

Working Meeting of the
PLANNING & DEVELOPMENT COMMITTEE
Of the Board of Trustees of the Utah Transit Authority
Meeting Minutes
January 13, 2016

Meeting Attendees:

Board Members:

Trustee Charles Henderson, Chair
Trustee Keith Bartholomew (excused)
Trustee Necia Christensen
Trustee Babs De Lay
Trustee Jeff Acerson
Trustee Dannie R. McConkie
Trustee Bret Millburn

Staff Available for Comment:

Jerry Benson, Interim President/ CEO
Jayne Blakesley, General Counsel
Bob Biles, Vice-President/ Chief Financial Officer
Steve Meyer, Chief Development Officer
Matt Sibul, Chief Planning Officer
Andrea Packer, Chief Communication Officer
Dave Goeres, Chief Safety and Security Officer
Grey Turner, Sr. Project Manager, Eng'g Projects
Greg Thorpe, Project Manager II
Hal Johnson, Manager Project Dev-Systems Plan
Brad Armstrong, Manager, Financial Plan-Analysis
Christopher Chesnut, Manager of Service Planning
GJ LaBonty, Mgr Long-Range Strategic Planning
Isaac Clarke, Auditor
Remi Barron, Sr Media Relations Specialist
Michelle Larsen, Sr Legal Support – Records Officer
Melanie Penton, Sr Office Specialist
Cathie Griffiths, Assistant to President-CEO
Rebecca Cruz, Board of Trustees Administrator
Guests: **Muriel X**
Shawn S

Meeting Report by: Jana Evans, Office Administrator
jevans@rideuta.com 801 237-1901

Welcome

Chairman Henderson welcomed committee members and guests and called the meeting of the Planning and Development Committee to order at 2:39 p.m.

1. Safety First Minute: Dave Goeres, Chief Safety Officer, presented the January safety poster, “A safe New Year is a Happy New Year”. The Transit Agency Safety Plan was shown to the committee. The Safety Suggestion form was also shown and described. It was reported that in 2015 over 300 safety hazards were tracked and closed out.

2. Action Items:

a. **Approve December 2, 2015 Meeting Report** **Charles Henderson**
Trustee Christensen made the motion that the December 2, 2015 meeting minutes be accepted as written. Trustee McConkie seconded the motion and it passed unanimously.

b. **Redwood Road Inter-local Agreement** **Hal Johnson**
• Hal Johnson, Manager Project Development- Systems Planning, gave an update for action on the Redwood Road Transportation Study. This is a collaborative effort between Utah Transit Authority, Utah Department of Transportation, Salt Lake County, Salt Lake City, Wasatch Front Regional

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Council, Sandy, South Jordan, West Jordan, and Taylorsville to perform a baseline projection and develop solutions for transportation enhancements.

- The study is to provide an analysis to identify the transportation needs of Redwood Road from a corridor-wide perspective and an assessment of the corridor through year 2040.
- The study as proposed will describe existing traffic, ridership, and physical constraints; perform a baseline projection; engage cities, businesses, and the public; and produce a list of alternatives based on screening criteria (Transit, Roadway, Active Transportation).
- The scope of the study is described as: Examine existing conditions on a corridor-scale as to: Demographic make-up, transportation, economics, land use, parcel redevelopment and zoning; Station locations, fixed guideway opportunities; Public outreach; and Development recommendations.
- The study will use existing city plans and visions, land-use recommendations, travel demand modeling, and public desires for the corridor in developing a preferred transportation alternative.
- The intended outcome of the study was described to include identification of a preferred transportation alternative (transit enhancements, roadway treatments, active transportation investments).
- This study will also provide next steps for implementation of proposed improvements and enhancements.
- The cost involved is approximately \$400,000 with \$200,000 provided by UTA and the rest from all other partners.
- The study area will be from Salt Lake City limit down to West Jordan and Sandy. The study area will be fine-tuned by the consultant to be hired.

Trustee Christensen made the motion that this Inter-local Agreement be moved to the full Board with a recommendation for approval. Trustee McConkie seconded the motion and it passed with Trustee Bartholomew abstaining.

c. Ogden Locally Preferred Alternative Adoption

Hal Johnson

- Mr. Johnson reminded the committee of the Ogden/ WSU Transit Project Study. The Utah Transit Authority (UTA) is partnering with Ogden City, Weber County, Weber State University, the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC) and Intermountain Healthcare to study future transit alternatives between the Ogden Intermodal Center and Weber State University and McKay-Dee Hospital.
- Project study area includes: Ogden Intermodal Center; Downtown Ogden Employment and Activity Centers; various neighborhoods; Weber State University; and McKay Dee Hospital.
- Study purpose, goals and objectives were described to include: improve corridor transit service and address circulation between Ogden Intermodal Center, the Central Business district, Weber State University, McKay-Dee Hospital and communities in between; support economic vitality and corridor revitalization efforts through the diversification of land uses; travel options in order to reduce congestion, improve mobility and contribute to improved local and regional air quality; and increase ridership, attract more local riders and provide improved access to overall transit system.
- An additional important goal is to attract federal funding by developing a project that has strong support and is competitive for federal funding.
- Bus rapid transit has been identified as the locally preferred mode.
- The recommended alignment begins at the Ogden Intermodal Station on 23rd Street to Washington Boulevard and up 25th Street to Harrison Boulevard, then through Weber State University and ending at McKay Dee Hospital.
- The alignment is being finalized. UTA is negotiating with WSU on an alignment that will go through the campus with three stops. This could completely replace the existing campus shuttle.

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- This is exciting potential for both UTA ridership and for WSU to redevelop some of the campus parking.
- There is no funding at present for this project, however there is potential for at least improving the existing service this year.
- The proposed alignment is being adopted by Wasatch Front Regional Council (WFRC) in January and staff is asking for approval to take the Locally Preferred Alternative to the full Board for adoption in February.
- Committee member questions were answered including information on the public involvement that has been done on this project and other projects.

Trustee McConkie made the motion to take the Ogden Locally Preferred Alternative to the full Board for adoption. Trustee Christensen seconded the motion and it passed unanimously.

3. Closed Session Items: No Closed Session this month.

- a. Strategy Session to Discuss On-going and/or Potential Litigation and any other attorney/ client privileged communication.
- b. Strategy Session to Discuss Purchase, Exchange or Lease of Real Property when Public Discussion would Prevent the Public Body from Completing the Transaction on the Best Possible Terms.

4. Action Taken Regarding Matters Discussed in Closed Session

5. Information Items:

a. **Review of November Goal Dashboard**

Steve Meyer

- Not reviewed.

b. **Park-and-Ride Utilization and Strategy**

GJ LaBonty

- Levi Roberts, Strategic Planner II, reminded the committee of the initial charge of \$1 per day for the Jordan Valley and Draper parking structures that was stopped in 2013.
- The paid parking was suspended in July 2013 and has not been reinstated. Since that time, the parking utilization at Jordan Valley has increased from 6% to 15% and the utilization at Draper has increased from 10% to 35%. The utilization while up from the days when UTA charged for parking, remains far below capacity.
- The TRAX parking lot utilization was shown across the system. Those parking lots at or near 70% average use have been designated short term parking, while others with more capacity have been designated as approved for long-term parking.
- Paid parking considerations include availability of free nearby on-street parking, availability of parking stalls at adjacent stations, abundance of free parking throughout regions (outside of downtown and universities), and inexpensive downtown parking.
- FrontRunner park-and-ride lot utilization was shown.
- Staff makes the following Pay-to-Park recommendations: Continue to offer free parking at all UTA-owned park and ride lots; Continue to collect, analyze and report ridership and parking utilization data annually with recommendations; and Consider paid parking as an option in the future to manage demand, not as a revenue driver.
- If approved, the policy will state the message that UTA will continue to have no parking fees, however, retains the right to change the policy at any time.
- Committee member questions were answered and comments taken.

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c. **Unified Plan**

GJ LaBonty/ Matt Sibul/ WFRC

- GJ LaBonty, Mgr-Long Range Strategic Planning, introduced the Unified Plan as a summary of anticipated 25-year needs for road capacity and maintenance as well as transit improvements and operations for Utah's metropolitan and rural areas, with the challenge and opportunity of Utah's projected population growth.
- Utah's Unified Transportation Plan reflects Utah's approach to providing transportation choices to its residents, responding to the anticipated population and job growth, and maintaining and preserving the systems that we have in place.
- Utah's Unified Transportation Plan with all the collaborators identified including UTA, Cache MPO, WFRC, Mountainlands, was shown.
- Copies of the plan were passed out to everyone,
- Project lists were developed with input from residents, local government stakeholders, and partner agencies by collecting project ideas and testing them against the Regional Transportation Plan goals. To be implemented, the region will need both existing and additional transportation revenues.
- Muriel Xachimtl, WFRC Communications, introduced this unique long-term plan. She described the planning process as a four year cycle that is agreed upon by all the transportation partners across the state. The Unified Plan is based on sound technical analysis and robust financial planning regarding the current and future projected revenue that can reasonably be assumed to pay for transportation needs.
- It is never assumed that all needs will be met. That would not be fiscally or politically prudent. Rather the organizations work together to identify the highest priority needs and highest value investments.
- The partners also agree on a budget for all projects such as transit capacity, transit maintenance, road maintenance and road capacity. The total transportation needs identified for the life of the plan are \$80.5 billion with the prioritized transportation needs, considered the fiscally constrained plan, of \$67.5 billion.
- A website has been launched for the Unified Plan at utahunifiedplan.org . On the website you can look at individual projects or see how all the projects work together.
- The Unified Plan has been recognized as a national model by the United States Chamber of Commerce and received the Governor's Quality Growth Award. The United States Department of Transportation stated, *"The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally..."*
- Mr. LaBonty informed the attendees that the latest version of this document has now been completed. He also provided each member in attendance a copy of *Utah's Unified Transportation Plan 2015-2040*.
- Mr. LaBonty showed and discussed the transit projects such as BRT and bus improvements, commuter rail, TRAX and streetcar extensions and redesign, state of good repair, and regional trail and bikeway active transportation plans.
- Ms. Xachimtl continued with the benefits of the unified plan including vehicle emissions reduction of 68% between now and 2040. Most of this will come from technology advances such as cleaner fuel, but transit options play a role in this reduction as well.
- The mobility and accessibility benefits were shown and described as inevitable even with the full Unified Plan implemented, but will be significantly mitigated by the plan.
- Ms. Xachimtl stressed that the ultimate reason for this planning is to protect our overall quality of life.

d. **Legislative Update**

Michelle Larsen/Matt Sibul/ Jerry Benson

- Tabled to the next meeting.

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- e. Liaison, Conference and External Committee Reports** **Charles Henderson/ Jerry Benson**
- No reports.

- 6. Input for February Committee Meeting Agenda** **Charles Henderson**
- a. Approval of January 13, 2016 Meeting Minutes Charles Henderson
 - b. Adding a car to FrontRunner Trains Assessment
 - c. Provo / Orem BRT Update
 - d.
 - e. Legislative Update Grey Turner
 - f. Liaison, Conference and External Committee Reports Charles Henderson

- 7. Update Handouts** **Charles Henderson**
- Provo Orem BRT Update
 - Depot District Service Center

- 8. Other Business** **Charles Henderson**
- No other business.

- 9. Adjourn** **Charles Henderson**
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- Trustee Christensen made the motion that the meeting be adjourned at 4:13 p.m. Trustee McConkie seconded the motion and it passed unanimously.**