

Meeting Attendees:

**Board Members:**

**Trustee Charles Henderson, Chair**  
**Trustee Keith Bartholomew**  
**Trustee Necia Christensen**  
Trustee Sheldon Killpack  
**Trustee Matt Bell**  
**Trustee P. Bret Millburn**  
**Trustee Danny McConkie**  
**Chairman H. David Burton**

**Staff Available for Comment:**

**Jayne Blakesley, General Counsel**  
**Bob Biles, Vice-President/ Chief Financial Officer**  
**Andrea Packer, Chief Communication Officer**  
**Steve Meyer, Chief Development Officer**  
**Jerry Benson, VP/Chief Operations Officer**  
**Matt Sibul, Chief Planning Officer**  
**Dave Goeres, Chief Safety and Security Officer**  
**Grey Turner, Sr Program Mgr Eng Project Dev**  
**Paul Drake, TOD Project Manager**  
**Paul Edwards, Sr. Program Manager – Asset Management**  
**G.J. LaBonty, Mgr-Long Range Strategic Planning**  
**Hal Johnson, Mgr, Project Dev-Systems Plan**  
**Jim McNulty, Strategic Planner III**  
**Cathie Griffiths, Assistant to President-CEO**  
**Rebecca Cruz, Board of Trustees Administrator**

**Guests:**

**Mike Christensen, Thackeray Garn**  
**Ned Hacker, WFRC**  
**Jay Louder, Ogden City**

**Meeting Report by: Jana Evans, Office Administrator**

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**Welcome**

Trustee Christensen (Chairman Henderson was a little late) welcomed committee members and guests and called the meeting of the Planning and Development Committee to order at 2:11p.m. Trustee Christensen deputized all Board Members in attendance with voting rights.

- **Safety First Minute:** Dave Goeres, Chief Safety Officer, presented the August safety poster, “Put Down Your Phone and Drive”. He also led those in attendance in the ‘Safety Pledge’:
  - I Pledge to: Work safely for myself and for those who love & depend on me
  - I Pledge to: Plan my work in order to work safely
  - I Pledge to: Identify, correct and report unsafe conditions
  - I Pledge to: Stop others who are working in an unsafe manner
  - I Pledge to: Be Accident Free

● **Action Items:**

- a. **Approve May 13, 2015 Meeting Report**

**Charles Henderson**

**Trustee Bartholomew made the motion that the May 13, 2015 meeting minutes be accepted as written.**

**Trustee Bell seconded the motion and it passed unanimously.**

- b. **Local-Option Service Planning Priorities – Use and Transparency of New Service Funding**

**Jayne Blakesley**

- Jayne Blakesley, General Counsel, pointed out that there are several things that UTA employees can and cannot do by law with regard to a proposed transit referendum. One of the things that UTA can and should do is provide information on what the funds might be used for in terms of a variety of scenarios. The three service priorities have been identified as additional service, planning for the additional service by public hearings, and equity of service.
- Trustee Bartholomew agreed that the UTA Board needs to be affirmative and ahead of the public

concerns. He also stated that he did not believe that a referendum would pass without such an assurance from the UTA Board by way of resolution.

- Chairman Henderson related some experience that he has had with stakeholders and expressed that he had some bullet point ideas for a resolution.
- Trustee Bell stated that UTA has made some great presentations in Utah County, but stakeholders that he has been in contact with want multiple town hall meetings in Utah County before the referendum.
- Trustee Milburn expressed his support for the effort of a specific verses blanket approach to all the counties.
- Chairman Henderson expressed his agreement with the statements of other Trustees.
- Trustee Bartholomew stated that he had heard a lot of input about workforce connections and feels that a part of the service additions should be focused on that element of ridership.
- All Trustees agreed that some of the additional service may not optimize ridership, but will instead help the 'captive' riders who are transit dependent.

c. **Annual Listing of Non-transit and Transit Supportive Properties. Triennial Analysis of UTA Property (Ends 1.4.1a., 1.4.1b, EL 2.2.2, Ends 1.3.5)** **Steve Meyer/  
Mailia Lauto'o**

- Mailia Lauto'o, Property Manager, presented the annual required 2015 Real Property report.
- Report is in compliance with Policy 2.2.2 – Real Property, and related Ends Policies: These policies help guide UTA regarding Property Management and are complied with by staff.
- Real Estate Inventory and Uses:
  1. Six properties were added to the report during 2015
  2. Total acreage is 2,405.23. Disposed of/transferred 61.22 acres to transit oriented development.
- Total Book Value of properties is \$431,253,393. This is \$6,039,650 less than in July 2014.
- Also the reductions to inventory were reviewed for the committee.

**Trustee Christensen made the motion to accept the property report as written. Trustee Bartholomew seconded the motion and it passed unanimously.**

d. **Ogden Transit Study Locally Preferred Alternative (LPA)** **Matt Sibul**

- Matt Sibul, Chief Planning Officer, introduced the Ogden Transit Study and stated that the study had reached an exciting point.
- Hal Johnson, Manager, Project Development-Systems Plan, went on to explain the project criteria and preferred alternative rankings.
- Overview:
  1. The Utah Transit Authority (UTA) in partnership with Ogden City, Weber County, Weber State University, the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC) and McKay-Dee Hospital has studied future transit alternatives between the Ogden Intermodal Center and Weber State University and McKay-Dee Hospital.
  2. The transit study, known as the *Ogden-Weber State University Transit Project Study*, will build on previously-collected data and focus on two recommended alternatives from the 2011 Ogden-Weber State University Transit Corridor Alternatives Analysis. The current study is the next step in the transportation planning process that will evaluate and define an alignment and mode and develop a locally preferred alternative (LPA) that is competitive for funding.
- Study Purpose/Goals and Objectives:
  1. 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.
  2. Support economic vitality and corridor revitalization efforts through the diversification of land uses. Create jobs in Ogden City.
  3. Create a place where there are viable travel options to using a car in order to reduce congestion, improve mobility and contribute to improved local and regional air quality.
  4. Increase ridership, attract more local riders and provide improved access to overall transit system.

5. Create a cost-effective, long-term transit solution with usable transit stations.
  6. Meet current and projected corridor travel demand while maintaining road capacity.
  7. Consistency with local plans to support a healthy economically prosperous, livable community.
  8. Allow for bicycle and pedestrian accommodations. Provide increased connectivity to bicycle and pedestrian friendly facilities.
  9. Improve regional connectivity and transit reliability.
  10. Attract federal funding: Develop a project that has strong support and is competitive for federal funding.
- Evaluation Criteria:
    1. Evaluation criteria and rankings – ridership (Ogden City will most likely adopt the 25<sup>th</sup> Street option).
      - a. 25<sup>th</sup> Street: Streetcar 4,700; BRT 2,900 (2020 projections).
      - b. 30<sup>th</sup> Street: Streetcar 4,700; BRT 3,300 (2020 projections).
    2. Capital Costs:
      - a. Streetcar: Approximately \$220 million
      - b. BRT: Approximately \$60 million
    3. Annual Operations and Maintenance Costs:
      - a. Streetcar: Approximately \$3.5 million
      - b. BRT: Approximately \$2.5 million
    4. Economic Development (with transit supportive zoning):
      - a. Streetcar: \$1 to \$1.5 billion
      - b. BRT: \$500 to \$550 million
  - Public Involvement Approach:
    1. Technical Advisory Committee (TAC) meetings with local government representatives.
    2. Updates with elected officials.
    3. Community Focus Groups (4 groups of 8 people; 50/50 male/female ratio; broad age range):
      - a. Recognize the economic importance of transit.
      - b. Believe public transit allows access for individuals from outside a community.
      - c. Prefer 25<sup>th</sup> Street alignment.
      - d. Prefer modern streetcar because it is popular, stable and cost-effective in the long run.
    4. Telephone surveys.
      - a. 400 respondents (80% in Ogden and 20% outside of Ogden)
      - b. 48% prefer BRT; 42% prefer streetcar
      - c. 48% prefer 25<sup>th</sup> Street; 39% prefer 30<sup>th</sup> Street
    5. Local business community/interest groups – Door to Door Business Conversations:
      - a. Twenty-four business/property owners contacted.
      - b. Comments were favorable for transit improvement on Washington Boulevard.
      - c. Very vocal about retaining street parking.
      - d. Some concerns about construction impacts between 25<sup>th</sup> Street and 27<sup>th</sup> Street.
    6. Public and online open houses.
      - a. June 2014 at Ogden High School (60 participants)
      - b. October 2014 at Weber State University (92 participants)
      - c. January 2015 at James Madison Elementary (100 participants)
      - d. People were eager to see something happen after various transit studies.
      - e. Alignment preferences were split 50/50
      - f. Slight majority prefers modern streetcar option
  - Current Public Outreach Conclusions:
    1. 243 prefer 25<sup>th</sup> Street alignment, 183 prefer 30<sup>th</sup> Street alignment
    2. 221 prefer modern streetcar, 219 prefer Bus Rapid Transit (BRT)
  - Technical Advisory Committee Recommendation:
    1. On June 23<sup>rd</sup>, 2015, the TAC recommended the 25<sup>th</sup> Street alignment with Bus Rapid Transit as the preferred mode. This recommendation has been developed by community stakeholders and through

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an extensive public involvement process, including more than 25 community group presentations, a regional telephone survey, door-to-door conversations and an online forum.

- Recommended Alignment and Mode:
  1. The recommended alignment begins at the Mt. Ogden Intermodal Station on 23<sup>rd</sup> Street to Washington Boulevard and up 25<sup>th</sup> Street to Harrison Boulevard, then through Weber State University, and ending at McKay Dee Hospital.
  2. The recommended mode utilizes Bus Rapid Transit with a modern design. The alignment includes a combination of mixed-flow travel with street traffic and some lanes exclusive to BRT.
- Staff is asking the committee to recommend to the UTA Board the adoption of the Ogden council's locally preferred alternative of 25<sup>th</sup> Street alignment and BRT.
- Committee questions were answered and comments taken.
- Bill Cook, Ogden City Council, thanked the committee and UTA for working with Ogden to develop this locally preferred alternative which represents a consensus of all stakeholders.

**Trustee Bell made the motion that the locally preferred alternative including the 25<sup>th</sup> Street alignment and the bus rapid transit mode be taken to the full Board for adoption. Trustee Milburn seconded the motion and it passed unanimously.**

**Trustee Christensen made the motion that the committee go into closed session. Trustee Bartholomew seconded the motion and it passed unanimously.**

• **Closed Session Items:**

- a. Strategy Session to Discuss the Purchase, Exchange or Lease of Real Property when Public Discussion would Prevent the Public Body from Completing the Transaction on the Best Possible Terms.
- b. Strategy Session to Discuss the Character, Professional Competence, or Physical or Mental Health of an Individual.
- c. Strategy Session to Discuss On-going and/or Potential Litigation.
- d. Strategy Sessions to Discuss Collective Bargaining

• **Action Taken Regarding Matters Discussed in Closed Session**

**Trustee Christensen made the motion to move the resolution for conditional approval of disposition of property to the full Board. Authorize the President-CEO to dispose of the joint development property contingent on the endorsement of the financial plan and agreements by UTA auditing staff and a third-party reviewer, and approval of the financial plan and agreements by UTA executive staff and UTA Board Planning & Development Committee. Trustee Bartholomew seconded the motion and it passed unanimously.**

Chairman Henderson suggested that the remaining items be moved to the next committee meeting. Steve Meyer suggested that staff would put together a packet of information and get it out to committee members.

• **Information Items:**

- a. **Potential New Service Scenarios**

**Matt Sibul**

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- b. **Update on Local-Option**

**Dave Kallas**

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- c. **Board Retreat Follow-up**

**GJ LaBonty**

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- d. **TOD Update** **Paul Drake**
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- e. **Economic Update – 2016 Budget Assumptions** **Brad Armstrong**
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- f. **Provo Orem BRT Update** **Grey Turner**
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- e. **Liaison, Conference and External Committee Reports** **Charles Henderson/ Michael Allegra**
  - Trustee Bartholomew reported that he expects to travel with the Salt Lake City Council to Boulder to review their circulator system and will return with a report at the next meeting.
- 6. **Input for September Committee Meeting Agenda** **Charles Henderson**
  - a. Approval of August 12, 2015 Meeting Minutes Charles Henderson
  - b. APTA Update
  - c. TOD Update Paul Drake/ Steve Meyer
  - d. Adding a car to FrontRunner Trains Assessment
  - e. Provo / Orem BRT Update Grey Turner
  - f. Liaison, Conference and External Committee Reports Charles Henderson
- 7. **Other Business** **Charles Henderson**
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- 8. **Adjourn** **Charles Henderson**

**Trustee Millburn made the motion that the meeting be adjourned at 4:29 p.m. Trustee Christensen seconded the motion and it passed unanimously.**