

COMMISSIONERS' MINUTES – DAVIS COUNTY

WORK SESSION MINUTES

February 9, 2021

The Board of Davis County Commissioners met for a Work Session at 2:45 p.m. on February 9, 2021, in room 306 of the Davis County Administration Building, 61 South Main Street, Farmington, Utah. Notice of this meeting was given under the requirements of UCA § 52-4-202.

ATTENDEES Davis County Commissioners in attendance: Randy B. Elliott; Vice-Chair and Lorene Miner Kamalu. Bob J Stevenson, Chair, joined the meeting at 2:56 p.m.

Davis County Staff in attendance: Shairise Bills, Deputy Clerk/Auditor; Neal Geddes, Chief Civil Deputy Attorney; Curtis Koch, Clerk/Auditor; Chris Bone, HR Director; and Kent Anderson, CED Director.

Members of the public in attendance via Google meet: Brigham Mellor, Farmington City; Sherrie Pace, Community Development Director, North Salt Lake City; Hal Ryan Johnson, UTA Project Manager; Bill Ince, Centerville City; Becky Ginos, Davis Journal; Mayor Clark Wilkinson, Centerville City; and Beth Holbrook, UTA Board of Trustee

AGENDA AS POSTED 2:45 p.m. **Beth Holbrook, Utah Transit Authority (UTA) Board of Trustee, presenting (via Google Meet): Update of the Davis-Salt Lake Community Connector (BRT)**

DISCLAIMER The meeting was an open dialogue. Critical points in the discussion have only been briefly summarized. The reader may refer to the audio recording and the publicly distributed materials for further clarification of content. Timestamps have been noted in the minutes to aid in locating points of discussion in the audio record. The audio recording for this meeting is available based upon the County's current retention schedule.

All documents from this meeting are on file in the Davis County (DC) Clerk/Auditor's office.

The meeting commenced at 2:46 p.m.

WORK SESSION DISCUSSION **Update of the Davis-Salt Lake Community Connector (BRT)**—Presented via Google Meet, by Beth Holbrook, UTA Board of Trustee

Hal Ryan Johnson, UTA Project Manager, updated the Commissioners on the Bus Rapid Transit (BRT) Community Connector line that will run between Davis and Salt Lake Counties. There are currently two existing regional routes, 455 and 470, that run from Weber County to Salt Lake County. They carry roughly 5,000 riders daily (pre-COVID), and the BRT will improve transit service in the corridor. Bus Rapid Transit is like light rail at a lower cost. It has been identified by Wasatch Front Regional Council (WFRC) as the phase one Transit Project and is anticipated to compete for federal funding.

The study done on the Community Connector Alternatives highlighted the purpose and need for such a project. It would increase transit ridership, improve service quality, and fill in the service gaps. It would address projected growth, air quality mitigation, and revitalization of deteriorating neighborhoods and corridors.

Currently, they are working on making substantial headway on environmental work and preliminary designs. This includes collecting traffic data, mapping utilities throughout the corridor, and developing alignment through the study area. They are refining the Locally Preferred Alternative (LPA) and the alignment in Salt Lake. The National Environmental Policy Act (NEPA) analysis is underway. They are developing a solution to include an operational connection to Farmington, which fits well with the existing system operations, but existing stops would be consolidated and improved.

COMMISSIONERS' MINUTES – DAVIS COUNTY

Public outreach includes open houses (pre-COVID) with polling efforts, social media efforts are ongoing, and surveys currently in progress via the rideuta.com/davis-slc web page. They continue to get input on four key project components; exclusive bus lanes, southern terminus options, 300 West vs.400 West alignment, and Farmington connection.

Some of the next steps are completing public outreach, coordinating with the Federal Transit Administration (FTA), and updating the locally preferred alternative based on feedback. Salt Lake City has asked them to refine the alignment. They will be completing the environmental and preliminary engineering for the project's base portion by the summer of 2021. They will need to begin securing local dollars that can match federal funds. Lastly, they will be presenting the updated locally preferred alternative to the City Councils and County Commissions.

A few stakeholders have expressed some impact concerns identified on the long-term plan through the WFRC, and UTA thinks they will bring even greater connectivity throughout the region. The public desires connectivity in Farmington and the University of Utah and Research Park. Those things are driving this project and will help with federal funding. Overall, the majority of cities are supportive. Farmington is willing to contribute to those design funds and knows the importance of public transit in the area. North Salt Lake is very excited about the BRT project and has many transit ridership in the area. They are adding approximately 1000 new units along Highway 89 to benefit from the project and generate more use. Centerville's primary concerns are the possible impact on elementary schools on Main Street and additional crime. Beth said they are still researching any effect on elementary school crossings and crime and safety. *(See Attachments A1-A15.)*

**MEETING
ADJOURNED**

Commissioner Steveson moved to adjourn the meeting, Commissioner Kamalu seconded the motion, and all voted aye. The meeting adjourned at 3:33 p.m.

**MATERIALS
PRESENTED**

All publicly distributed materials associated with this meeting are noted as the following attachments:
A1-A15 Davis -SLC Community Connector Update

Minutes prepared by:
Shairise Bills
Deputy Clerk/Auditor

Minutes approved on: _____

Curtis Koch
Davis County Clerk/Auditor

Bob J Stevenson
Commission Chair