



Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, February 21, 2024

1:00 PM

FrontLines Headquarters

Present: Vice Chair Troy Walker
2nd Vice-Chair Bob Stevenson
Council Member Neal Berube
Council Member Karen Cronin
Alternate Council Member Jon Larsen
Council Member Dirk Burton
Council Member Natalie Hall

Excused: Council Member Erin Mendenhall
Alternate Council Member Brandon Gordon
Alternate Council Member Dan Dugan

Remote: Chair Mark Johnson
Council Member Julie Fullmer

Also attending were UTA staff and interested community members. Alternate Council Member Dan Dugan attended as part of the audience, but not as a voting member for this meeting.

1. Call to Order & Opening Remarks

Vice-Chair Troy Walker welcomed attendees and called the meeting to order at 1:00 p.m. He noted he will be chairing the meeting on behalf of Chair Johnson who is excused from the meeting. Alternate Council Member Jon Larson will be filling in for Council Member Erin Mendenhall who is also excused.

Vice-Chair Walker announced this is an in-person, recorded meeting with live streaming available online. Live public comment is available in person or via Zoom.

Recognition of former council members

Former Council Members Mayor Dan Peay, Council Member Ellen Birrell, and Mayor Trent Staggs were recognized for their years of service and contribution to the council and presented with a gift of appreciation from Vice-Chair Walker. Mayor Staggs was unable to attend the meeting and will be presented his gift at another time.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Heather Barnum, UTA Chief Communications Officer, delivered a brief safety message.

4. Public Comment**In-Person/Virtual Comment**

Council Member Burton shared his appreciation for UTA providing accessible transportation following a recent injury which has limited his mobility.

Online Comment

An online public comment was received and distributed to the council for review in advance of the meeting and is included in Appendix A to these minutes.

5. Oath of Office**a. Oaths of Office: UTA Local Advisory Council**

- **Member Dirk Burton**
- **Member Natalie Hall**
- **Alternate Member Dan Dugan**

The Oath of Office was administered by Cathie Griffiths, UTA Executive Assistant to the Board Chair, to incoming UTA Local Advisory Council Members, Dirk Burton and Natalie Hall, and Alternate Council Member Dan Dugan. All three members will represent Salt Lake County.

6. Consent

- a. Approval of November 29, 2023 Local Advisory Council Meeting Minutes**
- b. Constituent and Customer Service - 2023 Annual Report**
- c. Board Policy Revisions**
 - **Board Policy 5.1 Transit Oriented Development**
 - **Board Policy 5.2 Real Property**

A motion was made by 2nd Vice-Chair Stevenson, and seconded by Council Member Cronin, to approve the consent agenda. The motion carried by unanimous vote.

7. Service Planning**a. AR2024-02-01 - Resolution Approving the Proposed UTA Moves 2050 - Long Range Transit Plan (LRTP) and Recommending Approval by the Authority's Board of Trustees**

Russ Fox, UTA Director of Planning, was joined by Alex Beim, UTA Long Range Strategic Planning Manager, Megan Waters, UTA Community Engagement Director, and Dede Murray, UTA Strategic Planner.

Mr. Fox introduced the 2023-2027 Five-Year Service Plan (FYSP) being presented to the Council for approval and recommendation for adoption by the UTA Board of Trustees. He turned the time over to Mr. Beim to provide more details on the plan.

Mr. Beim explained the purpose of the Long Range Transit Plan (LRTP) which is to respond to future needs of the local community and plan for future transit growth. The plan provides a comprehensive, system-wide vision to guide and inform UTA's future

planning.

Mr. Beim provided an overview of the plan including vision development, needs assessment, evaluation goals, vision and plan networks, concurrent plans, and the coordination of investment strategy to growth. He noted the alignment of the LRTP to the Regional Transportation Plans (RTPs) developed by Mountainland Association of Governments (MAG) and Wasatch Front Regional Council (WFRC), in addition to UTA's Strategic Plan. The plan will be updated on a 4-year cycle.

Mr. Beim noted next steps including updates to financial assumptions, ongoing public engagement, and a plan update in 2027.

Ms. Waters discussed community engagement efforts and feedback. 1,600 comments were received indicating a need for increased frequency, FrontRunner improvements and extensions, expanded coverage, and new routes.

Discussion ensued. Questions on frequency and reliability, grade crossings, funding sources and availability, plan update cycle, correlation between the LRTP and other plans including UTA's Five-Year Service Plan and the Tech Link Corridor study, and planned service in the southern Salt Lake County area and Utah county, were posed by the council and answered by staff.

Council Member Larson referred to the transit mode graphic slide and suggested this be made more readily available as an education piece to inform the public and partners on UTA's decision making. Mr. Beim agreed and stated UTA's communications team are working on making this document available to the public.

Carlton Christensen, UTA Board of Trustees Chair, inquired on the flexibility of amendments to the LRTP prior to the planned 2027 update. Mr. Beim stated they are working on a process to incorporate potential updates to the plan.

A motion was made by 2nd Vice-Chair Stevenson, and seconded by Council Member Cronin, that this resolution be approved. The motion carried by unanimous vote.

b. UTA On Demand Service Update

Hal Johnson, UTA Acting Director of Innovative Mobility Solutions, was joined by Shaina Quinn, UTA Program Manager - Innovative Mobility Solutions, to provide an update on the On Demand service.

Mr. Johnson and Ms. Quinn provided a presentation which included statistics on ridership, performance, and trip destinations. They discussed why microtransit was selected as the service of choice for various areas and reviewed On Demand expansion zones included in UTA's Five-Year Service Plan and Long-Range Transit Plan.

Discussion ensued. Questions on the replacement of On Demand in areas where fixed route transit options become available, increasing the number of vehicles and areas

served, and the speed of deployment of On Demand in a new service area, were posed by the council and answered by staff.

8. Transit Oriented Development

a. Transit-Oriented Communities Program Update

Paul Drake, UTA Director of Real Estate & Transit-Oriented Communities, was joined by Kayla Kinkead, Transit-Oriented Communities Predevelopment Manager. Ms. Kinkead provided a Station Area Plan (SAP) program status overview followed by individual project updates on plans in West Jordan City Center, Central Pointe, and Clearfield. She further touched upon plans for a future project in Springville.

Mr. Drake presented highlights, plans, and status reports relating to Transit-Oriented Development (TOD) sites including the Ogden Union Station/FrontRunner station, Clearfield FrontRunner station, Jordan Valley TRAX station, Sandy Civic Center TRAX station, and Lehi FrontRunner station. His presentation including diagrams and photos detailing phased development, and architectural renderings, including those with planned residential, commercial, and retail developments.

Discussion ensued. Council Member Berube expressed the need for accessible, affordable healthcare facilities for underserved populations in UTA's transit and TOD plans. 2nd Vice-Chair Stevenson concurred and inquired if medical facilities are being planned around some of the smaller TOD locations. Mr. Drake stated consideration is given during the development phase with the cities to provide accessible facilities which are included in the SAPs.

9. Discussion

a. Point of the Mountain Transit Project UDOT Update

Dave Hancock, UTA Chief Capital Services Officer, was joined by Josh Van Jura, UDOT Director of Trails and Transit, to provide an update on the Point of the Mountain Transit projects.

Mr. Van Jura provided a high level overview of the FrontRunner Point Improvements project which is a proposed new FrontRunner station. A potential station location, potential future double track locations, and a preliminary budget and project timeline were presented.

Chair Mark Johnson joined the meeting remotely at 2:34 p.m.

Mr. Van Jura also presented information on the Point of the Mountain Transit - Draper to Lehi project which seeks to provide high-capacity transit from Draper to Lehi. He shared project alternatives, a cost validation process, capital costs and operations and maintenance costs, anticipated mode selection, future phases and implementation, and associated timelines.

Beth Holbrook, UTA Board Trustee, suggested invites to the project public hearing be sent to council members.

2nd Vice-Chair Stevenson asked if the right of way is on the Point of the Mountain side. Mr. Van Jura responded in the affirmative stating the majority of the property is owned by UDOT.

Chair Johnson expressed concern over grading issues with the elevation for Light Rail Transit (LRT) traveling up to the Point. Mr. Van Jura acknowledged the concerns and stated additional engineering is needed to make that determination. He feels confident it can be resolved. Chair Johnson requested a copy of the analysis by distance and elevation change. Council Member Fullmer requested a copy of the analysis for LRT throughout the entire service area.

b. UTA Code Blue Alert Protocol

Dalan Taylor, UTA Chief of Police, presented a report on the Code Blue Alert and the law regulating a government entity's interactions with the unhoused community during extreme weather conditions.

The law states an alert is in place when the outside temperature drops to 15 degrees or lower for more than two hours and remains in effect for 48 hours. Chief Taylor provided information on UTA's Police Department Code Blue protocol and how regular enforcements are adjusted during an alert. This includes allowing individuals camping on vacant UTA property to be left in place and allowing unhoused individuals with no fare on transit to remain on the vehicle until they are close to a stop with a shelter nearby.

c. Open Dialogue with the Board of Trustees

Chair Christensen referred to Council Member Berube's earlier comment regarding access to medical facilities and stated access to these facilities are included in UTA's service planning.

Chair Christensen referenced Council Member Fullmer's request at the last Local Advisory Council meeting in November 2023, regarding deployment of service in the counties where sales tax is generated. He mentioned the geographic economic model used by UTA to periodically check on how service is being deployed is over 10 years old. A new model is being developed which will provide more accuracy. The 2022 results under the new model will be presented at the next Local Advisory Council meeting in May 2024, with the 2023 results available by the end of 2024.

Jay Fox, UTA Executive Director, provided an update on the Davis-Salt Lake Community Connector Bus Rapid Transit project. The Federal Transit Administration (FTA) approved the project through their Capital Investment Grants Small Starts program, and the project is now in the development phase.

Jeff Acerson, UTA Board Trustee, provided an update on Northern Utah County. He reported in the last UTA Board of Trustees meeting, approval was given for the design and implementation process for park and ride lots in Eagle Mountain and Saratoga springs. UTA is working with UDOT to identify ways to mitigate traffic issues and looking at the viability of adding a shoulder express bus lane.

2nd Vice-Chair Stevenson commented on the benefits of building cross-county working relationships such as Davis and Salt Lake on the community connector project mentioned by J. Fox.

Vice-Chair Walker noted the enthusiastic support and advocacy of transit from local legislators and expressed the importance of keeping them actively engaged in transit.

10. Council Business

a. **AR2024-02-02 - Resolution of the Local Advisory Council of the Utah Transit Authority Appointing Council Officers for the Year 2024**

Vice-Chair Walker introduced a resolution to appoint Council Officers for the Local Advisory Council for 2024. He noted the established succession of officers for 2024 as follows:

Current Vice-Chair, (Troy Walker), will move into the position of Council Chair. Current 2nd Vice-Chair, (Bob Stevenson), will move into the position of Vice-Chair. Vice-Chair Walker called for any opposition to these successions. None seen.

Vice-Chair Walker called for nominations for a new 2nd Vice-Chair.

Member Fullmer nominated Natalie Hall to the position of 2nd Vice-Chair and made a motion to approve the resolution appointing 2024 Council Officers and appoint Troy Walker to the position of Chair, Bob Stevenson to the position of Vice-Chair, and Natalie Hall to the position of 2nd Vice-Chair. The motion was seconded by Chair Johnson. The motion carried by unanimous vote.

11. Reports and Other Business

a. **Executive Director Report** - **2023 Ridership**

Mr. J. Fox reviewed 2023 ridership data by system and mode. Total system wide ridership for 2023 was 35,059,930, which is an 11.5% increase over 2022.

He mentioned the decrease in Streetcar ridership, (-14.8%), was attributed to construction in the Sugarhouse area which is now complete and ridership is expected to return to normal. UTA's Vanpool service increased by 44.7% with 1 million trips in 2023. More employers, including the local ski resorts, are utilizing this service as an efficient employee transportation option. Microtransit continues to grow with a 68% year-over-year increase across all zones and continues to shape transit options for the future.

Council Member Fullmer left the meeting at 3:10 p.m.

Vice-Chair Stevenson touched upon the importance of the FrontRunner strategic double tracking project which requires a minimum 80% capacity to be eligible for federal funding. Mr. J. Fox shared the 84% occupancy rate on FrontRunner in January 2024 and is confident numbers will continue to increase.

Trustee Holbrook thanked the council for their support and asked them to share their support of transit with stakeholders in their respective areas.

b. Audit Committee Report

Vice-Chair Walker provided a brief summary of the UTA Audit Committee meeting held on December 18, 2023. The committee discussed and approved the proposed engagement letters for the 2023 external audits and the 2024 Internal Audit Plan. Presentations were received on various audit projects and a closed session was held to discuss deployment of security personnel, devices, and systems.

c. Next Meeting: Wednesday, May 22, 2024 at 1:00 p.m.

12. Adjourn

A motion was made by Council Member Cronin, and seconded by 2nd Vice-Chair Stevenson, to adjourn the meeting. The motion carried by unanimous vote and the meeting adjourned at 3:29 p.m.

Transcribed by Hayley Mitchell
Executive Assistant to the Board
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at:
<https://www.utah.gov/pm/sitemap/notice/893043.html> for entire content.
Meeting video is accessible at: https://rideuta.granicus.com/player/clip/282?view_id=1&redirect=true

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

Troy Walker
Chair, UTA Local Advisory Council

**Appendix A
Online Comment**

From George Chapman:

Please provide higher salaries since UTA is paying Ralph Kramden (sub Walmart) type wages to bus drivers which results in turnover and lack of personnel. The result is drivers are so new that they follow the tire leasing manager's orders to stay away from the curb. Better shelters don't work if the drivers are ordered to stay away from the curb. Last few times I caught a bus, they were 3 feet into the street!

Shelters need to be bigger and the covers need to be much wider/bigger to really shield from rain/snow and reduce the ground icing that makes catching a bus difficult since UTA does less or no shoveling of bus stops.

Seating on BRTs are very uncomfortable and unsafe. Ridership is questionable long term and discourages older, mothers and mobility impaired.

Bus stops hundreds of feet from the curb discourages ridership.

COMMENTS ON LONG RANGE PLAN APPENDIX

Route 2 should be enhanced bus. I do not feel comfortable on BRT seats. School bus style seating is safer in traffic. In a crash riders will go flying. I do not sit in front seats on regular buses since they are unsafe in a crash.

FrontRunner cannot run faster without changing to electric power which would cost an unreasonable \$10 billion (using California Stadler rail project - they were not responsible for construction). UTA should plan to buy tier 4 locomotives and enter into an agreement with Stadler Rail to test fuel cell locomotives powered by Utah's plentiful natural gas or a turbine.

Note on Route 4 - UDOT plows throw snow onto bus stops and sidewalks and UTA and UDOT should address this barrier to utilize transit.

Route 200 State St should be enhanced bus NOT BRT. BRT ridership is not that great due to the requirement to walk 4 blocks. Route 200 should get 10 minute frequency with regular buses since there are a lot of ramp deployments and limited space for strollers and wheelchairs. BRT will force wheelchairs and mothers with babies to walk several blocks when they can usually walk much less. Look at long term ridership trends for BRTs. 35Max stayed at around 3200 riders a day. Look at UVX ridership.

UVX needs analysis since ridership seems to be decreasing significantly.

Route 209 is still getting complaints from Avenues residents and longtime 209 riders since it

now zig zags. That is a big turnoff. Return 209 to turn west on 200 South. And move the stations to the corner instead of hundreds of feet away. (for many routes scheduled for enhanced service - IT IS NOT ENHANCED IF RIDERS HAVE TO WALK HUNDREDS OF FEET TO GET TO ANOTHER BUS)

New Orange Line should be deprioritized until bus drivers personnel numbers are full and stable. Bus service should be more important than new rail for Research Park. Maybe in 20 years.

S-Line streetcar extension should go straight east on Sugarmont to take advantage of Wilmington/Parleys Trail to Sugar House Park which is the destination in the area (weekend ridership is higher). Trying to take the rail south on Highland will be impossible due to the Save Historic Highland group that will fight power lines destroying their view of the mountains.

Upgrade route 33 needs a better bus stop in front of the theater closer to the transfer to State St since crossing State is dangerous. The theater has plenty of wide space to put in a bus turnout even if it is in a turn lane. The bus stop should be on that block just before the turn lane.