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 Evens, State Transportation Commission Region 3, made a motion 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 shared UTA ridership data since the beginning of the pandemic in comparison to 2019 ridership data. She shared the safety measures UTA has taken to protect the public and

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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 concluded her presentation and asked for questions.

**Comment** Mr. Gruber: [16:10] UTA and its employees are to be 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. Gruber: [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 loses. 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 ridden 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 demonstrated 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 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 encourages it.

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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 aggregate data 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 explained 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 are any questions.  

**Comment** Jim Evens: [45:29] Mr. Evens 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.  

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**Comment** Ms. Newell: [47:51] We are all learning things we didn't intend to learn. She agrees with Commissioner Evens. 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 shared 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 was 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 encouraged 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 is anything he would like to add and if there are any questions.

**Comment** Carlos 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. Gruber [58:15]: Mr. Gruber stated 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.

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**Question** Mr. Gruber [1:00:11]: 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 explained 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 explained 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 commented 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 shared where the materials from the April 2020 meeting are located. He provided 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]

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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 being doing a virtual meeting. Hopefully we may get back to meeting in person
and hopefully 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 UCARE’s survey on how COVID is effecting 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 seconded
the motion. All are in favor and the meeting is adjourned [1:19:21]

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