

UTA Board of Trustees Meeting

May 25, 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 May 11, 2022 Board Meeting Minutes
- b. UTA Policy – UTA.01.02 – Americans with Disabilities Act (ADA) Compliance
- c. UTA Policy – UTA.01.06 – Title VI Compliance



Recommended Action

(by acclamation)

Motion to approve consent agenda



Reports



Executive Director's Report

- Grants Update
- Ridership and Ski Season Report



Grants Update



Grants Update 2nd Quarter 2022

Discretionary Grants Selected for Award	Award	Date
TTIF – 5600 W/Westside Express Bus	\$20.5M	4/28/2022

Grant Applications Submitted	Request	Due Date
USDOT RAISE Capital – 5600 W/Westside Express Bus	\$16.4M	4/14/2022
FTA Low & No Emission – 20 Electric Buses + Charging	\$17.17M	5/31/2022
FTA Bus & Bus Facilities – Transit Technical Education Center	\$3.76M	5/31/2022



Grants Update 2nd Quarter 2022

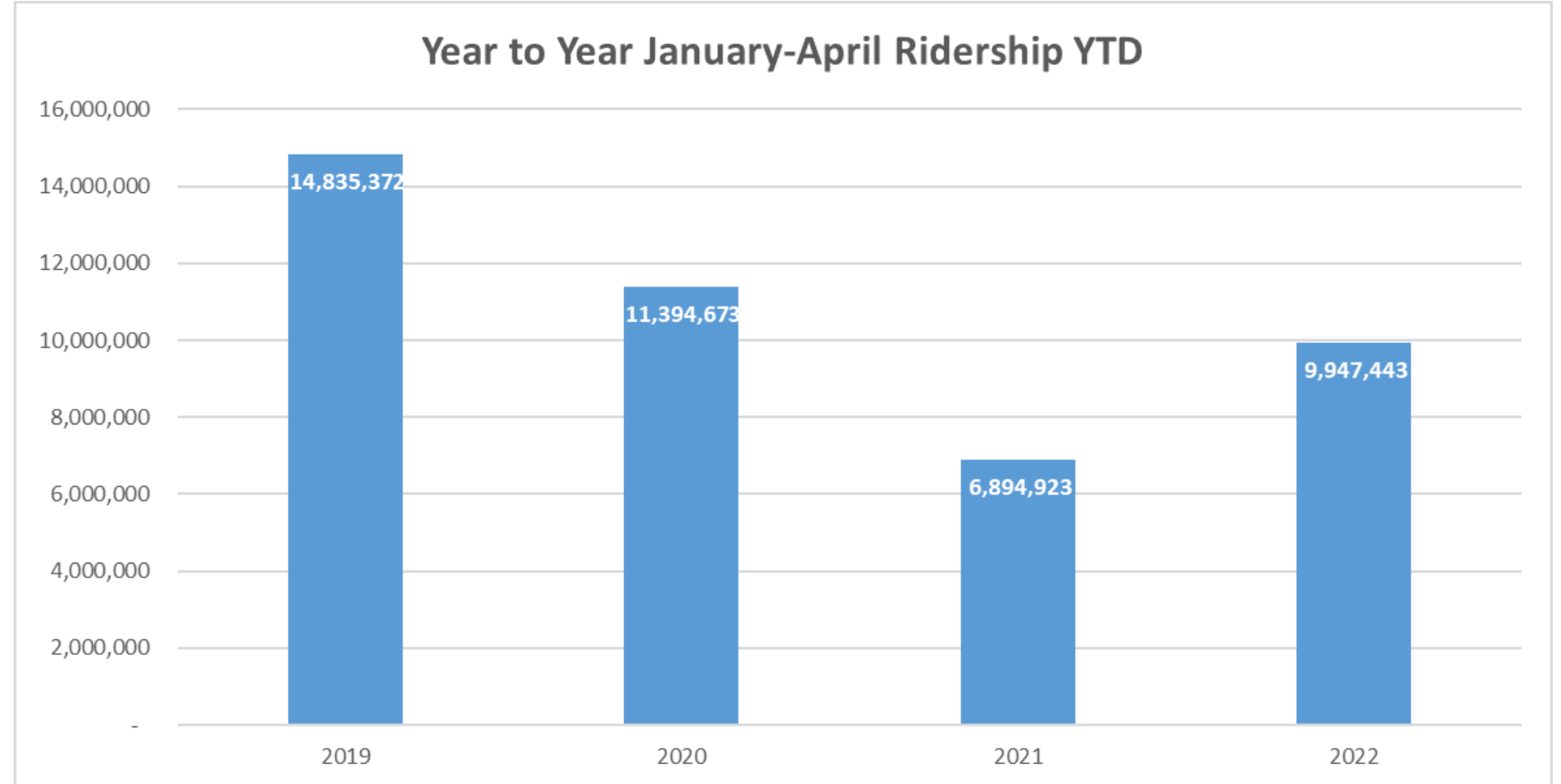
Grant Submittals Outstanding	Request	Date Submitted
FTA Areas of Persistent Poverty – Paratransit Forward	\$386K	Aug. 2021
FRA CRISI – Sharp Tintic Connection	\$5.1M	Nov. 2021
FTA Route Planning Restoration – Equity Index Study	\$300K	Nov. 2021



Ridership and Ski Season Report



Ridership Report



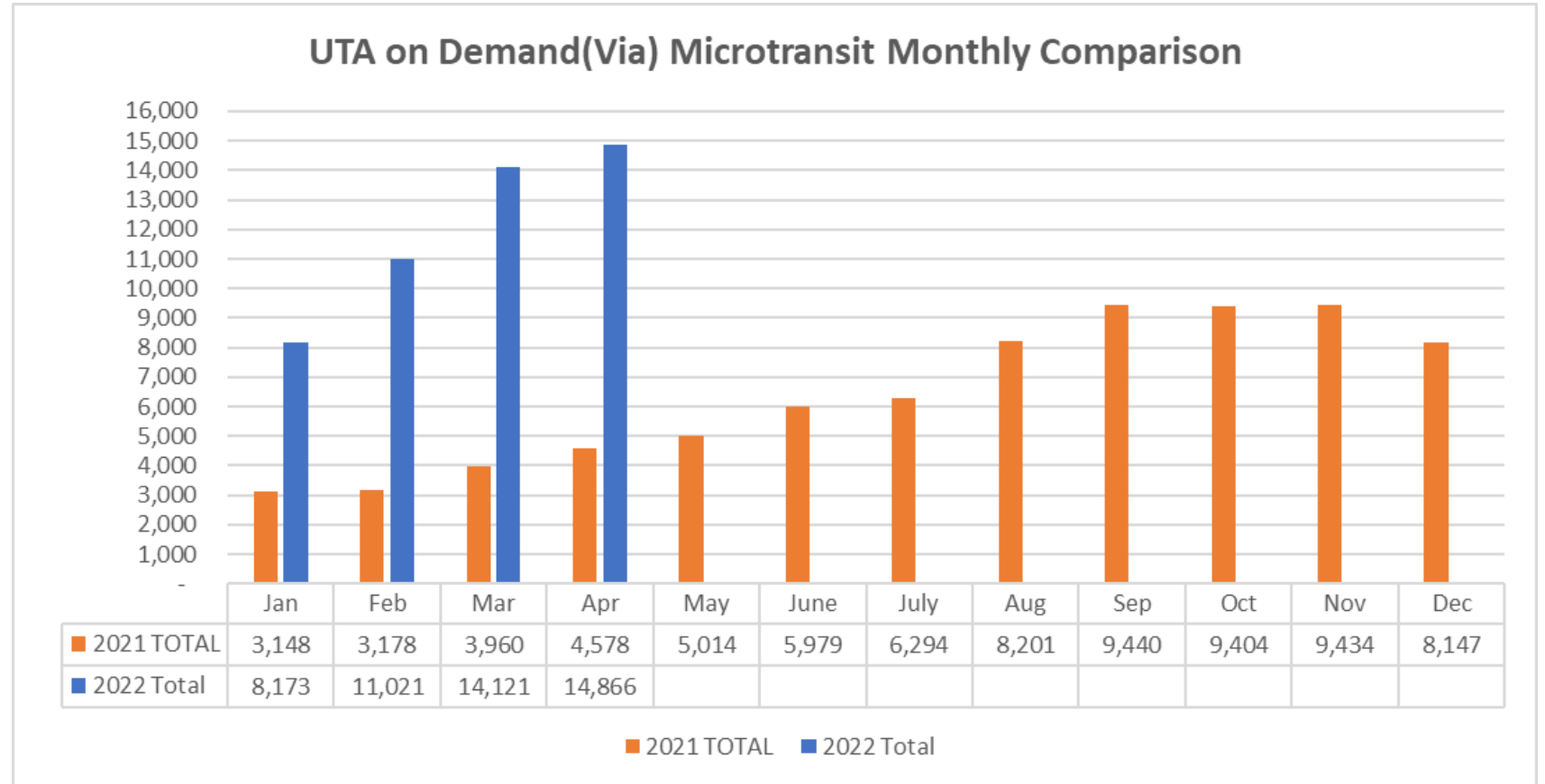
Ridership Report

Mode	Jan-Apr 2019	Jan-Apr 2021	Jan-Apr 2022
Bus System	5,581,233	3,746,929	5,045,911
Paratransit	91,069	65,805	101,184
Route Deviations	102,034	72,820	145,243
Mobility Management	818	815	899
Light Rail	3,967,492	2,216,987	3,307,576
Streetcar (S-Line)	125,672	80,491	130,667
Commuter Rail	1,153,130	502,105	923,127
Vanpool	373,226	208,971	244,656
UTA On Demand (VIA)*			48,181
UTA System	11,394,673	6,894,923	9,947,443

* MicroTransit(UTA On Demand) became an official transit mode in Aug 2021.



Ridership Report

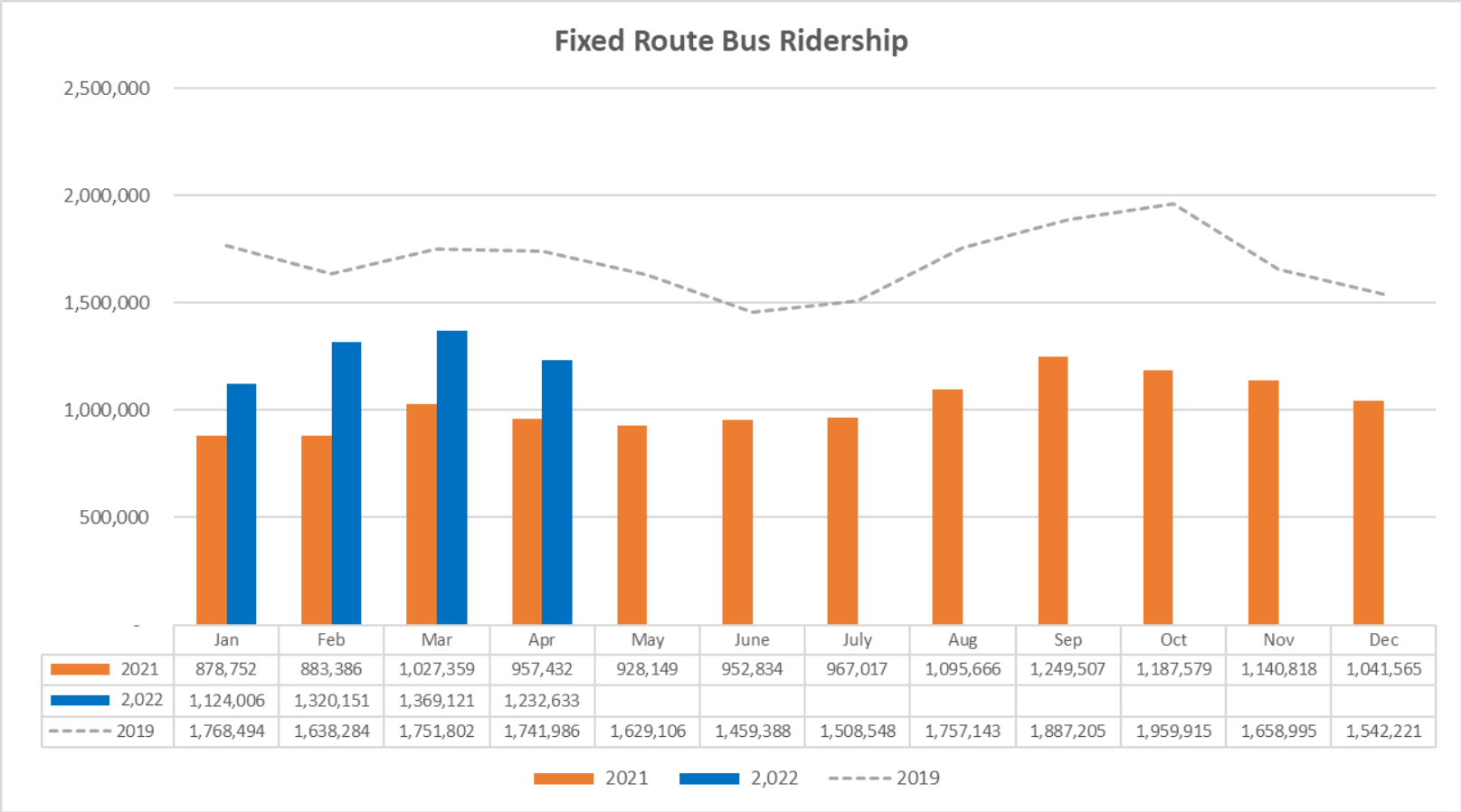


Mode	Jan - Apr 2021	Jan - Apr 2022	% Change
Microtransit	14,864	48,181	224%

- MicroTransit replaced several Flex Routes starting August Change Day



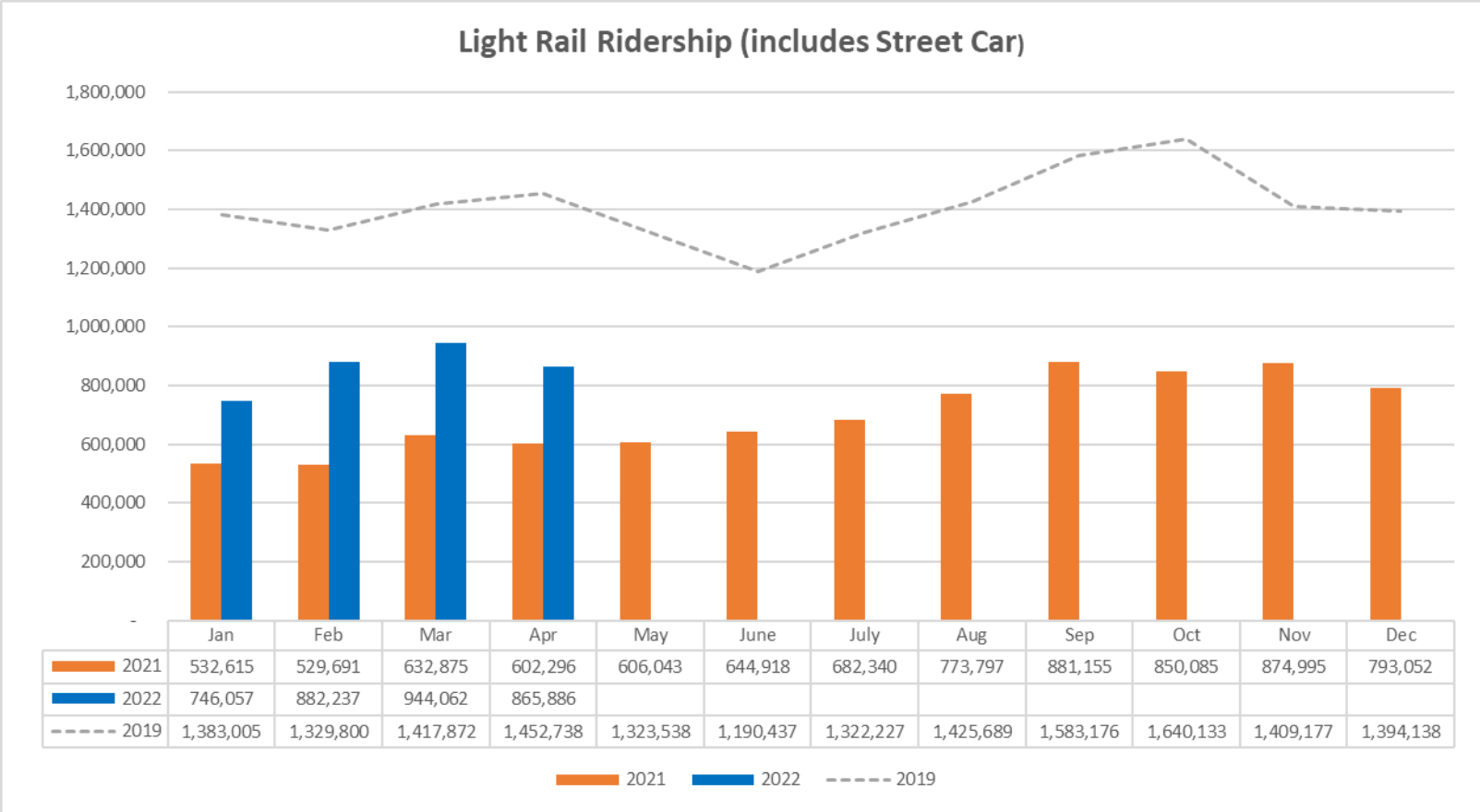
Ridership Report



Mode	Jan-Apr 2021	Jan-Apr 2022	% Change
Bus	3,746,929	5,045,911	34.67%



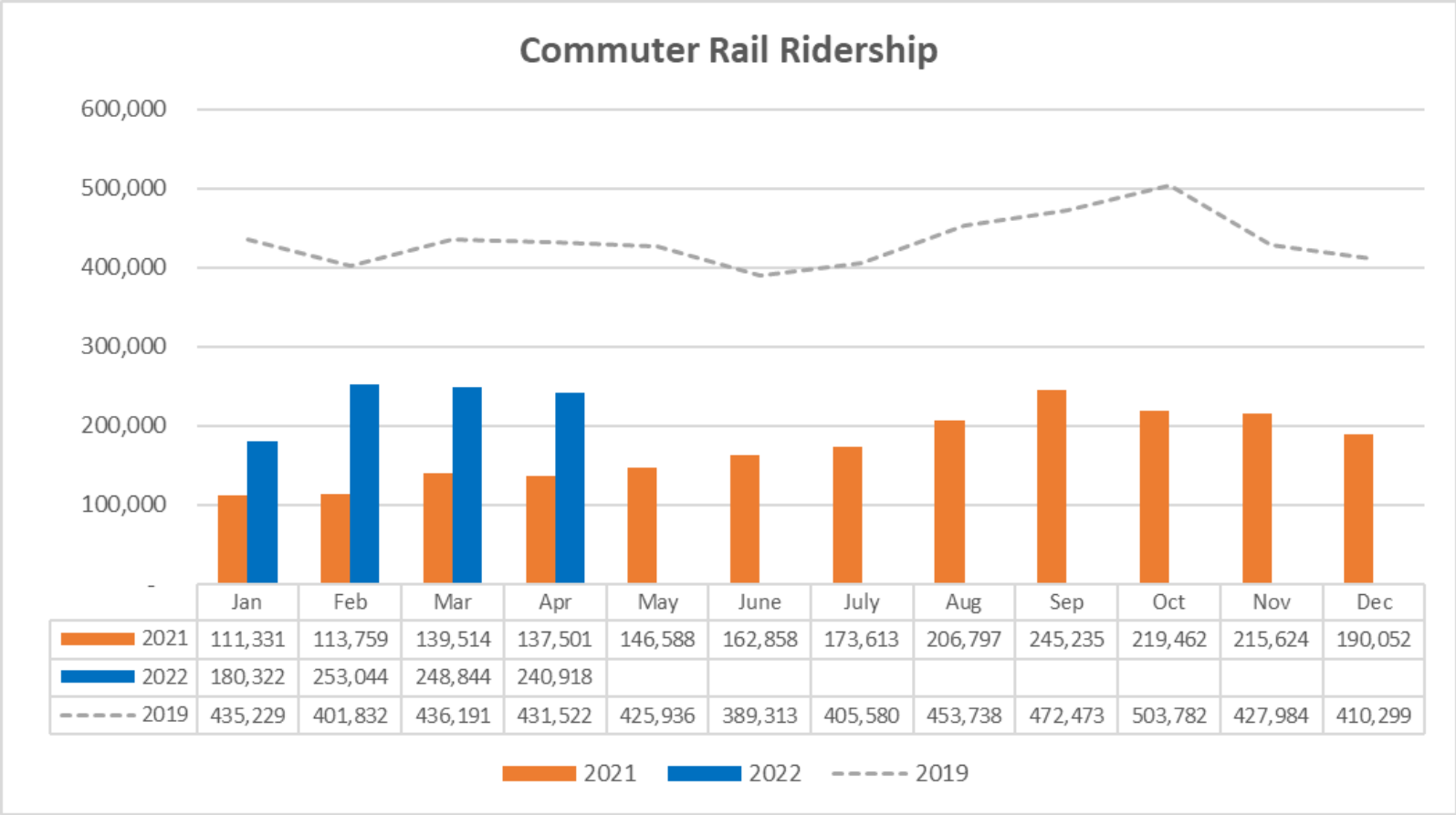
Ridership Report



Mode	Jan-Apr 2021	Jan-Apr 2022	% Change
Light Rail	2,297,477	3,438,242	49.65%



Ridership Report



Mode	Jan-Apr 2021	Jan-Apr 2022	% Change
Commuter Rail	502,105	923,127	83.85%



2021-2022 Ski Bus Ridership Report

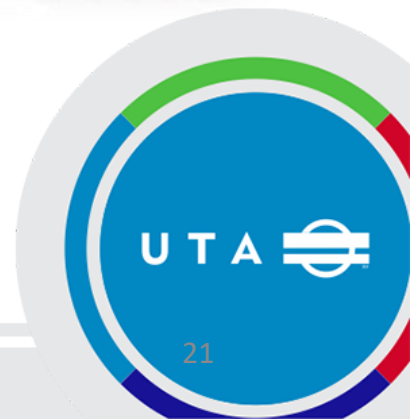
May 9, 2022



2021-2022 UTA Ski Service

- Seven Routes
- Serving Seven Resorts
- Operating 57 Ski Buses

Total Ski Service					
Route	2019-2020	2020-2021	2021-2022	2021-2022 over 2019-2020 % Change	2021-2022 over 2020-2021 % Change
All Ski	383,401	261,910	406,335	5.98	55.14

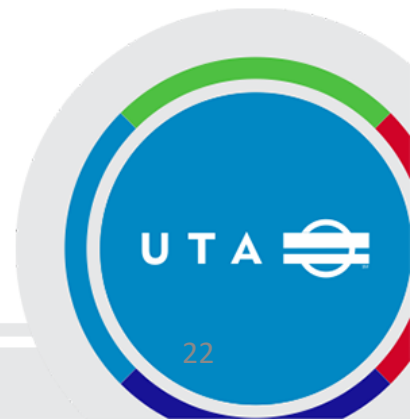


2021-2022 Ogden Ski Service

- Three Routes
 - Route 674 - Ogden to Powder Mountain
 - Route 675 - Ogden to Snowbasin
 - Route 677 - Layton to Snowbasin
- Operating 12 Ski Buses



Ogden Ski Service					
Route	2019-2020	2020-2021	2021-2022	2021-2022 over 2019-2020 % Change	2021-2022 over 2020-2021 % Change
674	29,147	11,619	17,127	-41.24	47.40
675	15,094	6,300	15,111	0.11	139.87
677	10,732	6,978	9,157	-14.68	31.22
Total	52,947	24,897	41,395	-21.82	66.27

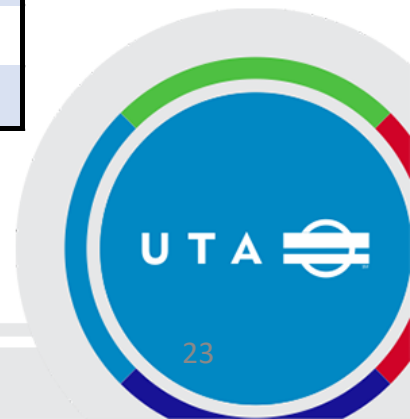


2021-2022 Salt Lake Ski Service

- Three Routes
 - Route 953 - Midvale Ft Union to Snowbird/Alta
 - Route 972 - Bingham Junction to Solitude/Brighton
 - Route 994 - Historic Sandy Station To Snowbird/Alta
- Operating 41 Ski Buses



Salt Lake Ski Service					
Route	2019-2020	2020-2021	2021-2022	2021-2022 over 2019-2020 % Change	2021-2022 over 2020-2021 % Change
953	77,946	55,610	89,288	14.55	60.56
972	156,089	105,106	167,187	7.11	59.07
994	94,334	72,618	103,006	9.19	41.85
Total	325,450	233,334	359,481	10.46	54.06

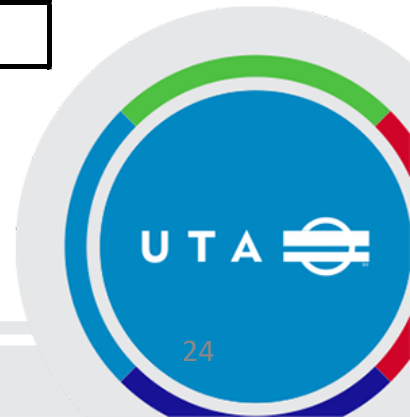


2021-2022 Timpanogos Ski Service

- One Route
 - Route 880- Provo to Sundance
- Operating 4 Ski Buses



Timpanogos Ski Service					
Route	2019-2020	2020-2021	2021-2022	2021-2022 over 2019-2020 % Change	2021-2022 over 2020-2021 % Change
880	5,003	3,679	5,460	9.12	48.43



Questions?



Resolutions



R2022-05-03

**Resolution Authorizing the Execution of
a Rebuilding American Infrastructure
with Sustainability and Equity (RAISE)
Grant Agreement with the Federal
Transit Administration for the TechLink
Corridor Study Project**



RAISE Grant Funds for the TechLink Corridor Study Project

Total Project Cost = \$1,400,000

\$950,000 RAISE award and \$450,000 local match

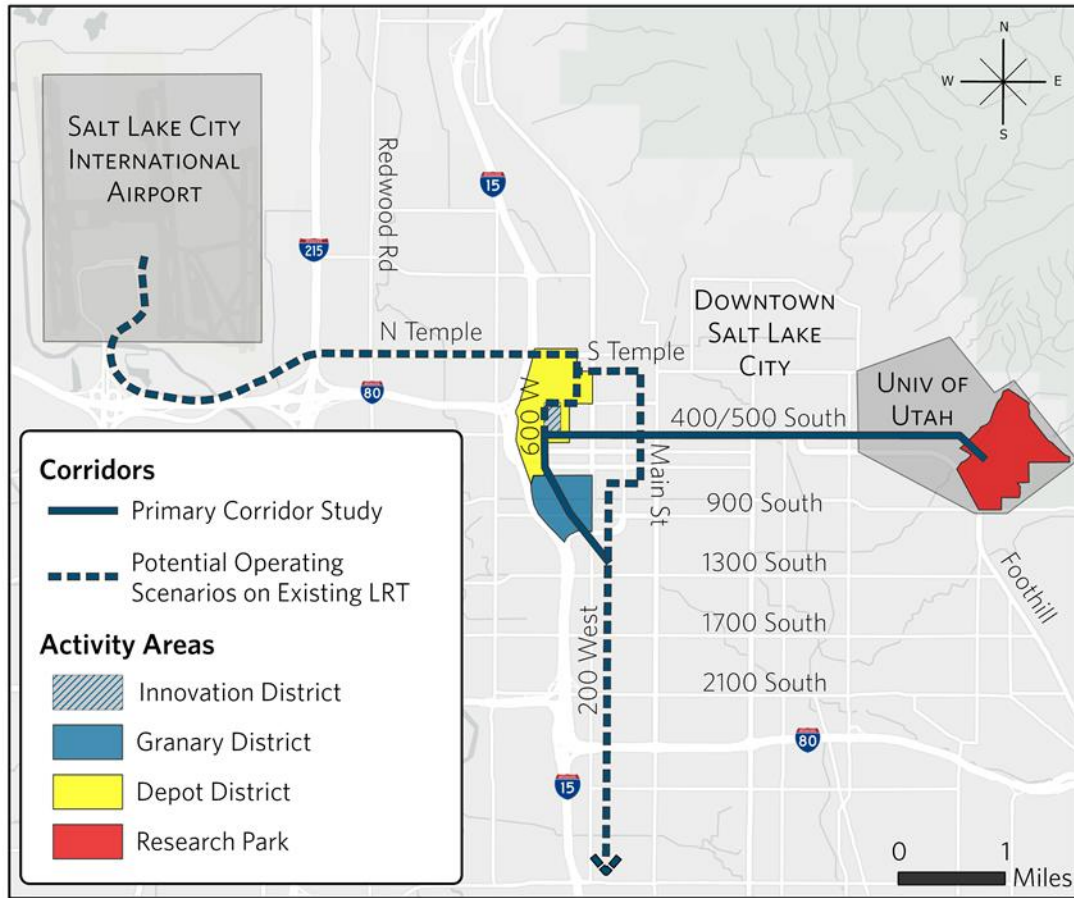
Match requirement is 20%; TechLink is overmatched by 12%

Match is provided by TechLink Partners:

- UTA - \$200,000
- University of Utah - \$200,000
- Redevelopment Agency of Salt Lake City - \$25,000
- Salt Lake City Corporation - \$25,000



TechLink Corridor Study



- Will identify a transit corridor investment for growing neighborhoods on the east and west sides of Downtown Salt Lake City and improve regional connectivity via UTA's TRAX system.
- Will explore new transit connections in Downtown SLC, including a link between the UofU's Research Park and the Innovation District near Salt Lake Central.
- The Innovation District will provide a live-learn-work-play environment where innovation thrives.
- Approximately 157,331 jobs are located within a half mile of the study area.
- The corridor is ripe for redevelopment, including the Granary and Depot Districts and the University's Innovation District.



Recommended Action

(by roll call)

Motion to approve R2022-05-03

Resolution Authorizing the Execution of a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Agreement with the Federal Transit Administration for the TechLink Corridor Study Project



R2022-05-04

**Resolution Approving the Title VI Program
for Submission to the Federal Transit
Administration**



2022 Title VI Program



Andrew Gray, Civil Rights Compliance Officer
May 25, 2022



Objectives:

- Review Title VI
- Highlight UTA's Title VI Program
- Review Components of Program
 - Title VI Policy
 - Limited English Proficiency (LEP) Plan
 - System Monitoring
 - System Maps & Demographics
- Approve Monitoring and Program



Civil Rights Act of 1964

Title VI: Prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance



*Title VI requirements are
an intentional process designed to
prevent unintentional discrimination*



Title VI Program

- Overarching document setting standards and showing efforts to ensure non-discrimination
- Specific parameters are outlined by Federal Transit Administration
- Revised and submitted every three years
- Comprised of several components related to Low-Income and Minority populations



Components of Program

Title VI Program

- Interactions with the Community
 - Title VI Notice & Participation
 - Complaint Procedures
- Title VI Policy
- Limited English Proficiency (LEP) Plan
- Service and Fare Equity Analyses
- System-wide service monitoring
 - 6 Standards
- System and ridership demographic report



Title VI Policy

- Major Service Change
 - The Addition of Service;
 - A proposed service level reduction in miles, hours, or trips of thirty three percent (33%) or more of any route
 - The elimination of all set-vice during a time period (peak, midday, evening, Saturday, or Sunday)
 - A proposed twenty-five (25%) or greater change in route alignment
 - A proposed fare change
- Disparate Impact
- Disproportionate Burden
- Public engagement is required for policies



Limited English Proficiency (LEP)

- Proficiency in English is protected under National Origin
- Four Factor Analysis
 - Significant Spanish speaking population
- Implementation Plan to provide meaningful access
- Maps of LEP dense areas

Point to your language

(Arabic) العربية	한국어 (Korean)
Bosanski (Bosnian)	ພາສາລາວ (Lao)
Português do Brasil (Brazilian Portuguese)	國語 (Mandarin)
ខ្មែរ (Cambodian)	Polski (Polish)
廣東話 (Cantonese)	ਪੰਜਾਬੀ (Punjabi)
(Farsi) فارسی	Română (Romanian)
Français (French)	Русский (Russian)
Deutsch (German)	Soomaali (Somali)
Kreyòl Ayisyen (Haitian Creole)	Español (Spanish)



Interpreter
801-RIDE-UTA
(801-743-3882)
Toll-Free (888-743-3882)
 Intérprete 口譯 thông dịch viên
 해석자 tumač переводчик
 インタプリタ Dolmetscher مترجم



Vehicle Loads

Purpose: Ensure adequate capacity on vehicles

- The first quarter of 2021 had 320k trips with 70 of them being over capacity.

	Minority Routes	Non-minority Route
Number of Trips above capacity	16	54
Percent of trips above capacity	22.9%	77.1%

- The majority of the trips exceeding UTA's vehicle load standard did not impact minority routes



Vehicle Headway

Purpose: Ensure frequency of service is distributed equitably

- In reviewing the current average number of minutes between the arrival of one vehicle to another, UTA compared minority routes and non-minority routes

	Minority Routes	Non-minority Route	System Average
Bus Headway	34.6	39.9	37.3
Rail Headway	14.8	16	15.7

- On average, minority routes have more frequent service than non-minority routes



On-Time Performance

Purpose: Ensure reliability of service is equitable

- UTA reviewed how often services were on time during the period of 2021 and compared minority vs non-minority routes

	Minority Routes	Non-minority Route	System Average
Bus Reliability	91.5%	90.1%	90.9%
TRAX Reliability	92.8%	90.8%	92.1%
FrontRunner Reliability	N/A	90.9%	90.9%

- On average, minority routes are on-time more often than non-minority routes



Service Availability

Purpose: Ensure distribution of service is equitable

- UTA reviewed the demographics of its service area and compared it to the demographics of those with reasonable access to transit

	Total Population	Low-Income Population	Percent of Low-Income
Service Area Population	2,464,647	371,559	15.3%
Population With Walk Access	1,182,293	232,769	20.1%
Percent of Population With Walk Access	48%	62.6%	

	Total Population	Minority Population	Percent Minority
Service Area Population	2,464,647	585,217	23.7%
Population With Walk Access	1,182,293	353,259	29.9%
Percent of Population With Walk Access	48%	60.4%	

- A higher percent of minority populations have access to transit services than the service area



Distribution of Amenities

Purpose: Ensure distribution of amenities is equitable

- UTA currently has 6,058 bus stops, 41.4% of which are on minority routes

	Percent of Stops on Minority Lines with this amenity	Percent of all stops with this amenity
ADA concrete pad	39.9%	34.5%
Seating	60.2%	62.9%
Shelter	33.9%	32.3%
Trash Receptacle	45.5%	41.8%

- UTA reviewed the percent of amenities on minority routes and found no disparity



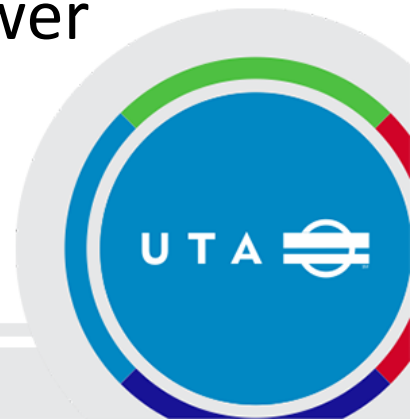
Vehicle Assignment

Purpose: Ensure equitable distribution of quality vehicles

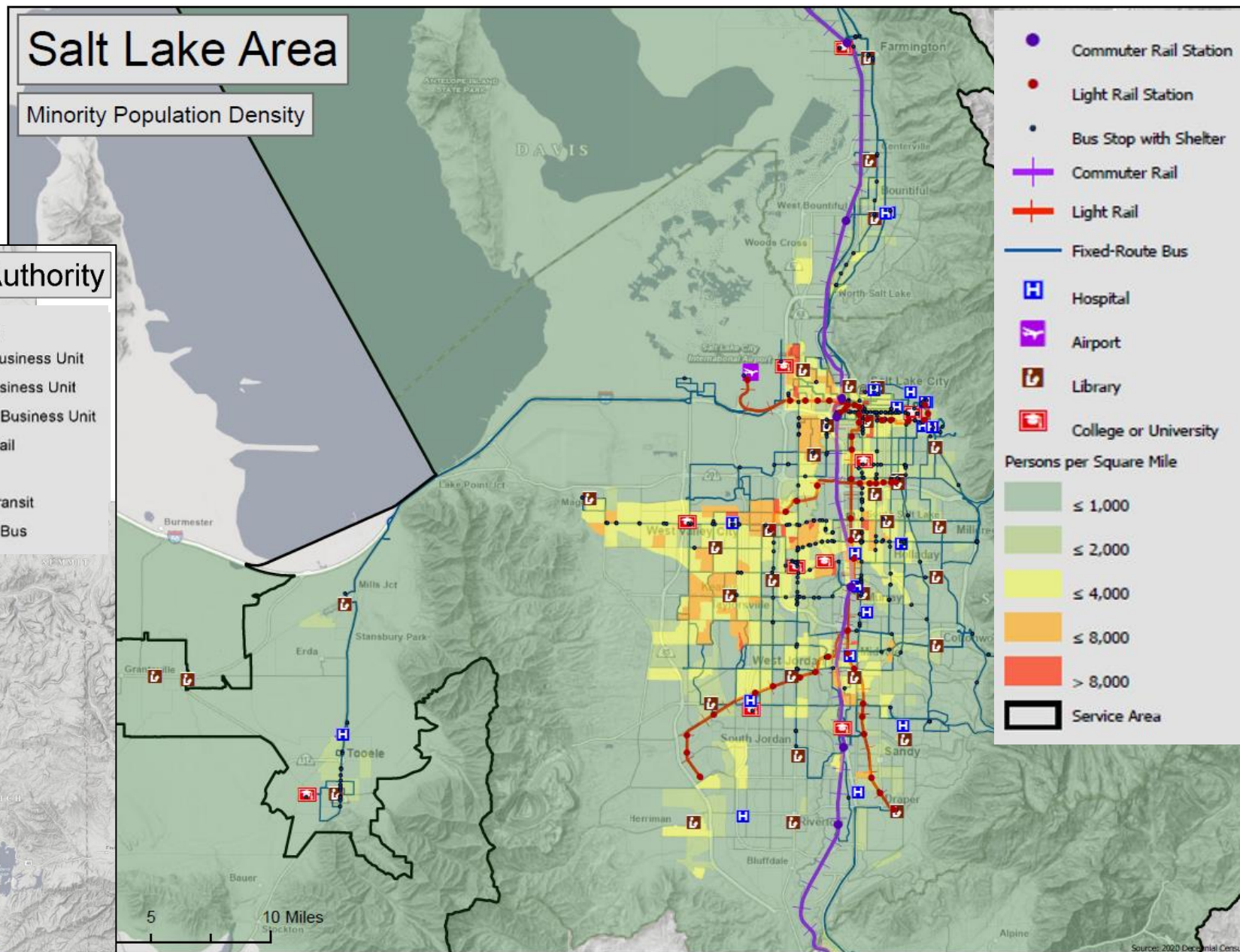
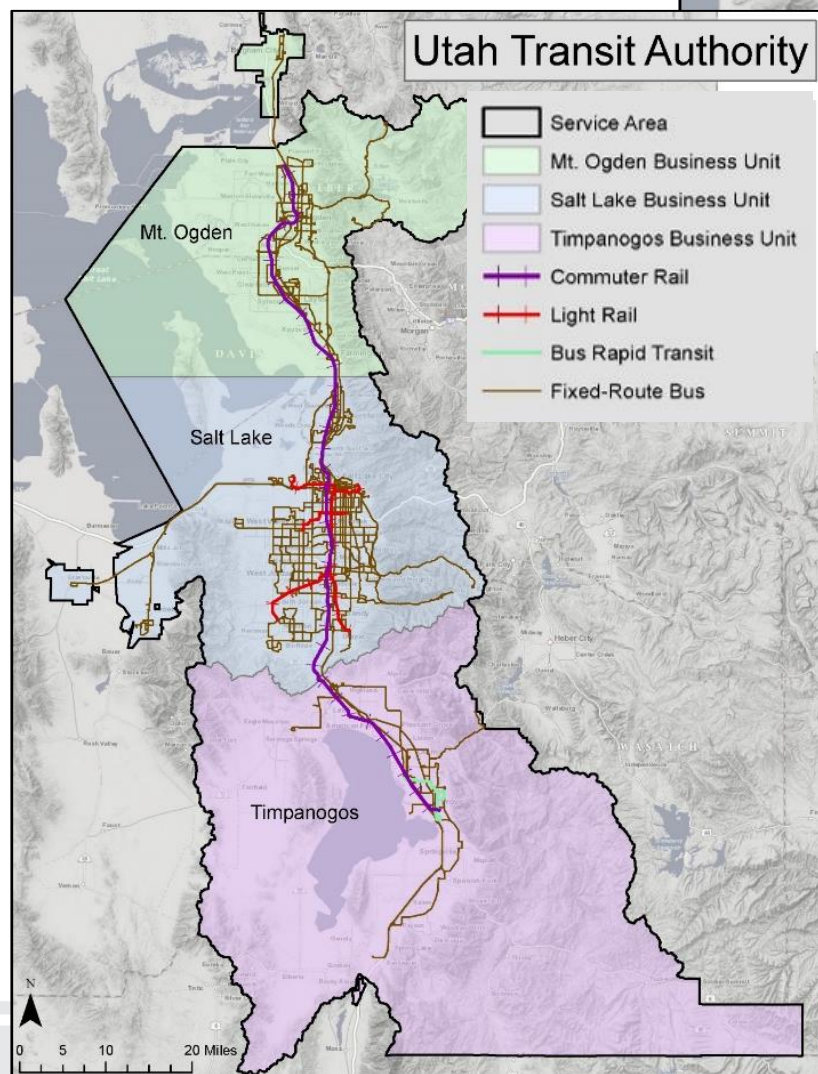
- UTA reviewed the average age in years of the vehicles assigned to minority vs non-minority routes

	Route Type	
	Non-Minority	Minority
Average Age in Years	10.1	9.6

- The average age of vehicles assigned to minority routes are newer than those assigned to non-minority areas

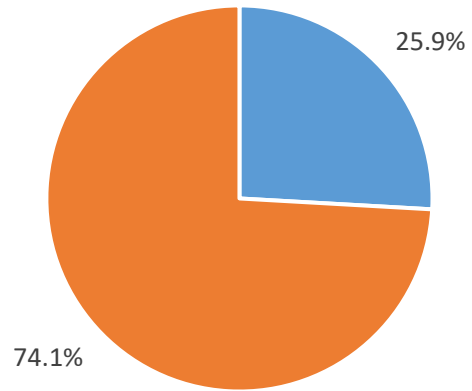


System Maps



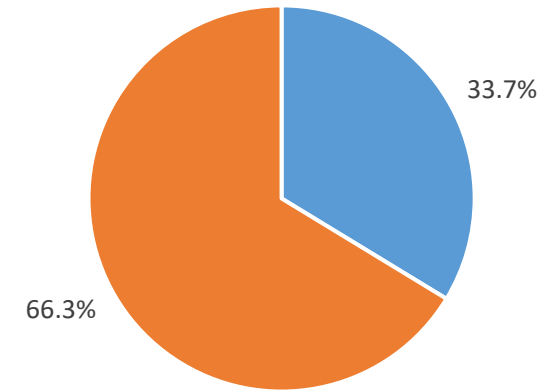
Rider Demographics

RACE/ETHNICITY OF RIDERS



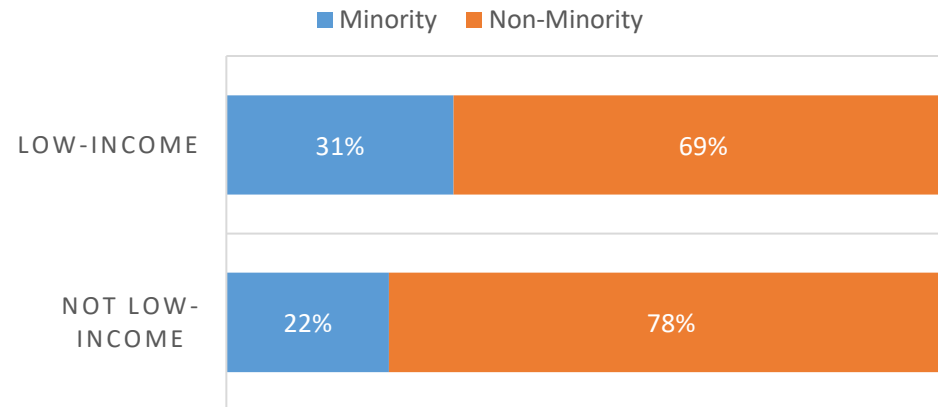
■ Minority ■ Non-Minority

INCOME OF RIDERS



■ Low-Income ■ Not Low-income

INCOME AND RACE/ETHNICITY

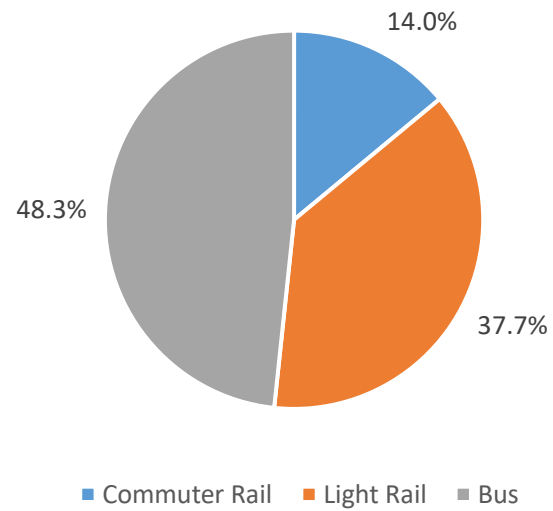


■ Minority ■ Non-Minority

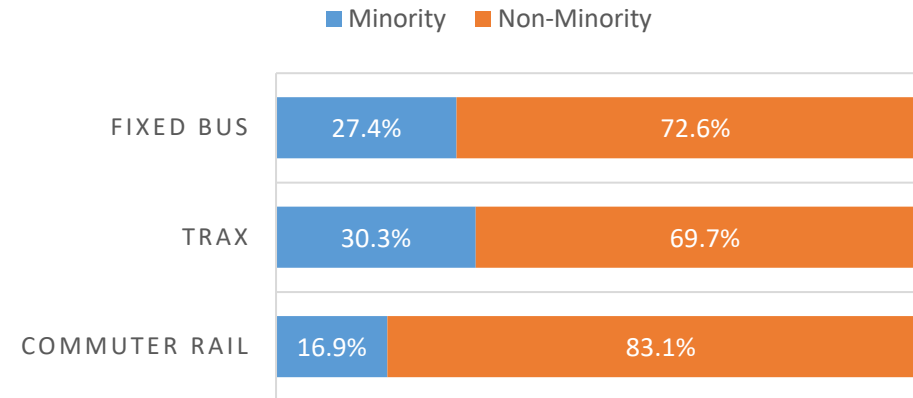


Rider Demographics

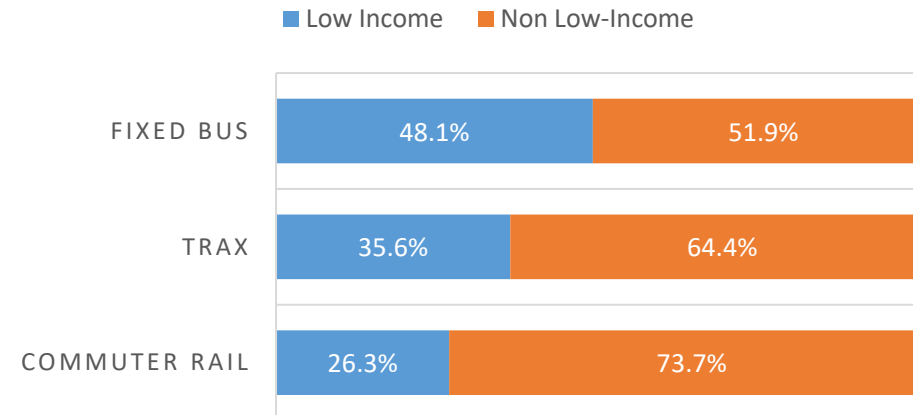
OVERALL SURVEYED BY MODE



RACE/ETHNICITY BY MODE

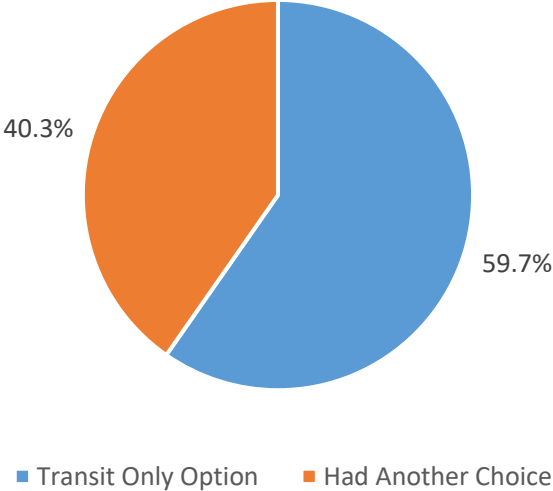


INCOME LEVEL BY MODE

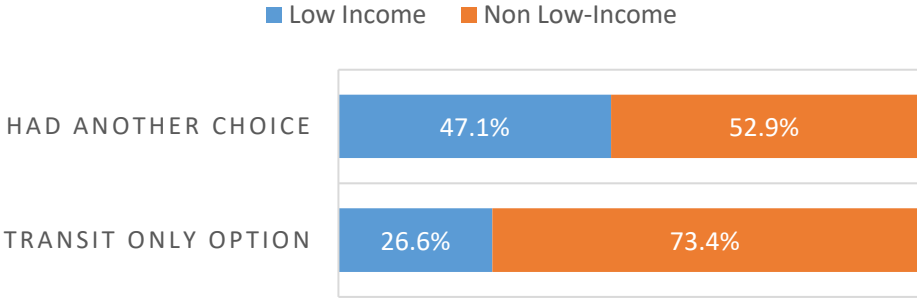


Rider Demographics

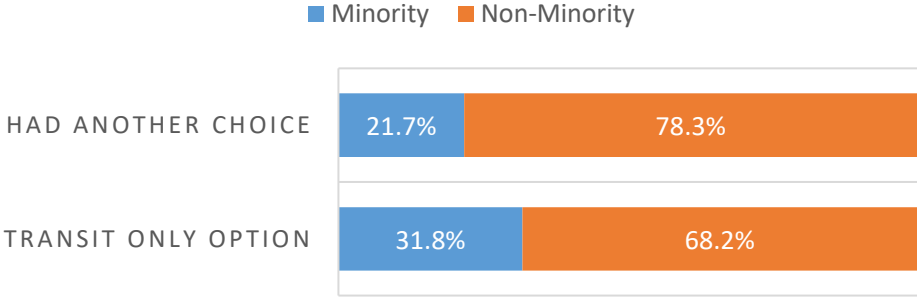
OVERALL CHOICE VS CAPTIVE



CHOICE VS CAPTIVE BY INCOME



CHOICE VS CAPTIVE BY RACE/ETHNICITY



Conclusion

- Overall, UTA performed well in all areas when it came to providing transit service to minority and low-income riders.
- There was no disparate impact found in any area of the Title VI Program.



Recommended Action

(by roll call)

Motion to approve R2022-05-04
Resolution Approving the Title VI Program for Submission to the Federal Transit
Administration



Contracts, Disbursements, and Grants



Contract: TechLink Corridor Study Funding Agreement (Redevelopment Agency of Salt Lake City, Salt Lake City, University of Utah)

Recommended Action (by acclamation)

Motion to approve the contract with the Redevelopment Agency of Salt Lake City, Salt Lake City, and University of Utah for the TechLink Corridor Study, as presented



Contract: Managed Security Services and Incident Response (Optiv Security Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Optiv Security Inc. for managed security services and incident response, as presented



Change Order: On-Call Systems Maintenance – Task Order #022 – Fiberoptic Infrastructure – Materials for TRAX North/South Mainline and University Line and FrontRunner North Near Shepherd Lane (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve the change order to the contract with Rocky Mountain Systems Services for On-Call Systems Maintenance – Task Order #022 – Fiberoptic Infrastructure – Materials for TRAX North/South Mainline and University Line and FrontRunner North Near Shepherd Lane , as presented



Change Order: On-Call Systems Maintenance – Task Order #023 – Fiberoptic Infrastructure – Design for TRAX North/South Mainline, University Line, and TRAX Backbone Upgrades (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve the change order to the contract with Rocky Mountain Systems Services for On-Call Systems Maintenance – Task Order #023 – Fiberoptic Infrastructure – Design for TRAX North/South Mainline, University Line, and TRAX Backbone Upgrades, as presented



Change Order: On-Call Systems Maintenance – Task Order #026 – Signal Design for 5300 South and 5400 South TRAX Crossover Conversions (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve the change order to the contract with Rocky Mountain Systems Services for On-Call Systems Maintenance – Task Order #026 – Signal Design for 5300 South and 5400 South TRAX Crossover Conversions, as presented



Change Order: On-Call Systems Maintenance – Task Order #028 – Materials for 5300 South and 5400 South TRAX Crossover Conversions (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve the change order to the contract with Rocky Mountain Systems Services for On-Call Systems Maintenance – Task Order #028 – Materials for 5300 South and 5400 South TRAX Crossover Conversions, as presented



Change Order: Traction Power Substation (TPSS) Rehabilitation – CO #008 – Overhead Catenary System (OCS) Overlap Conversion (C3M Power)

Recommended Action (by acclamation)

Motion to approve the change order to the contract with C3M Power Systems LLC for Traction Power Substation Rehabilitation – CO #008 – Overhead Catenary System Overlap Conversion , as presented





Other Business

- a. Next Meeting: Wednesday, June 8th, 2022 at 9:00 a.m.



Closed Session

- 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

