



Minutes of the Regular Meeting of the
Local Advisory Council of the Utah Transit Authority

Wednesday, February 17, 2021, 1:00 p.m.
held remotely via phone or video conference
and broadcast live for the public via YouTube

UTA Local Advisory Council Members Participating:

Karen Cronin, Chair
Clint Smith, First Vice-Chair
Julie Fullmer, Second Vice-Chair
Leonard Call
Erik Craythorne
Robert Hale
Mark Johnson
Erin Mendenhall
Troy Walker

UTA Board of Trustees members were present. Also attending were members of UTA staff and members of the public.

Call to Order & Opening Remarks. Member Clint Smith welcomed attendees and called the meeting to order at 1:16 p.m., noting that this is an all-remote meeting as allowed through UTAH CODE § 52-4-207(4) due to the COVID-19 pandemic. The complete electronic meeting determination statement was read by Jana Ostler, UTA Board Manager, and is included as Appendix A to these minutes.

Member Smith expressed gratitude to Troy Walker for his service as Chair of the Local Advisory Council in 2020 and welcomed Mark Johnson as a new member of the council.

Members of the council took a few minutes to introduce themselves.

Safety First Minute. Ron Kendell, UTA Video Security Administrator, gave a brief safety message.

Oath of Office. The oath of office was administered to Mark Johnson, Utah County Council of Governments (COG) appointee, by Notary Public Stephanie Withers.

Public Comment. George Chapman gave comments on imminent domain, double-tracking, BRT buses, and security.

Chair Karen Cronin joined the meeting at 1:29 and Member Smith turned the meeting over to Chair Cronin.

Consent. Approval of November 18, 2020 Advisory Council Meeting Minutes.

A motion to approve the November 18, 2020 Advisory Council Meeting Minutes was made by Member Smith with a second by Member Erin Mendenhall. The motion carried unanimously.

Consultation with Board of Trustees. UTA Board of Trustees Chair, Carlton Christensen introduced Trustee Jeff Acerson and Trustee Beth Holbrook and made short remarks.

Capital Development Update. Mary DeLoretto, UTA Chief Service Development Officer, informed the council that four projects would be presented and then turned the time over to Manjeet Ranu, UTA Director of Capital Projects.

Ogden/Weber State University Bus Rapid Transit (BRT). Mr. Ranu gave an overview of the Ogden/Weber BRT project, noting that it runs on a 5.3-mile corridor with 13 stations and 11 electric buses in the Mount Ogden Business Unit, which will be expanded to accommodate the electric buses. There will be an anticipated 2,500 riders per day on the route with an additional 5,500 riders coming from the WSU shuttle.

The total project cost is \$120,497,000, with \$42,174,000 coming from local funds and \$78,323,000 anticipated to come from the FTA 5309 Capital Investment Grant Small Starts Program.

An update on the status of the project was given showing that right of way acquisitions have begun, an electric bus company has been selected, the design is complete, the contractor has begun early utility work, and UTA has received approval to begin full construction in March 2021 prior to finalizing the grant agreement (expected in the summer of 2021).

The project schedule anticipates that the WSU construction will be substantially complete by the summer of 2022, the WSU shuttle will be operational by late 2022, the Harrison Blvd. construction will substantially be completed by the summer of 2023, the full route will be operational by late 2023, and the grant revenue will be ready by April 2024.

Point of the Mountain Locally Preferred Alternative (LPA). Mr. Ranu gave an overview of the transit study. The project's purpose is to provide a high-capacity transit connection between southern Salt Lake County and northern Utah County with a collaborative process between UTA, UDOT, MAG, WFRC, Sandy City, Draper City, South Jordan City, Bluffdale City, and Lehi City.

A key differentiator between the LPA, a "gold standard" BRT, and the rail alternative is a cost difference, with \$300-450 million for BRT and \$450-650 million for rail. The construction and operation of the BRT is less complex, but both rail and BRT development are helped by the largely undeveloped corridor that will be used. The timing and implementation of the BRT is favorable in that BRT's lower cost and reduced complexity may make it faster to implement, depending on funding availability. The cost/ridership related transit integration into Lehi shows that BRT has a lower cost to add, with greater flexibility, with increased ridership, where Rail has a higher cost to add, with increased ridership.

The key similarity findings of the transit study show that the land use and economic development of both options have good results tied to high-quality investment. Ridership

shows to be similar based on the modeling from WFRC. There are minor differences influenced by mode transfer in Lehi between Point of the Mountain and the central corridor. There is room for both modes to have improvement given the future population and employment in the corridor.

Next steps for this project include presenting and adopting resolutions through city council meetings, making MPO regional transportation plan amendments, presenting the plan for UTA Advisory Council adoption, presenting for UTA Board of Trustees adoption, and securing additional funding for the environmental study.

Depot District Clean Fuels Tech Center. Mr. Ranu informed the council that the demolition and abatement phase is completed. Phase two has begun which includes construction of the Wash Building, fueling island, and west parking lot. Phase 3 is also underway and includes construction of the maintenance building, administration/operations building, and site work. Remaining phases for the bus canopies, electric bus charging stations, and solar elements are scheduled for 2022.

FrontRunner Double Tracking – Northern Utah County. Ms. DeLoretto reported that the final design is completed, the long lead materials have been purchased, UDOT is waiting for a response from the Corps of Engineers on the 404 permit, UDOT is nearing completion of obtaining all construction easements, and UTA is waiting for revised plans from the developer for roadway, bus stops, and parking facilities for the station. This project is scheduled to be completed in late 2021.

Chair Cronin asked a question about city council meetings and adoptions. Mr. Ranu responded.

FrontRunner Forward Program Update. Ms. Gonot gave a brief explanation of the program and then turned the time over to Mr. Ranu. Mr. Ranu gave background on the program, noting that FrontRunner is a vital transportation backbone for the Wasatch Front, there is additional investment that has been studied and contemplated in the plans by the MPOs, it supports economic development and access to opportunity, UTA's service area is forecasted to double in population, and there is a strong interest by the State in making improvements.

FrontRunner objectives include more frequent service, an increase in capacity, increased reliability, exploring skip-stop operations, and faster trains. Regional objectives for FrontRunner service provide additional options for connecting jobs and employees, supporting real estate and economic development, reducing congestion on the I-15 corridor, improving air quality, enhancing safety, and looking towards a future of statewide rail for passengers.

The vision for FrontRunner gives a conceptual framework that guides the approach to preparing a strategy and work program for growing FrontRunner capacity. It also gives a high-level synopsis of the overall program based on the business plan and is useful for communicating what UTA and project partners are seeking to accomplish to grow the capacity and reliability of FrontRunner.

A multifaceted strategy has been prepared for FrontRunner which includes program management, strategic business plan and engagement, on-call operations planning and simulation assistance, a project implementation plan, environmental review and design, and construction projects. Mr. Ranu touched on the next steps for the FrontRunner business strategy.

Funding requests for this program include double tracking, station improvements, and additional vehicles. The estimated cost is \$350 million. The benefits to these early projects include an increased peak hour frequency to 15 minutes at key stations, a reduced travel time on express trains, and peak hour trains and seating capacity will grow from 8 cars to 14 cars.

The Council asked questions about funding, schedules, frequency, and end goals. Mr. Ranu responded. Discussion ensued.

Legislative Update. Shule Bishop, UTA Government Relations Director, gave an update on FrontRunner funding and the Depot District appropriation, and highlighted other bills of note.

Chair Cronin asked if there were any legislative concerns. Mr. Bishop responded. Discussion ensued.

Break. Chair Cronin called for a break at 2:24 p.m. The meeting resumed at 2:35 p.m.

Service Plan Consultation and Resolution.

AR 2021-02-01 Resolution Approving the Proposed 2021-2025 Service Plan and Recommending Approval by the Authority's Board of Trustees. Laura Hanson, UTA Director of Planning, gave a review of the 5-Year Service Plan draft. Goals of the 5-Year Plan are to increase ridership, strengthen customer confidence, and align service with resources. Implementation is anticipated to begin in 2022. The guiding framework for the plan consists of service choices, system-wide planning, core route network, all-day service, expanded hours, new technologies, and new projects. The UTA 5-Year Service Plan presents a series of service change concepts. Ms. Hanson presented projected plans for each county.

The vision of the plan overall focuses on expanded rail service, expanded bus service, a cleaner fleet, and many studies and projects that are currently underway.

Ms. Hanson reviewed where the stakeholder outreach has happened to provide stakeholders with information on the plan.

The Council did not have any questions. Chair Carlton Christensen expressed thanks for feedback from the communities on the plan. Discussion ensued.

Member Mendenhall moved to approve resolution AR2021-02-01. Member Robert Hale seconded the motion, and all voted in favor.

Coordinated Mobility and Constituent Services Report. Ryan Taylor, UTA Special Services General Manager, presented information on what Coordinated Mobility is. UTA Coordinated Mobility's emphasis is on aging adults and people with disabilities. It coordinates a variety of services, provides funding through FTA 5310 funds, delivers technology resources, and provides travel training. Coordinated Mobility works with local coordinating councils to develop plans.

Member Hale asked questions about county senior centers. Mr. Taylor responded. Discussion ensued.

Open Dialogue with Board of Trustees. Member Mendenhall requested to speak about consideration for the Trustees' pay increase at the next meeting. Discussion ensued.

Chair Christensen asked about businesses within the communities represented by the Local Advisory Council members. Discussion ensued.

Chair Cronin discussed the possibility of the micro transit pilot happening in her area. Discussion ensued.

Member Smith mentioned the pay of the Board of Trustees and invited the Council to speak to the Trustees individually. Member Smith asked the Board of Trustees for feedback on what the community feedback has been during UTA's stakeholder presentations. Discussion ensued.

Member Hale asked about traffic issues in the canyons during the ski season. Discussion ensued.

Reports and Other Business.

Reports.

Agency Report. Ms. Gonot turned the time over to Eddy Cumins, UTA Chief Operating Officer. Mr. Cummins reported on the 2020 ridership and compared it to the 2019 ridership.

Chair Cronin asked questions about the reasons for the ridership change compared to freeway and roadway usage. Ms. Gonot responded. Discussion ensued.

Audit Committee Report. Chair Cronin reported on the UTA Internal Audit Plan, noting that good progress was made on resolving findings. She informed the Council that the 2021 Audit Plan had been approved.

The Council did not have any questions.

Other Business.

Transit-Oriented Development (TOD) Workshop March 24, 2021, 2:30 p.m.

Next meeting: June 2, 2021, 1:00 p.m.

Adjournment.

The meeting was adjourned at 3:48 p.m. with a motion by Member Walker, a second by Member Smith, 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, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/647669.html> for entire content.

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

Approved Date:

Karen Cronin

Chair, UTA Local Advisory Council

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Appendix A


UTAH TRANSIT AUTHORITY ELECTRONIC MEETING DETERMINATION

Consistent with provisions of the Utah Open and Public Meetings Act, (UTAH CODE § 52-4-207.4), as the Chair of the Local Advisory Council ("Council") of the Utah Transit Authority ("UTA"), I hereby make the following written determinations in support of my decision to hold electronic meetings of the UTA Local Advisory Council without a physical anchor location:

1. Due to the ongoing COVID -19 pandemic, conducting Local Advisory Council meetings with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location.
2. Federal, state, and local health authorities have adopted guidelines which encourage institutions and individuals to limit in-person interactions and recommend increased virtual interactions.

This written determination takes effect on February 17, 2021, and is effective until midnight on March 16, 2021, and may be re- issued by future written determinations as deemed appropriate.

Dated this 10th day of February 2021.

DocuSigned by:

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Karen Cronin, Chair of the Local Advisory Council