

# UTA Board of Trustees Meeting

March 23, 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 March 9, 2022 Board Meeting Minutes



# **Recommended Action** **(by acclamation)**

Motion to approve consent agenda



# Reports



# Executive Director's Report

- August Change Day Comment Period
- UTA Team Tribute – Doug Malmborg
- UTA Team Tribute – Procurement Group
- APTA Legislative Conference



# UTA Team Tribute – Doug Malmborg



# Executive Director's Report

- August Change Day Comment Period
- UTA Team Tribute – Doug Malmborg
- UTA Team Tribute – Procurement Group
- APTA Legislative Conference



# Pension Committee Report



# Resolutions



**R2022-03-04**

**Resolution Approving the Title VI  
Service Equity Analysis for the April  
2022 Change Day**



# **April Change Day Public Engagement Report**



## Proposed Changes April 17, 2022

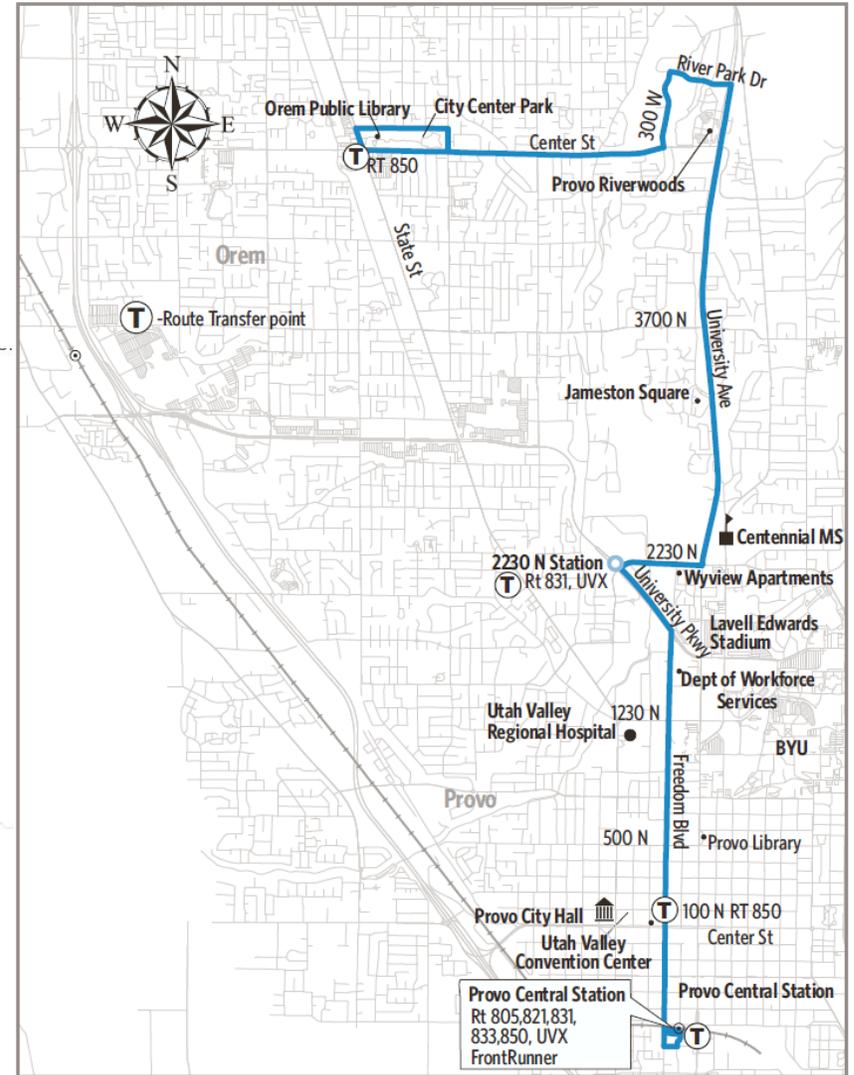
UTA proposed one major change to transit service for implementation on April Change Day (April 17). The change affects Route 834 in Utah County:

- The frequency on Route 834 would increase from 60-minute service to 30-minute service on weekdays only (Saturday service will continue at 60-minute).
- The proposed modified routing includes an extension to the west to serve the new Vineyard FrontRunner Station. A small portion of the current Route 834 is proposed to be discontinued along 100 North in Orem. The rest of the route will remain the same.



# Proposed Changes - 834

- UTA is proposing to extend the 834's alignment to service Vineyard Station and increase frequency from 60 to 30 mins



# Public Engagement

| Component                       | Dates                  | Additional Detail   |
|---------------------------------|------------------------|---|
| <b>Public Notice</b>            | January 11             | A public notice was published across major news publications and on the Utah Public Notice Website.   |
| <b>Public comment period</b>    | January 11-February 10 | 30-day period was required. Comment was accepted via email, mail, online form, and phone.   |
| <b>Public meeting (Virtual)</b> | January 26             | 15 days after public comment period announced, this public hearing was held virtually over Zoom. UTA staff presented information about proposed changes and answered questions. A recording was made available following the event. |
| <b>Virtual engagement</b>       | January 11-February 10 | Available throughout the comment period online, included virtually accessible information and feedback opportunities through OpenUTA.   |



# Engagement Reach & Findings

- Email - 1
- OpenUTA (online submission) - 27
- Customer Service & Phone - 2
- Mail - 0
- Social media

Total: 32

- Route 834
  - Support – support for increased transit options in Utah County
  - Oppose – concern over planned routing
  - Questions/Suggestions – bus stop locations, frequency, connections, etc.
- Other Routes
  - Frequency
  - Span of Service
  - Connections
  - Service Restoration



## Next Steps

- Service Planning to finalize changes
- Provide Public Engagement report and summary to community
- Communications plan for April Change Day



# **Title VI Equity Analysis**

## **April Change Day**

March 23, 2022

Andrew Gray  
Civil Rights Compliance Officer



## UTA and Title VI

- Title VI of the Civil Rights Act requires UTA work to ensure there is no discrimination in the delivery of service
- UTA reviews the equitability of all major changes
- An analysis is performed to ensure there are no unintended negative impacts on low-income people and minorities
- The analysis is presented to and approved by UTA's Board of Trustees



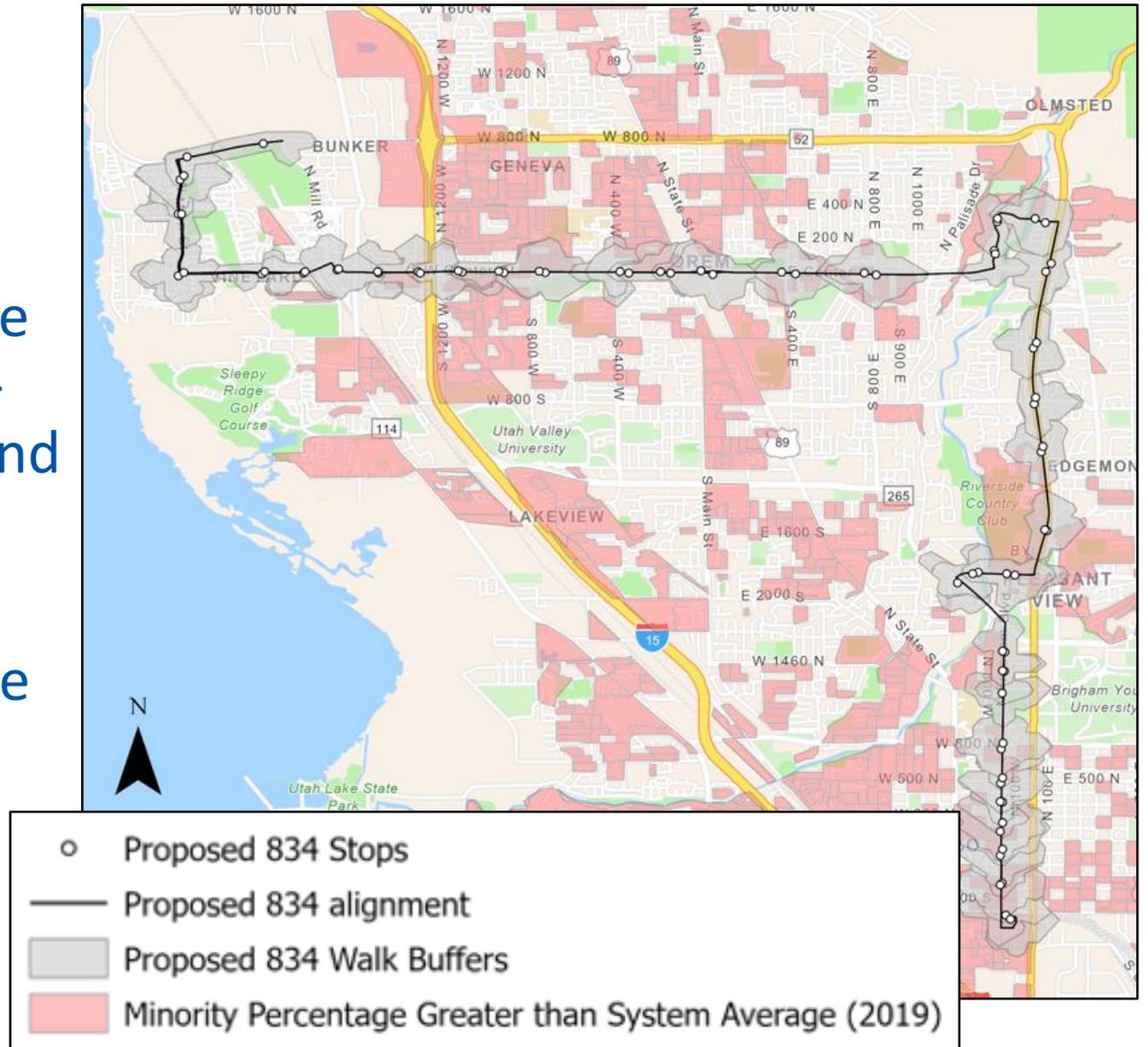
## Datasets and Analysis Parameters

- Demographic data from the 2019 American Community Survey (ACS) were used to determine who was impacted by the proposed changes
  - 2020 Census data still unavailable for this purpose
- Demographics of those impacted were compared to the demographics of the service area
- Differences greater than 5% between those impacted by changes and the entire system require further examination and consideration



# Analysis of Change

- The areas added by the change have higher than average low-income populations (20.7%) and higher than average minority populations (33%)
- The proposed changes to route 834 yielded no potential for Title VI findings



# **Recommended Action**

## **(by roll call)**

Motion to approve R2022-03-04  
Resolution Approving the Title VI Service Equity Analysis for the April 2022 Change Day



**R2022-03-05**

**Resolution Approving Rail Station  
Names for TRAX 600 South Station and  
FrontRunner Vineyard Station**



# Resolution on Naming of Rail Stations

Construction of two new rail stations underway

- FrontRunner Station in Vineyard
- TRAX station in Salt Lake City

Board Policy 3.1 – Advertising & Naming:

- Select primary station names that assist customers in navigating the transit system, such as names that incorporate geographical coordinates.
- Select secondary station names that relate to geographical landmarks, public activities, or names that have historical or cultural significance to the immediate area in which the station is located
- Not name any stations, facilities, or service brands after any individual, either living or deceased.

Agency effort to develop consistency in naming to minimize rider confusion



# Recommendation

In compliance with the Board of Trustees policy and agency efforts to maintain consistency, staff recommends the following names:

- Vineyard Station (FrontRunner)
- 600 South Station (TRAX – Salt Lake City)



# Recommended Action

## (by roll call)

Motion to approve R2022-03-05  
Resolution Approving Rail Station Names for TRAX 600 South Station and FrontRunner  
Vineyard Station



**R2022-03-06**

**Resolution Adopting the Fare Rates  
and Types of Fare Media of the Agency  
and Authorizing FrontRunner  
Pass-Through Stations**



# RESOLUTION R2022-03-06

Resolution approving the fare structure of the Authority

- Estimated completion of Vineyard FrontRunner station is May 2022
- The Board historically sets the UTA Fare
- Frontrunner is distance-based fare
  - \$2.50/station + \$.60 per station travelled
  - North Temple is considered a “pass-through” station and no fare is charged\*

*\*North Temple Station is not currently represented in the Fare Policy as being no additional charge (“pass-through”)*



# RESOLUTION R2022-03-06

Resolution approving the fare structure of the Authority

- Resolution will update the FrontRunner fare matrix to include Vineyard Station
  - No charge will be assessed to the rider and station will be considered as a “pass-through”
- Formalize North Temple station as a “pass-through” station



# Recommended Action

## (by roll call)

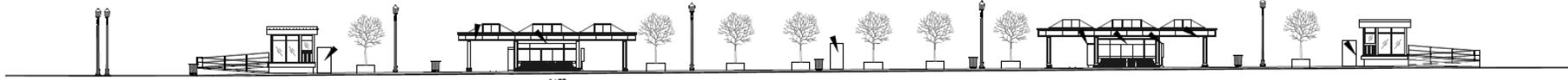
Motion to approve R2022-03-06  
Resolution Adopting the Fare Rates and Types of Fare Media of the Agency and  
Authorizing FrontRunner Pass-Through Stations



**R2022-03-07**

**Resolution Authorizing Execution of  
Amendment Two to the Interlocal  
Cooperation Agreement with the  
Redevelopment Agency of Salt Lake  
City for the Cooperative Construction  
of a TRAX Station at 650 South Main  
Street**





Resolution to Amend ILA with the Redevelopment Agency of S.L.C. for 650 S Main St. TRAX Station Construction



# Resolution Background

**This request seeks the following action from the Board of Trustees:**

**Approve Amendment No. 2 for the ILA/Cooperative Construction Agreement with the Redevelopment Agency of SLC (SLCRDA) which would extend the contract to construct the 650 S Main Street TRAX Station to June 30, 2022.**



# Amendment No. 2- 650 South Main St. TRAX Station

- **UTA signed an Interlocal Local Agreement with the SLCRDA in December of 2020 for the construction of the 650 South Main Street TRAX Station.**
- **Unanticipated supply chain issues have necessitated the need for additional time to complete the project.**
- **Time is added in this amendment to allow construction to be completed by June of 2022.**



# Recommended Action

## (by roll call)

Motion to approve R2022-03-07

Resolution Authorizing Execution of Amendment Two to the Interlocal Cooperation Agreement with the Redevelopment Agency of Salt Lake City for the Cooperative Construction of a TRAX Station at 650 South Main Street



**R2022-03-09**

**Resolution Declaring Official Intent of  
the Utah Transit Authority to  
Reimburse Itself for Certain Capital  
Expenditures Through Lease Financing**



# 2022 Capital Budget

## Revenue & Non-Revenue Service Vehicles

| Vehicle/Equipment Replacement | Number | Amount       |
|-------------------------------|--------|--------------|
| Buses                         | 20     | \$10,900,000 |
| Paratransit                   | 8      | \$1,100,000  |
| Vanpool Vans                  | 39     | \$1,345,000  |
| Non-Revenue Service Vehicles  | 13     | \$650,000    |
| Totals                        | 80     | \$13,995,000 |

# Timing Issue

## Delivery vs. Financing

- Vehicle and equipment acquisition and delivery dates vary throughout the year
- Most efficient to execute one lease
- Federal law<sup>1</sup>:
  - Financed items may purchased up to 60 days before financing close
  - Financed items may be purchased more than 60 days before financing close if an intent to reimburse resolution is adopted

<sup>1</sup> 26 CFR § 1.150-2

# Proposed Intent to Reimburse Resolution

- Establishes maximum reimbursement authorization up to \$14,000,000
- Allows lease financing for budgeted items purchased from January 1, 2022 until lease financing close

# Recommended Action

## (by roll call)

Motion to approve R2022-03-09  
Resolution Declaring Official Intent of the Utah Transit Authority to Reimburse Itself  
for Certain Capital Expenditures Through Lease Financing



**R2022-03-10**  
**Resolution Modifying the Authority's**  
**Organizational Structure**  
**AND**  
**Technical Budget Adjustment –**  
**Operating**

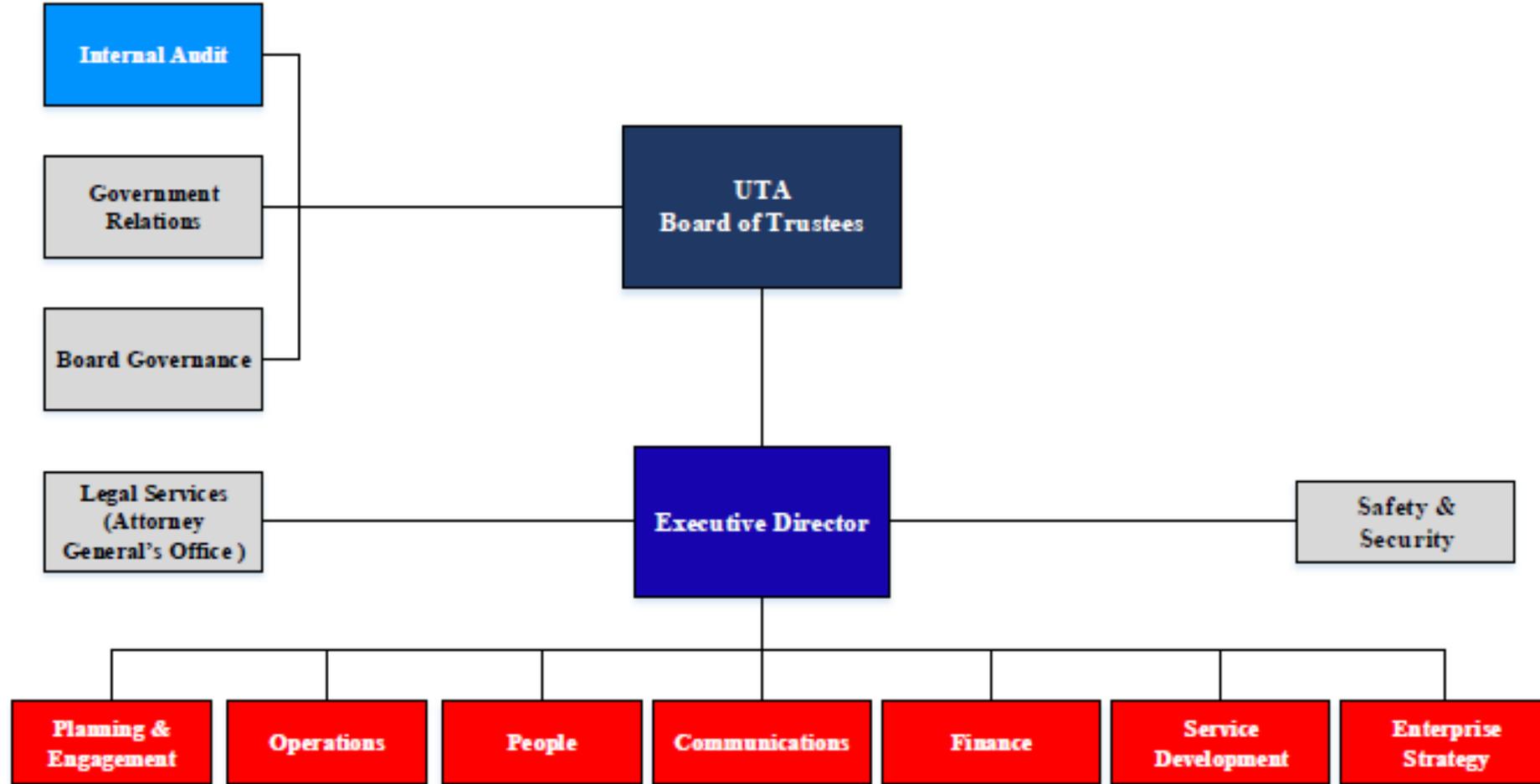


# Modification of UTA's Organizational Structure

- It is recommended the Board adopt the resolution adjusting the structure to add a Chief Communications Officer.
- The addition of this position will result in a more strategic approach to the Authority's communication, PR, and marketing work.



# Organizational Chart



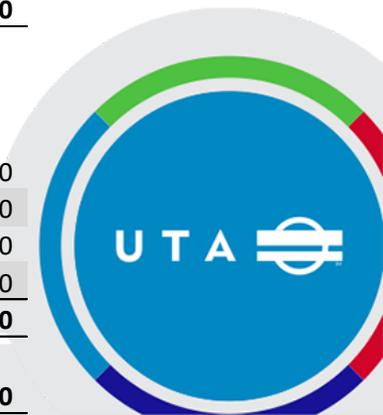
**UTAH TRANSIT AUTHORITY**  
**2022 AMENDED OPERATING BUDGET**  
**April 27, 2022**

**Attachment A**

# Technical Budget Adjustment

UTAH TRANSIT AUTHORITY

| <u>Revenue</u>   | 2022 Final<br>Budget      | New<br>Communications |          | Revised Budget            |
|--|---------------------------|-----------------------|----------|---------------------------|
|  |                           | Chief                 | Other    |                           |
| 1 Sales Tax  | \$ 435,700,000            |                       |          | \$ 435,700,000            |
| 2 Federal Preventive Maintenance   | 59,500,000                |                       |          | 59,500,000                |
| 3 Passenger Revenue  | 34,200,000                |                       |          | 34,200,000                |
| 4 Advertising  | 1,377,000                 |                       |          | 1,377,000                 |
| 5 Investment Income  | 5,160,000                 |                       |          | 5,160,000                 |
| 6 Other Revenues   | 15,121,000                |                       |          | 15,121,000                |
| 7 Stimulus Funding   | 100,100,000               |                       |          | 100,100,000               |
| <b>8 Total Revenue</b>   | <b>651,158,000</b>        | -                     | -        | <b>651,158,000</b>        |
| <br><u>Operating Expense</u>   |                           |                       |          |                           |
| 9 Bus  | 120,064,000               |                       |          | 120,064,000               |
| 10 Commuter Rail   | 32,198,000                |                       |          | 32,198,000                |
| 11 Light Rail  | 57,624,000                |                       |          | 57,624,000                |
| 12 Paratransit Service   | 26,217,000                |                       |          | 26,217,000                |
| 13 Rideshare/Vanpool   | 3,795,000                 |                       |          | 3,795,000                 |
| 14 Operations Support  | 61,736,000                |                       |          | 61,736,000                |
| 15 Management & Support  | 51,030,000                | 210,000               |          | 51,240,000                |
| 16 Planning/Capital Support  | 9,493,000                 |                       | -        | 9,493,000                 |
| 17 Non-Departmental  | 1,000,000                 | (210,000)             |          | 790,000                   |
| <b>18 Total Operating Expense</b>  | <b>363,157,000</b>        | -                     | -        | <b>363,157,000</b>        |
| <br><u>Debt Service, Contribution to Reserves, and Transfer to Capital</u> |                           |                       |          |                           |
| 19 Principal and Interest  | 144,837,000               |                       |          | 144,837,000               |
| 20 Bond Service Utah County for UVX BRT program                            | 3,374,000                 |                       |          | 3,374,000                 |
| 21 Contribution to Reserves  | 15,904,000                |                       |          | 15,904,000                |
| 22 Transfer to Capital   | 123,886,000               |                       |          | 123,886,000               |
| <b>23 Total Debt Service and Reserves</b>                                  | <b>288,001,000</b>        | -                     | -        | <b>288,001,000</b>        |
| <br><b>24 Total Expense</b>  | <br><b>\$ 651,158,000</b> | <br>\$ -              | <br>\$ - | <br><b>\$ 651,158,000</b> |



# Recommended Action

## (by roll call)

Motion to approve R2022-03-10  
Resolution Modifying the Authority's Organizational Structure  
AND  
Technical Budget Adjustment – Operating



# Contracts, Disbursements, and Grants



# **Contract: Telematics Vehicle Tracking System (AT&T Mobility)**



# Telematics Procurement

March 23, 2022



# Summary of Need

The current iDen radio system used to track GPS on UTA support vehicles is being replaced. The new system is not compatible with the old devices, which are no longer available. This has created the need for a new GPS tracking system.

Telematics systems, in combination with GPS tracking, gives a complete look into where a vehicle is and how it is being operated. Installing Geotab telematics devices on The UTA Support Fleet and Vanpool fleet will lead to improved asset tracking and management, optimization of the vehicle fleets, and provide data for improvements in safety.



# Geotab Go Vehicle Tracking Device



- Manage entire fleet from one platform
  - *Optimize fleet and increase asset utilization*
- Accurate Vehicle Tracking
  - *Vehicle location in real time*
  - *Speed, trip distance and time, engine idling, and more*
- Vehicle Health Assessments
  - *Manage vehicle maintenance and life cycle*
  - *Monitor vehicles' operating conditions by tracking engine diagnostics*
  - *VIN, odometer, and engine faults*
- Safety Tracking
  - *Monitor harsh driving practices, speeding, and seatbelt usage*



# Cost Summary

- Telematics Five Year Budget Summary – Total Contract \$1,032,500

| Item                            | 2022           | 2023           | 2024           | 2025           | 2026           | Total            |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Hardware & Initial Subscription | 162,500        |                |                |                |                | 162,500          |
| Support Fleet Subscription      |                | 95,000         | 125,000        | 130,000        | 130,000        | 480,000          |
| Van Pool Subscription           |                | 80,000         | 100,000        | 105,000        | 105,000        | 390,000          |
| <b>Total</b>                    | <b>162,500</b> | <b>175,000</b> | <b>225,000</b> | <b>235,000</b> | <b>235,000</b> | <b>1,032,500</b> |



# Questions?



# **Contract: Telematics Vehicle Tracking System (AT&T Mobility)**

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## **Recommended Action (by acclamation)**

Motion to approve a contract with AT&T Mobility for telematics vehicle tracking system, as presented



# **Contract: FrontRunner Forward Reimbursement Agreement (Union Pacific Railroad Company)**

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## **Recommended Action (by acclamation)**

Motion to approve the FrontRunner Forward Reimbursement Agreement with Union Pacific Railroad Company, as presented



# **Change Order: Ogden/WSU Bus Rapid Transit (BRT) Construction Change Order #17 – Additional Paving on 25<sup>th</sup> Street & McKay-Dee & Windscreen Art Glass (Stacy & Witbeck Inc.)**

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## **Recommended Action (by acclamation)**

Motion to approve a change order with Stacy & Witbeck Inc. for the Ogden/WSU BRT construction change order #17 – additional paving on 25<sup>th</sup> Street and McKay-Dee and Windscreen Art Glass, as presented



**Change Order: Supplement Number 4 to  
Stakeholder Agreement for the 300 North  
Pedestrian Bridge TIGER Project (Salt Lake City)**

**AND**

**2022 Technical Budget Adjustment – Capital – 300  
North Pedestrian Bridge TIGER Project**



# Supplement No. 4 to Salt Lake City TIGER Stakeholder Agreement

- The 300 North Pedestrian Bridge Project is a TIGER First/Last Mile Project.
- TIGER Stakeholder Agreement 18-02298BM was executed on February 19, 2019 between UTA and Salt Lake City for the Salt Lake City TIGER Projects: The Folsom Trail Project and the 300 North Pedestrian Bridge Project.
  - Supplement No. 1 was executed on February 19, 2019 for design and construction of the Folsom Trail Project.
  - Supplement No. 2 was executed on March 6, 2020 for design and construction of the 300 North Pedestrian Bridge Project.
  - Supplement No. 3 was executed on June, 2020 to increase the budget for the Folsom Trail Project.



# Supplement No. 4 to SLC TIGER Stakeholder Agreement

- The current 300 North Pedestrian Bridge budget is \$6,204,047 comprised of TIGER grant funds, SLC matching funds, and other Partner funds.
- Supplement No. 4 will increase the Project Budget by \$2,425,845 for a total Project Budget of \$8,629,892.
  - \$1,500,000 is from a Utah State ARPA grant
  - \$400,000 is from additional WFRC STP Funds
  - \$300,000 is from additional UTA Partner Funds
  - \$225,845 is from additional SLC Matching Funds



# **Change Order: Supplement Number 4 to Stakeholder Agreement for the 300 North Pedestrian Bridge TIGER Project (Salt Lake City)**

**AND**

## **2022 Technical Budget Adjustment – Capital – 300 North Pedestrian Bridge TIGER Project**

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### **Recommended Action (by acclamation)**

Motion to approve a change order with Salt Lake City for the supplement number 4 to stakeholder agreement for the 300 North pedestrian bridge TIGER project AND 2022 technical budget adjustment – Capital – 300 North pedestrian bridge TIGER Project, as presented



# Service and Fare Approvals



# **Sponsored Fare Agreement: Funding for Free System-Wide Fares During Free Fare February (Salt Lake City)**

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## **Recommended Action (by acclamation)**

Motion to approve sponsored fare agreement with Salt Lake City for funding for free system-wide fares during Free Fare February



# **Sponsored Fare Agreement: Funding for Free System-Wide Fares During Free Fare February (Salt Lake County)**

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## **Recommended Action (by acclamation)**

Motion to approve sponsored fare agreement with Salt Lake County for funding for free system-wide fares during Free Fare February



# Discussion Items



# Donated Vehicle Program



# Donated Vehicle Program Update

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- The administration of the Donated Vehicle Program has been transferred to the Coordinated Mobility Department.
- CFO will continue to sign all agreements with organizations receiving a donated vehicle.
- Information regarding the program can be found at: [www.rideuta.com/donatedvehicle](http://www.rideuta.com/donatedvehicle)



# Criminal Ordinance Review



# UTA Public Ordinance Update

- UTA Ordinances
- Pursuant to Utah Code Ann. §§ 17B-1-301 and 17B-2a-808; A board of trustees of a large public transit district may:
  - Make and pass ordinances, resolutions, and orders that are:
  - Not repugnant to the United States Constitution, the Utah Constitution, or the provisions of this part; and
  - Necessary for:
    - (A) the governance and management of the affairs of the district;
    - (B) the execution of district powers; and
    - (C) carrying into effect the provisions of this part;



# UTA Criminal Ordinance

- Cross functional Team – Legal, Planning & Engagement, Police, Operations, Real Estate/Properties, Safety, and Customer Service
- Goals
  - Increase compliance, clarify and make consistent
  - Update to align with new technologies and current practices
  - Review internal processes and procedures
- Trespassing Ordinance will be updated in a similar manner



# Criminal Ordinance Overview

The draft ordinance includes 10 sections:

1. Definitions
2. Authority
3. Rules of Construction
4. Adoption of Utah Codes
5. Classification of Offenses
6. Vehicles
7. Use of Transit Facilities
8. Conduct While Using Transit Facilities
9. Property
10. Enforcement



## Section 4 – Adoption of Utah Codes

- Utah Criminal Code
- Utah Code of Criminal Procedure
- Utah Controlled Substances Act and Utah Drug Paraphernalia Act Adopted
- Utah Traffic Code Adopted
- Utah Indoor Clean Air Act Adopted
- Utah Railroad Code Adopted
- Citation to State Code



## Section 5 – Classification of Offenses

- Violations of a section of the Utah State Code incorporated herein shall have the same classifications and penalties as provided by state law.
- Violations of a section of the Utah State Code that are also violations of these Ordinances may be punishable under either the State Code or these Ordinances.
- Where no penalty is otherwise prescribed, any violation of these Ordinances shall constitute an infraction and be punishable as provided in Utah Code §76-3-205, as amended.



## Section 6 - Vehicles

Provides permitted and non-permitted uses of transit facilities relevant to vehicles

- Parking
- Towing
- Traffic

## Section 7 - Use of Transit Facilities

Defines permitted and unpermitted uses of transit facilities



## Section 8 – Conduct While Using Transit Facilities

- Prohibited conduct
- Disturbing the peace
- Animals
  - Service animals
  - Other animals



## Section 9 - Property

- Conduct on Right-of-Ways
- Encroachment Upon Authority Property
- Trespass

## Section 10 - Enforcement

- Transit police officers' responsibilities
- UTA may eject/refuse service to any passenger who violates these Ordinances



# UTA Ordinance Update Public Engagement & Timeline

- December – Board review Fare Payment Ordinance
- January-February – Public Comment period on Fare Payment Ordinance
- March-April – Board review Criminal Ordinance; Public Comment on Criminal Ordinance
- April-May – Board review Trespassing Ordinance; Public Comment on Trespassing Ordinance
- June-July – Advisory Council review updated Ordinances; Board adopt updated Ordinances



# Discussion



# **2021 Annual Transit-Oriented Development Report and Real Estate Inventory**



**Annual Report to the  
UTA Board of Trustees**

**In compliance with Board of Trustees Policy No 5.1 Section III (A)(5) and Exhibit A  
and  
Board of Trustees Policy No. 5.2 Section C**

**Annual Transit-Oriented Development Report and  
Real Estate Inventory**

December 2021



# Board Policy



BTP 5.1: “The Authority will report the findings of the TOD System Analysis to the Board of Trustees at least once a year and on an as-needed basis.”

BTP 5.2: “The Executive Director will present an annual report to the Board of Trustees that includes an inventory of the Authority’s real property and a list of property acquisitions and dispositions occurring since the previous year’s report.”

# Real Estate Inventory



|                               |                        |
|-------------------------------|------------------------|
| <b>Land Area</b>              | <b>2,527 acres</b>     |
| <b>Properties</b>             | <b>828 parcels</b>     |
| <b>Book Value</b>             | <b>\$424.6 million</b> |
| <b>Active Licenses/Leases</b> | <b>3,092</b>           |

# Annual TOD Report



## **Active Projects:**

- **Ogden Central Station**
- **Clearfield Station**
- **Salt Lake Central Station**
- **3900 South Meadowbrook Station**
- **Sandy Civic Center Station**
- **Jordan Valley Station**
- **Midvale Center Street Station**

# Annual TOD Report



|  |                              |
|--|------------------------------|
| <b>Completed or Under Construction</b> | <b>14 development phases</b> |
| <b>Residential</b>                     | <b>1,702 dwelling units</b>  |
| <b>Office</b>                          | <b>570,000 square feet</b>   |
| <b>Retail/Commercial</b>               | <b>50,000 square feet</b>    |
| <b>Hotel</b>                           | <b>192 rooms</b>             |

# Annual TOD Report



**Private Investment**

**\$537 million**

**UTA Capital**

**\$45.7 million**

**UTA Return**

**\$49.3 million**

# Other Business

- a. Next Meeting: Wednesday, April 13<sup>th</sup>, 2022 at 9:00 a.m.



# Closed Session

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



# **Recommended Action**

## **(by acclamation)**

Motion for a closed session to discuss pending or reasonably imminent litigation



# Closed Session



# Open Session



# Adjourn

