



# Utah Transit Authority

## Local Advisory Council

### REGULAR MEETING AGENDA

669 West 200 South  
Salt Lake City, UT 84101

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**Wednesday, June 2, 2021**

**1:00 PM**

**Frontlines Headquarters**

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#### **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.
- Meeting proceedings may be viewed remotely through the WebEx meeting platform (see below) or by following the instructions and link on the UTA Board Meetings page - <https://www.rideuta.com/Board-of-Trustees/Meetings>
- Public Comment may be given live during the meeting. See instructions below.
  - o Use this WebEx 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/onstage/g.php?MTID=ed2f6fab6a382e44c85991cd71728f914>
  - o Sign on to the WebEx meeting portal through the “join event” link provided in your email following approval of your registration.
  - o Sign on 5 minutes prior to the meeting start time
  - o Comments are limited to 3 minutes per commenter.
- Public Comment may also be given through alternate means. See instructions below.
  - o Comment via email at [advisorycouncil@rideuta.com](mailto:advisorycouncil@rideuta.com)
  - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
  - o Comments submitted before 2:00 p.m. on Tuesday, June 1st will be distributed to council members prior to the meeting.
- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting [calldredge@rideuta.com](mailto:calldredge@rideuta.com) or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

#### **OPENING BUSINESS**

- |                               |                    |
|-------------------------------|--------------------|
| <b>1. Call to Order</b>       | Chair Karen Cronin |
| <b>2. Safety First Minute</b> | Sheldon Shaw       |
| <b>3. Public Comment</b>      | Chair Karen Cronin |

- 4. Consent** Chair Karen Cronin
- a. Approval of February 17, 2021 Local Advisory Council Meeting Minutes
  - b. Approval of March 24, 2021 Local Advisory Council Transit-Oriented Development (TOD) Work Session Minutes

## CONSULTATION WITH BOARD OF TRUSTEES

- 5. Capital Development Update**
- a. 2021 Legislative Appropriations for UTA Capital Projects Mary DeLoretto
  - b. Point of the Mountain Transit Study Locally Preferred Alternative (LPA) Update Mary DeLoretto  
Patti Garver
- 6. Budget Consultation**
- a. Consultation on Amendment 1 to the Authority's 2021 Budget Bill Greene  
Mary DeLoretto
- 7. Transit-Oriented Development (TOD) Update**
- a. Resolution AR2021-06-01 Approving the Updated Station Area Plan for Ogden Central Station Paul Drake  
Jordan Swain
- 8. Service Update**
- a. August 2021 Change Day Jaron Robertson  
Eric Callison  
Ryan Taylor
- 9. Discussion**
- a. 2021 Safety and Security Presentation Eddy Cumins  
Fred Ross  
Tal Ehlers
  - b. Open Dialogue with the Board of Trustees Karen Cronin  
Carlton Christensen

**REPORTS AND OTHER BUSINESS**

**10. Reports**

a. Agency Report

Carolyn Gonot  
Eddy Cumins  
Bill Greene

b. Audit Committee Report

Karen Cronin  
Clint Smith

**11. Other Business**

Chair Karen Cronin

a. Revised Meeting Dates for Fall 2021

**12. Adjourn**

Chair Karen Cronin



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Local Advisory Council**

**Date: 6/2/2021**

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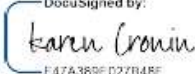
### UTAH TRANSIT AUTHORITY ELECTRONIC MEETING DETERMINATION

Consistent with 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 continue to encourage institutions and individuals to limit in-person interactions.

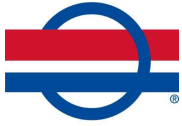
This written determination takes effect on June 2, 2021, and is effective until midnight on July 1, 2021, and may be re-issued by future written determinations as deemed appropriate.

Dated this 12<sup>th</sup> day of May 2021.

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Karen Cronin, Chair of the Local Advisory Council



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

Local Advisory Council

Date: 6/2/2021

TO: Local Advisory Council  
FROM: Jana Ostler, Board Manager

TITLE:

Approval of February 17, 2021 Local Advisory Council Meeting Minutes

<b>AGENDA ITEM TYPE:</b>	Minutes
<b>RECOMMENDATION:</b>	Approve the minutes of the February 17, 2021 Local Advisory Council meeting
<b>BACKGROUND:</b>	A regular meeting of the UTA Local Advisory Council was held electronically and broadcast live via YouTube on Wednesday, February 17, 2021 at 1:00 p.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 <a href="https://www.utah.gov/pmn/sitemap/notice/657617.html">Utah Public Notice Website &lt;https://www.utah.gov/pmn/sitemap/notice/657617.html&gt;</a> and video feed is available through the UTA Board Meetings page - <a href="https://www.rideuta.com/Board-of-Trustees/Meetings">https://www.rideuta.com/Board-of-Trustees/Meetings</a>
<b>ATTACHMENTS:</b>	1) 2021-02-17_LAC_Minutes_unapproved



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  
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/647669.html> for entire content.*

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

Approved Date:

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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 10<sup>th</sup> day of February 2021.

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Karen Cronin, Chair of the Local Advisory Council



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

Local Advisory Council

Date: 6/2/2021

TO: Local Advisory Council  
FROM: Jana Ostler, Board Manager

TITLE:

Approval of March 24, 2021 Local Advisory Council Transit-Oriented Development (TOD) Work Session Minutes

<b>AGENDA ITEM TYPE:</b>	Minutes
<b>RECOMMENDATION:</b>	Approve the minutes of the March 24, 2021 Local Advisory Council Transit-Oriented Development Work Session
<b>BACKGROUND:</b>	A TOD work session for the UTA Local Advisory Council was held electronically and broadcast live via YouTube on Wednesday, March 24, 2021 at 2:30 p.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 <a href="https://www.utah.gov/pmn/sitemap/notice/665223.html">Utah Public Notice Website</a> < <a href="https://www.utah.gov/pmn/sitemap/notice/665223.html">https://www.utah.gov/pmn/sitemap/notice/665223.html</a> > and video feed is available through the UTA Board Meetings page - < <a href="https://www.rideuta.com/Board-of-Trustees/Meetings">https://www.rideuta.com/Board-of-Trustees/Meetings</a> >
<b>ATTACHMENTS:</b>	1) 2021-03-24_LAC_TOD Work Session_Minutes_unapproved



Minutes of the TOD Work Session of the  
**Local Advisory Council of the Utah Transit Authority**

Wednesday, March 24, 2021, 2:30 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  
Troy Walker

**UTA Local Advisory Council Members Excused:**

Erin Mendenhall

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

**Call to Order & Opening Remarks.** Chair Karen Cronin welcomed attendees and called the meeting to order at 2:31p.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.

**Safety First Minute.** Sheldon Shaw, UTA Director of Safety and Security, gave a brief safety message.

**Transit-Oriented Development (TOD) Orientation and Discussion.** Carolyn Gonot, UTA Chief Executive Officer, introduced the TOD discussion and turned the time over to Paul Drake, UTA Director of Real Estate and TOD. Mr. Drake introduced the order of discussion, and the purpose and benefits of TOD.

UTA Board Chair Carlton Christensen asked a question about land use. Mr. Drake responded.

Mr. Drake informed the council that the TOD framework consists of planning, implementation, and management, and is a transparent process where decisions are linked to regional objectives and local vision. It involves objective criteria for selecting TOD sites and development partners. The Local Advisory Council plays a key role in the development of the plan.

The Council asked about density and local municipalities. Mr. Drake responded.

Jordan Swain, UTA TOD Project Manager, presented an overview of the Clearfield Station area plan from the planning stage to implementation, including the responses to the RFP and the master development plan. JJ Allen, City Manager for Clearfield City, confirmed that working with the local municipality worked well as a partnership. Mayor Mark Shepherd, Mayor of Clearfield City, reported that the process of the TOD plan works for the local municipality, for UTA, and for the developers. Mayor Shepherd also reported on Clearfield City's experience with bonding for the project.

The Council asked questions about bonding, parking structures, landowners, other development opportunities, lessons learned, and needed plan improvements. Mr. Swain and Mayor Shepherd responded. Discussion ensued.

Mr. Swain introduced the system analysis tool. The purpose of the system analysis tool is to assess the readiness of a station area for transit-oriented development, based on a manifold of key factors. Mr. Swain introduced the Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), the University of Utah, and EcoNorthwest as partners using the system analysis tool. Lauren Victor of WFRC gave comments in support of the tool. Mr. Swain gave an overview of the system and analysis tool noting municipal support, accessibility, market strength, and the affordable housing need, and explained how the overall metrics work in determining a station location.

The Council did not have any questions.

Mr. Swain reported that the metrics for municipal support include station area planning; TOD-supportive zoning with density, parking, and mixed-use designation; affordable housing planning; and public financing. Accessibility metrics include transit accessibility, transit frequency, bicycle and pedestrian accessibility, and predicted mode share. Market strength metrics include developer/tenant interest, mid-term development potential, long-term development potential, and projected growth rate. Affordable housing need metrics include vulnerability and affordable housing supply.

Chair Cronin asked about the weighting of categories within the metric. Mr. Swain responded. Discussion ensued.

Mr. Swain reported that the output from the overall metric score creates three lenses to look at the projects which are overall, growth opportunity, and affordable housing need and suitability. Mr. Swain presented the overall rankings of the current sites being researched by UTA in each of the lens areas.

Mr. Swain introduced the TOD web tool which was created to give information on site selections for municipalities and developers. A basic overview of the website was given.

Mr. Swain reported that the purpose of station area planning is to establish a basis for the area surrounding a station that may be used to direct and cohere the development of individual properties near that station. It is a plan adopted by the relevant municipality or county that establishes and preserves a vision for areas within one-half mile of a station. The one-half mile area is accessible to all modes of transportation, is a 15-minute walk/bike shed, and is defined by natural and artificial barriers. Funding sources included Transportation Land Use Connection (TLC), Federal Grants, local match, internal funding, and miscellaneous sources. Ms. Victor presented an overview on the TLC program's use within the Wasatch Front.

Chair Christensen asked a question concerning applications to the TLC funding. Ms. Victor responded. Discussion ensued.

Mr. Swain reported that the general process of station area planning includes an existing conditions analysis, community engagement, a shared vision, and then an implementation plan. The existing conditions analysis includes the built environment, socioeconomics, station access, real estate market, and affordable housing. Community engagement consists of opportunities for public and private stakeholders to provide feedback within design charrettes, workshops, open houses and surveys. A shared vision includes land uses and infrastructural improvements. The implementation plan prioritizes the schedule of tasks necessary for the vision.

The Council asked questions on the weighting of different stations and agreements. Mr. Drake responded. Discussion ensued.

Mr. Drake presented projects currently in progress within the TOD program which include the Sandy Civic Center Station (East Village Apartments), Jordan Valley Station (Novi Apartments), South Jordan Station (SoJo), 3900 South Meadowbrook Station (The Hub of Opportunity), Jordan Valley Station (Upper West I), and Sandy Civic Center Station (East Village 3).

Member Walker asked a question about the size of building structures. Mr. Drake responded. Discussion ensued.

Mr. Drake presented the current pipeline of projects which include Clearfield Station, Salt Lake Central Station, Ogden Central Station, Provo Station, West Jordan City Center, Midvale Fort Union and Center Street Stations, Murray Central Station, Woods Cross Station, Roy Station, American Fork Station, and Orem Station.

The Council made comments of thanks for the presentation and the TOD process. Discussion ensued.

**Adjournment.**

The meeting was adjourned at 4:32p.m. with a motion by Member Walker, a second by Member Johnson, 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/665223.html> for entire content.*

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

Approved Date:

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Karen Cronin

Chair, UTA Local Advisory Council

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**Appendix A**

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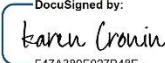
**UTAH TRANSIT AUTHORITY  
ELECTRONIC MEETING DETERMINATION**

Consistent with 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 continue to encourage institutions and individuals to limit in-person interactions.

This written determination takes effect on March 24, 2021, and is effective until midnight on April 23, 2021, and may be re-issued by future written determinations as deemed appropriate.

Dated this 18<sup>th</sup> day of March 2021.

DocuSigned by:  
  
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Karen Cronin, Chair of the Local Advisory Council



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

**Local Advisory Council**

**Date: 6/2/2021**

**TO:** Local Advisory Council  
**THROUGH:** Carolyn Gonot, Executive Director  
**FROM:** Mary DeLoretto, Chief Service Development Officer  
**PRESENTER(S):** Mary DeLoretto, Chief Service Development Officer

**TITLE:**

### 2021 Legislative Appropriations for UTA Capital Projects

<b>AGENDA ITEM TYPE:</b>	Discussion
<b>RECOMMENDATION:</b>	Informational item for discussion
<b>BACKGROUND:</b>	The 2021 Utah Legislature appropriated significant funding for transportation and infrastructure-related projects this year, including over \$100M from one-time general funds and over \$200M in bonding authority for transit-specific capital projects.
<b>DISCUSSION:</b>	From the one-time general funds, the legislature appropriated the following amounts for transit projects: - \$100M for double-tracking strategic sections of the FrontRunner Commuter Rail system to allow for enhanced speed, frequency, capacity, and reliability of FrontRunner Service; and - \$1.6M to close the funding gap for a new FrontRunner station in the city of Vineyard. The legislature also authorized additional bonding in the following amounts for transit projects: - \$200M for double-tracking strategic sections of the FrontRunner Commuter Rail system; - \$12M for construction and improvements to the S-Line streetcar facilities in Salt Lake; - \$11M for bus rapid transit (BRT) in the Salt Lake Midvalley area; - \$5M for an environmental study at the Point of the Mountain area; and - \$4M for a UTA and Sharp-Tintic railroad consolidation project in Utah County. Staff will provide a brief update on each of these projects, including the anticipated 2021 project activities.
<b>ALTERNATIVES:</b>	N/A
<b>FISCAL IMPACT:</b>	These funds will be incorporated into UTA's 5-Year Capital Plan.
<b>ATTACHMENTS:</b>	None



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

Local Advisory Council

Date: 6/2/2021

**TO:** Local Advisory Council  
**THROUGH:** Carolyn Gonot, Executive Director  
**FROM:** Mary DeLoretto, Chief Service Development Officer  
**PRESENTER(S):** Mary DeLoretto, Chief Service Development Officer  
Patti Garver, Manager of Environmental & Grant Services

**TITLE:**

**Point of the Mountain Transit Study Locally Preferred Alternative (LPA) Update**

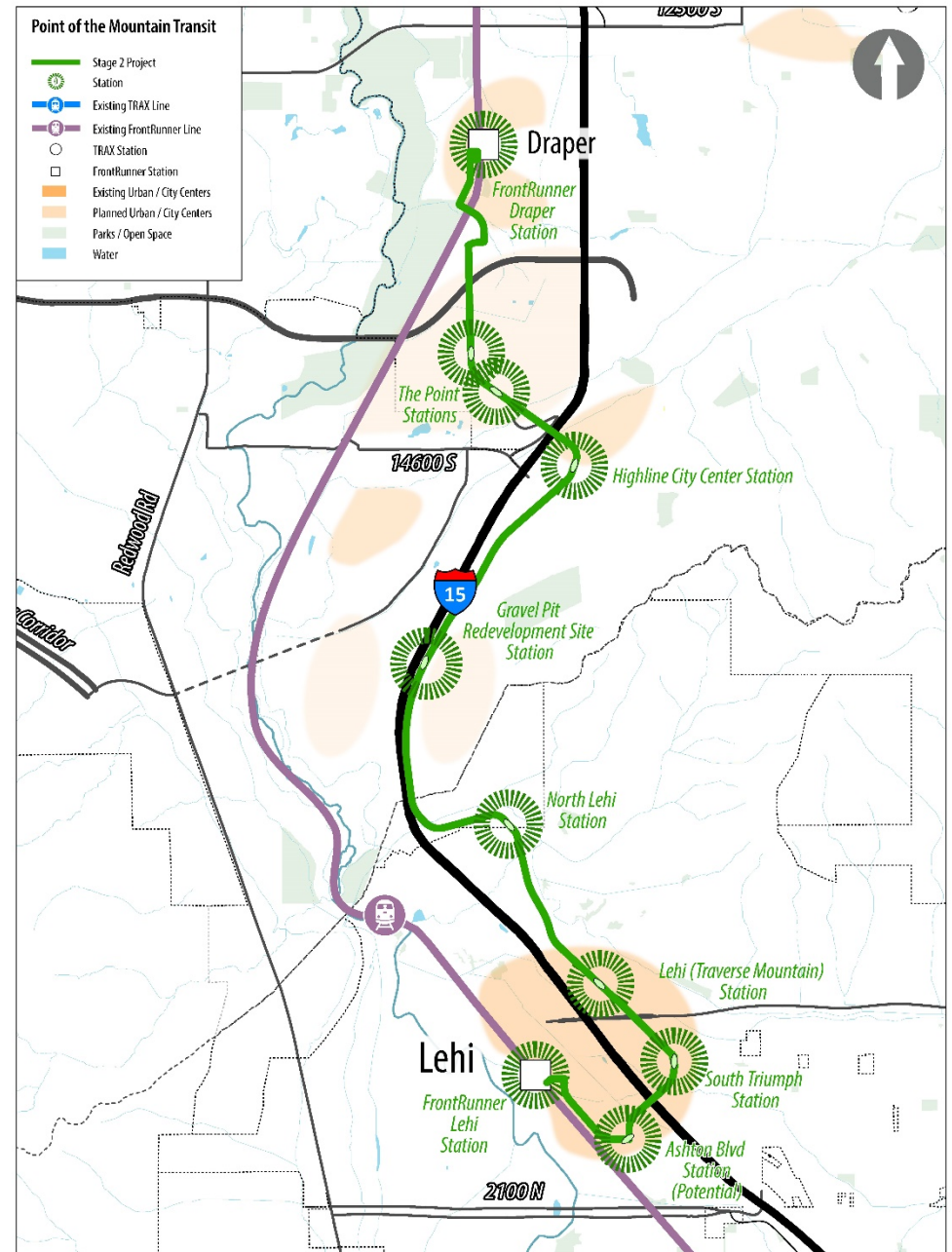
<b>AGENDA ITEM TYPE:</b>	Discussion
<b>RECOMMENDATION:</b>	Informational report for discussion
<b>BACKGROUND:</b>	The Point of the Mountain Transit Study began in August 2019 to identify a locally preferred alternative for a rapid transit connection between southern Salt Lake County and Northern Utah County to connect to existing and planned development areas, including the prison redevelopment site, now known as The Point. The preferred alternative was selected and recommended by the project steering committee in December 2020.

<b>DISCUSSION:</b>	<p>In addition to describing the recommended preferred alternative for the project, this update will explain how the preferred alternative was identified and selected. The LPA, known as the common ground segment, is an 8-mile, gold-standard, bus rapid transit (BRT) corridor between Frontrunner Draper station at the northern terminus and the FrontRunner Lehi station at the southern terminus via the South Triumph Station in Lehi. Gold standard refers to a high functioning BRT with features such as 90% exclusive bus lanes, stations with enhanced amenities, transit signal priority, gated crossings, branded buses, and high frequency service. The LPA includes 10 stations. Now that the proposed LPA has been defined, the environmental phase of the project is beginning. Stakeholder adoption of the LPA through committee approval and City Council resolutions has been ongoing since the beginning of 2021. The UTA Local Advisory Council must also approve the LPA before final adoption of the LPA by the UTA Board of Trustees. The June 2, 2021 presentation to the Local Advisory Council is simply an update. Approval by the Local Advisory Council will occur near the end of the environmental analysis, as will adoption by the Board of Trustees.</p>
<b>ALTERNATIVES:</b>	<p>If the preferred alternative does not move forward, a rapid transit connection between southern Salt Lake County and northern Utah County, particularly with a connection to The Point, will be delayed and decrease transit connections to UTA’s regional system in this area.</p>
<b>FISCAL IMPACT:</b>	<p>Transit Study Cost: \$800K Next Phase, Environmental Study Cost (includes environmental &amp; conceptual design): ~\$3.7M The transit study and the environmental analysis are included in the 5-year Capital budget. In 2020, the State legislature appropriated \$750K in Transit Transportation Investment (TTIF) funds for the environmental study. In 2021, the State Legislature appropriated \$5M in TTIF funds for environmental and preliminary design for the project. \$2M in Surface Transportation Block Grant (STBG) funds has been recommended by WFRC for the environmental study and preliminary design.</p>
<b>ATTACHMENTS:</b>	<p>1) POM Preferred Alternative Rec - May 2021</p>

### Key Findings for the Preferred Alternative

A high quality, 10-station, 10-mile Bus Rapid Transit (BRT) project is proposed that connects FrontRunner Draper to FrontRunner Lehi to support the major economic development and mobility goals for the Point of the Mountain area. The project is proposed because:

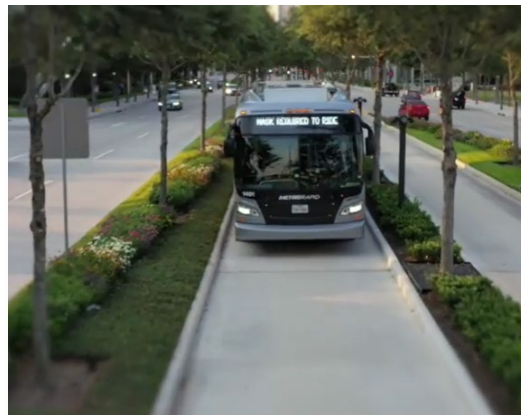
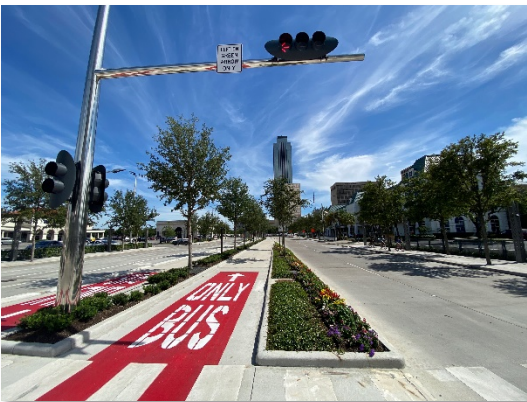
- Most of the highest growth, highest economic development centers in the Point of the Mountain area would be served by the Preferred Alternative.
- The current pace of growth and development in the corridor calls for the Preferred Alternative to be developed as quickly as possible to maximize economic development and transit-oriented development opportunities.
- The Preferred Alternative would effectively connect with other existing or planned regional transit services, including FrontRunner and the proposed Central Corridor Transit project.
- The Preferred Alternative would retain the ability to make other priority investments for the Point of the Mountain area.
- The Preferred Alternative is projected to meet current and long-term future travel demands.
- A “gold standard” Bus Rapid Transit has the same or better transit and economic performance as a rail alternative, but would be more economical to construct and quicker to implement.



### Key Attributes of the Preferred Alternative

The BRT Common Ground Segment offers a “gold standard” BRT with the following key features:

- Nearly 90% exclusive guideway for transit to operate outside of traffic. Additional features such as gated crossings, level boarding vehicles, and high frequency service can also help maximize speed and reliability.
- A guideway with an attractive urban design and distinctive, high-quality station areas that feature off-bus payment, real-time travel information and wayfinding, amenities to enhance passenger comfort and safety, and consistent branding.
- More flexibility to accommodate stations that fit within existing and planned development, including the potential for two stations at “The Point.”
- Capital cost of \$425-600M, up to half the cost of light rail with similar forecasted ridership.
- More flexibility to implement transit service for the whole corridor sooner while new developments come online.



### Supporting Investment Recommendations

**A BRT connection to serve Sandy Cairns between Sandy Civic Center Station and South Jordan FrontRunner, as envisioned in the Sandy South Jordan Circulator Study, would also improve ridership and economic development in the Point of the Mountain area.**

### Next Steps

After the Preferred Alternative is confirmed, additional design, environmental review, and operations and funding plans would advance the project toward construction.



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

Local Advisory Council

Date: 6/2/2021

**TO:** Local Advisory Council  
**THROUGH:** Carolyn Gonot, Executive Director  
**FROM:** Bill Greene, Chief Financial Officer  
**PRESENTER(S):** Bill Greene, Chief Financial Officer  
 Mary DeLoretto, Chief Service Development Officer

**TITLE:**

**Consultation on Amendment 1 to the Authority's 2021 Budget**

<b>AGENDA ITEM TYPE:</b>	LAC - Consultation
<b>RECOMMENDATION:</b>	Consult on the 2021 Budget Amendment 1
<b>BACKGROUND:</b>	In accordance with Board of Trustee Policy Number 2.1, Financial Management, the Board of Trustees may amend or supplement the budget at any time after its adoption. A Board resolution is required for a budget amendment. Budget amendments which increase the overall capital budget or add a new project or increase the total operating budget are presented to the Local Advisory Council for their consultation prior to final approval by the Board of Trustees. A proposed amendment to the Authority's 2021 Budget is being presented today for discussion. A resolution for the amendment will be presented to the Board at a future Board meeting after consultation with the Local Advisory Council.
<b>DISCUSSION:</b>	This proposed \$7,351,500 amendment to the 2021 Capital Budget includes three categories of requests: 1. Increases to the project budgets (\$3,901,500) Funding for six Capital projects in the Authority's approved 2021 budget. The additional funds requested would come from a combination of State funding appropriations, positive carryforward budget, and higher than projected fund balance. 2. Acceleration of 2022 budget authority (\$2,700,000) Moving project funding forward from 2022 to 2021 for one capital project. This funding is currently programmed in the Authority's approved 5-Year Capital Plan. 3. New project budget authority (\$750,000) Request for two new capital projects that have been funded through State funding appropriations and grant requests. <u>Increases to Existing Project Budgets</u> The <b>FrontRunner Forward</b> project is budgeted at \$2.5M in the 2021 adopted budget. This proposed amendment would add \$2.5M, for a total 2021 capital budget of \$5M, to advance the FrontRunner Forward program objectives. During the 2021 Utah State Legislative session, \$200M

in bonding was authorized and another \$100M from one-time state revenues was appropriated to double track strategic sections of the FrontRunner commuter rail system to allow for enhanced speed, frequency, capacity, and increased reliability. The increased 2021 budget authority will allow additional strategic analysis, outreach, and design to occur this year to help expedite project implementation over the next several years. Additional funding for this project budget will come from the one-time state appropriation of \$100M. The **Building Remodel/Reconfiguration** approved project budget for 2021 is \$100,000. An additional \$365,000 is requested to be added to the budget to make improvements at the Meadowbrook facility (upgrades to the men's and women's locker and rest rooms, and conversion of the first aid room to a unisex restroom) and to reconfigure the records management area at the Mobility Center to include shelving, computer scanning stations, and air conditioning for climate control. The additional funding for this project would come from positive carryforward budget, and fund balance resulting from re-aging the capital program. The **Safety General Projects** budget for 2021 is \$100,000. An additional \$77,000 is requested to complete an additional four safety projects that the safety department has identified as priority investments. These include:

- Fix flooring in the Joran River Service Center (JRSC) parts room that has buckled due to last year's earthquake (\$35K)
- Updating the battery rooms at JRSC and Midvale to extend the sprinkler system, insulate wiring and widen the doors to accommodate cell pallets (\$10k)
- Power upgrades to hot work zone at JRSC to eliminate electric cable running across truck shop (\$8K)
- Installing a fall-arrest system at Warm Springs to increase safety for mechanics working on the top of the trains (\$24K).

The additional funding for this project would come from fund balance. The **Corridor Fencing** project budget for 2021 is \$50,000. An additional \$50K is requested for additional fencing priorities. There is a long list of areas where fencing along the UTA corridor will improve safety by reducing trespassing and eliminating close calls. The Safety Department prioritizes areas each year to use the allotted funds. Safety has identified three additional areas they would like to accelerate and complete this year based on operator concerns. These include chain and pole delineations at the West Valley and South Campus TRAX stations, and corridor fencing north of the Draper FrontRunner Station. The additional funding for this project would come from fund balance. The **Non-Revenue Service Vehicles** project budget for 2021 is \$1.5M. Service fleet vehicle replacement is an ongoing need. The past few years, this project was unbudgeted or under-budgeted. In addition, system expansion projects have resulted in the need for additional support vehicles. This year, the Vehicle Department is catching up on the non-revenue service vehicle needs backlog. Replacement prioritization is based on vehicle age, mileage, condition, and duty cycle. An additional \$480K is being requested to address the highest priority needs in 2021. This additional funding will reduce the existing backlog and the ongoing budget in the adopted five-year capital plan should be sufficient to sustain the non-revenue fleet replacement going forward. The additional funding for this project would come from fund balance. The **Capital Contingency** project budget for 2021 was \$2M. This past March, a portion of the contingency budget (\$429,500) was

moved to the FrontRunner Paint Booth Construction project through a technical budget adjustment and the remaining Capital Contingency Budget is now \$1,570,500. This request seeks \$429,500 to restore the Capital Contingency budget to the 2021 adopted funding level of \$2M for future technical budget adjustments through the remainder of 2021. The additional funding for this project would come from fund balance. Acceleration of 2022 Budget Authority The **Box Elder Right of Way Preservation** project budget for 2021 is \$1M. The project will preserve a transit corridor for future extension of FrontRunner, using the second-quarter sales tax funds designated by Box Elder County for commuter rail implementation. UTA has been approaching property owners and purchasing parcels from willing sellers as they are identified. As part of the acquisition efforts, UTA has been working with UDOT to acquire the Utah-Idaho Central (UIC) Railroad corridor. UDOT is nearly complete with the process to surplus the corridor and is willing to sell it to UTA for the appraised value of \$2.7M. In order to complete the UIC purchase this year, UTA is requesting an additional \$2.7M be added to the project budget for 2021. This would be advanced from the 2022 project budget of \$4M that is included in the approved 5-year Capital Plan. The revenue would come from existing accumulated Box Elder County second-quarter funds. The 5-year Capital Plan will be updated to reflect this acceleration of funds as part of the 2022-26 5-year Capital Plan development process later this year. Budget Authority for New Projects The **S-Line Extension Project** was not included in the 2021 adopted budget. During the 2021 Utah State Legislative session, \$12M in bonding was authorized for construction and improvements to the S-Line Streetcar facilities. This proposed amendment includes adding \$600K for the new S-Line project to start the initial transit analysis and conceptual design work for the construction project. The final design and project construction budgets will be presented to the Board for consideration as part of the 2022 Budget request and proposed 2022-2026 five-year capital plan this fall. Funding for this project will come from state bond authorization. The **5600 West Project** was not included in the 2021 adopted budget. Moving the project forward is needed as part of a larger agreement with UDOT for the Mountain View Corridor. A new project budget of \$150K is being requested to initiate work on the 5600 West/Mountain View Corridor transit project. Specific tasks could include cost estimating and travel market analysis. The project was submitted for a TTIF funding grant this year and is also being submitted for a federal grant opportunity. If selected, TTIF and/or federal grant funds will be used to start initial project design activities this year, with construction programmed in future year capital budgets. If not selected for either grant opportunity, this project will be put on hold until alternate funding sources have been identified. Budget Amendment 1 would incorporate all the proposed capital budget changes in both categories as outlined above and summarized in the table below. The Board of Trustees will consider the discussion by the Local Advisory Council in moving forward with Amendment 1 to the 2021 Budget.

<b>ALTERNATIVES:</b>	The Local Advisory Council may discuss modifications that are different from staff recommendations.
<b>FISCAL IMPACT:</b>	1. <u>Increases to the project budgets</u> for seven Capital projects in the Authority’s approved 2021 budget will add an additional \$3,901,500 to the 2021 Capital Budget. Of that amount, \$2.5M will come from the State legislative appropriation for FrontRunner, and the remaining \$1,401,500 will come from positive carryforward and new local (UTA) revenue sources. 2. <u>Acceleration of 2022 Budget Authority</u> for one Capital project in the Authority’s approved 2021 budget that will add an additional \$2,700,000 to the 2021 Capital Budget. This \$2.7M will come from accumulated Box Elder County 2 <sup>nd</sup> quarter sales tax funds. This is currently programmed in the 5-Year Capital Plan for expenditure in 2022. 3. <u>Additional budget authority</u> for 2 projects will add \$750,000 to the 2021 Capital Budget. Of that amount, \$600K will come from the state bond authorization and the remaining \$150K will come from TTIF or federal grant funds.
<b>ATTACHMENTS:</b>	2021 Budget Amendment 1 Detail

Project	Adopted budget	Additional Request	Amended Budget	Source of Funds
FrontRunner Forward	\$2,500,000	\$2,500,000	\$5,000,000	State appropriation
Building Remodel /Reconfig	\$100,000	\$365,000	\$465,000	Carryover/Fund Balance
Safety General Projects	\$100,000	\$77,000	\$177,000	Fund Balance
Corridor Fencing	\$50,000	\$50,000	\$100,000	Fund Balance
Non-Rev Service Vehicles	\$1,500,000	\$480,000	\$1,980,000	Fund Balance
Capital Contingency	\$1,570,500	\$429,500	\$2,000,000	Fund Balance
Box Elder ROW Preservation	\$1,000,000	\$2,700,000	\$3,700,000	Box Elder 2 <sup>nd</sup> quarter sales tax
S-Line Extension	\$0	\$600,000	\$600,000	State appropriation
5600 West	\$0	\$150,000	\$150,000	TTIF/Fed Grant
<b>Total</b>	<b>\$6,820,500</b>	<b>\$7,351,500</b>	<b>\$14,172,000</b>	

## 2021 BUDGET AMENDMENT 1 - SUMMARY

### June 2, 2021

#### Supplemental Budget Request Sources and Uses

<b>Funding Sources</b>	2021 Budget	2020 Carryforward Reconciliation	State Funding (2021 Legislature)	TTIF/Federal	Fund Balance	Box Elder Revenues	Amended 2021 Budget
Transfer from Operations	\$ 76,764,000	\$ 294,991			\$ 1,106,509		\$ 78,165,500
2018 and 2019 Bond Proceeds	51,256,000						51,256,000
Grants	75,793,000						75,793,000
Local Partner Contributions	24,533,000					2,700,000	27,233,000
State Contribution	9,214,000		3,100,000	150,000			12,464,000
Leasing	18,059,000						18,059,000
<b>Total Funding Sources</b>	<b>\$ 255,619,000</b>	<b>\$ 294,991</b>	<b>\$ 3,100,000</b>	<b>\$ 150,000</b>	<b>\$ 1,106,509</b>	<b>\$ 2,700,000</b>	<b>\$ 262,970,500</b>
<b>Expense</b>							
Depot District	\$ 32,400,000						\$ 32,400,000
Ogden/Weber BRT	52,581,000						52,581,000
Airport Station Relocation	7,000,000						7,000,000
State of Good Repair	23,625,000						23,625,000
Fronrunner Paint Booth <sup>1</sup>	429,500						429,500
<i>Fronrunner Forward</i>	<i>2,500,000</i>		<i>2,500,000</i>				<i>5,000,000</i>
<i>Building Remodel/Reconfig</i>	<i>100,000</i>	<i>294,991</i>			<i>70,009</i>		<i>465,000</i>
<i>Safety General Projects</i>	<i>100,000</i>				<i>77,000</i>		<i>177,000</i>
<i>Corridor Fencing</i>	<i>50,000</i>				<i>50,000</i>		<i>100,000</i>
<i>Non-Revenue Vehicle Fleet</i>	<i>1,500,000</i>				<i>480,000</i>		<i>1,980,000</i>
<i>Box Elder ROW Preservation</i>	<i>1,000,000</i>					<i>2,700,000</i>	<i>3,700,000</i>
<i>S-Line Extension</i>	<i>-</i>		<i>600,000</i>				<i>600,000</i>
<i>5600 West</i>	<i>-</i>			<i>150,000</i>			<i>150,000</i>
<i>Capital Contingency<sup>1</sup></i>	<i>1,570,500</i>				<i>429,500</i>		<i>2,000,000</i>
Other Capital Projects	132,763,000						132,763,000
<b>Total Expense</b>	<b>\$ 255,619,000</b>	<b>\$ 294,991</b>	<b>\$ 3,100,000</b>	<b>\$ 150,000</b>	<b>\$ 1,106,509</b>	<b>\$ 2,700,000</b>	<b>\$ 262,970,500</b>

## Footnotes

<sup>1</sup> Technical Budget Adjustment by Board of Trustees 3/24/2021

Moved \$429,500 from Capital Contingency to fund Fronrunner Paint Booth project



# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

**Local Advisory Council**

**Date: 6/2/2021**

**TO:** Local Advisory Council  
**THROUGH:** Carolyn Gonot, Executive Director  
**FROM:** Mary DeLoretto, Chief Service Development Officer  
**PRESENTER(S):** Paul Drake, Director of Real Estate and TOD & Jordan Swain, TOD Project Manager

**TITLE:**

**Resolution AR2021-06-01 Approving the Updated Station Area Plan for Ogden Central Station**

<b>AGENDA ITEM TYPE:</b>	Resolution
<b>RECOMMENDATION:</b>	Approve Resolution AR2021-06-01 to approve the amended Station Area Plan (SAP) for Ogden Central Station and forward to the Board of Trustees with a recommendation for approval
<b>BACKGROUND:</b>	Ogden Central Station Area Plan: "Ogden Onboard" was originally adopted by UTA in the first quarter of 2019. The plan was organized as part of the overall economic analysis of the Ogden-Weber State University Bus Rapid Transit route. Since the completion of Ogden Onboard, Ogden City has been actively engaged in several planning efforts, including "Make Ogden". Make Ogden provides detail regarding the future of the Central Business District, as well as the downtown in general. The proposed amendment reconciles Ogden Onboard and Make Ogden, and provides a detailed vision and implementation plan for the properties around the historic Union Station building.
<b>DISCUSSION:</b>	Ogden Central SAP Amendment No. 1: Ogden City is poised for substantial amounts of economic development. With this amendment in place, the property controlled by UTA will be better incorporated into the City's economic development vision. The vision contained in the proposed amendment describes how UTA may preserve its transit-critical functions within the station area, while allowing for transit-oriented development throughout the district. This amendment provides UTA sufficient direction to pursue a qualified development partner.
<b>ALTERNATIVES:</b>	UTA may work with consultants to further refine the recommendations. Any additional work will add cost to the contracts and delay to the overall programs.

<b>FISCAL IMPACT:</b>	Ogden Central SAP: The proposed amendment will better position UTA and the City to coordinate the redevelopment of the station area in an efficient and fiscally responsible manner.
<b>ATTACHMENTS:</b>	1) Resolution AR2021-06-01

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH  
TRANSIT AUTHORITY APPROVING THE UPDATED STATION AREA PLAN  
FOR OGDEN CENTRAL STATION**

AR2021-06-01

June 2, 2021

WHEREAS, the Utah Transit Authority (the “Authority”) is a 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;

WHEREAS, the Authority’s Board of Trustees has adopted Board Policy 5.1 – Transit-Oriented Development (the “Policy”);

WHEREAS, the Policy requires the Authority to establish Station Area Plans in collaboration with applicable municipalities;

WHEREAS, the Policy requires the Local Advisory Council (LAC) to review and approve Station Area Plans it determines to be in the best interest of the Authority and the applicable municipalities prior to approval by the Authority’s Board of Trustees;

WHEREAS, the Authority presented Station Area Plan for Ogden Central Station to the Local Advisory Council for review and approval on March 19, 2019, and

WHEREAS, the Local Advisory Council approved the Station Area Plan for Ogden Central Station by LAC Resolutions AR2019-03-01 and forwarded the Station Area Plan to the Board of Trustees for review, and

WHEREAS, the Station Area Plan for Ogden Central has been updated to include major infrastructural improvements and an implementation plan; and

WHEREAS, the Authority desires to present the updated and expanded Station Area Plan for Ogden Central to the Local Advisory Council for review, approval and recommendation for final approval by the Board of Trustees;

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

1. That the Local Advisory Council hereby approves Amendment No. 1 to the Station Area Plan for Ogden Central Station attached as Exhibit A and forwards it to the Authority's Board of Trustees for review.

Approved and adopted this 2<sup>nd</sup> day of June 2021.

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Karen Cronin, Chair  
Local Advisory Council

ATTEST:

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Clint Smith, First Vice Chair  
Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:  
*Mike Bell*  
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Legal Counsel

Exhibit A  
Amended Station Area Plan  
Ogden Central Station

# Ogden Onboard

## Ogden Station Plan Amendment

Prepared by

**DESIGNWORKSHOP**

1390 Lawrence Street, Suite 100 | Denver, Colorado 80204 | 303.623.5186

# Ogden Station Plan Amendment

The Ogden Station Plan is an amendment of the February 2019 Ogden Onboard to align with the Make Ogden Downtown Master Plan adopted by Ogden City Council in the summer of 2020. The plan considers the orchestration of transit operations with future redevelopment of Utah Transit Authority (UTA)-owned properties to build upon the community vision for Downtown Ogden while maximizing the value of the land.

The overall development framework illustrates creative ways to support ridership, create a catalyst for a TOD hub at Union Station, and maximize catalytic opportunities for the UTA-owned sites.



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Funding & Next Steps	



## A Cultural & Innovative Catalyst

Union Station is one of Ogden’s most iconic cultural attractions. Recommendations from the Make Ogden Downtown Master Plan strive to take advantage of its history and character to reinforce the importance of the railroad to the city’s past and future while also increasing cultural, employment and residential opportunities in Downtown Ogden. Planning for the renovation and expansion of the existing train hall and museum functions within the Union Station building are underway. These improvements will further expand the opportunities and amenities provided to residents and visitors alike. The Ogden Station Plan provides a framework for the nearly 24-acres of UTA-owned property north of the Ogden Union Station campus to become a destination Transit Oriented Development (TOD) neighborhood.

### Challenge

The UTA-owned property north of Ogden Union Station is currently underutilized land that could better to contribute to the local economy and quality of life. How can the UTA maximize the benefits within the properties while creating a catalytic TOD hub supporting the future growth of the downtown core? How can UTA develop a campus that meets transit needs while integrating into downtown Ogden?

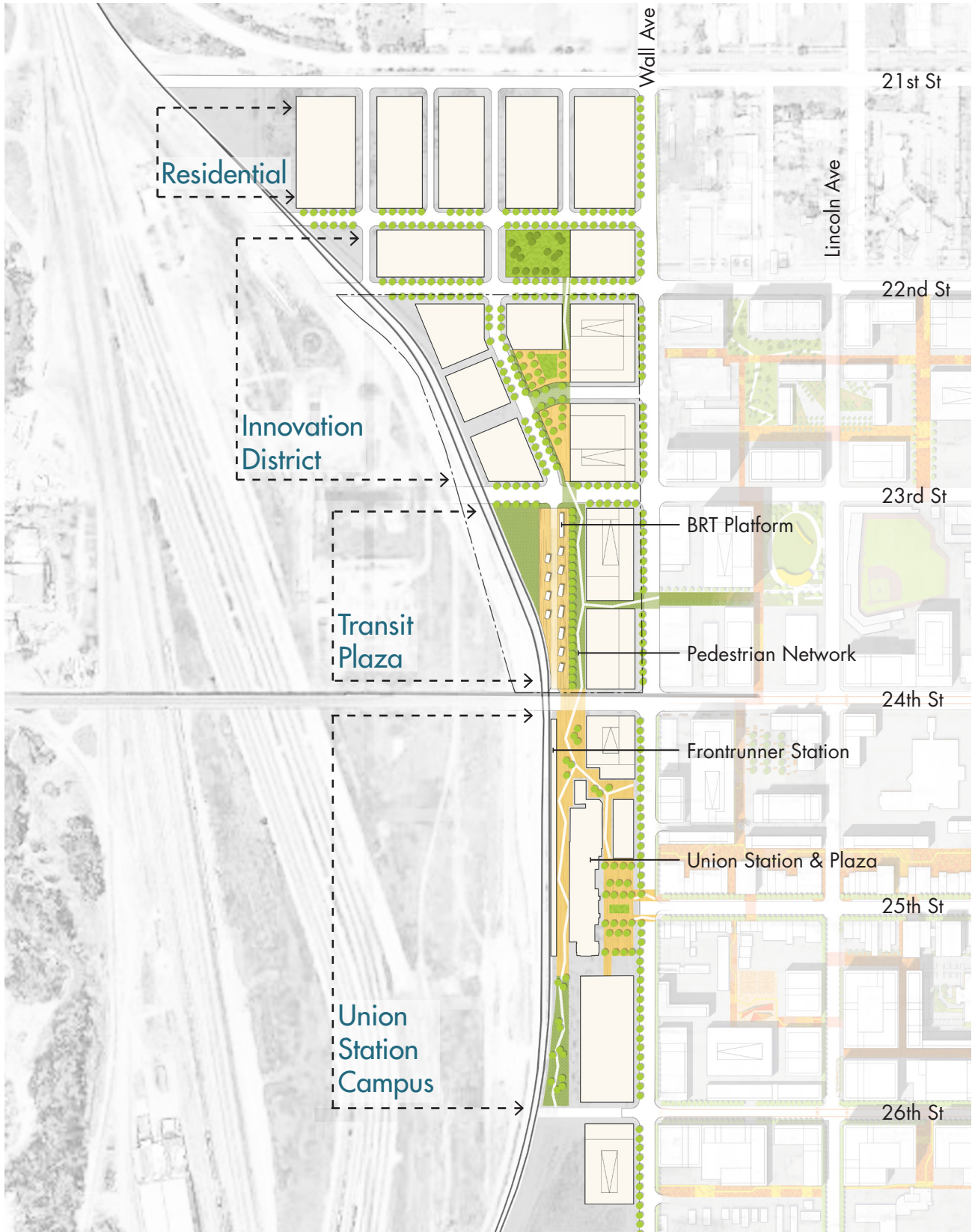
### Opportunity

The large, contiguous acreage of the UTA property, its position as a regional transit hub, and the proximity to Ogden Union Station provide an unparalleled opportunity for a destination TOD development that supports anticipated growth and economic opportunity in Downtown Ogden.

### Building upon Ogden Onboard and the Make Ogden Downtown Master Plan

The project objective of the Ogden Station is to update the approved Ogden Onboard Plan to reflect the goals and recommendations of the Make Ogden Downtown Master Plan. The Make Ogden Downtown Master Plan recommends the relocation of the Fronrunner terminus south to Union Station as well as targeted redevelopment of the UTA property to contribute to the expansion of employment and provision of goods and services in Downtown Ogden. The Ogden Station Plan aims to support transit operations while creating an implementation framework that allows for the redevelopment of the UTA property into a thriving TOD, reflects the important history of rail in Ogden, and contributes to the comprehensive brand and vision of Union Station.

# Overall Vision



# Overall Vision

## Becoming a Link

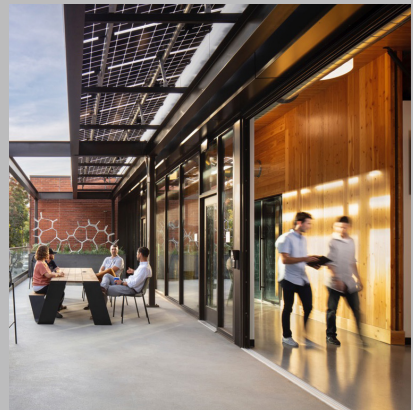
Ogden Station has the opportunity to link the past to the present and future of Ogden. The proposed station area plan encourages flow from the future development to Downtown Ogden through the celebration of Ogden Union Station, transforming the isolated transit hub into an integral part of downtown.

Both visitors and everyday users benefit from the transit proximity and options, pedestrian network, and the retail/mixed-use development. The Innovation District provides opportunities for the exchange of ideas and supports the Ogden community of makers and doers through a dynamic employment center.

### Union Station Campus



### Innovation District



### Transit Plaza



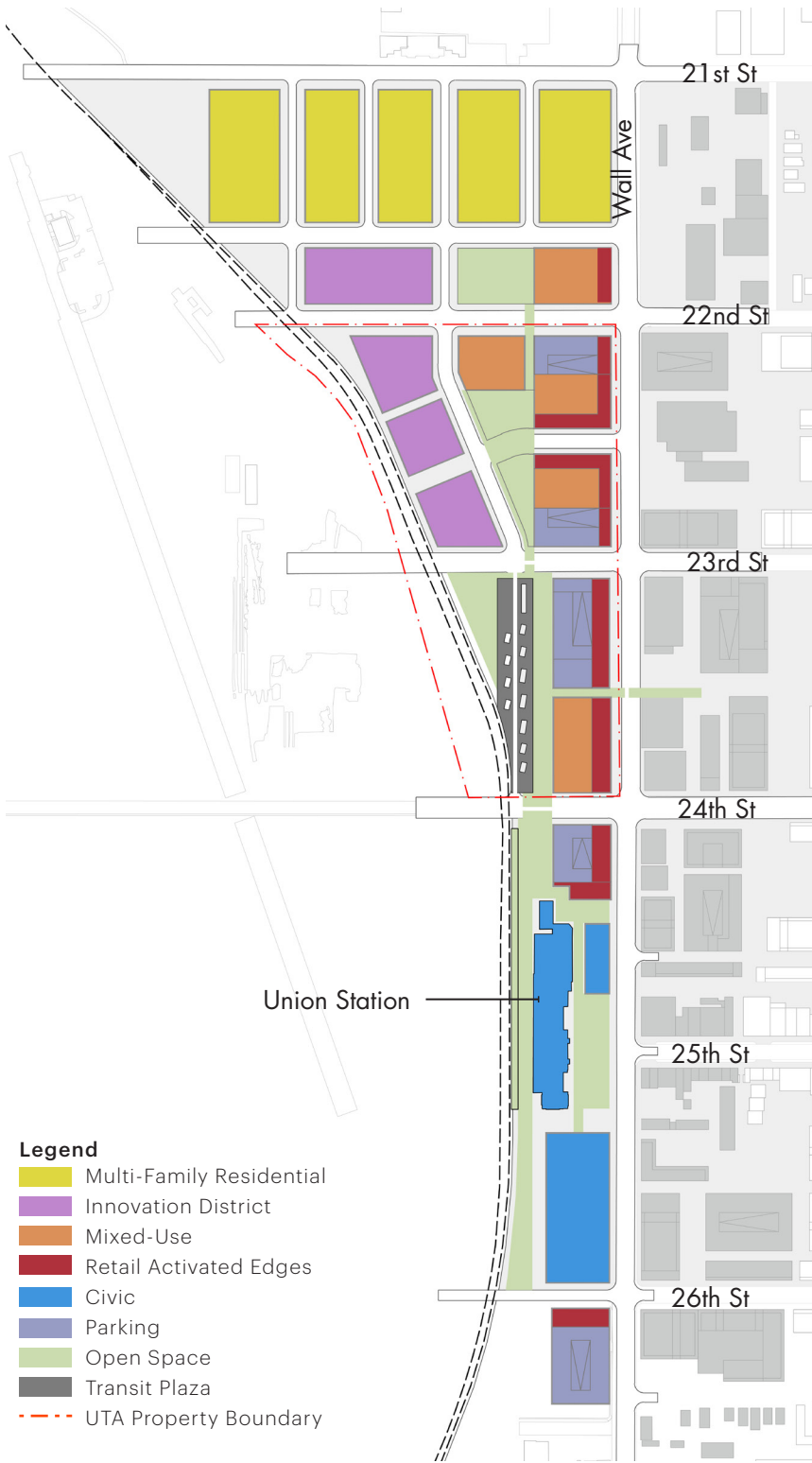
### Pedestrian Network



### Mixed-Use



# Land Use Plan

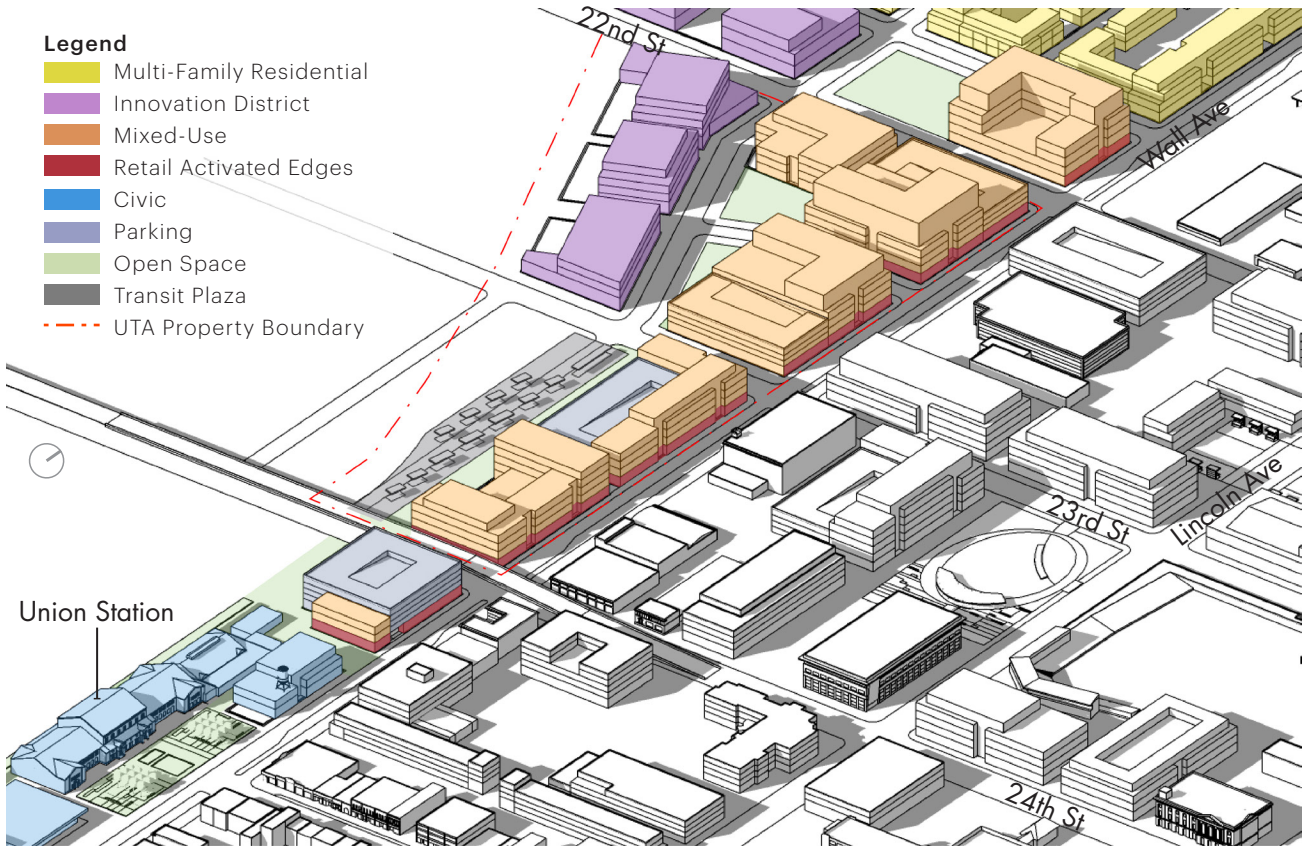


## Creating Opportunities

The Land Use Plan builds off of the Make Ogden Downtown Master Plan and develops a destination to live, work and play.

The plan celebrates Union Station by making it a vital part of the future transit infrastructure and creating a firmer connection to 25th Street. An Innovation District envisions an employment center where allied businesses can come together to share ideas and support a community of makers, while mixed-use development provides a transition to the scale and uses in Downtown Ogden.

# Density Plan



## Growing

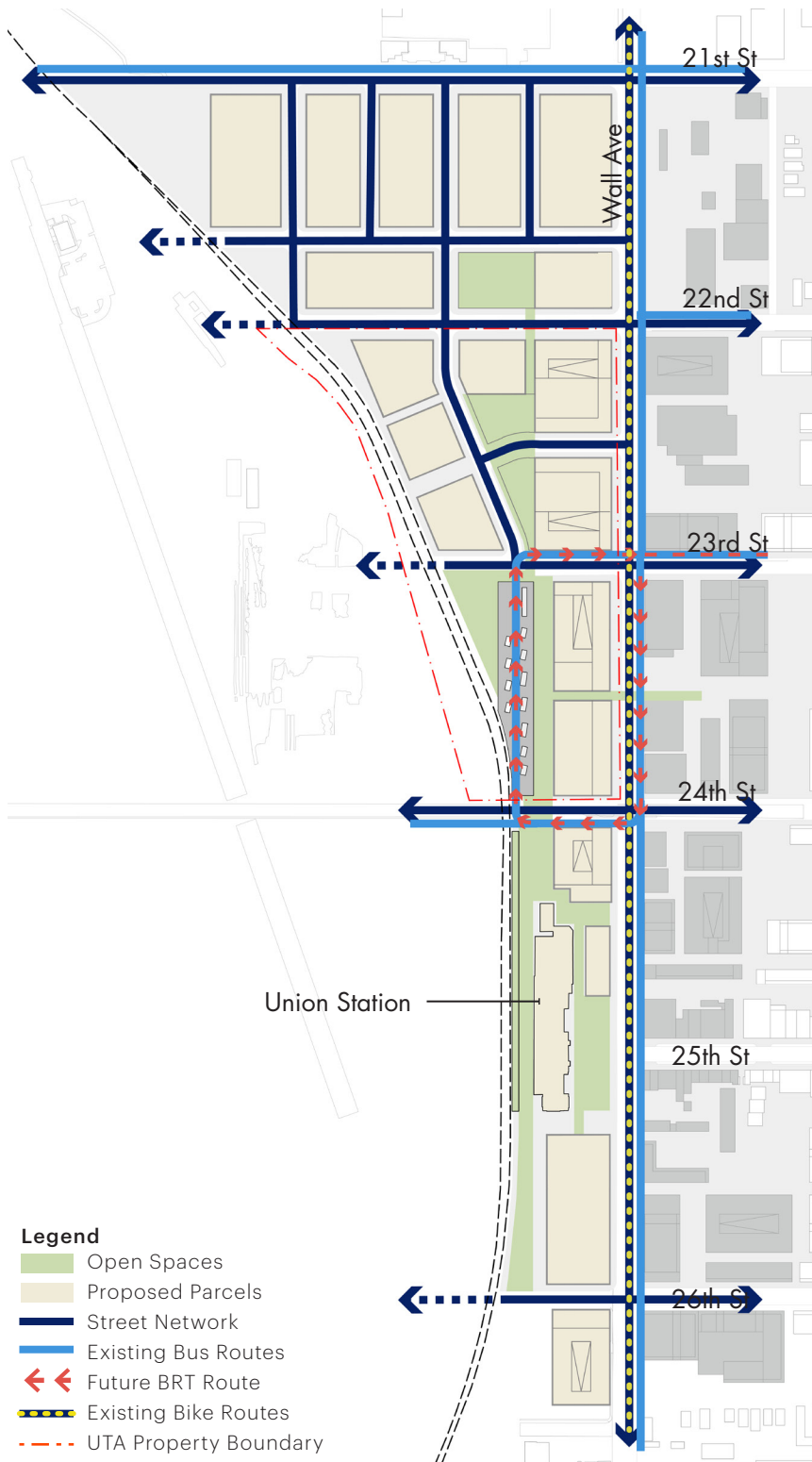
The Ogden Station Plan proposes greater density and mixture of uses as described in the Make Ogden Downtown Master Plan and encourages investment and connections in the community.

The majority of parking is consolidated into parking structures integrated into development parcels to develop a pedestrian oriented campus and create more opportunities for development.

Land Use	Building Height	Approximate SF	Parking
Mixed-Use	5-8 Floors	8000,000	1,600
Innovation District	2-5 Floors	235,000	350
Park & Ride Facilities	6 Floors	n/a	600
Residential	3-4 Floors	600,000	600
Civic	2-3 Floors	300,000	500
Retail Activated Edges	n/a	24,000	75

— UTA Property

# Circulation Plan

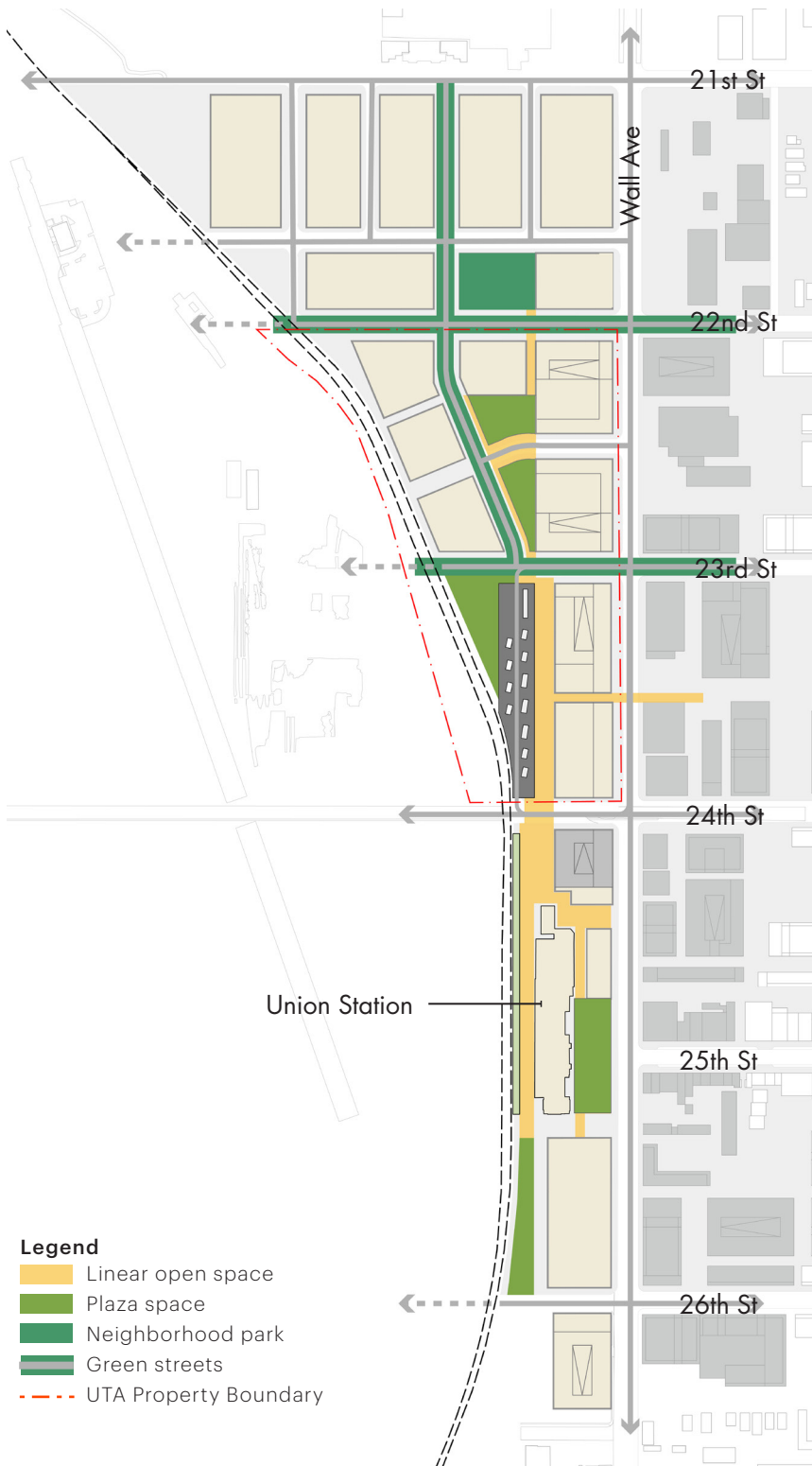


## Access and Flexibility

The Ogden Station Plan provides access for existing users and opportunities for future connections and modes of mobility. The plan emphasizes the pedestrian and the links to Downtown Ogden activating the Union Station campus and surrounding developments. As Ogden continues to expand westward, the infrastructure is designed to promote and plan for those connections.

The plan incorporates the proposed bus rapid transit (BRT) and existing bus routes. The pedestrian network links each of these modes of mobility together creating a flow of energy throughout the campus.

# Open Space Plan



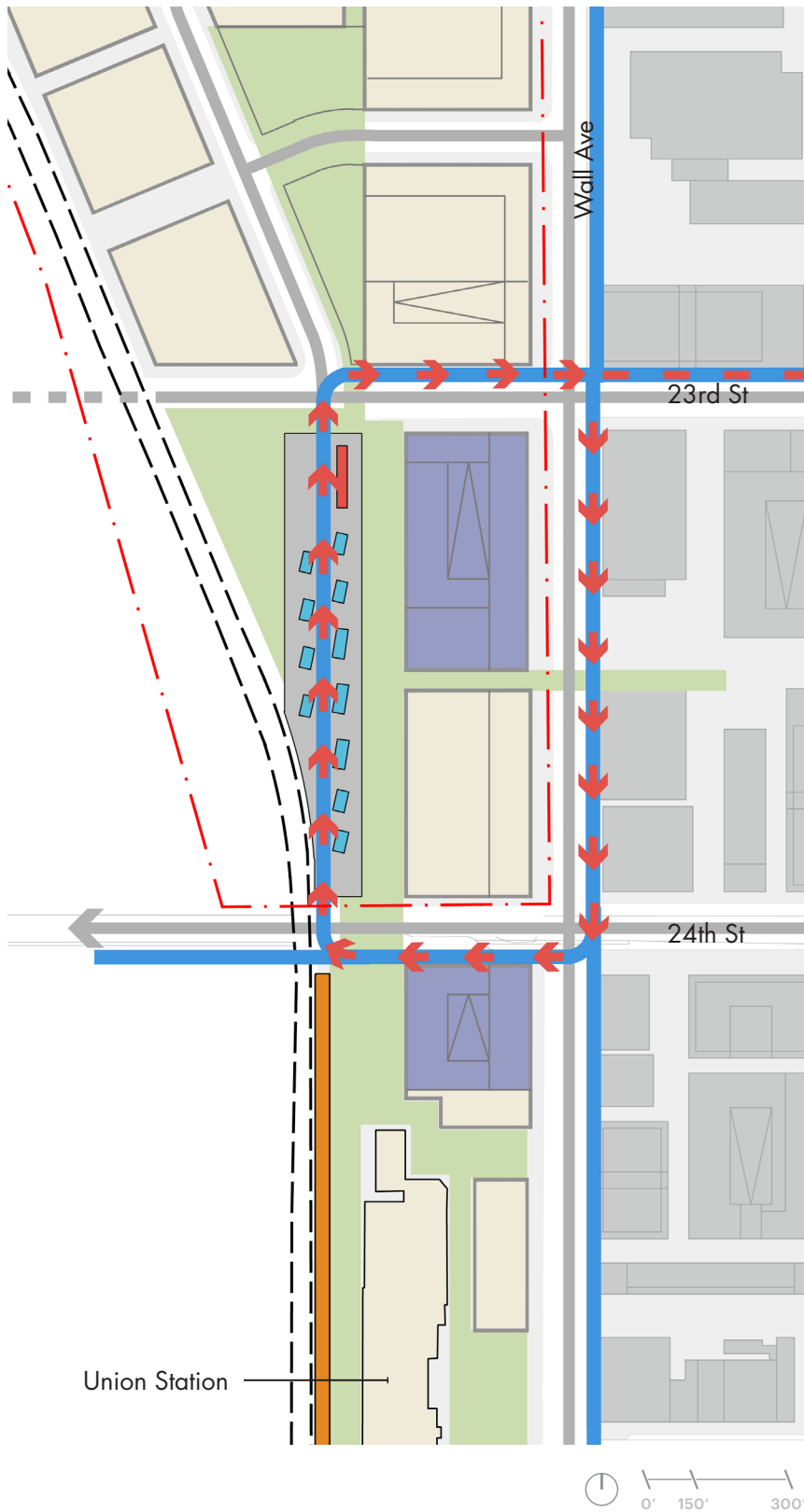
## The Backbone

The pedestrian network is the backbone of the Ogden Station Plan. The campus is linked through different pedestrian-oriented spaces that provide amenities to users and interface with the neighboring buildings. The network provides vital connections to surrounding developments and downtown Ogden.

The plaza spaces are a destination for the community, visitors and employees to mingle, celebrate and exchange ideas.

The proposed green streets incorporate resilient, green infrastructure to manage stormwater and minimize the streets' impacts on the environment, while emphasizing the pedestrian realm.

# Parking & Transit Plan



## Versatility

The Ogden Station Plan provides transit for multiple users both local and regional. The plan consolidates parking in close proximity to the transit plaza and the Frontrunner Station while providing parking for the neighboring uses and downtown Ogden.

Parking for transit users is located in the shared structure near the transit plaza and relocated Frontrunner station.

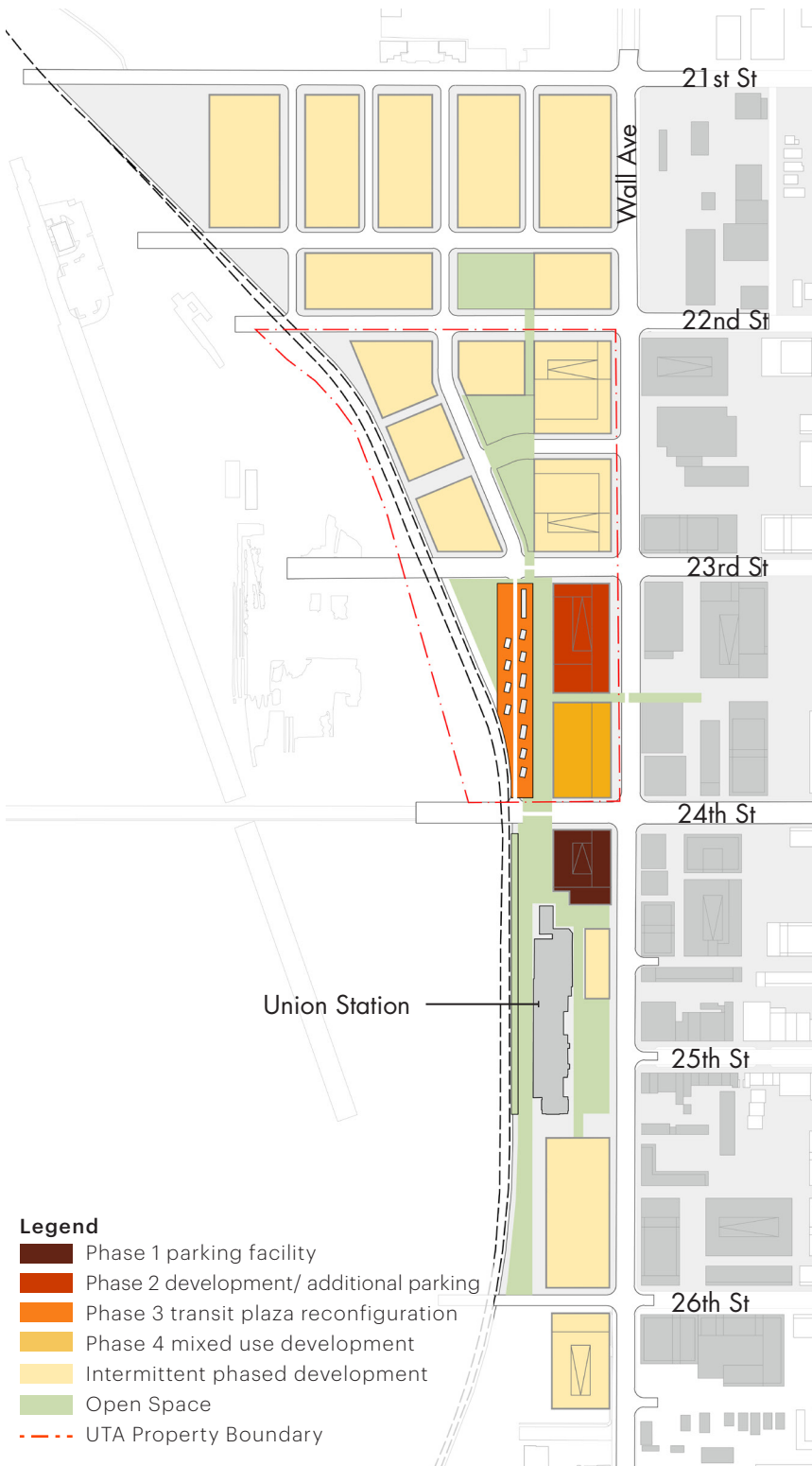
The BRT platform is a part of the transit plaza and is accessed through a one-way route, while current bus stops and routes are reoriented and placed along a linear two-way road to simplify circulation.

The Frontrunner Station is potentially relocated to the south, directly adjacent to the Union Station, if and when funding is made available to do so. This will have a positive economic impact within the development, and throughout downtown Ogden.

### Legend

- Open Spaces
- Proposed Parcels
- Parking
- Bus Stop
- Future BRT Stop
- Future Frontrunner Station
- Existing Bus Routes
- ←← Future BRT Route
- - - UTA Property Boundary

# Implementation Plan



## The Road Map

The Ogden Station Plan is proposed in four phases to align with the Make Ogden Downtown Master Plan and encourage sustainable growth.

Phase 1 replaces the existing parking lots with a shared parking structure, containing 400 stalls for transit users, on land owned by Ogden City. This consolidates and opens up developable land on UTA property.

Phase 2 is envisioned as a mixed-use development that includes additional parking as needed in support of transit users.

Phase 3 reconfigures the existing bus infrastructure and develops the transit plaza enhancing flow and opening additional developable land on the corner of 24th Street and Wall Avenue.

Phase 4 is a catalytic site strengthening the connection to the Union Station and downtown Ogden.

Development of parcels north of 23rd Street may occur at any time following the completion of the Phase 1 parking structure.



## Taking the First Steps

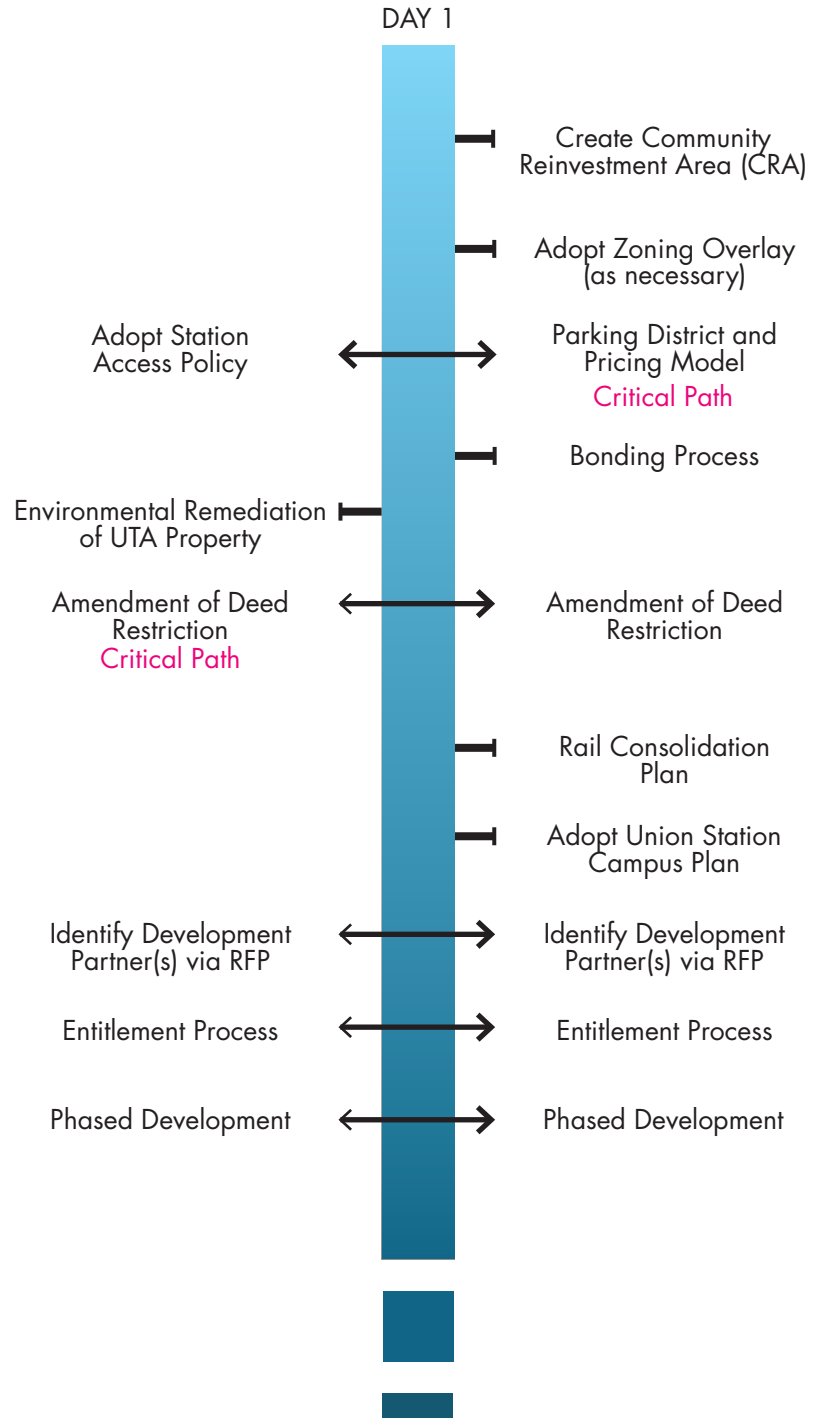
Before the Ogden Station Plan can be implemented, a number of steps must be taken to set down the path for sustainable growth and development. The adjacent vertical timeline identifies steps and interactions between UTA and Ogden City that are necessary to allow for redevelopment to occur.

Planning and obtaining funding for the transit parking is a critical task for development to be successful. Funds shall be obtained from a bond debt and revenues through the CRA and paid parking. The parking structure shall be subsidized for transit users.

The funding for the relocation of the Frontrunner Station shall be through capital funding from the state level. This will require negotiation and cooperation between the UTA Capital Development and the UTA TOD board.

## Utah Transit Authority

## Ogden City





## DW Legacy Design®

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We believe that when environment, economics, art and community are combined in harmony with the dictates of the land and needs of society, magical places result — sustainable places of timeless beauty, significant value and enduring quality, places that lift the spirit. Design Workshop is dedicated to creating Legacy projects: for our clients, for society and for the well-being of our planet.



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

**Local Advisory Council**

**Date: 6/2/2021**

**TO:** Local Advisory Council

**THROUGH:** Carolyn Gonot, Executive Director

**FROM:** Nichol Bourdeaux, Chief Planning and Community Engagement Officer

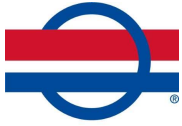
**PRESENTER(S):** Jaron Robertson, Director Innovative Mobility Solutions  
Eric Callison, Manager of Service Planning  
Ryan Taylor, Special Services General Manger

**TITLE:**

**August 2021 Change Day**

<b>AGENDA ITEM TYPE:</b>	Discussion
<b>RECOMMENDATION:</b>	Informational report for discussion
<b>BACKGROUND:</b>	UTA adjusts transit service three times per year, generally making major service changes during the August Change Day. Changes can include new routes, elimination of routes, route changes, and schedule changes.

<p><b>DISCUSSION:</b></p>	<p>As part of the August 2021 Change Day (August 8, 2021), UTA is proposing several changes to transit service. The proposed changes are intended to support economic recovery, reallocate existing resources, improve mobility and transit access, better connect riders to other transit service, improve frequency and span of service, replace and upgrade flex route services, and transition the South Salt Lake County Microtransit pilot (UTA on Demand by Via) to a permanent microtransit service. A 30-day public comment period began on April 28<sup>th</sup> and will continue through May 28<sup>th</sup>, a virtual public hearing was held on May 12<sup>th</sup>, and several other community engagement opportunities were planned to gather customer comment and feedback regarding the proposed service changes. <u>Routes changed with a new service type:</u> • Route F504-Replaced by UTA On Demand • Route F518-Replaced by UTA On Demand • Route F534-Replaced by UTA On Demand • Route F546-Replaced by UTA On Demand • Route F547-Replaced by UTA On Demand <u>Routes changed with a new service type, new route alignments and expanded service:</u> • Route 11-Replaced by F11, increased weekday service to 30 min and added Saturday service • Route 232-Replaced by F232, increased weekday service to 30 min and added Saturday service • Route 525-Replaced by F202, F525, increased weekday service to 30 min and added Saturday service • Route F514 - Increased weekday service to 30 min • Route F556-Extend to 7800 South, discontinue route on Copper City Dr, 6200 South (served by 54) • Route F578-Extend to 5600 West, discontinue Jordan Landing loop (served by 240, F570) <u>Routes changed with a reduction in frequency</u> • Route 871-Reduce frequency during midday due to low ridership</p>
<p><b>ALTERNATIVES:</b></p>	<p>N/A</p>
<p><b>FISCAL IMPACT:</b></p>	<p>The estimated financial impacts are as follows: • Microtransit Pilot: No Change (included in the 2021 operating budget) • New Flex Route Service: \$1,617,000 • Discontinued Service: -\$898,000 • Fixed Route Cost: -\$607,000 • Net Agency Cost: \$112,000</p>
<p><b>ATTACHMENTS:</b></p>	<p>None</p>



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

**Local Advisory Council**

**Date: 6/2/2021**

**TO:** Local Advisory Council

**THROUGH:** Carolyn Gonot, Executive Director

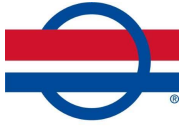
**FROM:** Eddy Cumins, Chief Operating Officer

**PRESENTER(S):** Eddy Cumins, Chief Operating Officer  
Fred Ross, Chief of Police  
Tal Ehlers, Emergency Management Program Manager

**TITLE:**

**2021 Safety and Security Presentation**

<b>AGENDA ITEM TYPE:</b>	Discussion
<b>RECOMMENDATION:</b>	For informational purposes only
<b>BACKGROUND:</b>	The Public Transit District Act §17B-2a-808.2(4)(e) directs the Local Advisory Council to meet at least annually with the safety and security team of agency to ensure coordination with local municipalities and counties.
<b>DISCUSSION:</b>	The 2021 Safety and Security presentation focuses on the UTA Police Department and Emergency Management. This presentation highlights UTA Police Department Staffing, 2019/2020 crime statistics, coordination efforts with local municipalities, key events, and emergency management incidents and activities.
<b>ALTERNATIVES:</b>	N/A
<b>FISCAL IMPACT:</b>	N/A
<b>ATTACHMENTS:</b>	None



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

**Local Advisory Council**

**Date: 6/2/2021**

**TO:** Local Advisory Council  
**PRESENTER(S):** Chair Karen Cronin and Chair Carlton Christensen

**TITLE:**

**Open Dialogue with the Board of Trustees**

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



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

**Local Advisory Council**

**Date: 6/2/2021**

**TO:** Local Advisory Council  
**FROM:** Carolyn Gonot, Executive Director  
**PRESENTER(S):** Carolyn Gonot, Executive Director  
 Eddy Cumins, Chief Operations Officer  
 Bill Greene, Chief Financial Officer

**TITLE:**

**Agency Report**

<b>AGENDA ITEM TYPE:</b>	Reports
<b>RECOMMENDATION:</b>	Informational report for discussion
<b>DISCUSSION:</b>	Carolyn Gonot, UTA Executive Director will report on recent activities of the agency and other items of interest. • Ridership Report • Federal Stimulus Grant Spending



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

**Local Advisory Council**

**Date: 6/2/2021**

**TO:** Local Advisory Council  
**FROM:** Utah Transit Authority Audit Committee  
**PRESENTER(S):** Karen Cronin, Chair Local Advisory Council  
 Clint Smith, Vice-Chair Local Advisory Council Member

**TITLE:**

**Audit Committee Report**

<b>AGENDA ITEM TYPE:</b>	Report
<b>RECOMMENDATION:</b>	Informational report for discussion
<b>BACKGROUND:</b>	The UTA Audit Committee met on April 19, 2021 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Karen Cronin and Clint Smith, 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 April 19 <sup>th</sup> meeting.
<b>ATTACHMENTS:</b>	None