

UTA Board of Trustees Meeting

November 30, 2022



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute



Public Comment

Live comments are limited to 3 minutes per commenter

Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website

Any comments received through alternate means were distributed to the board for review in advance of the meeting



Consent Agenda

- a. Approval of November 9, 2022, Board Meeting Minutes



Recommended Action

(by acclamation)

Motion to approve consent agenda



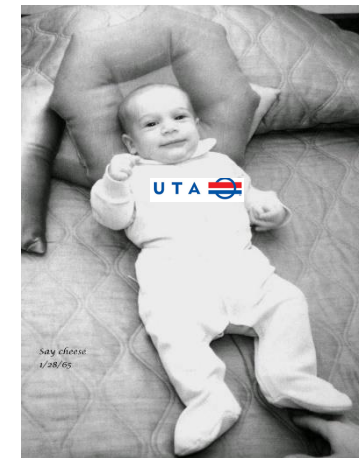
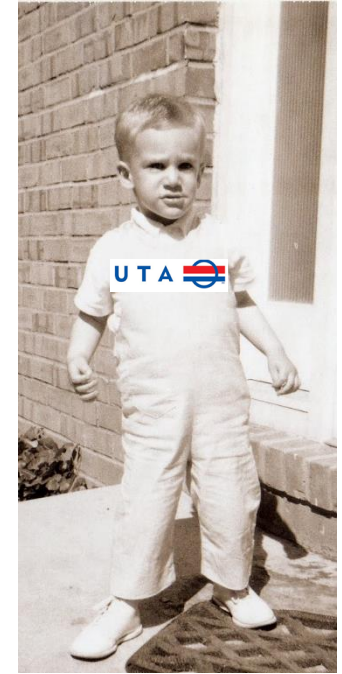
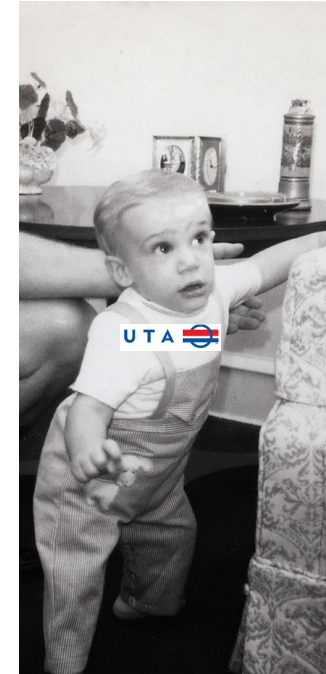
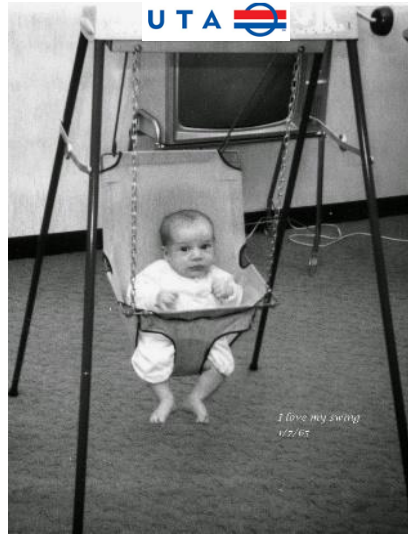
Reports



Executive Director's Report



Happy Birthday Jay Fox!



UTA's #1 Fan!



Community Advisory Committee 2022 Report



Membership

Name	Organization	Member Since
Ezra Nair	Utah County	2021
Chad Larsen	University of Utah Transportation	2021
Maren Miller	Boys & Girls Clubs GSL	2021
Claudia Loayza	Utah Division of Multicultural Affairs	2021
Vero Zavala	Comunidades Unidas	2021
Kristina Olivas	Downtown Alliance	2021
Logan Millsap	Bike Walk Provo	2022
Philip Sauvageau	Community At Large	2022



Focus Areas & Direction

- In 2021, the CAC identified some key areas of interest in UTA activities.
- In 2022, CAC Subcommittee was initiated and met on the months no quarterly meeting occurred. Eight in total.

Policy

- Focus on UTA policy and structure factors and solutions that could improve community voice

Engagement

- Focus on community engagement efforts that support transit use and connection

Design

- Focus on physical environment and design opportunities that enhance community experience



2022 Recap

UTAH TRANSIT AUTHORITY

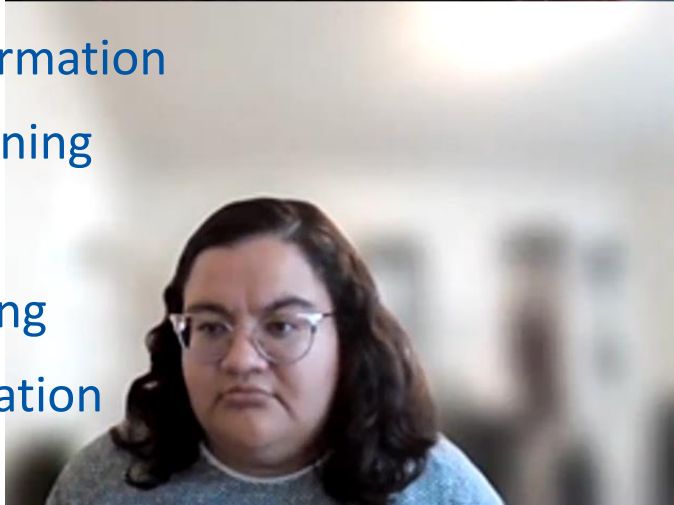
- Board updates
- Transit Equity
- UTA general information
- UTA Service Planning
- Ordinances
- Safety & Belonging
- Active Transportation



Cristobal Villegas, UTA



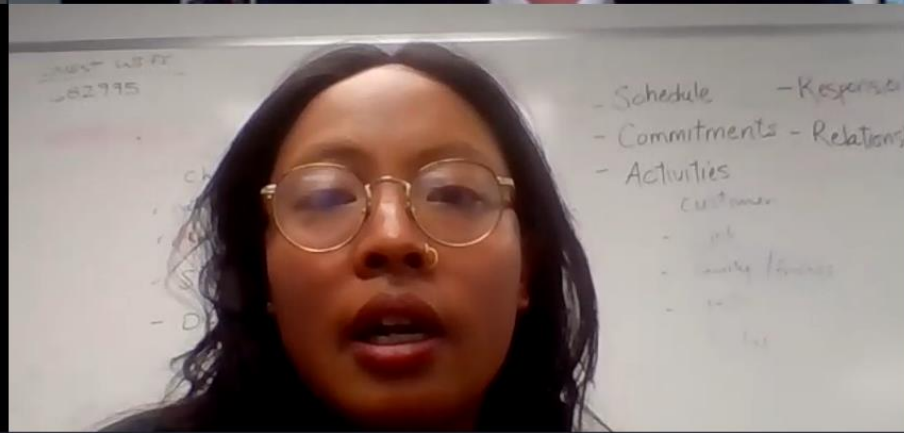
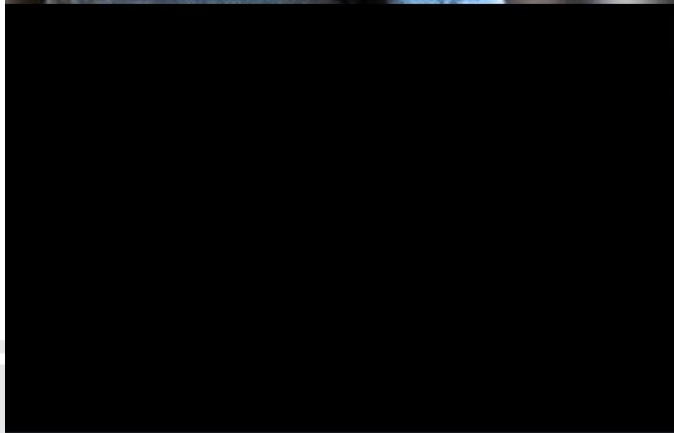
Chad Larsen



Beth Holbrook UTA

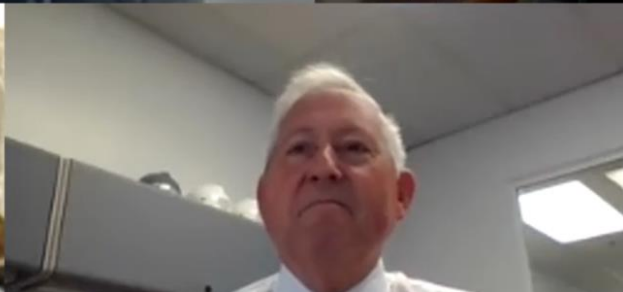
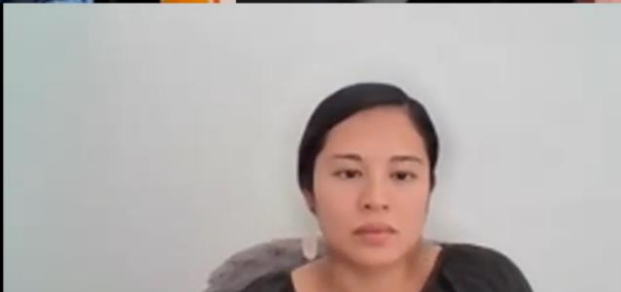
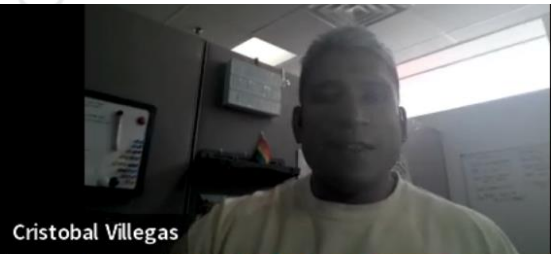


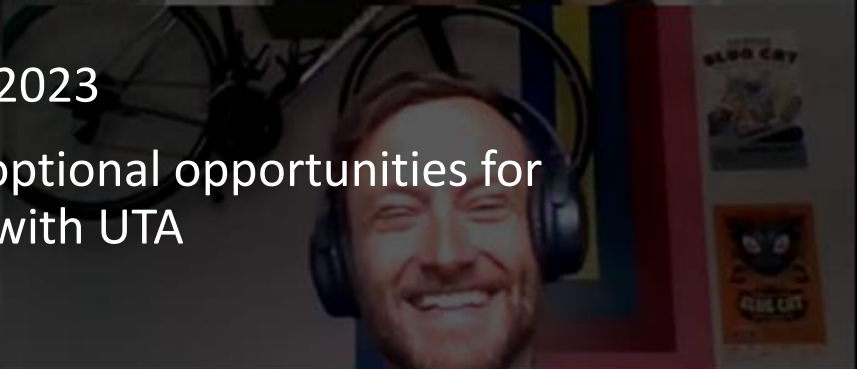
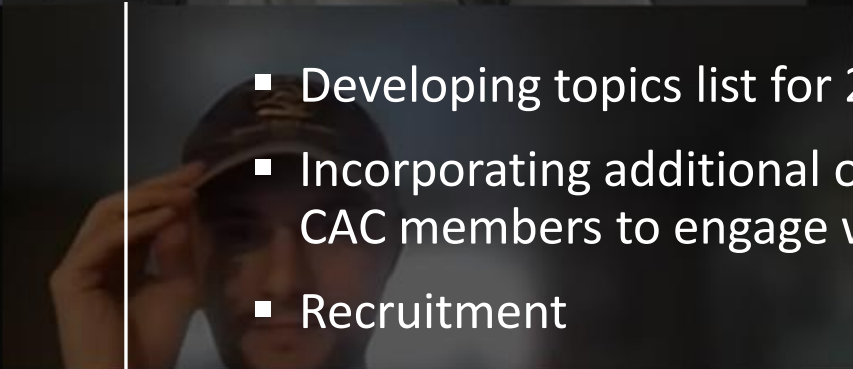
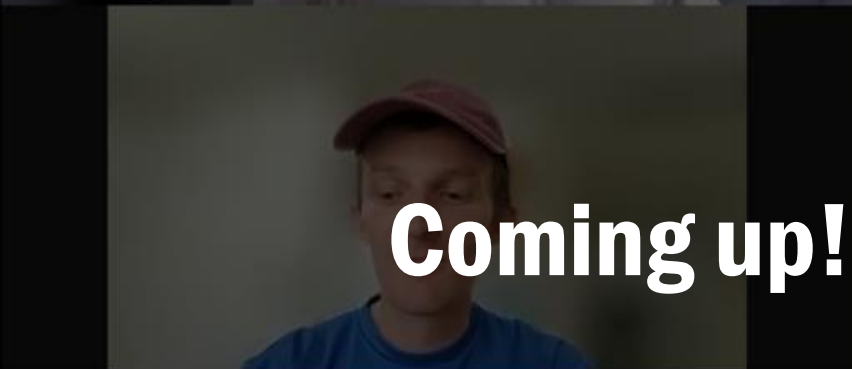
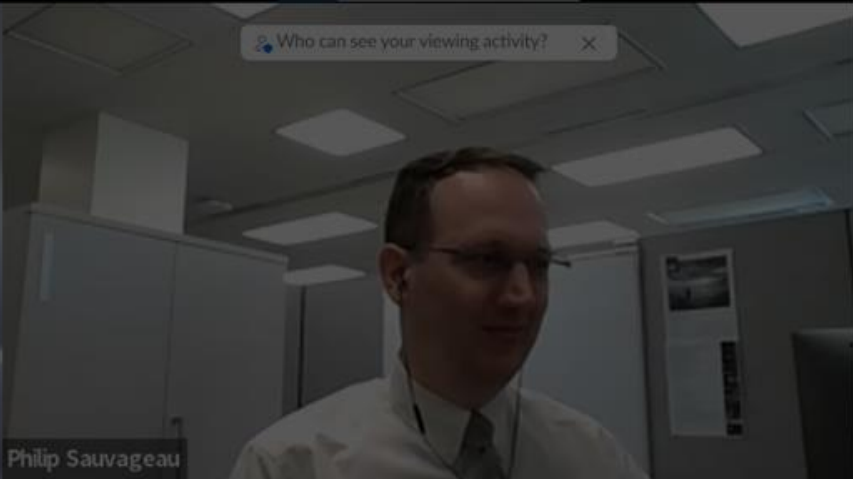
Eric Callison



Recruitment

- 8 active members
- 4 spots vacant
- Assessing recruitment strategy
 - Have solicited nominations through organizations; challenges with this approach





- Developing topics list for 2023
- Incorporating additional optional opportunities for CAC members to engage with UTA
- Recruitment

Contract, Disbursements, and Grant Approvals



Task Ordering Agreements for Transit Oriented Development (TOD) Station Area Planning



Task Ordering Agreements for TOD Station Area Planning Consultant Pools

Contract Structure

- Pool of contracts organized to assist cities with HB462 requirements
- Each consultant has negotiated a unique contract
- Such contracts allow UTA to expedite the procurement of consultants for individual tasks
- No monetary value
- Board approval for any task order exceeding \$200k



TOD Contract Pool Categories

Pool A: Station Area Planning (General)

Pool B: Infrastructure Needs Assessment

Pool C: Zoning Code Analysis

Pool D: Housing Needs Assessment

Pool E: Transportation Parking Demand Management

Pool F: Parametric Design

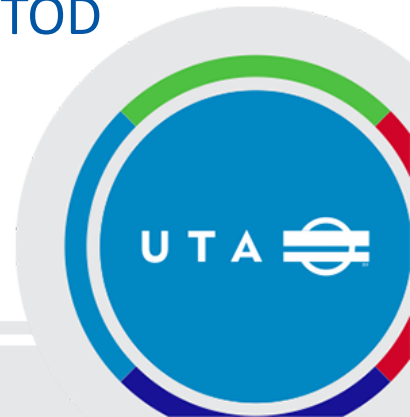
Pool G: Market Analysis



Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool E - Transportation and Parking Demand Management - (Alta Planning and Design, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Alta Planning and Design, Inc. for the TOD Station Area Planning Consultant Pool E, as presented

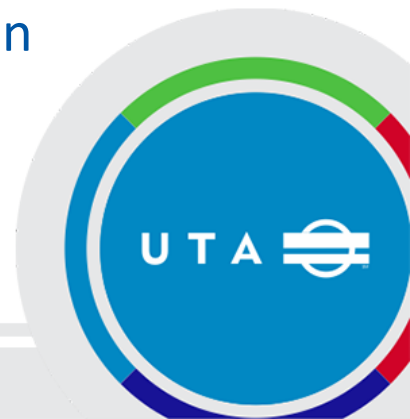


Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool A

**- Station Area Planning (General) -
(Crandall Arambula)**

Recommended Action (by acclamation)

Motion to approve the contract with Crandall Arambula, for the TOD Station Area Planning Consultant Pool A, as presented

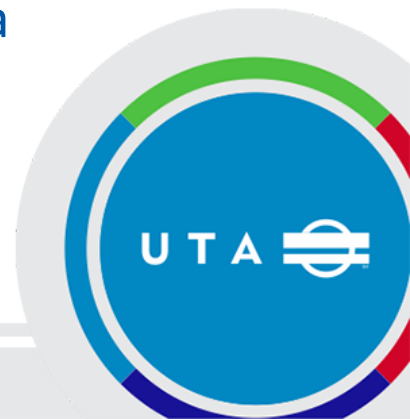


Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool E

**- Transportation and Parking Demand Management –
(Fehr & Peers)**

Recommended Action (by acclamation)

Motion to approve the contract with Fehr & Peers, for the TOD Station Area Planning Consultant Pool E, as presented



Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pools A and G

- Station Area Planning (General) –**
 - Market Analysis -**
- (GSBS PC)**
-

Recommended Action (by acclamation)

Motion to approve the contract with GSBS PC, for the TOD Station Area Planning Consultant Pools A and G, as presented



Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool B

- Infrastructure Needs Assessment -

(Kimley Horn and Associates, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Kimley Horn and Associates, Inc. for the TOD Station Area Planning Consultant Pool B, as presented



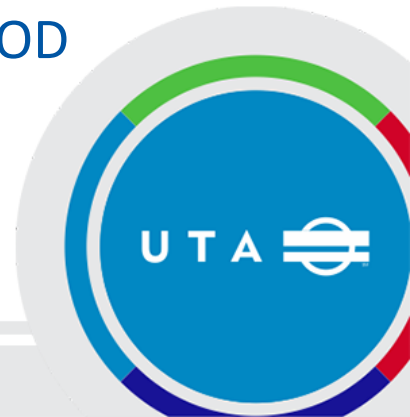
Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool G

- Market Analysis -

(LeLand Consulting Group, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with LeLand Consulting Group, Inc. for the TOD Station Area Planning Consultant Pool G, as presented



Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool C

- Zoning Code Analysis -

(Makers Architecture and Urban Design)

Recommended Action (by acclamation)

Motion to approve the contract with Makers Architecture and Urban Design,
for the TOD Station Area Planning Consultant Pool C, as presented



Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool A

- Station Area Planning (General) -

(Moore laconfano Goltsman, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Moore laconfano Goltsman, Inc. for the TOD Station Area Planning Consultant Pool A, as presented



Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool A

**- Station Area Planning (General) -
(Urban Design Associates, Ltd.)**

Recommended Action (by acclamation)

Motion to approve the contract with Urban Design Associates Ltd., for the TOD Station Area Planning Consultant Pool A, as presented



Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pools A and C

- Station Area Planning (General) –**
 - Infrastructure Needs Assessment -**
- (Voda Landscape and Planning)**
-

Recommended Action (by acclamation)

Motion to approve the contract with Voda Landscape and Planning, for the TOD Station Area Planning Consultant Pools A and C, as presented



Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool E

**- Transportation and Parking Demand Management –
(Walker Consultants, Inc.)**

Recommended Action (by acclamation)

Motion to approve the contract with Walker Consultants Inc., for the TOD Station Area Planning Consultant Pool E, as presented



Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool B

**- Infrastructure Needs Assessment -
(Wall Consultant Group)**

Recommended Action (by acclamation)

Motion to approve the contract with Wall Consultant Group, for the TOD Station Area Planning Consultant Pool B, as presented



Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pools D and G

- Housing Needs Assessment –**
- Market Analysis -**

(Zions Public Finance Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Zion's Public Finance Inc., for the TOD Station Area Planning Consultant Pools D and G, as presented



**Contract: Funding Agreement for Orange Street
End-of-Line Construction Project
(Salt Lake City Corporation)**



Orange Street End of Line Facility

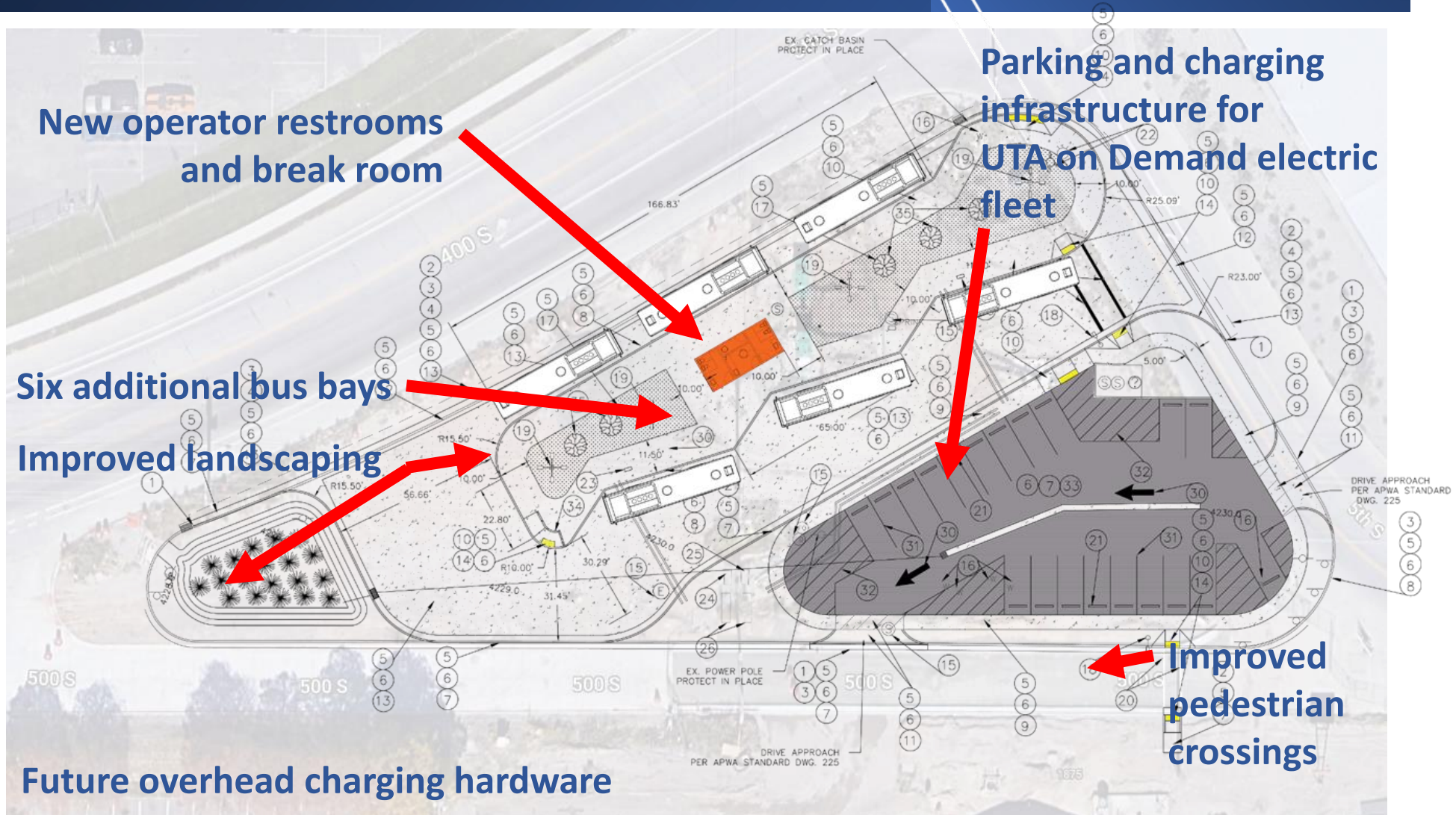
- Continue our partnership with Salt Lake to implement the Salt Lake City Transit Master Plan
- Provide improved operational efficiency for the Route 1 and Route 205
- Provide a future end-of-line facility for the Route 4
- Provide improved operator end-of-line restroom and break facilities



Orange Street End of Line Facility



Orange Street End of Line Facility



Orange Street End of Line Facility

Salt Lake City

- Orange Street Facility (Transportation Use and Right of Way)
- \$1,126,000 Project Design and Construction
- \$95,000 – UTA on Demand Chargers

UTA

- \$1,000,000 – Cash contribution
- \$360,000 – Overhead Bus Charger
- \$95,000 – UTA On Demand Chargers
- TBD – Fiber Optics and Security Cameras

Project total: \$2,676,000

Contract: Funding Agreement for Orange Street End-of-Line Construction Project (Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve the Funding Agreement with Salt Lake City Corporation for Orange Street end-of-line construction project, as presented



Contract: Funding Agreement for 200 South Transit Corridor Construction Project (Salt Lake City Corporation)

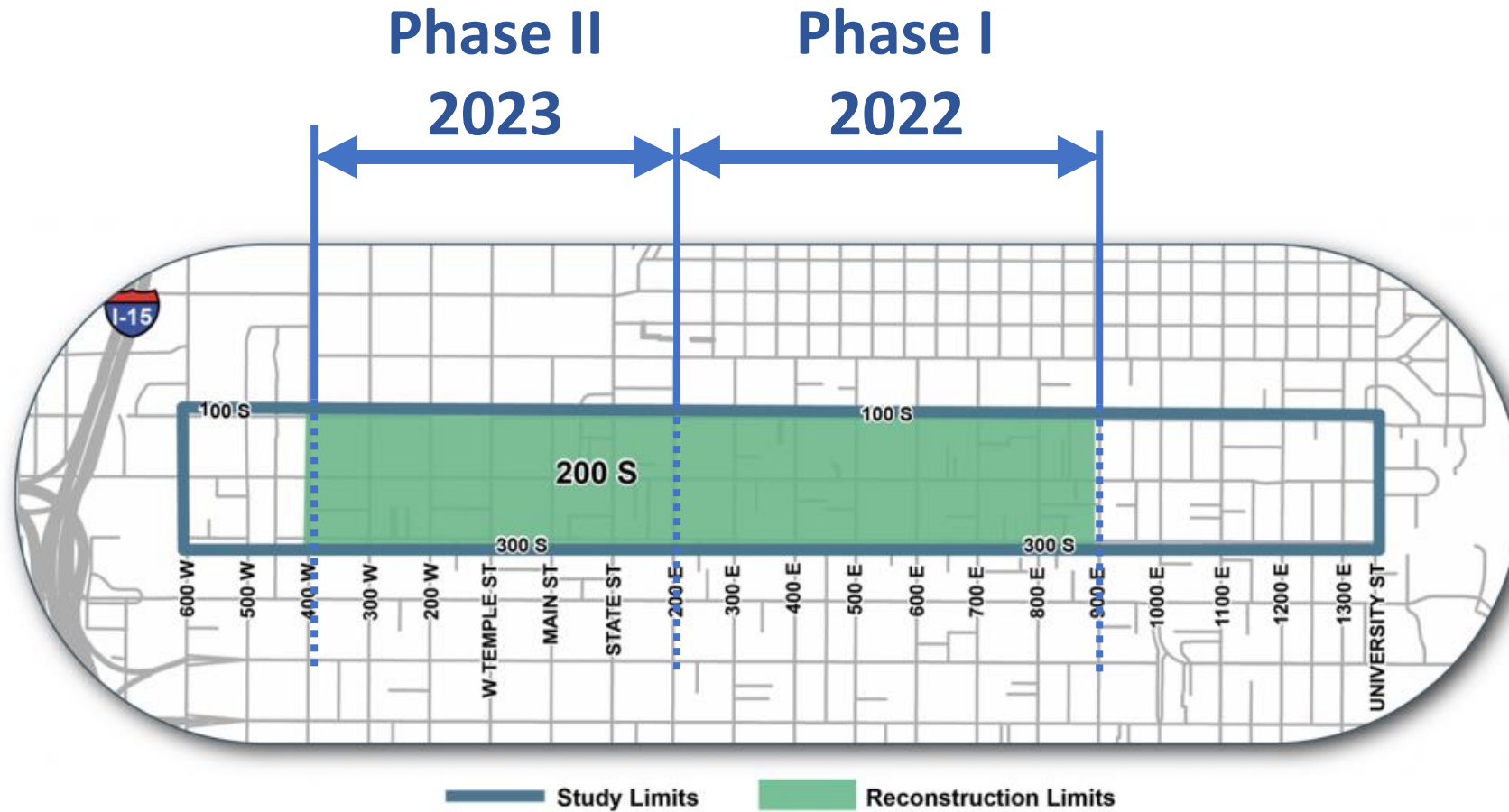


200 South Transit Priority Corridor Project Goals

- Transform 200 South into an iconic multi-modal corridor for Salt Lake City.
- Reconstruct the corridor so that it becomes a transit-priority street.
- Organize complete streets elements to integrate active transportation, transit mobility, and placemaking



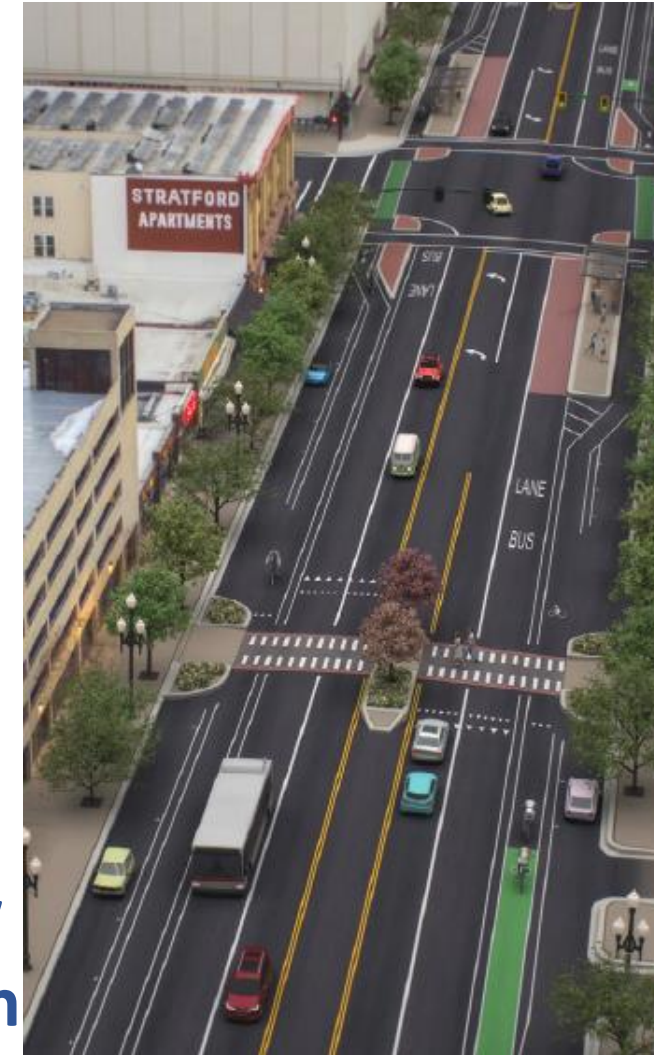
200 South Transit Priority Corridor Project Limits



200 South Transit Priority Corridor Transformation

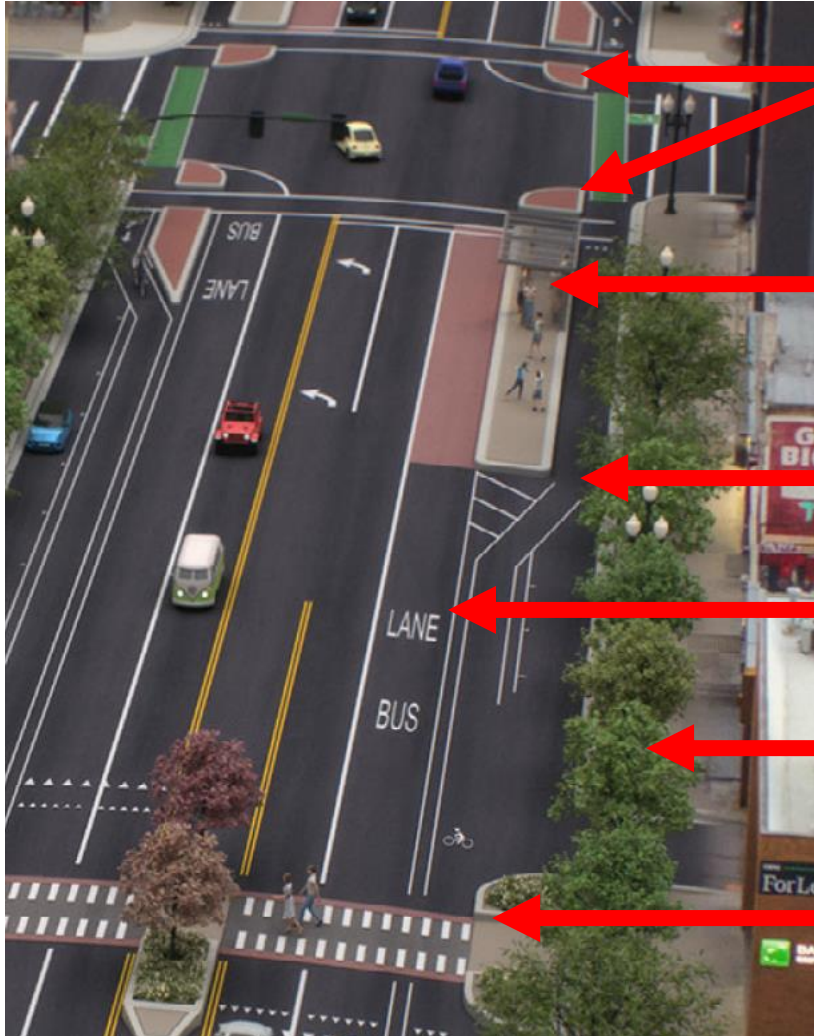


**Existing
Conditions**



**New
Design**

200 South Transit Priority Corridor Project Elements



Protected pedestrian Intersection crossings

Floating in-lane bus islands with lighting and real time signage

Protected bike lane

Bus lane

Improved landscaping

Signalized mid-block crossings

200 South Transit Priority Corridor Funding

Salt Lake City

- 2018 voter-approved Funding Our Future street reconstruction bond
- \$20,500,000 Project budget (Phase I – Phase II)

UTA

- \$1,314,900 – Cash contribution - additional infrastructure for power and data
- \$1,849,700 – In-kind contribution for amenities, including:
 - Shelters
 - Benches
 - Lighting
 - Real-time signage
 - Poles/signs
 - Stainless safety handrail
 - Trashcans

Project total: \$23,664,600

Contract: Funding Agreement for 200 South Transit Corridor Construction Project (Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve the Funding Agreement with Salt Lake City Corporation for the 200 South transit corridor construction project, as presented



Contract: Customer Relationship Management (CRM) Software for Customer Service (Verint Americas Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Verint Americas Inc., for the customer relationship management software for customer service, as presented



Change Order: On-Call Systems Maintenance Task Order #23-003 - 2023 General Engineering and Maintenance (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve the on-call systems maintenance Task Order #23-003 for 2023 general engineering and maintenance, with Rocky Mountain Systems Services, as presented



Change Order: On-Call Systems Maintenance Task Order #23-007 - 2023 Stray Current Mitigation (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve the on-call systems maintenance Task Order #23-007 for 2023 stray current mitigation, with Rocky Mountain Systems Services, as presented



Change Order: On-Call Systems Maintenance Task Order #22-036 – Track Driver eXtra (TDX) and Network Maintenance (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve the on-call systems maintenance Task Order #22-036 for track driver eXtra (TDX) and network maintenance, with Rocky Mountain Systems Services, as presented



Service and Fare Approvals

- a. Fare Agreement: Ski Salt Lake Super Pass – Amendment 1 (Visit Salt Lake)



Fare Agreement: Ski Salt Lake Super Pass – Amendment 1 (Visit Salt Lake)

Recommended Action (by acclamation)

Motion to approve Amendment 1 to the Ski Salt Lake Super Pass Agreement with Visit Salt Lake, as presented



Discussion Items

- a. Future of Light Rail Study



Future of Light Rail Study



UTA Draft Light Rail Plan Board of Trustees Presentation



November 30, 2022

Future of Light Rail Study



Light Rail Draft Plan Presentation Agenda

- Background
- Key recommendations
- Benefits
- Funding and implementation phasing
- Next steps



A photograph of a light rail train (LRT) on a city street. The train is white with red and blue accents. The destination sign above the front window reads "GRN-AIRPORT". The train is moving along a street with a green-painted bike lane in the foreground. A person is walking on the sidewalk to the left of the train. In the background, there are trees and buildings. A dark blue banner with white text is overlaid on the center of the image.

Study Background

Purpose of Study

The UTA light rail network has served the community for over 20 years and is a backbone to the region's transportation service

Needs addressed:

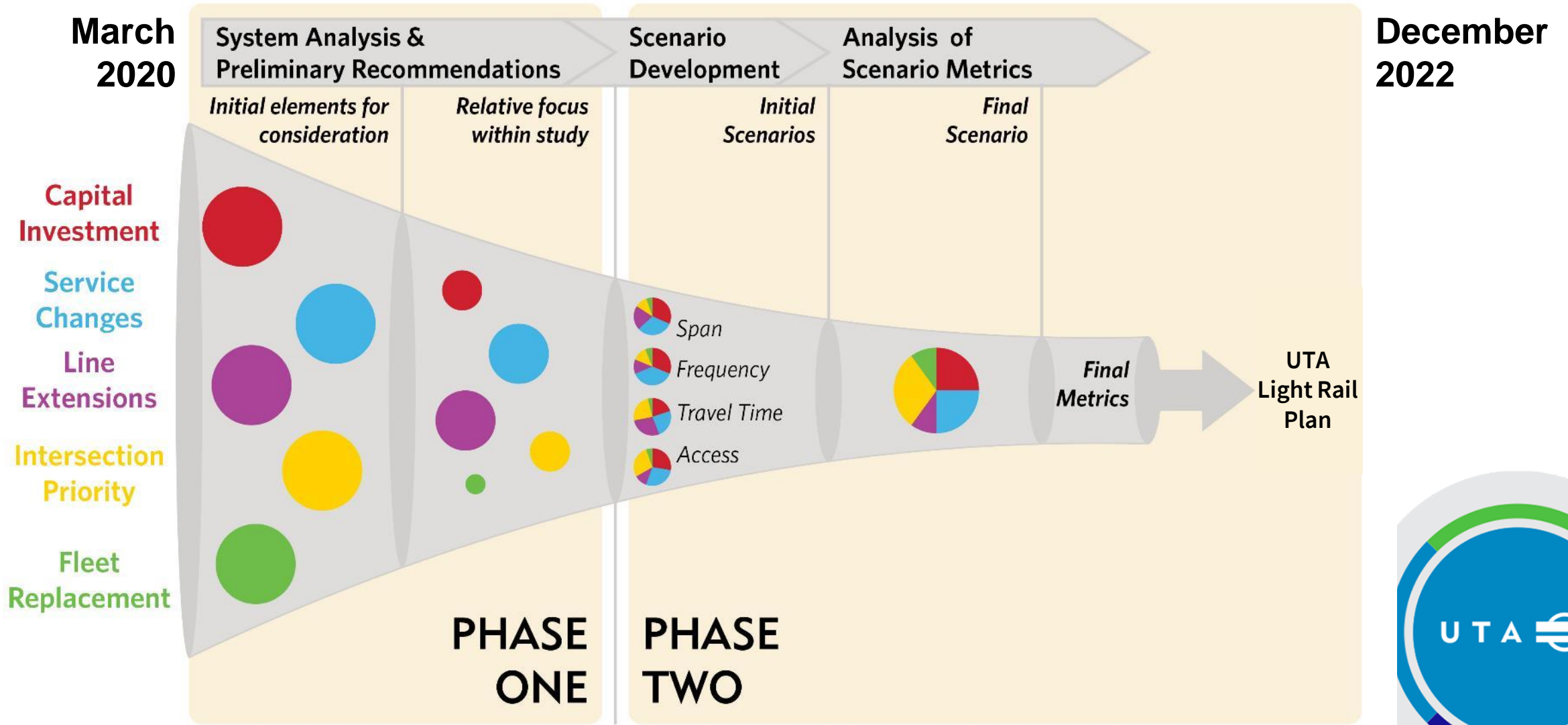
- Comprehensive analysis of the network
- Guidance for improvements in both the short and long term

Scope Included LRT and Streetcar:

- Existing service
- Proposed expansions per 2019 MPO adopted RTPs if:
 - Shown as “funded” in RTP
 - There was not a separate study underway



Development Process



Engagement

Stakeholders were engaged throughout the study. A process was also in place to inform the public and solicit input at key points.

Engagement efforts included:

- Multiple workshops & presentations
- Online and in-person surveys
- UTA study webpage



A photograph of a light rail train on a city street. The train is white with red and blue accents. The destination sign above the front window reads "GRN-AIRPORT". The train is moving along a track with yellow and green painted lanes. A person is walking on the sidewalk to the left of the train. In the background, there are trees and buildings. A dark blue banner with white text is overlaid on the center of the image.

Key Recommendations

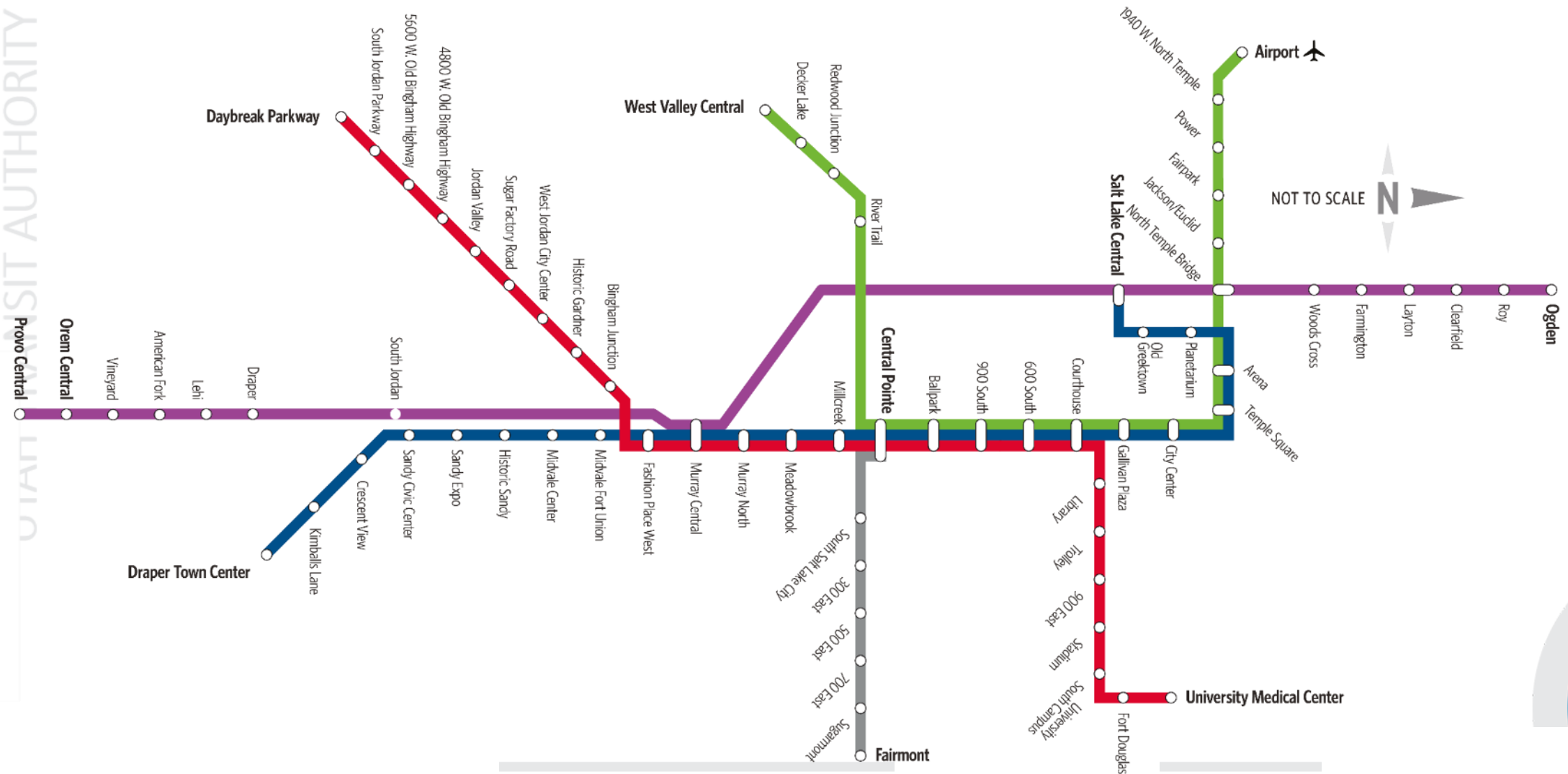
Key Recommendations

1. Plan for possible **service expansion and reconfiguration**
2. Optimize **fleet efficiency**
3. Fund and schedule key **infrastructure renewal/improvement** projects
4. Collaborate with partners to **increase transit signal priority**
5. Enhance **span of service**



1. Expansion and Reconfiguration

Current System



NOT TO SCALE

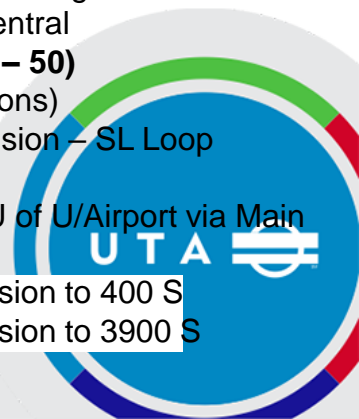


UTAH TRANSIT AUTHORITY

1. Expansion and Reconfiguration WFRC RTP - 2019 Adopted



- Phase 1 (2019 – 30)**
 - S-Line extension to Highland
- Phase 2 (2031 – 40)**
 - Green line reconfiguration
 - 400S / SL Central
- Phase 3 (2041 – 50)**
 - POM (2 Options)
 - S-Line Extension – SL Loop
- Unfunded**
 - Black Line: U of U/Airport via Main Street
 - S-Line extension to 400 S
 - S-Line extension to 3900 S



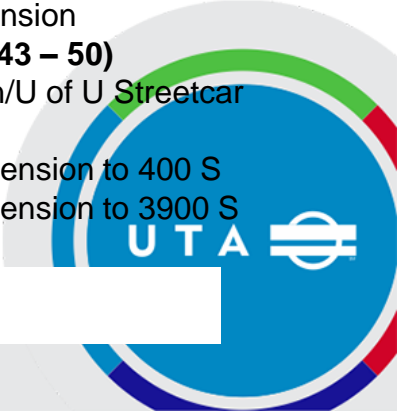
UTAH TRANSIT AUTHORITY

1. Expansion and Reconfiguration WFRC RTP - 2023 Draft

UTAH TRANSIT AUTHORITY



- Phase 1 (2023 – 32)**
 - S-Line extension to Highland
- Phase 2 (2033 – 42)**
 - American Spur extension
 - 400S extension
- Phase 3 (2043 – 50)**
 - Downtown/U of U Streetcar
- Unfunded**
 - S-Line extension to 400 S
 - S-Line extension to 3900 S



1. Expansion and Reconfiguration Plan

UTAH TRANSIT AUTHORITY



- Phase 1 (2023 – 32)**
 - S-Line extension to Highland
- Phase 2 (2033 – 42)**
 - Red Line reconfiguration
 - Orange Line U of U/SL Central via 400S
 - Orange Line extension to Research Park
 - Switch northern terminus of Green and Blue Lines
- Phase 3 (2043 – 50)**
 - Orange Line SL Central/Airport via North Temple



2. Fleet

- Replace original fleet with new low floor cars
 - Approaching end of useful life
 - Limited accessibility
 - 55mph speed constraint
- Optimize fleet size
 - 3 car standard train
 - Consistent with existing UTA service standards for passenger space/comfort
 - Reduction in spare ratio
 - Maintains UTA spare ratio standard



3: Infrastructure

- Trunk line speed improvements
 - Increases Trunk Line max speed
 - Increase other curve speeds
- Service reliability improvements
 - Central Pointe Union interlocking turnback
 - 400W (Pioneer Park) Connector
 - Improves ability to handle special events and system failures
- Traction power upgrades
 - Critical for continued system reliability



4: Priority

Improve Transit Signal Priority across system

- Reduce delay through 19 critical intersections
- Speeds LRT trips while supporting efficient use of intersections by all users
- Requires UDOT and Salt Lake City coordination



5. Service

- Extend span of service across all lines
 - Add up to 2 hours of service/day by renegotiating for reduced freight window (where feasible)
- Possible late/early airport service
 - Requires additional study to assess demand



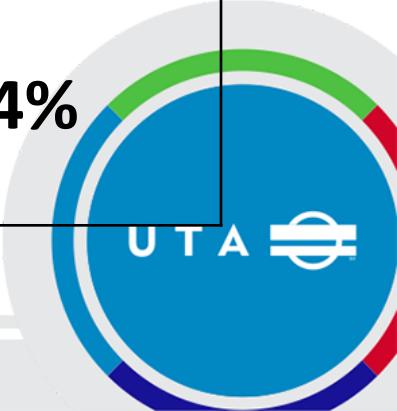
A photograph of a light rail train on a city street. The train is white with blue and red accents. The destination sign above the front window reads "GRN-AIRPORT". The train is moving along a track with yellow and green painted lanes. A person is walking on the sidewalk to the left of the train. In the background, there are trees and buildings. A dark grey rectangular box is overlaid on the center of the image, containing the text "Plan Benefits".

Plan Benefits

Reliability

UTAH TRANSIT AUTHORITY

Future Baseline (2050) vs. Light Rail Plan (2050) Simulated On-Time Performance					
	TRAX Train Line				Combined Average
	Blue Line	Red Line	Green Line	Orange Line	
Future Baseline (2050)	96.0%	89.1%	92.6%		92.5%
Light Rail Plan (2050)	95.0%	99.0%	93.5%	97.3%	96.4%



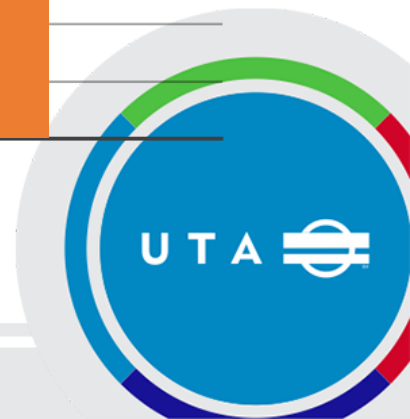
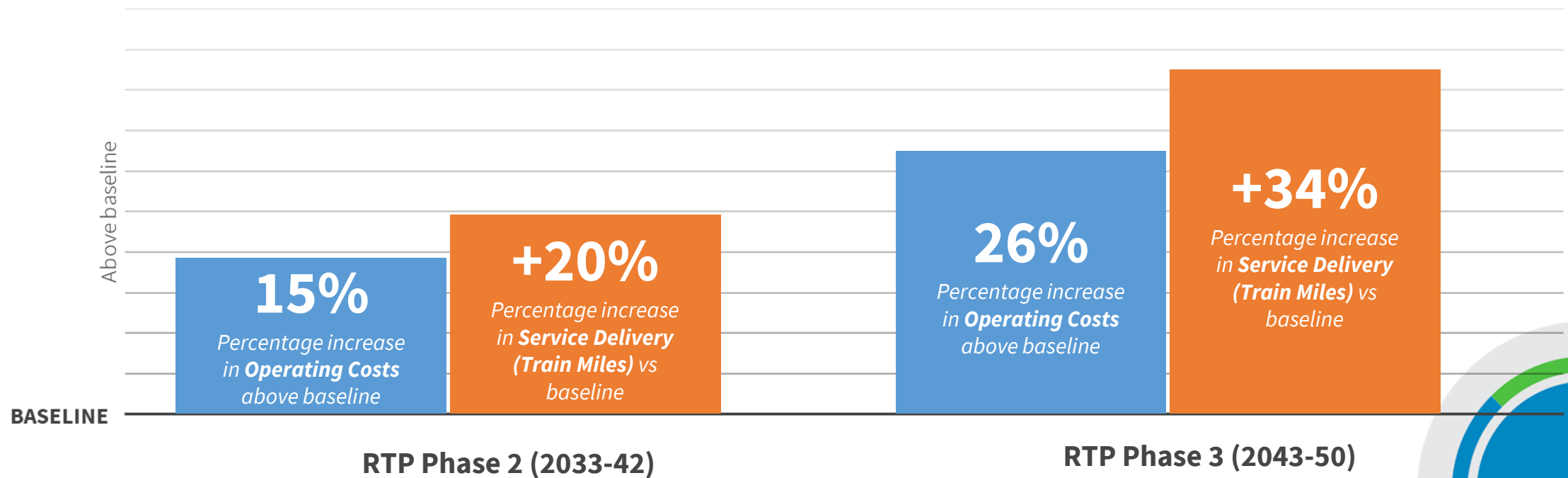
Higher Ridership

Metric	Future Baseline (2050)	Increase from 2019	Light Rail Plan (2050)	Plan Change from Future Baseline	Plan Change from 2019
Daily Total TRAX Boardings	95,500	+63%	102,800	+8%	+71%
Daily Total Transit Boardings	232,800	+50%	237,600	+2%	+52%



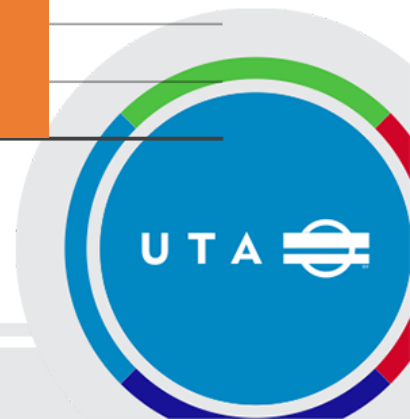
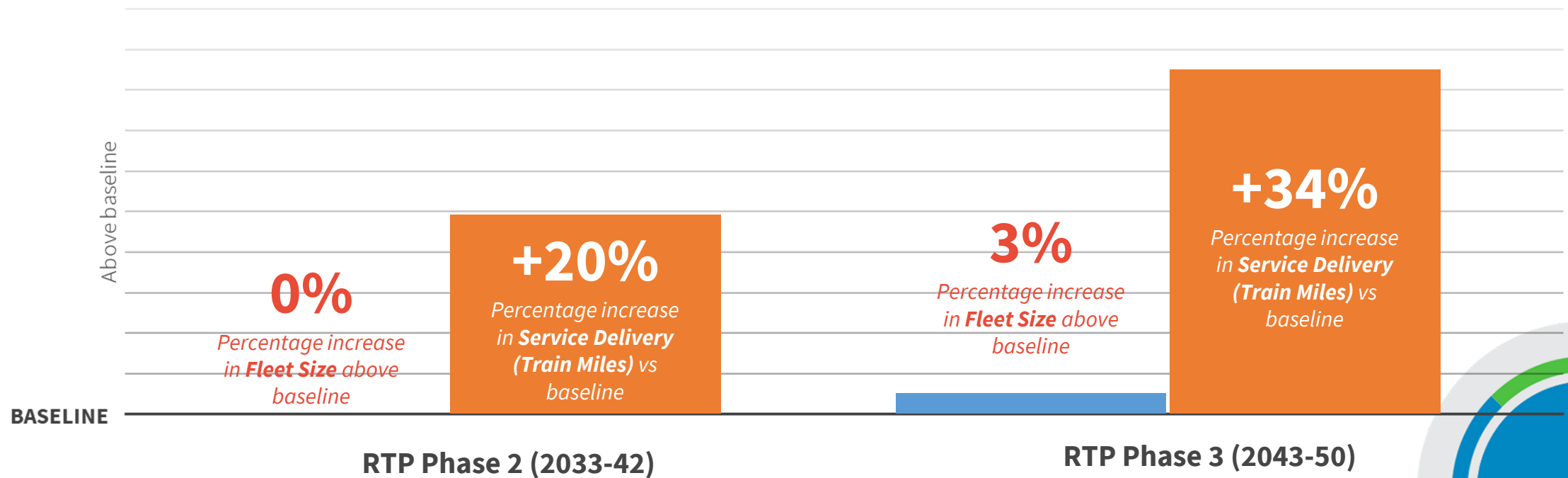
Delivering Service More Efficiently

Operating costs for 2033 and for 2043 increase, but the region sees a **bigger increase in service delivered**



Using the Fleet More Efficiently

The Plan for 2033 requires no new fleet and yet delivers **+20% more service**.
The Plan for 2043 requires only 4 new cars (an increase of 3%) while providing **+34% more service**.

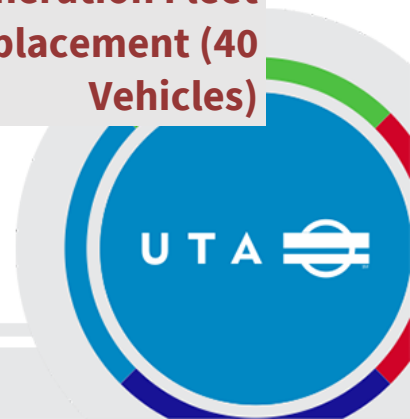
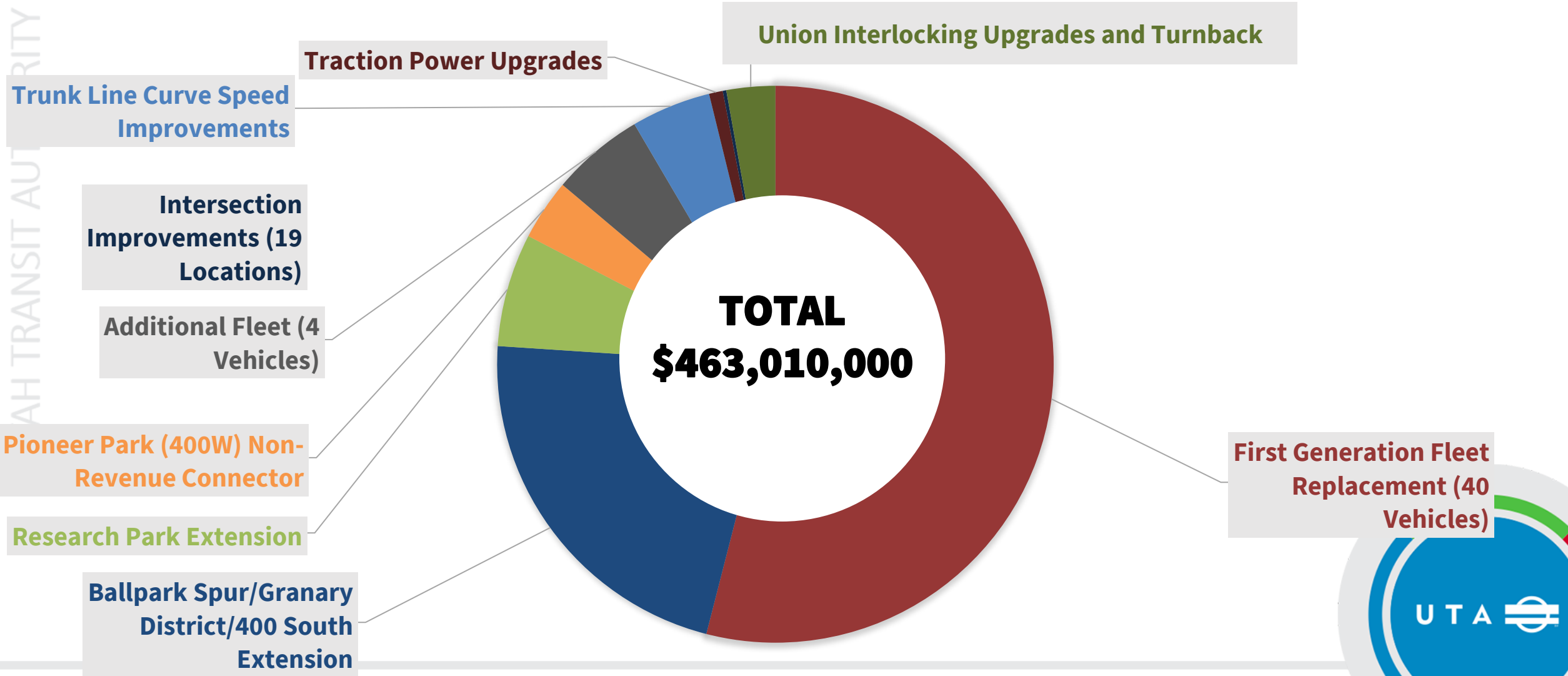


A photograph of a light rail train on a city street. The train is white with blue and red accents. The destination sign above the front window reads "GRN-AIRPORT". The train is moving along a street with a green-painted bike lane on the right. A person is walking on the sidewalk to the left. In the background, there are trees and buildings. A sign on a lamppost to the left lists transit options: "to DRAFTS POINT CT", "to DOWNTOWN CENTER", and "to W. VALLEY CENTER".

Plan Funding and Implementation

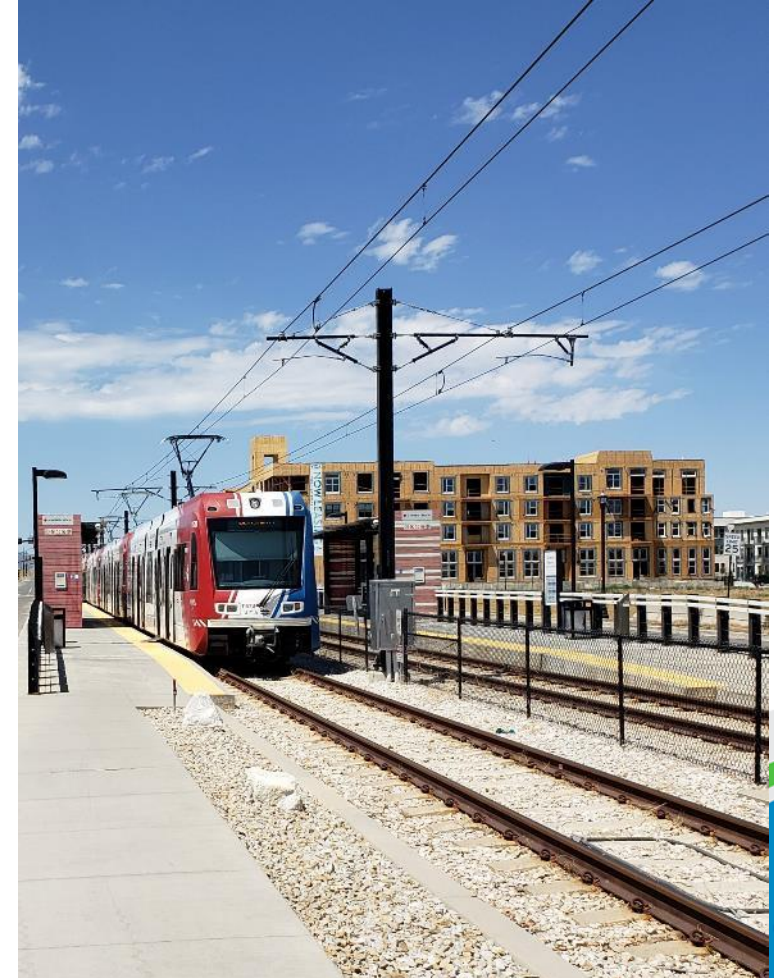
Capital Cost Estimates - RTP Phases 2 and 3

UTAH TRANSIT AUTHORITY



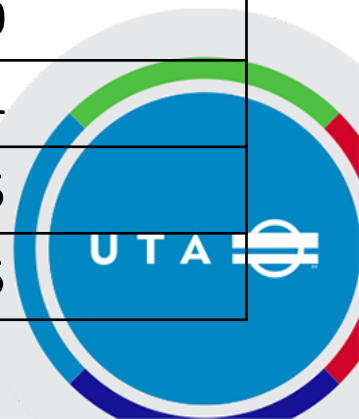
Funding Opportunities

- State and local funding
- FTA funding
 - RAISE Grants
 - Capital Investment Grants (Section 5309)
 - Surface Transportation Block Grants
 - Grant Program for Rail Vehicle Replacement
- Value capture strategies
 - Tax Increment Financing
 - Station joint development (public/private partnerships)



Recommended Plan Implementation Phasing

Improvement	Near Term UTA Actions	Possible Implementation Timeframe
Intersection Transit Priority Improvements	Engage Salt Lake City, UDOT	2023-24
Trunk Line Speed Improvements	Initiate Design	2024-26
Start Service Earlier, End Later	Initiate Freight Rail Negotiations	2026-27
Operate Late Night/Early Morning Airport Service	Requires Further Demand Study and Analysis of Regional ROI	2026-27
Service Reliability Improvements – Union Turnback	Initiate Design	2027-28
Replace First Generation Fleet	Complete Specification, RFP	2027-30
Research Park TRAX Extension	Proceed with TechLink Study, Refine Concepts, Station Locations, Service Strategy, Funding	2033-34
Granary District TRAX Expansion		2035-45
Service Reliability Improvements – 400W Connector		2035-45



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Next Steps

Next Steps

- Finalize plan document
- Plan dissemination:
 - TechLink data handoff to inform study
 - Recommended capital improvements to UTA Cap Dev team
 - Fleet plan assumptions
 - Continue discussions with UDOT and SLC on TSP improvements
- Incorporation of recommendations into Regional Transportation Plans



A photograph of a light rail train on a city street. The train is white with red and blue accents. The destination sign above the front window reads "GRN-AIRPORT". The train is moving along a track with yellow and green painted lanes. A person is walking on the sidewalk to the left of the train. In the background, there are trees and buildings. A sign on a lamppost to the left lists transit options: "to DRAFTS POINT CT", "to DOWNTOWN PARK", and "to M. BAILEY CENT".

Thank You! Questions?

Other Business

- a. Next Meeting: Wednesday, December 7, 2022, at 9:00 a.m.



Closed Session

- a. Strategy Session to Discuss Pending or Reasonably Imminent Litigation



Recommended Action

(by acclamation)

Motion to move to closed session to discuss Pending or reasonably imminent Litigation



Closed Session



Open Session



Adjourn

