

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



Wednesday, February 17, 2021, 1:00 p.m.
Remote Electronic Meeting – No Anchor Location – Live-Stream at the
[RideUTA YouTube Channel](https://www.youtube.com/channel/UCRideUTA)

NOTICE OF SPECIAL MEETING CIRCUMSTANCES DUE TO COVID-19 PANDEMIC:

In accordance with the Utah Open and Public Meetings Act, (Utah Code § 52-4-207.4), the UTA Local Advisory Council will make the following adjustments to our normal meeting procedures:

- All members of the Local Advisory Council and meeting presenters will participate electronically.
- **Public Comment** may be given live during the meeting or through alternate means (see instructions below).
 - To give **live public comment** during the meeting via WebEx:
 - Use this link and follow the instructions to register for the meeting (you will need to provide your name and email address)
<https://rideuta.webex.com/rideuta/j.php?MTID=e84bccb4f292f801912cb1a6d55840073>
 - Sign on to the WebEx meeting portal through the “join event” link provided in your email following approval of your registration.
 - Sign on 10 minutes prior to the meeting start time
 - Use the hand icon in the WebEx portal to indicate that you would like to give a comment
 - Comments are limited to 3 minutes per commenter.
 - Comment via email at advisorycouncil@rideuta.com
 - Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
 - Comments submitted before 2:00 p.m. on Tuesday, February 16th will be distributed to council members prior to the meeting:
- Meeting proceedings may be viewed remotely through the WebEx meeting platform or YouTube live-streaming. <https://www.youtube.com/user/UTAride>

OPENING BUSINESS

- | | |
|--|---------------------------|
| 1. Call to Order | Chair Karen Cronin |
| 2. Safety First Minute | Ron Kendall |
| 3. Oath of Office | Stephanie Withers |
| a. Mark Johnson - Utah County Council of Governments (COG) Appointee | |
| 4. Public Comment | Chair Karen Cronin |
| 5. Consent | Chair Karen Cronin |
| a. Approval of November 18, 2020 Advisory Council Meeting Minutes | |

CONSULTATION WITH BOARD OF TRUSTEES

6. Capital Development Update

- a. Capital Projects Update
 - i. Ogden/Weber State University Bus Rapid Transit (BRT)
 - ii. Point of the Mountain Locally Preferred Alternative (LPA)
 - iii. Depot District Clean Fuels Tech Center
 - iv. FrontRunner Double Tracking – Northern Utah County
 - b. FrontRunner Forward Program Update
- Mary DeLoretto,
Manjeet Ranu
- Manjeet Ranu

7. Legislative Update

**Carolyn Gonot,
Shule Bishop**

----- Break -----

8. Service Plan Consultation and Resolution

- a. AR 2021-02-01 Resolution Approving the Proposed 2021-2025 Service Plan and Recommending Approval by the Authority's Board of Trustees
 - b. Coordinated Mobility and Constituent Services Report
- Laura Hanson
- Ryan Taylor

9. Open Dialogue with Board of Trustees

**Chair Karen Cronin,
Chair Carlton Christensen**

REPORTS AND OTHER BUSINESS

10. Reports

- a. Agency Report
 - b. Audit Committee Report
- Carolyn Gonot
- Chair Karen Cronin,
Troy Walker

11. Other Business

- a. Transit-Oriented Development (TOD) Workshop March 24, 2021, 2:30 p.m.
 - b. Next meeting: June 2, 2021, 1:00 p.m.
- Chair Karen Cronin**

12. Adjourn

Chair Karen Cronin

Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting calldredge@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

**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



MEETING MEMO

TO: Utah Transit Authority Board of Trustees
PRESENTER(S): Stephanie Withers, Executive Assistant to the Board Chair

LOCAL ADVISORY COUNCIL MEETING DATE: February 17, 2021

SUBJECT:	Oath of Office: Utah County Council of Governments (COG) Appointee – Mayor Mark Johnson
AGENDA ITEM TYPE:	Oath of Office
RECOMMENDATION:	Oath of office administered by Notary Public Stephanie Withers
BACKGROUND:	<p>The Utah Public Transit District Act (17B-2a-808.2) establishes a nine-member Local Advisory Council with members appointed by Council of Government (COG) bodies across the UTA service district. Statute indicates that the Utah County Council of Governments shall appoint two members to the Local Advisory Council. Additionally, UTA Bylaws Article 1, section 3 stipulate that the oath of office must be administered to Local Advisory Council members before commencing the duties of the office.</p> <p>Jeff Acerson and Julie Fullmer have been serving as the Utah County COG appointees since January 2019. Jeff Acerson was appointed to serve as a member of the UTA Board of Trustees in November 2020, leaving a Local Advisory Council seat open.</p>
DISCUSSION:	<p>On February 4, 2021 the Utah County COG voted to appoint Mark Johnson as a member of the UTA Local Advisory Council representing Utah County. Julie Fullmer continues to serve as the other Utah County COG appointee. Mark Johnson has been serving as an alternate Local Advisory Council member for the past 2 years.</p> <p>Notary Public Stephanie Withers will administer the oath of office to Mark Johnson.</p>
ATTACHMENTS:	None



MEETING MEMO

TO: Utah Transit Authority Board of Trustees
FROM: Jana Ostler, Board Manager

LOCAL ADVISORY COUNCIL MEETING DATE: February 17, 2021

SUBJECT:	Approval of November 18, 2020 Local Advisory Council Meeting Minutes
AGENDA ITEM TYPE:	Consent
RECOMMENDATION:	Approve the minutes of the November 18, 2020 Local Advisory Council meeting.
BACKGROUND:	<p>A regular meeting of the UTA Local Advisory Council was held electronically and broadcast live on YouTube on Wednesday, November 18, 2020 at 11:00 a.m. Minutes from the meeting document the actions of the Council and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the Utah Public Notice Website and video feed is available on You Tube at https://www.youtube.com/results?search_query=utaride</p>
ATTACHMENTS:	1) 2020-11-18_LAC_Minutes_UNAPPROVED



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

Wednesday, November 18, 2020, 11:00 a.m.
held remotely via phone or video conference
and broadcast live for the public via YouTube

UTA Local Advisory Council Members Participating:

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

UTA Board of Trustees members were present. Also attending were members of UTA staff, as well as outside presenters.

Call to Order & Opening Remarks. Chair Troy Walker welcomed attendees and called the meeting to order at 11:02 a.m., noting that this is an all remote electronic meeting as allowed through UTAH CODE § 52-4-207(4) due to the COVID-19 pandemic. The complete electronic meeting determination is included as Appendix A to these minutes.

Safety First Minute. Sheldon Shaw, UTA Director of Safety & Security, gave a brief safety message pertaining to winter car preparation.

Consent. A motion to approve the September 16, 2020 Advisory Council Meeting Minutes was made by Member Clint Smith with a second by Member Karen Cronin. The motion carried unanimously.

Audit Committee Report.

Report on October 19, 2020 Audit Committee Meeting. Chair Walker gave a brief report on the proceedings of the October 19, 2020 Audit Committee meeting, noting that Crowe, LLP was selected as UTA's external financial auditor. Chair Walker reported on the status of the internal audit plan and that good progress is being made on addressing past audit findings. Member Cronin stated that she was impressed with the progress being made and the checks and balances in the system.

The council did not have additional questions.

Agency Report.

Ridership Summary. Eddie Cumins, UTA Chief Operating Officer, presented updates of current ridership numbers compared to pre-COVID ridership, which show lower ridership overall. Ridership increased on election day.

Member Cronin asked questions about road usage compared to ridership. Mr. Cumins responded. Discussion ensued.

2021 Ski Bus Outreach Efforts. Lorin Simpson, UTA Regional General Manager of the Salt Lake Business Unit, presented goals established during the COVID-19 Pandemic which include keeping riders and operators safe, following COVID guidelines, minimizing wait times, helping riders plan ahead, creating a positive experience, and maintaining customer confidence. Mr. Simpson also presented ski route maps for Weber, Salt Lake, and Utah Counties.

Andrea Packer, UTA Communications Director, informed the council that key messages will be to encourage skiing safely, to give information on what UTA is doing to keep patrons safe, what riders can do to be safe, and tools to plan ahead. Ms. Packer went over tactics for operations, system communications, outreach and advertising, and for working with partners which include ski resorts, UDOT, and chambers.

Councilmembers asked questions on seating capacity for the ski buses, emergency evacuations, and lodging efforts. UTA staff responded. Discussion ensued.

Board of Trustees Report. Beth Holbrook, UTA Board of Trustee, introduced Jeff Acerson as the incoming Trustee for UTA. Trustee Holbrook reported on the bond refunding which resulted in a savings of over \$6.8 million. Trustee Holbrook also reported on the State Legislative Interim report concerning the transition of UTA to a State entity, noting that the Legislature will determine any transition action that may happen in the future, but no changes are anticipated at this time.

Chair walker asked if the state report is available for the council to read. Trustee Holbrook responded. Discussion ensued.

Resolutions. Chair Walker presented resolutions regarding Advisory Council officers and meeting dates and asked if there were any questions. Member Clint Smith asked about making nominations on resolution AR2020-11-01. Discussion ensued.

AR2020-11-01 Resolution Appointing 2021 Officers.

Member Robert Hale moved to approve resolution AR2020-11-01. Member Smith seconded the motion, and all voted in favor.

Member Smith made a nomination of Member Julie Fullmer to fill the role of Second Vice-Chair. Member Erik Craythorne seconded the nomination. Discussion ensued. All voted in favor.

AR2020-11-02 - Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2021. Chair Walker asked if there were any questions on the calendar dates set. The council did not have additional questions.

Member Cronin moved to approve resolution AR2020-11-02. Member Fullmer seconded the motion, and all voted in favor.

Capital Development Consultation and Resolution. Chair Walker introduced both resolutions and turned the time over to Mary DeLoretto, UTA Chief Service Development Officer.

AR2020-11-03 – Resolution Approving the Proposed Capital Development Plan for the Midvalley Connector Bus Rapid Transit Project and Recommending Approval by the Authority’s Board of Trustees. Ms. DeLoretto presented information on the Midvalley Connector project partners, overview, history, proposed funding plan, next steps, and anticipated schedule.

Mayor Kristie Overson of Taylorsville City and Utah State Senator Wayne Harper gave comments of endorsement and need for the project.

The council did not have additional questions.

Member Cronin moved to approve resolution AR2020-11-03. Member Smith seconded the motion, and all voted in favor.

AR2020-09-01 Amended - Resolution Approving the Revised Draft 2021-25 Capital Plan and Recommending Approval by the Authority’s Board of Trustees. Ms. DeLoretto presented the Draft 5-year capital plan proposed updates including:

- Carrying forward requests for ten projects
- The addition of one new project
- Redistribution of funds for two projects
- A change in budgeted amounts for two projects

Next steps include updating the draft after presenting it to the Local Advisory Council, presenting the plan to the UTA Board of Trustees for approval, and incorporating the budget into the 5-year plan.

The council did not have additional questions.

Member Craythorne moved to approve resolution AR2020-09-01 Amended. Member Erin Mendenhall seconded the motion, and all voted in favor.

Budget Consultation.

Agency 2021 Budget. Bill Greene, UTA Chief Financial Officer, presented the 2021 Operating Budget strategies as:

- Primary goal: fiscal responsibility

- Maintain the August 2020 baseline service levels
- Centralize budgets to improve clarity, ownership, and overall understanding of current state
- Repurpose funds between offices and departments to improve budget alignment with annual initiatives and support current and future agency needs

Mr. Greene presented the 2021 key budget assumptions for operating expenses and revenues. Key budget changes were also presented for service, operations, and FTEs. The operating budget was presented by mode and category. The FTE 2020 budget was compared to the 2021 budget. Mr. Greene presented the next steps for final approval.

Chair Walker asked questions on the operating budget for bus rapid transit (BRT) and fuel reduction. Mr. Greene responded. Discussion ensued.

Service Plan Consultation.

2021-25 Mobility Service Plan. Laura Hanson, UTA Director of Planning, presented the purpose, COVID-19 context, and implementation of the 2021-25 mobility service plan. Implementation is anticipated to begin in 2022. Ms. Hanson presented the planning process and guiding framework for the mobility service plan, noting a shift from peak ridership hours to a steady ridership throughout the day. Ms. Hanson noted this plan will be updated every two years as flexibility will be needed. Highlights were presented for the services in different counties. Further analysis will continue in certain areas of focus. Public comment on the plan will be gathered and approval from council will be requested at a future meeting.

Member Mendenhall asked questions on community involvement, servicing low opportunity areas, prioritization of transit stops, and shifts in teleworking. Ms. Hanson responded. Discussion ensued.

Discussion Items.

South Salt Lake County Microtransit Pilot Report Q3 and Survey Results. Jaron Robertson, UTA Director of Innovative Mobility Services, presented the pilot goals and objectives, as well as the COVID-19 adjustments that have been made. Ridership and performance statistics were presented from the launch of the pilot to current numbers. Next steps for the pilot program were presented, including extending the pilot into August 2021 and integrating with the Transit App.

Chair Walker asked if the pilot program can be presented to city mayors and councils and other partners. Discussion ensued.

Other Business.

TOD Workshop Timing and Format. Chair Walker asked if the workshop should be held in person or virtually. Discussion ensued. Consensus was made to schedule the workshop tentatively in February or March of 2021 on a virtual platform if in-person meetings are not yet feasible.

Member Jeff Acerson motioned to set the meeting in February 2021. Member Smith seconded the motion. All voted in favor.

Next meeting: February 17, 2021, 1:00 p.m. Chair Walker noted that in light of the regular meeting being held in February, the TOD workshop might be more appropriately scheduled for March of 2021.

Adjournment.

Member Mendenhall thanked Chair Walker for his service as Chair. Discussion ensued.

The meeting was adjourned at 12:50 p.m. with a motion by Member Cronin, and a unanimous vote in favor.

Transcribed by Stephanie Withers
Executive Assistant to the Board
Utah Transit Authority
swithers@rideuta.com
801.287-2581

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/640201.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

Appendix A

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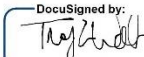
UTAH TRANSIT AUTHORITY ELECTRONIC MEETING DETERMINATION

Consistent with provisions of the Utah Open and Public Meetings Act, specifically UTAH CODE § 52-4-207(4), and acting in my capacity 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 and convene electronic meetings of the UTA Local Advisory Council without a physical anchor location:

1. Conducting Council and Council Committee meetings with an anchor location that is physically accessible for members of the public to attend in person presents a substantial risk to the health and safety of those who may be present at the anchor location.
2. This determination is based upon the following facts, among others:
 - a. The COVID-19 pandemic is ongoing and significant and continued community, person-to-person transmission of the SARS-CoV-2 virus continues to occur in the state of Utah; and
 - b. Federal, state, and local health authorities have adopted guidelines for the general public and businesses which encourage institutions and individuals to take precautions, including limiting in-person interactions and recommending increased virtual interactions.

This written determination takes effect on November 18, 2020, and is effective until midnight on December 18, 2020, (no more than 30 days after the effective date of this Declaration) and may be re-issued by future written determinations of the Chair of the Council at that or any other appropriate time.

Dated this 10th day of November 2020.

DocuSigned by:

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Troy Walker, Chair of the Local Advisory Council



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Mary DeLoretto, Chief Service Development Officer
Manjeet Ranu, Director of Capital Projects

LOCAL ADVISORY COUNCIL MEETING DATE: February 17, 2021

SUBJECT:	Capital Projects Update
AGENDA ITEM TYPE:	Discussion
RECOMMENDATION:	Informational report for discussion with Board of Trustees and UTA staff
BACKGROUND:	<p>The Capital Department has a number of projects that are in various stages of project development. Four of these major projects are described below.</p> <ol style="list-style-type: none">1. The Ogden/Weber State University (WSU) bus rapid transit (BRT) is a 5.3-mile project connecting the FrontRunner commuter rail station in downtown Ogden to WSU and McKay-Dee Hospital. The project design is complete and construction is expected to begin in March 2021, with a federal Small Starts funding grant anticipated in mid-2021.2. The Point of the Mountain Transit Study developed and evaluated alternatives for providing expanded high-capacity, rapid transit service in the Point of the Mountain area between southern Salt Lake County and northern Utah County. The transit study has helped the project partners identify a Preferred Alternative to address transportation problems in this area.3. The Depot District Clean Fuels Tech Center (Depot District), currently under construction, will provide UTA the resources needed to support an expanded alternative fuel fleet, including electric and natural gas buses. It will initially be capable of storing and maintaining up to 150 buses and is expandable to 250 buses. The project includes a new bus maintenance shop, bus wash, administrative offices, and bus parking and canopies.4. During the 2018 Legislative Session, \$4 Million dollars was appropriated for the design and construction of the Vineyard FrontRunner Station. An additional 1.8 miles of double track is needed north of the new station in order to address operational constraints. UTA and UDOT are working together during design and construction of this project.

DISCUSSION:	UTA staff will update the Advisory Council on the status of these four major Capital Development Projects.
ATTACHMENTS:	None



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Manjeet Ranu, Director of Capital Projects

LOCAL ADVISORY COUNCIL MEETING DATE: February 17, 2021

SUBJECT:	FrontRunner Forward Program Update
AGENDA ITEM TYPE:	Discussion
RECOMMENDATION:	Informational report for discussion with Board of Trustees and UTA staff
BACKGROUND:	<p>Construction on UTA’s commuter rail north began in 2005 and was completed in 2008. FrontRunner began operation in April of that year with service from Ogden to Salt Lake City, and by 2012 service was extended south to Utah County for a total of 89 miles of commuter rail. For a time, UTA provided limited service north of Ogden to Pleasant View, along track owned by Union Pacific, but ended this service in August 2018. Today, all of FrontRunner operates on its own track, separate of freight operations.</p> <p>FrontRunner provides crucial support to the crowded I-15 corridor that serves commuters along the Wasatch Front. Average weekday boardings in 2019 were 18,500. As growth continues along the Wasatch Front, an efficient commuter rail system will be critical to support the travel demands of the region.</p> <p>With the success of FrontRunner, there is a desire to expand service as well as increase speed and capacity of the system. FrontRunner improvements are a prominent feature in local and regional transportation plans. The FrontRunner Forward Program will look at both operational and capital improvements and will consist of both short-term and long-range transit related projects and initiatives.</p>
DISCUSSION:	UTA staff will update the Advisory Council on the status of the FrontRunner Forward program.
ATTACHMENTS:	None



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
FROM: Shule Bishop, Government Relations Director
PRESENTER(S): Shule Bishop, Government Relations Director
Carolyn Gonot, Executive Director

LOCAL ADVISORY COUNCIL MEETING DATE: February 17, 2021

SUBJECT:	Legislative Update
AGENDA ITEM TYPE:	Discussion
RECOMMENDATION:	Informational report for discussion with Board of Trustees and UTA staff
BACKGROUND:	UTA Board of Trustees, Executive Director, and Government Relations Director will report on transit-related issues before the Utah Legislature.
ATTACHMENTS:	None



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Mary DeLoretto, Chief Planning and Engagement Officer
PRESENTER(S): Laura Hanson, Director of Planning

LOCAL ADVISORY COUNCIL MEETING DATE: February 17, 2021

SUBJECT: AR 2021-02-01 Resolution Approving the Proposed 2021-2025 Service Plan and Recommending Approval by the Authority's Board of Trustees

AGENDA ITEM TYPE: Resolution

RECOMMENDATION: Approve AR 2021-02-01 approving the proposed 2021-2025 Service Plan and recommending approval by the UTA Board of Trustees.

BACKGROUND:

In the 2018 General Session of the Utah State Legislature, SB 136 revised the governance of the Utah Transit Authority, including the creation of the Local Advisory Council. This legislation requires the Local Advisory Council to review, approve and recommend UTA Service Plans, at least every two and one-half years.

UTA's Board of Trustees Policy 3.2, Service Planning Implementation outlines a process for the development of a Five-Year Service Plan, which will guide the development and implementation of specific service changes. The policy identifies points at which the Local Advisory Council and Board of Trustees will approve the Five-Year Service Plan and meet the requirements of the legislation.

UTA staff has been working over the past two years to develop a Five-Year Service Plan. This work began with the UTA Service Choices effort, through which we engaged over 3,500 members of the public on the topic of how UTA should prioritize its bus service resources. A draft plan that responded to this feedback was ready to be released for public comment in March 2020, when the coronavirus pandemic and recession hit. This caused UTA to pause and reconsider the draft plan considering revised financial projections and changing travel and ridership patterns.

UTA staff has worked quickly to develop a revised Five-Year Service Plan that adapts to the current conditions in our agency and region and prepares UTA for a post-pandemic future.

DISCUSSION: The Draft 2021-2025 Service Plan is a dynamic roadmap for UTA's near-term service planning. The plan itself is a snapshot in time. It reflects UTA's intended service plan based on the best information available. Each proposed concept in this plan is subject

to change based on further review and analysis, available resources, operational feasibility, or other unforeseen circumstances.

Developed during the COVID-19 pandemic, this plan:

- Seeks to align UTA’s service network with new projections of **available revenue**;
- Aims to achieve **higher ridership** long-term by aligning service with emerging travel patterns; and
- Works to **strengthen customer confidence** in UTA by ensuring that public transit is available when and where people need it.

This Draft 2021-2025 Service Plan was presented to the Local Advisory Council on November 18, 2020 and the plan was made available for stakeholder review the following week. Since that time, UTA staff has presented the Five-Year Service Plan to multiple audiences including WFRC and MAG planning and technical committees and various Councils of Governments. Feedback on the draft plan was solicited and has been included in the attached Stakeholder Engagement Report. .

Following approval by the Local Advisory Council and adoption of the 2021-2025 Service Plan by the Board of Trustees, UTA will continue to engage with local stakeholders and riders to refine the concepts presented in this plan to ensure they meet the needs of the community. Before implementation through Annual Service Plans, every service change concept will be further analyzed and refined through UTA’s regular Change Day process, which includes additional public engagement, civil rights Title VI analysis, and operational considerations.

ATTACHMENTS:

1. Resolution AR2021-02-01
2. Draft 2021-2025 Service Plan
3. Stakeholder Engagement Report

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPROVING THE PROPOSED
2021-2025 SERVICE PLAN AND RECOMMENDING APPROVAL BY THE
AUTHORITY'S BOARD OF TRUSTEES**

AR2021-02-01

February 17, 2021

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Utah Public Transit District Act (UCA 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of district service plans at least every two and one-half years; and

WHEREAS, the Authority has developed a Five-Year Service Plan for the years 2021 through 2025 (the "Plan") which seeks to align UTA's service network with new projections of available revenue; aims to achieve higher ridership long term by aligning service with emerging travel patterns; and works to strengthen customer confidence in UTA by ensuring that public transit is available when and where people need it;

WHEREAS, the Authority has submitted its proposed Plan to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Plan and believes it is in the best interest of the Authority and all constituents to approve the Five-Year Service Plan and to forward it to the Board of Trustees with a recommendation for approval;

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby approves the proposed 2021-2025 Service Plan, attached hereto as Exhibit A.

2. That the Local Advisory Council forwards the 2021-2025 Service Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 17th day of February, 2021.

Karen Cronin, Chair
Local Advisory Council

ATTEST:

Clint Smith
Vice Chair

Approved As To Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6

Legal Counsel

Exhibit A

2021-2025 Service Plan

UTA Five-Year Service Plan

2021-2025 Service Plan

UTA Five-Year Service Plan

2021-2025 Service Plan

Draft February 2021

An interactive version of this document is available at rideuta.com/serviceplan.

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Introduction



Planning Now for the Path Ahead

The Utah Transit Authority is pleased to present this Five-Year Service Plan for all interested parties. This document is also available in an interactive format at rideuta.com/serviceplan.

The Five-Year Service Plan is a dynamic guide for UTA's near-term future. This document, like a route map, is a snapshot in time. It reflects UTA's intended service based on the best information available. Each proposed concept is subject to change. UTA has limited resources. We carefully consider the operational cost and feasibility of any potential change. As this plan is updated, any additional services will be subject to available resources.

Developed during the COVID-19 pandemic, this plan:

- Seeks to align UTA's service network with new projections of **available revenue**;
- Aims to achieve **higher ridership** long-term by aligning service with emerging travel patterns; and
- Works to **strengthen customer confidence** in UTA by ensuring that public transit is available when and where people need it.

This guide is the result of UTA's ongoing planning process. Every two years, UTA will update the plan to reflect changes in local land use patterns, demographics, new technologies, and current UTA financial and labor resources.

UTA is taking steps to stabilize our funding and labor resources as the region recovers from the pandemic. At this point, UTA does not anticipate implementing any major service changes in 2021.

During 2021, UTA will conduct additional analysis and community engagement around the concepts presented in this plan. We will use that preparation to implement the plan beginning in 2022 and to inform the next update to this plan.

UTA's Planning Process & Timeline

How and When the Plan Happens

The path ahead for public transit has many partners and many moving parts. UTA's service planning and implementation process seeks to refine proposals based on input received and ongoing analysis. We conduct this process in four phases:

Strategic Planning

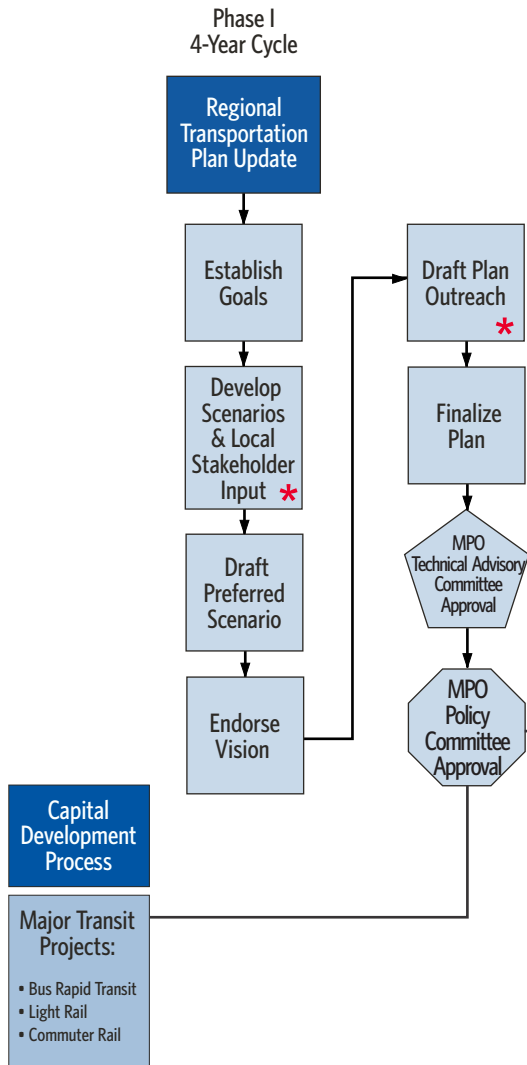
Service Planning

Operations Planning

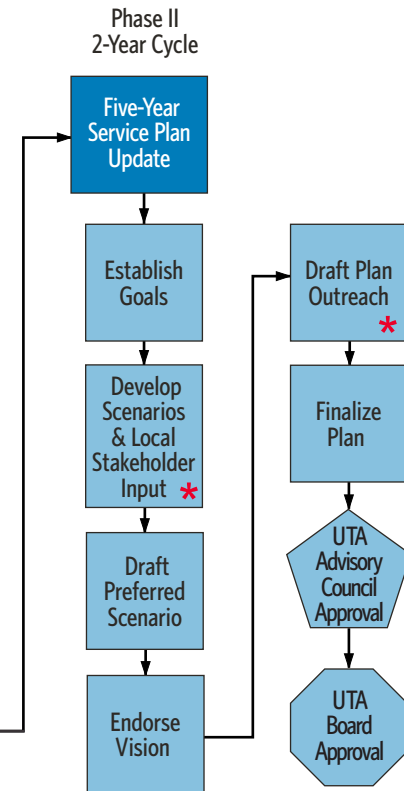
Implementation



Strategic Planning



Service Planning



Planning begins with collaboration in the development of long-range Regional Transportation Plans (RTPs).

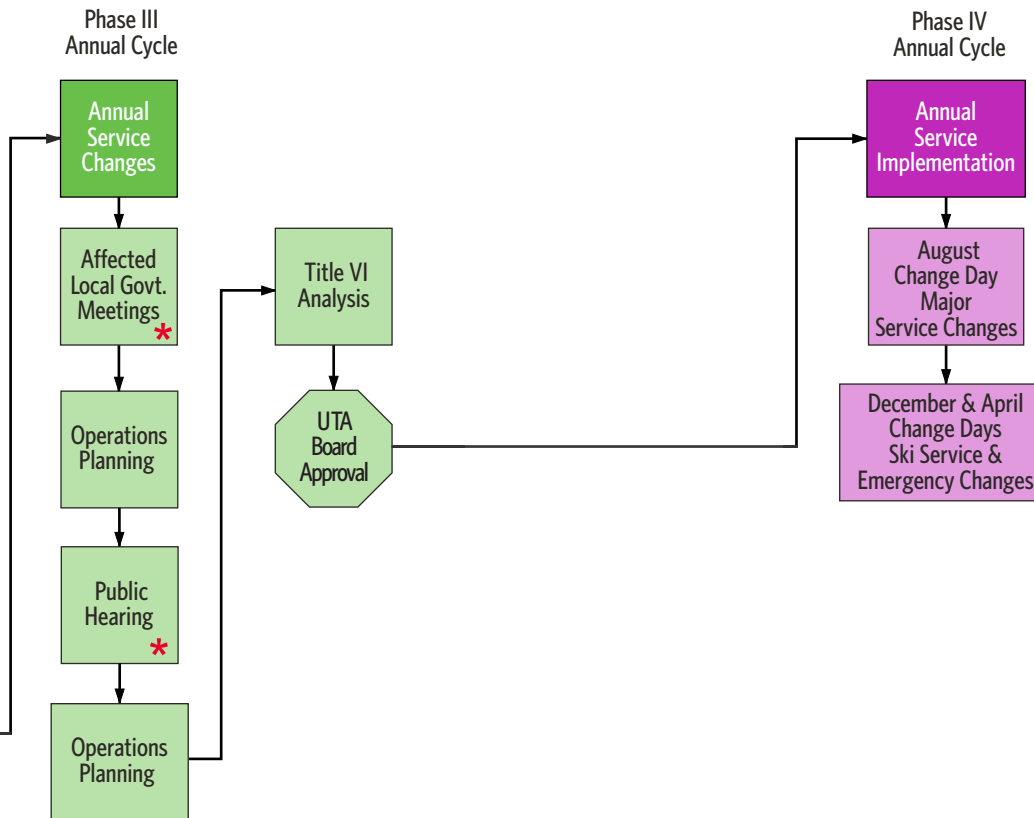
Our best long-term look at the path ahead comes through community collaboration and data-driven analysis. WFRC and MAG develop RTPs in partnership with the community, UTA, and other partner agencies. These plans set the direction for the region’s transportation system over the next 30 years.

The Five-Year Service Plan covers all UTA transit services that do not involve major capital construction projects.

At UTA, our service planners work to create a dynamic path toward the future. The plan presented here is the product of the service planning phase. Following extensive public engagement and development of service plan scenarios, UTA’s Local Advisory Council and Board of Trustees adopt the plan.

* Community Engagement Opportunity

Operations Planning



This phase translates proposed changes into guidance for transit operations. This often leads to further adjustments to the Five-Year Service Plan.

Proposed service changes are fluid; many factors shape their final form. Before they are implemented, service changes are the subject of additional outreach, public hearings, a Title VI analysis, and development of route schedules.

In this phase, all final transit service changes become active on one of UTA's Change Days, which occur every April, August, and November.

UTA informs affected riders well in advance about service changes through social media, new printed schedules, signage at transit stops, and media announcements. Customer service representatives are available to help riders navigate changes.

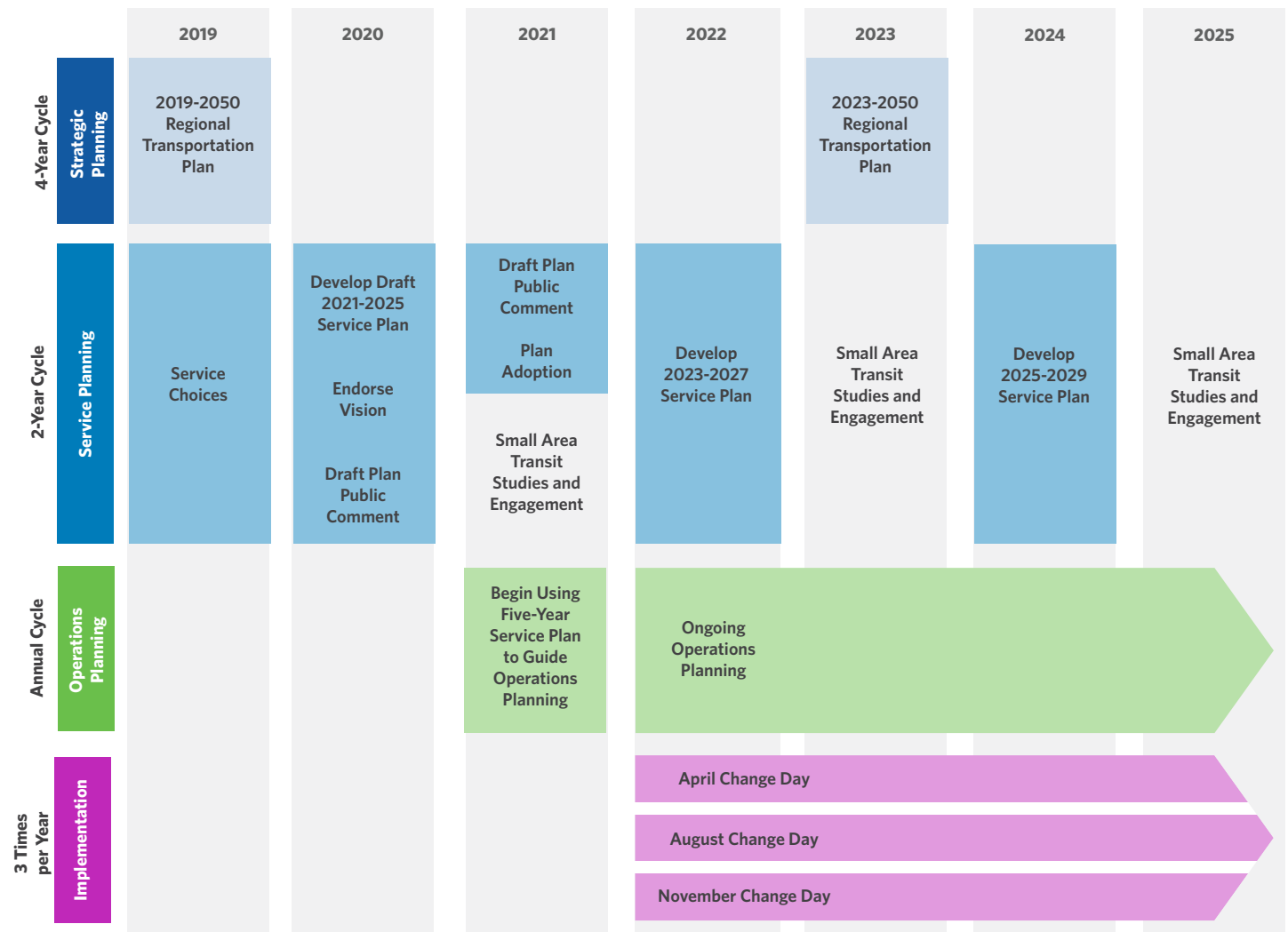
* Community Engagement Opportunity

Timeline

UTA's planning timeline corresponds to the phases of the planning process. Stakeholder engagement and public comment on this Five-Year Service Plan begins November 18, 2020 and will extend through February of 2021. Adoption is planned for early 2021.

UTA will then shift its focus to a series of small area transit studies and transportation equity gap analyses for the remainder of 2021. Operational Planning for this Five-Year Service Plan will begin in late 2021 with additional operational analysis, and more stakeholder and public engagement. Implementation of service changes identified in the plan are scheduled to begin in 2022.

Once established, this planning process will maintain a regular rhythm of alternating years. Small Area Transit Studies will inform future Five-Year Service Plans, and Five-Year Service Plan updates will inform future Regional Transportation Plans. Recommendations from these phases will roll into the ongoing process of Operations Planning and Implementation.



Guiding Framework

Concepts to Chart the Path Forward

System-Wide Planning



Core Route Network



All-Day Service



Longer Hours



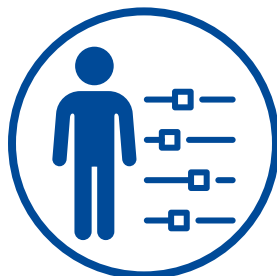
Innovative Transit Solutions and New Technologies



The Path Ahead for Future Projects



Service Choices

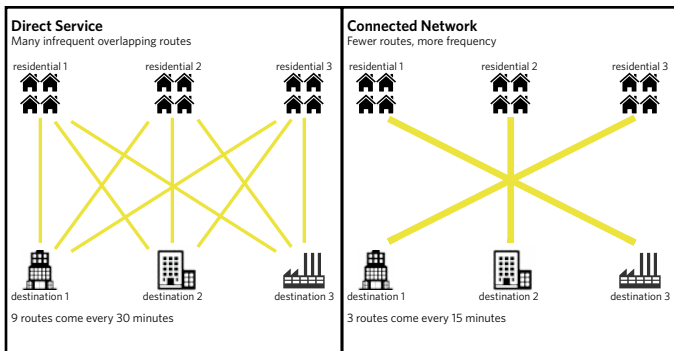


System-Wide Planning



This plan **maximizes regional connectivity** by emphasizing links between modes and geographic areas.

Developing the best path forward requires viewing service through a system-wide lens. UTA's priority is to provide service to the places and by the modes that will best fulfill community needs while also striving to improve efficiency and effectiveness. Achieving these goals may, however, require shifting resources from one mode to another. It also may emphasize transfers as a way to maximize access across a connected system. Currently, in some areas, our bus service provides direct, but infrequent service between many destinations. A shift to a more frequent, connected network could add transfers for some of our customers, but it could also lead to shorter travel times and provide additional travel options. This is illustrated in the diagram below.



Core Route Network



A **connected network of high-frequency core routes** is designed for convenience and efficiency.

These routes will operate every day of the week and, on most days, will run every 15 minutes or better from early morning to late evening. Core Routes will also have increased amenities at bus stops. By creating a network of connected, high-frequency core routes, you will be able to reach many destinations throughout the region conveniently and comfortably. In addition, UTA is currently investigating using a combination of technology and infrastructure improvements to reduce travel times and improve reliability across the network. UTA's goal is that on any Core Route, you will have a comfortable experience and that you won't need to rely on a schedule to get where you need to go.

All-Day Service



More mid-day service means more transit available when you need it.

UTA has historically been largely focused on meeting the needs of traditional commuters, with more service in the morning and evening peak commuting hours. Over time, we have seen a steadier stream of travel throughout the day. The COVID-19 pandemic has highlighted a shift in this pattern. This Five-Year Service Plan seeks to meet the needs of as many people as possible by increasing the availability of all-day services.

Longer Hours



Earlier and later trips means additional options for a ride home – even if your work, entertainment, or shopping runs late.

Public transit must provide reliable round-trip service to be an effective transportation option. Transit service won't help you if it doesn't run early or late enough to match your needs. This Five-Year Service Plan expands service hours on many routes to include earlier and later trips, better serving those with shift schedules or unexpected late-night trips. As a bonus, longer hours work better for our drivers too!

The Path Ahead for Future Projects



Exciting new services are coming, and this plan is a step toward them.

UTA's path ahead includes several new services currently in the planning, design, or construction phases. In Davis and Weber Counties, these include the Ogden-Weber BRT and South Davis-SLC Connector. In Salt Lake County, this includes the Mid-Valley BRT, 5600 West Express Bus, and transit development near the Point of the Mountain. And in Utah County, projects underway include the Central Corridor BRT and Vineyard FrontRunner Station. This plan will be updated as these developments come online. In the meantime, we are preparing to adjust existing service in anticipation of changes to the transit network that these projects will bring.

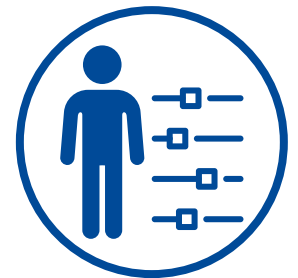
Innovative Transit Solutions and New Technologies



*Innovative transportation zones create opportunities for **mobility and connection in areas less amenable to traditional public transit.***

The path ahead for transportation is rapidly evolving. As new technologies emerge, we expect to see additional opportunities for creative transit solutions throughout the life of this plan. UTA's existing services include FLEX, which allows requests for pick-up/drop-off up to three-quarters of a mile off the regular route, as well as a microtransit pilot with UTA On Demand by Via. We envision new roles for FLEX in serving emerging transit markets. We are also contemplating a number of new Innovative Mobility Solution Zones, which could be served by microtransit or another technology-linked service.

Service Choices



*Working with input received from the communities we serve, this plan seeks opportunities to **increase frequency and ridership, while also providing options in coverage areas.***

This plan is the culmination of the Service Choices planning effort which began in March 2018. Service Choices was an extensive outreach effort that sought community input on how UTA should prioritize its resources. UTA's riders and stakeholders asked UTA to focus more of its resources on changes to service that would likely result in increased transit ridership. There was still a strong desire to balance this with a basic level of transit coverage in less densely developed places.

UTA's Five-Year Service Plan

The Path Ahead

The UTA Five-Year Service Plan presents a series of service change concepts. The lines on the map should be viewed as corridors to be served rather than as finalized routes. As mentioned previously, all concepts presented in this plan are subject to additional analysis, and public input will be considered before any change is implemented.

Our region is growing rapidly. Where and how we grow has impacts on the transportation network. This vision for the path ahead works to address these impacts through improvements to the transit system.

Map Legend Definitions

Bus: Includes all fixed and flex route bus service. Fixed-route service follows a standard route. Flex-route service also follows a standard route, but customers may request a deviation of up to $\frac{3}{4}$ mile from the standard route.

Bus Service Types:

- **Frequent, All-Day:** Frequent service (15 minutes or better), throughout most of the day, Monday through Saturday. Most routes also run on Sunday.
- **All-Day:** Service runs Monday through Saturday, throughout the day. Some routes also operate on Sunday.
- **Peak only:** Service runs Monday through Friday during morning and evening rush-hour times.
- **Seasonal:** Only runs during certain times of the year

TRAX and S-Line: UTA's light rail and streetcar service, which runs frequent, all-day service.

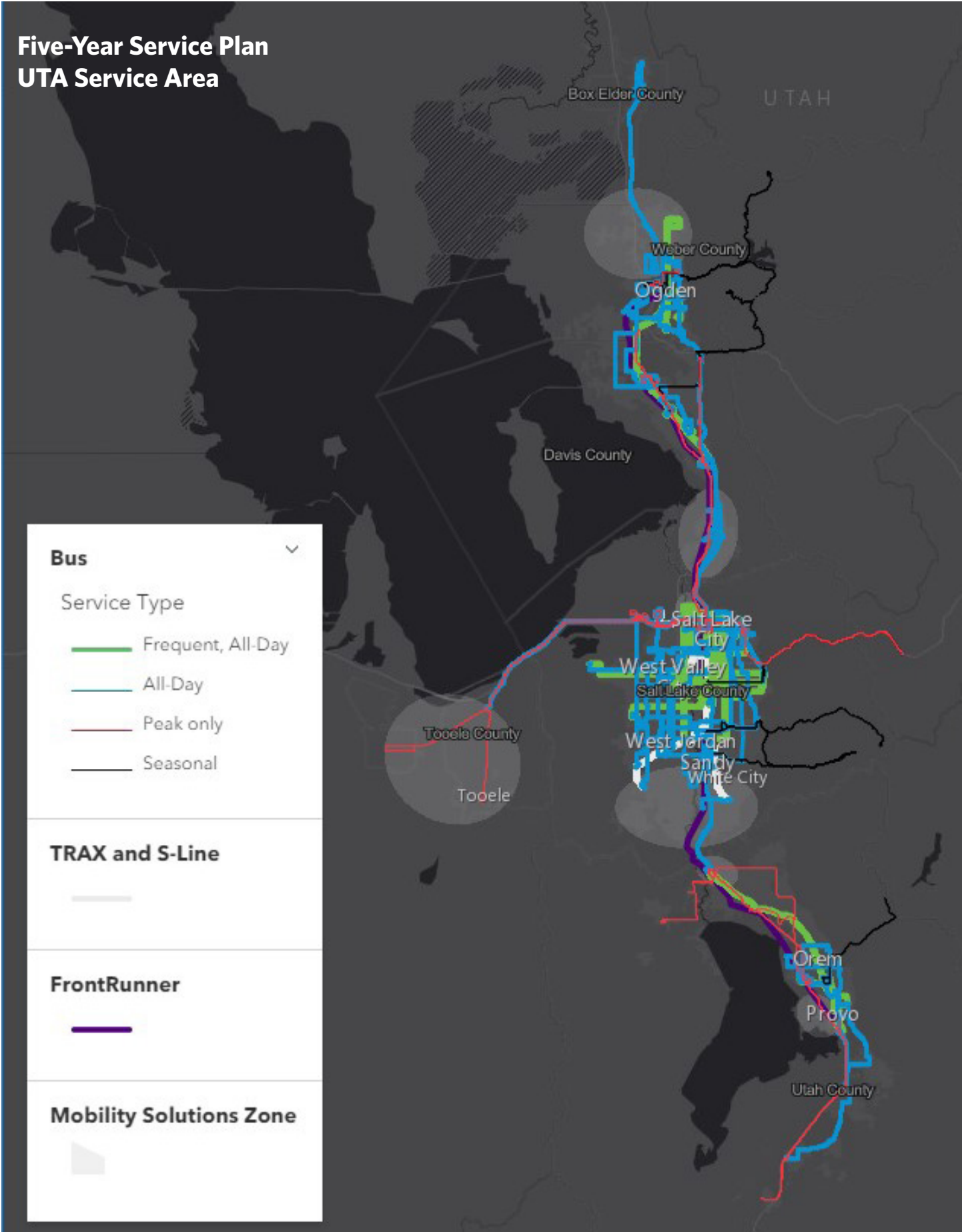
FrontRunner: UTA's commuter rail service, which runs all-day service.

Mobility Solutions Zone: Areas being considered for innovative mobility solutions.

Future Transit Study Area: A general area where UTA will work to solicit additional input from the community in order to better determine the right service proposals.

Plan Project Site: Transit project site expected to be completed within the next five years.





Box Elder, Weber, and Davis Counties

The following potential changes are part of the Five-Year Service Plan vision for Box Elder, Weber, and Davis Counties:

1. Integrate service, connectivity, innovation, and planning ahead
2. Implement the Ogden/WSU Bus Rapid Transit (BRT) Line between Ogden FrontRunner Station and Weber State University
3. Add 15-minute service on State Street and Main Street between Farmington and Ogden
4. Improve all-day service on many routes
5. Add bus service between Ogden and Pleasant View FrontRunner stations
6. Improve local bus connections in Ogden, South Ogden, and Washington Terrace
7. Streamline connections to Roy FrontRunner Station to reduce transfer times
8. Improve connections from FrontRunner to the University of Utah and Research Park
9. Consider innovative transit solutions in North Weber and South Davis Counties which provide better all-day coverage and replace routes with few riders
10. Construct a new transit hub at the Dee Events Center
11. Continue purchasing Right of Way for future transit needs in Box Elder County

Next Steps

UTA plans to initiate a robust dialogue with the community to ensure we are putting the right service in the right place. ***Specific areas of focus for community engagement and additional analysis include all proposed innovative mobility zones, and the area of South Davis County.*** This plan will be updated to reflect the outcomes of those analyses.

Five-Year Service Plan Box Elder, Weber, and Davis Counties

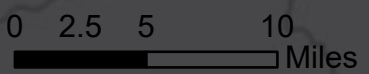


Ogden

-  Project Sites
-  Future Transit Study Area
-  Mobility Solution Zones

Service Type

-  Peak Only Bus Service
-  Seasonal Bus Service
-  All-Day Bus Service
-  Frequent, All-Day Bus Service
-  TRAX and Streetcar
-  FrontRunner



Salt Lake and Tooele Counties

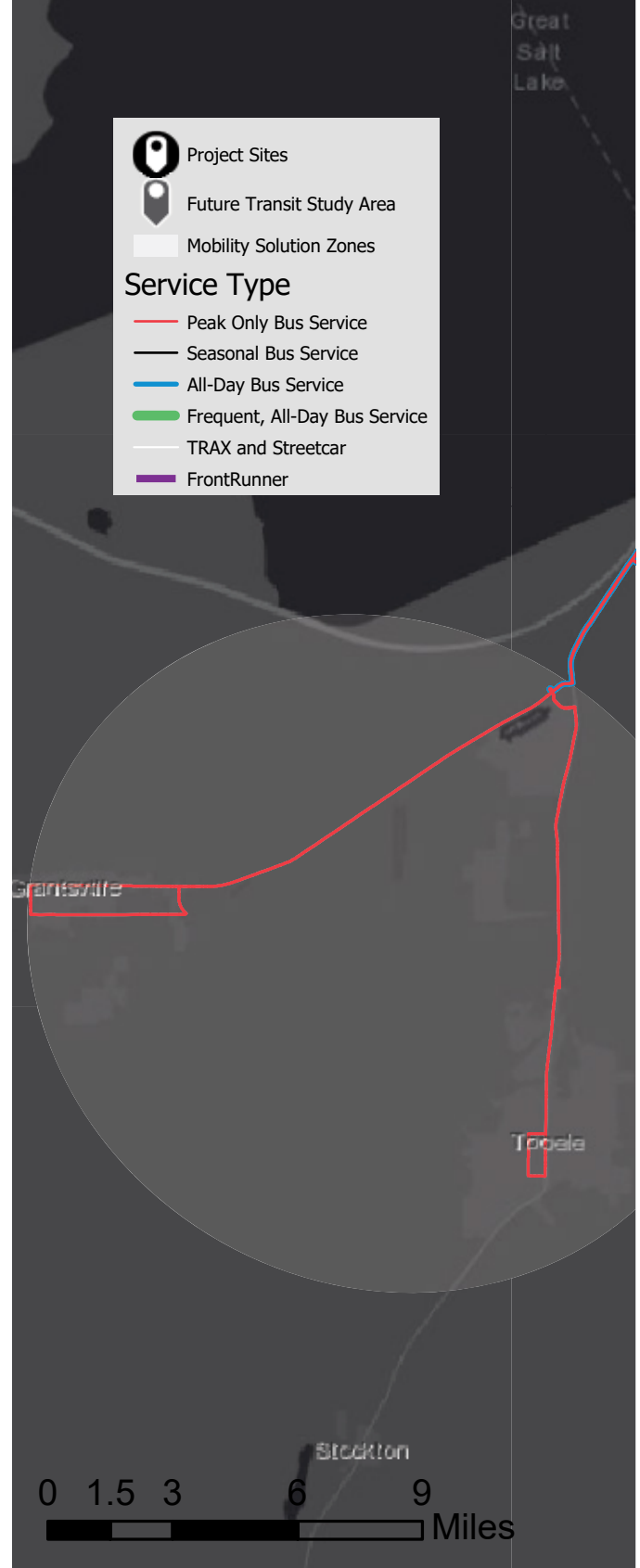
The following potential changes are part of the Five-Year Service Plan vision for Salt Lake and Tooele Counties:

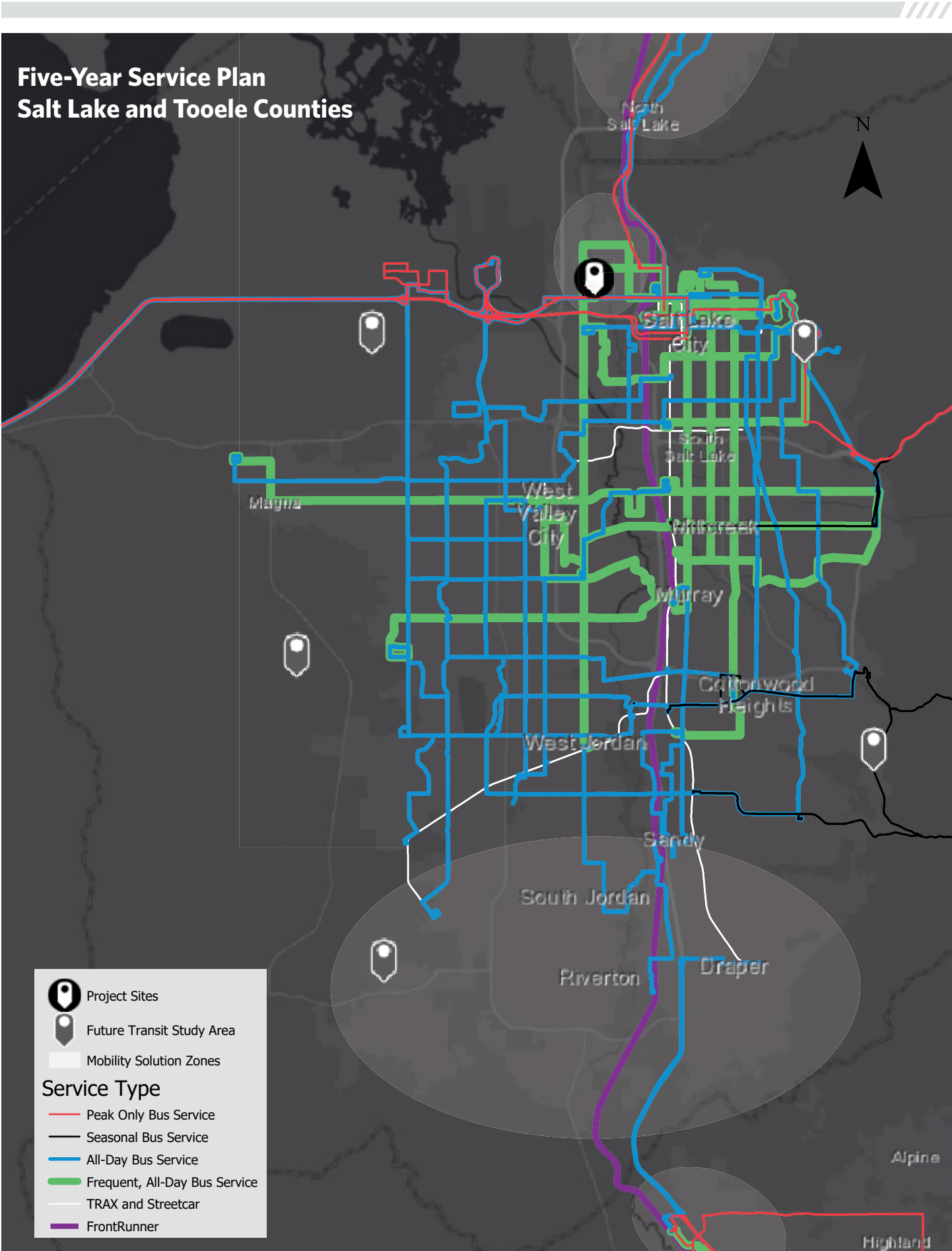
1. Improve frequency and hours of service on many routes
2. Implement a network of high-frequency Core Routes
3. Adjust local bus routes to prepare for future Midvalley Connector and 5600 West service
4. Improve connections between Tooele County and Salt Lake County
5. Improve connections to Rose Park and Glendale as part of the Salt Lake City Transit Master Plan
6. Improve connections from FrontRunner to the University of Utah and Research Park
7. Consider continued innovative mobility solutions like microtransit in Herriman, Riverton, South Jordan, Bluffdale, and Draper in South Salt Lake County
8. Consider innovative transit solutions to increase coverage in Tooele Valley
9. Construct a new transit hub on the west side of Salt Lake City
10. Improve all-day service on many routes
11. Improve service on the west side of Salt Lake County with new connections to the airport and inland port via 3600 West, 5600 West, and 3100 South

Next Steps

UTA plans to initiate a robust dialogue with the community to ensure we are putting the right service in the right place. **Specific areas of focus for community engagement and additional analysis include all proposed innovative mobility zones, and the area of Southwest Salt Lake County, the West Bench, Research Park, the Cottonwood Canyons, and the Point of the Mountain.** This plan will be updated to reflect the outcomes of those analyses.

Five-Year Service Plan Salt Lake and Tooele Counties





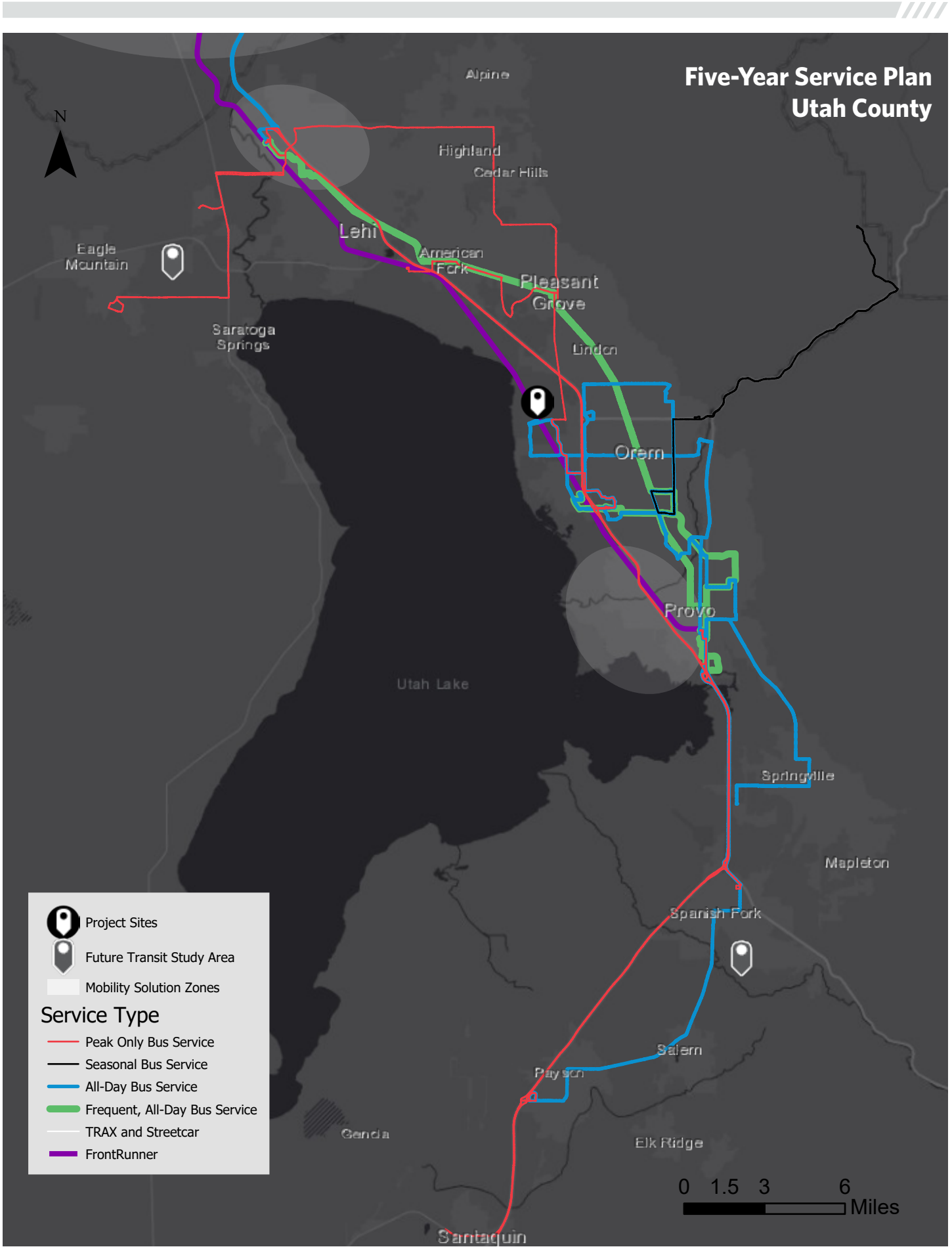
Utah County

The following potential changes are part of the Five-Year Service Plan vision for Utah County:

1. Open Vineyard FrontRunner Station
2. Adjust local bus service to serve Vineyard FrontRunner Station
3. Improve all-day service and overall hours of service on many routes
4. Consider innovative mobility solutions in west Provo and Thanksgiving Point to add better coverage and replace routes with few riders

Next Steps

UTA plans to initiate a robust dialogue with the community to ensure we are putting the right service in the right place. ***Specific areas of focus for community engagement and additional analysis include all proposed innovative mobility zones, the Eagle Mountain and Saratoga Springs area, Central Corridor, and South County.*** This plan will be updated to reflect the outcomes of those analyses.



Transportation Equity

Improving Access to Opportunity

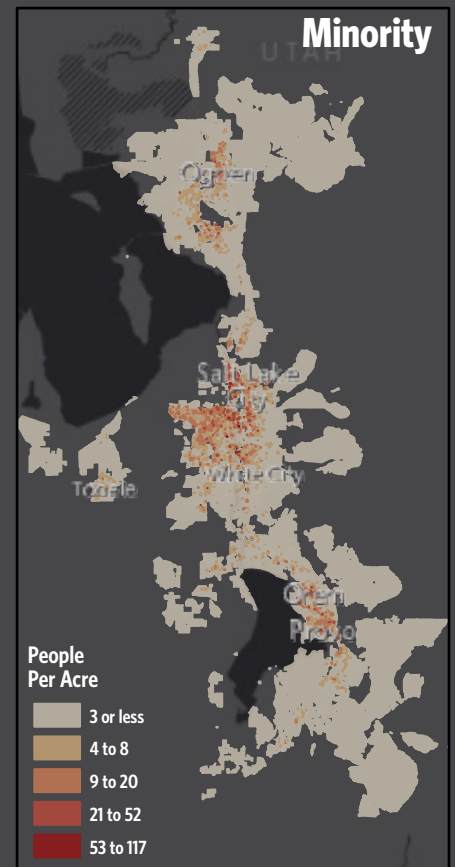
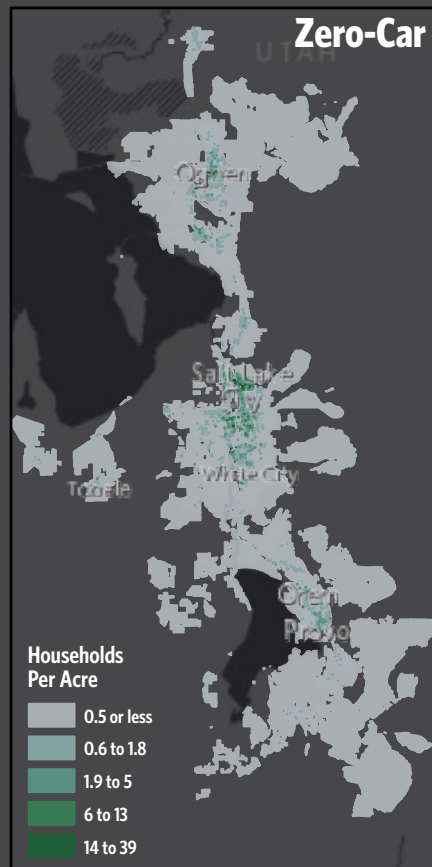
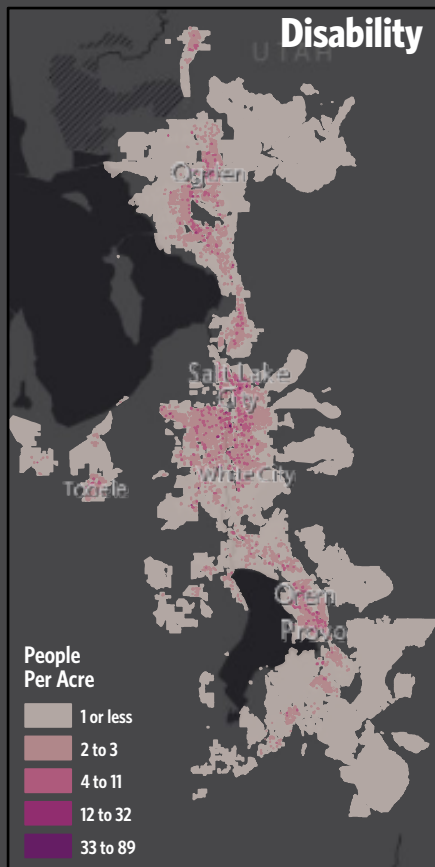
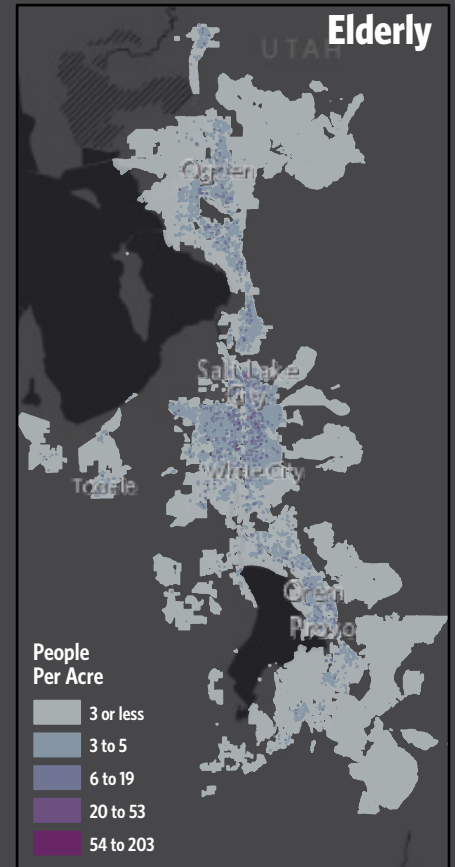
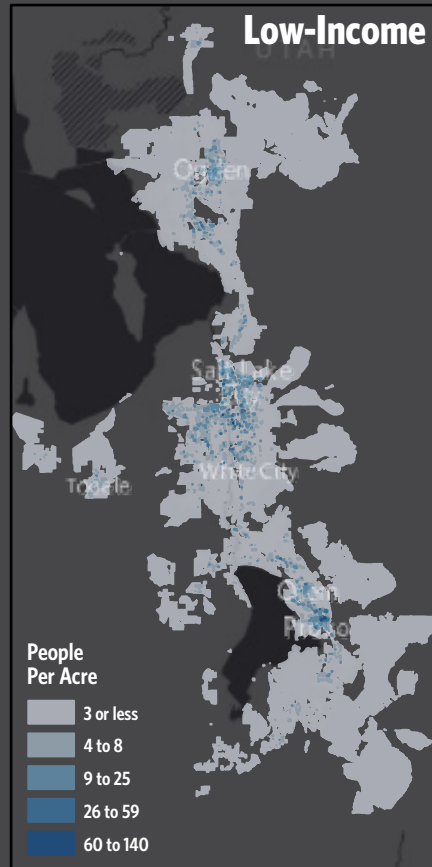
In creating a comprehensive path ahead, UTA seeks to provide transportation options that create benefits for all members of the community. Lack of access to transportation can restrict opportunities to connect to jobs and essential services such as schools, healthcare, and grocery stores. For people within certain demographic groups, including those experiencing poverty, the elderly, and individuals with limited mobility, barriers to transportation may be especially burdensome. Many of these same people have often been historically underrepresented in transportation planning and decision making.

Prior to the 2023 update to this plan, UTA will conduct a series of transportation equity gap analyses. We will also seek to better engage underrepresented communities to identify access issues within the transit system. Our goal is to work directly with the communities we serve to identify solutions that expand access to opportunity by improving people's ability to connect to UTA's transit network.



Mapping Transportation Equity

These maps show some of the demographic characteristics that we use when considering equity in transportation planning overlaid on UTA's service area.

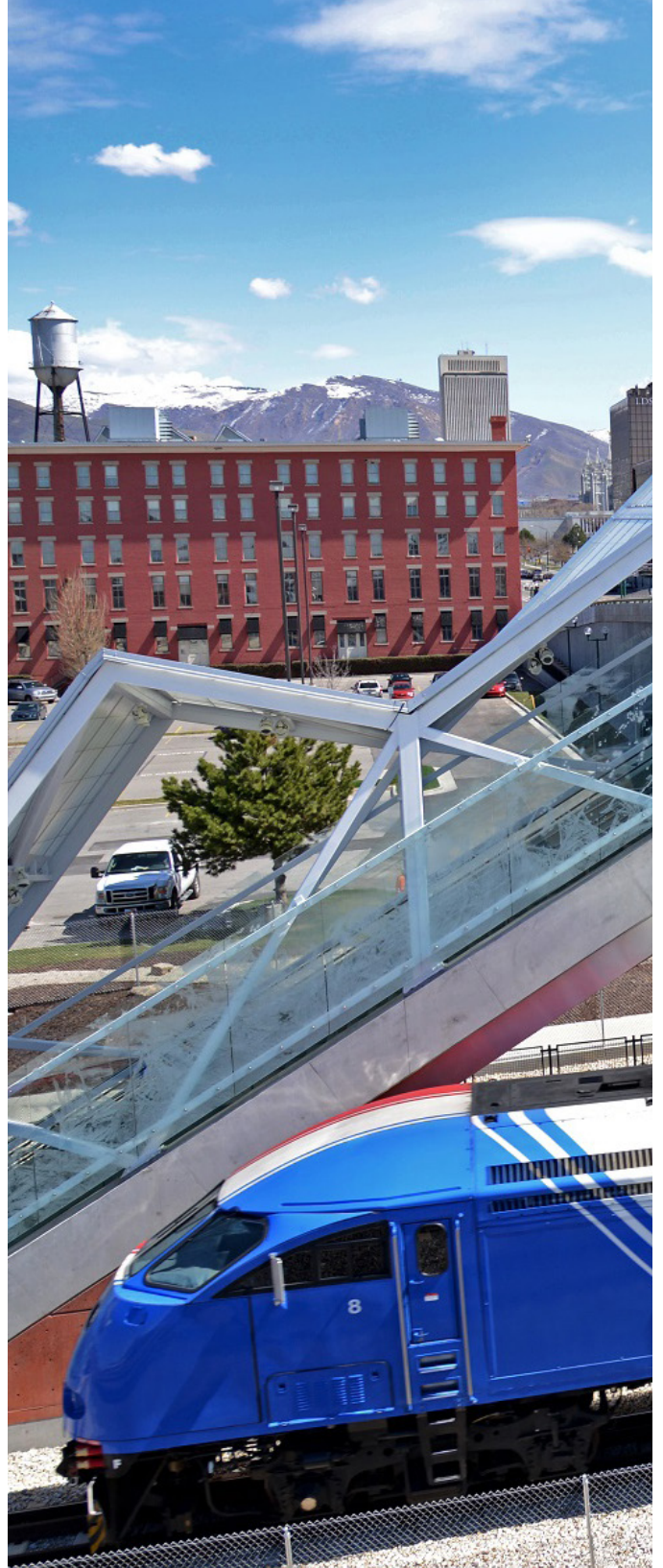


Source: 2014-2018 ACS. Additional details on data source and definitions available at rideuta.com/serviceplan



Vision

Looking Beyond the Next Five Years



Rail Service Improvements

UTA's extensive rail system serves as a backbone to the Wasatch Front's public transit network. Current resources limit expansion of service on rail lines, but UTA continues to plan for the future.

A study of UTA's light rail system, or TRAX, is underway in 2020 and 2021 to explore ways to improve travel time and increase capacity of the entire system. Some additional lines and extensions are being considered and evaluated to extend the existing TRAX light rail system to serve emerging markets and find operational efficiencies. The study will also determine what would be required to run additional service within the existing system.

We are also investigating ways to improve reliability, reduce travel time, and increase capacity on FrontRunner commuter rail service. Short term possibilities include additional peak hour trains or skip stop service. Most of these improvements would require additional double tracking in critical sections and more vehicles to provide extra trains. In the longer term, UTA hopes to build enough double track to avoid the cascading delay effects of a single track system and increase frequencies to meet demand. Eventually, UTA would consider the benefits and costs of electrifying the entire length of FrontRunner. This would improve air quality, reduce travel times, and improve operating efficiencies.



Bus Service Improvements

New needs for bus service continually emerge as our region grows and travel patterns change. The recently completed Service Choices effort helped identify corresponding future improvements throughout the region. As resources become available, UTA will continue to work with local communities to identify additional enhancements to bus service.

UTA is also working to develop strategies to improve reliability and decrease travel times throughout the bus network.



A Cleaner Fleet

UTA's Depot District Clean Fuels Tech Center is currently under construction. When completed, this new facility will allow for UTA to charge new electric buses and fuel even more compressed natural gas (CNG) vehicles. UTA is committed to being a proactive partner in improving Utah's air quality and will be diversifying its fleet over the next decade.

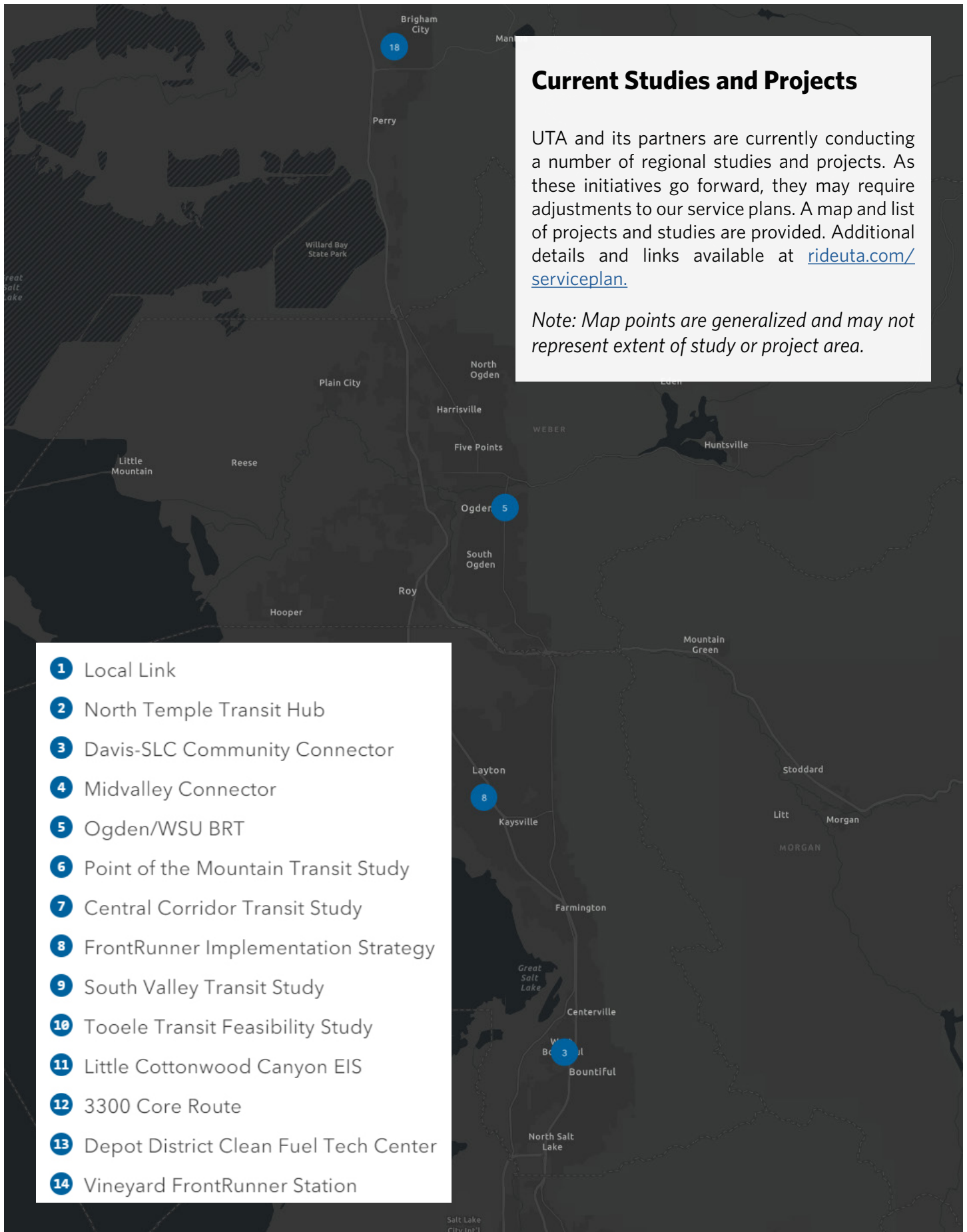


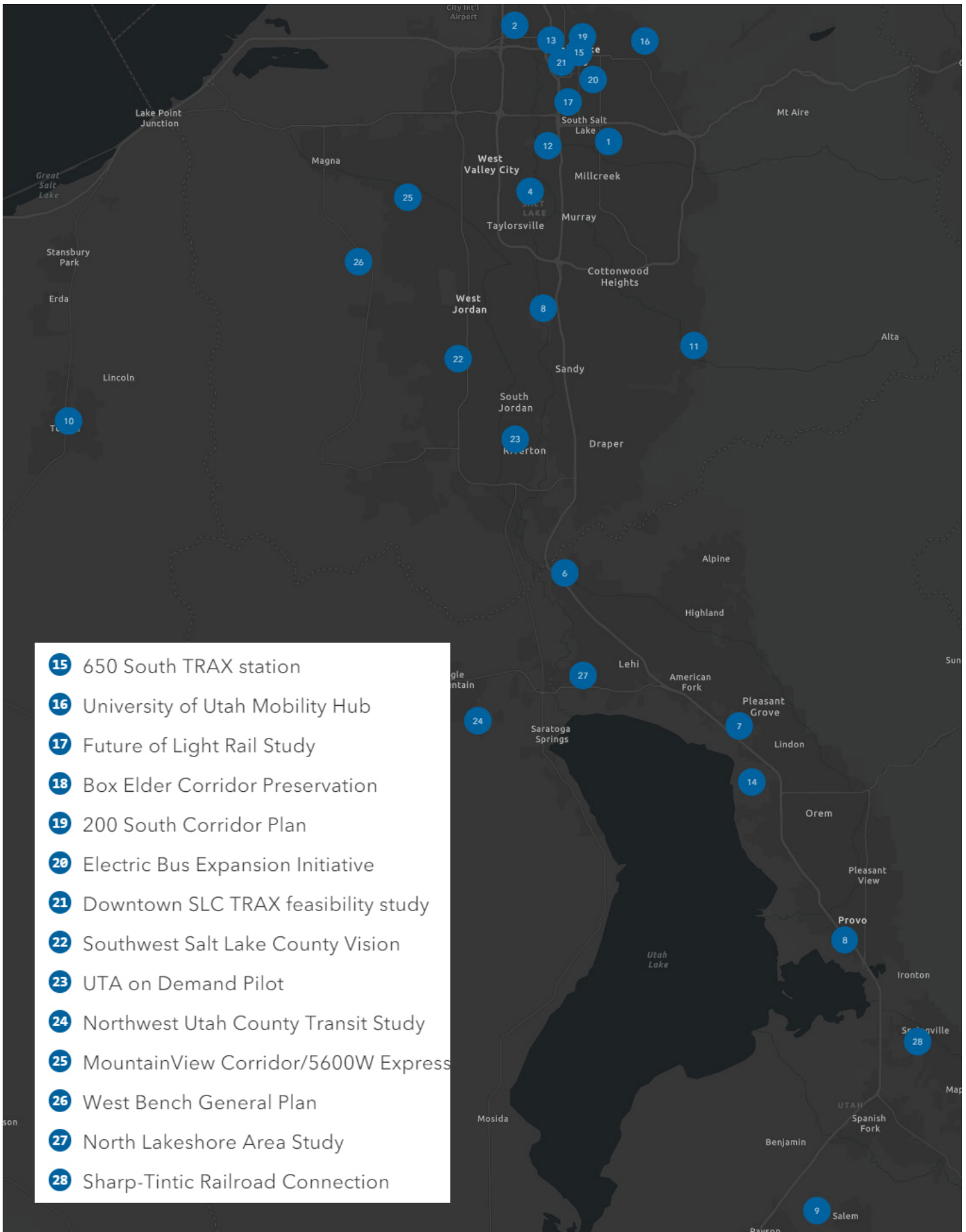
Current Studies and Projects

UTA and its partners are currently conducting a number of regional studies and projects. As these initiatives go forward, they may require adjustments to our service plans. A map and list of projects and studies are provided. Additional details and links available at rideuta.com/serviceplan.

Note: Map points are generalized and may not represent extent of study or project area.

- 1 Local Link
- 2 North Temple Transit Hub
- 3 Davis-SLC Community Connector
- 4 Midvalley Connector
- 5 Ogden/WSU BRT
- 6 Point of the Mountain Transit Study
- 7 Central Corridor Transit Study
- 8 FrontRunner Implementation Strategy
- 9 South Valley Transit Study
- 10 Tooele Transit Feasibility Study
- 11 Little Cottonwood Canyon EIS
- 12 3300 Core Route
- 13 Depot District Clean Fuel Tech Center
- 14 Vineyard FrontRunner Station





Engagement

We Value Your Input



Specific areas of additional study and community engagement for this plan include:

- All innovative mobility zone
- South Davis County
- Salt Lake County's West Bench
- Research Park
- Cottonwood Canyons
- Point of the mountain
- Eagle Mountain/Saratoga Springs
- Utah County's Central Corridor
- South Utah County

The outcomes of these efforts will be used to inform the 2023 update to this Five-Year Service plan.

This Five-Year Service Plan is a conceptual path forward. It represents a vision for the future, not a prescriptive list of definitive changes. UTA is committed to creating service that works for the community. Our path toward implementing this plan includes robust community engagement around each of the plan's concepts.

In the coming months and years, UTA will be reaching out to the community to understand your priorities for public transit. We will use a variety of tools and approaches to engage local governments, transit riders, community leaders, and the general public. These opportunities will give the community a chance to shape service changes and improvements in their region. You can expect opportunities to provide input prior to each UTA Change Day and throughout the year. We'll continue to update this document with new information and progress. Stay tuned!

To sign up for email updates on the Five-Year Service Plan, visit the following link:
rideuta.com/About-UTA/Active-Projects/uta-five-year-service-plan-form

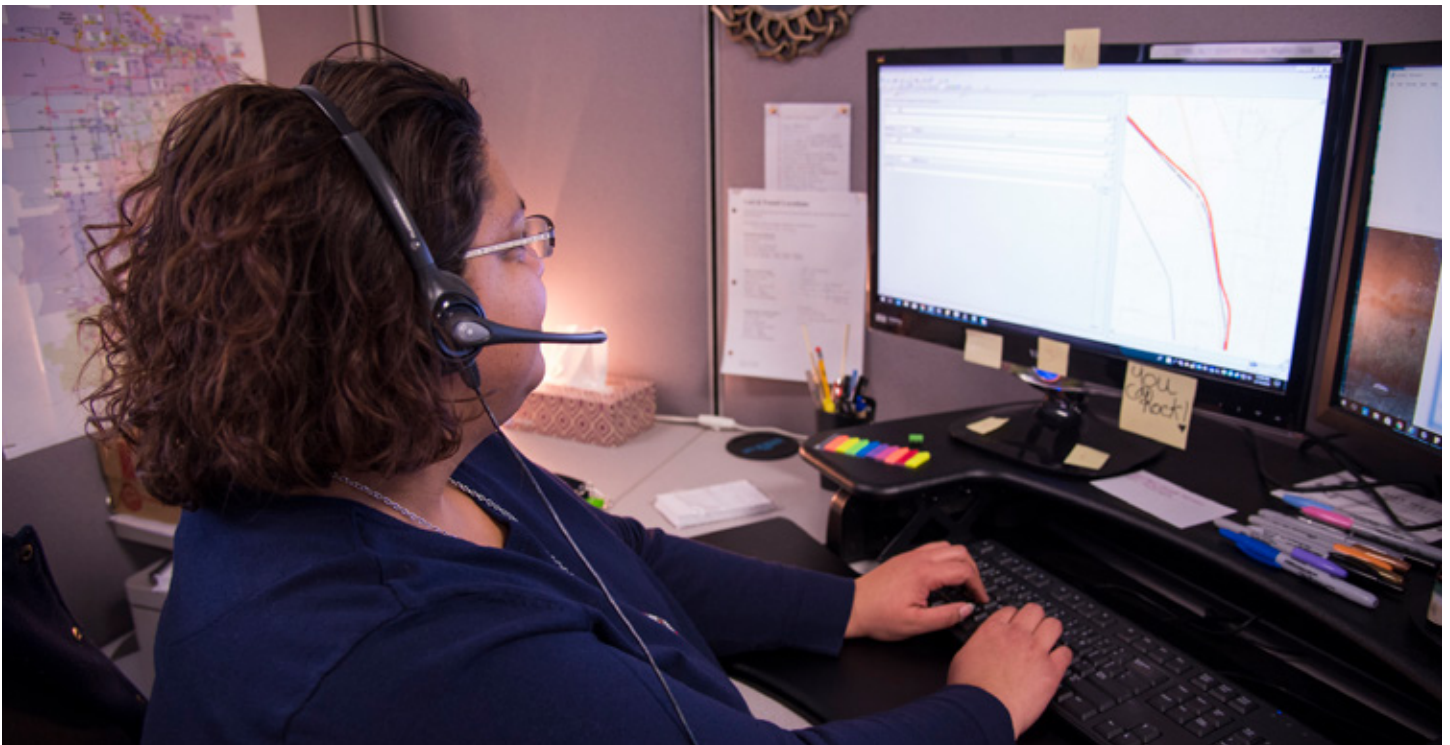
If you have feedback on UTA's Five-Year Service Plan now, let us know. Here are some ways to contact us:

Call or Email Us

General inquiries can be made Monday through Saturday from 6 a.m. to 9 p.m. and Sunday from 8:30 a.m. to 5 p.m. at (801) RIDE-UTA (801-743-3882) or at rideuta@rideuta.com.

Customer Concerns and Feedback

To provide customer feedback, or comments, you may submit an electronic comment, or call Customer Support and select the option for feedback: 801-743-3882.



UTA Draft Five-Year Service Plan Stakeholder Engagement Report

Updated 01-29-21

Introduction

UTA staff has been working over the past two years to develop a Five-Year Service Plan. This work began with the UTA Service Choices effort in 2019, through which we engaged over 3,500 members of the public on the topic of how UTA should prioritize bus service resources. In response to feedback, a draft Service Choices plan was created and ready to be released for public comment in March, at the same time the coronavirus pandemic and recession hit. The pandemic caused UTA to pause and re-evaluate the draft plan considering revised financial projections and changing travel and ridership patterns. UTA staff worked quickly to develop a revised Five-Year Service Plan that adapts to the current conditions in our agency and region. The revised plan presents high-level priorities for transit service; it does not present detailed routing or schedule information.

The draft Five-Year Service Plan was presented to the UTA Board of Trustees on November 11, 2020 and to the Local Advisory Council on November 18, 2020. The draft plan was made available for stakeholder review the following week. It was determined that stakeholder engagement would be the focus initially to understand local government and transportation stakeholder perspectives on transit priorities for their communities. Once the Five-Year Service Plan is finalized and approved, UTA staff will continue to engage with local stakeholders and riders to refine the concepts presented in the plan to ensure we meet the needs of the communities. Public engagement efforts to date have been focused on an inform level, or providing information to build awareness of the process and priorities. More robust and involved public engagement opportunities are planned following approval of the Five-Year Plan and as more detailed service planning is proposed.

Before implementation, every service change concept in this plan will be further analyzed and refined through UTA’s regular Change Day process, which includes public engagement, civil rights Title VI analysis, and operational considerations. Both public and stakeholder input will be invaluable in moving the Five-Year Service Plan towards implementation.

Engagement by the Numbers

Mode	Number
Email	4
Mail	0
Presentations	22
Customer Service – Phone	0
Website Views	1,462
Website - Stay in Touch Button	6
Website – Submit Comment Button	0

Stakeholder Engagement Events

The draft plan will be presented at several ongoing meetings attended by local government stakeholders. The following table details which committees have already been or will be engaged in this process

Organization	Audience/Committee	Meeting Date/Time	Complete
Wasatch Front Regional Council (WFRC)	Regional Growth Committee*	1/21/21 – 9:45 am	x
Mountainland Association of Governments (MAG)	Technical Advisory Committee (TAC)*	TBD – 1:30 pm	
WFRC	SL/WVC Transportation Coordinating Committee TAC*	1/27/21 – 10:00 am	x
WFRC	Ogden/Layton Transportation Coordinating Committee TAC*	1/27/21 – 2:00 pm	x
MAG	Regional Planning Committee*	2/4/21 – 5:30 pm	x
WFRC	Active Transportation Committee	2/10/21 – 9:45 am	x
WFRC	Salt Lake City-West Valley City Area TAC for the Regional Growth Committee (PlanTAC)*	2/17/21 – 10:00 am	
WFRC	Ogden-Layton Area TAC for the Regional Growth Committee (O-L TAC)*	2/17/21 – 2:00 pm	
WFRC	Transportation Committee*	2/18/21 – 2:00 pm	
Tooele County	Tooele Rural Planning Organization (RPO)	3/8/21 - TBD	
Box Elder County	County Commission	2/3/21 - 5:00 pm	x
Weber County	Weber Area Councils of Governments (COG)	2/1/21 - 4:30 pm	x
Davis County	Davis COG	TBD	
Salt Lake County	Salt Lake COG	1/21/21 – 12:00 pm	x
Salt Lake County	Salt Lake County Committee of the Whole (COW)	2/9/21 – 1:30 pm	x
Tooele County	Tooele COG	1/21/21 – 6:00 pm	x
Utah County	Utah County COG	Same time as RPC	x
Utah County	County Commission	2/9/21 - TBD	x
Salt Lake City	Downtown Alliance	2/11/21 - 8:30 am	x
Draper	City Council	1/12/21 – 5:30 pm	x
Herriman	City Council	1/27/21 – 7:00 pm	x
Riverton	City Council	2/2/21 – 5:45 pm	x
Bluffdale	City Council	TBD	

*Stakeholder groups also engaged during Service Choices in 2019.

Stakeholder & Public Comment Review

Stakeholder Meetings:

The following comments were received during the stakeholder engagement events detailed above.

1. 1/21/21. Councilmember, Salt Lake City.

The Councilmember asked UTA to highlight the need for additional public transit and study in the areas of Research Park at the University of Utah, and the Cottonwood Canyons area. UTA staff have since added new flags to the plan maps to highlight these areas.

2. 1/27/21. Commissioner, Box Elder County.

The Commissioner asked about the status of a park and ride lot in Brigham City to serve those traveling from Logan. UTA staff responded to the specific question.

Customer Service Comments:

The following comments were received by Customer Service. One comment refers explicitly to the Five-Year Service Plan. The other three comments are related to the Five-Year Service Plan in investigation and response to the customer. All comments have received responses.

1. 12/5/20. Philip Sauvageau.

I like the website that presents the five year service plan and there will probably be more formal review as time goes on. I see that it is possibly updating some of the routing on route 627. I have not ridden 627 through the Kaysville part of the route (I mostly ride it around WSU-Davis / Layton Hills) so I don't know the ridership but there may be opportunities by routing it to Rosewood Lane near the Layton Temple site and apartments and then to Gentile towards Layton Station. With proposed higher frequency on Main/State street serving the DATC, there may be less need for 627 to serve it as well.

2. 9/8/20. William Carlson. (General Service Comment)

For several years I have inquired about a stop near 1510N and Mountain Road in N Ogden.. But receive no communication. It is needed for the area youths and senior citizens plus a local auto shop that services approx 25 vehicles daily.

3. 9/2/20. Andrew Fullmer.

I'm trying to find the correct individuals that could actually make this request take place. I live in south west Springville and I am blind so I rely on the local transit to get me to work or really anywhere I'm going. Route 821 turns south on Springville main st, and there is not another stop until 1796 S state highway 51. Why doesn't UTA have this route run west on 400 S to 1750 W then turn south down 1750 W then turn and travel East on 1600 S? There could be a lot of underage kids that aren't able to drive that could connect with the Springville Rec Center and friends. This area is very busy with shopping centers, eating establishments and homes. If route 821 would make this adjustment they wouldn't lose anything and it would help myself and

countless others gain access to travel around the county and connecting with Frontrunner. I have been making this request for quite a few years and am hoping someone can actually see how this would benefit everyone. If you need any help making this happen please contact me. Thank you for your time and understanding.

4. 8/25/20. George Chapman. (Board Comment)

I urge the Board of Trustees to not provide funds for the Bus Garage. UTA should not be building one giant bus garage when other parts of the County desperately need more UTA transit service and the bus garages for Sandy and West Jordan /Herriman should be built first. Running deadhead buses morning and night are not an efficient use of buses. UTA arguments that the big bus garage is needed for efficiency is not logical (UTA says fueling at the new bus garage makes more sense than driving across the street from the old bus garage). Future WFRC plans call for the bus garages in outlying areas so the big bus garage is not considering efficiency. Running empty buses morning and night is not defensible. The contract for the bus garage (and the plan for capital projects with the \$25 million per year for it) is not efficient. Neither is the \$35-44 subsidy per VIA rider. The public private partnership is not financially sustainable. Note that UTA does not have a good track record of successfully operating BRTs (the 35MAX was never successful at 3000 riders a day). The South Davis Connector and the Mid Valley BRT do not service anything like the UVX with 2 universities. UTA should provide an appropriate analysis to justify those projects. An audit should be expected.

Web & Media Presence

News Media Coverage:

Information regarding the Draft Five-Year Service Plan and engagement opportunities was shared in the news media. At least 4 sources covered the story.

UTA Unveils Five-Year Service Plan

<https://www.sltrib.com/news/politics/2020/11/12/uta-unveils-year-service/>

UTA Homing in on Near-Term Transit Service Improvements for Northern Utah

https://www.standard.net/news/transportation/uta-homing-in-on-near-term-transit-service-improvements-for-northern-utah/article_fd2649eb-63aa-5db2-966b-2865f65901c5.html

UTA to Unveil its Five-Year Mass Transit Plan

<https://www.deseret.com/utah/2020/11/1/21427386/salt-lake-city-bus-transit-uta-to-unveil-its-five-year-mass-transit-plan-commuter-service-rail>

UTA Unveils Five-Year Service Plan

<https://www.newsbreak.com/utah/salt-lake-city/news/2101133626408/uta-unveils-5-year-service-plan-envisioning-a-core-route-network-with-service-every-15-minutes>

Website Visitation:

Detailed information was shared via UTA’s website, as well as a GIS Story Map page. A carousel on the main page directed the public to detailed information on the proposed changes at www.rideuta.com/serviceplan. A button was added to the webpage allowing comments to be submitted directly from the plan site. Additionally, a “stay in touch” button was included to collect contact information from interested stakeholders interested in following the plan’s development process.

A total of 1,462 views were logged to the Draft Plan website from November 17, 2020 through January 31, 2021. We anticipate the number of views will continue to increase as more presentations are made.



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Eddy Cumins, Chief Operating Officer
PRESENTER(S): Ryan Taylor, Special Services General Manager

LOCAL ADVISORY COUNCIL MEETING DATE: February 17, 2021

SUBJECT:	Coordinated Mobility and Constituent Services Report
AGENDA ITEM TYPE:	Discussion
RECOMMENDATION:	Informational report for discussion with Board of Trustees and UTA staff
BACKGROUND:	<p>The Public Transit District Act in Utah Code outlines specific duties of the UTA Local Advisory Council. One of those duties includes assisting with coordinated mobility and constituent services provided by the public transit district. To facilitate that assistance, the Coordinated Mobility Staff will provide a report for discussion regarding department activities and future initiatives.</p> <p>The coordinated mobility department was formed in 2014 as a result of the Governor designating UTA as the direct recipient of the FTA 5310 funds for the urbanized areas of Utah. During this timeframe, UTA also assumed responsibility to coordinate specialized transportation across the region. These efforts are ongoing.</p>
DISCUSSION:	<p>UTA Staff will provide a report on department activities, and future initiatives. This report includes the following topics:</p> <ul style="list-style-type: none">• Human service transportation coordination activities including a briefing on the Specialized Transportation Plan• Overview of the FTA 5310 grant program and synopsis of projects• Review of key technology projects including RidePilot and eVoucher• Federal grant awards• Summary of statewide coordination efforts• Travel training
ATTACHMENTS:	None



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
PRESENTER(S): Chair Karen Cronin and Chair Carlton Christensen

LOCAL ADVISORY COUNCIL MEETING DATE: February 17, 2021

SUBJECT:	Open Dialogue with Board of Trustees
AGENDA ITEM TYPE:	Discussion
RECOMMENDATION:	Informational discussion with UTA Board of Trustees
DISCUSSION:	Local Advisory Council Members and Board Trustees will engage in discussion on topics concerning the Utah Transit Authority.



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
FROM: Carolyn Gonot, Executive Director
PRESENTER(S): Carolyn Gonot, Executive Director

LOCAL ADVISORY COUNCIL MEETING DATE: February 17, 2021

SUBJECT:	Agency Report
AGENDA ITEM TYPE:	Report
RECOMMENDATION:	Informational report for discussion
DISCUSSION:	<p>Carolyn Gonot, UTA Executive Director will report on recent activities of the agency and other items of interest.</p> <ul style="list-style-type: none">- Ridership Report- Transit-Oriented Development Workshop Plan



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
FROM: Utah Transit Authority Audit Committee
PRESENTER(S): Karen Cronin, Chair Local Advisory Council,
Troy Walker, Local Advisory Council Member

LOCAL ADVISORY COUNCIL MEETING DATE: February 17, 2021

SUBJECT:	Audit Committee Report
AGENDA ITEM TYPE:	Report
RECOMMENDATION:	Informational report for discussion
BACKGROUND:	The UTA Audit Committee met on February 1, 2021 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Troy Walker and Karen Cronin, in their former roles as Local Advisory Council Chair and Vice-Chair respectively, participated as Audit Committee members along with Trustees Carlton Christensen, Jeff Acerson, and Beth Holbrook for the February 1 st meeting.
ATTACHMENTS:	None