

UTA Board of Trustees Meeting

December 18, 2024



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute



Public Comment

- Live comments are limited to 3 minutes per commenter
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make a comment
- 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 December 4, 2024, Board Meeting Minutes



Recommended Action

(by acclamation)

Motion to approve the consent agenda



Reports



Executive Director Report

- New Chief People Officer - Ann Green-Barton



New Chief People Officer – Ann Green-Barton



Financial Report - October 2024



Monthly Operating Financial Report













October 2024

December 18, 2024



Utah Transit Authority

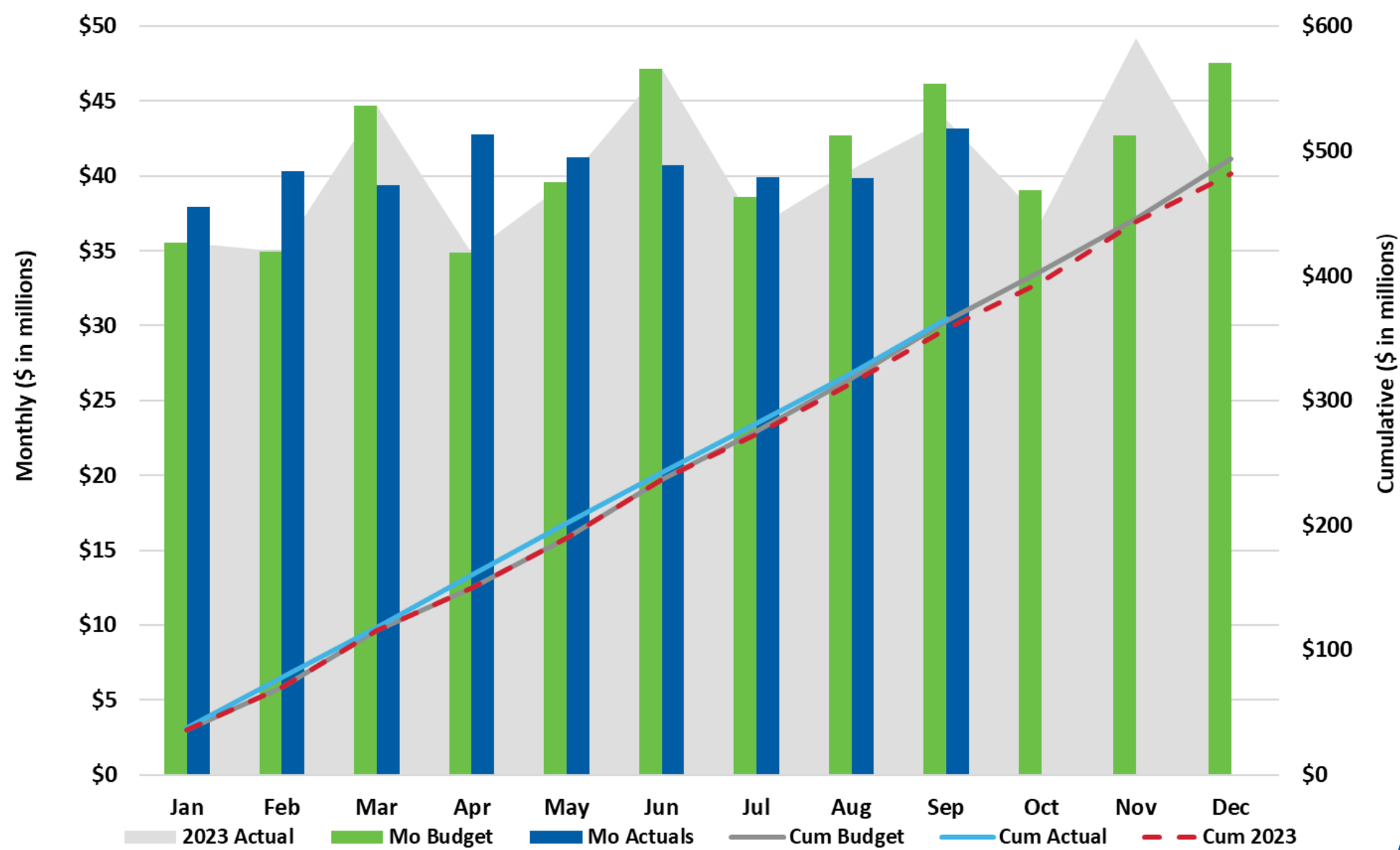
Board Dashboard: Oct 31, 2024

Financial Metrics	Oct Actual	Oct Budget	Fav / (Unfav)	%	YTD Actual	YTD Budget	Fav / (Unfav)	%
Sales Tax (Sep '24 mm \$)	\$ 43.2	\$ 46.2	\$ (2.97)	 -6.4%	\$ 365.3	\$ 364.3	\$ 0.99	 0.3%
Fare Revenue (mm)	\$ 3.5	\$ 3.4	\$ 0.04	 1.1%	\$ 33.3	\$ 31.1	\$ 2.24	 7.2%
Operating Exp (mm)	\$ 35.4	\$ 36.1	\$ 0.73	 2.0%	\$ 344.0	\$ 353.8	\$ 9.79	 2.8%
Subsidy Per Rider (SPR)	\$ 8.20	\$ 10.04	\$ 1.84	 18.3%	\$ 9.13	\$ 10.78	\$ 1.65	 15.3%
UTA Diesel Price (\$/gal)	\$ 2.60	\$ 4.03	\$ 1.43	 35.5%	\$ 2.63	\$ 4.03	\$ 1.40	 34.7%
Operating Metrics	Oct Actual	Oct-23	F / (UF)	%	YTD Actual	YTD 2023	F / (UF)	%
Ridership (mm)	3.90	3.43	0.5	 13.5%	34.03	29.20	4.8	 16.5%
Energy Cost by Type (Monthly Avg YTD)								
	Diesel Bus (Cost per Mile)				\$ 0.53			
	Diesel CR (Cost per Mile)				\$ 4.49			
	Unleaded Gas (Cost per Mile)				\$ 0.38			
	CNG (Cost per Mile)				\$ 0.37			
	Bus Propulsion Power (Cost per Mile)				\$ 0.59			
	TRAX Propulsion Power (Cost per Mile)				\$ 0.87			

"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed in the table title.

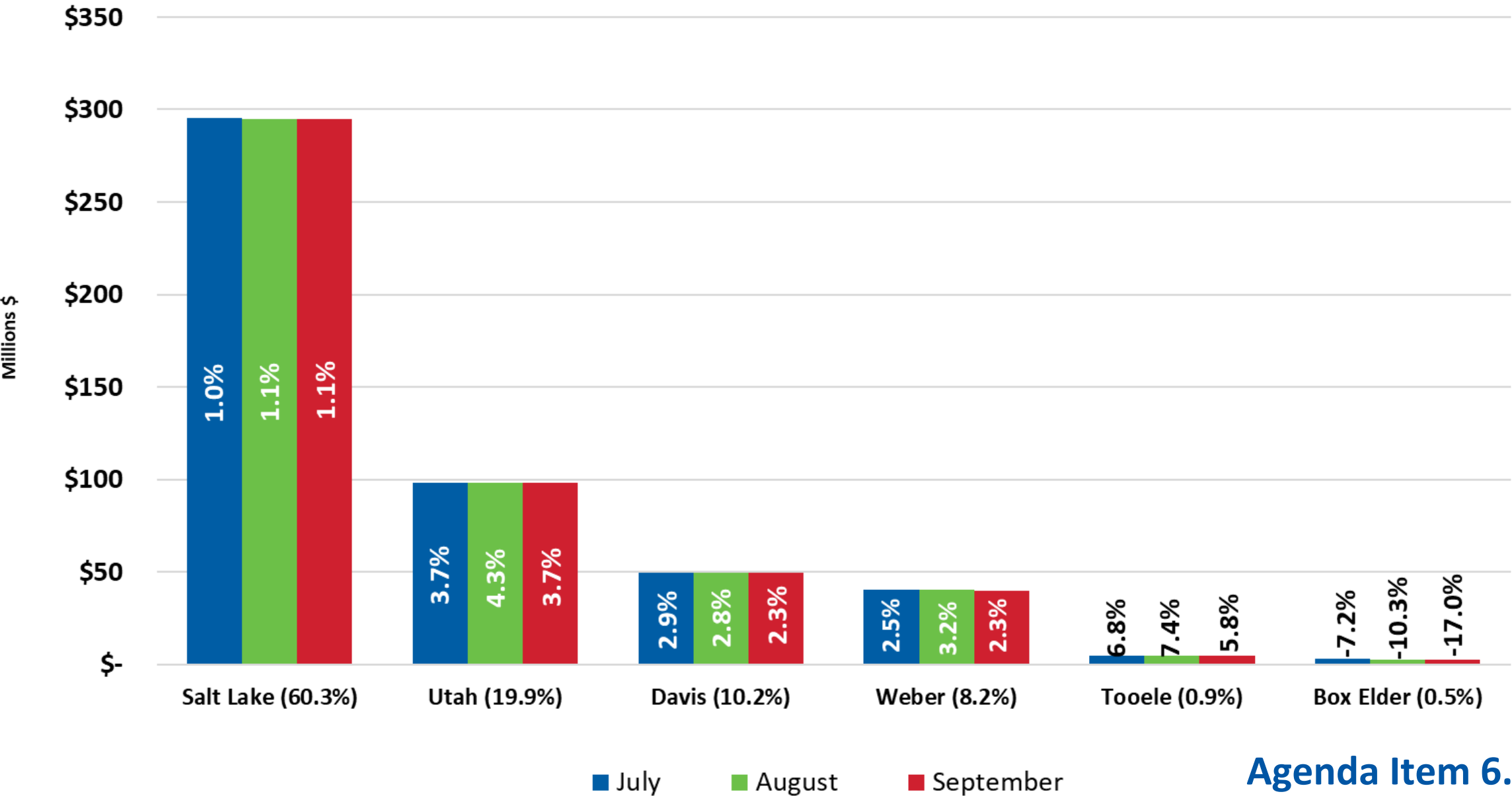
2024 Sales Tax

September YTD Variance \$1.0M / 0.3% Above Budget

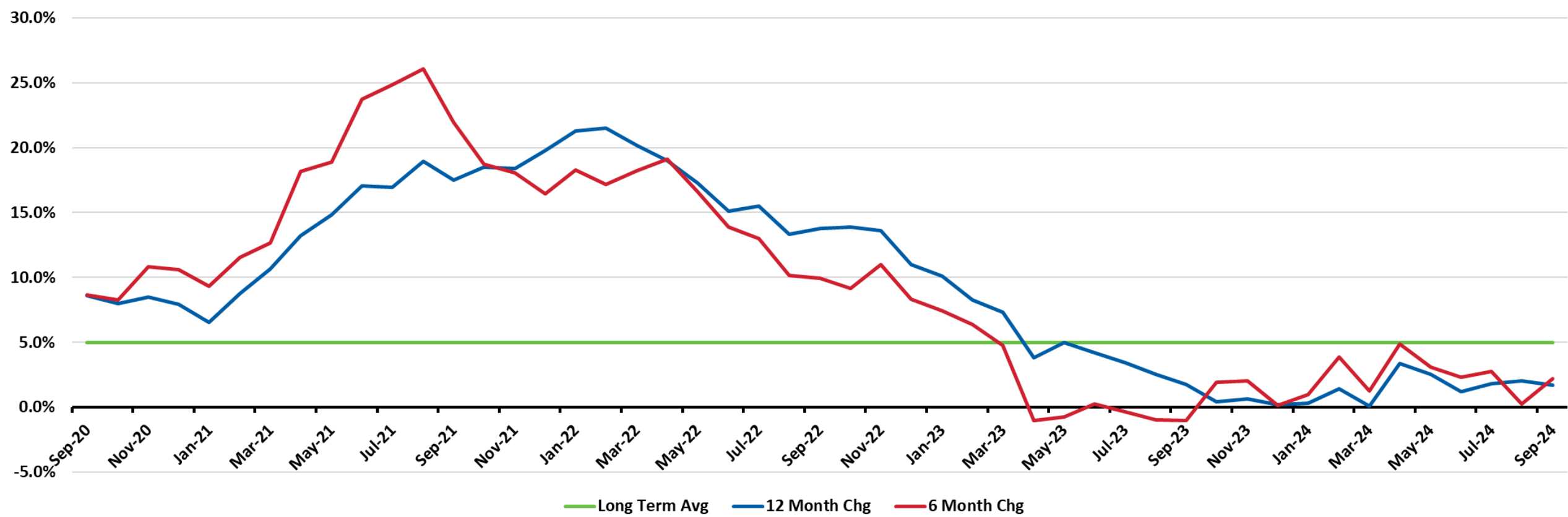


Sales Tax Collections

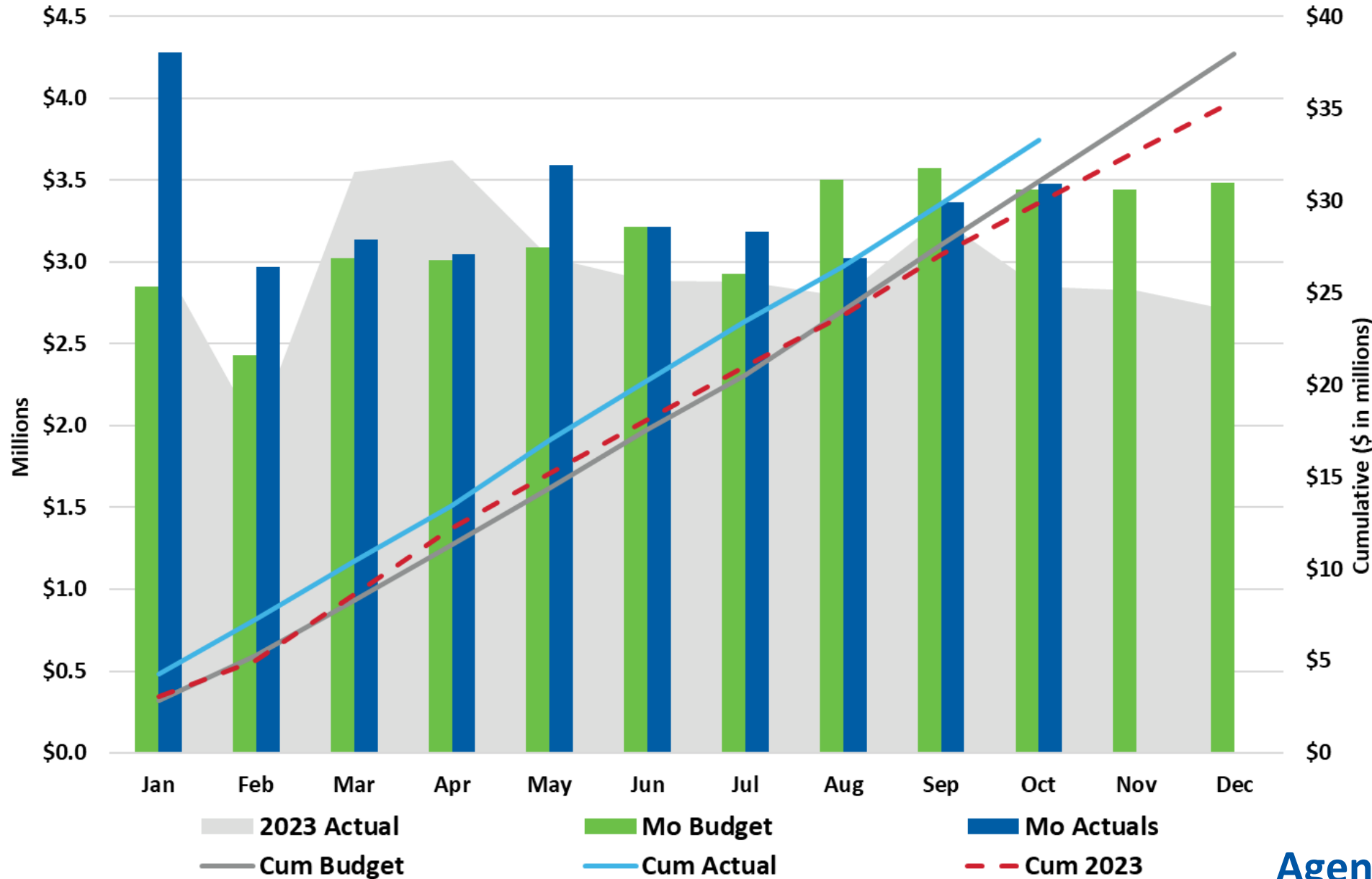
Percentage Change for 12 months ended September 30, 2024



UTA Sales Tax Growth 2020 - 2024



2024 Passenger Revenue
Oct YTD \$2.2M / 7.2% > Budget



FTE Report: October 2024

	<h2>FTE Report</h2>	Oct-24
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Administrative FTE	Budget	Oct-24 Budget vs. Actual			Vacancy Rate		
		Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Admin Depts	633.9	606.0	27.9	4.4%	5.0%	7.1%	6.3%
Operating Depts	384.0	372.5	11.5	3.0%	3.0%	2.5%	4.2%
Subtotal	1,017.9	978.5	39.4	3.9%	4.3%	5.4%	5.5%

Bargaining Unit FTE	Budget	Vacancy			Vacancy Rate		
		Actual	Variance	Rate	Rate	Start of Year	Prior Year
Admin Depts	47.0	78.0	-31.0	-66.0%	-61.7%	-54.8%	-126.2%
<i>Operating Modes</i>							
Bus	1078.0	1,145.0	-67.0	-6.2%	-6.1%	3.5%	6.0%
Light Rail	285.0	286.0	-1.0	-0.4%	-0.4%	-4.9%	0.7%
Commuter Rail	103.0	112.0	-9.0	-8.7%	-4.9%	3.9%	1.9%
Riverside	157.0	158.5	-1.5	-1.0%	2.9%	4.7%	7.2%
Asset Mgt	186.0	165.0	21.0	11.3%	14.0%	11.4%	13.0%
Subtotal	1,856.0	1,944.5	-88.5	-4.8%	-3.8%	1.8%	0.6%

Total FTE	2,873.9	2,923.0	-49.1	-1.7%	-0.9%	3.0%	2.3%
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Agenda Item 6.b.

October 2024 YTD Financial Results



OPERATING FINANCIALS

October 2024 YTD

FISCAL YEAR 2024 Dollars In Millions	YEAR-TO-DATE RESULTS								
	Prior Year Actual	Current Year							
		Actual	Budget	Variance					
Revenue									
Sales Tax (Oct accrual)	\$	395.1	\$	404.7	\$	403.4	\$	1.3	0.3%
Fares		29.9		33.3		31.1		2.2	7.2%
Federal		59.5		38.0		72.0		(34.0)	-47.2%
Other *		61.8		65.1		18.7		46.4	248.5%
TOTAL REVENUE	\$	546.3	\$	541.1	\$	525.1	\$	15.9	3.0%
Expense									
Salary/Wages	\$	144.6	\$	160.8	\$	156.7	\$	(4.1)	-2.6%
Overtime		12.2		11.8		11.3		(0.5)	-4.2%
Fringe Benefits		75.9		85.3		83.7		(1.6)	-1.9%
Total Compensation	\$	232.8	\$	257.8	\$	251.6	\$	(6.2)	-2.5%
Services		30.1		31.4		37.5		6.1	16.3%
Parts		19.8		21.0		21.6		0.6	2.9%
Fuel		24.6		22.4		29.7		7.2	24.4%
Utilities		6.3		5.7		6.3		0.6	10.1%
Other		11.4		15.5		17.6		2.1	11.9%
Capitalized Cost		(10.1)		(9.8)		(10.5)		(0.7)	6.9%
TOTAL EXPENSE	\$	314.9	\$	344.0	\$	353.8	\$	9.8	2.8%
Debt Service		65.7		72.1		69.4		(2.7)	-3.8%
Contrib. Capital/Reserves	\$	164.2	\$	125.0	\$	101.9	\$	23.1	22.6%

*Does not include Sale of Assets (\$727.4K favorable) or
Non-Cash items

Favorable/(Unfavorable)

Agenda Item 6.b.

Questions?



Capital Program Update October 2024

December 18, 2024

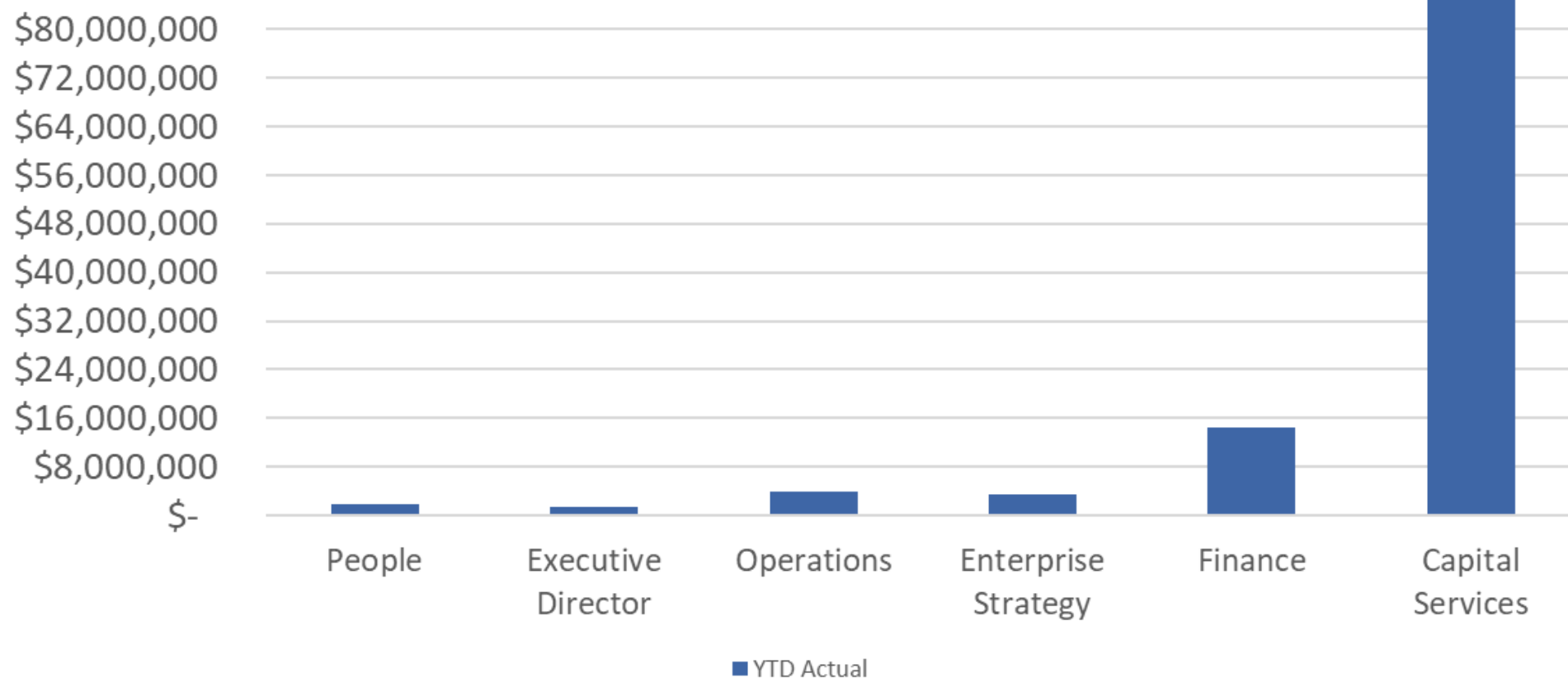


Utah Transit Authority
Capital Program: October 31, 2024

Chief Office	Oct Actual	Oct Budget	Variance	%	YTD Actual	YTD Budget	Variance	%
People	\$ 5,305	\$ 94,000	\$ 88,695	● 94.4%	\$ 1,855,488	\$ 2,147,000	\$ 291,512	● 13.6%
Executive Director	82,274	152,000	69,726	● 45.9%	1,343,478	1,925,000	581,522	● 30.2%
Planning & Engagement	322,504	569,000	246,496	● 43.3%	2,954,983	4,733,000	1,778,017	● 37.6%
Operations	990,214	550,000	(440,214)	● -80.0%	3,560,703	4,393,000	832,297	● 18.9%
Enterprise Strategy	410,655	643,000	232,345	● 36.1%	3,829,014	4,999,000	1,169,986	● 23.4%
Finance	825,410	2,673,000	1,847,590	● 69.1%	14,519,171	25,025,000	10,505,829	● 42.0%
Capital Services	10,188,934	17,536,000	7,347,066	● 41.9%	91,640,001	116,804,000	25,163,999	● 21.5%
Total	\$ 12,825,295	\$ 22,217,000	\$ 9,391,705	● 42.3%	\$ 119,702,837	\$ 160,026,000	\$ 40,323,163	● 25.2%



October YTD Capital Spend



Top 10 Project Spend YTD October 2024

Project	YTD Actual Cost
Mid-Valley Connector	\$ 14,148,533
Paratransit Replacements	9,917,742
Fares Systems Replacement Program	7,023,612
Light Rail Vehicle Rehab	6,862,113
PSS Component Replacement	\$ 6,395,304
Replacement Non-Revenue Support Vehic	5,903,135
Rail Car Purchase	5,000,000
Replacement Buses	4,558,744
Rail Replacement Program	3,558,039
Train Control Rehab & Replacement	2,937,814
Total	\$ 66,305,037



Questions



Discretionary Grants Report December 2024



Agenda

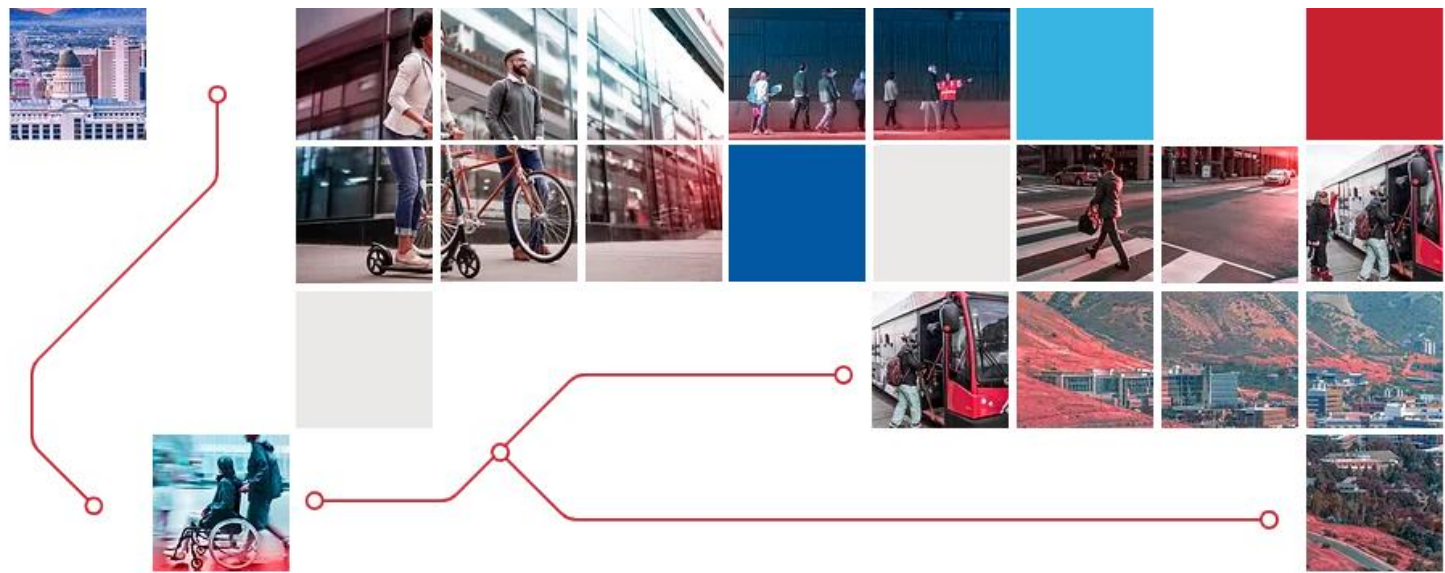
- **Grant Applications Not Selected (None)**
- **Proposed Grant Applications**
- **Grant Applications Awaiting Selection**
- **Grant Request Project Highlights**
- **Discretionary Grants/Appropriations Selected**

Acronym Key	
FFY	Federal Fiscal Year
STBG	Surface Transportation Block Grant
CMAQ	Congestion Mitigation Air Quality
CRP	Carbon Reduction Program
NEPA	National Environmental Policy Act
UZA	Urbanized Area



Grants Update – December 2024

Proposed Grant Applications	Request	Match	Due Date
U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) – Drafting Planning Application – details to be determined	TBD	TBD	01/30/25
Federal Transit Administration – Bus Safety and Accessibility Research Program	TBD	TBD	01/17/25



Grants Update – December 2024

Grant Applications Awaiting Selection	Request	Match	Date Submitted
*FFY25 Community Project Funding – Replacement Light Rail Vehicles	\$5M	\$1.25M	2/29/24
*FFY2024 Strengthening Mobility and Revolutionizing Transportation (SMART) – Stage One –AI Assisted Rail Inspection	\$915K	\$0	7/12/24

* Previously presented to the Board



Grants Update – December 2024

Grant Applications Awaiting Selection	Request	Match	Date Submitted
WFRC– Salt Lake Urbanized Area: Programed Year - CMAQ, STBG – 2031 Funds CRP - 2027			
STBG – Light Rail Vehicle Replacements	\$10M	\$726K	12/12/24
STBG – Implementation and Phasing of TRAX	\$5M	\$363K	12/12/24
STBG – Radio System	\$5M	\$363K	12/12/24
CMAQ or CRP – Operations Davis/Salt Lake Community Connector	\$5M	\$363K	12/12/24
CMAQ or CRP – Operations 5600 W Bus Route	\$4.5M	\$327K	12/12/24
CMAQ, STBG or CRP – Salt Lake Central Parking Garage, Pedestrian Bridge and Transit Improvements	\$10M	\$726K	12/12/24
CMAQ or CRP – Vanpool Expansion	\$420K	\$30.5K	12/12/24



Grants Update – December 2024

Grant Applications Awaiting Selection	Request	Match	Date Submitted
WFRC– Ogden/Layton Urbanized Area: Programed Year - CMAQ, STBG – 2031 Funds CRP - 2027			
STBG - Radio System	\$5M	\$363K	12/12/24
STBG – Mt. Ogden Administration and Operations Facility	\$5M	\$363K	12/12/24
CMAQ or CRP – Operations - Davis/Salt Lake Community Connector	\$5M	\$363K	12/12/24
CMAQ or CRP - Vanpool Expansion	\$420K	\$30.5K	12/12/24
TOTAL AWAITING SELECTION	\$61.26M	\$5.53M	



Grants Update – December 2024

Grant Request Project Highlights

Radio System

- **Train and Bus Communications.** Offers interoperability between local governments and public safety. Will provide greater collaboration for large events and emergencies.

Mt. Ogden Administration and Maintenance Building

- Provides increased capacity to support expanding service



Preliminary Concept



Grants Update – December 2024

Grant Request Project Highlights

Davis Salt Lake Community Connector

- 3 years of funds to support new service operations
- A Proposed Bus Rapid Transit system connecting communities in Southern Davis County to northern Salt Lake County



5600 W Bus Route

- 3 years of funds to support new service operations

ELEMENTS



Grants Update – December 2024

Grant Request Project Highlights

Vanpool Expansion

- Requesting up to 20 vans due to expansion of program post-pandemic



Light Rail Vehicle Replacement

- Funding will support the Phase II replacement of 20 light rail high floor with low floor vehicles, ensuring access to all



Implementation and Phasing of TRAX

- To support the TRAX Modernization Program
- Improvements for operational changes
- Integration of new low floor fleet
- Platform changes
- Upgrading signals, track and station elements
- Replacing of aging systems and equipment



Grants Update – December 2024

Grant Request Project Highlights

Salt Lake Central – Parking Garage, Pedestrian Bridge and Transit Improvements



Parking Garage Concept - Draft



Transit Improvements Concept - Draft



Grants Update – December 2024

Discretionary Grants/Appropriations Selected	Federal Amount	Match	Award Date
FFY2030 Salt Lake UZA - STBG Techlink Corridor Conceptual Design and NEPA	\$2M	\$145K	10/1/24
FFY2030 Salt Lake UZA - CMAQ - Davis/Salt Lake Community Connector	\$1M	\$73K	10/1/24
FFY2030 Ogden/Layton UZA – CMAQ Davis/Salt Lake Community Connector	\$2M	\$146K	10/1/24

TOTAL of Selected/Appropriated

\$5M



Pension Committee Report



Resolutions



R2024-12-05 – Resolution Adopting Revised Board Policies

Board Policy 1.3 Executive Relationships and Meeting Protocols
Board Policy 3.3 Capital Development Project Implementation



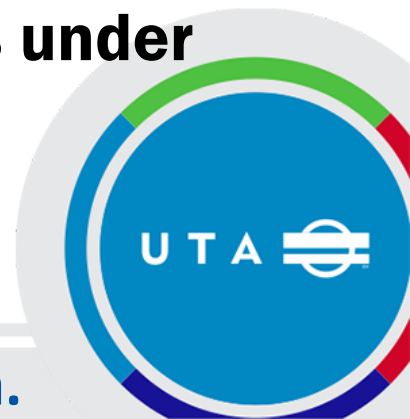
Board of Trustees Meeting – December 18, 2024

Board Policy 1.3 Executive Relationships and Meeting Protocols

- Updated policy language for Administrative Meetings with the Board of Trustees to align with legislative updates to the Open and Public Meetings Act (OPMA) in 2024 (HB36)
- Minor language updates to increase clarity

Board Policy 3.3 Capital Development Project Implementation

- Updated policy language in response to updates in Utah Code § 17B-2a-808.2 and 72-1-2 regarding transit related Capital Project Plans under the authority of the Utah Department of Transportation (UDOT)
- Minor language updates to increase clarity



Recommended Action

(by roll call)

Motion to approve R2024-12-05 - Resolution Adopting revised Board Policies
1.3 Executive Relationships and Meeting Protocols and 3.3 Capital
Development Project Implementation as presented



**R2024-12-06 –
Resolution Modifying the Authority's
Organizational Structure and Creating
the Position of Chief of Board Strategy
and Governance**



Modification of Authority's Organizational Structure

Resolution 2024-12-06

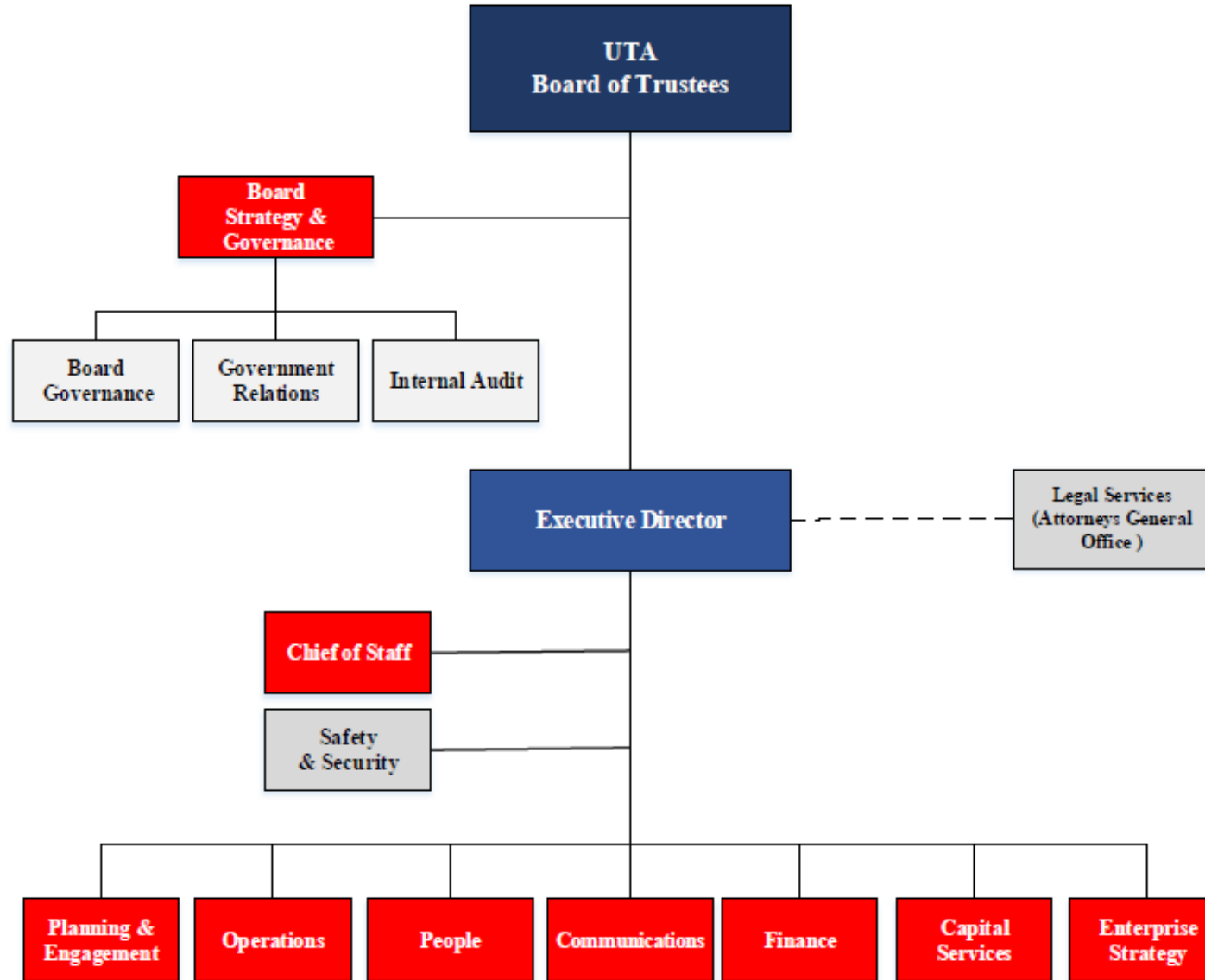


Modification of UTA's Board Office Organizational Structure

- It is recommended the Board adopt the resolution adjusting the structure to add a Chief of Board Strategy and Governance to provide for the administration of the Board Office.
- The addition of this position will result in a more strategic approach to the work completed in the Board Governance, Government Relations, and Internal Audit departments.



Organizational Chart



Recommended Action

(by roll call)

Motion to approve R2024-12-06 - Resolution Modifying the Authority's Organizational Structure and Creating the Position of Chief of Board Strategy and Governance as presented



R2024-12-07 – Revised Resolution Setting Compensation for District Officers & Employees



Setting Compensation for District Officers and Employees

Resolution R2024-12-07



Jobs Added to Structure

- Job(s) added to the structure that require adoption by the Board of Trustees
 - Assistant Manager Operations Service Delivery (MG1070)
 - Manager Operations Service Delivery (MG2201)
 - Director Operations Service Delivery (MG3108)
 - Labor Relations Program Manager (MG1071)
 - Chief of Board Strategy and Governance (EX1000)



Recommended Action

(by roll call)

Motion to approve R2024-12-07 – Revised Resolution Setting Compensation for District Officers & Employees, as presented



**R2024-12-08 –
Resolution Granting Expenditure and
Disbursement Authority for 2024 and 2025
Vehicle Parts Inventory Purchases**



Inventory Parts Purchase – Disbursement Authority

Qualifying part purchases will be:

- For revenue fleet vehicle parts only
- Procured when on-hand inventories fall below the reorder point criteria or are out-of-stock
- Procured through an open and fair competition based on price, quality, and lead-time criteria
- Reported quarterly to the Board of Trustees



2024 Inventory Parts Purchase – Disbursement Authority Above Forecast

Bus Inventory Parts Purchase Orders

- **Forecast: = \$7,000,000**
- ***Revised: = \$8,550,000**

*2024 YTD Purchase Orders as of 11/26/2024 = \$7,831,658.
Based on current trend our year-end total will be \$8,543,627



2025 Inventory Parts Purchase – Disbursement Authority By Transit Mode

- *Bus Parts Purchase Orders = \$9,850,000**
- *Light Rail Parts Purchase Orders = \$11,000,000**
- *Commuter Rail Parts Purchase Orders = \$5,000,000**

*Amounts calculated based on Year-End Forecast of 2024 actual purchases, plus 15% (10% for increased parts usage and 5% for price increases).



Contracts, Disbursements, and Grants



Contract: Stray Current Mitigation Engineering Consultant (Infinity Corrosion Group Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Infinity Corrosion Group Inc. for Stray Current Mitigation Engineering Consultant, as presented



Contract: Traffic Signal Maintenance & Engineering Consultant (PineTop Engineering)

Recommended Action (by acclamation)

Motion to approve the contract with PineTop Engineering for Traffic Signal Maintenance & Engineering Consultant, as presented



Contract: Recruiting Programmatic Advertising Services (JobTarget)

Recommended Action (by acclamation)

Motion to approve the contract with JobTarget for Recruiting
Programmatic Advertising Services, as presented



Contract: Jobvite Services for One Year and Talemetry Services for Four Years (Employ, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with JobTarget for Recruiting
Programmatic Advertising Services, as presented



Contract: FirstNet SD7 Radios and Consoles (AT&T DW Holdings, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with AT&T DW Holdings, Inc. for FirstNet SD7 Radios and Consoles, as presented



Change Order: FrontRunner WiFi Support - Modification No. 4 (Boldyn Networks Transit US, LLC)

Recommended Action (by acclamation)

Motion to approve Modification No. 4, with Boldyn Networks Transit US, LLC for FrontRunner WiFi Support, as presented



Change Order: Mobile App for Fare Collection - Modification No. 004 (Masabi LLC)

Recommended Action (by acclamation)

Motion to approve Modification No. 004 with Masabi LLC
for Mobile App for Fare Collection, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #24-005 - 450 East and Rice Interlocking Construction (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve task order number 24-005 to the On-Call Systems Maintenance Contract with Rocky Mountain Systems Services for the 450 East and Rice Interlocking Construction, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #24-007 - 200 South Bus Fiber (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve task order number 24-007 to the On-Call Systems Maintenance Contract with Rocky Mountain Systems Services for the 200 South Bus Fiber, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #25-001 - Key Personnel (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve task order number 25-001 to the On-Call Systems Maintenance Contract with Rocky Mountain Systems Services for Key Personnel, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #25-003 - General Engineering & Network Maintenance (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve task order number 25-003 to the On-Call Systems Maintenance Contract with Rocky Mountain Systems Services for General Engineering & Network Maintenance, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #25-004 - IT Fiber Enhancements (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve task order number 25-004 to the On-Call Systems Maintenance Contract with Rocky Mountain Systems Services for IT Fiber Enhancements, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #25-005 - Station Exempt Signal Removal (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve task order number 25-005 to the On-Call Systems Maintenance Contract with Rocky Mountain Systems Services for Station Exempt Signal Removal, as presented



Change Order: On-Call Systems Maintenance Contract Task Order #25-006 - Rain Lily Drive Overhead Catenary System (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve task order number 25-006 to the On-Call Systems Maintenance Contract with Rocky Mountain Systems Services for Rain Lily Drive Overhead Catenary System, as presented



Change Order: Mid-Valley BRT (MVX) Construction Change Order 3 (Stacy & Witbeck, Inc)

Recommended Action (by acclamation)

Motion to approve Change Order No. 3 for Mid-Valley BRT (MVX)
Construction with Stacy & Witbeck, Inc., as presented



Change Order: Battery Electric Buses and Associated Charging Equipment 3rd Order for Chargers for OGX (Gillig, Inc.)

Recommended Action (by acclamation)

Motion to approve Change Order for Battery Electric Buses and associated Charging Equipment 3rd Order for OGX Chargers with Gillig, Inc. as presented



Change Order: Transportation and Land Use Connection (TLC) Program Cooperative Agreement - Amendment #2 (WFRC)

Recommended Action (by acclamation)

Motion to approve Change Order for Cooperative Agreement - Amendment #2 for Transportation and Land Use Connection Program with WFRC, as presented



Change Order: On Demand Technologies Master Service Agreement Cost Estimate Increase and Service Order No. 8 - Adding West Provo Service Area (River North Transit, LLC / Via)

Recommended Action (by acclamation)

Motion to approve the On Demand Technologies Master Service Agreement Cost Estimate Increase and Service Order No. 8 - Adding West Provo Service Area with River North Transit, LLC / Via, as presented



Revenue Change Order: Third Amendment to the Microtransit Cooperative Agreement (Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve the Third Amendment to the Microtransit Cooperative Revenue Agreement with Salt Lake City Corporation, as presented



Pre-Procurements

- Bus Engine Replacements
- CNG Station Operating and Maintenance



Service and Fare Approvals



Fare Agreement: Pass Purchase and Administration (The Church of Jesus Christ of Latter-Day Saints)

Recommended Action (by acclamation)

Motion to approve the Pass Purchase and Administration Fare Agreement
with The Church of Jesus Christ of Latter-Day Saints, as presented



Fare Agreement: Pass Purchase and Administration (IHC Health Services, Inc.)

Recommended Action (by acclamation)

Motion to approve the Pass Purchase and Administration Fare Agreement
with IHC Health Services, Inc., as presented



Fare Agreement: Pass Purchase and Administration (Select Health)

Recommended Action (by acclamation)

Motion to approve the Pass Purchase and Administration Fare Agreement
with Select Health, as presented



Fare Agreement: Ski Salt Lake Super Pass - Amendment 3 (Visit Salt Lake)

Recommended Action (by acclamation)

Motion to approve the Ski Salt Lake Super Pass Fare Agreement - Amendment 3
with Visit Salt Lake, as presented



Fare Agreement: 2024/2025 Ski Bus Agreement (Snowbasin Resort Company)

Recommended Action (by acclamation)

Motion to approve the 2024/2025 Ski Bus Agreement with
Snowbasin Resort Company, as presented



Fare Agreement: 2024/2025 Ski Bus Agreement (SMHG Management LLC/Powder Mountain)



2024/2025 Ski Bus Agreement (SMHG Management LLC/Powder Mountain)

Authorize the Executive Director to execute this agreement with the following modifications:

- Non-substantive changes to verbiage for clarification
- Adjustment to paragraph 8 confirming UTA will reissue a confiscated pass to an authorized user if it is found the confiscation was in error.



Fare Agreement: 2024/2025 Ski Bus Agreement (SMHG Management LLC/Powder Mountain)

Recommended Action (by acclamation)

Motion to approve the 2024/2025 Ski Bus Agreement with
SMHG Management LLC/Powder Mountain, as presented



Fare Agreement: 2024/2025 Ski Bus Agreement (Davis County)

Recommended Action (by acclamation)

Motion to approve the 2024/2025 Ski Bus Agreement
with Davis County, as presented



Promotional Fare Request: 2025 UTA On Demand Service Multi-Rider Fare



Background

- UTA On Demand service launched in 2019
- Upon launch of the service, various promotions were approved and implemented to build awareness and ridership
- All promotions have ended except the multi-rider fare promotion
- The promotion was implemented because of limitations with the UTA On Demand App



Background

- UTA On Demand service has grown from one to four zones
- As service and ridership continue to grow, the impact of the fare promotion on revenue is increasing



Discussion

- The UTA On Demand App functionality had the ability to support credit/debit card purchases for up to five passengers traveling to the same destination
- For a customer using any type of EFC payment method, only one passenger per EFC payment could be booked
- To overcome this limitation, the multi-rider promotion was implemented, and customers can book a ride for more than one rider at no additional cost, regardless of payment method
- The promotion improves service efficiencies and creates a better experience for the customer



Recommendations

- Continue with the multi-rider fare promotion through December 31, 2025
- Estimated fiscal impact for 2025 is \$220K to \$260K
- Form an internal working group and propose options that support payment of multi-rider trips
- Work with Via Transportation to implement improved technology and end the promotion



Promotional Fare Request: 2025 UTA On Demand Service Multi-Rider Fare

Recommended Action (by acclamation)

Motion to approve the promotional fare request for 2025 UTA
On Demand Service Multi-Rider Fare, as presented



Discussion Items



Sustainability Program – 2024 Status and 2025 Goals



SUSTAINABILITY: 2024 Status and 2025 Goals

UTA Board Meeting | December 18, 2024



Sustainability Roadmap

2023

Sustainability Specialist is hired to help agency become better environmental stewards.
Sustainability policy is passed.

2022

UTA releases their 2022 - 2030 strategic plan with the key sustainability goal of lowering their carbon footprint by 25% by 2030

2024




Jacobs Engineering onboards and starts an in-depth sustainability assessment. UTA's total carbon footprint is calculated according to the Greenhouse Gas Protocol

2025

Jacobs audit is completed. UTA drafts a final sustainability plan and begins creating a more robust sustainability system.



Audit Findings

- 
Carbon Footprint
 103,886 Metric tons of Co2
 (scope 1 & 2 emissions)
- 
Water Footprint
 77,981,081 Gallons
 - 37,262,409 (Park n' Rides and Stations)
 - 40,718,672 (facility water use)
- 
Waste Streams
 Insufficient data available
 Research is ongoing



Moving Forward



2025 Goals

- ① Reduce carbon footprint by 5%
- ② Reduce Agency's water use by 15%
- ③ Create waste and recycling data streams
- ④ Complete UTA's final Sustainability Plan





Reduce Carbon Footprint by 5%

- Implement a centralized lighting control system to reduce energy use
- Continue the implementation of the Zero Emission Bus Transition Plan
- Replace LEDs in UTA facilities to reduce energy use
- Explore grant opportunities for solar panels and battery storage with Rocky Mountain Power





Reduce Agency's water use by 15%

- Identify areas of outdoor water use that exceed water use needs
- Partner with cities to convert park n' rides to xeriscape or other drought resistant plants
- Install smart water meters in areas of high water use to monitor for potential irrigation changes
- Work with local and state government to obtain rebates for removing grass



③ Revamp Waste and Recycling Systems

- Create a database to record waste creation and diversion from business units and garages
- Implement a cohesive recycling system agency wide to encourage employee recycling based on results of the initial FLHQ recycling program occurring in the first 6 months of 2025.
- Devise a system of office goods that is widely available to UTA staff so that items are reused rather than repurchased.





Complete UTA's final sustainability Plan

- Create a unified database to house all agency carbon footprint data
- Create a cohesive plan to attain UTA's Board of Trustee's sustainability goals and become a leader in sustainable transit
- Apply for APTA's Gold Sustainability standard certification



Questions?



Facilities Strategic Plan Update





Facility Strategic Plan Update

December 18, 2024

Agenda Item 10.b.



Goal

OPTION 1

**Guide agency decisions
for facility renovations,
expansions, and
replacements**

OPTION 2



Process

OPTION 3

- Document condition of UTA facilities
- Provide cost data for capital planning
- Identify project “triggers” (e.g. vehicle procurement, workforce growth, etc.)

Agenda Item 10.b.

Completed Work

- On-site assessment of all UTA facilities
- Documented condition and needs:
 - Architectural (windows, doors, roofs, etc.)
 - Mechanical systems
 - Electrical systems

Agenda Item 10.b.

Warm Springs FrontRunner Maintenance Facility Summary of Deficiencies and Recommendations

Location	900 N 500 W, Salt Lake City, UT, 84116
Building Purpose	Maintenance
Construction Year	1950
Square Footage	181,361 SF
Assessment Date	October 15, 2024
Assessment Conditions	75°, Sunny



Introduction

The UTA (Utah Transit Authority) Warm Springs Service Center is a key facility in Salt Lake City, Utah, dedicated to the maintenance and storage of UTA’s FrontRunner trains. The facility typically includes service bays, wash bay, and equipment for inspecting and repairing mechanical and electrical systems on UTA’s vehicles. Additionally, it houses administrative offices and employee training areas for transit maintenance. Prior to being purchased by UTA, the Warm Springs facility was owned by the Union Pacific Railroad Company.

Facility Costing Overview	
System Deficiencies Summary	
System Type	ROM Deficiency Cost
Structure	\$34,475,000
Exterior Walls	\$7,254,440
Exterior Windows	\$2,250,000
Exterior Doors	\$50,000
Roof	\$1,115,700
Interior Specialties	\$35,000
Interior Floor Finishes	\$222,900
Interior Ceiling Finishes	\$61,600
Domestic Water Distribution	\$2,515,000
Other Plumbing	\$1,816,500
Mechanical / HVAC	\$1,699,750
Fire Protection / Suppression	\$1,200,000
Electrical Distribution	\$370,000

Current Efforts



Interpret facility needs to service adopted plans

Long Range Transit Plan
5-year Service Plan
10-year Capital Plan
Fleet Management Plan



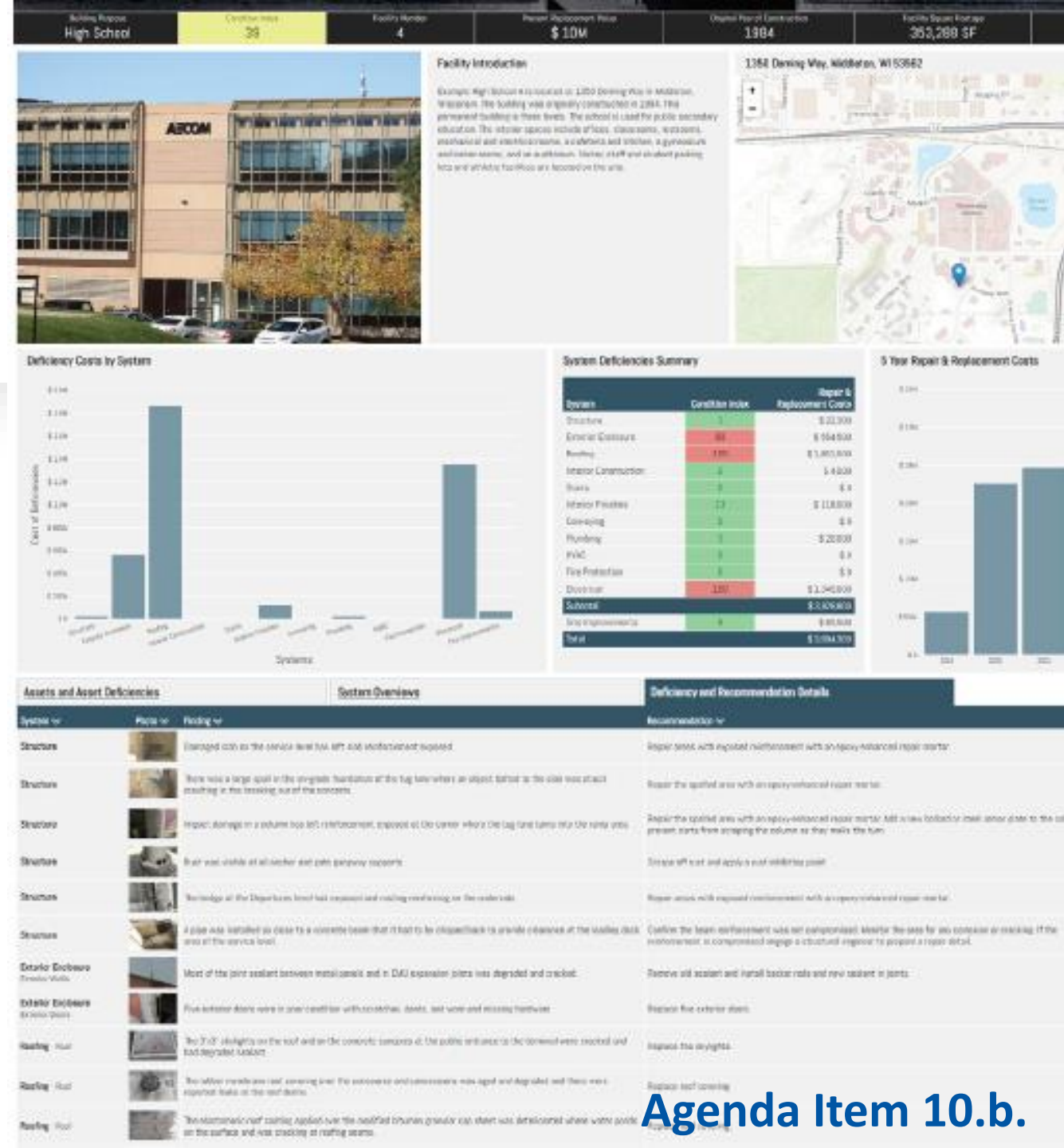
ROM Cost Estimating



Next Steps

- **Finalize project dashboard**
 - **Data**
 - **Projects**
 - **Costs**
 - **Triggers**
- **Develop recommendations for investment timeline**
- **Seek reviews and approvals from agency leadership**

Projected Completion: April 2025



Transit Oriented Development Guidelines & Standards Update





TOD Guidelines & Standards

December 18, 2024

Project Goal:

Create a guiding document for multiple audiences outlining the best practices for successful transit- oriented developments.

Agenda Item 10.c.





Framework:

Guidelines are broad recommendations for an ideal TOD that are subject to context and market conditions

Standards are detailed, prescriptive measures



Framework:

**Begins with a high-level
overview of key considerations**

**Goals
Connectivity
Land Use
Site Design
Architectural Design
Safety
Management**

Framework:

High-level concepts are followed by sub-groups.

Connectivity sub-groups are divided and ordered by transit shed

Goals

Connectivity

- Pedestrian
- Active Transportation
- Bus/Transit
- Automobile

Land Use

- Mix of Uses

Site Design

- Building Orientation
- Parking
- Open Space

Architectural Design

- Building Form
- Ground Floor Activation

Safety

- Crime Prevention Through Environmental Design

Management

- Parking
- Transportation Demand Management
- Transit Integration

Framework:

Each sub-group answers the following questions

- *How does this relate to TOCs?*
- *How does this relate to UTA priorities?*
- *How does this relate to user experience?*

Agenda Item 10.c.



Connectivity:

Connectivity within a TOD is vital to safely and conveniently connect residents, employees, and visitors to their destinations via multiple modes of transportation

Strategically linking stations across the system and region, we enhance accessibility, reduce car dependency, and promote sustainable urban growth.

Connectivity is hierarchal, with priority given to the pedestrian experience

Examples:

- *Gridded street network*
- *Bicycle/Active Transportation infrastructure*
- *Human-scaled design*

Land Use:

TODs encourage higher density development around transit hubs, making efficient use of land and reducing urban sprawl.

A diversity of uses that activate the area during all times of the day are emphasized

Pedestrian-centric land uses are prioritized while auto-centric uses are discouraged

Context and market conditions ultimately define feasibility of proposed land uses

Examples:

- *Mix of vertical and horizontal land uses*
- *50+ dwelling units per acre*
- *Big box retail, industrial, and drive-thru uses are discouraged*

Agenda Item 10.c.

Site Design:

The layout and arrangement of buildings have the most impact on creating a walkable destination and welcoming public realm

Site-specific information informs final parking ratios with emphasis placed on structured parking

Open spaces are deliberately designed throughout the station area in a variety of sizes and programming uses

Examples:

- Orient buildings to the street
- Minimal setbacks
- Screen parking

Architectural Design:

Architectural style helps establish the “look and feel” of a station area and unifies new development with the existing neighborhood

Slightly staggered building heights create visual interest, highlight key landmarks, and form a sense of enclosure for the pedestrian realm.

Architectural details of the ground floors are important considering pedestrian walking speeds. Active uses and premium features are highlighted here.

Examples:

- *Active ground floor uses*
- *Premium building materials on ground floor*
- *Vertical and horizontal articulation*



Safety:

Safety is inherent in every aspect of a well-designed TOD

Crime Prevention Through Environmental Design (CPTED) concepts are highlighted and referenced throughout the document

The implementation of each guideline works to support natural surveillance through an increase of visibility and activity

Examples

- *Fenestration/transparency guidelines*
- *Pedestrian crossing requirements*

Management:

“If you build it... you have to maintain it.”

Transportation Demand Management (TDM) strategies aim to maximize traveler choices and increase efficiency of transportation systems

TDM can include shared parking agreements, TOC transit passes, and rideshare options

Examples

- *Encourage fare pass program*
- *Shared parking opportunities*
- *Maintenance standards*



Next Steps:

Finalize draft text

Seek input and buy-in

Finalize document

Ready for Board adoption (Q1 2025)

Other Business

- a. Next Meeting: Wednesday, January 15, 2024, at 9:00 a.m.



Closed Session

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



Recommended Action

(by acclamation)

Motion for a closed session to discuss Pending or Reasonably Imminent
Litigation and Collective Bargaining



Closed Session



Open Session



Adjourn

