Minutes of the Regular Meeting of the Local Advisory Council of the Utah Transit Authority held remotely via phone or video conference and broadcast live for the public via YouTube May 27, 2020

UTA Local Advisory Council Members Present:

Troy Walker
Robert Hale
Erik Craythrone
Leonard Call
Karen Cronin
Clint Smith
Erin Mendenhall
Jeff Acerson
Julie Fullmer

Also attending were members of UTA staff and outside presenters.

Call to Order & Opening Remarks

Chair Walker welcomed attendees and called the meeting to order at 1:00 p.m., noting that this is an all remote electronic meeting as allowed through the Governor's Executive Order due to the COVID-19 pandemic. Chair Walker stated that public comment was solicited through email and phone. Comment received was distributed to the council for review prior to the meeting and is appended to these minutes.

Safety First Minute

Chair Walker yielded the floor to Sheldon Shaw, UTA Director of Safety and Security, for a brief safety message.

Consent

A motion to approve the February 19, 2020 Advisory Council Meeting Minutes was made by Member Smith and seconded by Member Cronin. The motion carried unanimously.

Board of Trustees Report

Carlton Christensen, UTA Board of Trustees Chair, provided an update to the Council on three key topics: 1) Strategic Development of Future Transit Opportunities, 2) Onboard and Benchmark Surveys, and 3) Updates to State and Local Officials. He informed the council that UTA has several projects that need preliminary work done so they can be "shovel ready." The board is supportive of advancing the preliminary work to be in a better place for moving projects forward.

Next, Chair Christensen reported on the recent results of UTA's OnBoard and Benchmark Surveys. These customer opinion surveys are conducted to gauge the public's general opinion of the agency, perception of services, and why people ride or do not ride. It was found that about two-thirds of respondents

report a favorable opinion of the agency, and public perception of bus service was at the highest level in the past four years. The surveys determined that more than half of UTA riders earn less than $40,000 per year; riders earning less than $10,000 grew by 7% since 2015. More than half of UTA riders have no other option for transportation. Over three-fourths of UTA riders walk to access the UTA system.

Finally, Chair Christensen reported that the board of trustees is preparing to present updates, including our Coronavirus safety protocols and recovery plans, to State and Local Officials.

Chair Walker solicited questions from the Council. He started by asking if these surveys were the first time UTA has gathered economic information on our riders. Carolyn Gonot, UTA Executive Director, replied that typically OnBoard surveys do ask about demographics of riders. Member Mendenhall inquired about the capital projects being considered and whether UTA will be reaching out to cities and counties about those opportunities. Chair Christensen replied that preliminary work is currently being done on several projects that are close to becoming shovel ready within the year with the hope of capitalizing on federal or other recovery dollars. He also commented that UTA follows the Regional Transportation Plan developed by our MPOs and communities. Suggestions from the community are welcome. Member Smith asked about the impact of the pandemic on those who solely use transit and how UTA is monitoring that impact. Chair Christensen replied that a special survey is being conducted now to gauge the COVID 19 impact on riders. Ridership levels are monitored daily to inform service plans moving forward. Member Cronin asked if the survey information is broken out by location. Chair Christensen stated that staff can look into what geographic information is available.

Member Mendenhall left the meeting at 1:13.

Agency Report and Service Update

Carolyn Gonot, UTA Executive Director, gave a presentation on the service modifications implemented in March due to the coronavirus pandemic. Eddy Cummins, UTA Chief Operating Officer, and Lorin Simpson, Regional General Manager, Salt Lake Business Unit, reported on the COVID-19 task force, which has been established to monitor federal, state, and local guidance, and to review best practices, share information, and make decisions.

Mr. Cumins gave an update on ridership statistics since March and current safety measures that are being taken.
Mr. Simpson reported that recovery team focus areas are to regain ridership, ensure short- and long-term financial stability, and rebuild community confidence. Strategies will be implemented mirroring the state's recovery plan.

Member Mendenhall returned at 1:34 p.m.

Safety and Security Report - Utah State Safety Oversight Program Report

Sheldon Shaw, UTA Director of Safety and Security, introduced Jim Golden, UDOT State Safety and Oversight Program Manager. Mr. Golden gave a review of the State Safety Oversight (SSO) program. UDOT conducted their annual SSO review of UTA in September 2019. Two of three findings from the audit are closed. The third finding is currently being reviewed and should be closed after the review. The 2019-20 safety plan for UTA has been completed and approved ahead of the July deadline. In 2019 FTA conducted its triennial audit. Few to no findings are expected from that audit.

Budget and Finance Consultation

Bob Biles, UTA Chief Financial Officer, explained that since the 2020 budget amendment number one, changes have occurred which necessitate additional amendments to the operating and capital budgets. Proposed operating budget changes include additional revenue from a UDOT pass through grant, expenses for paratransit services and operations support, transfers from operations contingency, and a transfer to capital contingency. Mr. Biles explained that Coronavirus Aid, Relief, and Economic Security (CARES) Act Funding will replace revenue loss via operating and capital expense drawdown. Up to $10 million may be used for capital projects. Proposed changes to the capital budget include 2019 capital projects carryforward, project reductions, FrontRunner and light rail state of good repair (SGR) projects, new projects, and reallocations. Proposed capital budget changes total $27,826,400, bringing the new capital budget to $223,860,400 after proposed amendment two. The budget amendment will go to the board on June 3rd for formal adoption. Mr. Biles requested consultation feedback from advisory council members.

Chair Walker asked if the delay in the projects mentioned was due to the shut-down from COVID-19. Mr. Biles responded that timing of the projects has changed due to other factors. No further questions were raised by the council.

Capital Development Projects Consultation

Mary DeLoretto, UTA Chief Service Development Officer, reported that capital projects include all new construction, state of good repair, facilities maintenance, vehicles, information technology, safety/security, and equipment over $25,000. Last year a five-year plan was prepared which started in 2020. Ms. DeLoretto stated the purpose of a five-year plan, and gave an update on carry over and schedule projections; current and future capital projects, including new construction and state of good repair; potential future transit opportunities; and the status of capital project grant funding opportunities.

Member Hale stated he is pleased with the progress of capital development projects. No further questions or comments were raised by the council.

Transit Oriented Development Consultation

Paul Drake, UTA Director of Real Estate and TOD, gave a brief background of the TOD program and summarized recent changes to the governing legislation. The Senate passed SB150, which eliminates the limit on UTA-involved TODs. Relevant municipalities are required to perform Station Area Plans and be compliant with moderate income housing requirements. Mr. Drake addressed questions regarding projects to pursue, prioritization of new projects, criteria for project readiness, and allocation of limited resources. Constraints on the TOD program and the status of current TOD efforts were also discussed.

Chair Walker asked for clarification on what a cost benefit analysis would mean for UTA. Mr. Drake responded that the cost benefit analysis is defined in statute and includes elements such as ridership, monetary benefit, improvement to existing transit system, and effect on regional planning efforts. The analysis is conducted for each project and will be presented to the board before moving forward. Chair Walker asked if the economic benefit is the same as it has been in the past or if it is looking more closely

at benefits in the system and ridership. Mr. Drake responded that there is still an economic benefit, not just for UTA but the community as well.

Mr. Drake asked what information regarding TOD projects, and Station Area Plans in particular, the council would like to see moving forward. Member Cronin suggested ranking projects by level of impact. Member Hale suggested including a calendar so local governments and community partners can make plans for the projects. Mr. Drake responded that there is currently a community engagement component that will be kept in place. Chair Walker emphasized the need for projects to provide opportunities that allows people to drive much less near TODs, specifically highlighting use of the transit system for recreation and education purposes. Member Mendenhall mentioned growth projections and suggested using WFRC tools to look at layers of need and growth, including paying attention to air quality. Member Smith suggested that a TOD ready site would fall in line with individual jurisdictions' zoning and land use plans. He suggested working closely with local municipalities to make sure aspects of land use are in place to make projects happen. Chair Walker suggested clearly stating criteria for communities to know what is needed for a project to move forward. Member Mendenhall would like staff to create a scoring card to measure the criteria suggested by council members. Mr. Drake suggested discussing, at a future date, a rubric for analyzing and scoring station area plans that is already in place. Chair Walker asked for another meeting for this discussion.

Mr. Drake also briefly discussed some possible effects of COVID-19 on transit oriented development.

Other Business

The next meeting of the advisory council will be September 16, 2020 at 1:00 p.m. Chair Walker proposed a meeting prior to September to discuss the rubric for scoring of TOD projects. Ms. Gonot suggested August to allow staff time to prepare and suggested a workshop format. Members Fullmer, Smith, Hale, and Acerson agreed.

Adjournment

The meeting was adjourned at 2:20 p.m. with a motion by Member Mendenhall, second by Member Fullmer, and a unanimous vote in favor.

Transcribed by Stephanie Withers
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This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials and audio located at
https://www.utah.gov/pmn/sitemap/notice/606939.html *for entire content.*
This document along with the digital recording constitute the official minutes of this meeting

Online Public Comment
to the
Local Advisory Council of the Utah Transit Authority (UTA)
on
May 27, 2020

Received May 26, 2020 from George Chapman:

Comments to UTA Advisory Board

$20 a rider subsidy for SW transit/VIA is not sustainable.
$1000 a rider on FrontRunner is not sustainable (after 8pm).
Telling bus drivers to stay 1-4 feet from the curb while raising the curb 6 inches does not make sense.
Bus stop detour signs should make sense (closing the bus stop in 2016 for another route!) especially when the bus does not detour.
Asking drivers to accept cash and interface with riders and give transfers should be dispensed with during this pandemic.
Asking if citizens want a Lehi-Draper rail should not be on the table until FrontRunner and transit ridership is much higher.
UTA should not be asking for federal funds for the Pt of the Mountain EIS (assuming rail!).
Removing bus stops (in SLC) and making riders walk further is going to decrease ridership. There is a reason SLC puts in crosswalks mid-block - people won't walk more than 1/2 block!
Please follow the audit recommendations and increase bus service before more projects.

I would like to speak if possible during public comment