussed. (See Ms. Gonot's presentation for detail regarding UTA data, safety practices, and financial information)

Ms. Gonot concludes her presentation and asks for questions.

Comment Mr. Gurber: [16:10] UTA and its employees are commended for how they navigated the pandemic. UTA has continued service and provided transportation/mobility for people who depend on it at great risk to themselves. In the short and long term, it is essential to have a robust transit system that people feel comfortable riding.

Question(s) Mr. Gurber: [17:19] What are the funding issues needed to maintain service and staff so UTA is prepared to go forward? UTA received Coronavirus Aid, Relief and Economic Security (**CARES**) Act funds and has applied for American Public Transportation Association (**APTA**). Will you provide the revenue picture UTA is looking at now?

Answer Ms. Gonot: [17:53] UTA received **CARES** Act funds and is working to stretch the funds to cover losses. Jobs are being preserved with service, overtime, and fuel cost savings. Going forward UTA feels it's in better shape to provide service than other markets. Rail will replace fabric seats with easy to clean upholstery. Cleaning products are on hand to make riders feel comfortable. UTA is working with its partners and monitoring the telecommuting market to bring back services in a measured way.

Question(s) Myron Lee, Dixie Metropolitan Planning Organization (MPO), Director: [22:09] You indicated one of your challenges is to rebuild customer confidence. How are you measuring that? Are you measuring it by ridership or surveys that show confidence?

Answer Ms. Gonot: [22:31] UTA is talking to its riders and staff. The agency will be surveying pass holders asking them if they are taking transit and what their considerations are before they return to transit. Also by surveying pass holders who have never rode and asking them what it would take for them to ride transit?

There were no other questions for Ms. Gonot.

Teri Newell [23:46] presented on the UDOT [COVID-19 Traffic Volumes Dashboard](#). She demonstrates how to navigate the website, what data is on the website, and multiple ways to view the data. UDOT wants the committee to know where it's starting to see traffic and where the tools are to view the data. (See recording regarding website navigation and the data discussed in this presentation)

Ms. Newell asked if there are any questions.

Question(s) Carlton Christensen, UTA Board of Trustees, Board Chair: [28:33] Do the last few months change UDOT's modeling? For example, Carolyn mentioned seeing some changes in the commuting population. Is UDOT looking for anything like that? Or do you plan on things coming back to a prior level?

Answer Ms. Newell: [28:59] Ms. Newell said she doesn't think there is going to be a big change in how UDOT looks into the future. UDOT wants to see people attracted back to transit. If the public isn't attracted back to transit and isn't telecommuting, there will be larger volumes on the roadways. Potentially UDOT would have to change what it looks at and forecasts. As a state and an agency UDOT looked aggressively at telework and encouraged it.

UDOT has found teleworking to be successful. If the teleworking trend continues, it would help save money on what UDOT potentially invests in the state's transportation systems.

Question Beth Holbrook UTA Board of Trustees, Representative: [30:20] Do you have the data presented based on time of day travel? Or is all of the data aggregate per day?

Answer Ms. Newell: [30:48] UDOT has the detailed data. What is portrayed on the website are daily patterns and not peak hours. Ms. Newell deferred to Carlos Braceras, UDOT Executive Director for clarification

Clarification Mr. Braceras: [31:12] UDOT has volumes by hour on any facility. UDOT is providing aggregate data on the website. He explains why UDOT was asked to start collecting the data and how UDOT is using the data to monitor the impact to its budget.

Comment Ms. Holbrook: [31:58] Thank you. I wonder if seeing a pick-up in rush hour traffic could show a correlation on the commuter side.

Response Mr. Braceras: [32:17] Rush hour peak travel is picking up. We are seeing I-215 lagging behind I-15 and I-80 for peak hour traffic.

Question(s) Kent Millington, UTA Board of Trustees Representative [32:46]: Has there been a decline in fatalities? Are you seeing a decline in tax revenue because people are not driving as much?

Answer Ms. Newell: [33:25] Unfortunately, fatalities are not down. The state is running consistent with last year's fatalities rate and overall crashes are down but the severity is up.

Question Mr. Millington: [33:49] Is that because people are going faster with less traffic?

Answer Mr. Braceras: [33:50] Yes. So far the record for the Highway Patrol in the last 90 days is 184 MPH. Speeds are up. Driving behavior has been less than ideal. Revenue will be discussed in greater detail later in the agenda.

There were no other questions for Ms. Newell or Mr. Braceras.

Emission Impacts-Kip Billings, Senior Transportation Engineer & Air Quality Analyst, WFRC. [36:30]

Mr. Billings presented on COVID traffic reductions and air quality. Decreased vehicle emissions due to traffic reductions have come during a time of year when Utah typically has its best air quality. Because of that, the reduced emissions have had only a slight impact on air quality. Additionally, vehicle emissions are only one of four contributors to Utah's air quality. (See Mr. Billings presentation for detail regarding emissions and air quality data)

Mr. Billings completed his presentation and asked if there were any questions.

Comment Jim Evans: [45:29] Mr. Evans stated that he appreciates all of the time and effort that has gone into monitoring the data trends and putting the presentations together. He hopes that the committee will study this information to make decisions in their respective groups for the future.

Comment Mr. Billings: [46:56] Mr. Billings stated that telecommuting is not the only factor in traffic reduction. The closing of stores, restaurants and employment has also decreased traffic volumes. This experience has taught us a lot. This meeting is an example of one of the things learned.

Comment Ms. Newell: [47:51] We are all learning things we didn't intend to learn. She agrees with Commissioner Evans. She adds that it is her hope we take what was learned from this and make it a positive as we come out of it.

There were no other questions or comments for Mr. Billings.

Funding/Revenue Challenges-Linda Hull, Policy and Legislative Services Director, UDOT [48:28]

Transportation Revenue Impacts [48:28]: Ms. Hull began by explaining that March 2020 is the most recent revenue information available for taxable gallons' data. A comparison of taxable gallons' revenue for FY19 and FY20 is shared. FY20 tracked slightly higher than estimated and starting on January 1, 2020, there was a 1.1 ¢ fuel tax increase. There is a more dramatic reduction in travel that occurred in April and into May. Revenue numbers will be impacted by the decreased travel for those months.

B&C and Location Option Sales Tax Revenue Losses [50:28]:

Ms. Hull shares UDOT's total distribution for FY19 and original estimate for FY20. The Executive Appropriations Committee met earlier in May. They provided a range of potential revenue impacts for the remainder of FY20. The estimated impact to the B&C budget is discussed. The committee estimates revenues will be down for the transportation fund in FY21. Ms. Hull shares UDOT's strategy for budgeting and how it has lessened the impact of the revenue losses. She encourages other agencies to consider using the same type of strategy.

TIF and TTIF Impacts [51:56]

Ms. Hull explained TIF and TTIF projects are funded by general fund revenues, fuel tax, and vehicle registration fees. Currently it is not known what will happen with general fund revenues. TIF projects are funded by cash revenue and bond proceeds. During the May special session, the legislature decided to remove a cap from a bond earlier than scheduled to allow more flexibility in managing the TIF budget. Currently there is no slowdown on bid lettings and budgets are still going out. During the June special session April numbers will be available. A more dramatic drop is anticipated due to April having an entire month of reduced travel. Figures for May will not be available until July. The budget situation will continue to evolve. As mentioned earlier traffic is starting to tick up. Over the Summer travel increases. There will be a better budget picture as the year progresses. B&C funds will be distributed under their normal time frames. (See recording for revenue details discussed in this presentation)

Ms. Hull completed her presentation. She asked Carlos Braceras if there was anything he would like to add and if there were any questions.

Comment Mr. Braceras [56:54]: Mr. Braceras briefly defined UDOT's budgeting responsibilities and explained that this year is not different than any other year. It's just a little bit more dramatic. The agency has budgeting mechanisms in place to manage drops in revenue.

Comment Mr. Gurber [58:15]: Mr. Gurber states that it's encouraging to see the statistics provided. The drop in fuel sales are not as dramatic as anticipated. Locals have been concerned about the drop, its impact on their ability to continue basic maintenance, local projects, and the ability to continue those local projects. WFRC has been in dialog with state and federal partners discussing the possibility of additional revenues being provided to help the state and locals make up for some of these losses.

Question Mr. Gruber [1:00:11]: Mr. Gruber stated Will you comment on the possibility of the state or federal government providing additional resources for transportation, for economic recovery? What do you think we should be thinking about that right now?

Answer Ms. Hull [1:01:00]: Ms. Hull framed her answer using the “great recession” as an example. She explained how the process worked during that time and emphasized that there were no new projects. Ms. Hull anticipates we may see something similar. She explains that when you talk about stimulus, you are not talking about a new list of projects, rather looking at the existing list of programs and deciding if you keep them moving.

Comment Mr. Braceras: [1:03:13] Mr. Braceras commented on transportation funding nationwide, American Association of State Highway Transportation Officials (**AASHTO**) request for backstop (not stimulus) funds from the federal government, and the Health and Economic Recovery Omnibus Emergency Solutions (**HEROES**) Act. He explains that Utah is in a good place, and he feels the State Legislature will do as Ms. Hull described earlier. The focus will stay on keeping the projects that are programmed moving forward.

Question Carlton Christensen [1:05:12]: Are TIF and TTIF projects on hold until there is more budget information?

Answer Mr. Braceras [1:05:31]: Mr. Braceras said no. The Governor’s office and Legislative leadership feel it is important to keep transportation moving forward. It is UDOT’s intent to move forward with the Transportation Commission meetings as well as move forward with the active TIF and TTIF projects. UDOT’s ability to manage the pace of the projects will be determined by the cash flow. He comments that the two most important things for UDOT are safety and a balanced budget. If there is a stimulus, Utah has teams that could deliver on more projects.

TIF and TTIF Project Recommendations-Ben Huot, Program Development Director, UDOT [1:07:23]

Mr. Huot presented on the updated TIF and TTIF project prioritization process. Mr. Huot shared the UDOT homepage and navigated to the [Transportation Commission](#) webpage. He shares where materials from the April 2020 meeting are located. He provides a brief overview of the TIF and TTIF recommendations UDOT made during the April 2020 Transportation Commission meeting. He summarized by saying the items on the lists will be discussed further at UDOT staff update meetings and will potentially ask for funding approval of the listed projects at the May 2020 Commission meeting. (See recording for details discussed in this presentation)

Mr. Huot completed his presentation. Ms. Newell asked if there are any questions on the information that was presented.

Comment Mr. Gruber [1:14:09] Mr. Gruber thanked UDOT for its time and effort in updating and building its processes to involve the partners in the prioritization process.

Comment Ms. Newell [1:14:39]: Ms. Newell mentioned that this group gets together to talk about Utah’s Unified Plan. The UDOT project prioritization uses the Unified Plan as a basis for choosing the first round of TIF and TTIF projects.

There were no other questions or comments.

Other Business Teri Newell [1:15:39]

Save the Dates: Next JPAC Meetings Aug 7 11:30am-1:30pm (Google Meets) and Nov 24 11:30am-1:30pm (Google Meets). Depending on the situation in August and November we may or may not be doing a virtual meeting. Hopefully we may get back to meeting in person and include a tour with the August meeting. Teri asked if there are any comments or suggestions for agenda items for the August meeting.

Items for August Meeting [1:16:32]:

- Update on the federal reauthorization of the gas taxes
- Update on the revenue sources for UDOT and UTA
- Results of UCAIR's survey on how COVID is affecting the workplace and transitioning back to work.
 - Updates from organizations on how they are transitioning back to work
 - More background on the Travel Wise Program

There were no other suggestions for agenda items.

Carlton Christensen made a motion to adjourn the meeting [1:18:58]. Beth Holbrook seconds the motion. All are in favor and the meeting is adjourned [1:19:21]