



Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, June 1, 2022

1:00 PM

FrontLines Headquarters

Present: Council Member Karen Cronin
Council Member Leonard Call
Vice Chair Mark Johnson
2nd Vice-Chair Troy Walker
Council Member Dan Peay
Alternate Council Member Jon Larsen
Alternate Council Member Ellen Birrell
Council Member Bob Stevenson

Excused: Chair Julie Fullmer
Council Member Erin Mendenhall
Council Member Trent Staggs

Also attending were UTA Board of Trustees Chair Carlton Christensen, Trustee Beth Holbrook, and Trustee Jeff Acerson, along with UTA staff and interested community members.

OPENING BUSINESS

1. Call to Order & Opening Remarks

Vice-Chair, Mark Johnson, welcomed attendees and called the meeting to order at 1:00 p.m. Chair Julie Fullmer was excused from the meeting. He announced the format of the meeting as in-person with live viewing for the public available through the UTA Board meeting web portal. Vice-Chair Johnson welcomed the council's newest member, Davis County Commissioner, Bob Stevenson in addition to alternate council members Ellen Birrell and Jon Larsen, representing council members Trent Staggs and Erin Mendenhall. Vice-Chair Johnson invited members of the council to introduce themselves to the group.

Gratitude was extended to Council Member Karen Cronin for her service as the 2021 Local Advisory Council Chair and a gift of appreciation was presented.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Sheldon Shaw, UTA Director of Safety & Security, provided a brief safety message.

4. Public Comment

A public comment was received prior to the meeting and e-mailed to council members. These comments are attached as Appendix A of the minutes. No live public comments were received during the meeting.

5. Oath of Office**a. Oath of Office: UTA Local Advisory Council Member - Bob Stevenson**

Bob Stevenson, Davis County Commissioner, was sworn in as a UTA Local Advisory Council Member. The Oath of office was performed by Cathie Griffiths, UTA Executive Assistant to the Board Chair.

6. Consent**a. Approval of February 16, 2022 Local Advisory Council Meeting Minutes****b. Ordinance Revisions - Fare, Criminal and Trespass**

A motion to approve the consent agenda was made by 2nd Vice-Chair Walker and seconded by Council Member Call. The motion carried unanimously.

CONSULTATION WITH BOARD OF TRUSTEES**7. Transit Oriented Development Update****a. Summary of House Bill 462 - Housing Affordability and Station Area Planning**

Paul Drake, UTA Director of Real Estate and TOD, introduced Jordan Swain, UTA TOD Project Manager, and guests, Andrew Gruber and Megan Townsend from the Wasatch Front Regional Council (WFRC).

Mr. Drake referred to HB462 as transformative legislation in helping provide a solution to the housing affordability crisis in Utah. He mentioned UTA is working with several partners including the Metropolitan Planning Organizations and individual cities on Station Area Planning (SAP) and Transit-Oriented Communities (TOC).

Mr. Gruber referred to the main objective of HB462 which states all communities (cities) with fixed guide way transit stations, such as FrontRunner or Bus Rapid Transit (BRT) systems, are required to develop a Station Area Plan within a half mile radius of their stations. Plans must incorporate the key SAP objectives which include increasing housing affordability and availability, promoting sustainable conditions, enhancing access to opportunities, and increasing transportation options within their community.

Mr. Swain reviewed the purpose and vision of a Station Area Plan. Each plan should include a vision, targeted area, and an implementation/action plan. He referenced the Clearfield City plan from 2019 which broke ground a few weeks ago. When completed,

this plan will provide an enhanced, vibrant community.

Ms. Townsend provided a summary of technical assistance and funding available to assist cities in developing their Station Area Plans. These include \$5M of funding from the Governor's Office of Economic Opportunity (GOEO), local matching funds, and support from MPOs and UTA.

Members of the Council asked questions about the legislation's application to existing stations, allocation of funding, housing affordability requirements, role of developers, flexibility in land configuration, the plan approval process, and the possibility for change after a plan has been developed. Mr. Drake and staff responded and outlined the role of the Local Advisory Council in the new Station Area Plan requirements.

8. Service Update

a. Free Fare February Report

Nichol Bourdeaux, UTA Chief Planning and Engagement Officer, was joined by Russell Fox, UTA Director of Planning, to provide a report on the Free Fare February (FFF) initiative. The initiative provided free transit on all modes of transportation throughout the entire month of February. Ms. Bourdeaux recognized the generous support and funding from numerous stakeholders, including local governments, partner organizations, and local community stakeholders.

Ms. Bourdeaux provided a snapshot of ridership trends during FFF.

- Ridership increased on most modes of transit each day
- The largest increases were observed on weekends
- Saturdays saw the highest increase (58%)
- FrontRunner saw the greatest ridership increase, particularly in northern areas, such as Ogden and Farmington

Ms. Bourdeaux highlighted the results of ridership surveys distributed during FFF.

- 5,238 surveys were completed
- 95.2% of respondents were aware of the free fare during February
- Over 20% of respondents indicated they were new UTA customers
- Over 3,000 surveys provided an open-ended response
- Over 80% of the survey comments were positive

The FFF data and surveys will be used to inform UTA's planning and engagement efforts. In addition, a larger study, headed by WRFC, will be conducted over the next few months to see if fare reduction is a long-term, viable option.

The full report is available at www.rideuta.com/freefare

Council Member Cronin inquired of the cost for providing free transit services during Free Fare February. Ms. Bourdeaux responded, approximately \$2.8-3M, with \$2.3M provided by stakeholders and community partners.

b. Small Area Studies

Mr. Fox provided an outline of the Small Area Studies. The objectives of these studies include evaluating performance of current transit services and verifying if current service plans adequately meet needs of the community. In addition, developing recommendations, information sharing on UTA's Five-Year Service Plan, and obtaining input from the community are also included in each plan.

Mr. Fox proceeded to review past, current, and future studies, including:

- Northwest Utah County Transit Study
- South Davis Small Area Study
- Falcon Hill Small Area Study
- West Bench Small Area Study
- Sandy/South Jordan Circulator
- Southwest Salt Lake County
- Provo Airport/Westside

Council Member Birrell asked Mr. Fox to detail the boundaries for the Southwest Salt Lake County study. Mr. Fox responded; Daybreak, Herriman, Riverton, and Bluffdale. He mentioned the Daybreak development will play a key part of this study as Daybreak re-visit their plans.

9. Budget Consultation

a. 2022 Capital Budget Amendment

Bill Greene, UTA Chief Financial Officer, and Daniel Hofer, UTA Capital Assets and Project Controls Manager, presented a 2022 Capital Budget Amendment to the council. In addition, an amendment to the UTA five-year capital plan is being requested. The UTA Board of Trustees policy, 2.1 financial management states: "The Board of Trustees may amend or supplement the budget at any time after its adoption. Consultation with the local Advisory Council is required prior to final board action on the budget amendment."

Mr. Greene referred to the 2022 Capital Budget Amendment Summary detailing the requested \$4,200,000 amendment. This amount recognizes new congestion mitigation funding, three additional projects, and restoration of the \$5M contingency fund. A resolution will be presented for Board of Trustees approval of the amendment at the

June 22nd Board meeting. Mr. Greene opened the floor for questions. Council Member Larson thanked UTA for their funding contribution toward the 300 N pedestrian bridge.

10 Capital Projects Update

a. **AR2022-06-01 - Resolution Approving the Proposed Amendment 1 to the Authority's 2022-2026 Capital Plan and Recommending Approval by the Authority's Board of Trustees**

The Utah Public Transit District Act assigns the Local Advisory Council the responsibility to approve and recommend for adoption the Board of Trustees project development plans, including funding of all capital development projects.

Mr. Greene referred to the 5-year plan for 2022-26, adopted in Board Resolution R2021-12-06, which includes a prioritized list of projects, a description of the annual prioritization process, and projected funding on an annual and cumulative basis. The 5-year capital plan is being presented today for the council's consideration.

Mr. Hofer provided a breakdown of the three additional projects to be added to the capital program. They include a Bus Stop improvement project in Utah County (\$288,000), Station Area Planning (\$120,000), and a Fiber Rehab and Replacement project (\$750,000).

Chair Johnson opened the floor for discussion on the proposed capital projects update as presented. No questions were posed by the council members.

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

b. **UDOT Partnership on Capital Projects**

Mary DeLoretto, UTA Chief Service Development Officer, presented a report to the council on UTA's partnership with UDOT on capital projects.

HB322 includes new requirements for Transit projects with UTA and UDOT working in partnership. UDOT will have oversight and supervision for projects that are fixed guideway, increase capacity, and receive state funding. UDOT's responsibilities will include project development, planning and oversight, programming and prioritization, and preparation of a management plan.

UTA's responsibilities include coordination with UDOT on parking facilities associated with Station Area Plans, consultation on plan development, and providing UDOT \$5M a year for 15 years to facilitate the purchase of zero/low emissions rail engines and train

sets. Capital projects that have UDOT oversight will no longer require approved by the Local Advisory Council.

Ms. DeLoretto summarized the projects specified in the regulation for UDOT oversight which include the strategic double-tracking of FrontRunner and public transit facilities at Point of the Mountain. Other projects that meet the criteria for UDOT oversight are the Mid-valley BRT, S-Line Extension, and Ogden/Weber State BRT.

UTA and UDOT are working on a management plan to define how UDOT will assume management of all fixed guideway capital development projects. A draft plan will be presented to the Transportation Interim Committee by October 31, 2022. UDOT has designated a project manager, Mr. Brian Allen, who is co-located at UTA. In addition, UDOT has hired a consultant who will be holding a series of workshops for UTA and UDOT staff.

Ms. DeLoretto summarized the HB322 Associated Appropriations for transit projects awarded during this year.

- FrontRunner Strategic Double-Track \$70,000,000
- FrontRunner South - Payson to Provo (Analysis and Station Planning) \$5,000,000
- Point of the Mountain Transit \$75,000,000
- Fixed Guideway Plan Development \$250,000

Following her presentation, Ms. DeLoretto opened the floor for questions. 2nd Vice-Chair Walker commented on the generous amount of state funding for these projects. Mr. DeLoretto agreed and said UTA is very appreciative of the legislator's continued support.

Vice-Chair Johnson called for break at 2:30 p.m. The meeting reconvened at 2:45 p.m.

11. Discussion

a. Annual Safety and Security Update

Cherryl Beveridge, UTA Acting Chief Operating Officer, introduced Dalan Taylor, UTA Acting Police Chief, to present the UTA's annual report on safety and security.

Chief Taylor provided the council with an overview of the UTA Police Department staffing, 2020/2021 statistics, local coordination, key events, and emergency management incidents and activities.

The UTA Police Department has 85.5 full-time employees located in Salt Lake, Utah, Tooele, Davis, Weber and Box Elder Counties. Chief Taylor and his staff attend regular

collaboration meetings with other departments and agencies in each municipality in addition to special meetings relating to situations or intelligence.

Arrest diversion is key in identifying alternative ways to assist non-violent individuals. There are several agencies, including the Volunteers of America, Other Side Academy, Food and Care Coalition, Wasatch Mental Health and Davis County Diversion Center who provide support and assistance to non-violent individuals to address their immediate needs.

Emergency Management 2020/2021: There were no Level 1 Activations. Level 2 Activations included on-going COVID-19 response, monitoring capital riots, and University of Utah Football games. The department participated in Utah State Emergency Team Drills and key plans including Emergency preparedness, Emergency Operations and Continuity of Operations were reviewed and updated.

Key highlights:

- UTA PD was a co-lead on officer involved shooting investigations in Salt Lake City and West Jordan.
- Provided support to partner agencies on several incidents including officer involved shootings in Taylorsville and West Jordan.
- Arrested a shooting suspect for West Valley City.
- Located a runaway from American Fork.
- Located a missing special needs child for Lindon PD.
- Identified and arrested a BYU and University of Utah theft suspect.
- Arrested a theft suspect for Provo PD.
- Participated in multi-agency major investigation team (fatal accident in Ogden).
- Utilized UTA Bomb/Firearms dogs to assist partner agencies including locating firearms used in crimes in Davis County.
- Provided various trainings to staff including De-Escalation, Advanced First Aid, and Domestic Violence Investigation.

Following his report, Chief Taylor opened the floor for questions. Questions were posed by the council regarding dispatching and staffing levels. Chief Taylor stated the UTA PD has their own dispatch system within UTA. Chief Taylor also explained UTA has a separate retirement system from the state with most recruits joining from other agencies across the Wasatch front. These individuals often have many years of experience in law enforcement which makes them extremely valuable to UTA.

b. Open Dialogue with the Board of Trustees

Vice-Chair Johnson yielded the floor to UTA Board of Trustees and Local Advisory Council Members for open dialogue. Carlton Christensen, UTA Board Chair, referred to the earlier discussion on the local planning process and emphasized the desire for input and community engagement towards UTA's planning efforts. This input will assist UTA as they develop plans to meet the needs of the communities.

Council Member Birrell expressed a desire to learn more about the plans in mid valley and other areas. She mentioned the need for additional modes of transport to compliment transit, including E-bikes. She added that reducing traffic, providing more transit alternatives with faster and more direct routes, in addition to a safe place for commuters to leave their bikes and vehicles, are important considerations.

2nd Vice-Chair Walker inquired on the status of the double-tracking project. Ms. DeLoretto explained the goal is to provide daily 15 and 30-minute headway on FrontRunner services. Nine double-tracking locations have been identified and are in the planning and design stage. UDOT will take the lead on this project and several contracts have been approved for work on the design phase. Additional discussion ensued concerning double-tracking and the Environmental Impact Statement (EIS).

Alternate Council Member Larson notified the council of the Salt Lake City Transportation Division's plans to upgrade bus stops within the city with a strong focus on ADA-compliant bus stops. Chair Christensen added, UTA has adopted a bus stop master plan to prioritize the upgrade of stops. Approximately \$2M in funding has been allocated for this project in addition to grant money received for Utah County.

Trustee Beth Holbrook announced UTA's support of the annual Hill Air Force Base Airshow on June 25 and 26. FrontRunner services will be available on both days, including Sunday. UTA buses will run from Clearfield FrontRunner station every 15 minutes to transport passengers to the show.

Trustee Holbrook extended gratitude to council member Karen Cronin for her service as Chair of the Local Advisory Council this past year and for all the work she dedicates within the community.

REPORTS AND OTHER BUSINESS

12. Reports

- a. Executive Director Report**
 - **Grants Update**
 - **Ridership Report**

Ms. DeLoretto, in the absence of Jay Fox, UTA Executive Director, shared two reports with the council.

Before the two reports were presented, Ms. DeLoretto shared some exciting news on a unique partnership with The Republic of Korea Ministry of Land Infrastructure and Transport. The Republic of South Korea, who has world-class expertise in high-speed trains, are looking to pursue light rail technology to connect to inner suburbs in their major cities. They have sought expertise from various transportation agencies in the United States and following an inquiry to Senator Mitt Romney's office, they were introduced to UTA. Following several discussions over the past year, a memorandum of agreement has been finalized for a collaborative partnership with UTA sharing expertise of light rail implementation including a technology exchange and operator training.

Grants Update

Ms. DeLoretto was joined by Patti Garver, UTA Manager - Environmental & Grant Services, who provided a status update on grant awards, grant applications, and pending grant submissions for the second quarter.

Discretionary grants selected for award:

- TTIF - 5600 W/Westside Express Bus (\$20.5M)

Grant applications submitted:

- USDOT RAISE Capital - 5600 W/Westside Express Bus (\$16.4M)
- FTA Low & No Emission - 20 Electric Buses + Charging (\$17.17M)
- FTA Bus & Bus Facilities - Transit Technical Education Center (\$3.76M)

Grant submittals outstanding:

- FTA Areas of Persistent Poverty - Paratransit Forward (\$386K)
- FRA CRISI - Sharp Tintic Connection (\$5.1M)
- FTA Route Planning Restoration - Equity Index Study (\$300K)

Ridership Report

Ms. DeLoretto handed the time over to Ms. Beveridge, to present the ridership report. Ms. Beveridge invited Lorin Simpson, UTA Regional General Manager - Salt Lake Business Unit; and Michelle Wallace, UTA Acting Regional General Manager - Mt. Ogden Business Unit to assist in presenting the ridership report.

The following information was presented:

- Year-to-year January through April ridership totals, including totals by mode
- UTA On Demand micro transit year-to-date comparison between 2021 and 2022
- Fixed route bus ridership comparison of 2019, 2021, and 2022

- Light rail ridership comparison of 2019, 2021, and 2022
- Commuter rail ridership comparison of 2019, 2021, and 2022
- Ski bus ridership for the 2021-2022 season, including totals by business unit (Mt. Ogden, Salt Lake, and Timpanogos)

Ms. Beveridge indicated ridership is trending upward on all transit modes. She noted rider travel patterns have changed substantially due to the pandemic. May 2022 saw the highest number of riders using UTA on Demand - over 250,000 rides were provided.

Council Member Birrell asked how many days were affected by traffic congestion or weather-related incidents that caused significant delays to the ski service. Mr. Simpson responded at least a dozen. He added, UTA is working with various stakeholders including the local cities, UDOT and police departments to find a solution. In coordination with the local police department, after a canyon closure, a request was made to provide an escort for UTA ski buses around the traffic when canyons re-open. This allows the buses to reach the canyon first and save up to an hour's wait for those passengers. Further discussion ensued.

b. Audit Committee Report

Vice-Chair Johnson provided a brief report from the UTA audit committee meeting held on April 18, 2022. Items discussed during the meeting included the 2022 internal audit plan, findings from the last audit, data analytics and data discovery, IT controls, and procedures for capital accounting.

13. Other Business

- a. Next Meeting: Wednesday, September 7, 2022 at 1:00 p.m.

14. Adjourn

A motion was made by Council Member Cronin, seconded by 2nd Vice-Chair Walker, to adjourn the meeting. The motion carried by unanimous vote. Meeting adjourned at 3:43 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, audio, or video located at <https://www.utah.gov/pm/sitemap/notice/758755.html> for entire content.

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

Approved Date:

Julie Fullmer
Chair, Local Advisory Council

Appendix A**From George Chapman:**

Free Fare February reality check: The results show failure to increase ridership above what the standard fare elasticities predict for 50% fare reduction (20%). It is arguably due to the transit system being used as a mobile homeless shelter during the coldest month of the year. Other turnoffs were bus drivers ordered to stay 1-4 feet from the curb (by tire leasing manager) and covered windows that make it impossible to see rider stops at night (and studies show clean windows are the second biggest reason for riding buses). Consideration of a \$1 fare would provide better results.

The one good result is Saturday FrontRunner showed that families were using it which IS a goodwill generating effort that should be expanded to one Saturday a month to encourage transit use. Trying it on weekdays would fill up the parking lots and discourage ridership since the UTA parking lots before the pandemic were full before 8AM. No parking at stations are a big reason that people don't ride transit.

Tier 4 locomotives versus \$9 billion electrification of FrontRunner: Although UTA is refurbishing their 17 locomotives to Tier 2, for less than \$100 million, UTA can buy 17 Tier 4 locomotives! That is much more financially responsible than pushing for electrification of FrontRunner with less than 10,000 riders a day. Realistic estimates approach \$9 billion!!

August change day DID NOT provide appropriate public outreach: Although I complained to UTA about lack of public outreach for the significant bus changes in August, UTA still insisted that 30 days of public comment were respectful. Community councils NEED 45 plus days to put items on the agenda. I go to a lot of community councils and I don't remember any UTA or City presentation on these changes before the comment deadline! The SLC Avenues will be impacted with removal of desperately needed parking (for new bus stops), significant noise (starting up a hill from a stop is VERY noisy), and school kids that depended on the bus routes will be inconvenienced.

I realize that UTA is desperate for drivers and bus stop servicing personnel but trying to reduce drivers needed in a way that makes transit less convenient is wrong. Who wants to ride a bus when the bus stop is an ice dam.

Thank you for realizing the 900 East bus stops between I80 and 27th South were non-ADA compliant. It took a year for a mickie mouse fix. The rocks shouldn't have had such priority. I still don't think that the bus stop is ADA compliant but at least a small wheelchair or walker can get to the curb.