

UTA Local Advisory Council Meeting

November 17, 2021

9:00 AM



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 and telephone

No comments were received prior to the meeting.



Consent Agenda

- a. Approval of September 15, 2021 Local Advisory Council Meeting Minutes



Recommended Action (by acclamation)

Motion to approve consent agenda



CONSULTATION WITH BOARD OF TRUSTEES



Capital Projects

- a. AR 2021-11-01 Resolution Approving the Proposed 2022-2026 Capital Plan and Recommending Approval by the Authority's Board of Trustees
- b. Frontrunner Forward Update



**AR2021-11-01 – Resolution Approving
the Proposed 2022-2026 Capital Plan
and Recommending Approval by the
Authority’s Board of Trustees**



5-Year Capital Plan Goals:

- Maintain a safe system that operates in state of good repair
- Provide a plan consistent with the constraints of the projected capital budget
- Provide a plan consistent with available capacity of project delivery resources
- Include service expansion projects consistent with the regional long-range transit plans
- Leverage UTA funds with federal grants and partner funds



5-Year Capital Plan Sequence

- Draft 5-Year Capital Plan is presented to the Local Advisory Council for information and input
- Develop resource/delivery schedules for project delivery and timing
- Update 5-Year Plan based on delivery schedules and carryover forecasts
- Present updated plan to the Advisory Council to approve and recommend adoption to the Board of Trustees
- Final approval of 5-Year Capital Plan by UTA Board
- First year of the 5-Year Capital Plan is incorporated into UTA's proposed 2022 annual budget



5-Year Capital Plan Updates:

- Added rail maintenance apprenticeship capital projects for training facility and training aids
- Refined project estimates for capital projects
- Started coordination effort with MPO's on funding strategy and selection criteria for partnership funds
- Started meeting with stakeholders and receiving public input on proposed 2022 budget and 5-year plan



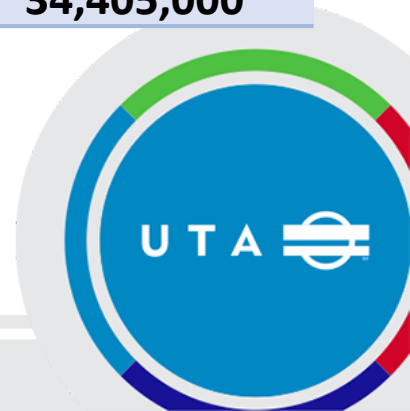
2022 Capital Budget Summary

Programs/Projects	2022 Proposed Budget	2022 Grants	2022 State & Local Partners	2022 UTA Funds
5310 Projects	1,763,000	1,433,000	300,000	30,000
Asset Management- Facilities	4,600,000	-	-	4,600,000
Asset Management- Rail Infrastructure	9,300,000	-	-	9,300,000
Asset Management- Rail Systems	18,590,000	-	365,000	18,225,000
Asset Management- Vehicle New Purchase	23,626,000	4,983,000	-	18,643,000
Asset Management- Vehicle Rehabilitation	15,222,000	764,000	-	14,458,000
Information Technology	13,615,000	-	-	13,615,000
Major Capital Project	98,872,000	27,098,000	37,368,000	34,405,000
Other Capital Projects	37,112,000	10,013,000	6,016,000	21,084,000
Property/TOD/Real Estate	3,290,000	-	-	3,290,000
Safety & Security/Police	2,068,000	-	-	2,068,000
Grand Total	228,058,000	44,291,000	44,049,000	139,718,000



2022 Major Capital Projects Detail

Highlighted Projects	2022 Proposed	2022 State & Local		
	Budget	2022 Grants	Partners	UTA Funds
MSP102- Depot District	32,562,000	3,378,000	3,797,000	25,387,000
MSP185- Ogden/WSU BRT	25,465,000	18,436,000	2,229,000	4,800,000
MSP205- TIGER Program of Projects	8,206,000	2,799,000	3,126,000	2,281,000
MSP215- Sharp-Tintic Rail Connection	1,439,000	886,000	516,000	37,000
MSP216- Point of Mountain AA/EIS	3,000,000	-	3,000,000	-
MSP252- FrontRunner Forward	15,000,000	-	13,500,000	1,500,000
MSP253- Mid-Valley Connector	10,000,000	-	10,000,000	-
MSP259- S-Line Extension	1,200,000	-	1,200,000	-
MSP260- 5600 West/Westside Express	2,000,000	1,600,000	-	400,000
Total	98,872,000	27,098,000	37,368,000	34,405,000



2022 Asset Mgmt (SGR) Detail

Highlighted Projects	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds
Asset Management- Facilities	4,600,000			4,600,000
Asset Management- Rail Infrastructure	9,300,000			9,300,000
Asset Management- Rail Systems	18,590,000		365,000	18,225,000
Asset Management- Vehicle New Purchase	23,626,000	4,983,000		18,643,000
Asset Management- Vehicle Rehabilitation	15,222,000	764,000		14,458,000
Total	71,338,000	5,747,000	365,000	65,226,000



5-Year Capital Budget by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2022	228,058,000	44,291,000	44,049,000	139,718,000
2023	360,248,000	71,548,000	95,842,000	141,478,000
2024	270,291,000	14,847,000	86,200,000	137,044,000
2025	238,654,000	7,340,000	110,217,000	113,597,000
2026	147,769,000	750,000	57,500,000	82,019,000
Total	1,245,020,000	138,776,000	393,808,000	613,856,000

Discrepancy between the proposed budget totals and funding source totals (~\$98.6 Million) is actively being pursued through current grant applications



Anticipated Grants/Partner Funds

- Proposed projects anticipating significant outside funds:
 - Mid-Valley BRT
 - TechLink Corridor/Greenline Downtown
 - Point of the Mountain Transit
 - SL-Central HQ Office
 - South Valley Transit
 - Central Corridor Transit
 - 5600 West/Mountain View Corridor
- If these funds don't materialize, projects would be delayed



Next Steps

- Provide 5-year Capital Plan to the Advisory Council to approve and recommend adoption to the Board of Trustees
- Final approval of 5-Year Capital Plan by UTA Board
- First year of the 5-Year Capital Plan is incorporated into UTA's proposed 2022 annual budget



Recommended Action (by acclamation)

Motion to approve AR2021-11-01

Resolution Approving the Proposed 2022-2026 Capital Plan and Recommending
Approval by the Authority's Board of Trustees



FrontRunner Forward Update





FrontRunner Forward

Program Update for
Local Advisory
Council

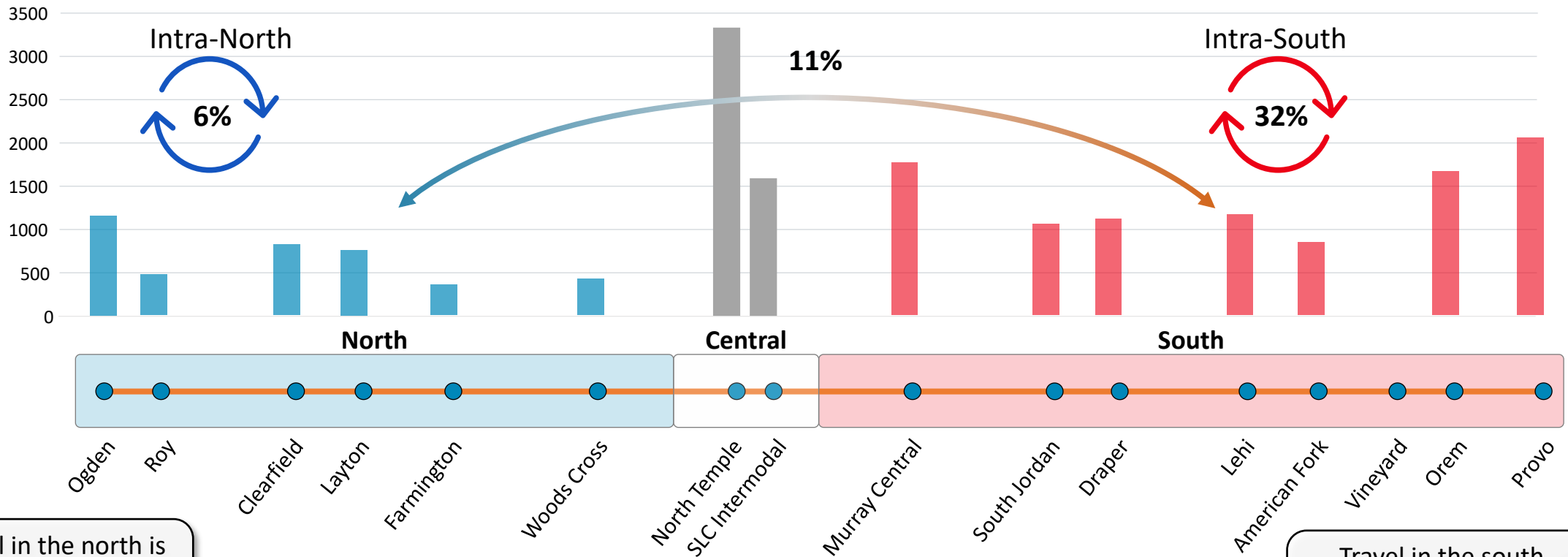
November 17, 2021



- Current Frequency
 - **30-min Peak Service**
 - **60-min Off-Peak Service**
- System is **Mostly Single Track Segments**
 - 61.4 miles of **Single Track (74%)**
 - 21.8 miles of **Double Track (26%)**
- Single Track presents Logistical Challenges that can **Slow Service**
 - A Delay at One Point can cause **Delays throughout the System**

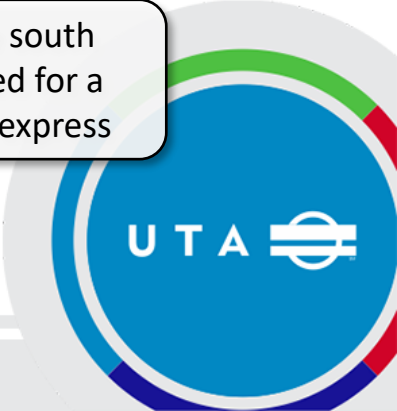
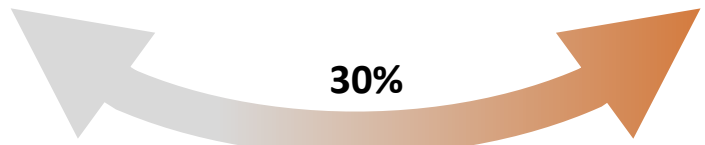
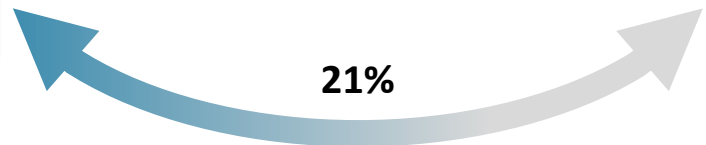


Existing Demand (2019)



Travel in the north is primarily peak-direction focused

Travel in the south indicates need for a bidirectional express



Funding from State Legislature

- HB 433 & HB 1008 passed Summer 2021
- **\$300 million** Funding to **Double Track Strategic Sections** of FrontRunner including:
 - **\$68 million** – Legislative Appropriation
 - **\$232 million** - General Obligation Bonds (UTA repays bond debt of \$5 million per year for 15 years)
- MOU is being developed with UDOT



Program Milestones & Accomplishments

UTA has accomplished many steps on the FrontRunner Forward Program, including:

- ✓ Dedicated **Program Management Team** focused on FrontRunner
- ✓ **Completed Operational Analysis**
- ✓ Identified and begun Preliminary Engineering Design of **Strategic Double Track Segments and Signal Improvements**
- ✓ Implemented **Grade Crossing Upgrades** from Ogden to SLC
- ✓ Added Dedicated Resources **Expedite Environmental Clearance and Final Design**



UTAH TRANSIT AUTHORITY

Current Double Track Scenarios

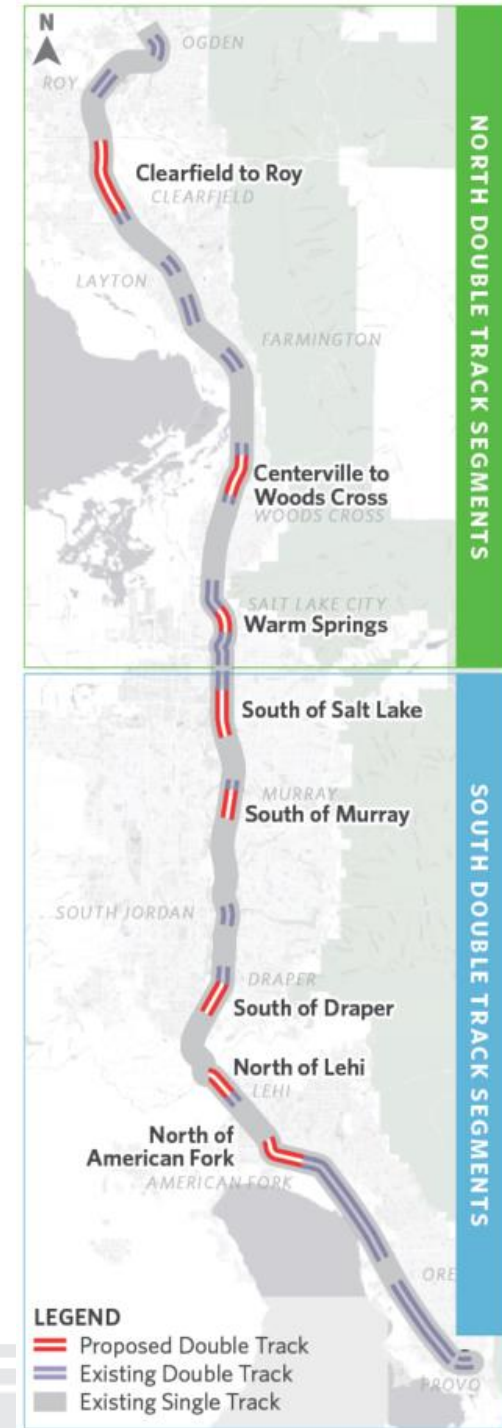
Scenario 1 - Express + increased frequency throughout system (8 Segments)

Scenario 2 - Increased frequency throughout System (5 Segments)

Scenario 3 - Express and increased frequency in North (3 Segments)

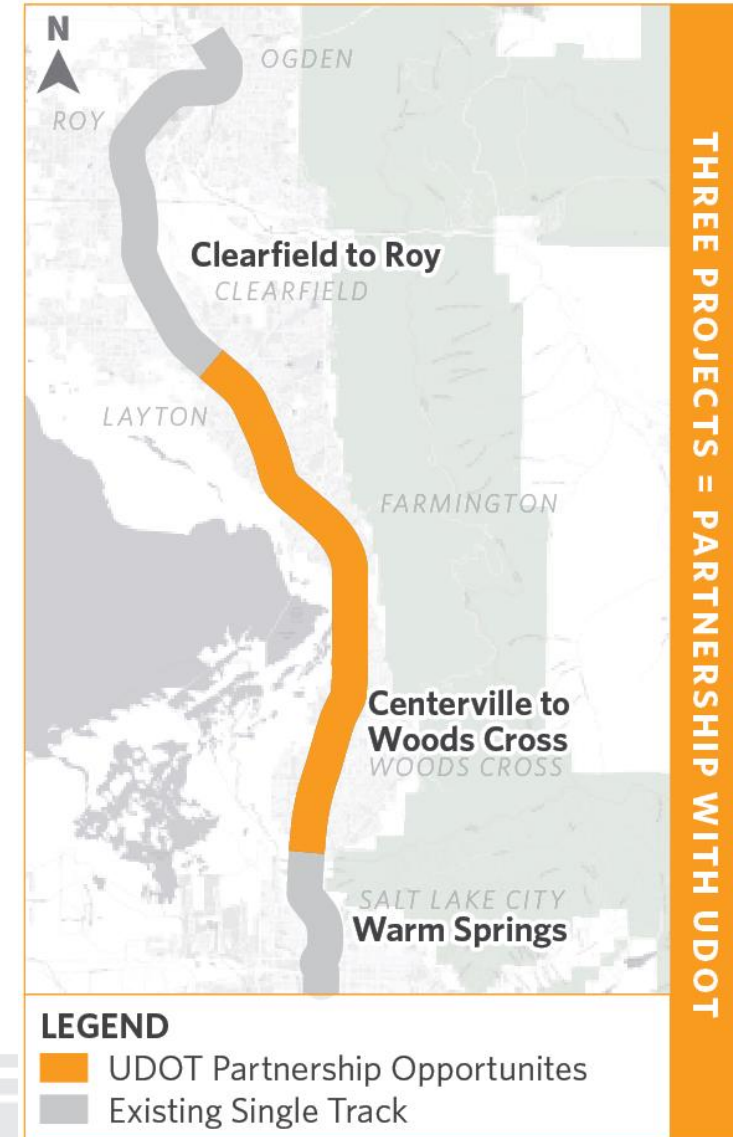
Scenario 4 - Express and increased frequency in South (5 Segments)

All scenarios need train sets, signaling and platform modifications



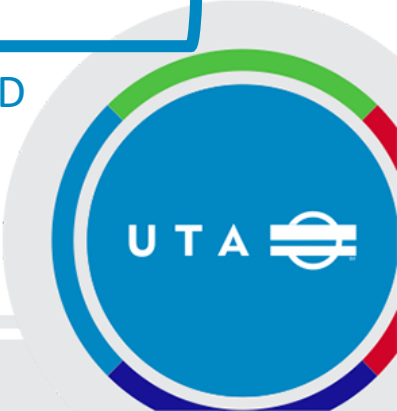
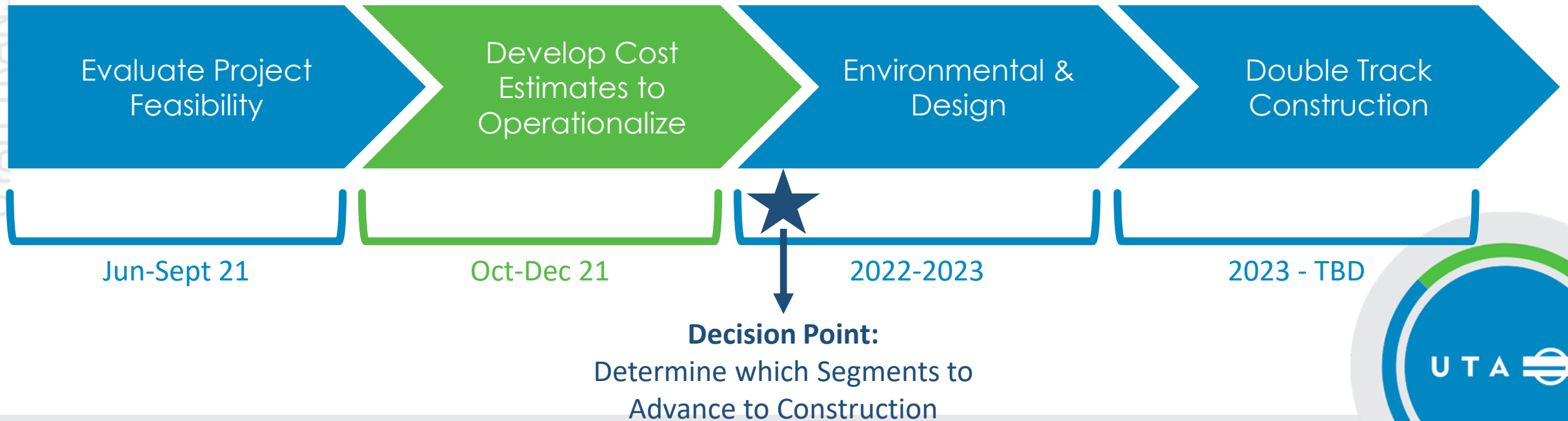
UDOT Partnership Opportunities

- Collaborating with UDOT to **Improve Project Delivery and Minimize Costs**
 - Three (3) Near-Term Projects to Facilitate Future Double Track:
 - West Davis Corridor
 - Shepard Lane Interchange
 - I-15 Davis County EIS
- Will continue **Close Coordination** with Partners across the System



Next Steps for Initial Investment Segments

- Develop Cost Estimates for Operationalizing Potential Outcomes
- Conduct Environmental & Design for Double Track Segments
- Complete Strategic Investment Plan
- Identify Additional Funding Needs



What the Strategic Investment Plan will Study

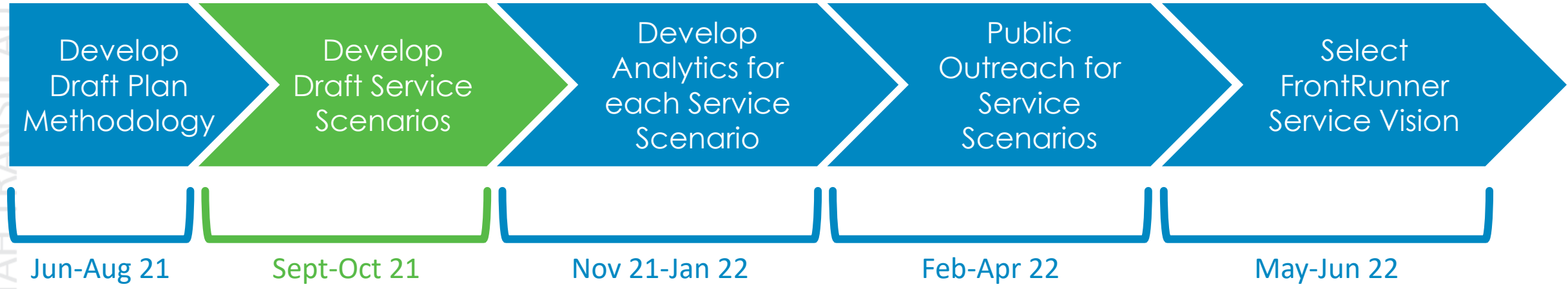


1. Long-term Service Vision for FrontRunner
2. Improvements needed for Faster, more Frequent Service
 - Additional Double Tracking
 - Signal System Upgrade
 - Station Platforms to accommodate Faster Trains
 - Areas to Coordinate with UDOT
 - New Fleet Strategy
 - Grade Crossing Upgrades
3. Economic Development Opportunities



Strategic Investment Plan Timeline

UTAH TRANSIT AUTHORITY



Consultation on Agency's Tentative 2022 Budget



2022 Operating Budget Overview (dollars in thousands)

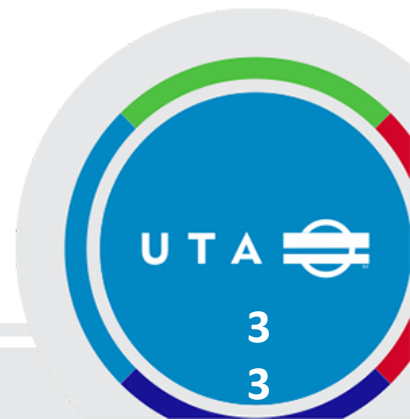
UTAH TRANSIT AUTHORITY

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 326,512	\$ (6,748)	\$ 1,247	\$ 3,911	\$ 9,369	\$ 3,471	\$337,763	\$ 18,323	\$356,086

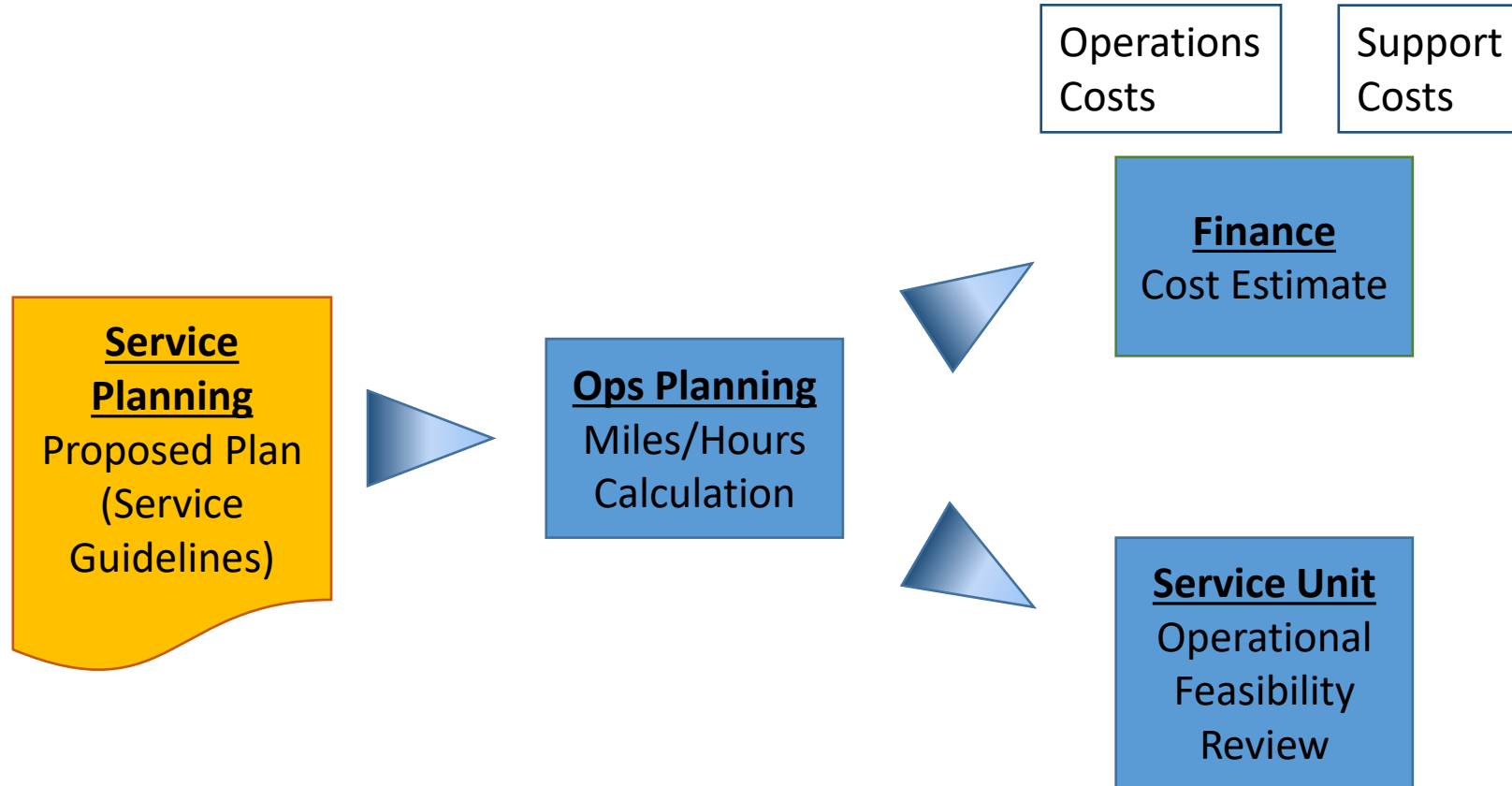
2022 Additions

Restore Service

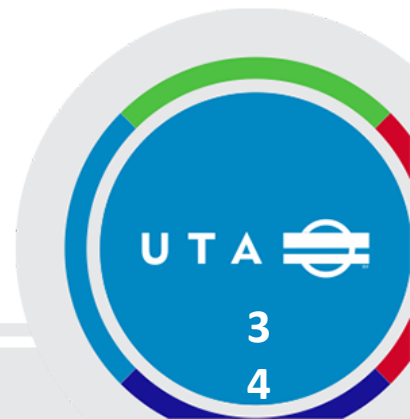
Service Changes	\$ 6,915
Support Costs	656
Rail Apprenticeship Program	5,100
Recruitment and Retention	1,624
Information Technology	1,308
Other Management and Support	1,220
Operating Contingency	<u>1,500</u>
Total	\$18,323



2022 Service Change Process

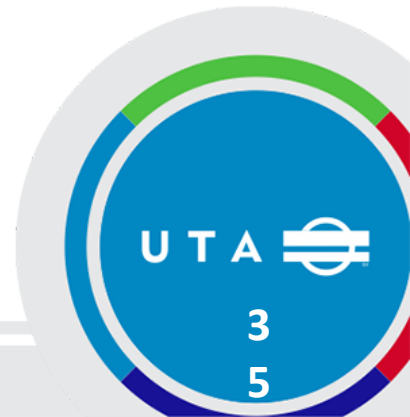


Operational Feasibility Review



2022 Proposed Service Changes

	2022 Est. Cost	Ongoing Annual Est. Cost	FTE Change
Bus Service	\$4,215,000	\$ 6,777,000	44.0
Special Services	284,000	522,000	6.0
Front Runner	1,027,000	1,027,000	11.0
Tooele Valley UTA On Demand	668,000	1,560,000	
South Davis UTA On Demand	721,000	1,741,000	
Total	\$6,915,000	\$11,627,000	61.0

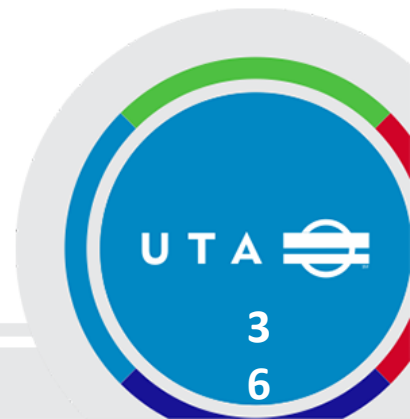


Recruitment and Retention

<u>Initiative</u>	<u>2022 Request</u>	<u>FTE</u>
• Operator Retention	\$ 350,000	1.0
• Bus Operator Training	596,000	17.3
• UTA Employer of Choice Branding	180,000	0.0
• Leadership Development	145,000	0.0
• Total Rewards Program Support	178,000	2.0
• Inclusion and Belonging Program Support	50,000	0.3
• Workforce Planning	100,000	0.0
• Harassment Prevention Training	<u>25,000</u>	<u>0.0</u>
Subtotal Recruitment and Retention	\$ 1,624,000	20.6

Key Deliverables:

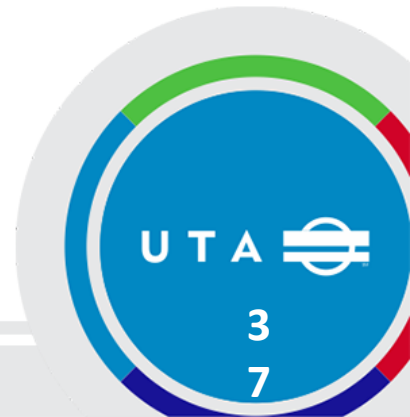
- Focus on Operator retention efforts
- Increased Operator training headcount to meet increased service and attrition requirements
- Investment in developing employee leadership and culture
- Develop compensation, staffing and training programs



Rail Maintenance Apprenticeship

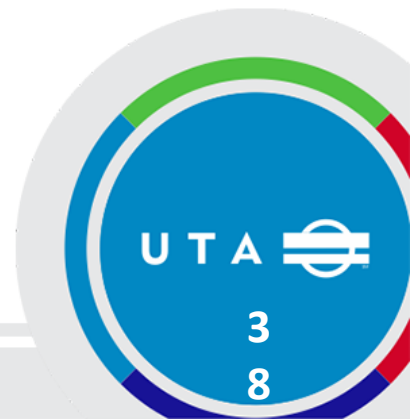
<u>Resource</u>	<u>2022 Request</u>	<u>FTE</u>
• People Office Program Development	<u>\$ 5,100,000</u>	<u>1.0</u>
Subtotal Operating	\$ 5,100,000	1.0
• Capital Program Investment*		
• MOW Training Yard	\$ 1,000,000	
• Training Engine and HEP	750,000	
• Training Aids	<u>200,000</u>	
Subtotal Capital	\$ 1,950,000	
Total Apprenticeship Program	\$7,050,000	

* Capital Costs in 2023 total \$1,500,000 for MOW Training Yard



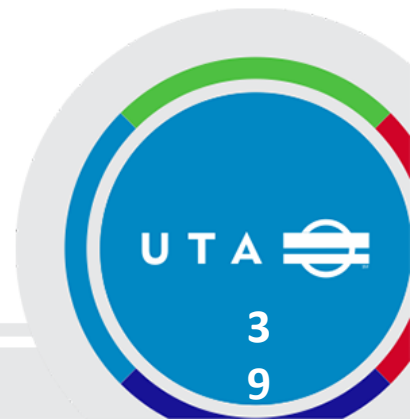
2022 UTA Operating Budget Expenses by Category

Category	FY2021 Budget	FY 2022 Budget	Change	% Change
Wages	\$158,368,493	\$170,747,523	\$12,379,030	7.8%
Fringe	75,243,781	83,340,042	8,096,261	10.8%
Services	30,393,901	33,167,680	2,773,779	9.1%
Fuel	21,938,262	25,210,783	3,272,522	14.9%
Parts	22,518,325	22,821,044	302,719	1.3%
Utilities	5,962,312	6,396,797	434,485	7.3%
Other O&M	21,419,009	25,064,222	3,645,213	17.0%
Capitalized Costs	(9,331,626)	(10,662,401)	(1,330,775)	14.3%
Total Budget	\$326,512,457	\$356,085,690	\$29,573,233	9.1%



2022 UTA Operating Budget Expenses by Office

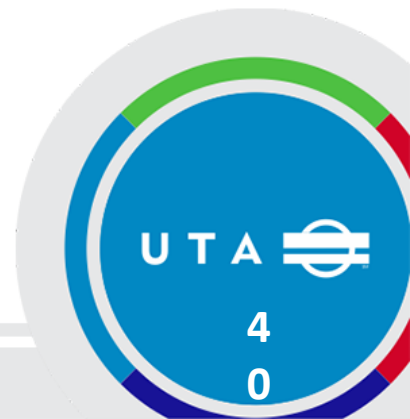
Office	FY2021 Budget	FY 2022 Budget	Change	% Change
Board	\$2,720,074	\$2,677,442	\$(42,632)	-1.6%
Executive Director	9,890,971	9,445,684	(445,287)	-4.5%
Operations	254,205,987	270,501,615	16,295,628	6.4%
Finance	13,863,537	14,589,315	725,778	5.2%
Service Development	7,274,239	7,781,813	507,574	7.0%
Enterprise Strategy	19,880,699	22,524,933	2,644,234	13.3%
Planning & Engagement	10,649,039	13,086,278	2,437,239	22.9%
People Office	8,027,911	15,478,610	7,450,699	92.8%
Total Division	\$326,512,457	\$356,085,690	\$29,573,233	9.1%



UTA FTE Summary

2021 Budget and 2022 Proposed Budget

Department	2021	2022	Change	Change
	Amended Budget	Proposed Budget	FTE FY21 - FY22	FTE % FY21 - FY22
Board	13.5	13.4	(0.1)	-0.9%
Executive Director	37.5	41.5	4.0	10.7%
Operations	2,211.7	2,285.2	73.5	3.3%
Finance	105.1	113.5	8.4	8.0%
Service Development	45.0	56.0	11.0	24.4%
Enterprise Strategy	105.0	115.0	10.0	9.5%
Planning & Engagement	71.5	73.2	1.7	2.4%
People Office	59.5	84.0	24.5	41.2%
Totals	2,648.8	2,781.8	133.0	5.0%



2022 Capital Budget Summary

Programs/Projects	2022 Budget	2022 Grants	2022 State & Local Partners	2022 UTA Funds
5310 Projects	\$1,762,653	\$1,433,047	\$299,606	\$30,000
Asset Management- Facilities	\$4,600,000	\$0	\$0	\$4,600,000
Asset Management- Rail Infrastructure	\$9,300,000	\$0	\$0	\$9,300,000
Asset Management- Rail Systems	\$18,590,000	\$0	\$365,000	\$18,225,000
Asset Management- Vehicle New Purchase	\$23,625,911	\$4,983,108	\$0	\$18,642,803
Asset Management- Vehicle Rehabilitation	\$15,221,775	\$763,779	\$0	\$14,457,996
Information Technology	\$13,614,900	\$0	\$0	\$13,614,900
Major Capital Project	\$98,872,107	\$27,098,435	\$37,368,217	\$34,405,455
Other Capital Projects	\$37,112,341	\$10,012,556	\$6,016,149	\$21,083,636
Property/TOD/Real Estate	\$3,290,000	\$0	\$0	\$3,290,000
Safety & Security/Police	\$2,068,061	\$0	\$0	\$2,068,061
Grand Total	\$228,057,748	\$44,290,925	\$44,048,972	\$139,717,851



5-Year Capital Plan Summary

Year	Proposed Plan
2022	\$228,058,000
2023	360,248,000
2024	270,291,000
2025	238,654,000
2026	147,769,000
Grand Total	\$1,245,021,000

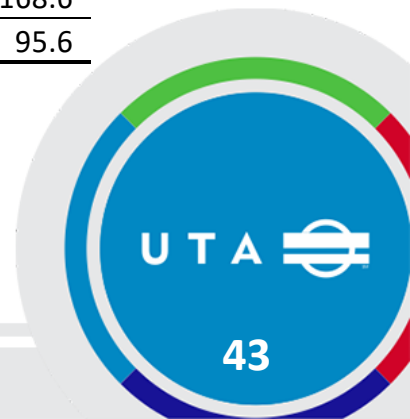
Project Category	5-Year Plan
5310 Projects	\$2,069,000
Asset Management – Facilities	25,050,000
Asset Management – Rail Infrastructure	28,225,000
Asset Management – Rail Systems	74,644,000
Asset Management – New Vehicle Purchase	220,518,000
Asset Management – Vehicle Rehabilitation	87,638,000
Safety and Security/Police	6,684,000
Information Technology	77,510,000
Major Capital Projects	555,043,000
Other Capital Projects	161,440,000
Property/TOD/Real Estate	<u>6,200,000</u>
Grand Total	\$1,245,021,000



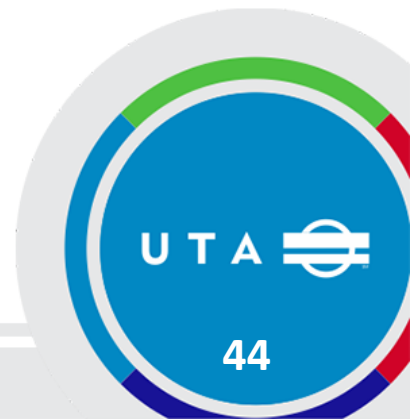
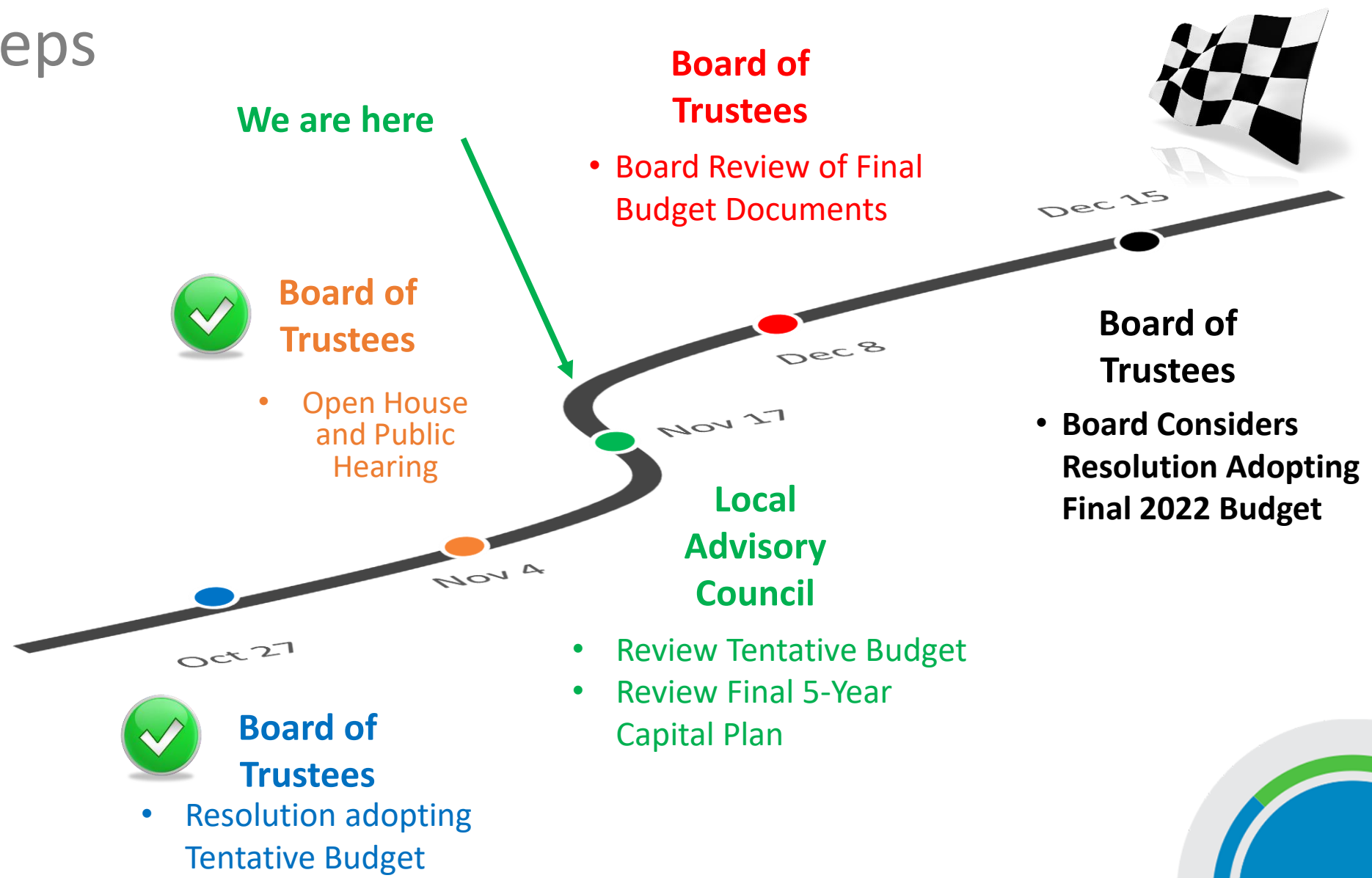
2021-2026 Sources and Uses

		Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	Sources	2021	2022	2023	2024	2025	2026
A	Beginning Balance	\$ 333.1	\$ 516.6	\$ 520.6	\$ 431.8	\$ 363.1	\$ 308.1
	Sales Tax	\$ 401.5	\$ 419.1	\$ 437.2	\$ 455.4	\$ 473.6	\$ 491.8
	PM Funds (FTA)	29.8	59.5	73.9	74.6	75.4	76.1
	Stimulus Funds	192.8	100.1	-	-	-	-
	Passenger Revenue	32.0	36.0	40.7	46.2	52.6	55.3
	Capital Sources	151.4	106.7	263.2	191.0	176.3	98.6
	Other Sources	17.8	20.0	19.9	19.3	18.0	21.0
B	Total Sources	\$ 825.2	\$ 741.4	\$ 834.9	\$ 786.6	\$ 795.9	\$ 742.9
	Uses						
	Operating Expense	\$ 322.3	\$ 356.1	\$ 400.1	\$ 418.1	\$ 436.7	\$ 455.9
	Capital Expense	174.9	228.1	360.2	270.3	238.7	147.8
	Debt Service	144.5	153.2	163.4	167.0	175.5	181.7
C	Total Uses	\$ 641.8	\$ 737.4	\$ 923.7	\$ 855.4	\$ 850.9	\$ 785.3
D	Net Change	\$ 183.4	\$ 4.1	\$ (88.8)	\$ (68.8)	\$ (54.9)	\$ (42.5)
E	Ending Balance	\$ 516.6	\$ 520.6	\$ 431.8	\$ 363.1	\$ 308.1	\$ 265.7
F	Reserves	142.0	158.4	162.1	166.0	170.1	168.6
G	Unrestricted Fund Balance	\$ 374.5	\$ 371.5	\$ 273.5	\$ 200.9	\$ 142.1	\$ 95.6

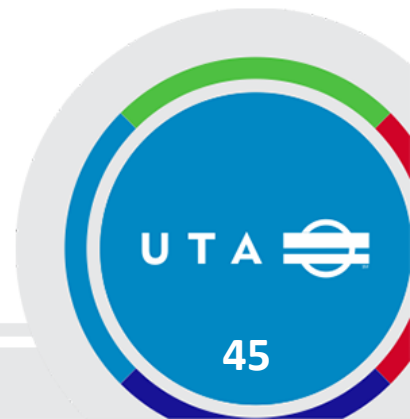
E = A + B - C
G = E - F



Next Steps



Questions?



Service Planning

- a. UTA Long Range Transit Plan (LRTP) Overview
- b. UTA On Demand Update: Southern Salt Lake County and Salt Lake City Westside Services



UTA Long Range Transit Plan (LRTP) Overview





**UTA is developing a 30-year
Long Range Transit Plan
focused on understanding and
responding to the future needs
of the communities we serve**



Goals of the LRTP Process





Strengthen Partnerships with the Communities we Serve



UTA will partner with the communities we serve in the development of a long term system-wide vision for public transit along the Wasatch Front.





Assess Long Term Transit Needs

Through a process of data collection and analysis, as well as public engagement, the LRTP will develop a holistic assessment of future transit needs across the region.





Develop a System-Wide Vision for the Future

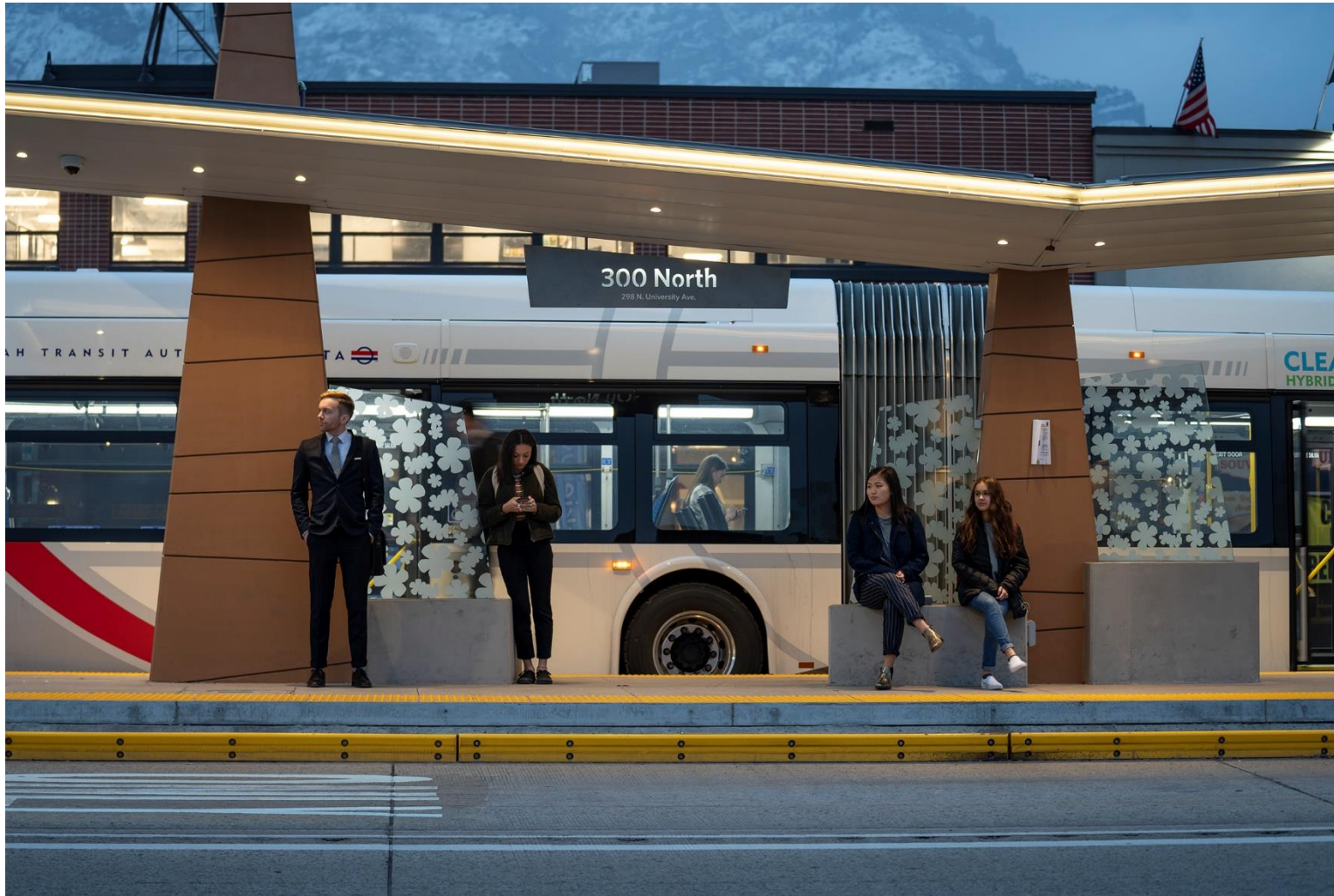


The LRTP will develop a system-wide vision to meet anticipated needs through coordinated improvements to the transit system that increase ridership while also maintaining life-line coverage.





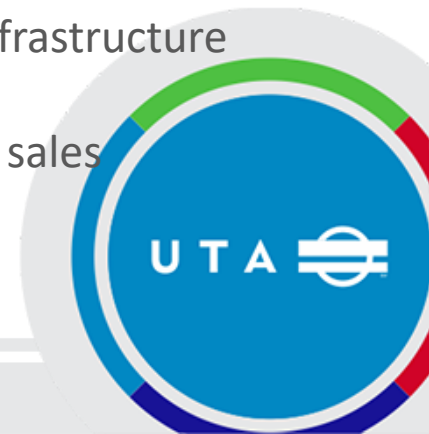
Establish Strategies for Implementation



The LRTP will identify potential partnerships as well as the funding and resources needed to achieve our regional vision.

Potential funding sources include:

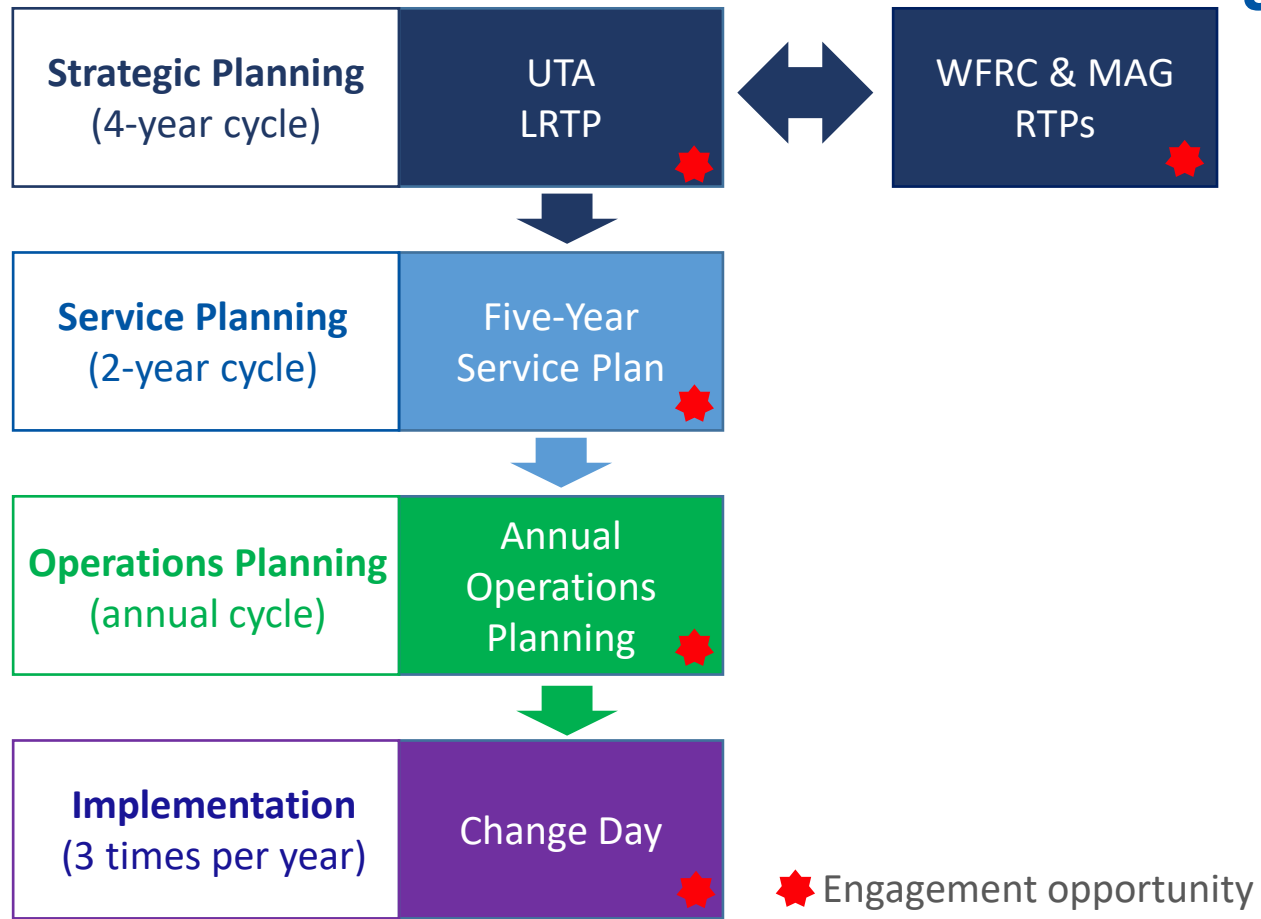
- Federal funding
- Grants
- Transit Transportation Investment Funds (TTIF)
- State legislative appropriations
- Local funding, e.g.
 - 5th Quarter sales tax option
 - Transportation Reinvestment Zones (TRZ)
 - Transportation Infrastructure Districts
 - Additional future sales tax allocations



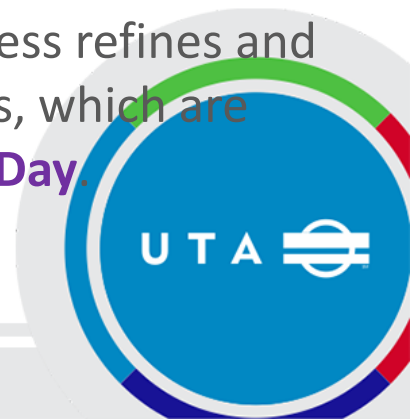
The Long Range Transit Plan and Existing Planning Processes



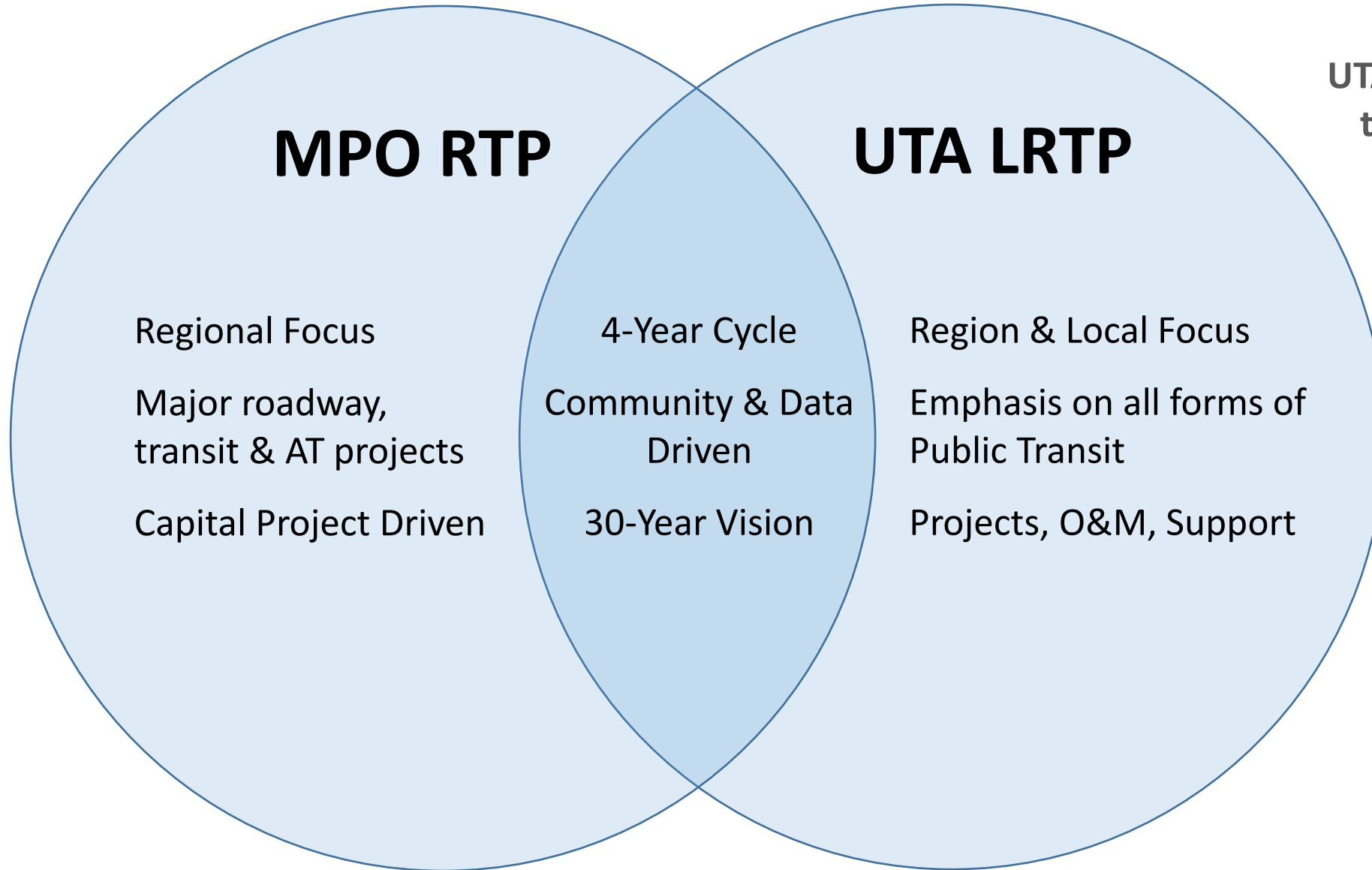
UTA Planning Process



- The **Regional Transportation Plans (RTPs)** include major capital projects and transit needs.
- The **UTA Long Range Transit Plan (LRTP)** is a complimentary process to the RTPs, and will present a comprehensive vision for public transit including items not included in the RTPs.
- UTA's **Five-Year Service Plan** outlines a plan for implementation of short-term service improvements.
- The **Operational Planning** process refines and finalizes annual service changes, which are then **Implemented on Change Day**.



The LRTP & RTP



UTA's LRTP is complementary to, but different from the MPO's RTP planning processes.



Long Range Transit Plan Next Steps

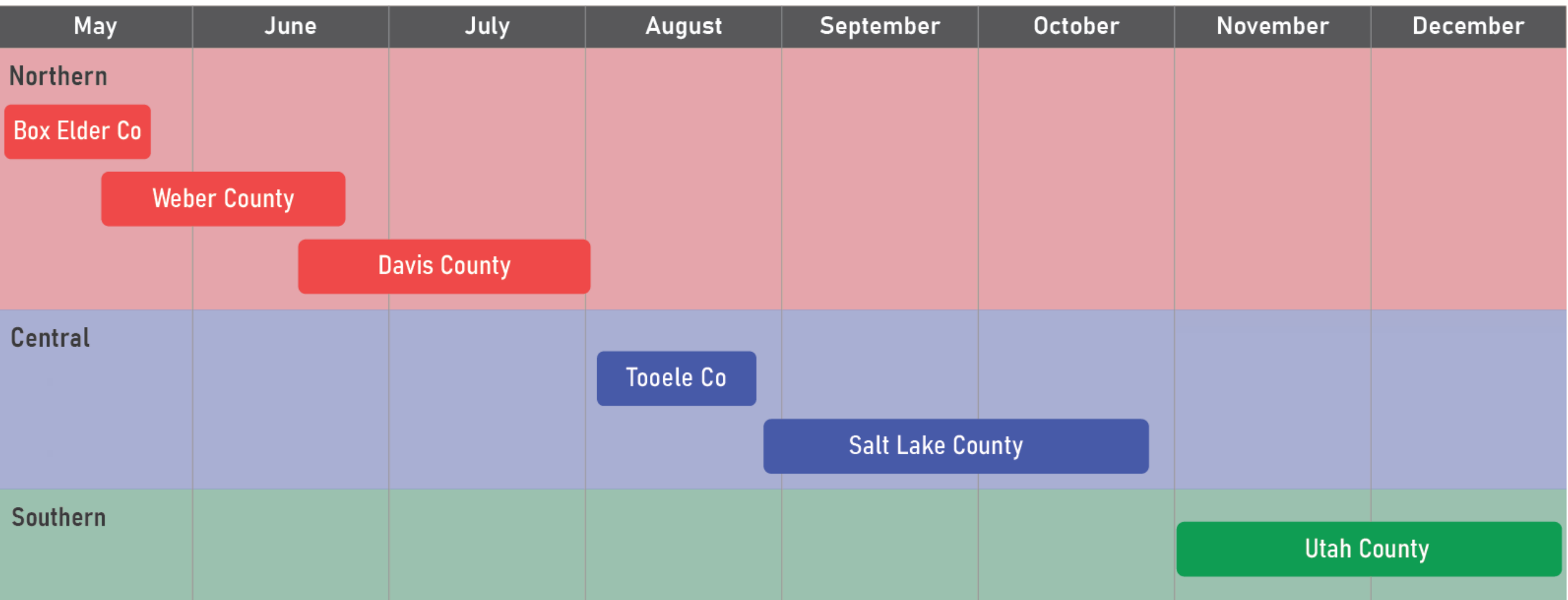


Draft LRTP Process

2021	2022	2023
<ul style="list-style-type: none">• Municipal Listening Tour• Preliminary Data Collection & Analysis• CE* Plan Development• Consultant Selection	<ul style="list-style-type: none">• CE* - Phase I• Draft Plan• CE* - Phase II• Plan Revisions	<ul style="list-style-type: none">• Finalize 2023 -2050 LRTP• UTA Board Adoption of LRTP

***CE- Engagement Community**





Listening Tour Preliminary Timeline



Listening Tour Update

SALT LAKE & TOOELE COUNTIES

Tooele County

- 3 Completed

Salt Lake County

- 15 Completed
- 3 In process

UTAH COUNTY -

Starting in November 2021

BOX ELDER, WEBER, & DAVIS COUNTIES

Box Elder County

- 4 Completed

Weber County

- 11 Completed
- 5 In process

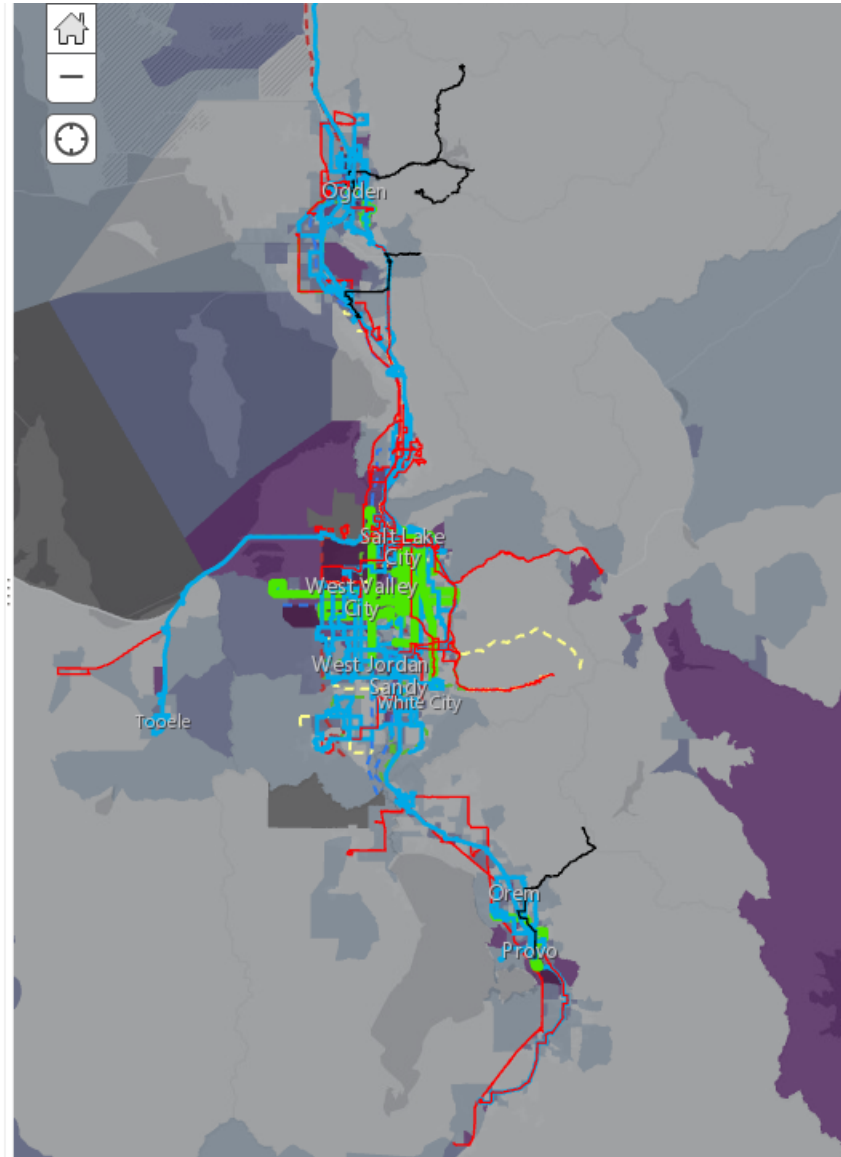
Davis County

- 14 Completed
- 2 In process

LRTP Data Collection in Progress

Contents

- August Change Day 2019 Data (weekday)
- Route Propensity and Performance (August 2019 Change Day)
- ▶ UTA Service Routes -- August Change Day 2019
- ▶ RTP 2019 to 2050 Transit Point Projects by Phase
- ▶ RTP 2019-2050 Transit Line Projects by Phase
...
- ▶ RTP 2019-2050 Regionally Significant Centers and Land Uses by Phase
- ▶ Roads
- ▶ Boundaries
- ▶ Select Demographics
- ▶ Propensity Index 2019
- ▶ Dark Gray Canvas
- Propensity and Performance August 2019 Change Day -
Propensity and Performance August 2019 Change Day



Some of the data being collected...

- [Mapping tool](#) to help facilitate discussion and aid in data analysis
- Review of general plans and transit studies
- Regional growth projections
- Demographics
- Access to opportunities
- Multimodal facilities
- Projected AADT



Thank You! Please contact us with any questions

Project Manager: Alex Beim ABeim@rideuta.com 801.287.4105

Data Lead: Jem Locquiao JLocquiao@rideuta.com 801.236.4707

Community Engagement: Megan Waters MWaters@rideuta.com 801.237.1966



UTA On Demand Update: Southern Salt Lake County and Salt Lake City Westside Services





UTA
ON DEMAND

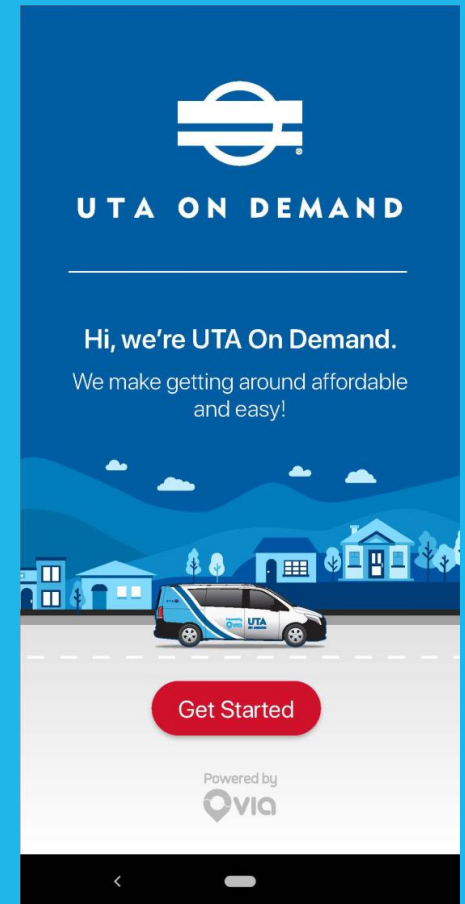


South Salt Lake County Service Update

Overview of Service Changes

August 2021 Change Day

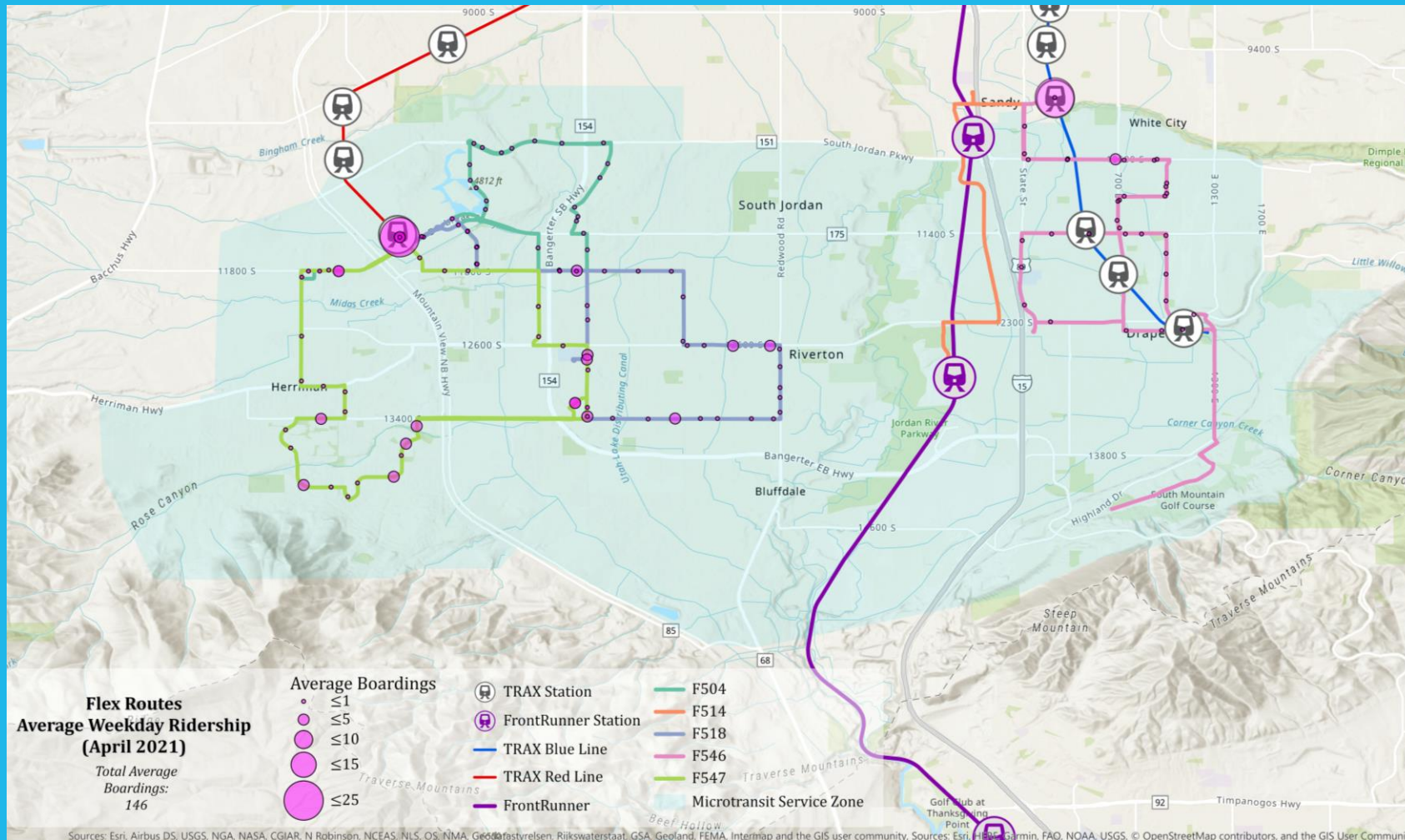
- Permanent implementation of service
- Discontinuation of Flex Route services
- Expanded hours: Monday – Friday
- New Saturday service
- New UTA On-Demand app
- New UTA On-Demand to Paratransit connection services



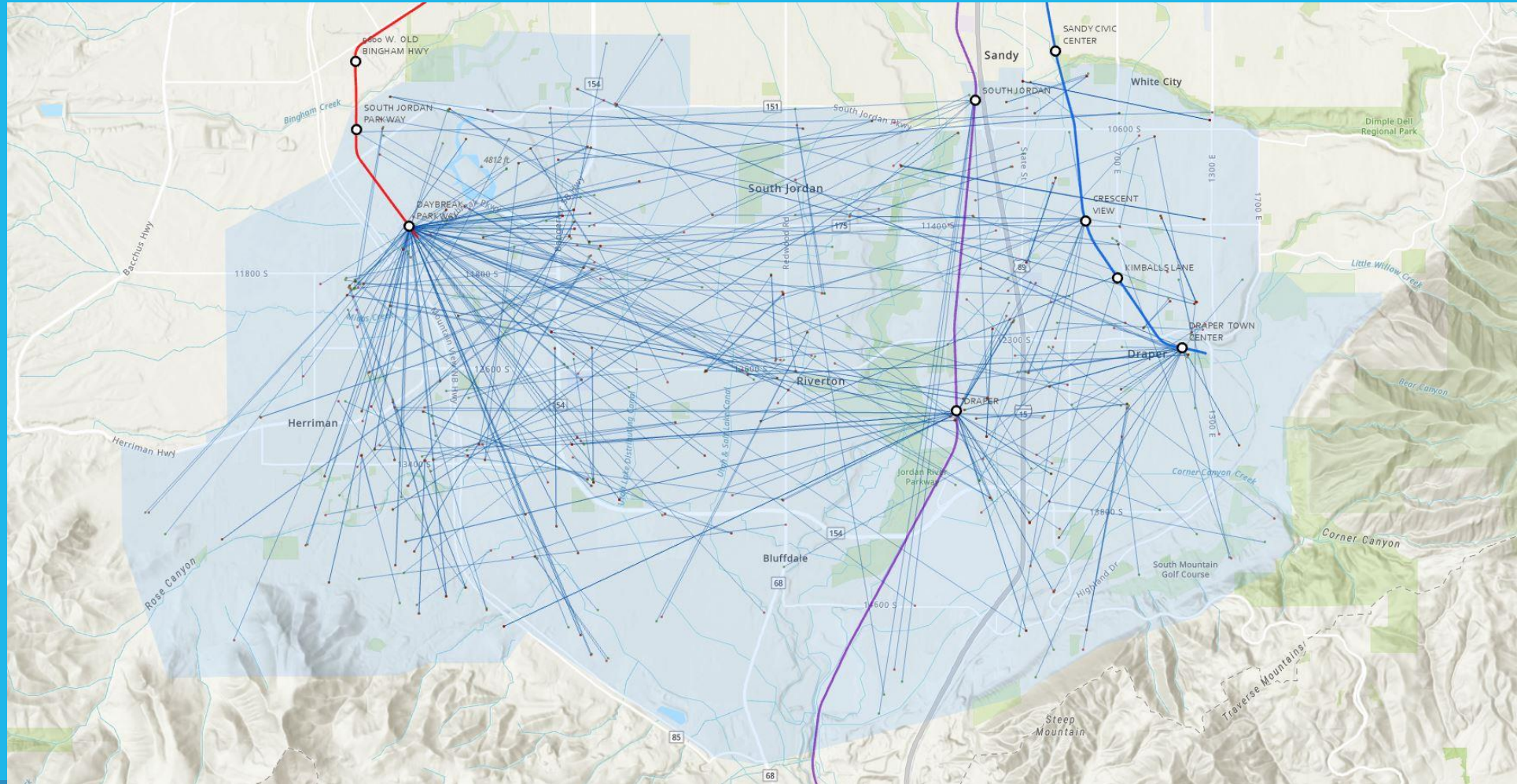
UTA
ON DEMAND



Flex Route Avg. Daily Boardings



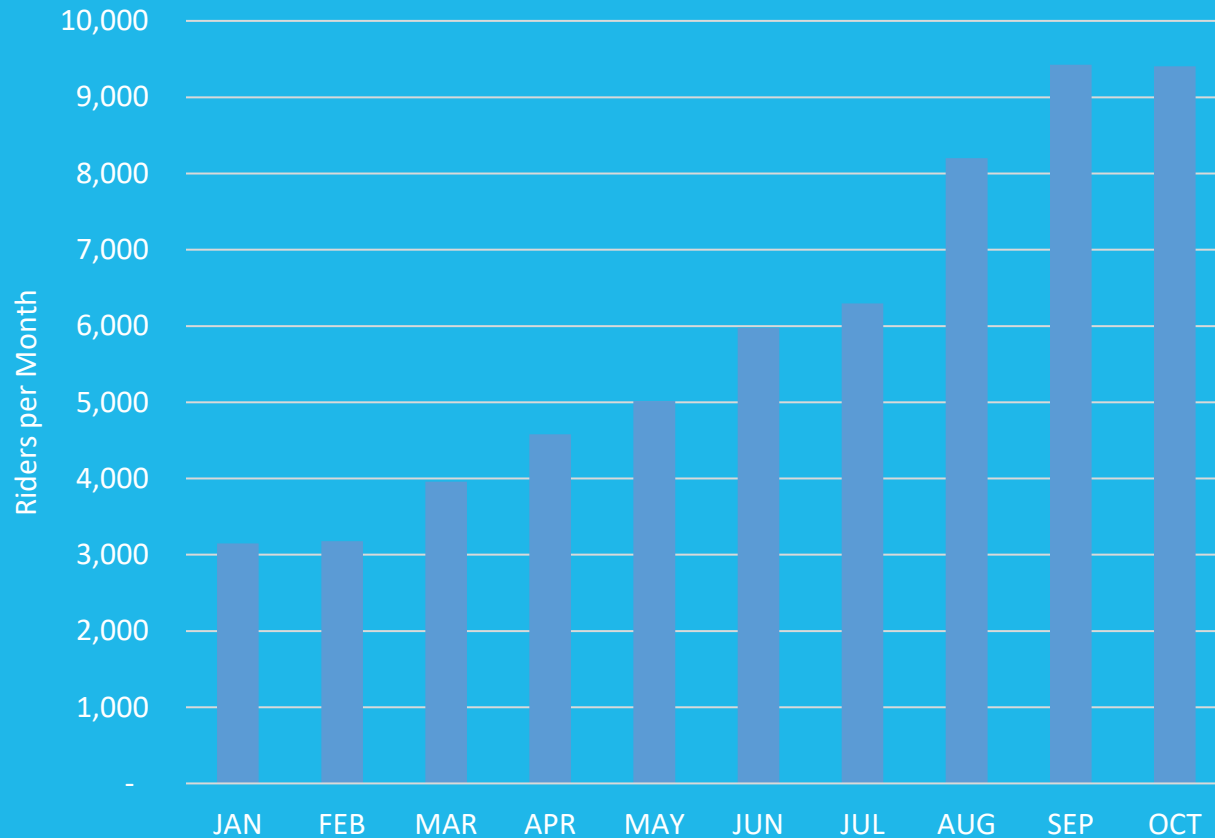
UTA On-Demand Avg. Daily Ridership



UTA
ON DEMAND



Monthly Ridership Trends



October Daily Averages

- WKD Rides: 400
- SAT Rides: 194
- Para Rides: 20
- WAV Rides: 10

October KPIs

- FMLM: 48%
- Shared Rides: 22%
- Avg. Rating: 4.7
- Avg. Wait Time: 17 min

Marketing and Communications



**STAY
ON-THE-GO
WITH ON DEMAND**

Going places has never been so easy. With UTA On Demand, your destination is just a few clicks away. It's the convenient way to flex your ride on UTA.

Here's how it works:

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- Request a ride—we'll pick you up nearby in minutes!
- Get on and go.

Designed to get you to your destination, you can conveniently get around town and transfer to other UTA services with your fare.*

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or call 385-217-8191 to book

GET YOUR FIRST 2 FREE RIDES WITH CODE
RIDEVIA
EXPIRES 12/31/21

Powered by **VIA**

Learn More: 

UTA ON DEMAND

Ongoing

- Rider referrals and free trials
- UTA Travel Training

August 16th – September 30th

- Geo-targeted mobile/display advertisements
- Google digital advertisements
- City Journals
- Social media
- Via street marketing teams

Pre-Change Day

- Flyers and information on Flex Routes
- Via street marketing teams
- Public outreach/change day process

UTA
ON DEMAND



Successes and Challenges

Successes

- Ridership growth and demand
- Better access to opportunity
- UTA On Demand to paratransit connections

Challenges

- UTA On Demand to paratransit connections
- Meeting peak hour demand
- Mobile app bugs and fixes





UTA
ON DEMAND



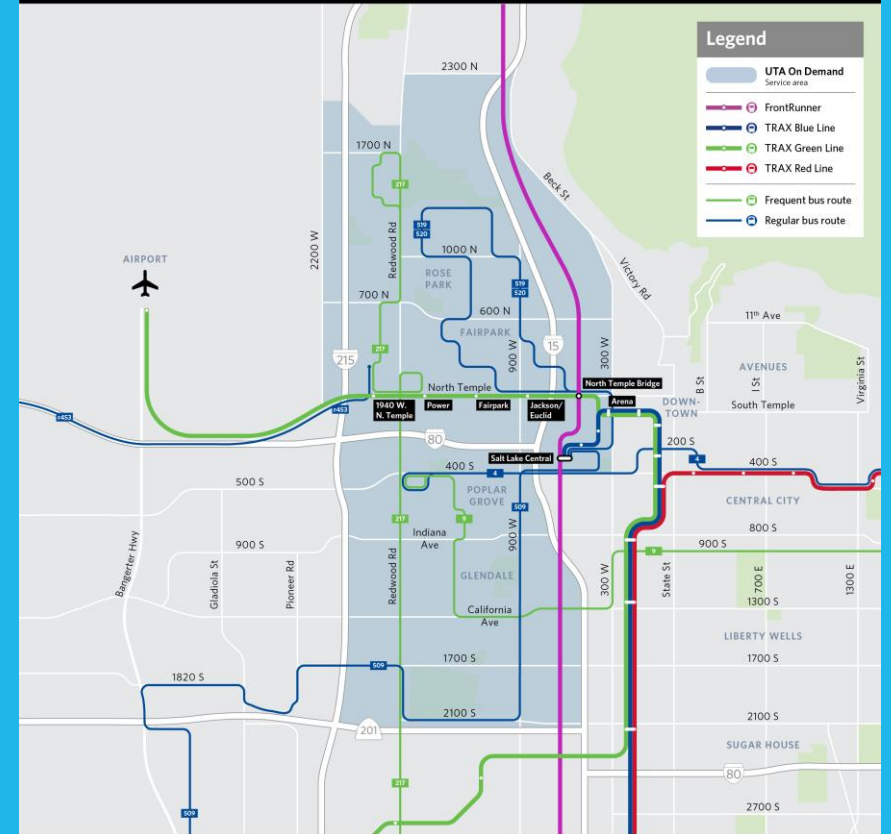
Salt Lake City Westside Service

Salt Lake City Westside Service

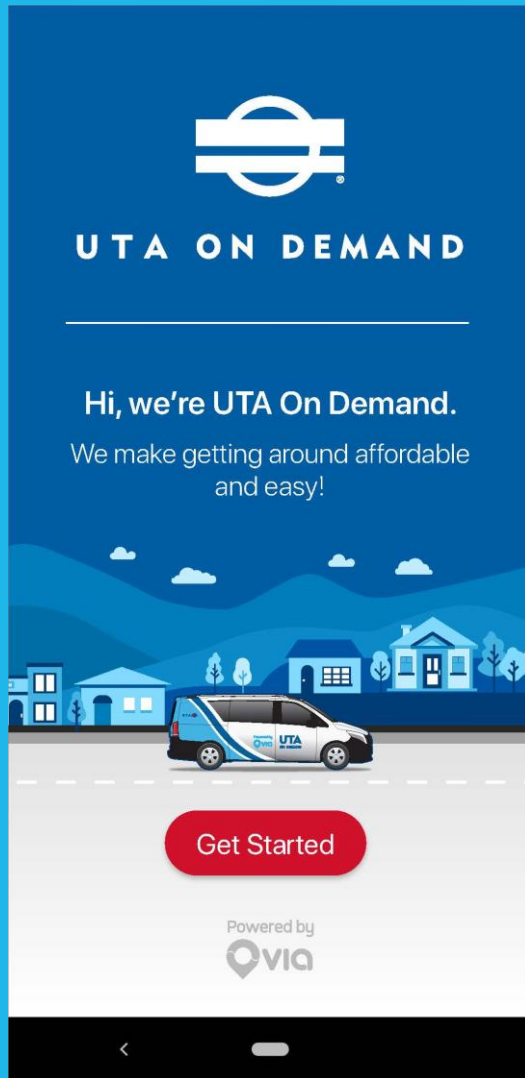
- Partnership with Salt Lake City
- UTA On Demand Powered by Via
- Supports planned service changes and improvements
- Launches December 13th

UTA On Demand

Salt Lake City Westside service area



Customer Experience



- UTA On Demand Service Parameters
- UTA On Demand Mobile Phone App
- Telephone booking and payment option
- UTA Fares and Transfers
- UTA & Via Customer Service

UTA
ON DEMAND



Marketing and Promotions

- Joint marketing efforts by UTA, SLC and Via
- Street Marketing, Out of Home, Digital Mobile, Social Media, Direct Mail, Local Newspaper, Campaigns
- Fare Promotions and Discounts
- Stakeholder and Community Engagement Efforts





UTA
ON DEMAND



Questions?

**Discussion:
Open Dialogue
with the Board of Trustees**



REPORTS AND OTHER BUSINESS



**AR2021-11-02 – Resolution Giving
Notice and Setting Regular Meeting
Dates for Calendar Year 2022**



Local Advisory Council Proposed 2022 Meetings dates

- Wednesday, February 16, 2022, 1:00 p.m.
- Wednesday, June 1, 2022, 1:00 p.m.
- Wednesday, September 7, 2022, 1:00 p.m.
- Wednesday, November 2, 2022, 1:00 p.m.



Recommended Action (by acclamation)

Motion to approve AR2021-11-02 Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2022



Reports

- a. Agency Report
 - Grants Update
 - Community Engagement Update
 - Ridership Report
- b. Audit Committee Report



Agency Report: Grants Update



2021 Grants Update

Grant	Amount
American Rescue Plan Act of 2021 (ARPA)	\$167.7M
Small Starts and ARPA for the Ogden/WSU BRT	\$84.6M
Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)	\$33.5M
FTA Bus & Bus Facilities 5339(b) Grant for the Depot District	\$11M
Surface Transportation Block Grant (STBG) for the Depot District	\$3M
CMAQ/STP/TAP Grants for the U of U Union Bus Loop & S-Line Double Track	\$2.3M
FTA Bus & Bus Facilities 5339 Rural Funds for the Tooele Bus Facility	\$1.4M



2021 Grants Update (continued)

Grant	Amount
Low or No Emission for Tooele MicroTransit	\$1.38M
TOD Planning for Point of the Mtn & South Valley	\$525K
COVID-19 Research Demonstration Grant for E-voucher Phase 2	\$508K
RMP Special Projects for the Ogden/WSU Charging Infrastructure	\$500K
Transportation Innovation Research Program for Rail Defect Detection	\$338K
FTA Safety Research Demonstration Grant for Suicide Prevention	\$224K
SLCo Funding - BowMac Incident Training	\$50K
UDOT Railroad Safety for S-Line Safety Signage	\$24K
Utah DEM/SHSP for Anti-terrorism/Mobile Cameras	\$23K
Total Awards to date	\$307.1M



Agency Report: Community Engagement Update



COVID-19 Vaccination Clinics



Ogden

- Monday through Friday, 3pm-7pm, Ogden Transit Center (extended through 11/5)
- Total numbers, by dose: Total 142
- Found that this model provides a convenient location for people passing by, who may not have been able to make an appointment or receive their vaccine yet.



Next Steps

- Additional locations
 - Potential locations in Salt Lake & Provo
- Working with partners to identify dates, capacity, etc.
 - With winter coming, indoor/shelter is needed for clinic staff to provide vaccinations
 - Capacity is limited due to increases in eligibility, staffing
- Community benefit



UTA Community Advisory Committee



CAC Background, Structure, Membership

- CAC Background
 - Formed in 2017
- The UTA Community Advisory Committee aligned with new Community Engagement Department
- 2020 - Charter update to align with CAT, update expectations and role of committee
- Officers
- Membership & Recruitment



Focus Areas & Direction

- Implement subcommittee structure based on focus areas
- Recruitment
- Provide ongoing opportunities for CAC to engage and connect throughout the year

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

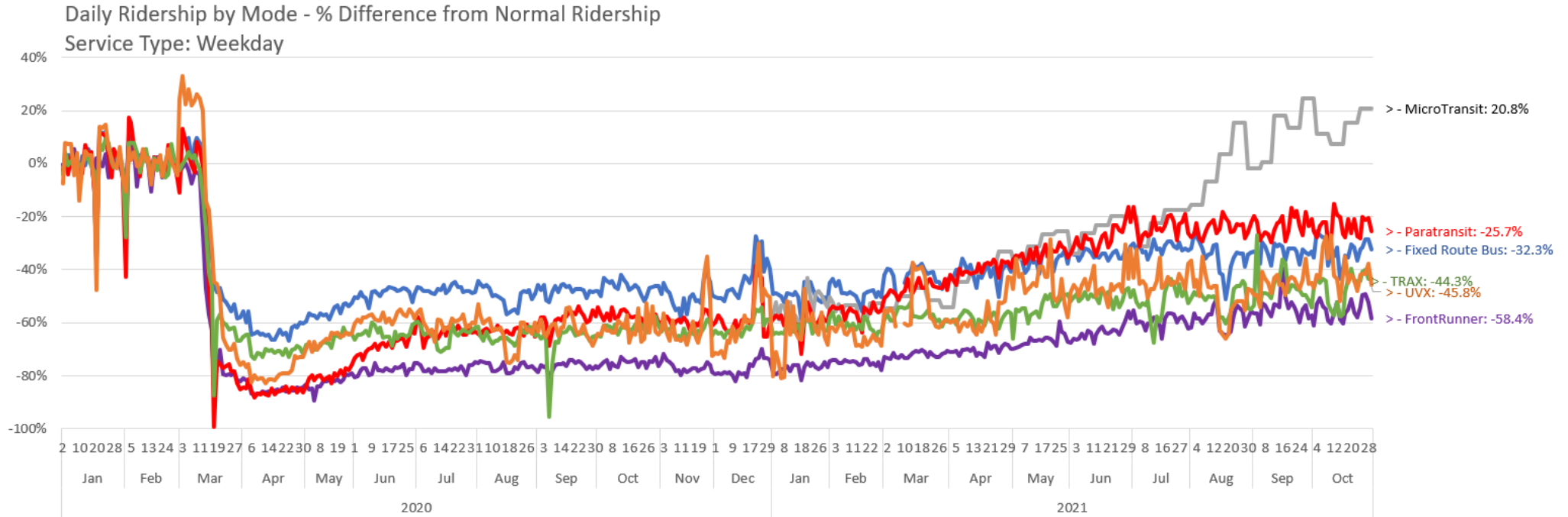
- Focus on physical environment and design opportunities that enhance community experience



**Agency Report:
Ridership Report
January – October 2021**



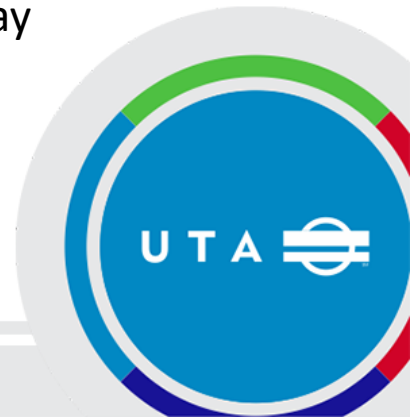
Ridership Report



* All ridership is taken from unadjusted, preliminary data and is subject to change.

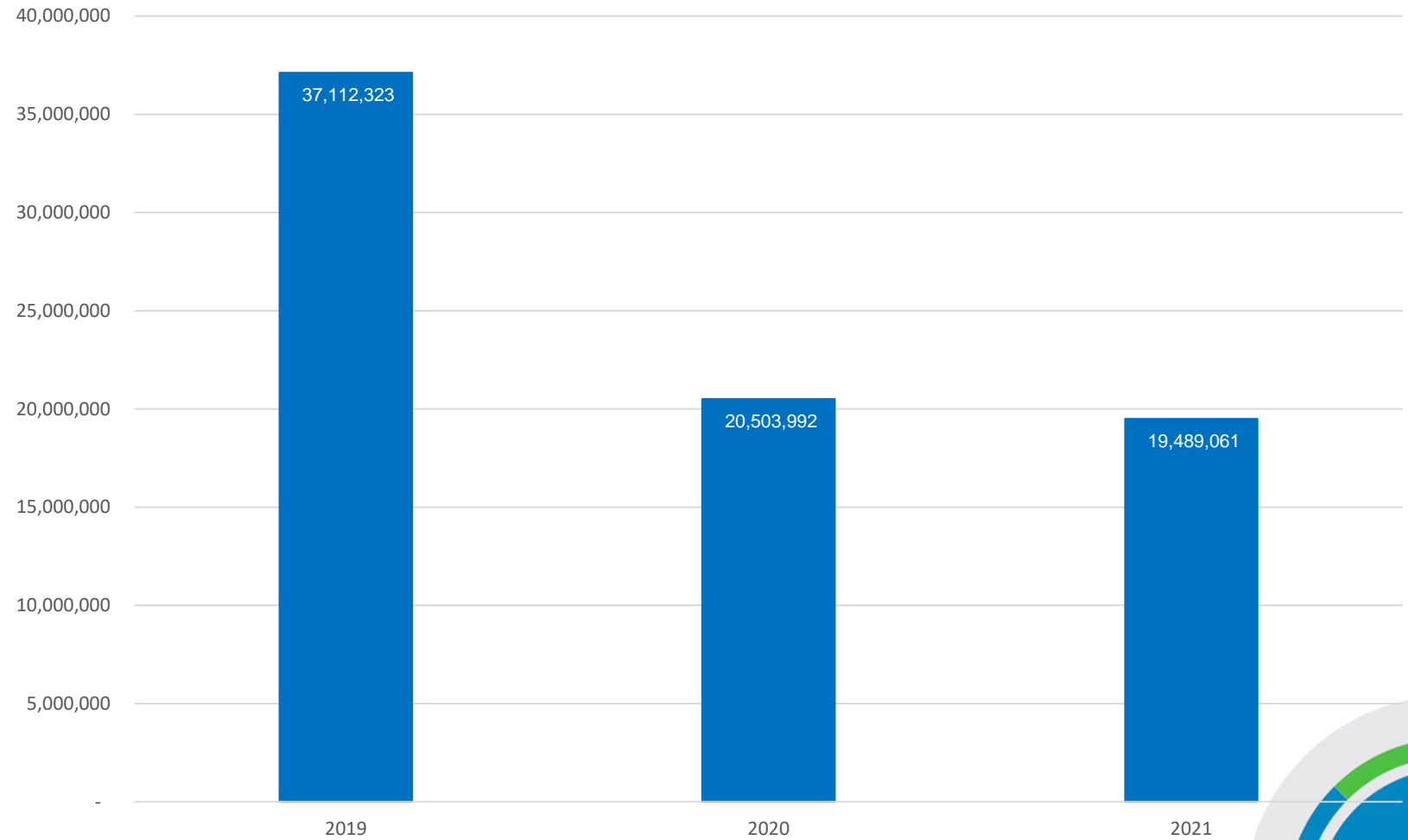
** Dates with holidays in the current or previous years have been removed.

- MicroTransit replaced several Flex Routes starting August Change Day



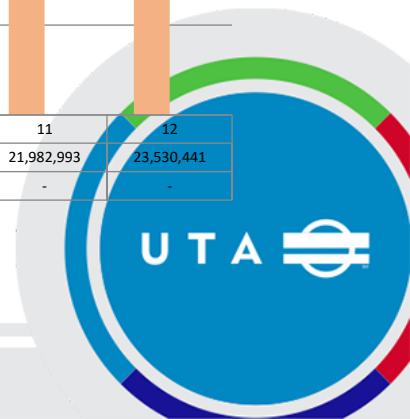
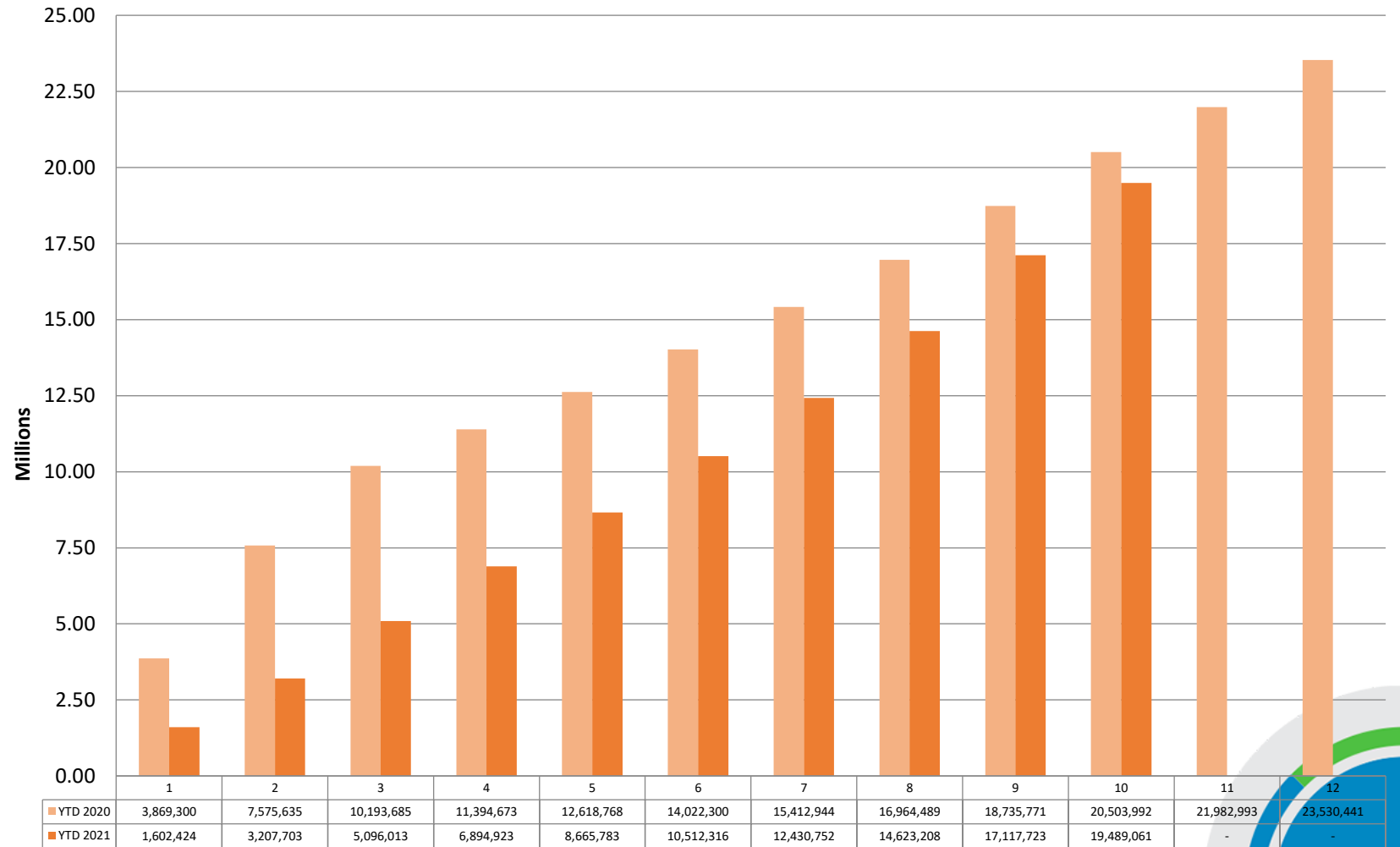
Ridership Report

Year to Year Ridership January - October



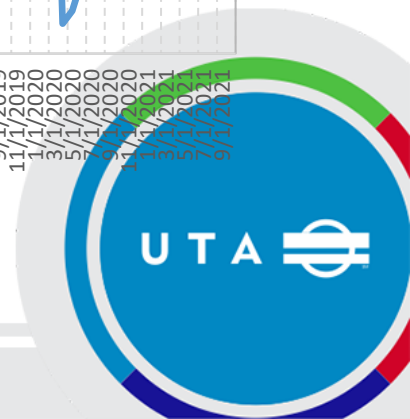
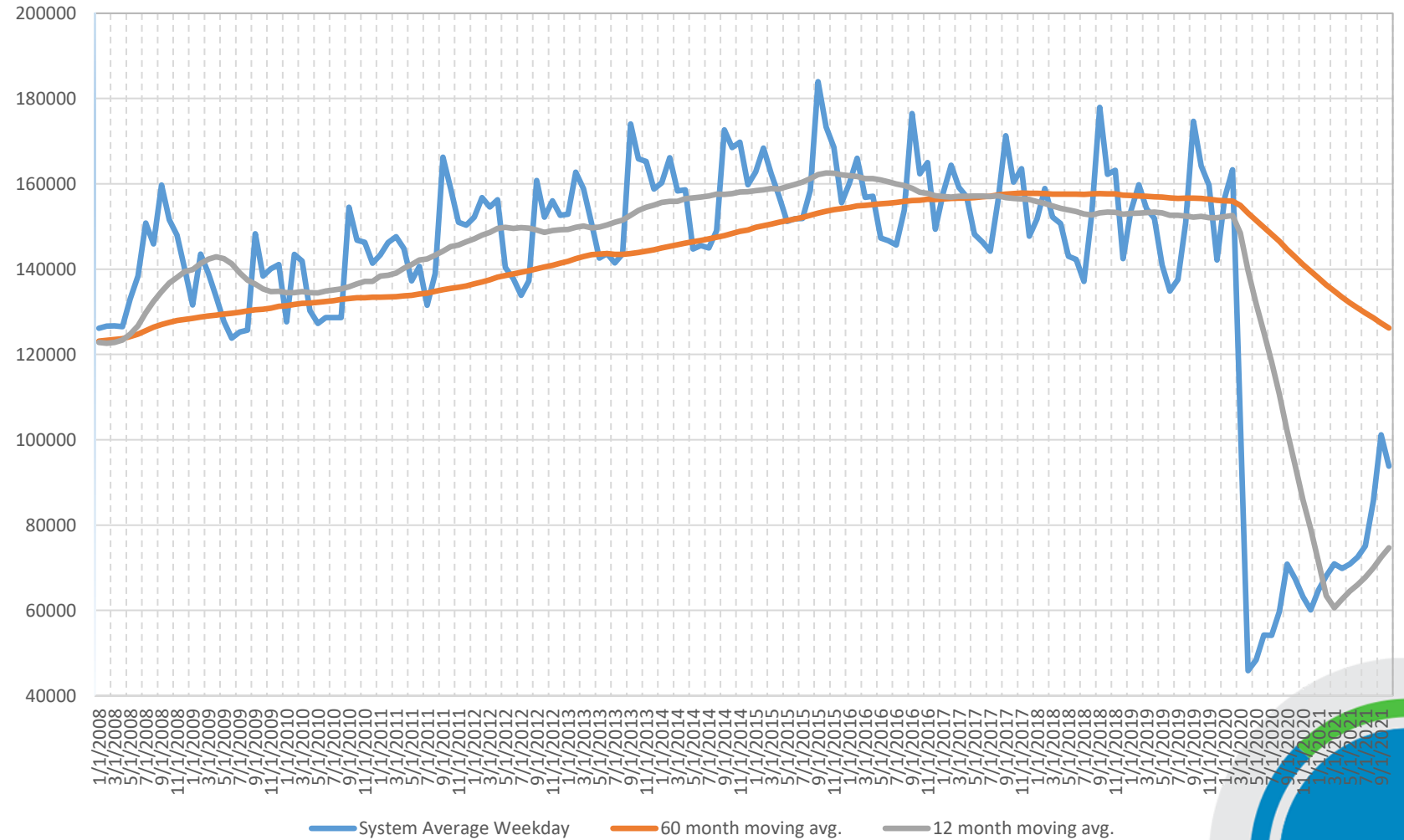
Ridership Report

Systemwide 2021 YTD Ridership compared to previous year



Ridership Report

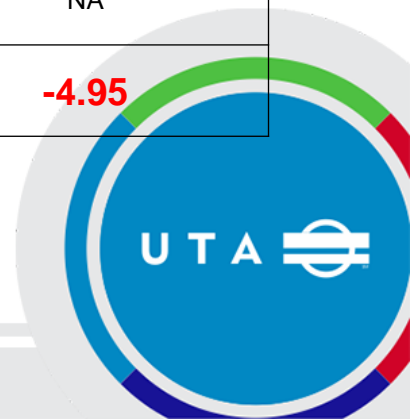
Average Weekday Ridership from February 2008 to present



Ridership Report

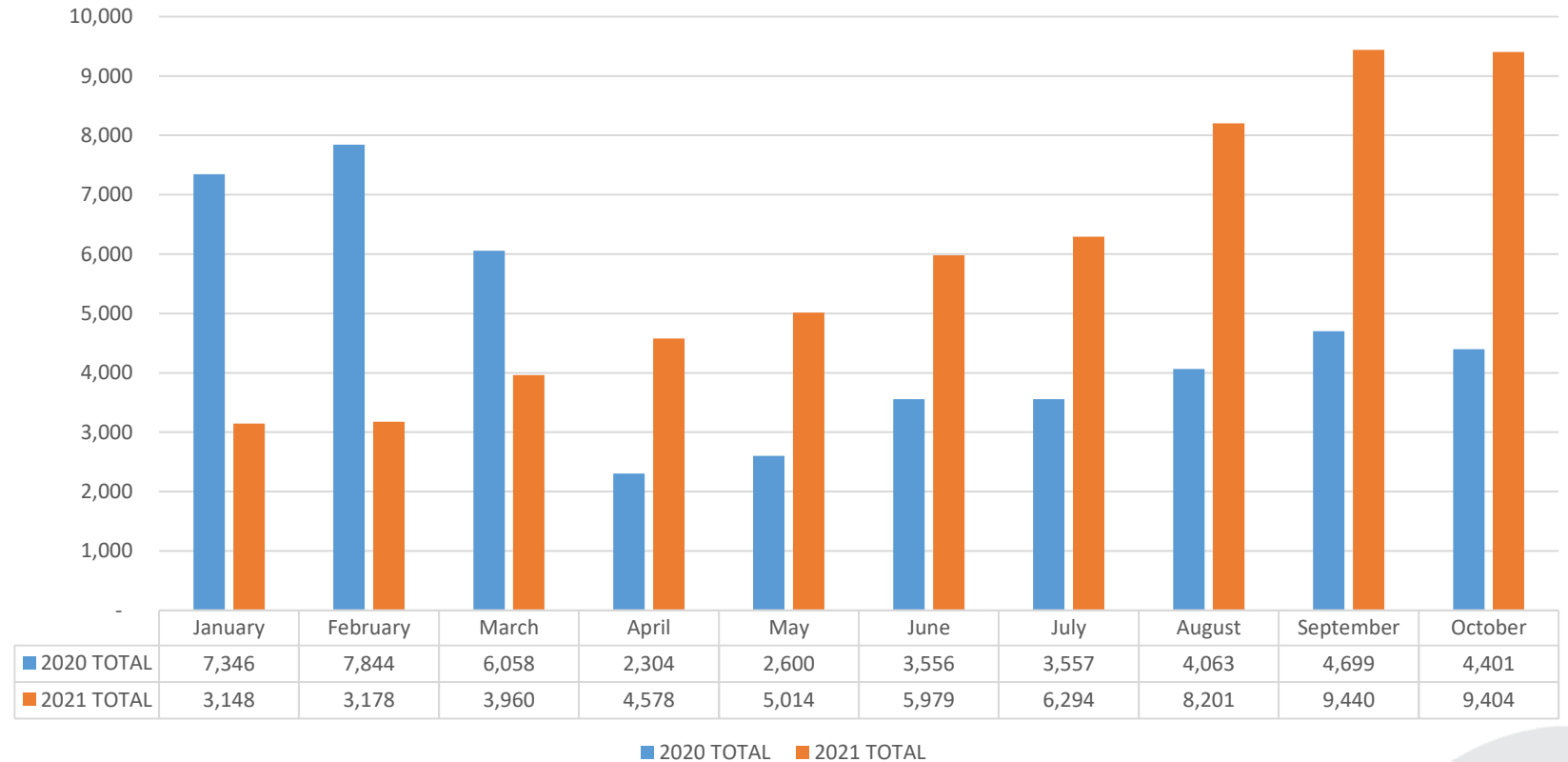
Mode	Jan - Oct 2020	Jan - Oct 2021	% Change
Bus System	10,513,485	10,127,682	-3.67
Paratransit	160,097	206,678	29.10
Route Deviations	195,639	242,449	23.93
Mobility Management	1,722	1,993	15.74
Light Rail	6,964,285	6,514,678	-6.46
Streetcar (S-Line)	235,073	221,138	-5.93
Commuter Rail	1,812,304	1,656,658	-8.59
Vanpool	621,387	490,741	-21.02
UTA On Demand (VIA)	NA	27,045	NA
UTA System	20,503,992	19,489,061	-4.95

* MicroTransit became an official transit mode in Aug 2021.



Ridership Report

UTA on Demand(Via) Microtransit Monthly Comparison



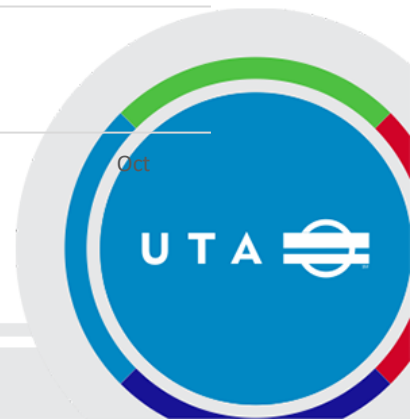
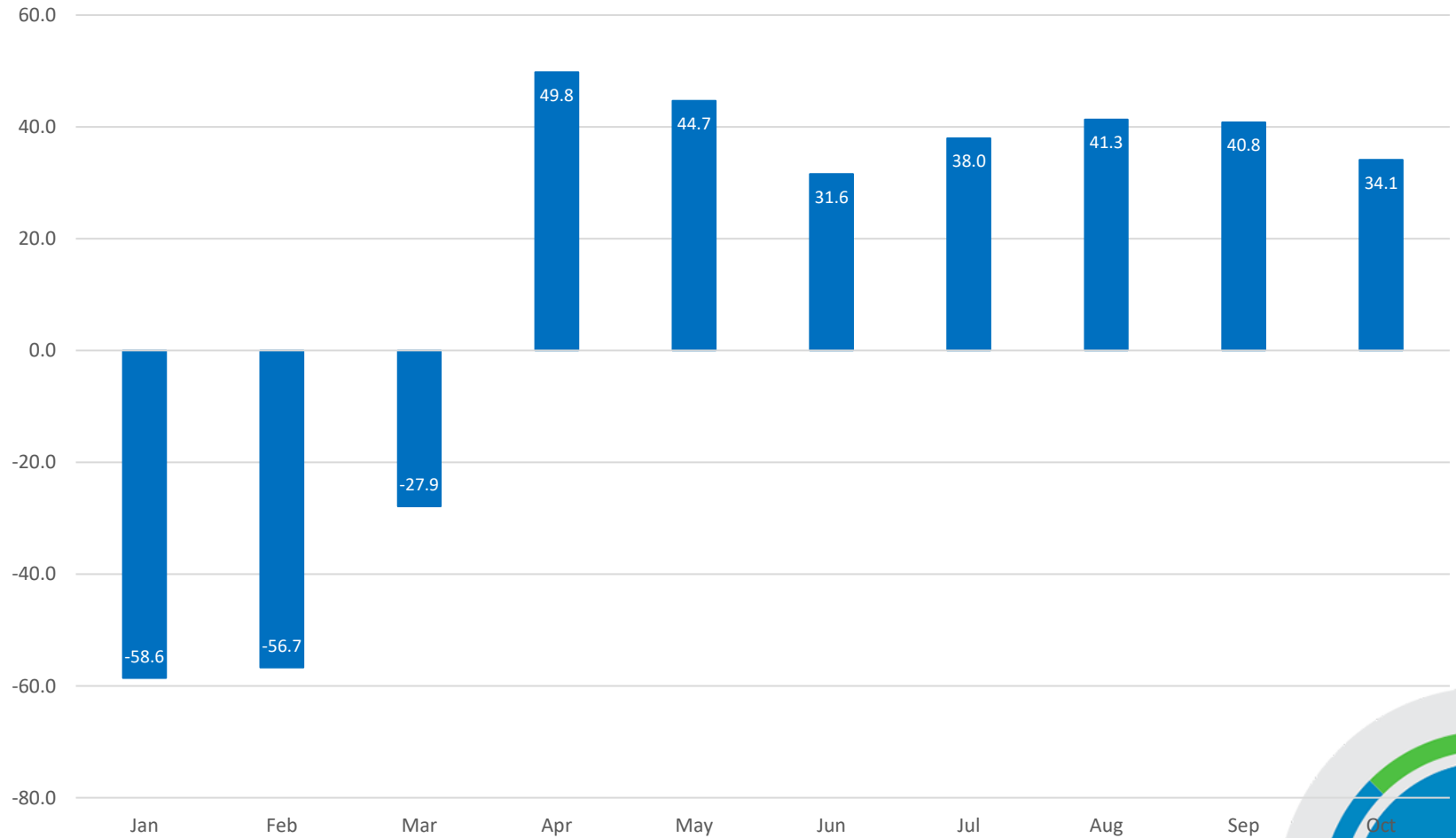
Mode	Jan - Oct 2020	Jan - Oct 2021	% Change
Microtransit	46428	59196	28%

- MicroTransit replaced several Flex Routes starting August Change Day



Ridership Report

Monthly % Difference from Previous Year



Questions?



Audit Committee Report



Other Business

- a. Next Meeting: February 16, 2022 at 1:00 p.m.



Adjourn

