

Regular Meeting of the
Board of Trustees of the Utah Transit Authority

Wednesday, March 6, 2019, 9:00 a.m.
Utah Transit Authority Headquarters
669 West 200 South, Salt Lake City, Utah
Golden Spike Conference Rooms



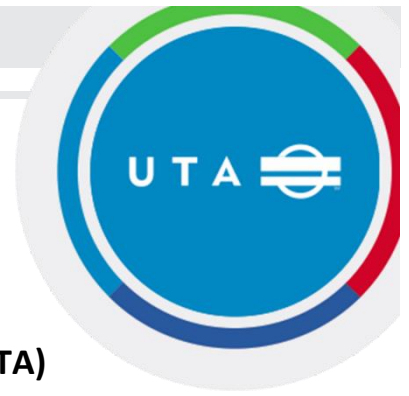
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|--|---|
| 1. Call to Order & Opening Remarks | Chair Carlton Christensen |
| 2. Pledge of Allegiance | Chair Carlton Christensen |
| 3. Safety First Minute | Sheldon Shaw |
| 4. Public Comment Period | Bob Biles |
| 5. Approval of February 27, 2019 Board Meeting Minutes | Chair Carlton Christensen |
| 6. Agency Report | Steve Meyer |
| 7. R2019-03-01 Authorizing Execution of the Interlocal Agreement Between Salt Lake County and the Utah Transit Authority for Free Fare Days | Matt Sibul |
| 8. Discussion Items | |
| a. Government Relations and Legislative Priorities Update
<i>The board may make motions regarding UTA positions on legislation.</i> | Matt Sibul |
| b. Central Wasatch Commission Presentation | Ralph Becker and
Chris McCandless, Central
Wasatch Commission |
| c. Future of FrontRunner (Part 1 of 3) | Steve Meyer
Jeff Harris, UDOT |
| d. Capital Projects 5-Year Plan Process | Mary DeLoretto |
| e. Bus Stop Master Plan | Laura Hanson |
| f. Utah Compact
<i>The board may make a motion of support.</i> | Chair Carlton Christensen |
| 9. Other Business | Chair Carlton Christensen |
| a. Next meeting: March 13, 2019 at 9:00 a.m. | |
| 10. Adjourn | Chair Carlton Christensen |

Public Comment: Members of the public are invited to provide comment during the public comment period. Comment may be provided in person or online through www.rideuta.com. In order to be considerate of time and the agenda, comments are limited to 2 minutes per individual or 5 minutes for a designated spokesperson representing a group. Comments may also be sent via e-mail to boardoftrustees@rideuta.com.

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

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





**Minutes of the Meeting
of the
Board of Trustees of the Utah Transit Authority (UTA)
held at UTA FrontLines Headquarters located at
669 West 200 South, Salt Lake City, Utah
February 27, 2019**

Board Members Present:

Carlton Christensen, Chair (via telephone)
Beth Holbrook, Acting Chair
Kent Millington

Board Members Excused/Not in Attendance:

Also attending were members of UTA staff, as well as interested citizens.

Welcome and Call to Order. Acting Chair Holbrook welcomed attendees and called the meeting to order at 9:03 a.m. with three board members present. Following Acting Chair Holbrook's opening remarks, the board and meeting attendees recited the Pledge of Allegiance.

Safety Minute. Acting Chair Holbrook yielded the floor to Fred Ross, UTA Chief of Police, for a brief safety message.

Public Comment Period. Public comment was given by Claudia Johnson. Ms. Johnson expressed interest in UTA's property purchases and sales practices. She then spoke about her desire to know how profits from property sales are being utilized, how internal efficiencies are applied, and how internal efficiencies are publicized.

Approval of February 20, 2019 Board Meeting Minutes. A motion to approve the February 20, 2019 Board Meeting Minutes was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously.

Agency Report. Steve Meyer, UTA Interim Executive Director, shared that UTA recently received a Finding of No Significant Impact (FONSI) on the Ogden bus rapid transit (BRT) project. He said the next phase of the project will involve the preparation and submission of a small starts grant application.

R2019-02-03 Revising and Renaming Executive Limitations Policy No. 2.1.4 to Service Planning Implementation. Laura Hanson, UTA Director of Planning, indicated the service planning implementation process was reviewed with the advisory board in its February meeting. Discussion ensued. Trustee Holbrook expressed appreciation for the openness of the process in revising this policy and spoke about the importance of the community engagement inherent in service planning.

A motion to approve R2019-02-03 was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously with aye votes from Trustee Millington, Trustee Holbrook, and Chair Christensen.

R2019-02-04 Revising and Renaming Ends Policy No. 1.4.2 to Capital Projects Implementation. Mary DeLoretto, UTA Director of Capital Projects, shared feedback on the policy given by the advisory board at its February meeting. Discussion ensued. Trustee Holbrook mentioned the value of the advisory board's input and of general public input in this process.

A motion to approve R2019-02-04 was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously with aye votes from Trustee Millington, Trustee Holbrook, and Chair Christensen.

R2019-02-05 Approving Clearfield, Salt Lake Central, Murray Central, and Provo Central Station Area Plans. Paul Drake, UTA Senior Manager of Real Estate & Transit-Oriented Development, explained that the station area plans included in the resolution were reviewed by the advisory board, as required by statute, in its February meeting. Mr. Drake then delivered a presentation including an overview of what station area plans entail and summaries of station area plans for Clearfield Station, Salt Lake Central Station, Murray Central Station, and Provo Central Station. Discussion ensued. Trustee Holbrook opined on the value of the process and the importance of transit-oriented development and its affordable housing component to economic development.

A motion to approve R2019-02-05 was made by Trustee Millington and seconded by Chair Christensen. The motion carried unanimously with aye votes from Trustee Millington, Chair Christensen, and Trustee Holbrook.

R2019-02-06 Adopting the Transit-Oriented Development System Analysis Tool. Mr. Drake briefly summarized the transit-oriented development system analysis tool. He shared that changes were made from the information included in the packet to the weighting of two criteria for the overall transit-oriented development score: transit frequency and predicted mode share. Transit frequency was changed from a 26 to 41 percent weighting and predicted mode share was changed from a 26 to 11 percent weighting.

A motion to approve R2019-02-06 with an amendment to include the changes outlined by Mr. Drake was made by Trustee Millington and seconded by Chair Christensen. The motion carried unanimously with aye votes from Trustee Millington, Chair Christensen, and Trustee Holbrook.

R2019-02-07 Authorizing the Sale of Surplus Real Property in West Valley City. Mr. Drake explained that the property referenced in the resolution was previously declared surplus and is now ready for sale. The property appraised for \$375,000; the offer price was \$385,000, which includes \$10,000 in earnest money.

A motion to approve R2019-02-07 was made by Trustee Millington and seconded by Chair Christensen. The motion carried unanimously with aye votes from Trustee Millington, Chair Christensen, and Trustee Holbrook.

Trustee Millington asked Bob Biles, UTA Chief of Finance, to explain how the proceeds from the sale will be allocated. Mr. Biles indicated the allocation of funds will be determined during the budget process. He noted that since it is one-time revenue, it will likely be applied to a one-time endeavor and not to operations.

Contracts, Disbursements & Change Orders.

Contract: Vanpool Vehicle Maintenance. Eddy Cumins, UTA Chief Operating Officer, explained that the contract establishes negotiated price discounts and pricing for preventative maintenance and repair maintenance services for UTA's Rideshare fleet with multiple vendors. Discussion ensued. A question on where the vanpools operate was posed by the board and answered by Mr. Cumins.

A motion to approve the vanpool vehicle maintenance contract was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously with aye votes from Trustee Millington, Trustee Holbrook, and Chair Christensen.

Change Order: FarePay EFC Program Manager. Dave Snyder, UTA Fare and BI Apps Manager, summarized the change order, which extends the current contract with InComm, UTA's vendor for FarePay card services, and reduces the fee rate. Discussion

ensued. A question on the term of the extension was posed by the board and answered by Mr. Snyder.

A motion to approve the FarePay EFC program manager change order was made by Trustee Millington and seconded by Chair Christensen. The motion carried unanimously with aye votes from Trustee Millington, Chair Christensen, and Trustee Holbrook.

Discussion Items.

Government Relations Update. The government relations update was deferred to a future meeting.

Proposed Financial Dashboard. Bob Biles, UTA Chief Financial Officer, reviewed proposed changes to the financial dashboard. Discussion ensued. Mr. Biles noted – and the board concurred – that changes may need to be made to the ‘investment per rider’ descriptor and how the indicator is calculated. Trustee Millington also suggested including ridership by mode on the dashboard.

Other Business.

Recognition of Dave Goeres, UTA Chief Safety, Security & Technology Officer. Acting Chair Holbrook noted that Mr. Goeres will be retiring from UTA. She summarized Mr. Goeres’s career with the agency and expressed appreciation to him for his contributions.

Next Meeting. The next meeting of the board will be on Wednesday, March 6, 2019 at 9:00 a.m.

Adjournment. The meeting was adjourned at 10:03 a.m. by motion.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority
cgriffiths@rideuta.com
801.237.1945

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/517777.html> for entire content.

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

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY AUTHORIZING EXECUTION OF THE INTERLOCAL
AGREEMENT BETWEEN SALT LAKE COUNTY
AND THE UTAH TRANSIT AUTHORITY FOR FREE FARE DAYS**

R2019-03-01

March 6, 2019

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, Salt Lake City, Salt Lake County, Davis County, Intermountain Healthcare, and the Authority partnered to provide free fare days on Thursday, February 28, 2019 and March 1, 2019 for all residents in the transit district to reduce vehicle use and positively impact air quality;

WHEREAS, public agencies as defined by the Interlocal Cooperation Act, Utah Code Ann. § 11-13-101, *et seq.* (the "Interlocal Act"), which includes the Authority, are authorized to enter into mutually advantageous agreements for joint or cooperative action; and

WHEREAS, Salt Lake County and the Authority desire to enter into an Interlocal Agreement regarding the sponsorship of the free fare days on Thursday, February 28, 2019 and March 1, 2019.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the Board hereby adopts the Interlocal Agreement between the Authority and Salt Lake County, as set forth in Exhibit A, and authorizes its execution.
2. That the Board hereby ratifies any and all actions taken by the Authority's management and staff that were necessary or appropriate to negotiate the Agreement.
3. That a fully executed original counterpart of the final definitive Interlocal Agreement shall be permanently kept in the official records of the Authority.
4. That the corporate seal be attached hereto.

APPROVED AND ADOPTED this 6th day of March 2019.

Carlton Christensen
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

Approved As To Form:

Legal Counsel

Exhibit A

District Attorney 19-13195
County Contract 0000002170
UTA Contract No.: 19-03003

INTERLOCAL AGREEMENT

by and between

SALT LAKE COUNTY

and

UTAH TRANSIT AUTHORITY

THIS AGREEMENT is made and entered into this 26th day of February, 2019, by and between Salt Lake County ("County"), a body corporate and politic of the State of Utah, and the Utah Transit Authority ("UTA"), a Utah public transit district, a limited purpose local governmental entity of the State of Utah.

WITNESSETH:

WHEREAS, Utah Code Section 11-13-212, permits local governments to make the most efficient use of their resources by enabling them to cooperate with other governmental units,

WHEREAS, the mission of UTA is to strengthen and connect communities, enabling individuals to pursue a fuller life with greater ease and convenience by leading through partnering, planning, and wise investment of physical, economic, and human resources,

WHEREAS, County is pleased to partner with UTA in providing sponsored fare on UTA's public transit system for Salt Lake County residents to reduce vehicle use,

WHEREAS, reduced vehicle use will positively impact the air quality in Salt Lake County,

WHEREAS, the parties desire to enter into an agreement for those stated purposes,

NOW, THEREFORE, in consideration of the promises and the mutual covenants and obligations herein contained, the parties agree as follows:

1. UTA will provide fare-free rides to all customers throughout the UTA network on Thursday, February 28, 2019 and Friday, March 1, 2019 ("Free Fare Days").

2. The County will pay UTA the amount of twenty-five thousand dollars (\$25,000) on or before March 29, 2019 to sponsor the Free Fare Days.

3. The County will be considered a sponsor for Free Fare Days and will be recognized as such at UTA fare boxes and ticket machines and will be acknowledged through promotional announcements and social media postings.

4. UTA will produce a report summarizing the changes in ridership across all transit modes (bus, TRAX, FrontRunner, BRT, etc.) in aggregate and individually as compared with the week prior and the week immediately following the Free-Fare Days. The report should note how ridership changed over the course of the two days, in order to note whether consecutive days of free fares increase ridership more than a single isolated day of free fares. The report should note geographic areas (TRAX lines, bus routes, etc.) that saw the greatest changes in ridership during the two Free-Fare Days. This report should also include an estimate of the tons of criteria pollutants and greenhouse gases diverted from the airshed as a result of this event. This report will be provided to the County no later than June 1, 2019.

5. The County, through its own resources as well as through its relationships with local economic development organizations, municipalities, chambers of commerce, and other associates and partners will promote the UTA Free-Fare Day.

6. The term of this Agreement shall commence when signed by both parties and July 31, 2019. Either party may, suspend or terminate this Agreement upon written notice to the

other provided notice is given at least seventy-two (72) hours prior to the agreed upon free fare day. In the event of a dispute between the parties, they shall meet as soon as practical to discuss and attempt to resolve such dispute.

7. The terms and provisions of this Agreement is authorized as provided by Utah Code Section 11-13-202.5 and constitute the entire Agreement between the parties hereto with respect to the subject matter of this Agreement and supersede all previous communications, representations, or agreements, either oral or written, between the parties relating to such subject matter. No change, alteration, or modification of this Agreement shall be effective unless made in writing and signed by both parties hereto. If any provision of this Agreement is deemed to be invalid, it shall be considered here from and shall not invalidate the remaining provisions.

8. This agreement does not establish an interlocal entity to conduct the cooperative undertaking described in this agreement. No real or personal property will be acquired or held in the performance of this cooperative undertaking.

9 It is understood and agreed by the parties hereto that this agreement shall be governed by the laws of the State of Utah, both as to interpretation and performance.

{Signature page to follow}

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first written above.

SALT LAKE COUNTY

By: E. Jennifer Wilson
Mayor Jennifer Wilson or Designee
Date: 2/25/19

UTAH TRANSIT AUTHORITY

By: _____
Matt Sibul, Government Relations Director
Date: _____

ADMINISTRATIVE APPROVAL

Wilford H. Sommerkorn
Digitally signed by Wilford H. Sommerkorn
Date: 2019.02.22 14:27:10 -07'00'

Wilf Sommerkorn, Acting Director
Regional Transportation, Housing &
Economic Development

Eddy Cummins, Chief Operating Officer
Utah Transit Authority

APPROVED AS TO FORM
Salt Lake County District Attorney

By: Melanie F. Mitchell
Melanie F. Mitchell, Senior Attorney

Date: 22 February, 2019

APPROVED AS TO FORM:

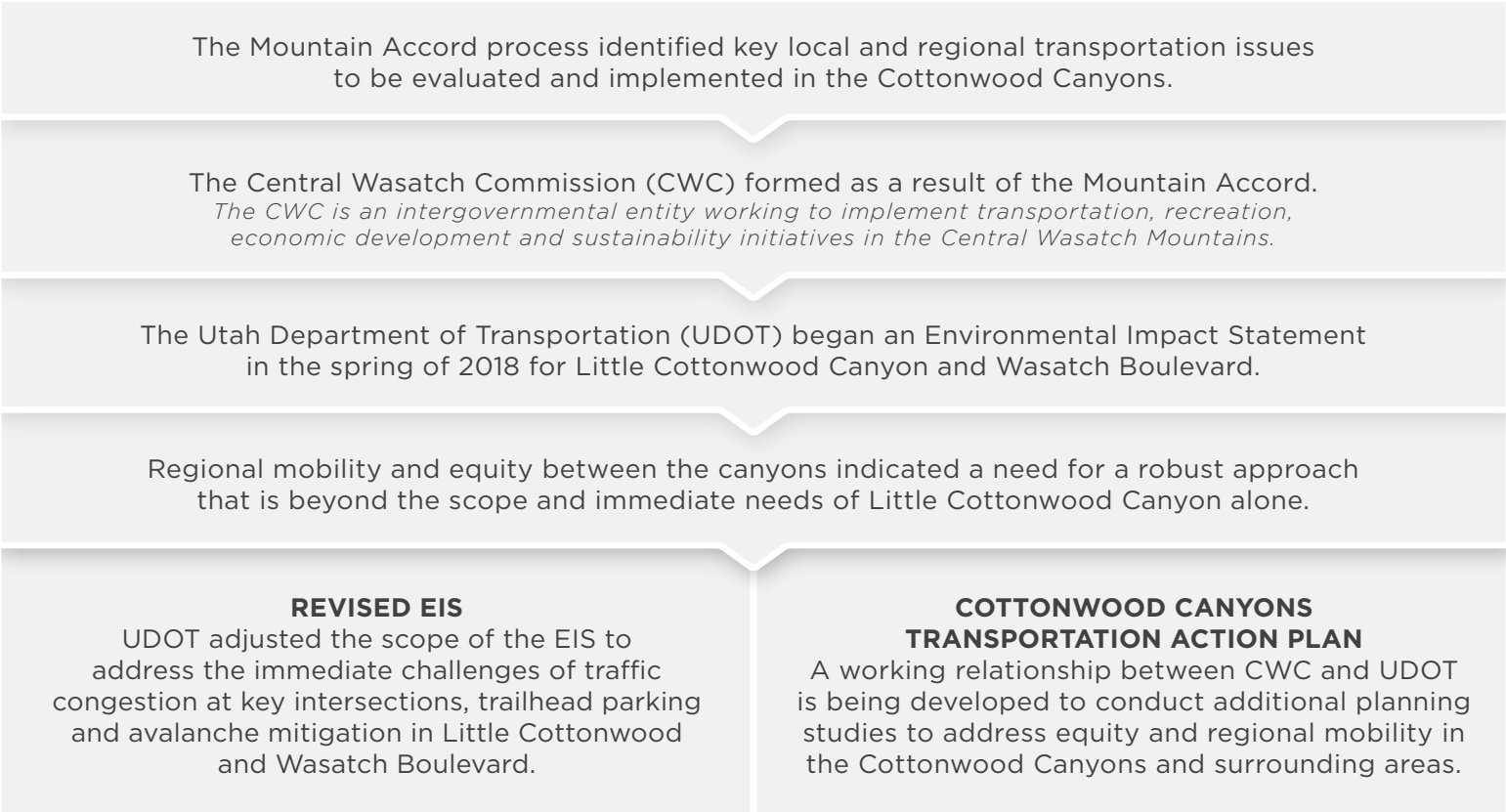
By: hwb Bohan
UTA Legal Counsel

Date: 2-27-2019

COTTONWOOD CANYONS

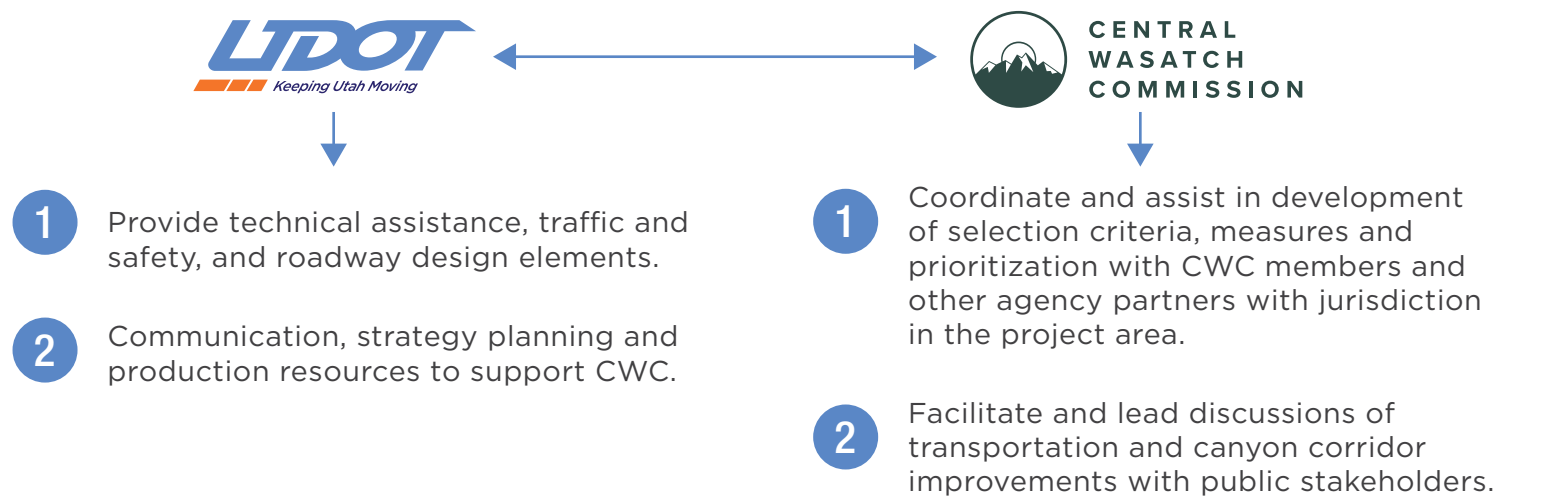
TRANSPORTATION PLANNING AND SOLUTIONS

COTTONWOOD CANYONS TRANSPORTATION: HOW DID WE GET HERE?



UDOT AND CWC: PLANNING AND PROVIDING SOLUTIONS FOR THE FUTURE

UDOT continues to work on the revised EIS for Little Cottonwood Canyon and Wasatch Boulevard. A Transportation Action Plan for Little and Big Cottonwood Canyons will be co-managed by UDOT and CWC.



FUTURE SOLUTIONS

EIS-UDOT

Focus on projects based on greatest benefit and within budget

Avalanche mitigation

Intersection mobility

Wasatch Boulevard

Trailhead Parking

TRANSPORTATION ACTION PLAN -UDOT AND CWC

Develop a priority list of future projects

Tolling

Transit

Transportation impact on water quality

Pedestrian and bike facilities

ANTICIPATED SCHEDULE



PUBLIC PROCESS

Public comment periods, stakeholder meetings and open houses

Email

Social media

Website

FINAL REPORT SUMMARY

AUGUST 11, 2017



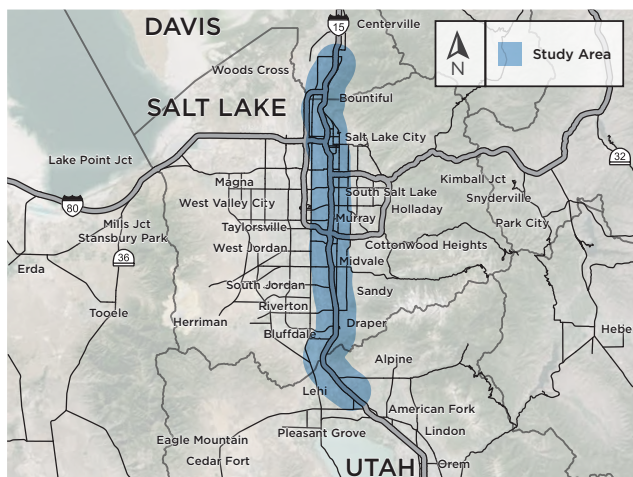
THE CHALLENGE

Utah's population is anticipated to nearly double between 2010 and 2050. That means nearly twice as many demands on our roads and transit lines. More people means more goods and services to be delivered, more employees commuting to work, and more errands to run.

While travel demands continue to grow, there is less room to widen roads or add new transportation infrastructure. This challenge of considerable growth with limited space is most concentrated along the I-15/FrontRunner corridor from southern Davis County to northern Utah County.

THE PARTNERSHIP

To prepare for such a rapidly changing transportation future, Utah's four largest transportation agencies came together to conduct the Wasatch Front Central Corridor Study. These agencies include the Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and Wasatch Front Regional Council (WFRC). Their goal was to develop a more integrated range of solutions along the I-15/FrontRunner corridor that could serve Utahns through 2050.



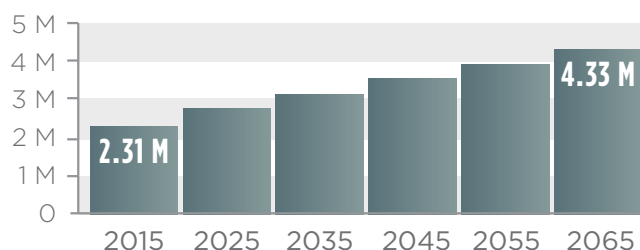
LOTS OF PEOPLE
— NOT MUCH SPACE —
LOTS MORE TRAVEL

PLANNING DIFFERENTLY

Substantial population growth combined with limited space, rapidly developing technology, and changing demographics require us to think differently about how we plan for the future.

Because homes and office buildings are so close to I-15, widening roads alone, without adding to other modes of transportation like transit and bike trails, is not a feasible approach to prepare for the Wasatch Front's growing travel demands. In fact, a roads-only approach would require about 70 percent more miles of travel lanes by 2050 to match the miles of travel lanes per person that Utahns are accustomed to today.

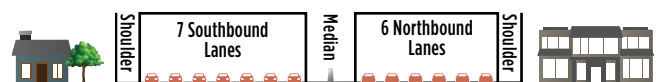
WASATCH FRONT POPULATION GROWTH



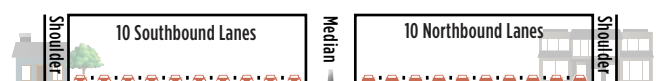
Counties Included: Box Elder, Davis, Salt Lake, Utah, Weber

Source: Kem C. Gardner Policy Institute, *The University of Utah; Utah's Long-Term Demographic and Economic Projections Summary; Research Brief, July 2017*

Current I-15 Lanes at 7200 South



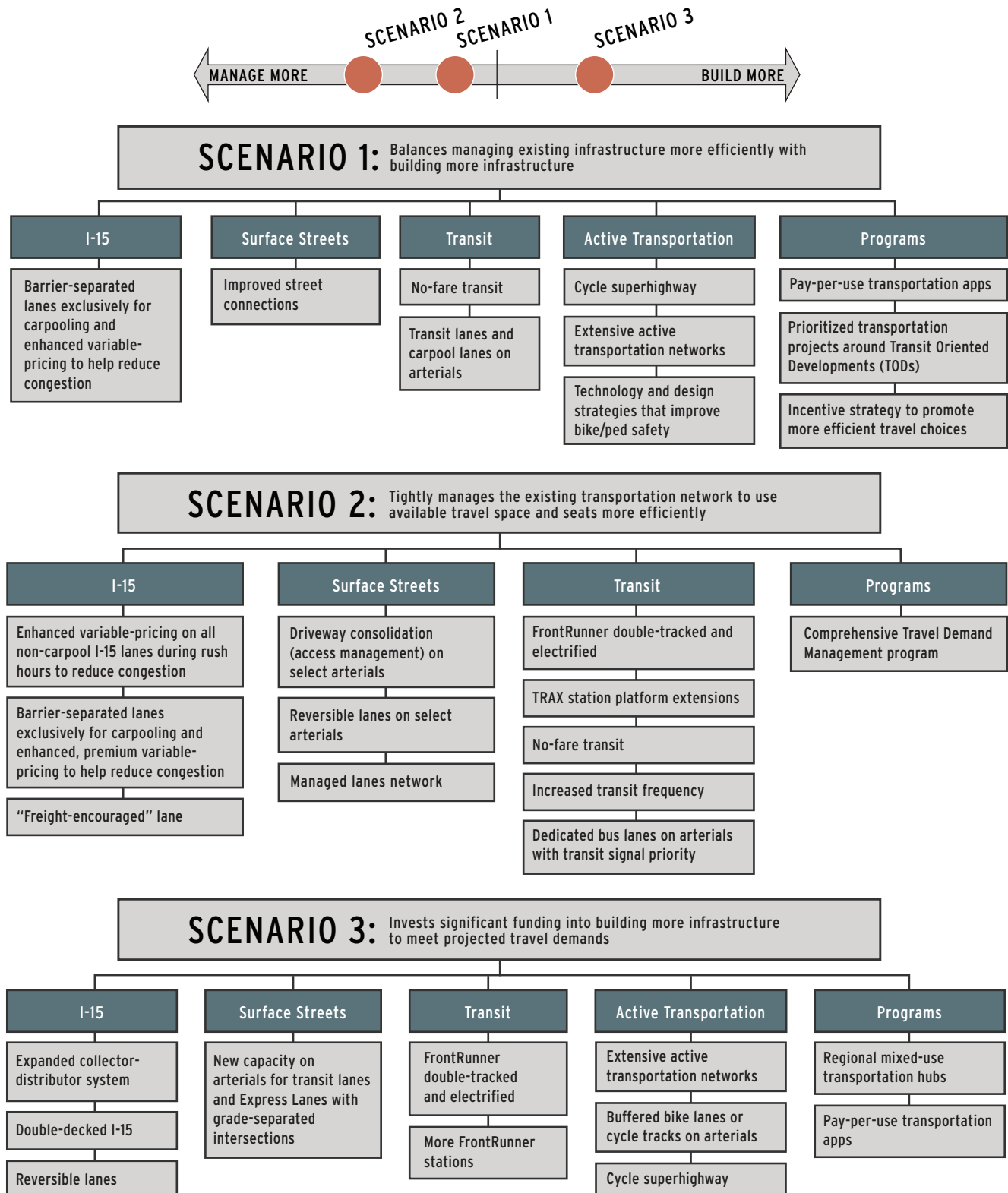
I-15 Lanes Needed by 2050 at 7200 South if Widening is the Only Solution Considered



REFINED SCENARIOS

The study team developed three scenarios with solutions to address future travel needs along the I-15/FrontRunner corridor. These scenarios are alike because they integrate I-15, surface streets, transit, active transportation, and transportation-related programs; they differ in their placement along the spectrum below that ranges from building more infrastructure to better managing existing infrastructure.

Given the physical constraints of existing office buildings and homes, the geographic location between the mountains and a lake, and the costs required to build more infrastructure, the study team explored ways to maximize the existing infrastructure while keeping people, goods, and services moving.






TRANSPORTATION GOALS

The study team worked to find solutions along the I-15/FrontRunner corridor that met broad, desirable goals to connect people to jobs, education, and other interests, balance a variety of transportation choices, manage congestion, and preserve Utah's exemplary quality of life in a rapidly changing travel environment.

 IMPROVE SAFETY	 INCREASE PERSON THROUGHPUT	 IMPROVE TRAVEL TIME RELIABILITY	 INCREASE ACCESSIBILITY TO JOBS & EDUCATION
 IMPROVE AIR QUALITY	 IMPROVE ECONOMIC OUTCOMES	 REDUCE HOUSEHOLD TRANSPORTATION COSTS	 IMPROVE MODE BALANCE

REFINED SCENARIOS COMPARISON

To prepare for a more populated and multi-modal transportation system, planners used more comprehensive measures of success like access to jobs and reliability of travel times. These measures reflect the performance of an entire transportation system: roads, transit, pedestrian, and bike.

	<div> BEST</div> <div> MODERATE</div> <div> WORST</div>	<div>SCENARIO 1</div> <div>Shows a modest shift toward transit and away from single-occupancy vehicles on I-15 by managing freeway and roadway capacity more efficiently and incentivizing transit use.</div>	<div>SCENARIO 2</div> <div>Optimizes transportation network utilization through variable freeway pricing, expanding transit and incentivizing transit use.</div>	<div>SCENARIO 3</div> <div>Adds freeway and transit capacity without improving efficiency.</div>
ACCESS TO EMPLOYMENT				
AIR QUALITY				
BENEFIT/COST RATIO				
HOUSEHOLD TRAVEL COSTS				
HOUSEHOLDS WALK/BIKE DISTANCE FROM TRANSIT				
INJURIES AND FATALITIES				
JOBS CREATED				
MARKET VALUE OF GOODS AND SERVICES				
PERCENT OF I-15 VEHICLE SEATS USED				
PERCENT OF TRANSIT SEATS USED				
PERSONAL INCOME				
REDUCTION OF SINGLE-OCCUPANCY VEHICLES				
REDUCTION OF SINGLE-OCCUPANCY VEHICLES TO ACCESS TRANSIT				
TOTAL PEOPLE MOVED				
TRAVEL TIME				
TRAVEL TIME RELIABILITY				
OVERALL RANKING				

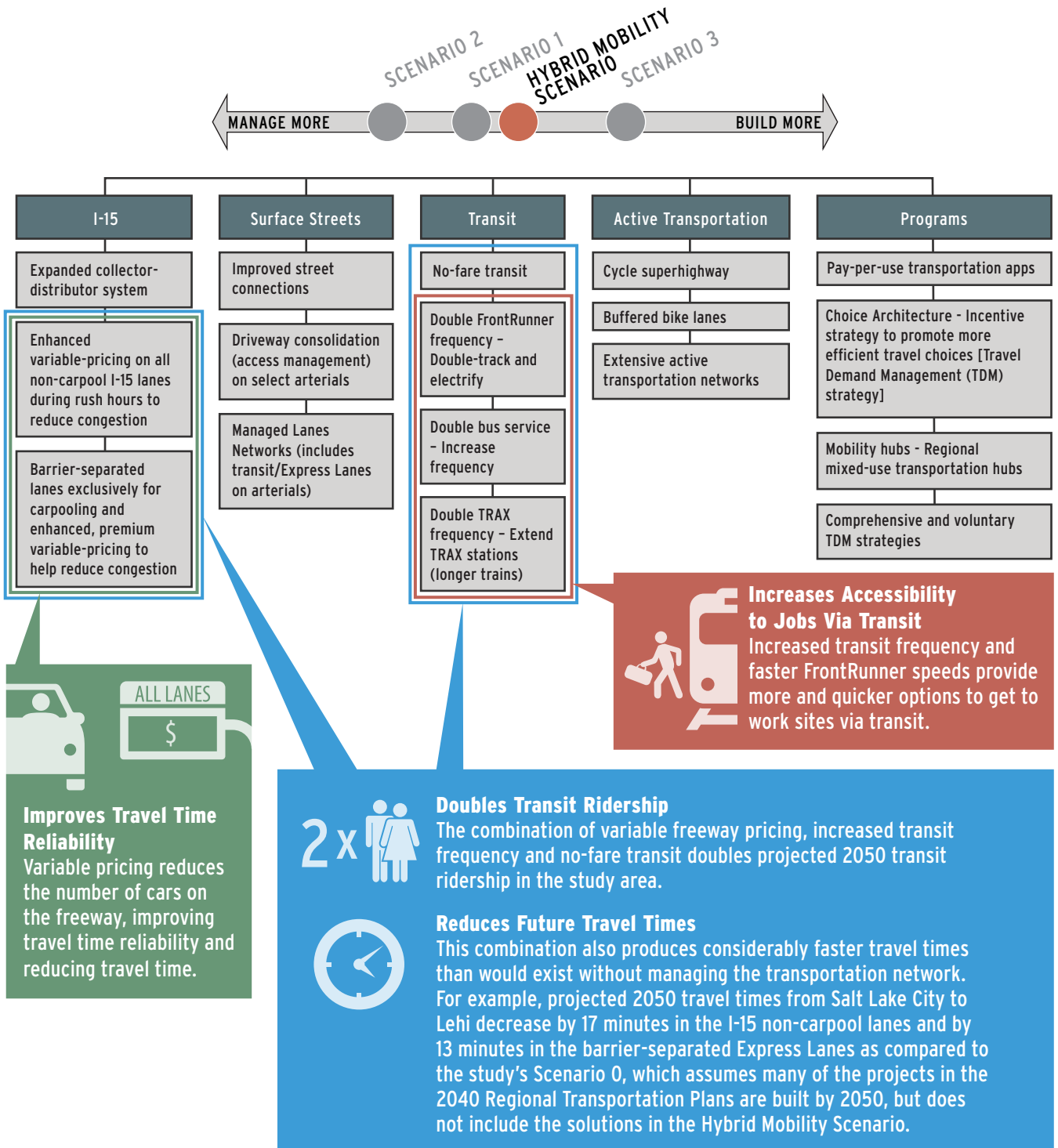
WORST

BEST

MODERATE

HYBRID MOBILITY SCENARIO*

Based on the performance of potential solutions relative to the I-15/FrontRunner corridor's goals, a Hybrid Mobility Scenario was developed. The Hybrid Mobility Scenario includes solutions from the three refined scenarios that remained after additional screening and analysis. These solutions, which combine better managing the existing roadway network and building more transit, are still exploratory and will be considered in regional transportation plans for further discussion and vetting among state and local leaders and the public. (See the last page of this document for more information about public outreach next steps.)



*Assumes 2040 Regional Transportation Plan Projects are Built

The Hybrid Mobility Scenario assumes that many study-area projects in the unfunded or vision phases of the WFRC and MAG 2040 Regional Transportation Plans will be built by 2050. These projects could include widening 14600 South, Redwood Road and the Mountain View Corridor, as well as several Bus Rapid Transit and Enhanced Bus projects.

HYBRID MOBILITY SCENARIO MAP

I-15

- ||||| Expanded Collector-Distributor System
- Barrier Separated Carpool/Premium Lanes
- Variable-Pricing on All Lanes During Rush Hours Managed Lanes Networks*

Surface Streets

- Bike/Ped/Vehicle Overpasses
- Driveway Consolidation on Select Arterials

Transit

- ◆ New FrontRunner Stations
- Doubletrack and Electrify FrontRunner
- No-Fare Transit*
- Double Bus Services - Increase Frequency*
- Double TRAX Frequency - Extend TRAX Stations* (Longer Trains)

Active Transportation

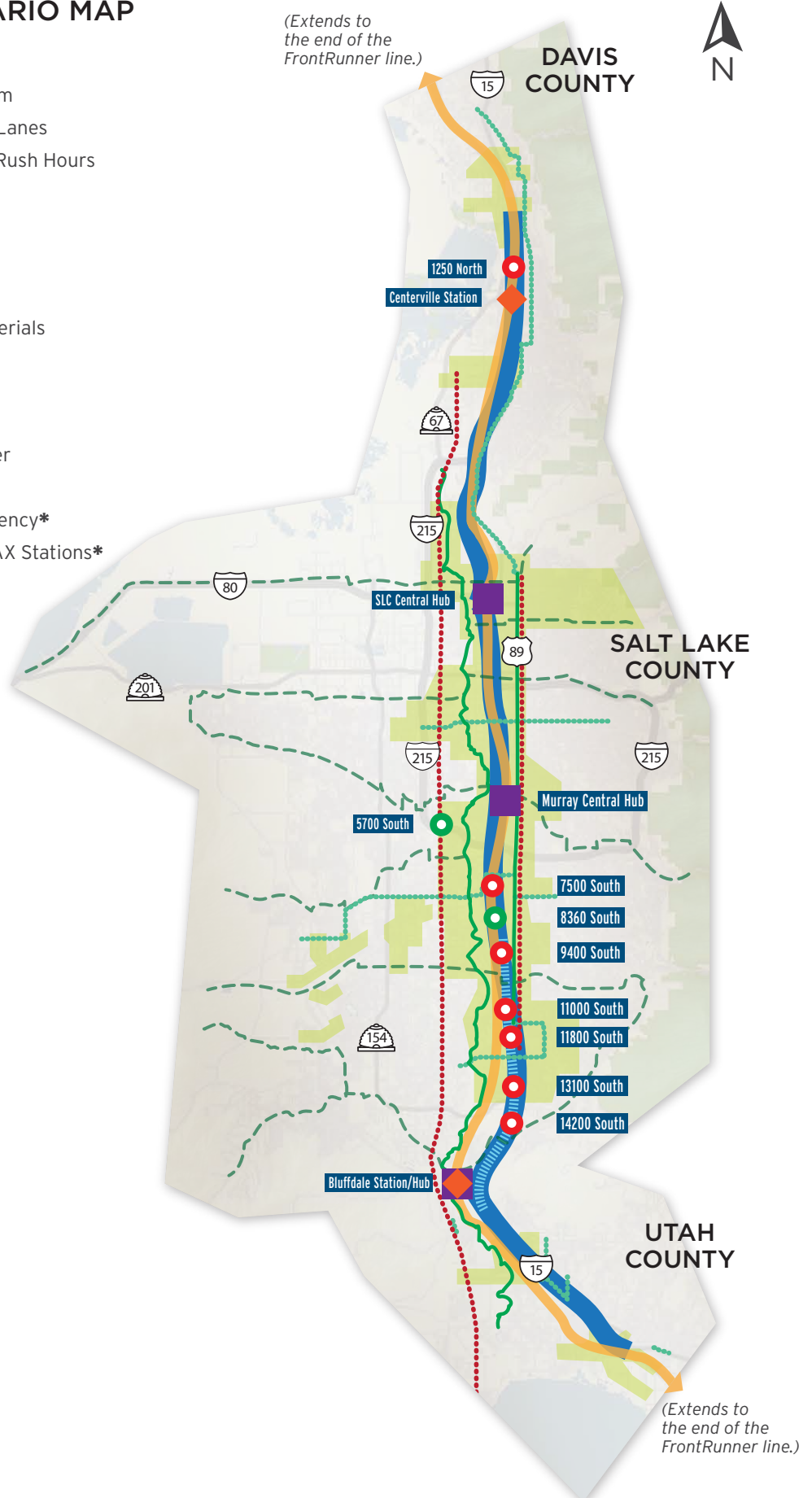
- Cycle Super Highways
- Buffered Bike Lanes
- - - East-West Salt Lake County Trails
- First-Last Mile Connections
- Bicycle/Pedestrian Only Overpasses

Programs

- Mobility Hubs
- Choice Architecture/Comprehensive and Voluntary Travel Demand Management (TDM) Strategies*

* = Elements not represented on map, as they encompass the entire study area

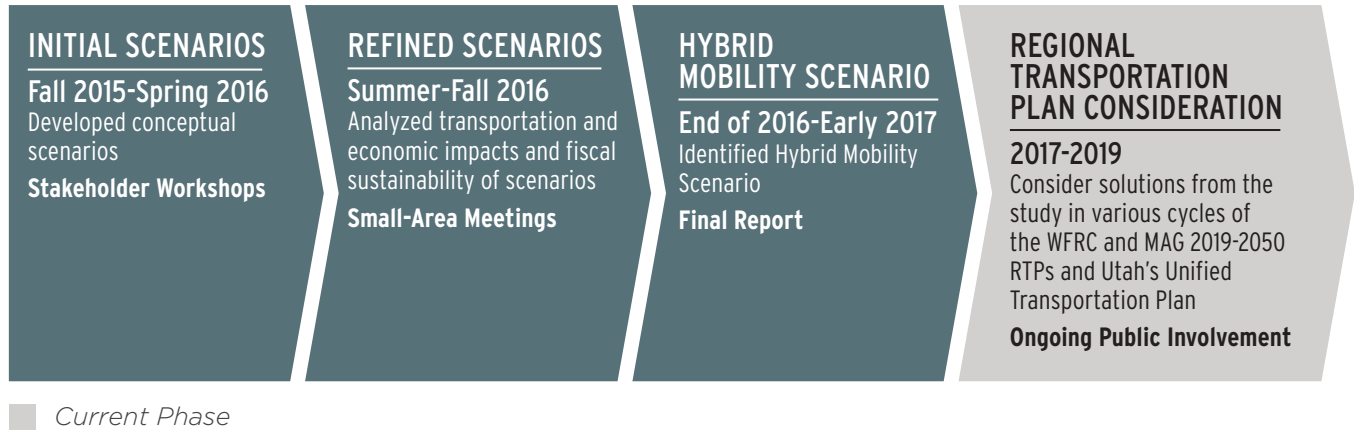
The study includes ■ Mobility Hubs and ◆ New FrontRunner Stations in Weber, Northern Davis and Utah Counties.



PROCESS AND NEXT STEPS

Solutions from the study will be considered in the WFRC and MAG 2019-2050 Regional Transportation Plans (RTPs) and ultimately Utah's Unified Transportation Plan. WFRC and MAG develop the RTPs jointly with local government officials, UDOT, and UTA.

The public will have opportunities to provide input during the RTP planning processes.



STUDY FUNDING

The Wasatch Front Central Corridor Study was funded by a Federal Highway Administration (FHWA) Transportation Investment Generating Economic Recovery (TIGER) Grant and matching funds from UDOT, UTA, WFRC, and MAG. The Final Report Summary is based upon work supported by the FHWA under Grant Agreement P-16. Any opinions, findings, and conclusions or recommendations expressed in this summary are those of the Authors and do not necessarily reflect the view of the FHWA.

MORE INFO

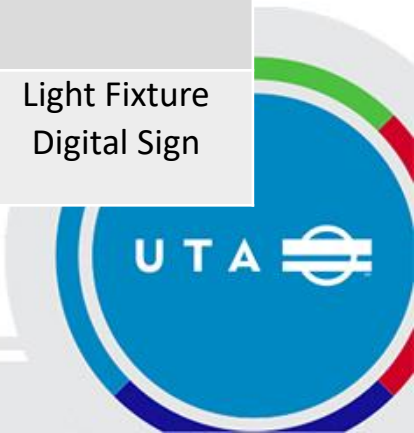
Additional study information available at wfccstudy.org



Bus Stop Master Plan

UTAH TRANSIT AUTHORITY

Stop Level	Headway	TSA* (Avg. Daily)	Amenities			
Level I	15 Min or Less	0 to 9	Pole Sign	ADA Pad		
Level II	15 Min or Less	10 to 39	Pole Sign	ADA Pad Bench	Trash Can	
Level III	15 Min or Less	40 to 59	Pole Sign	ADA Pad Bench	Trash Can 4'x8' Shelter**	
Level IV	15 Min or Less	60 to 79	Pole Sign	ADA Pad Bench	Trash Can 6' x 12' Shelter**	
Level V	15 Min or Less	80 to 99	Pole Sign	ADA Pad Trash Can	Two (2) Benches 6' x 12' Shelter**	
Level VI	15 Min or Less	100 to 49	Pole Sign	ADA Pad Trash Can	6' x 16' Shelter** Two (2) Benches	Light Fixture
Level VII	15 Min or Less	150 +	Pole Sign	ADA Pad Trash Can	Two (2) Benches Custom Shelter	Light Fixture Digital Sign



Bus Stop Master Plan

UTAH TRANSIT AUTHORITY

Category	1 Point	2 Points	3 Points	4 Points	5 Points
Non-ADA Compliant*	-	-	-	-	Yes
Total Stop Activity (TSA) – Average Daily Weekday**	1 to 19	20 to 39	40 to 59	60 to 79	80 +
Transfer Point***					
Equal to or Greater than 30 min. freq.	1 Route	2 Routes	3 Routes	4 Routes	5+ Routes
Less than 29 the min. freq.	1 Route	2 Routes	3 Routes	4 Routes	5+ Routes
Serves Title VI Community	Title VI Route/Area				
Safety					
Intersection	1 of 5 Elements	2 of 5 Elements	3 of 5 Elements	4 of 5 Elements	5 of 5 Elements
Parking Allowed					
Obstacle(s) Present					
No lighting Present					
Sidewalk Not Level					
Social					
Education Adjacent	Yes				
Library Adjacent	Yes				

Wheelchair ramp deployment





Dear Business Leader,

In 2010, as the national debate on immigration policy escalated, a coalition of Utah businesses, non-profit organizations, faith groups, law enforcement and community leaders coalesced behind a set of principles to guide the immigration discussion. The document they signed, known as [The Utah Compact](#), changed the tone and greatly improved the substance of the immigration debate in Utah and across the nation.

In recent months, immigration policy has once again been pushed to the forefront of the national conversation. At the same time, many of the organizations that championed The Utah Compact nearly a decade ago now have new leadership and a new crop of elected officials now holds important policy-making positions. The time has come for a new generation of leaders to take up the mantle and champion the principles outlined in The Utah Compact.

On March 21, 2019, we will hold a media event to reaffirm our support for the principles of The Utah Compact, while encouraging new leaders from across our community to pledge their support, as well.

We invite you to add your name and business to the list of supporters to be released at the media event.

[You can click here to grant us permission to list you and your organization as a supporter.](#)

Thank you for all you do to support Utah's business community. Please let me know if you have questions or concerns.

Sincerely,

Derek Miller
President & CEO
Salt Lake Chamber

THE UTAH COMPACT

A DECLARATION OF FIVE PRINCIPLES TO GUIDE UTAH’S IMMIGRATION DISCUSSION

FEDERAL SOLUTIONS Immigration is a federal policy issue between the U.S. government and other countries—not Utah and other countries. We urge Utah’s congressional delegation, and others, to lead efforts to strengthen federal laws and protect our national borders. We urge state leaders to adopt reasonable policies addressing immigrants in Utah.

LAW ENFORCEMENT We respect the rule of law and support law enforcement’s professional judgment and discretion. Local law enforcement resources should focus on criminal activities, not civil violations of federal code.

FAMILIES Strong families are the foundation of successful communities. We oppose policies that unnecessarily separate families. We champion policies that support families and improve the health, education and well-being of all Utah children.

ECONOMY Utah is best served by a free-market philosophy that maximizes individual freedom and opportunity. We acknowledge the economic role immigrants play as workers and taxpayers. Utah’s immigration policies must reaffirm our global reputation as a welcoming and business-friendly state.

A FREE SOCIETY Immigrants are integrated into communities across Utah. We must adopt a humane approach to this reality, reflecting our unique culture, history and spirit of inclusion. The way we treat immigrants will say more about us as a free society and less about our immigrant neighbors. Utah should always be a place that welcomes people of goodwill.

Governor Norm Bangerter
Deborah Bayle, United Way of Salt Lake
Lane R. Beattie, Salt Lake Chamber
Mayor Ralph Becker, Salt Lake City
Kenneth Bullock, Utah League of Cities and Towns
Mayor Wilford W. Clyde, Springville City
Mayor Peter Coroon, Salt Lake County
Karen Crompton, Voices for Utah Children
*Wes Curtis, Utah Center for Rural Life,
Southern Utah University*
*Jeff Edwards, Economic Development
Corporation of Utah*
U.S. Senator Jake Garn

Mayor Matthew R. Godfrey, Ogden City
U.S. Congressman James Hansen
*The Right Rev. Bishop Scott Hayashi,
Episcopal Church in Utah*
*Rev. Steven Klemz, Pastor,
Zion Evangelical Lutheran*
Paul Mero, Sutherland Institute
Mark Shurtleff, Attorney General
Dean Singleton, Publisher, The Salt Lake Tribune
Governor Olene S. Walker
*The Most Rev. John C. Wester, Bishop of the
Salt Lake City Catholic Diocese*
*Mark H. Willes, CEO/President,
Deseret Management Corp.*

*Join this grassroots movement and add your name to hundreds of other
Utahns who support reasonable immigration reform at*

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