

Advisory Board of the Utah Transit Authority

March 20, 2019



Call to Order and Opening Remarks



Pledge of Allegiance



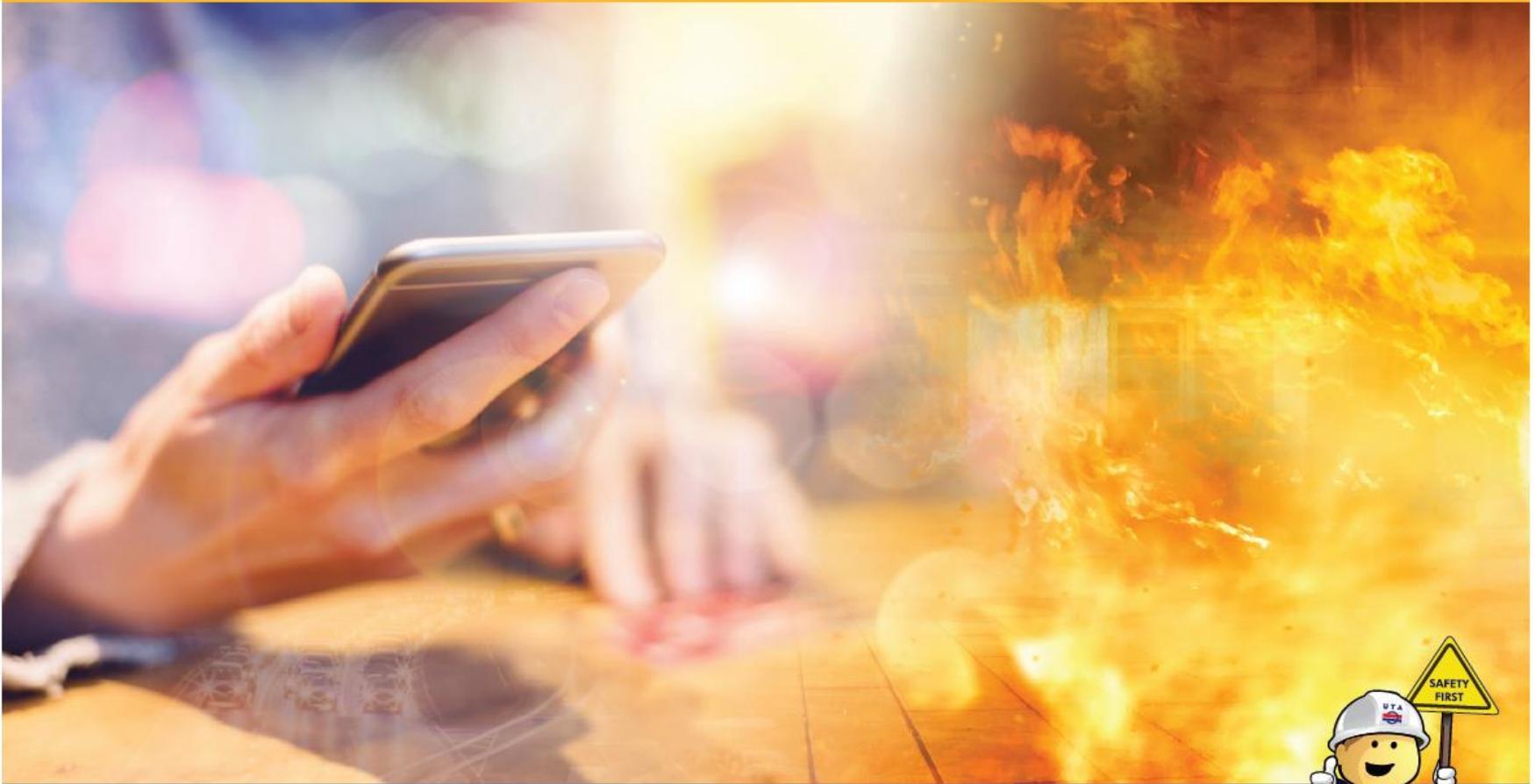
Oath of Office



Safety First Minute



**In case of fire, exit the building
before tweeting about it!**



Public Comment Period



Public Comment Guidelines

- Each comment will be limited to two minutes per citizen or five minutes per group representative
- No handouts allowed



**Approval of
February 20, 2019
Advisory Board Meeting
Minutes**



Recommended Action (by acclamation)

Motion to approve



Agency Report



Board of Trustees Report



Quarterly Report



Utah Transit Authority Board of Trustees 2019 First Quarter Report

This report summarizes the major activities of the full time, three-member Utah Transit Authority Board of Trustees since the new governance structure was implemented in November 2018.

Oversight & Accountability

Finance

- Approved 2019 final budget
- Established contract authorization and expenditure authority with increased board oversight
- Met with bond counsel to discuss UTA's bonds, debt portfolio, and agency rating strategies
- Reviewed agency reserves and debt stabilization fund
- Reviewed agency investments
- Reviewed capital budget and established process for increased board oversight of budget reallocations
- Initiated new 5-year capital project plan and budget process to enhance input, visibility, oversight, and continuity of capital budgets; plan will be implemented alongside the 2020 budget
- Revised financial dashboard to inform most relevant metrics for monthly review and transparency

Governance

- Initiated weekly meetings of the Board of Trustees to authorize key actions of the agency and provide a public meeting forum for discussion and direction of agency operations and administration
- Established new governing bylaws
- Established independent authorities for Advisory Board to elect its own officers and conduct its delegated business with autonomy
- Established new governing policies, in consultation with the Advisory Board, to define the agency's process and governing oversight of transit-oriented development plans, capital project plans and funding, and service plans
- Initiated review and redrafting of all governing policies that will be re-established this year (including financial, ethics, real property, fare and other policies)

Audit & Ethics

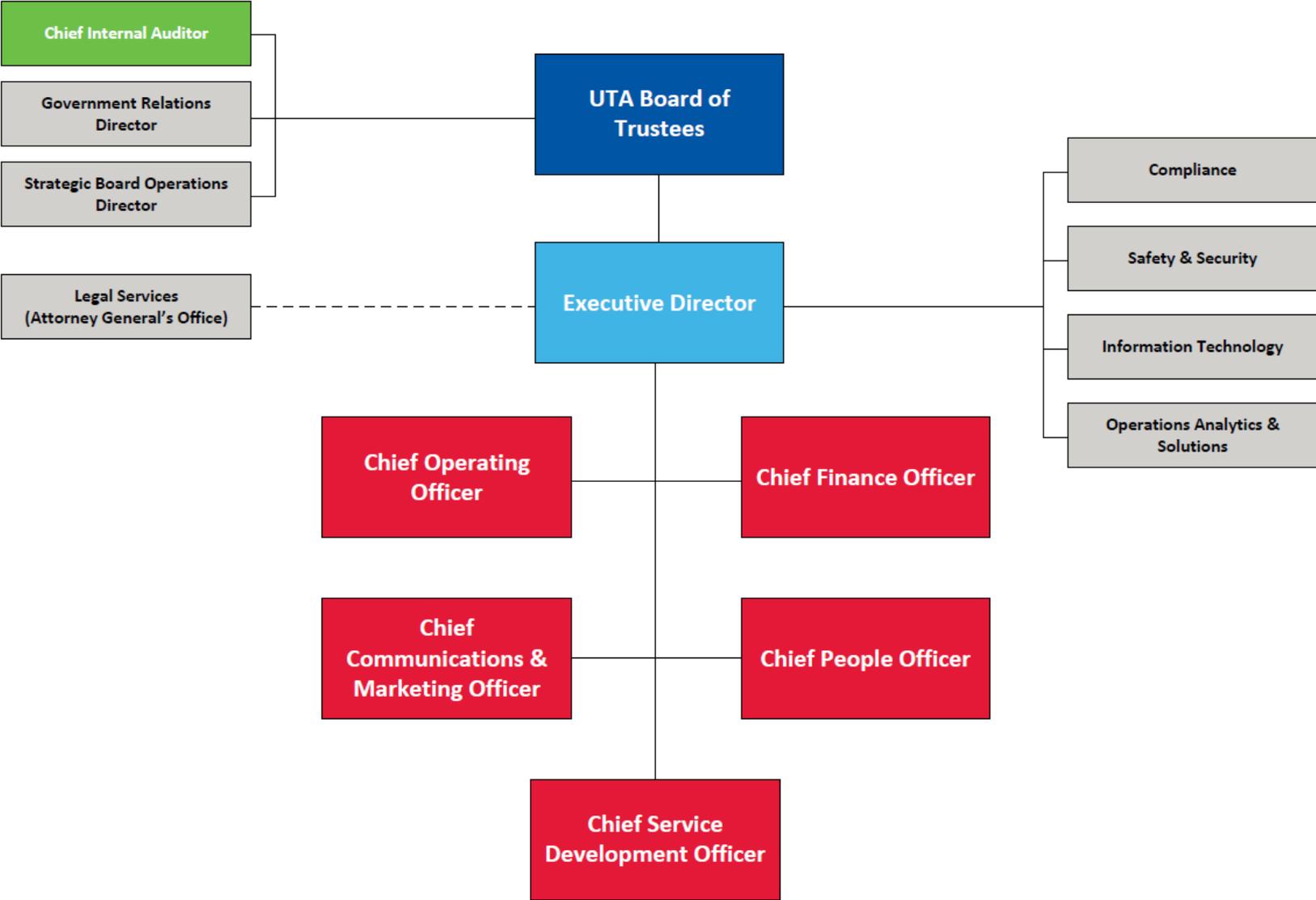
- Initiated and launched UTA Ethics Hotline
- Formed new UTA Audit Committee with the Advisory Board and established 2019 Internal Audit Plan

Agency Leadership & Structure

- Launched recruitment for permanent Executive Director through an independent search firm
- Assessed and restructured UTA's leadership and organizational structure
- Set and authorized compensation of all UTA officers and employees
- Amended UTA's Employee 457 Deferred Compensation Plan to establish a uniform benefit for all employees



UTA Organizational Structure



Discussion Items



Mid-Valley Connector BRT Update



PROJECT

- **New BRT project to connect:**
 - **Murray Central TRAX/FrontRunner station**
 - **SLCC Redwood campus (on 4700 S)**
 - **West Valley Central TRAX station (via 2700 W)**

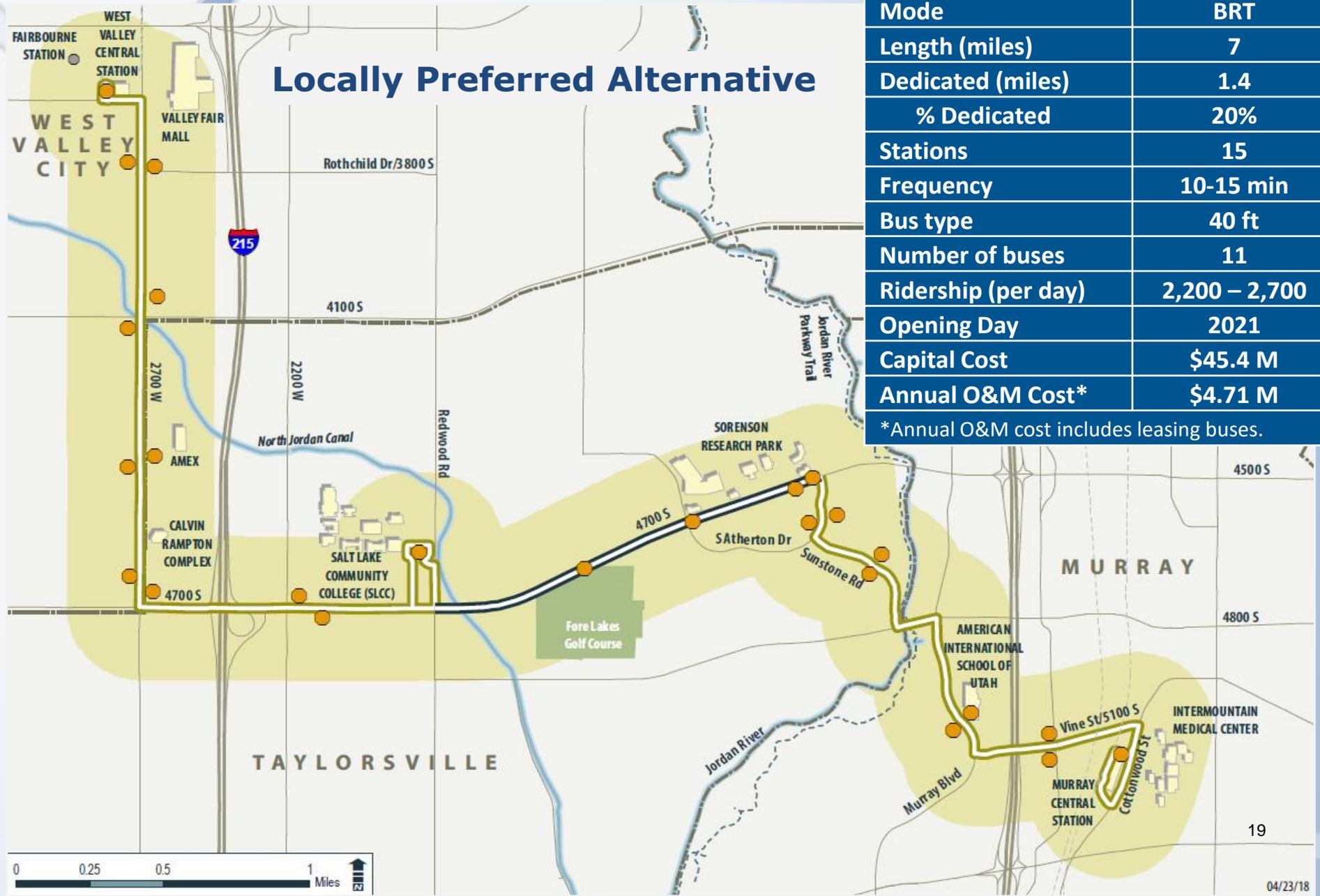
- **Exclusive bus lanes on 4500/4700 S**

- **Local Project (followed non-federal environmental process)**

BACKGROUND

- **Formerly the Taylorsville-Murray Transit Project, now renamed Midvalley Connector with added extension from SLCC to West Valley Central station**
- **Draft Environmental Study Report (ESR): Nov 2018**
- **Public Comment Period: Nov-Dec 2018**
- **LPA added to WFRC long-rang plan (Wasatch Choice 2050 Vision)**
- **LPA adopted by Taylorsville**

Locally Preferred Alternative



Midvalley Connector	
Mode	BRT
Length (miles)	7
Dedicated (miles)	1.4
% Dedicated	20%
Stations	15
Frequency	10-15 min
Bus type	40 ft
Number of buses	11
Ridership (per day)	2,200 – 2,700
Opening Day	2021
Capital Cost	\$45.4 M
Annual O&M Cost*	\$4.71 M

*Annual O&M cost includes leasing buses.



BENEFITS

- **Connection to TRAX and FrontRunner stations**
- **1.4 miles of exclusive BRT lanes with enhanced center stations and transit priority signals for BRT buses**
- **New transit hub at SLCC and new road at 1780 W to connect hub to 4700 S**
- **Add bus bays at Murray Central Station**
- **“Complete Street” along 4500/4700 S with enhanced bike and pedestrian facilities**
- **New shared-use path on the north side of 4500/4700 S connecting the Jordan River Parkway Trail to the North Jordan Canal near Redwood Road.**

IMPACTS

Right-of-Way Acquisition	Partial take of 0.5 acre
Casa Linda Apartments	Removal of 2 historic buildings with 30 low-incoming rental units (owned by Taylorsville)
Wetland	Potential impact of 0.06 acres of non-jurisdictional wetland
Hazardous Waste	Construction of new bus bays at Murray Central station could impact the Murray SSOD (Smelter Site Overlay District).

PROJECT COSTS

Capital Costs	\$45,400,000
Annual Costs	\$4,710,000
Bus Lease	\$583,000
O&M	\$4,124,000

LOOKING AHEAD

- **Murray and West Valley to adopt LPA**
- **Funding plan**
- **UTA Advisory Board approval of capital project plan**
- **UTA Board of Trustee approval**
- **Decision document**
- **Final design and construction**

Coordinated Mobility

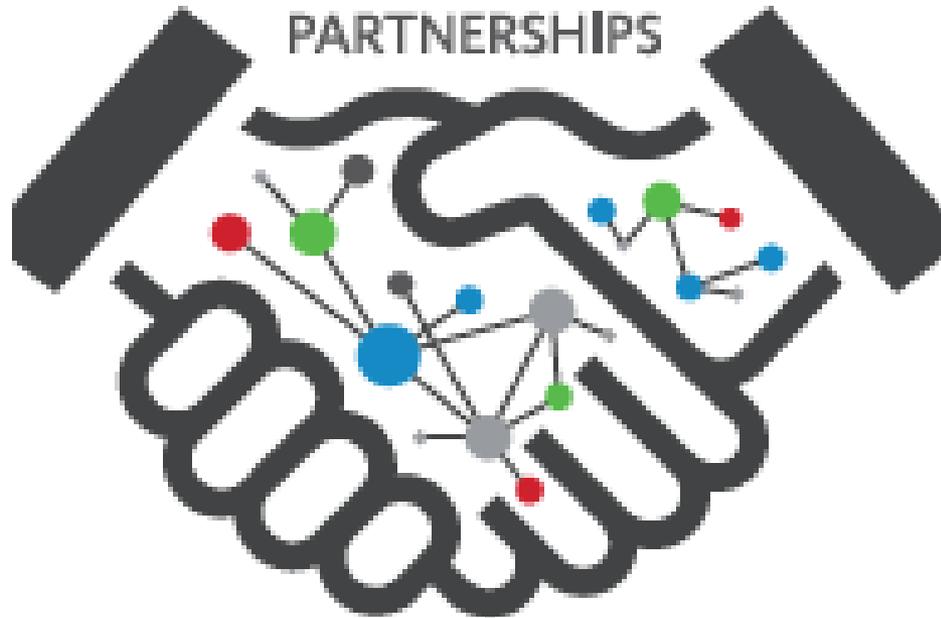


UTA Coordinated Mobility

What we do



CONNECTING PEOPLE WITH
TRANSPORTATION SOLUTIONS
THROUGH COLLABORATIVE
PARTNERSHIPS

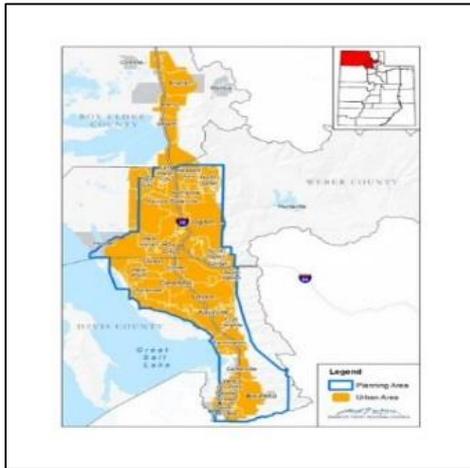


UTA Coordinated Mobility

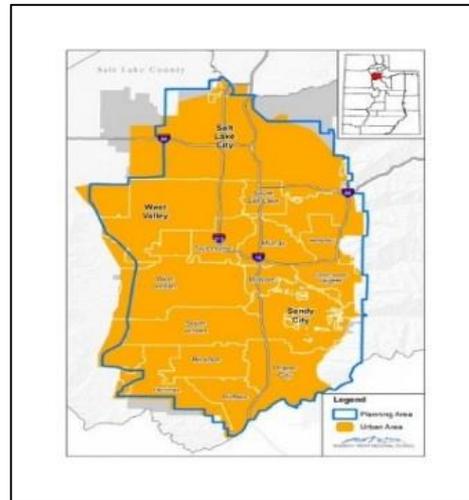
How we do it



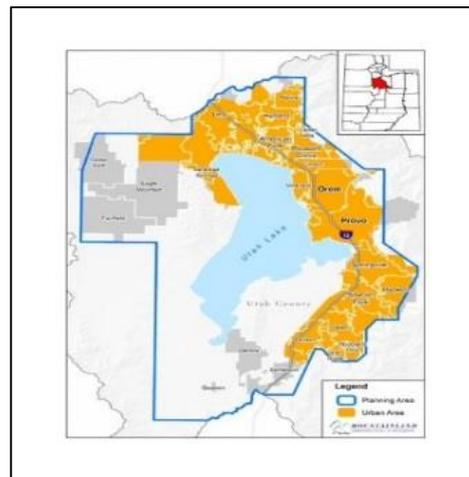
Local Coordinating Councils



Layton/Ogden UZA
(Weber and Davis
Counties)



Salt Lake/West Valley
UZA (Salt Lake County)



Provo/Orem UZA
(Utah County)

Local Coordinating Councils develop the Coordinated Human Service Transportation Plan, identify gaps, and plan and execute projects.

LCC Partners

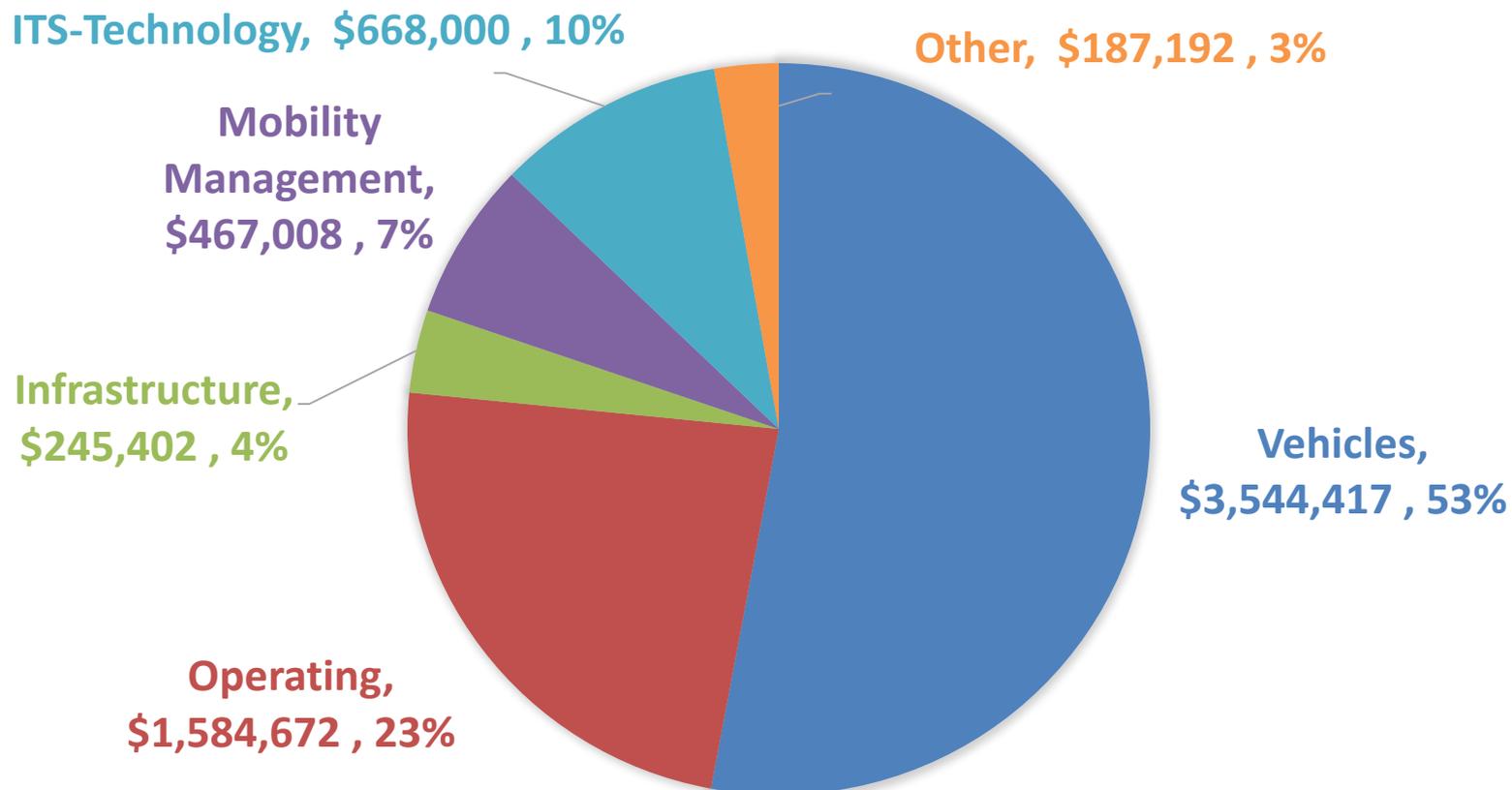


- City of North Salt Lake
- Enable
- Ogden City
- TURN
- Utah Developmental and Disabilities Council
- Utah Independent Living Center
- Ability 1st Utah
- Springville Senior Center
- City of South Salt Lake
- DWS
- First Step House
- Kostopolus Dream Foundation
- International Rescue Committee
- The Road Home
- United Way 2-1-1

FTA 5310 Grant Program



TOTAL AWARDS GRANTED \$6,696,691 (FY 2013-2018)



Examples of Project Awards



Utah Valley Rides



Volunteer Driver Based Service

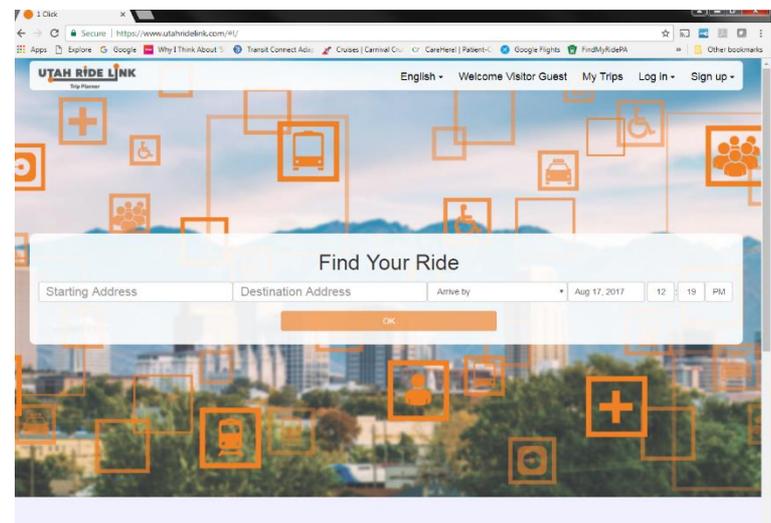
United Way of Utah County, MAG, UTA partnership



One Click/One Call

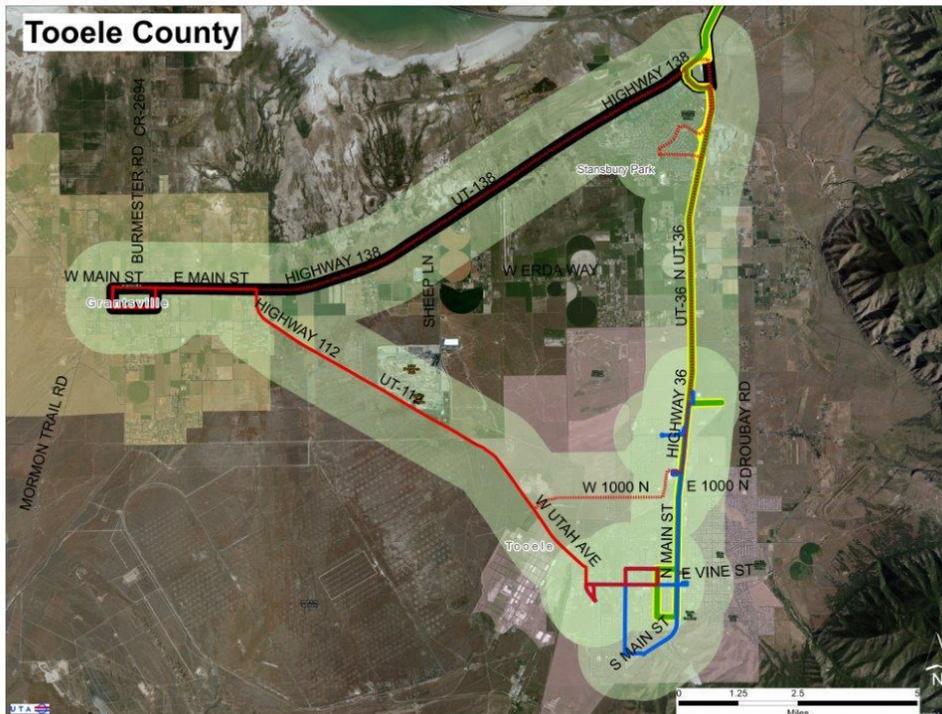


UTAH RIDE LINK





Tooele County Aging – UTA Partnership



 **Tooele Valley Shuttle**

**Call to schedule
435-843-4114**

G1

 **TOOELE COUNTY**

UTA WAV Project 2019



Volunteer Driver Voucher Pilot



Weber and Davis Counties,
Roads To Independence, UTA pilot

5 state-wide demonstration sites
in 2019

Pilot Voucher Program		Voucher ##
Driver Details	Name: _____	Date: _____
	Phone: _____ First time driver? Y N	Start Location: _____
	Email: _____	End Location: _____
	Address: _____	
		<small>*Vouchers may be submitted up to 60 days after the trip date. After 60 days reimbursement will be capped.</small>
Check One:	<input type="checkbox"/> \$5 Flat Rate <small>4 mi. or less</small>	<input type="checkbox"/> Total Miles: _____ <small>15 mi. or more</small>
	<input type="checkbox"/> Round Trip	<input type="checkbox"/> One Way
	Client Signature _____	Date _____
	Driver Signature _____	Date _____

Agency Section		Roads to Independence Weber County Aging Davis County Aging	
Trip Purpose	<input type="checkbox"/> Grocery	<input type="checkbox"/> Medical Appointment	<input type="checkbox"/> Dialysis
	<input type="checkbox"/> Cancer Treatment	<input type="checkbox"/> Pharmacy	
	<input type="checkbox"/> Other (please describe): _____		
	Agency Liaison Signature _____		Date _____
Reviewed by Staff:	Date Received _____		
Approved by:	_____		



Electronic Voucher Software Development

Innovative Coordinated Access and
Mobility (ICAM) grant application
Submitted today



- **Limited operating funds for vehicles**
- **Inability to share resources**
- **Policy, liability, funding restrictions**
- **Technology**
- **No dedicated state funding for specialized transportation**
- **Reliant on federal funding**

Comprehensive Solution Development



Coordinated Human Services
TRANSPORTATION PLAN

The central graphic features a cityscape at sunset. It is surrounded by several circular inset images: a group of people looking at a large map; a person walking with a cane; a woman in a pink shirt; a white UTA Van; a person at a transit stop; and a person in a wheelchair. The text "Coordinated Human Services" and "TRANSPORTATION PLAN" is overlaid on the cityscape.

Questions



Questions?

**AR2019-03-01:
Approving Ogden Central,
Midvale TRAX, and West Jordan
City Center Station Area Plans**





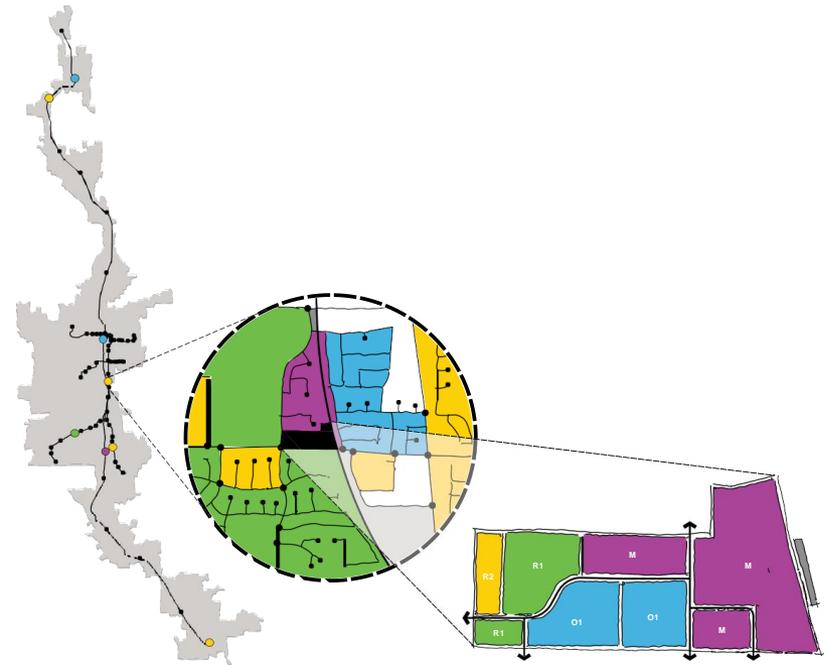
STATION AREA PLANS

MARCH 20 2019

Station Area Planning

Station Area Plan

- Regional-Local-UTA vision
- Community outreach
- Strategic Recommendations
- *Approved by Local Advisory Board & Board of Trustees*



Station Area Plans

- Ogden Central Station
- 7200 South TRAX Station
- 7800 South Center Street TRAX Station
- West Jordan City Center TRAX Station



Ogden Onboard



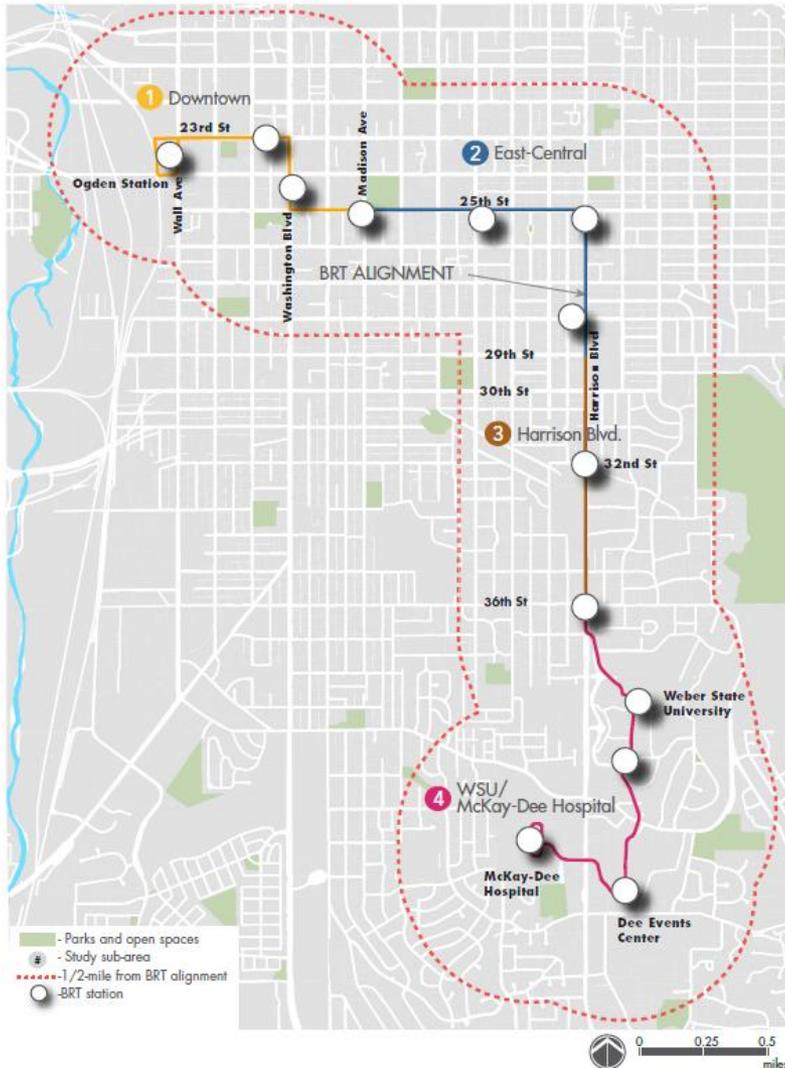
UTA



TRANSIT-ORIENTED VISION AND IMPLEMENTATION STRATEGY



Study Area



- Includes four nodes along BRT route, including Ogden Station
- Transit Amenities:
 - End-of-line FrontRunner
 - Bus hub
 - Future BRT
- Land uses:
 - Office
 - Residential
 - Retail
 - Industrial
- Close to downtown Ogden, historic 25th street, and Junction shopping area
- 12 acres of UTA property



Public Outreach

Stakeholders:

- Community, business, and civic leaders
- Elected officials
- Residents
- City Staff
- UTA

Methods:

- Email
- Survey
- WSU pop-up event
- Vision workshop
- Design charrette
- 7 focus group meetings/interviews
- Interviews with housing experts
- Advisory committee meetings

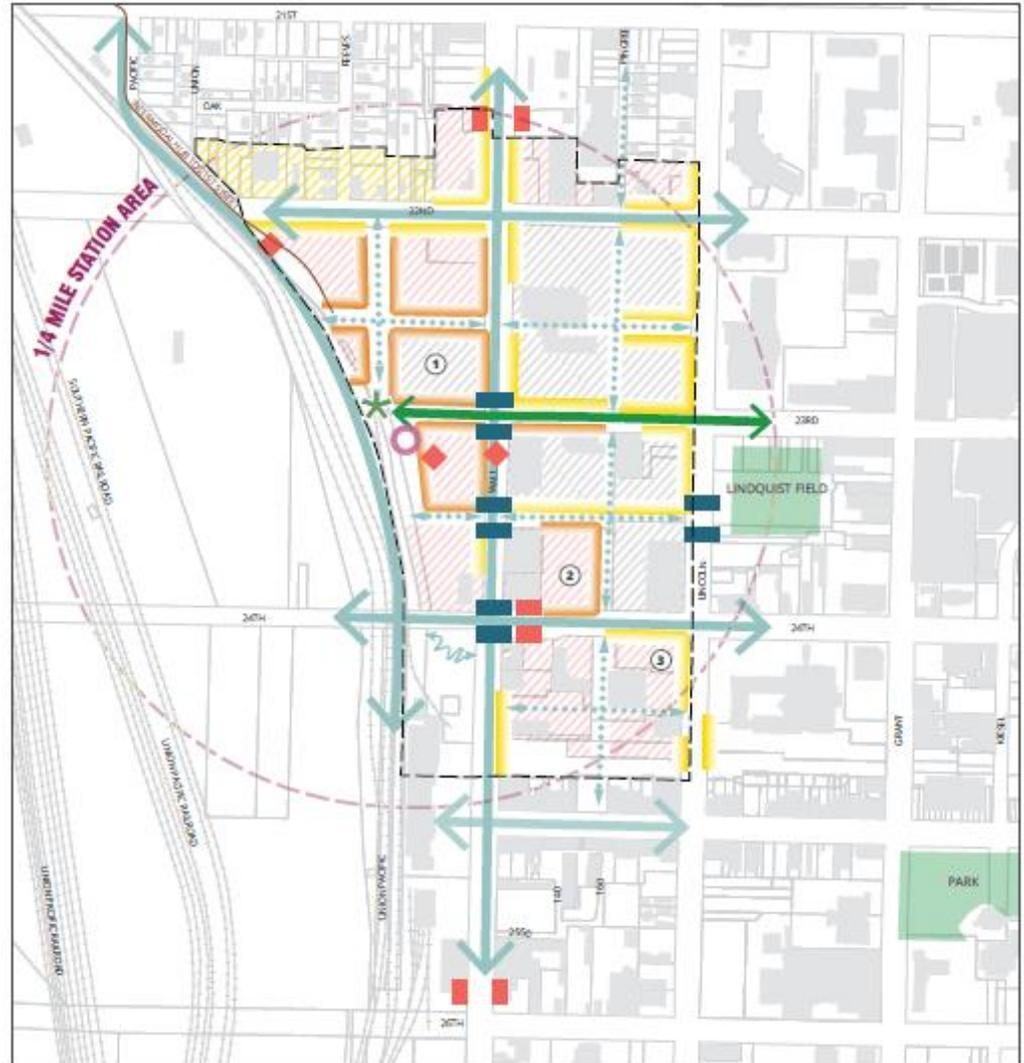


Vision

City gateway and multimodal hub

Transit proximity for mix of uses:

- Housing
- Entertainment
- Employment
- Services



Short-Term

Landscaped parking and pedestrian access ways

Enhanced transit hub with expanded mobility options and wayfinding

Multi-use trail connecting through station near rail line

Public art installation as a placemaking feature

Reuse of Wall Ave. landscaping for infill development

Accessible pedestrian connection to the 24th St. viaduct



Long-Term

Multi-story residential
closer to transit hub

Multi-story mixed-use and park-
and-ride parking to serve station

Residential infill at street/
corner edges



Recommendations

Strong Connections

- Pedestrian accessibility
- Bikeshare, e-scooters, etc.
- Integrated bike facilities and station design

Inclusive Places

- Comfort and access for transit riders
- Clearly defined gateways to neighborhoods
- Sustainable design elements

Complete Neighborhoods

- TOD overlay zone for priority station areas
- Residential infill and increased housing options
- Development policies (parking, incentives, zoning, etc.)
- Development opportunity study



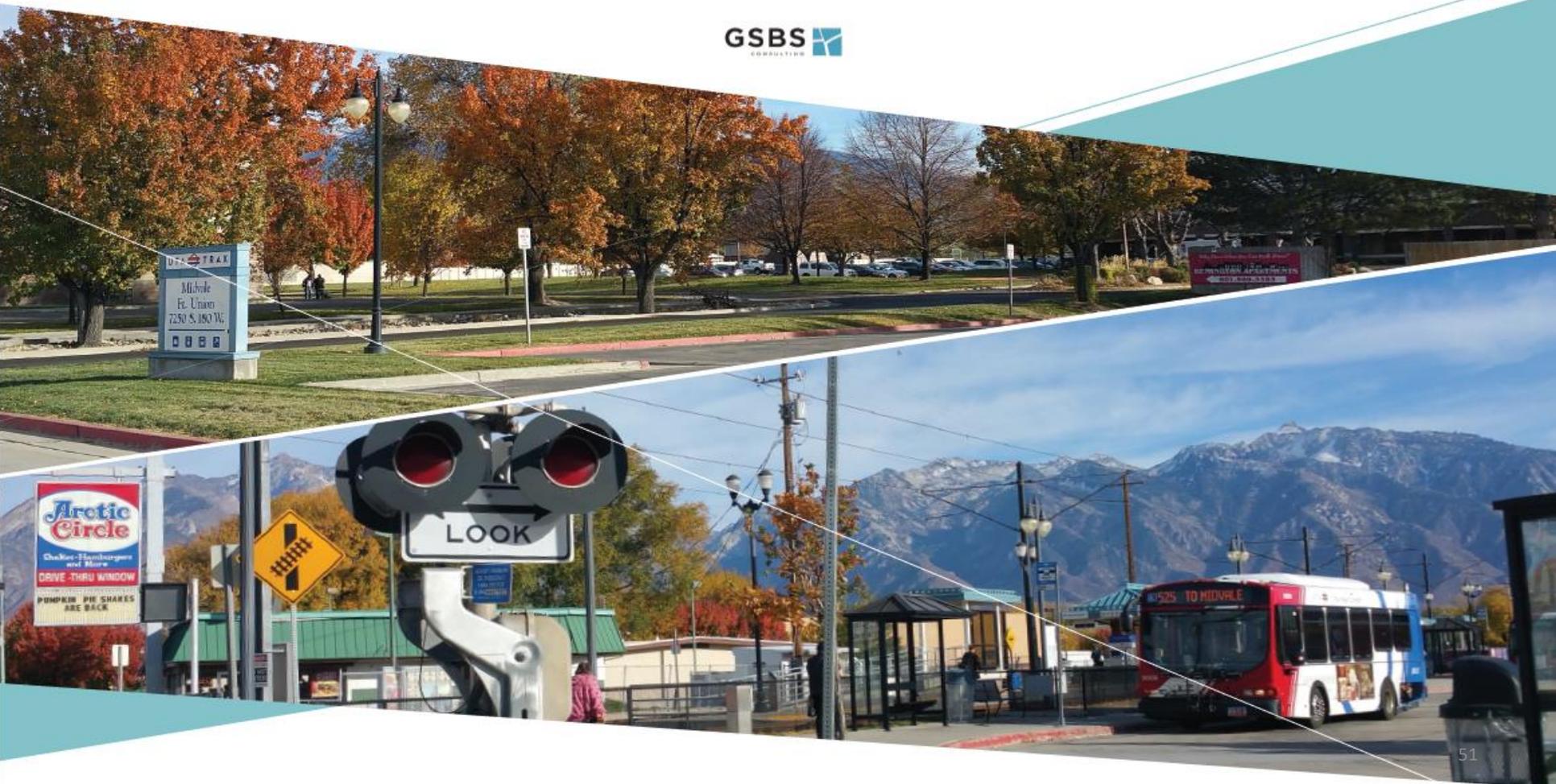
Board Action

Staff Recommendation:

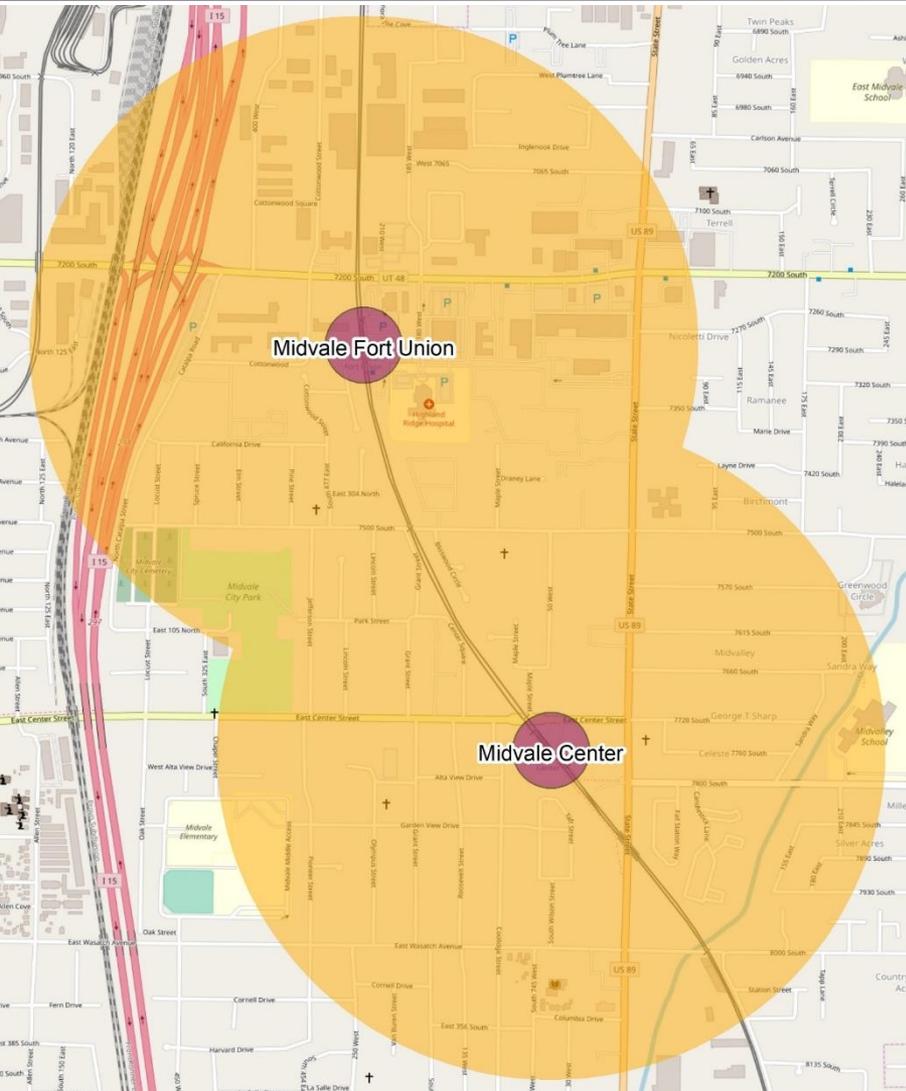
- Approve the Ogden Station Area Plan as presented
- Recommend adoption by Board of Trustees

MIDVALE STATION AREA MASTER PLANS

7200 SOUTH STATION CENTER STREET STATION



Study Area



- Transit Amenities:
 - TRAX Blue Line stations
 - Bus connections
- Land uses:
 - Commercial
 - Residential
 - Retail
- Central location
- Access to State Street and I-15
- 7 acres of UTA property (combined)



Public Outreach

Stakeholders:

- Midvale Mayor
- City Council
- Project Technical Committee
- Internal Stakeholders Committee
- Midvale & Transit-Riding Community

Modes:

- Internal Stakeholder Presentations
- 7200 South Area Neighborhood Meetings
- Center Street Area Neighborhood Meetings
- Website – Surveys and online input



7200 South Vision

Near-Term:

- Hotels and office uses

Mid-Term:

- Residential, hospitality, and complimentary commercial

Long-Term:

- High-intensity residential development with ground floor retail



7200 South Recommendations

- Increase human designed space
- Connect area to the rest of the community
- Focus on hotels and hospitality
- Create a cohesive brand for the area
 - regional entry to the community
 - gateway to recreation



Center Street Vision

Near-Term:

- Office and retail

Mid-Term:

- High-density housing, restaurants, retail, etc.

Long-Term:

- High-Intensity residential, office, and retail



Center Street Concept

DEVELOPMENT TYPE KEY

		
OFFICE	RESIDENTIAL OVER RETAIL	MULTI-USE ROADS
		
RETAIL	MID-SIZED COMMERCIAL	
		
TRAILS/PATHS		
		
PARK	TOWNHOMES	
		
HOTELS	PLAZA	



Center Street Recommendations

- Improve design to encourage transformative development
- Concentrate most intense uses near State Street and Center Street
- Brand area as a village center and activity hub



Board Action

Staff Recommendation:

- Approve the 7200 South and Center Street Station Area Plans as presented
- Recommend adoption by Board of Trustees



WEST JORDAN CITY CENTER

Crandall Arambula PC | Leland Consulting Group | Fehr & Peers

Study Area

OPPORTUNITIES



Stakeholder Outreach

- Elected Officials
- Planning Commission
- City Staff
- Utah Transit Authority
- Jordan School District
- Utah Department of Transportation
- Wasatch Front Regional Council
- Property Owners

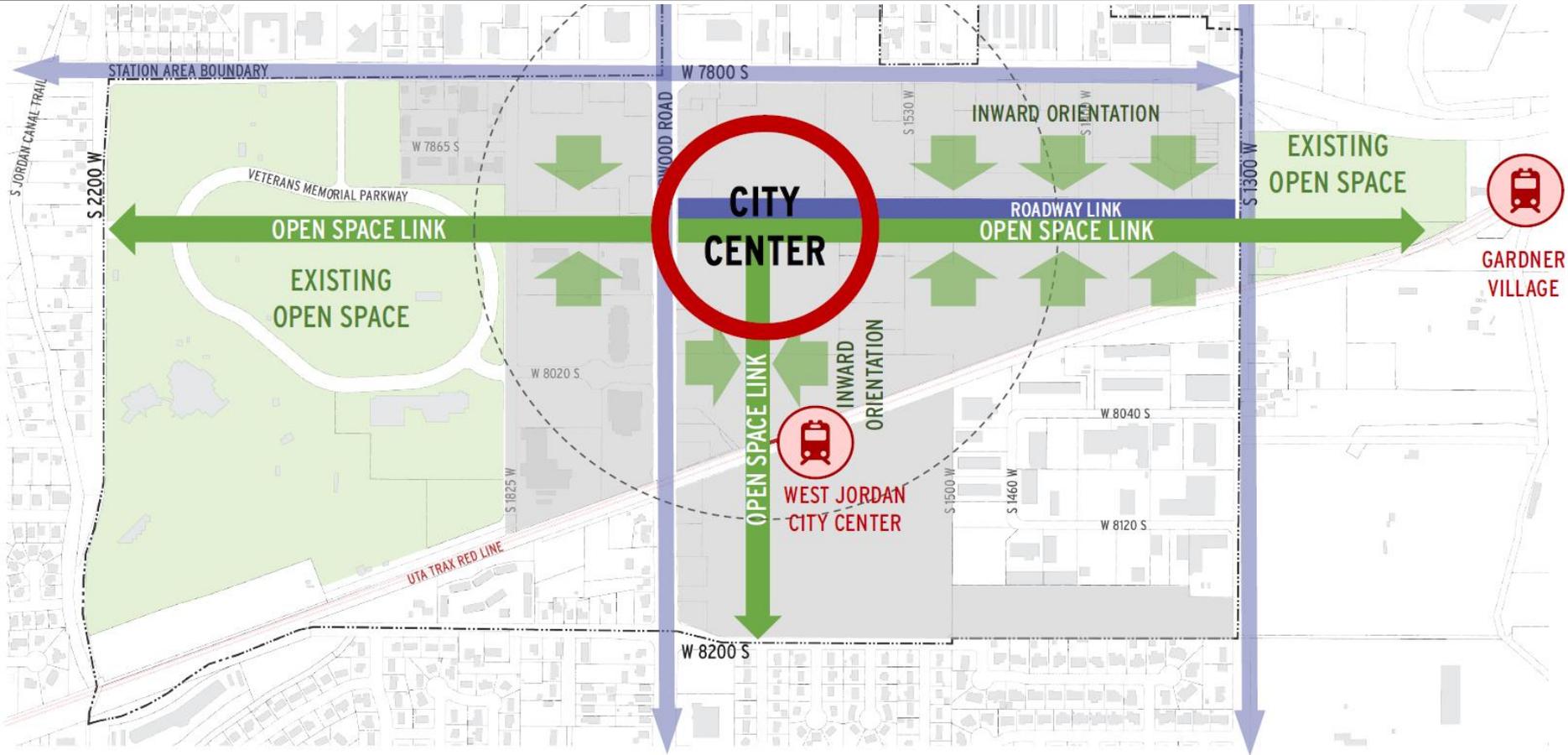


Vision

- **Regional Amenity**
- **Entertainment Focus**
- **Mixed-Use Urban Downtown:**
 - dense, urban city center
 - mix of residential, commercial, and entertainment
- **Walking & Biking-Oriented:**
 - Safe pedestrian connections
 - links to regional amenities



Open Space Links



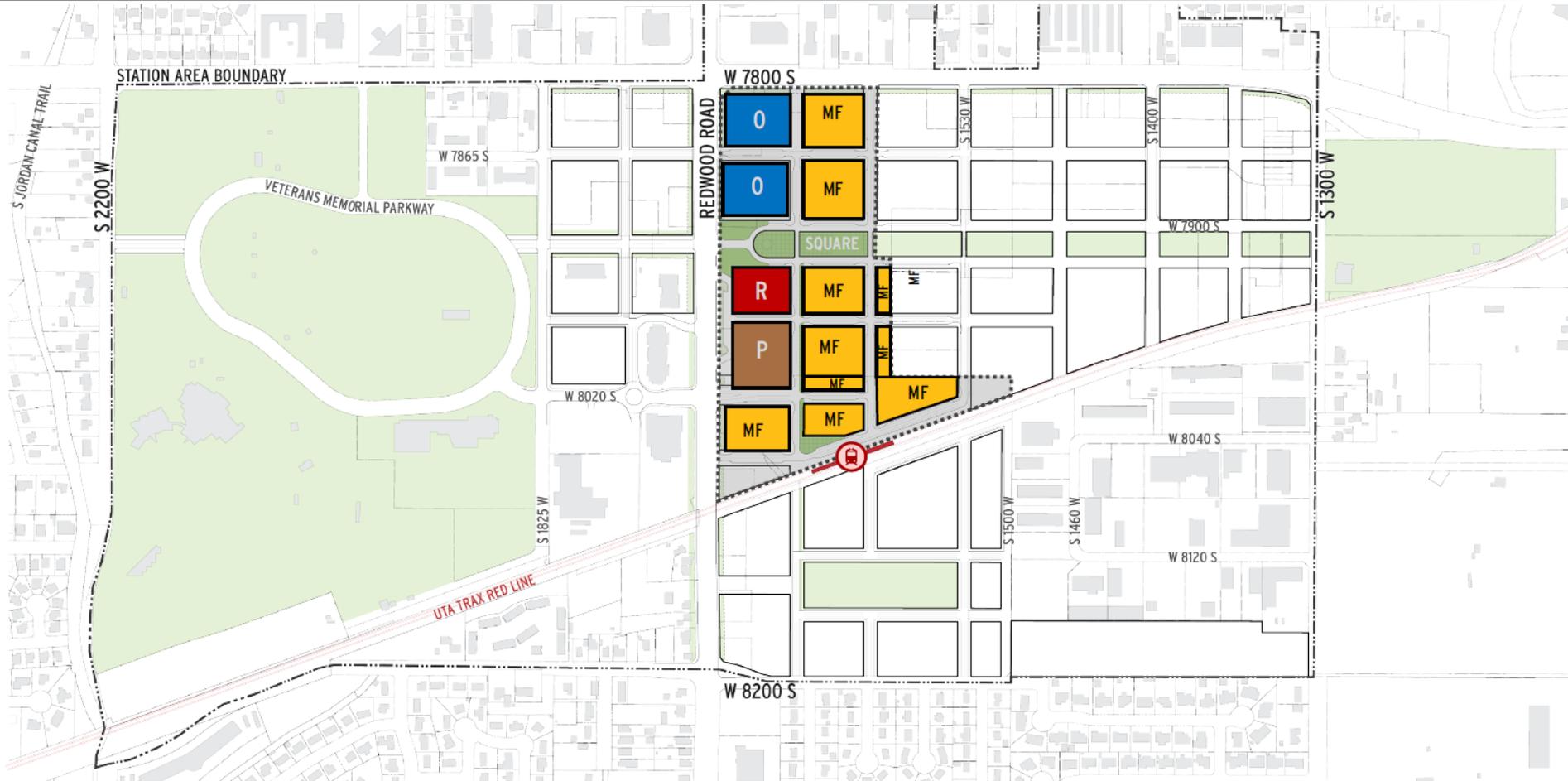
Initial Phase



Initial Phase



UTA/Jordan District Build-Out



Strategic Recommendations

- **Stakeholder Participation**
 - Work with private landowners
 - Interview potential retail/grocery anchors
- **Adopt Plan**
 - West Jordan City, Utah Transit Authority, and Jordan School District
- **Identify Funding**
 - Extend TIF district
 - Explore impact fees
 - Set aside general fund dollars for support
- **Improve Zoning**
 - Modify zoning
 - Create design and open space guidelines



Board Action

Staff Recommendation:

- Approve the West Jordan City Center Station Area Plan as presented
- Recommend adoption by Board of Trustees

Recommended Action (by acclamation)

Motion to approve AR2019-03-01:
Approving Ogden Central, Midvale TRAX, and
West Jordan City Center Station Area Plans



Trustee Retirement Benefits



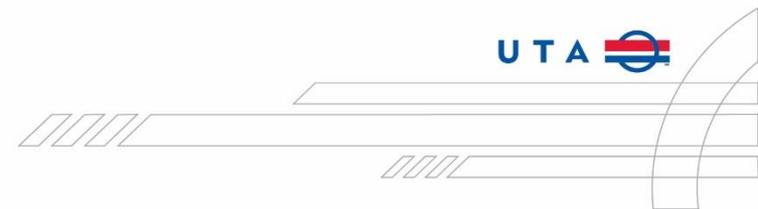


Trustee Retirement Benefits

During the January Advisory Board's meeting, board members identified concerns regarding the retirement benefit for the Trustees:

- Defined Benefit (DB) plan has a five year vesting schedule.
- Trustee terms are four years or less, therefore they are not eligible for the standard DB benefit provided to all other employees.

Advisory Board asked UTA staff to research options





UTA Offered Plans

As part of its standard benefit for full-time employees, UTA's retirement plan includes two components:

1) Defined Benefit Plan:

Five year vesting schedule, with no COLA.

2) 457 Defined Contribution (DC) plan:

Employee contributes 3% of salary, receives a maximum Employer match of 2%.

Research summary:

UTA staff contacted a number of local entities to identify what retirement options were offered in lieu of a defined benefit plan.

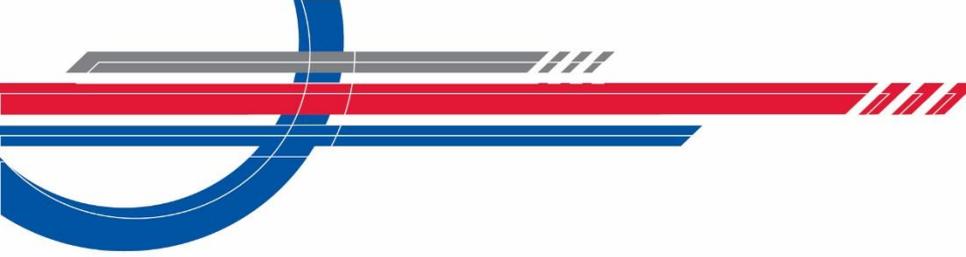
The most common alternative was to offer an employer-funded defined contribution plan.



Benchmark Data updated 3-20-19

Organization	Percent of Salary Deposited into DC Plan
Salt Lake City	19.69% (Tier 2)
Salt Lake City	21.47 (Tier 1)
Salt Lake County	12.60% in DC (or waive 4 yr vesting in DB)
University of Utah	14.2%
Utah Valley University	14.2%
Weber State University	14.2%
Layton City	10%

All Average: 15.2%
Non-University Ave: 15.9%
University: 14.2%



Recommendation

Establish an employer paid DC plan for Trustees with an employer contribution rate between 14.2% and 15.9% .

M E M O R A N D U M

To: Utah Transit Authority Advisory Board
From: Kim Ulibarri – UTA Chief People Officer
Date: March 20, 2019
Re: Trustee Retirement Benefit Research

During the Advisory Board’s January 2019 meeting, Advisory Board members identified concerns regarding the ineligibility of trustees for UTA’s standard retirement benefit. UTA’s standard benefit includes a five-year vesting schedule for the defined benefit (pension) plan. Trustee terms are four years or less and therefore they are not eligible for the benefit that is provided to all other employees.

The Advisory Board asked UTA staff to research alternative options that could be considered.

UTA Standard Benefit:

UTA’s retirement benefit for its full-time employees include two components:

- 1) Defined Benefit (DB) Plan: includes a five-year vesting schedule and no COLA
- 2) 457 Defined Contribution (DC) Plan: the employee may contribute 3% and receive an employer match of 2%

Research Summary:

UTA staff contacted several local entities to identify what retirement options were offered in lieu of a defined benefit plan. The most common alternative was to offer an employer-funded defined contribution plan.

Benchmark Data:

Organization	Percent of Salary Deposited into DC Plan
Salt Lake City	19.69% (Tier 2)
Salt Lake City	21.47 (Tier 1)
Salt Lake County	12.60% in DC (or waive 4 yr vesting in DB)
University of Utah	14.2%
Utah Valley University	14.2%
Weber State University	14.2%
Layton City	10%

All Average: 15.2%

Non-University Average: 15.9%

University Average: 14.2%

Recommendation:

Establish an option that provides trustees an employer paid defined contribution plan with an employer contribution between 14.2% and 15.9% in lieu of UTA’s defined benefit plan.

Other Business

- a. Next Meeting: Wednesday, June 12, 2019 at 1:00 p.m.



Adjourn

