

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

October 19, 2011
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- Mayor Lyn Truitt, Surprise, Chair
 - # Mayor Jim Lane, Scottsdale, Vice Chair
 - F. Rockne Arnett, Citizens Transportation Oversight Committee
 - Ron Barnes, Total Transit
 - # Mayor Bob Barrett, Peoria
 - * Dave Berry, Swift Transportation
 - Jed Billings, FNF Construction
 - Councilmember Ben Cooper, Gilbert
 - Councilmember Shana Ellis, Tempe
 - Councilmember Dick Esser, Cave Creek
 - * Victor Flores, State Transportation Board
 - * Mark Killian, The Killian Company/Sunny Mesa, Inc.
 - Phil Matthews, Salt River Pima-Maricopa Indian Community
 - Mayor Jackie Meck, Buckeye
 - # Mayor Marie Lopez Rogers, Avondale
 - Garrett Newland, Macerich
 - * Mayor Elaine Scruggs, Glendale
 - * Mayor Scott Smith, Mesa
 - * Karrin Kunasek Taylor, DMB Properties
 - Councilmember Jack Sellers, Chandler
 - * Vice Mayor Thelda Williams, Phoenix
 - # Supervisor Max W. Wilson, Maricopa County
- * Not present
Participated by telephone conference call
+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Lyn Truitt at 5:00 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Jim Lane, Mayor Marie Lopez Rogers, Supervisor Max W. Wilson, and Mayor Bob Barrett participated in the meeting by telephone.

Chair Truitt requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda, and then turn in the cards to staff, who will

bring them to him. He stated that parking garage validation and transit tickets for those who used transit to attend the meeting were available from staff.

Chair Truitt noted that the previously transmitted addendum to the agenda, item #11, Salt Lake City/Utah Transit Authority Multimodal Transit System Tour, was at each place.

3. Call to the Audience

Chair Truitt stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens were requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Truitt recognized public comment from Jezz Putnam, who read a letter of concern dated September 10, 1986, from then Governor Donald Antone of the Gila River Indian Community that said the Community would like the results of the environmental impact statement prior to moving forward with any construction. Mr. Putnam stated he understood that there was going to be a vote by the Gila River Indian Community, but the cultural and environmental impacts of a South Mountain freeway are not known yet. He stated that it is the position of the Gila River Indian Community that the environmental impact statement would be the first step in the process of route selection. Mr. Putnam then spoke of a letter dated August 14, 1986, by Preston Gibson that there were no comments at that time. Mr. Putnam stated that the cultural and environmental impacts have not been disclosed at any time and he would like that to come forward.

Chair Truitt thanked Mr. Putnam for his comments. He said that based upon the regional plan developed by MAG, ADOT is working with the Federal Highway Administration and other federal and state agencies to conduct the engineering and environmental study of the proposed freeway. This Environmental Impact Statement is still being developed and is expected to be out for public review and include a public hearing early next year. Chair Truitt stated that people are encouraged to provide comments through the project hotline at 602-712-7006. He advised that input provided through the hotline will become part of the public record.

4. Approval of Consent Agenda

Chair Truitt stated that agenda items #4A, #4B, #4C, and #4D were on the consent agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Chair Smith asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Councilman Sellers moved to approve agenda item #4A, #4B, #4C, and #4D on the consent agenda. Councilman Esser seconded, and the motion carried unanimously.

4A. Approval of the September 14, 2011, Meeting Minutes

The Transportation Policy Committee, by consent, approved the September 14, 2011, meeting minutes.

4B. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the fiscal year (FY) 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The FY 2011-2015 Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified eight times with the last modification pending approval by Regional Council on July 27, 2011. Since then, there is a need to modify projects in the programs. The MAG Transportation Review Committee recommended approval on September 22, 2011, and the MAG Management Committee recommended approval on October 12, 2011.

4C. Unprogrammed Federal Transit Fund Balances

The Transportation Policy Committee, by consent, recommended approval to reprogram \$3,581,528 of 5307 and STP funds to preventive maintenance based on the fiscal year (FY) 2011 approved distribution methodology, as shown in Table 4B, and modify the 2011-2015 TIP accordingly, as shown in Table 5. As of August 2011, due to project savings and unspent funds, there was a balance of \$3,585,121 of unprogrammed federal funds: \$899,103 in 5307, \$438,000 in Congestion Mitigation and Air Quality (CMAQ), and \$2,248,018 in Surface Transportation Program (STP) funds. It is suggested to program the \$3,585,121 to Preventive Maintenance (PM) based on the currently adopted FY 2011 PM distribution methodology. Preventive Maintenance is not eligible under the CMAQ guidance, and in order to maximize the ability to use federal funds for PM, it was recommended to program \$438,000 of CMAQ funds for one of the City of Phoenix's bus purchases in exchange for \$434,407 of 5307 funds. This leaves a total of \$3,581,528 to program for PM based on the current adopted FY 2011 PM distribution methodology. The Transit Committee recommended approval on September 8, 2011, the MAG Transportation Review Committee recommended approval on September 22, 2011, and the MAG Management Committee recommended approval on October 12, 2011.

4D. FFY 2011 and 2012 Adjustments of Local Sponsored Federal Funded Projects

The Transportation Policy Committee, by consent, recommended approval of projects to be deferred from federal fiscal year (FFY) 2011 to FFY 2012 or later, approval of project changes and additions for new ADOT federal fund projects, and to amend and modify the FY 2011-2015 Transportation Improvement Program, and as appropriate, the Regional Transportation Plan 2010 Update. In preparation for FFY 2012 beginning on October 1, 2011, MAG asked member agencies to check on the status of FFY 2011 federal funded projects and review FFY 2012 federal funded

projects. MAG has been notified that some FFY 2011 federally funded CMAQ projects are not going to be authorized by September 30, 2011, the end of the federal fiscal year. The project sponsors have requested deferrals, which can be found in Table 1. Additionally, member agencies were requested to review the current FFY 2011 and FFY 2012 MAG TIP project listings for Surface Transportation Program-Transportation Enhancement Highway Safety Improvement Program, Safe Routes to School, Bridge, and STP-Railroad funded projects (ADOT federal funds) and submit changes or new projects to MAG. Project change information and requests to add new ADOT federal fund projects can be found in Table 2. The MAG Transportation Review Committee recommended approval on September 22, 2011, and the MAG Management Committee recommended approval on October 12, 2011.

5. 2011 Annual Report on the Status of the Implementation of Proposition 400

Roger Herzog, MAG Senior Project Manager, advised that state law requires that MAG issue an annual report on the status of freeway/highway, arterial street, and transit projects included in Proposition 400, and to hold a public hearing. Mr. Herzog noted that an executive summary of the key points was sent with the agenda and a copy of the full report is available on the MAG website. A public hearing on the annual report findings will be held by MAG in November at the MAG offices.

Mr. Herzog stated that at the end of fiscal year (FY) 2010, a rebalancing of costs and revenues in the life cycle programs was accomplished. He said that during FY 2011, as part of the annual program review process, revenue forecasts were updated and indicated that future revenues would be lower than had been estimated in FY 2010. Mr. Herzog summarized the projected deficits: the freeway/highway program is approximately \$453 million, the arterial streets program is approximately \$196 million, and the transit program is approximately \$581 million. He added that these projected deficits are lower than the deficits encountered in 2010. Mr. Herzog advised that work on rebalancing the freeway/highway and transit programs is anticipated through calendar 2011.

Mr. Herzog stated that in FY 2011, it was determined that a \$196.5 million reduction in the Arterial Life Cycle Program through FY 2026 would be necessary. To meet the required program reductions, MAG staff and member agencies coordinated a reprogramming effort that resulted in a fiscally balanced, FY 2012 Arterial Life Cycle Program that was approved by the Regional Council in September 2011.

Mr. Herzog stated that transportation revenue collections are projected to remain at a lower rate, and federal transportation funding remains an ongoing issue. He stated that project scope/cost updates and program adjustments, such as value engineering, will need to be pursued on a continuing basis to maintain balanced programs in all modes. He reported that the consultant, hired by the State Auditor General, is completing work on the Proposition 400 Performance Audit and the report is expected during the fall of 2011. Mr. Herzog noted that MAG is required to hold a public hearing on the audit findings within 45 days of release of the audit. He stated that the Board of Supervisors, the State Transportation Board, Regional Public Transportation Authority and the

Citizens Transportation Oversight Committee will need to make recommendations regarding the findings of the audit within 45 days of its release.

Chair Truitt thanked Mr. Herzog for his report. No questions from the Committee were noted.

6. Draft Federal Fund Programming Guidelines and Procedures

Eileen Yazzie, MAG Project Manager, reported that in 2009, the Management Committee formed the Federal Fund Working Group to discuss four issues that impact the region's ability to spend federal funds: project deferrals, project development and small and/or inexperienced member agencies, project costs, and local financial commitment.

Ms. Yazzie stated that initially, staff evaluated the local sponsored federal aid project processes of six peer MPOs – Dallas/Fort Worth, Seattle, Denver, Portland, Salt Lake City, and Atlanta. She remarked that after the evaluation, it was apparent that the MAG region was not doing much to ensure federal funds are spent and other agencies were doing a lot, such as continuous project monitoring. Ms. Yazzie stated that some organizations limit deferrals to one occurrence, or having investigative teams who make recommendations if a delayed project should be deleted or stay in the program with a later schedule.

Ms. Yazzie then addressed the revised guidelines address the local financial commitment,. Once a project has been approved for inclusion in the TIP, an agency has 11 months to make a commitment on the project by implementing the following elements: issuing a commitment letter from the jurisdiction's manager, including the project in the jurisdiction's capital improvement program, determining a project delivery schedule; showing continuous progress; and submitting a progress report every six months. Ms. Yazzie stated that if the revised guidelines are approved, the status report will be an action item on MAG committee agendas every six months to see if projects need to be moved into a different year, deferred or deleted.

Ms. Yazzie stated that a project can be deferred only one time, and the second time, if progress is not shown, the project is deleted. Ms. Yazzie advised that external factors could impact a project, such as archaeological or utility issues, and in that case, a project might be rescheduled.

Ms. Yazzie noted that the revised guidelines recommend changing the federal and local participation rate for bicycle, pedestrian, and intelligent transportation system (ITS) projects from 70 percent federal/30 percent local to the maximum federal rate of 94.3 percent federal/5.7 percent local. This would be a change in the Regional Transportation Plan (RTP) funding participation policy. Ms. Yazzie noted that in the years after the RTP was approved in 2003, there was sufficient local revenue for projects, which meant that less federal revenue would need to be applied and more projects could be funded. With the downturn in the economy, it was suggested that projects receive the maximum federal funding amount which would lessen the burden on local governments. Ms. Yazzie stated that the biggest detriment is that federal funding would, for example, go to five projects instead of seven to nine projects.

Ms. Yazzie reviewed the next steps for this item, which includes consideration by the Regional Council later this month, followed by definition of the schedule and discussion of the implementation at the technical committees. She said that this process will begin immediately and it is anticipated that the progress status reports will be brought through the committee process beginning in January 2012. Ms. Yazzie stated that this item was on the agenda to recommend approval of the draft guidelines.

Chair Truitt thanked Ms. Yazzie for her report and asked members if they had questions. None were noted.

Mr. Barnes moved to recommend approval of the Draft Federal Fund Programming Guidelines and Procedures. Councilmember Esser seconded, and the motion passed unanimously.

7. Update on the MAG Freight Transportation Framework Study

Tim Strow, MAG Transportation Planner, provided an update on the MAG Freight Transportation Framework Study. Mr. Strow stated that study is a Joint Planning Advisory Council project managed by MAG and covers Maricopa, Pinal and Pima counties. He noted that the study began in January 2011 and is anticipated to be completed by July 2012. Mr. Strow said that the goal of the Freight Framework Study is to identify and develop freight related economic development opportunities.

Mr. Strow stated that Phase One of the study is underway, a shipper survey and a commodity flow analysis have been conducted. He stated that an internet survey of 2,500 shippers and carriers was conducted to gain a better understanding of how decisions are made to move freight. Mr. Strow stated that the internet survey included questions with a focus on shippers' perceptions of the business environment in Arizona, transportation infrastructure, the possibilities of relocation, etc.

Mr. Strow stated that additional interviews in person or by telephone were conducted with 25 shippers and transportation service providers with operations in the Sun Corridor, to discuss such topics as barriers that hinder goods movement and what transportation infrastructure attracts business expansion.

Mr. Strow stated that the surveys found that transportation costs, highway capacity, and land availability, solid workforce and legislation are the Sun Corridor's strengths compared to Southern California. He noted that the respondents indicated that they will ship to Mexico from China due to the lower cost and expressed concern with the bottleneck on I-10 between Tucson and Phoenix and for border wait times at Nogales.

Mr. Strow then displayed a map of truck freight rate information collected from the North American Truck Load Rate Index, which is based on labor costs, transportation and fuel costs, and mostly by relative capacity, demand and shipper competition. He said that the data showed that a premium is paid to ship goods to the Phoenix metro area from major North American

manufacturing and transportation hubs, such as Southern California or Chicago. He noted that the average rate of a shipment by truck from Southern California to Phoenix is \$721.

Mr. Strow showed the next map of the average rate to ship exports. The average rate from Southern California to the Sun Corridor is about \$721 and the average rate to ship from the Sun Corridor to Southern California is about \$401, which shows the Sun Corridor is a major consumption area. Mr. Strow stated that this provides an opportunity for suppliers to locate to the Sun Corridor area, create jobs and put goods on the outbound trucks at a good rate.

Mr. Strow stated that a commodity flow analysis was conducted to show the type of commodities entering the Sun Corridor, the origin, and the mode used. He said that the task is to help identify subsets of current commodity flows that may offer economic development opportunities in the Sun Corridor.

Mr. Strow stated that one of Arizona's largest trading states in terms of value and weight is California, with more than 70 percent of the goods originating there, along with Texas and Washington state. He said that much of the west-east commodity flow is passing through Arizona, which could benefit mainly from the creation of trucking support services. Mr. Strow stated that some of the early study results show that a greater focus on the north-south commodity flow from Mexico is needed. He remarked that with the trend of some companies to shift sourcing from China to Mexico, the next step is to identify these products and companies and how Arizona can take advantage of that.

Mr. Strow stated that the next steps include conducting a low level commodity flow forecast, identifying key infrastructure improvements, such as Interstate 11 and the South Mountain Freeway, and their impacts, and working with the Arizona Mexico Commission on border opportunities.

Chair Truitt thanked Mr. Strow for his update and asked members if they had questions.

Mr. Arnett asked if the defense manufacturing exports were included in these numbers. Mr. Strow replied that they are classified as electronics and the study is working on separating them as defense and aerospace subsets and then matching them up with existing clusters. Mr. Arnett remarked that due to security concerns, reports on those elements probably would not be in the public domain. Mr. Strow replied that understanding what is in the container is difficult. For this project, staff have been meeting with existing freight users in the Sun Corridor to identify opportunities for them to expand.

8. Update on MAG Managed Lanes Network Development Strategy - Phase I Project

Bob Hazlett, MAG Senior Engineer, provided an update on the MAG Managed Lanes Network Development Strategy. He stated that the consultant for the project, Parsons Brinckerhoff, received the notice to proceed in July 2011, following approval by the MAG Regional Council Executive Committee. Mr. Hazlett first provided an overview of the study effort and stated that the Managed

Lanes Network Study will look at the concept of priced managed lanes or placing a toll on HOV lanes. He stated that there are four phases to the project, with the first phase underway.

Mr. Hazlett stated that the study will evaluate future HOV needs, the viability of managed lanes, and legislative and institutional requirements. He said that stakeholders includes representatives of MAG member agencies, the Arizona Department of Transportation, and the Federal Highway Administration.

Mr. Hazlett stated that managed lanes are dedicated lanes for one or more user groups. He said that HOV lanes in this region are managed lanes. Mr. Hazlett stated that managed lanes can be high-occupancy toll (HOT) lanes, express lanes, express toll lanes, or value priced lanes. He said that names and branding vary by region and reflect different strategies. Mr. Hazlett noted that there are more than 130 managed lanes facilities in the United States, and he added that once the HOV lanes on Loop 101 are completed, the MAG region will have the fourth largest managed lanes network in the country in terms of lane miles, behind Los Angeles, San Francisco, and Seattle. Mr. Hazlett remarked that the evolution of the region's freeway system since 1985 is a remarkable achievement.

Mr. Hazlett stated that 12 projects in the country currently use price managed lanes, and the Managed Lanes Network Study consultant identified where they are being contemplated. He noted that some are express toll lanes where you must stay in the lane and cannot weave in and out. Mr. Hazlett stated that one of the more ambitious projects is in the Dallas area, where Interstate 635 will be double decked. He explained that the top lanes will be the existing lanes and the bottom lanes will be managed lanes. Mr. Hazlett stated that truck-only toll roads are being considered in Atlanta and New Jersey.

Mr. Hazlett then addressed the lessons learned from SR-91 in Orange County, California, considered the granddaddy of managed lanes, constructed in 1996. He said that it was the first managed lane facility to use value pricing and the first fully automated toll facility in the United States. Mr. Hazlett stated that SR-91 is in an area with few competing routes, and it introduced the concept of variable pricing for tolls. He said that toll setting is an ongoing process; they review the data monthly and set the tolls, with a goal of keeping traffic moving. Mr. Hazlett stated that the toll amounts vary and the peak hour toll is about \$10.

Mr. Hazlett stated that SR-91 was a public-private partnership, and as a result, a lot of codicils were added that made it difficult for Orange County to do a lot of planning. He said that a buy-back by Orange County was necessary to overcome a restrictive non-compete clause contained in the lease, for example, CALTRANS could not add any lanes on nearby freeways that would compete with SR-91. Mr. Hazlett stated that SR-91 generates about \$45 million in revenues annually.

Mr. Hazlett then addressed lessons learned from Interstate 95 in Miami-Dade County, Florida. He said that the project converted 21 miles of single HOV lanes to dual HOT lanes. Mr. Hazlett stated that drivers previously could enter or leave the lanes at any time, but once the lanes were converted, drivers could enter or exit only through dedicated points. From this it was learned that a good

public relations campaign is vital to communicating changes to drivers. Mr. Hazlett stated that the improvements, however, resulted in HOV lane speeds increasing from 20 mph to 58 mph and general purpose lane speeds increasing from 15 mph to 40 mph. He noted that the facility is projected to generate approximately \$250 million in revenue over 20 years.

Mr. Hazlett reviewed lessons learned from Interstate 15 in San Diego County, California. He said that the San Diego Association of Governments and Caltrans partnered to extend and expand two reversible Interstate 15 express lanes to four reversible lanes. Mr. Hazlett stated that they not only experienced improvements to the average speed, but also were able to improve their transit system by adding bus rapid transit direct HOV ramps from park and ride lots to the HOV lanes.

Mr. Hazlett then spoke of the existing Interstate 10/Katy Freeway in Houston-Harris County, Texas. He said that the reconstruction was a public-public partnership because Houston already had tolling authority. Mr. Hazlett stated that they converted six lanes and a single reversible HOV lane with four general purpose lanes, two general purpose lanes and improvements to the frontage road. He stated that their stated goal was to provide more reliable travel times for buses and HOVs, which became more important to them than revenue generation.

Mr. Hazlett then reviewed the Interstate 35W in Minneapolis-Hennepin County, Minnesota, which is the second managed lanes facility in this region, the other being Interstate 394. He stated that Interstate 35W was in need of reconstruction but had limited right of way and budget. Mr. Hazlett stated that the project converted seven miles of HOV lanes to HOT lanes and converted three miles of shoulder to a dynamic price lane. He reported that the project introduced variable lane management, which manages speed limits on freeways in response to various situations.

Mr. Hazlett stated that options for goals and objectives have been identified by the stakeholders in meetings with the consultants. He indicated that additional technical data is needed, but when the objectives are refined, they will be brought back to the TPC. Mr. Hazlett stated that goals include improved mobility, revenue alternatives, public and political support, and improved environmental quality.

Mr. Hazlett noted that next steps in the Study include a review existing HOV capacity to complete the initial assessment and completing policy and practice white papers.

Chair Truitt thanked Mr. Hazlett for his update. No questions from the committee were noted.

11. Salt Lake City/Utah Transit Authority Multimodal Transit System Tour

This agenda item was taken out of order.

Chair Truitt called forward Marc Pearsall, MAG Transit Planner. Before the report was given, Chair Truitt expressed his appreciation to Mr. Pearsall who did a tremendous job planning the Salt Lake City/Utah Transit Authority trip. He expressed his appreciation to all of the staff for their

efforts in making this a successful trip. Chair Truitt stated that an opportunity for attendees to share their experiences on the tour would follow Mr. Pearsall's report.

Mr. Pearsall stated that on October 13-14, 2011, leaders and representatives from the MAG region attended a multimodal transit system tour of the Salt Lake City/Utah Transit Authority to gather information regarding the economic and transportation benefits of the multimodal connectivity of transit, and what makes a system successful. He said that 41 delegates from the MAG region attended the tour. Mr. Pearsall stated that the Wasatch Front Regional Council and the Utah Transit Authority were great hosts and rolled out the red carpet for the MAG visitors.

Mr. Pearsall reviewed some of the components that allowed Utah to be successful in transit. He said that the state passed statutes that allowed RDAs, CDAs, and EDAs, which allow state and cities to focus economic development and transit oriented development through real estate, improvement districts, and tax increment financing. Mr. Pearsall stated that these components are currently not available in Arizona.

Mr. Pearsall stated that one observation was the cooperation. He said that a number of charter agreements for projects on a regional level have been passed, which allowed them to prioritize projects through funding and initiatives. Mr. Pearsall stated that they have a multitude of local and regional taxes, and he added that after the initial launch to start the light rail, bus, and commuter rail systems, the voters supported an additional tax to accelerate implementation of the system from 2030 to 2015 by passing an additional quarter cent tax on top of the one cent tax they currently paid. Mr. Pearsall stated that attendees viewed two lines that opened in August and two lines under construction that are set to open in 2012 and 2013.

Mr. Pearsall stated that the operations are centralized under UTA. He reported that the region's big push toward transit began in the early 1990s, but accelerated since the Olympic Games were held there in 2002. Mr. Pearsall stated that they have consolidated planning and building under one contract, which helps expedite the paperwork process through the federal government.

Mr. Pearsall stated that under its charter, the UTA is actually a real estate broker that can own land and focus development. He stated that the UTA website is a wealth of information. Mr. Pearsall then showed photos taken on the tour, and commended Mr. Carl Swenson, City Manager of Peoria, for first presenting the idea of the tour. He described how many of the local mayors from Utah participated in the tour along the route and provided testimonials of economic development along the transit lines.

Chair Truitt acknowledged what a fabulous trip it was and was very well organized, extremely informative. He stated that it was exciting to see the many mayors demonstrating their political will to support transit, and he added that they could speak in detail, not only about projects in their own city, but all of the project along the line. Chair Truitt reported that it was quite impressive to see how a good transit system can impact economic revitalization, as occurred in the City of Ogden. He stated that it was very positive to see the projects that sprang up around the transit system. Chair

Truitt acknowledged Mr. Arnett for organizing the entertainment side trip to see the Mormon Tabernacle Choir practice.

Mr. Barnes expressed his appreciation for the great effort in organizing this very informative trip. He said that he went early in order to meet with the Chamber of Commerce there. Mr. Barnes said that he noticed their enthusiasm and that they have ten task forces, of which transportation is the largest. He added that more than 60 people attend the monthly transportation meeting. Mr. Barnes reviewed their principles: 1) Economic prosperity requires an integrated transportation system. 2) Discipline in planning of projects. 3) This is a good time to invest; investment in infrastructure yields jobs. Mr. Barnes stated that those in the transit community hold UTA to a different level. He said that UTA has received more transit awards than any other place in the country. Mr. Barnes stated that UTA has an exceptional system and the trip was a great mechanism for information sharing.

Mr. Newland echoed the compliments to staff for a well put together trip. He said that he was consistently impressed with the cooperation among cities who realized that by working together they could build this great system, how quickly they were able to pull it together and receive the support of the public and accelerate projects. Mr. Newland stated that the trip focused on economic development and the transit oriented development projects were impressive. He said that MAG can learn a lot from UTA, and the economic development program available there that is not available here is a consistent issue going forward.

Mr. Arnett stated that he enjoyed the trip very much and expressed his appreciation to staff for organizing it. He said that what impressed him was the pride of each mayor in their projects and the innovative techniques used. Mr. Arnett stated that Ogden downtown has transformed from a blighted area into an outdoor sports venue through a public private partnership mechanism. He remarked that the innovation and cooperation in this project was evident. Mr. Arnett recalled hearing that 75 percent of employees going to work downtown go by rail. He stated that the effort by the city, county and UTA for the City of Murray project to work together on the parking garage and shopping center was impressive.

Mr. Smith stated that the political alignment was a lesson learned from the trip. The Congressional delegation, the cities and a number of legislators were all on board and worked as a team. Mr. Smith stated that the MAG region probably helped pay for some of the projects because the UTA region was able to utilize federal funds that do not come to the MAG region. He said there needs to be a change in the culture to get federal funds to do projects. Mr. Smith noted that the MAG region has approximately double the population as the Salt Lake City region but it far surpassed the MAG region in the development of rail. Mr. Smith stated that this region has tried tax increment financing in the past, and after hearing how Salt Lake City region used the mechanism, it did not seem too foreboding. He said that for the tax increment financing, there needed to be political buy-in, the schools needed to be involved and in agreement, and reimbursements were based on how many jobs were created. Mr. Smith reported that one of the MAG region's city managers came from Clearfield, Utah, where they used tax increment financing. He said that he thought there are lessons to be learned on how to grow this economy using transit oriented

development. Mr. Smith thanked Mr. Pearsall for doing an outstanding job for the good of the region.

Chair Truitt thanked Mr. Pearsall again for a great job.

9. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

10. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments from the TPC were noted.

Adjournment

Councilman Sellers moved and Mr. Barnes seconded to adjourn the meeting at 5:10 p.m.

Chair

Secretary