

UTA Board of Trustees Meeting

April 27, 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 April 13, 2022 Board Meeting Minutes
- b. Audit Committee Charter Approval



Recommended Action **(by acclamation)**

Motion to approve consent agenda



Reports



Executive Director's Report

- Employee Commendation – Penny Ann Murch
- Employee Commendation – Wade Brazleton



Employee Commendation – Penny Ann Murch



Employee Commendation – Wade Brazleton



Investment Report – First Quarter 2022



Investments as of March 31, 2022

Institution	Amount	Yield
Chandler Asset Management - UTA	\$151,514,226	0.89%
Chandler Asset Management – Self Insurance	\$8,041,819	0.44%
Chandler Asset management – Catastrophic Loss	\$1,100,363	0.43%
Zions Bank	\$78,794,001	0.20%
PTIF	\$356,094,111	0.53%
Totals	\$595,544,519	0.58%



Benchmark Comparisons First Quarter 2022

Institution	January	February	March
Chandler Asset Management	0.32%	0.62%	0.89%
PTIF	0.39%	0.47%	0.53%
Benchmark Returns*	0.24%	0.38%	0.52%

* Benchmark return is the higher of the 3-Month Treasury Bill or the Fed Funds rate.



Questions?



Resolutions



R2022-04-01
**Resolution Granting General
Expenditure and Disbursement
Authority to Non-Inventory Vendors**



Payroll Vendors Included in the 2022 Resolution

Vendor	Purpose	Annual Amount (based on 2021 actuals)
<u>Payroll</u>		
Amalgamated Transit Union	Union Dues from Employees	573,590
Cambridge Associates	Pension Contributions	25,077,086
IRS	Employee Payroll Taxes	36,433,259
Mutual of America	457 Plans	2,834,056
Office of Recovery Services	Utah State Child Support	445,964
UTA/Joint Insurance Trust	Health insurance (Collective Bargaining)	27,122,351
Utah State Tax	Employee Payroll Taxes	6,960,108
Vantagepoint Transfer Agents (Mission Square)	457 Plans	6,178,720



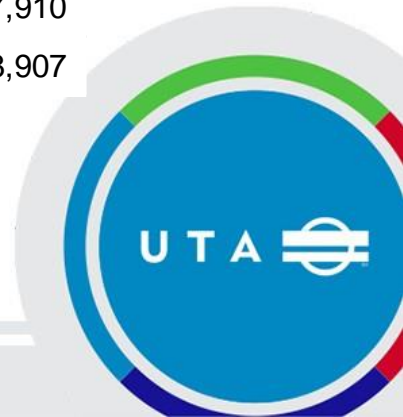
Utility Vendors Included in the 2022 Resolution

Vendor	Purpose	2021 Amount
<u>Utilities</u>		
AT&T ++	Cellular Connection to Buses	387,747
Century Link (QWEST) +++	Internet Connection	560,331
Dominion Energy (Questar)	Natural Gas	808,717
FirstNet	Cellular Phone Contract	517,296
Murray City Utilities	Electric, Water and Sewer	534,652
Rocky Mountain Power	Electricity	7,210,909
Salt Lake City Corp. ++	Electric, Water and Sewer	200,309



Payment Methods, Governments and Debt Vendors Included in the 2022 Resolution

Vendor	Purpose	2021 Amount
<u>Payment Methods Under Contract</u>		
US Bank (P-cards)	Procurement card payment	8,396,066
US Bank (Voyager Cards)	Fuel Cards for Vanpool, Microtransit, and Police	951,806
<u>Government</u>		
Utah Attorney General's Office	Legal Services	1,321,679
Utah Local Government Trust	Property Insurance	466,630
<u>Debt</u>		
J.P. Morgan Chase	2020-2021 Bus, Paratransit, and Vanpool Lease Payments	4,245,768
Banc of America Public Capital	2015-2019 Bus, Paratransit, and Vanpool Lease Payments	7,676,548
Utah County	4 th Quarter Cent Sales Tax Agreement with Utah County	13,897,910
Zions Bank	Bond Principal and Interest Payments	91,988,907



Recommended Action

(by roll call)

Motion to approve R2022-04-01
Resolution Granting General Expenditure and Disbursement Authority to
Non-Inventory Vendors



R2022-04-02

**Resolution Granting General
Expenditure and Disbursement
Authority for Specific Part Inventory
and Uniform Vendors**



Vendors Included in the 2022 Resolution

Vendor	Purpose	2021 Purchase Amounts
ALSTOM SIGNALING, INC.	Signaling Product for Light Rail and Heavy Rail	281,233
Cummins Sales and Service	Diesel Engine Parts	1,150,459
DELLNER COUPLERS INC	Light Rail Coupler Parts	287,483
GILLIG CORPORATION	Bus Parts	1,509,148
GMT INTERNATIONAL CORP	Rubber Suspension Components for Light Rail	251,907
IFE NORTH AMERICA LLC	S70 doors for Light rail	287,798
KAMAN INDUSTRIAL TECH.	Bearings & Motors	356,378
Kenworth Sales	Bus Parts	294,224
KNORR BRAKE CORP.	Specialize in Braking System for Rail and Commercial Vehicles	348,999



Vendors Included in the 2022 Resolution

Vendor	Purpose	2021 Purchase Amounts
L & S Electric Inc.	Rail Equipment Repairs	261,378
MUNCIE TRANSIT SUPPLY ++	Commuter Bus Parts	337,039
POWERRAIL DISTRIBUTION	Remanufacturer of Aftermarket Locomotive Parts	354,104
SCHEIDT & BACHMANN USA, INC.	Ticket Vending Maching Parts	260,092
SCHUNK CARBON TECHNOLOGY LLC	Specialize in Carbon,Graphite,Ceramic composite	277,692
Siemens Mobility Inc	Light Rail Equipment and Repair Parts	2,638,808
Skaggs Companies, Inc.	Driver Uniforms	262,028
The Aftermarket Parts Company	Bus Parts	874,058
VAPOR-STONE RAIL SYSTEMS	Light Rail Parts	273,102
Wabtec Passenger Transit ++	Braking system, Couplers & Draft Gears, Electrical Solution for Light and Heavy Rail	877,973



Recommended Action

(by roll call)

Motion to approve R2022-04-02
Resolution Granting General Expenditure and Disbursement Authority for Specific Part
Inventory and Uniform Vendors



Contracts, Disbursements, and Grants



Contract: On-Call Material Testing Services (CMT Engineering Laboratories)

Recommended Action (by acclamation)

Motion to approve the contract with CMT Engineering Laboratories for on-call material testing services, as presented



Contract: Cutaway Bus Purchase (Lewis Bus Group)

Recommended Action (by acclamation)

Motion to approve the contract with Lewis Bus Group for the cutaway bus purchase, as presented



Contract: Task Ordering Agreement for Architectural Consultant Services Pool (AECOM Technical Services, Inc.)

Recommended Action (by acclamation)

Motion to approve the task ordering agreement with
AECOM Technical Services, Inc. for architectural consultant
services, as presented



Contract: Code Vulnerability Management Software (Talrace)

Recommended Action (by acclamation)

Motion to approve the contract with Talrace for code vulnerability management software, as presented



Contract: Life and Disability Insurance Services – Administrative and Bargaining Unit Employees (Lincoln Financial Group)

Recommended Action (by acclamation)

Motion to approve the contract with Lincoln Financial Group for life and disability insurance services for administrative and bargaining unit employees, as presented



Contract: Dental Insurance Services – Administrative and Bargaining Unit Employees (EMI Health)

Recommended Action (by acclamation)

Motion to approve the contract with EMI Health for dental insurance services for administrative and bargaining unit employees, as presented



Contract: Medical Insurance Services – Administrative Employees (SelectHealth)

Recommended Action (by acclamation)

Motion to approve the contract with SelectHealth for medical insurance services for administrative employees, as presented



Contract: Medical Insurance Services – Bargaining Unit Employees (SelectHealth)

Recommended Action (by acclamation)

Motion to approve the contract with SelectHealth for medical insurance services for bargaining unit employees, as presented



Contract: Medical Insurance Services – Administrative Employees (Public Employers Health Plan)

Recommended Action (by acclamation)

Motion to approve the contract with Public Employers Health Plan for medical insurance services for administrative employees, as presented



Contract: Medical Insurance Services – Bargaining Unit Employees (Public Employers Health Plan)

Recommended Action (by acclamation)

Motion to approve the contract with Public Employers Health Plan for medical insurance services for bargaining unit employees, as presented



Change Order: Traction Power Sub Station (TPSS) Rehabilitation Change Order #004 – Additional DC Breakers (C3M Power Systems)

Recommended Action (by acclamation)

Motion to approve Change Order #004 – Additional DC Breakers associated with the traction power sub station rehabilitation contract with C3M Power Systems, as presented



Change Order: On-Call Infrastructure Maintenance Contract Task Order #22-55 – Garfield Tie and Ballast Replacement (Stacy and Witbeck, Inc)

Recommended Action (by acclamation)

Motion to approve Task Order #22-55– Garfield Tie and Ballast Replacement for the on-call infrastructure maintenance contract with Stacy and Witbeck, Inc, as presented



Budget and Other Approvals



TBA2022-04-01 – Technical Budget Adjustment for Capital Budget and 2021 Carryover Report



Summary of Budget Request

Request seeks to:

- Provide information and detail on the 2021 Budget Authority Carryforward process and resulting Carryforward
- Request a Technical Budget Adjustment for project shortfalls
- Provide Resulting Budget Authority Summary of Carryforward and Technical Budget Adjustment for 2022 Capital Budget



2021 Carryforward Summary

Capital Program Name	2021 Carryforward to 2022	2021 Carryforward to Out Years	2021 Carryforward Total
Asset Management	\$30,864,000	\$7,318,000	\$38,182,000
Capital Projects	\$56,023,000	\$30,268,000	\$86,291,000
Information Technology	\$1,730,000	\$14,386,000	\$16,116,000
Safety & Security	\$820,000	\$264,000	\$1,084,000
Miscellaneous	<u>\$8,886,000</u>	<u>\$3,089,000</u>	<u>\$11,975,000</u>
Grand Total	\$98,323,000	\$55,325,000	\$153,648,000



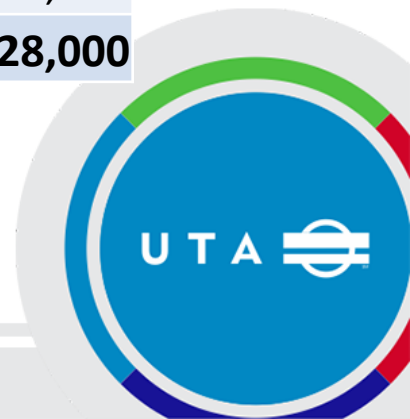
2022 Budget Impact from Carryover

Capital Program Name	Current 2022 Budget	2021 Carryover	2022 Budget Authority
Asset Management	\$72,338,000	\$30,864,000	\$103,202,000
Capital Projects	\$138,695,000	\$56,023,000	\$194,718,000
Information Technology	\$13,615,000	\$1,730,000	\$15,345,000
Safety & Security	\$2,068,000	\$820,000	\$2,888,000
Property/TOD/Real Estate	\$3,290,000	\$0	\$3,290,000
Miscellaneous	<u>\$1,763,000</u>	<u>\$8,886,000</u>	<u>\$10,649,000</u>
Grand Total	\$231,769,000	\$98,323,000	\$330,092,000



Completed/ Eliminated Projects

Project Name	2021 Carryforward Eliminated
U of U EOL	\$0
FR Snowmelt System Replacement	\$50,000
JRSC Restroom	\$120,000
Warm Springs Upgrades/Expansion	\$1,720,000
5600 West/4500 S EOL	\$3,000,000
Fort Union EOL	\$3,000,000
Electronic Fare Collection Maint & Repair	\$5,039,000
Rail TVM SGR- PCI Compliance	\$7,800,000
Completed Total (Positive)	\$19,728,000



2021 Project Overruns

Project Name	2021 Overage Amount
Total Overruns	-\$1,520,000
Overruns absorbed by 2022 Budgets	\$1,130,000
Overruns not absorbed by 2022 Budgets	\$390,000



Net Impact (Completed/Eliminated – Overruns)

Project Totals	Impact to Budget Authority
Completed/Eliminated (Positive)	\$19,728,000
2021 Overruns (Negative)	-\$1,520,000
Net Impact to Budget Authority (Positive)	\$18,208,000



Carryforward Summary

Total Carryforward Request is for approximately \$98,224,000

- Projects with the top five highest request amounts make up about \$50.2M of that request

Project Code/Project Name	2021 Carryover Sum
MSP185- Ogden/Weber State University BRT	21,764,010
REV211- Bus Replacement	13,680,118
MSP205- TIGER Program of Projects	6,473,147
MSP247- Light Rail Seat Replacement	4,145,400
MSP102- Depot District	4,132,150
Total	50,194,825



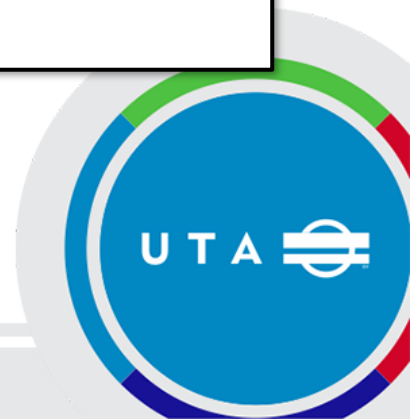
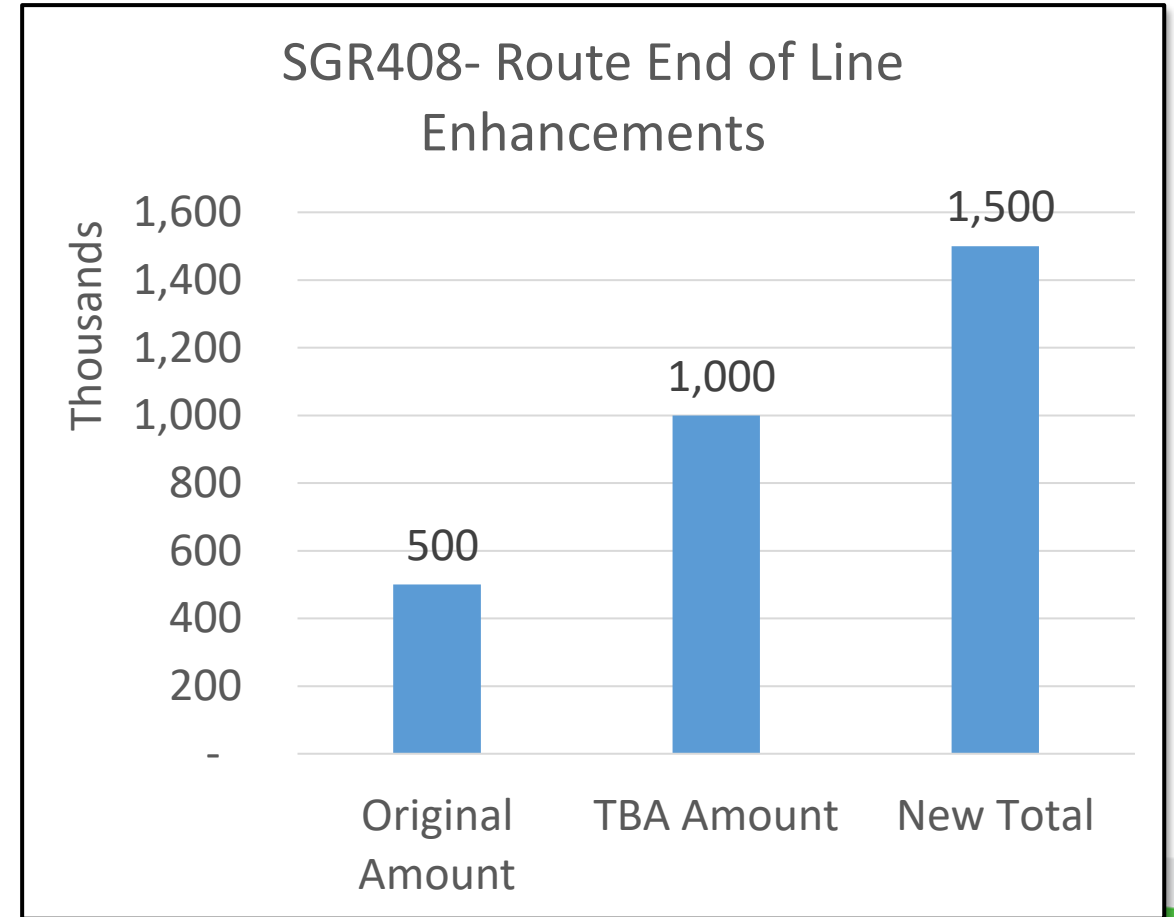
Correction from Previous Technical Budget Adjustment

- The February 23 2022 technical budget adjustment adopted by the Board was inaccurate. Tooele Bus Facility and Meadowbrook Expansion advance carryforward requests were overstated in the February request. This request corrects those overstatements.
- Carryforward estimates were too high. This estimate pre-dated the final book closing for 2021. Project expenses were higher in 2021 than anticipated. This reduced the available Carryforward amount.
- Meadowbrook presented as \$1.82 Million. New total \$1.80 million.
- Tooele Bus Facility presented as \$1.69 Million. New total prior to TBA being requested today is \$1.36 Million.



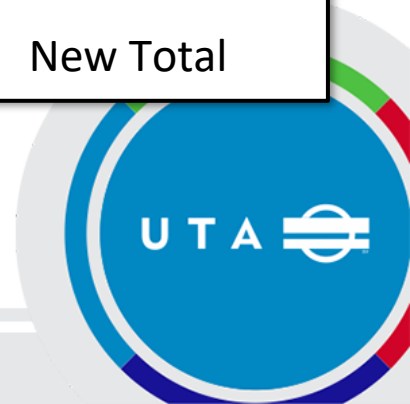
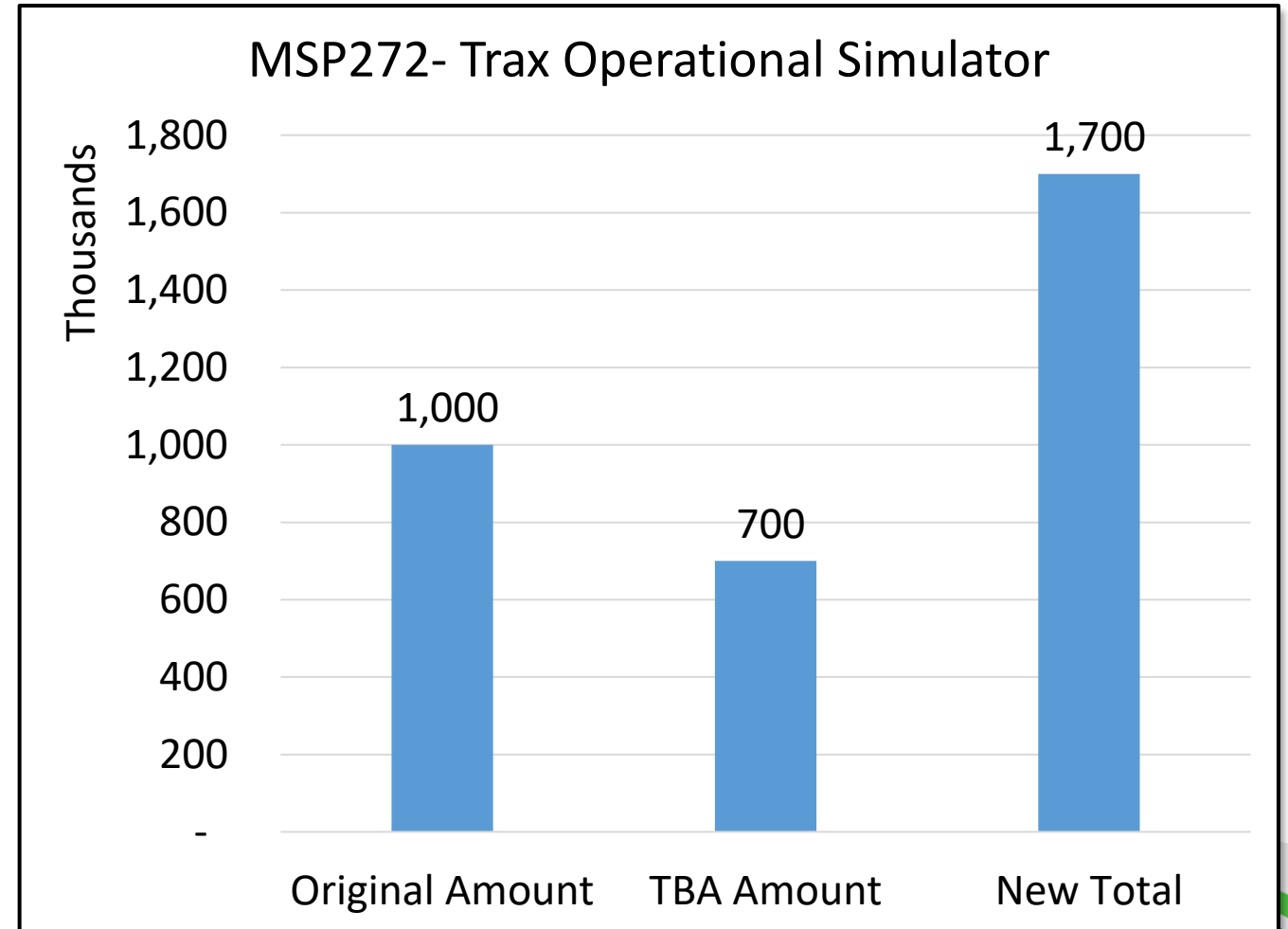
SGR408- Route End of Line Enhancements

- Adjustment allows UTA to fulfill commitment to participate in the Orange Street EOL facility construction with Salt Lake City
- Moves 1 million from contingency to this project



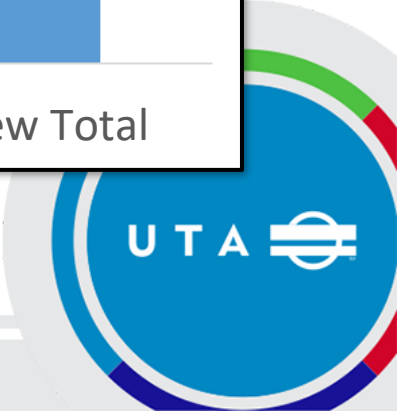
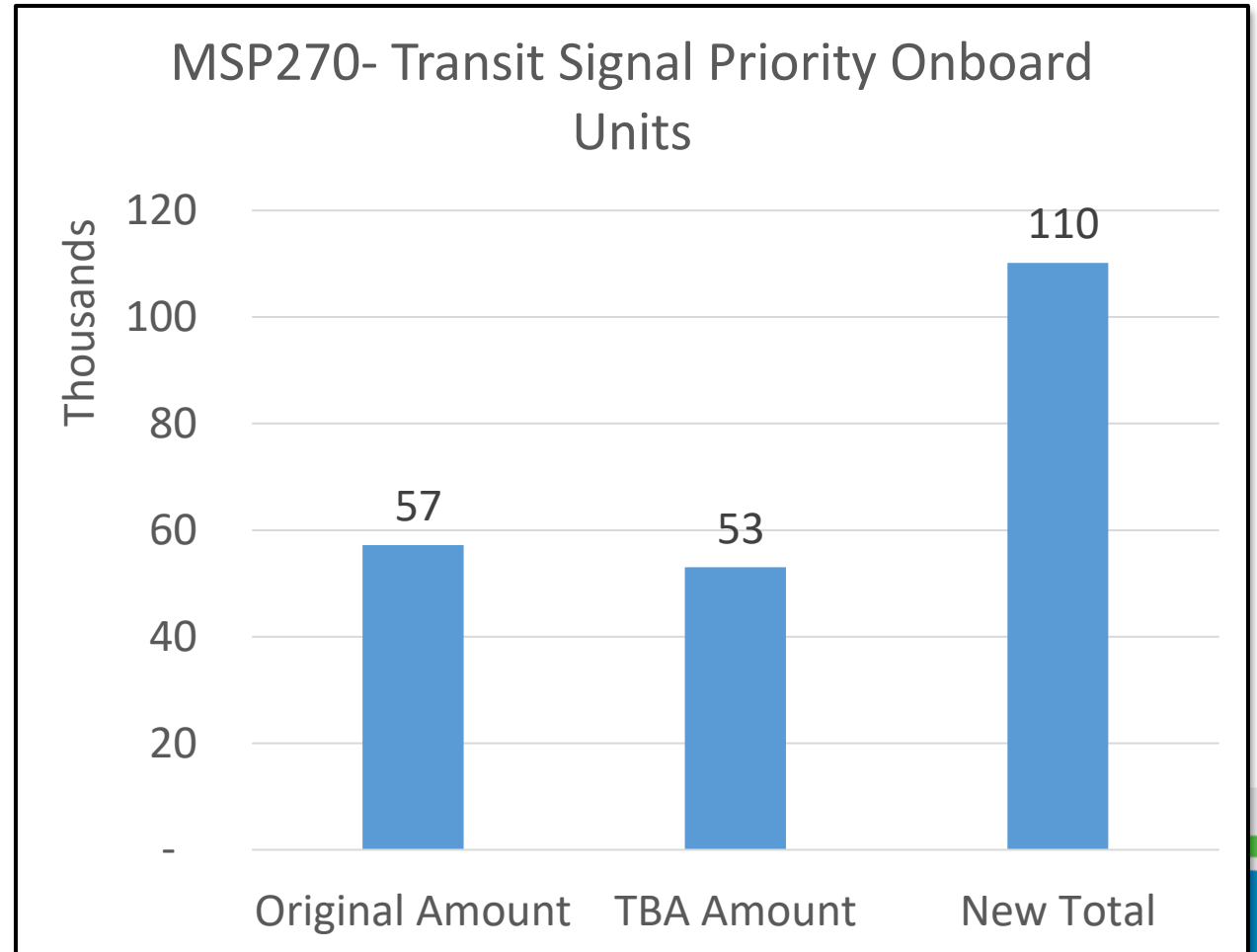
MSP272- Trax Operational Simulator

- Early request based on FrontRunner Simulator cost
- Light Rail simulator is more complex, adding to cost
- Additional funds allows for an additional simulator which would increase training efficiency.
- Also provides additional rendering capabilities to provide operators more real-life experience while training



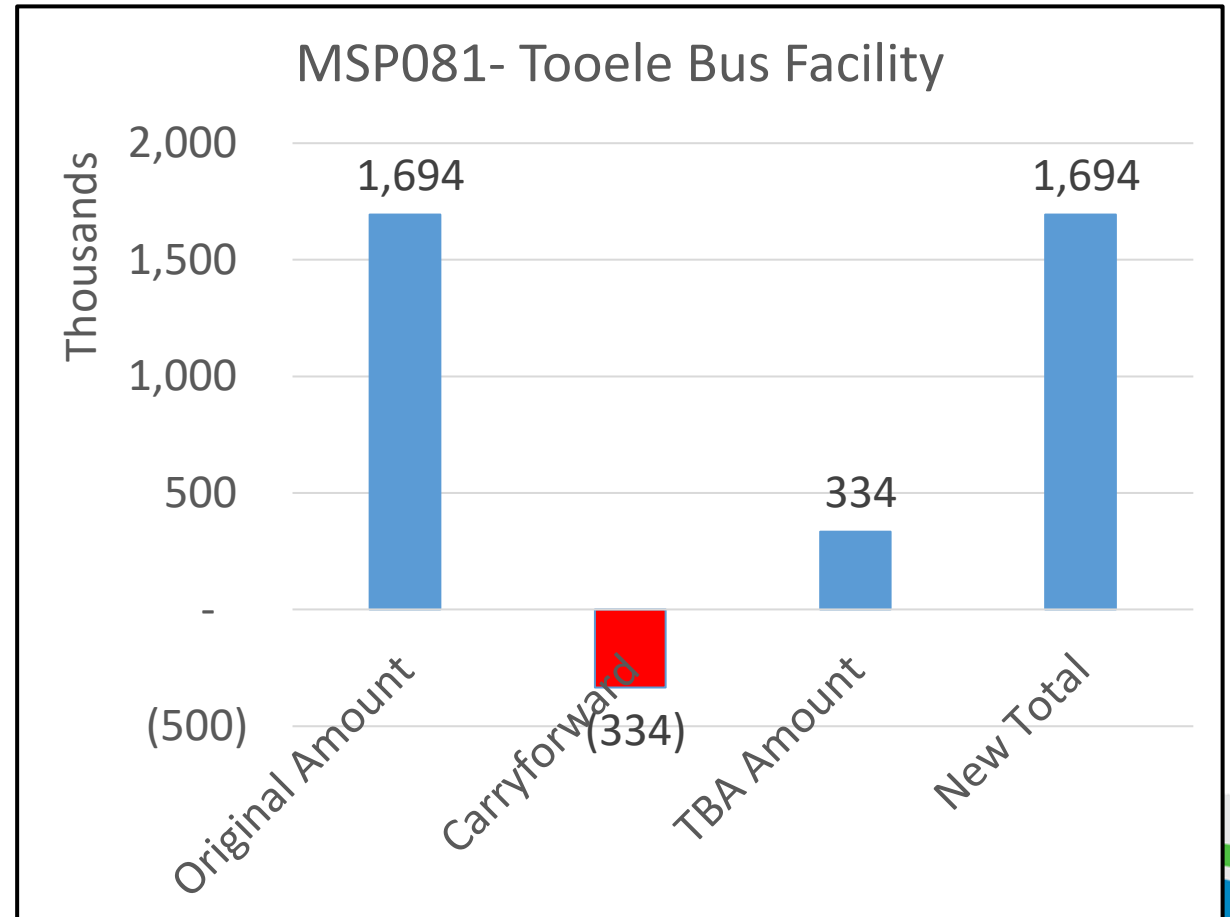
MSP270- Transit Signal Priority Onboard Units

- Costs for units have effectively doubled since request was submitted
- Additional funding needed to cover additional costs



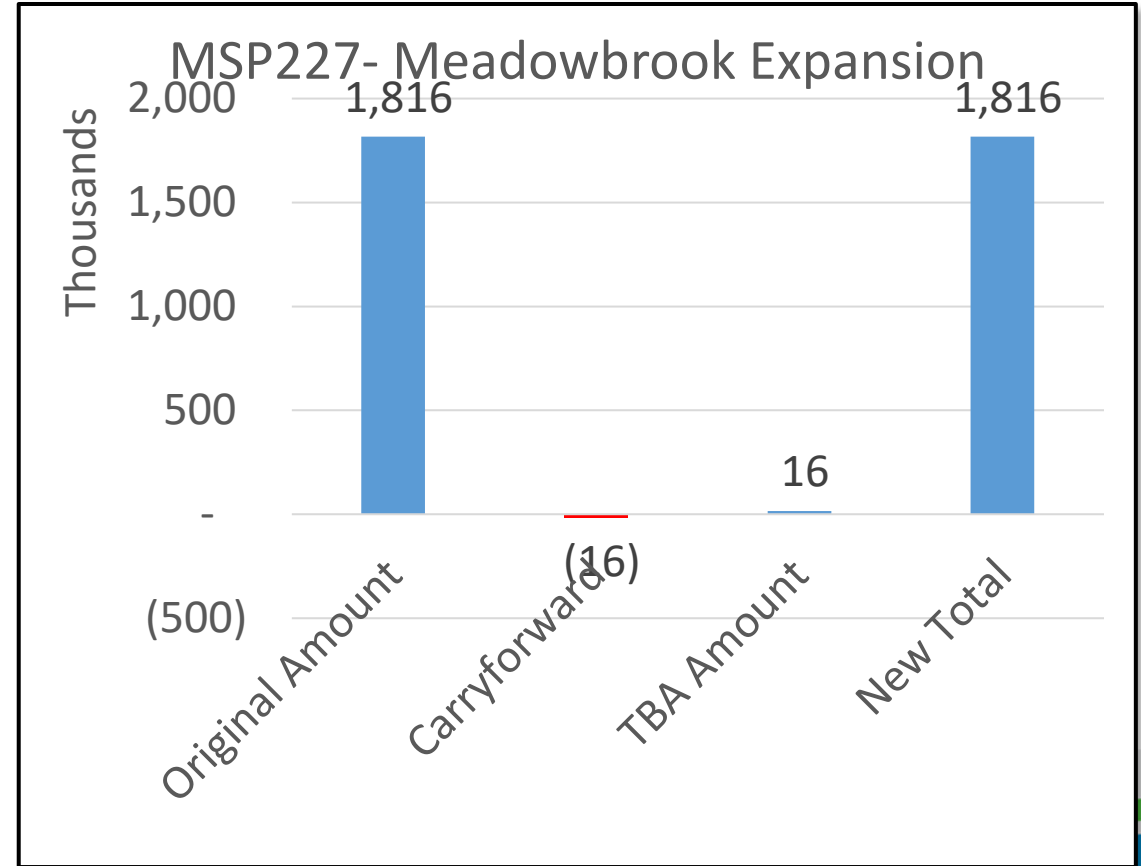
MSP081- Tooele Bus Facility

- Previous Carryforward was overstated due to an unexpected accrual during February Technical Budget Adjustment
- Seeks to backfill gap from Contingency to properly account for original budget request
- Change order is to address electrical concerns we were hoping to avoid. Can no longer avoid the upgrades needed to complete project.



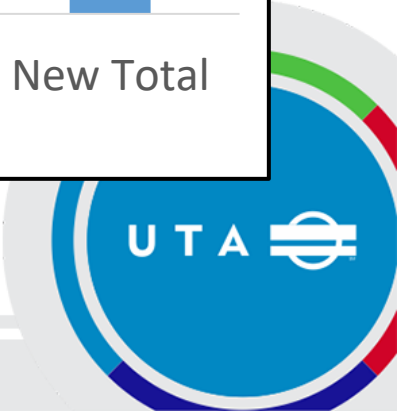
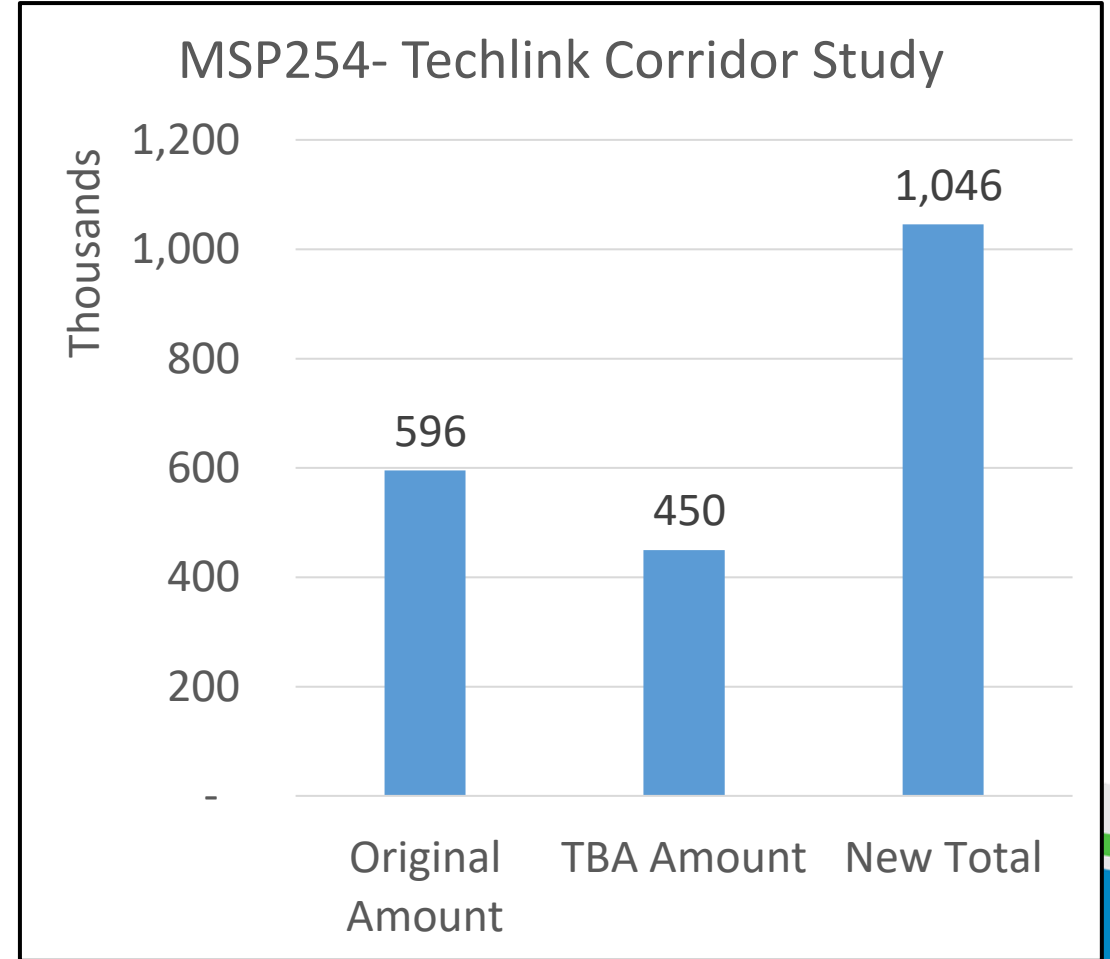
MSP227- Meadowbrook Expansion

- Carryforward was overstated at previous presentation by \$16,000
- Seeks to backfill the discrepancy from Contingency to adjust budget properly back to previously requested amount

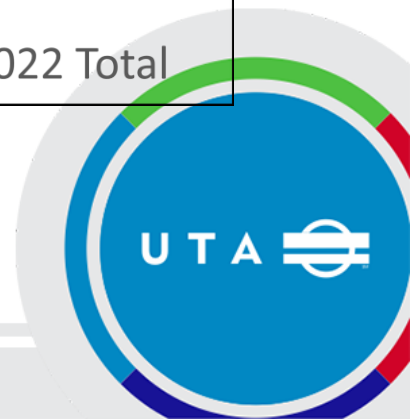
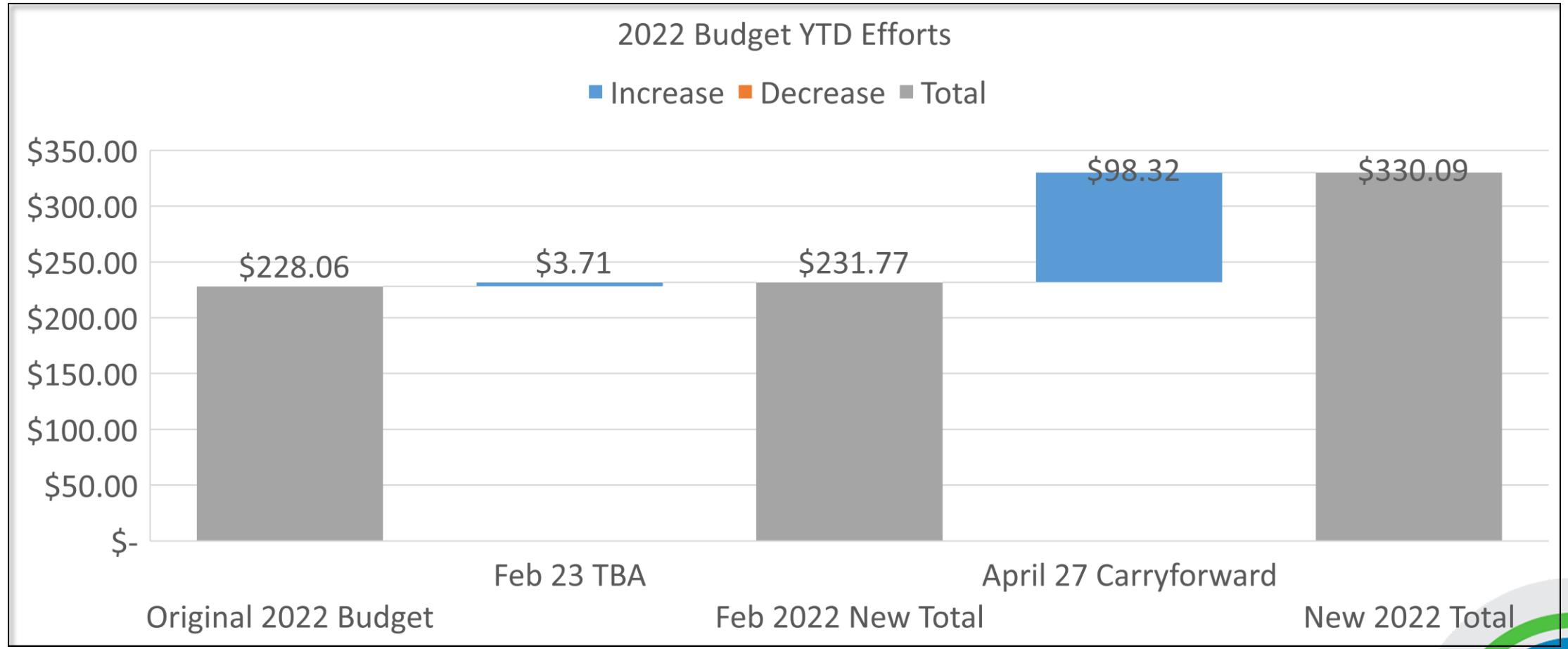


MSP254- Techlink Corridor Study

- Effort consolidates two existing projects in capital budget that are the same project, MSP254 & NP-69
- MSP254 previously had a different name, Greenline Reconfig and was renamed to Techlink Corridor Study this year
- NP-69 was submitted under Techlink name but due to it being named different, it wasn't caught
- Request is to consolidate the two projects under the MSP254 Project Code
- \$450,000 TBA amount in chart is amount currently in 2022 budget for NP-69. Original \$596,000 amount is from the carryforward request



Summary of Efforts- YTD



Summary of all Financials

2022 Current Budget	2021 Carryover Sum	Technical Budget Adjustment	Total 2022 Budget Authority
231,769,000	98,324,000	Net result of 0	330,092,000

Remaining Available Contingency amount is \$1.95 million.



Questions?



TBA2022-04-01 – Technical Budget Adjustment for Capital Budget and 2021 Carryover Report

Recommended Action (by acclamation)

Motion to approve TBA2022-04-01 – Technical Budget Adjustment for Capital Budget and 2021 Carryover, as presented



Discussion Items



UTA On Demand Service





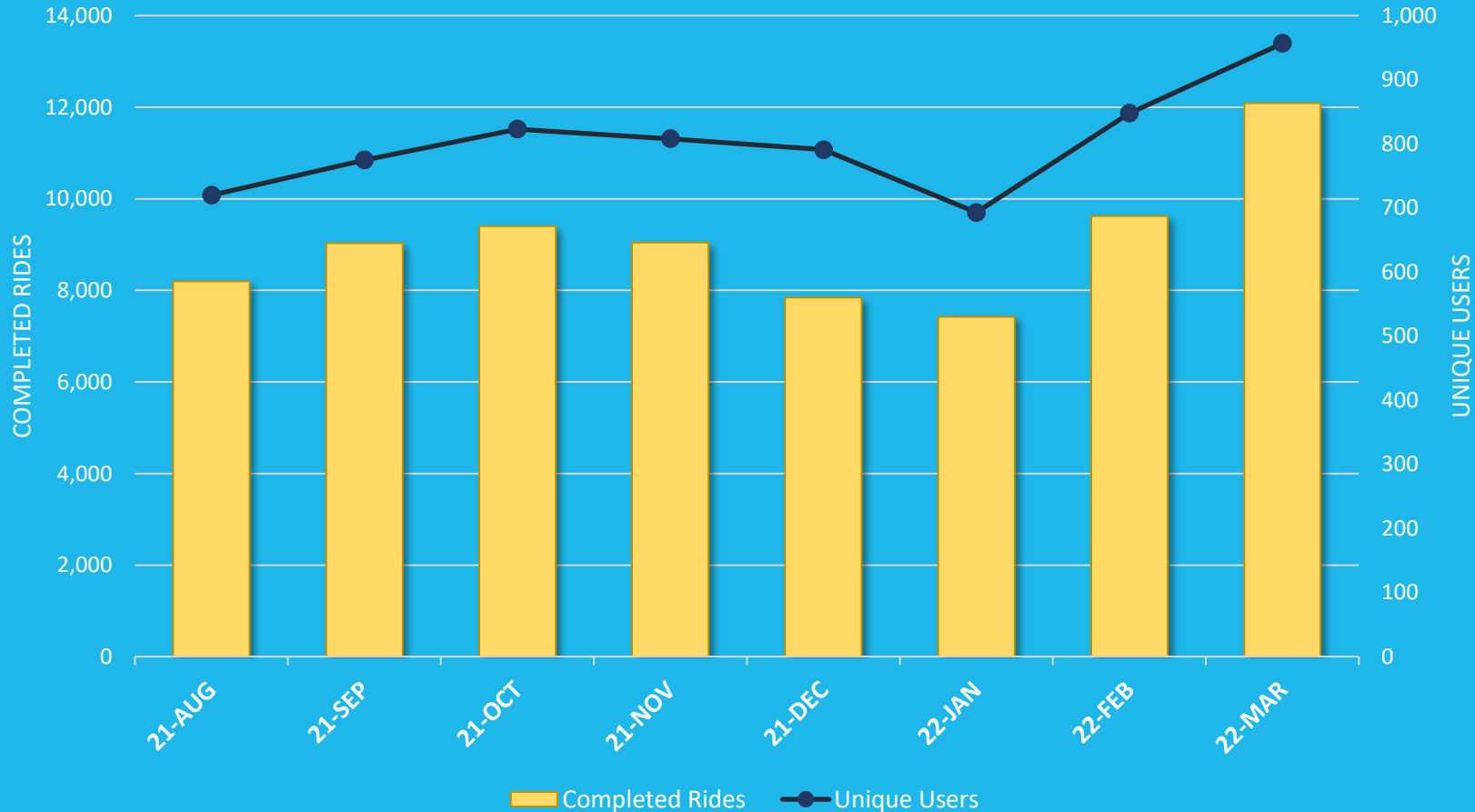
UTA
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Service Updates:

- **Southern Salt Lake County**
- **SLC Westside**
- **Tooele County EV Microtransit**
- **South Davis County Microtransit**

Southern SL County Monthly Ridership Trends



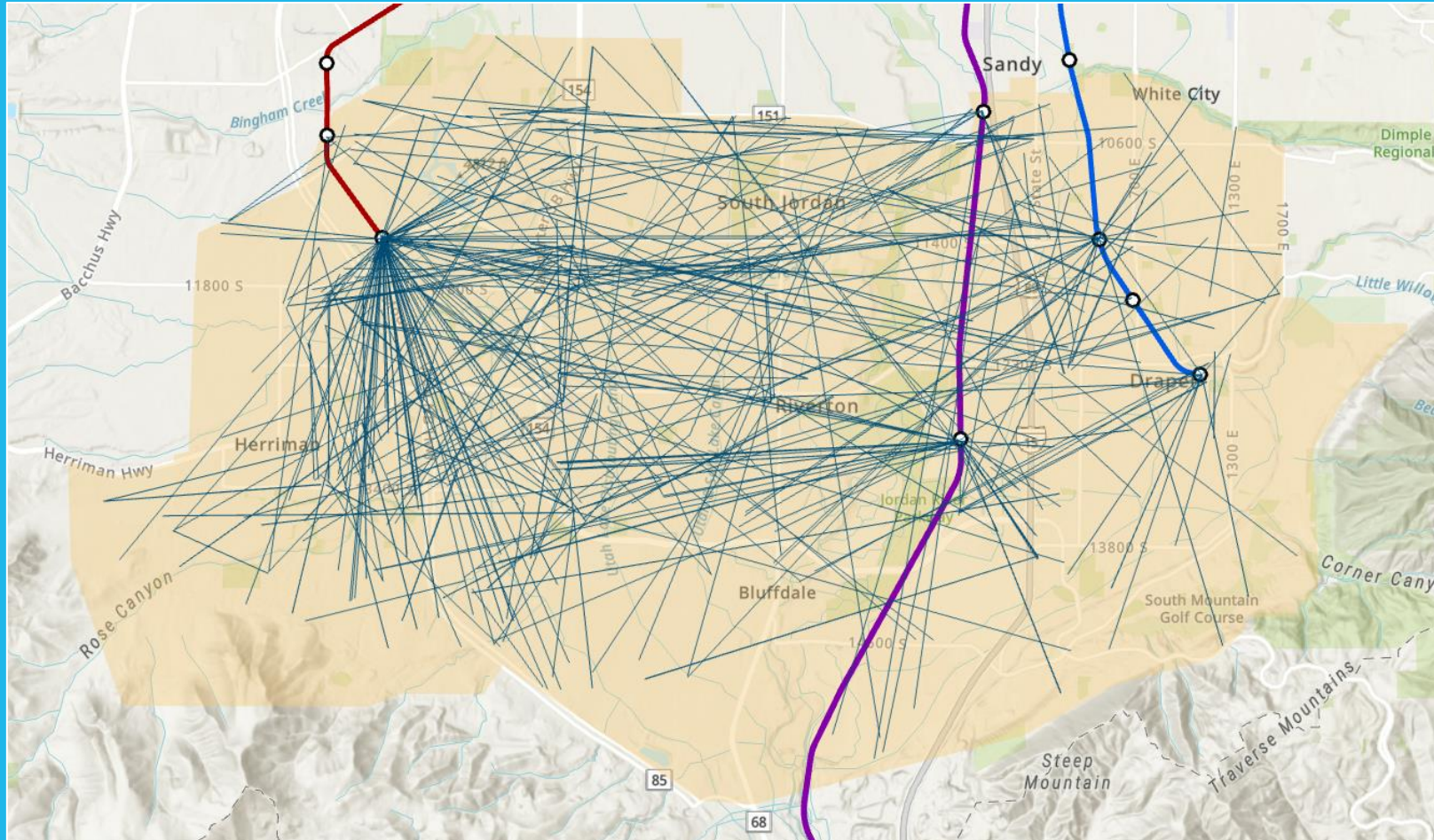
March Averages

- WKD Rides: 476
- SAT Rides: 284
- Unique Users: 957
- Cost per rider: \$27

KPIs March 2022

- FMLM: 37%
- Shared Rides: 27%
- Avg. Rating: 4.8 / 5.0
- Avg. Wait Time: 19 min

Daily Trips Sample: Southern SL County



March 17th Ridership

- Completed: 532
- Unique Riders: 298
- WAV Rides: 13

- Avg. Trip Distance: 4.7 mi
- Avg. Pickup ETA: 19.6 min
- Avg. Trip Rating: 4.8

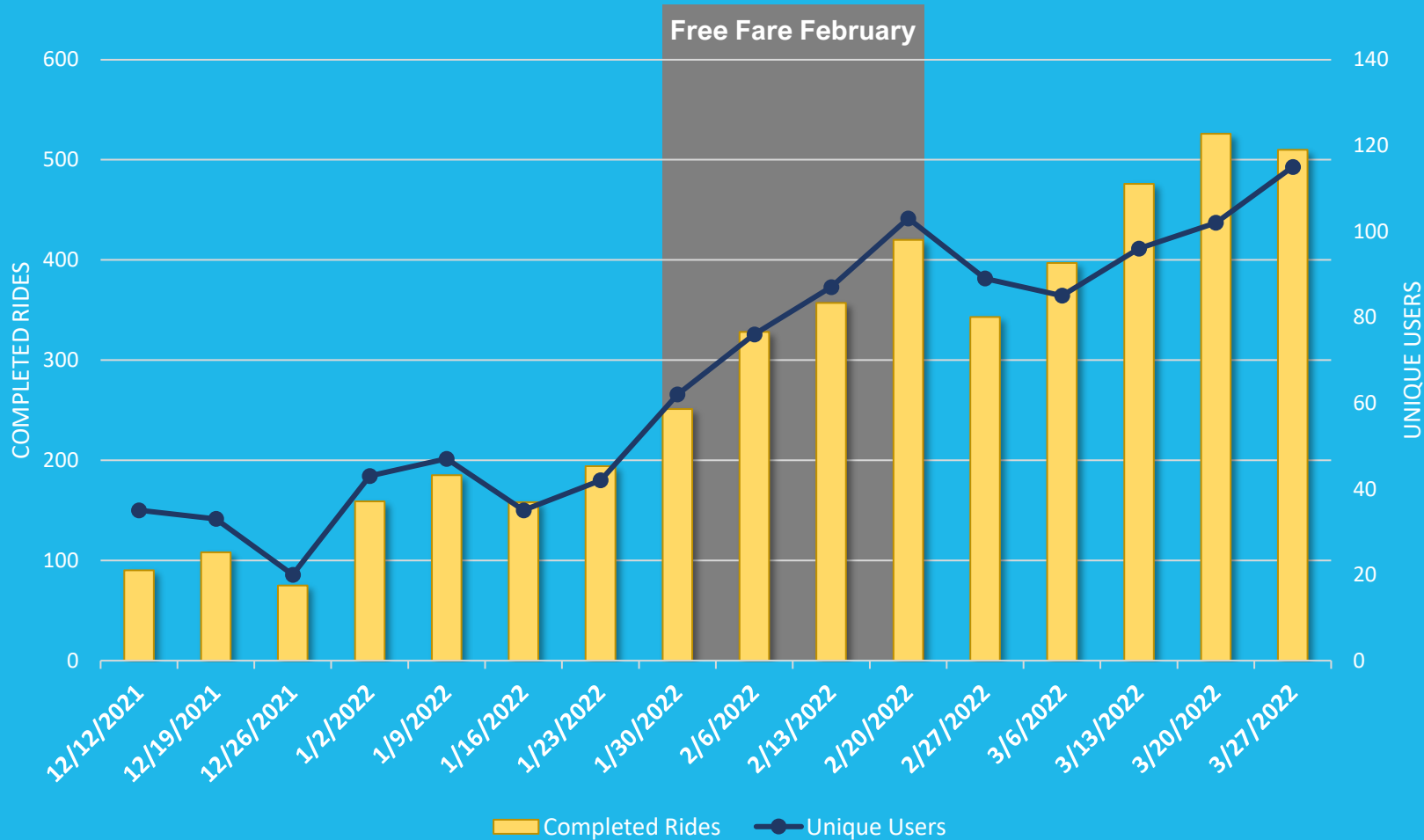
UTA On Demand-Paratransit Connections

	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22
Completed Trips	239	370	438	368	379	342	397
Missed Connections	0	1	16	31	27	15	10
Unique Users	19	23	25	23	19	20	21

- Starting August 2021, UTA On Demand has been providing pre-scheduled Paratransit connection trips within the Southern Salt Lake County zone
- Pre-scheduled trips using the Via fleet created disruptions to both Paratransit and UTA On Demand customers and limited WAV availability during peak demand hours
- In April 2022, UTA On Demand-Paratransit connections pilot suspended due to fragmented fleet utilization and poor service quality during peak demand hours
- UTA Special Services will be piloting all Paratransit connections in the southern county zone over the next 12 months



SLC Westside Weekly Ridership Trends



March Averages

- WKD Rides: 75
- SAT Rides: 48
- Unique Users: 215
- Cost per rider: \$63

KPIs March 2022

- FMLM: 43%
- Shared Rides: 20%
- Avg. Rating: 4.6 / 5.0
- Avg. Wait Time: 7.6 min

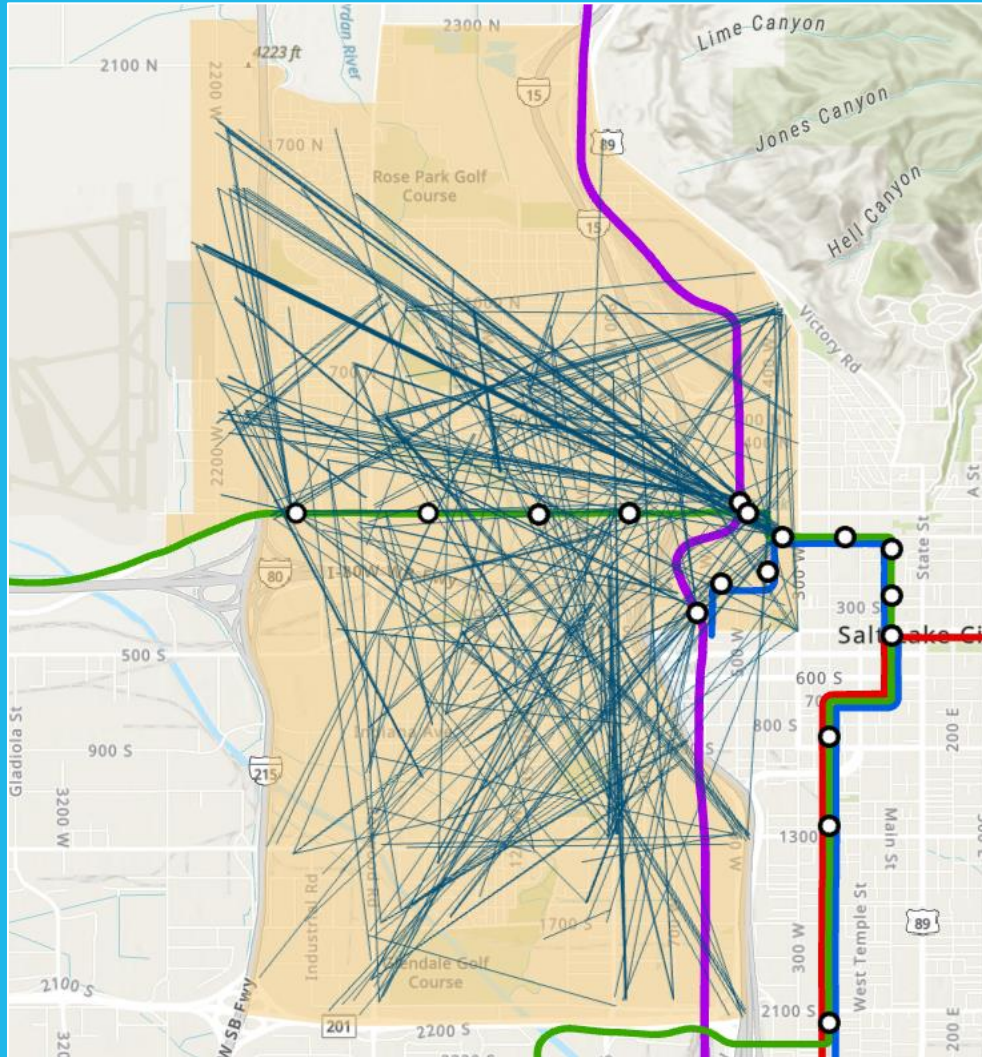


Weekly Trips Sample: SLC Westside

March 20-26 Ridership

- Completed: 526
- Unique Riders: 102
- WAV Rides: 8

- Avg. Trip Distance: 3.3 mi
- Avg. Pickup ETA: 7.9 min
- Avg. Trip Rating: 4.7



Marketing & Communications



SLC Westside

- First 10 rides free campaign
- Via street marketing teams
- Geolocation digital ad targeting
- Postcard mailer to residential addresses
- UTA Community Engagement & SLC outreach
- UTA Travel Training

Southern Salt Lake County

- Extensive marketing efforts ended in Nov. 2021

Successes & Challenges

Successes

- Free Fare February stimulated ridership and new user growth
- New zone improved access to opportunities in SLC Westside neighborhoods
- Southern County zone performing better than pre-COVID ridership
- Existing microtransit zones will support future bus route changes

Challenges

- UTA On Demand-Paratransit connection disruptions
- Slow SLC Westside service zone growth
- Southern County zone fleet constraints
- Mobile driver app bugs and updates



Planned Tooele County EV Microtransit



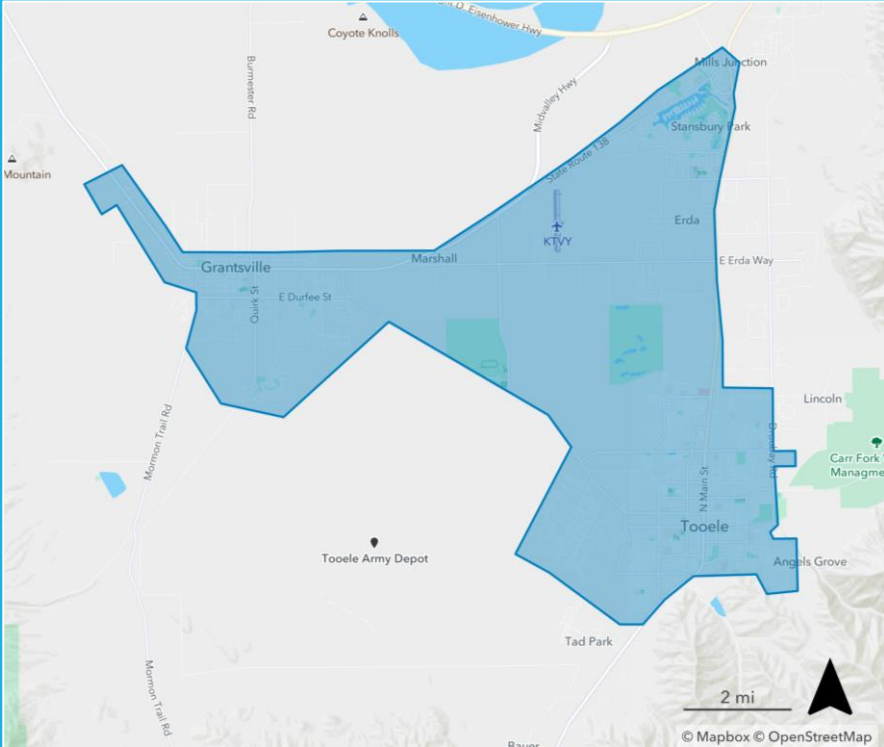
- Awarded an FTA Low or No Emission Vehicle Program grant to fund electric vehicles and Level 2/3 charging infrastructure
- Replacing 6 gas-powered vehicles used for Flex Route and Dial-a-Ride services with a fully zero-emission electric vehicle fleet
- Partnership with Tooele County to transition Flex Route and Dial-a-Ride services to UTA On Demand microtransit
- UTA's first Software as a Service (SaaS) deployment for Tooele County to operate and schedule on demand rides

Planned Tooele County EV Microtransit

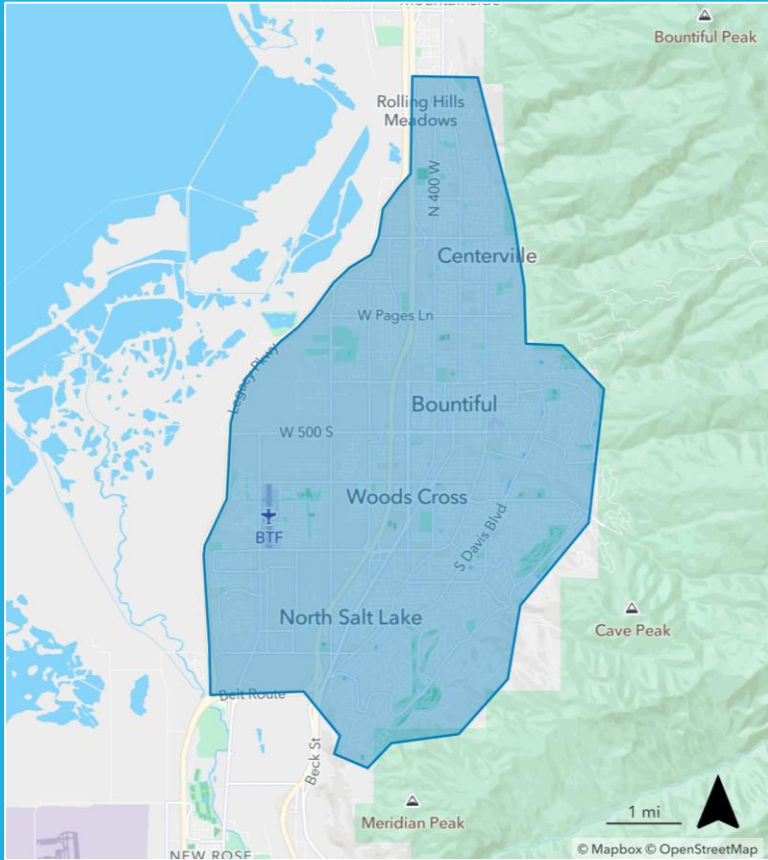
- Launching August Change Day 2022
- Replaces Flex Routes F400 and F402
- Improves connections between Tooele City, Grantsville, and Stansbury Park
- Tooele County to manage daily service and operations
- Projected ridership: 500-1,000 rides per week

Key Microtransit Zone Statistics:

Zone Size	Population	Pop. Density	Employment
51.7	61k	1.2k	8.6k
sq. mi	people	people per sq. mi	jobs



Planned South Davis County Microtransit



- Launching August Change Day 2022
- Replaces Routes 460, 461, 462, 463, 471, and F605
- Improves east-west connections and access to the Woods Cross FR Station
- Transportation as a Service (TaaS) microtransit zone
- Projected ridership: 1,000-1,500 rides per week

Key Microtransit Zone Statistics:

Zone Size	Population	Pop. Density	Employment
28.8	100k	3.5k	31k
sq. mi	people	people per sq. mi	jobs



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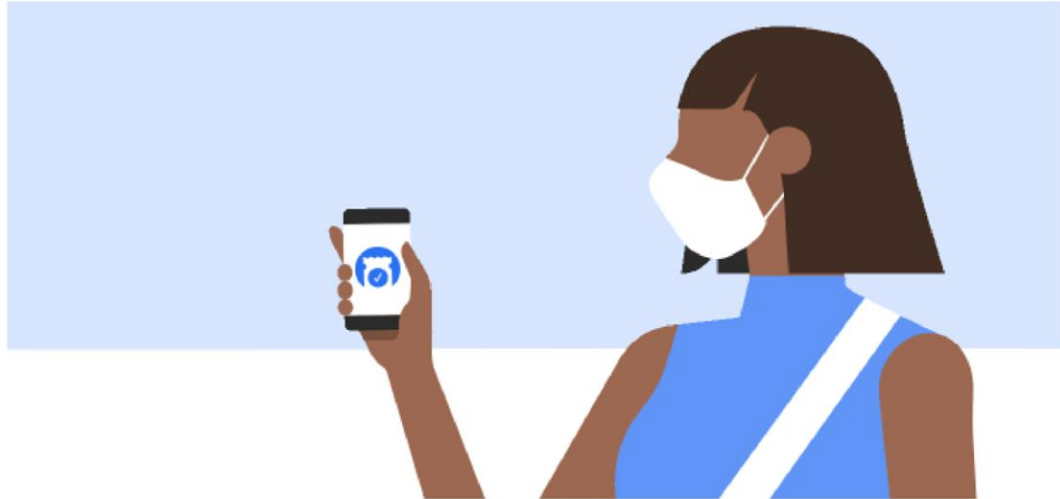


Transportation Network Company Partnerships with Lyft and Uber



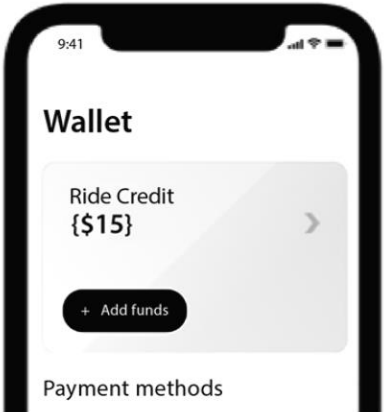
UTA ReConnect

- Public-Private Partnerships
- Pilot Overview
- Goals and Objectives
- Program Details
- Evaluation Reporting
- Next Steps



Congratulations!

UTA added a voucher to your account. A ride credit will appear in your wallet.



Public-Private Partnerships

TNCs (also known as ride-hailing companies) are private enterprises that provide on-demand transportation services and products

The IMS team has been developing partnerships with Uber and Lyft to explore solution-based mobility options for stranded UTA customers

The Uber logo is displayed in white text on a black rectangular background.The Lyft logo is displayed in white text on a pink rectangular background.

Partnerships with Uber & Lyft enable UTA to:

- Establish unique public-private collaboration
- Test emerging app-based technologies
- Strengthen UTA's system reliability
- Provide immediate mobility options for customers
- Build customer confidence using UTA services

Pilot Overview – Phase 1

Purpose

Exploring opportunities with TNC providers to offer stranded customers* with immediate solutions when UTA services have unplanned operational disruptions

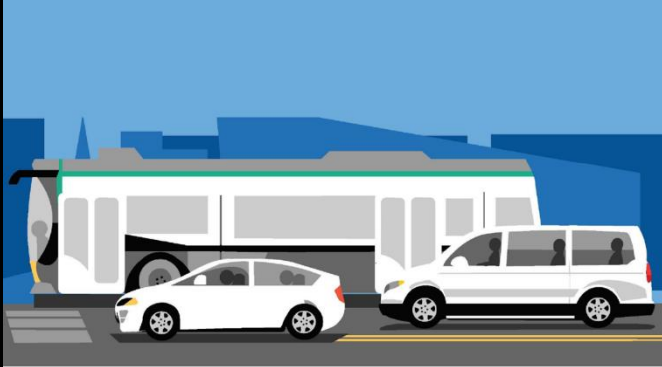
Service

UTA ReConnect will provide subsidized Uber and Lyft trips to customers when transit modes are temporarily unavailable to customers within UTA's Service Area


Goal

Program implementation is intended to strengthen and support the reliability of UTA's network

**Stranded customer – when an alternative service is not available to transport the customer within a reasonable time frame, or there is no longer service from their starting or ending point*



UTA ReConnect
Ride Vouchers



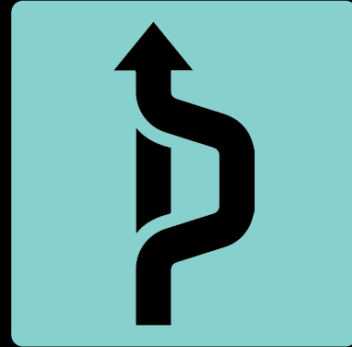
You've been sent a voucher
Claim your voucher and get ready to ride

[Accept Voucher](#)

Goals & Objectives



Strengthen and support the reliability of UTA's network



Quickly mitigate service disruptions and delays



Offer flexible mobility options to stranded customers



Improve customer experience and confidence using transit

Program Details

UTA ReConnect is utilized when a customer is stranded without any reasonable transit option through UTA's Customer Service team

Customer Service will offer Uber or Lyft Vouchers (ride credits) for customers to reconnect back into UTA's system or complete the remainder of their trip

WAVs are currently not available with TNC services – any stranded customer with a wheelchair will be provided a ride through the applicable Service Unit on-call Supervisor

ReConnect Voucher Parameters

- Ride limit: 2 vouchers per month (per customer)
- Time limit: available for 1 hour
- Voucher range: \$10 - \$20

\$80,000

Total Pilot
Budget

1 Year

Pilot Program
Timeline

Evaluation Reporting

IMS team will be collecting and assessing detailed trip history, passenger, voucher, and ride cost data during the first 12 months of the pilot

Key performance indicators and travel patterns will be used for reporting successes and challenges of the UTA ReConnect pilot program

**Potential reasons for ride vouchers include: service delays, bus pass-by, unplanned detours, and UTA On Demand seat unavailable*



Data Reporting Metrics

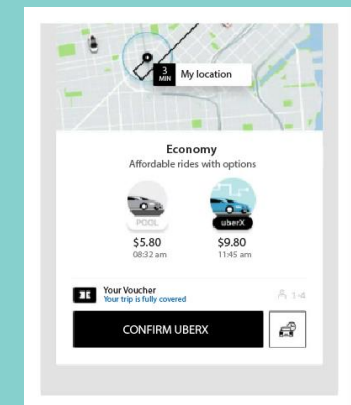
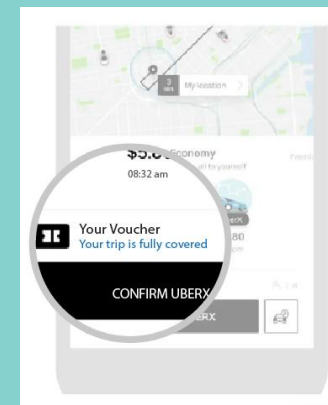
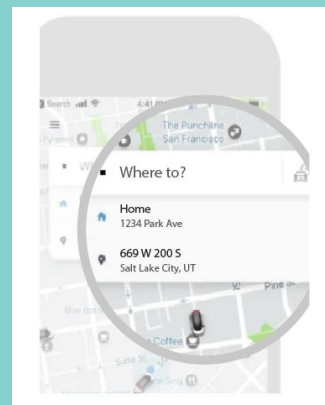
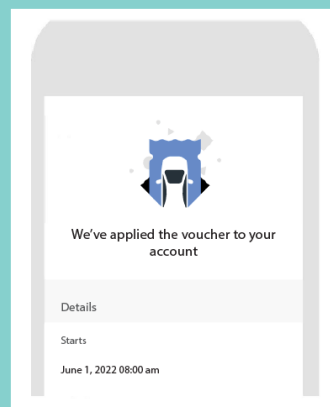
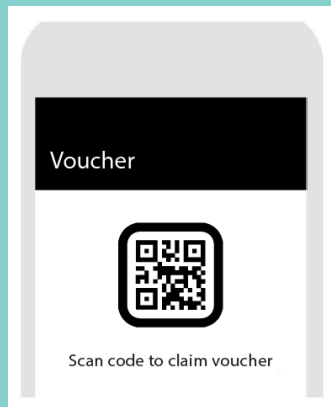
- Reason* for ride voucher
- Total monthly trips
- Total unique riders
- Trip start & end time
- Trip distance
- Trip origin & destination
- Total monthly expenses

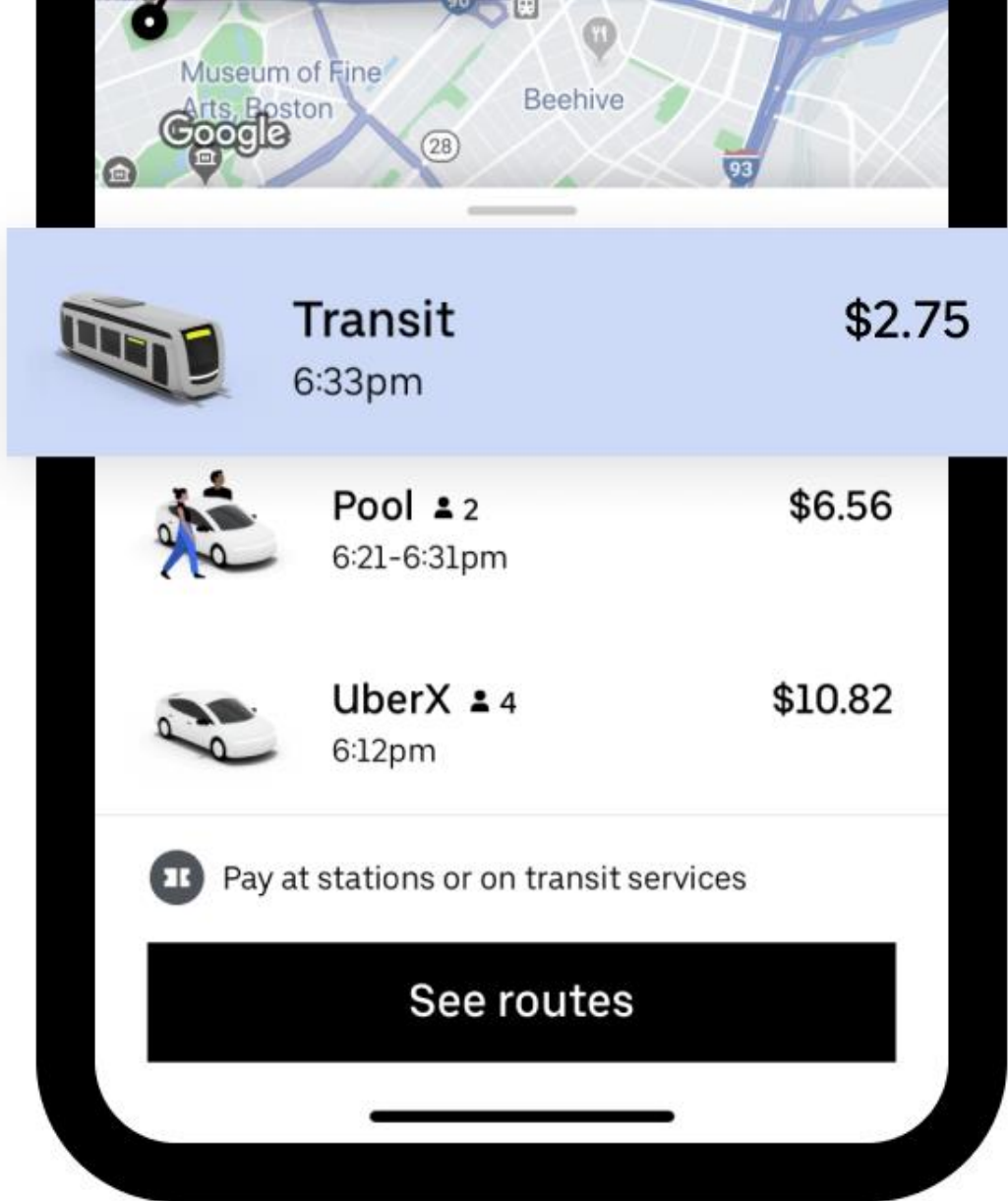
UTA ReConnect – Phase 2

Phase 2 will expand the program to include both planned and unplanned operational disruptions, such as bus bridges

Vouchers can be sent as general links to large groups of stranded customers or events within a geofenced location, especially during unexpected rail outages and delays

Steps for customers to claim general voucher links





Potential Future TNC Uses

- Alternatives to traditional Paratransit services
- eVoucher Programs
- UTA employee transportation services
- Overflow and surge capacity
- First mile and last mile connections to transit services
- Late night and weekend services
- Community services in rural areas, low Density neighborhoods, or transit deserts
- Other innovative transit solutions

Other Business

- a. Next Meeting: Wednesday, May 11th, 2022 at 9:00 a.m.



Adjourn

