



Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, May 25, 2022

9:30 AM

FrontLines Headquarters

Present: Trustee Beth Holbrook
Trustee Jeff Acerson
Chair Carlton Christensen

Trustee Acerson joined the meeting electronically.

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:30 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Sheldon Shaw, UTA Director of Safety & Security, provided a brief safety message.

4. Public Comment

5. Consent

- 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**

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to approve the consent agenda. The motion carried by a unanimous vote.

6. Reports

- a. **Executive Director's Report**
 - **Grants Update**
 - **Ridership and Ski Season Report**
 - **UTA Tribute - Fares Team**

Grants Update

Jay Fox, UTA Executive Director, was joined by Patti Garver, UTA Manager - Environmental & Grant Services. Ms. Garver provided an update on the status of various grant awards, grant applications, and pending grant submissions. Specifically mentioned were:

Discretionary grants selected for award:

- TTIF - 5600 W/Westside Express Bus (\$20.5M)

Grant applications submitted:

- USDOT RAISE Capital - 5600 W/Westside Express Bus (\$16.4M)
- FTA Low & No Emission - 20 Electric Buses + Charging (\$17.17M)
- FTA Bus & Bus Facilities - Transit Technical Education Center (\$3.76M)

Grant submittals outstanding:

- FTA Areas of Persistent Poverty - Paratransit Forward (\$386K)
- FRA CRISI - Sharp Tintic Connection (\$5.1M)
- FTA Route Planning Restoration - Equity Index Study (\$300K)

Discussion ensued. Questions on electric bus assignments, westside express bus funding, and the purpose of the equity index project were posed by the board and answered by Ms. Garver.

Ridership and Ski Season Report

Mr. Fox was joined by Cherryl Beveridge, UTA Acting Chief Operating Officer; Lorin Simpson, UTA Regional General Manager - Salt Lake Business Unit; and Michelle Wallace, UTA Acting Regional General Manager - Mt. Ogden Business Unit. Ms. Beveridge delivered a report on ridership that included:

- Year-to-year January through April ridership totals, including totals by mode
- UTA On Demand microtransit year-to-date comparison between 2021 and 2022
- Fixed route bus ridership comparison of 2019, 2021, and 2022
- Light rail ridership comparison of 2019, 2021, and 2022
- Commuter rail ridership comparison of 2019, 2021, and 2022
- Ski bus ridership for the 2021-2022 season, including totals by business unit (Mt. Ogden, Salt Lake, and Timpanogos)

Ms. Beveridge indicated ridership is trending upward. She noted rider travel patterns have changed substantially as a result of the pandemic. Mr. Fox stated that compared to other agencies, UTA's ridership recovery percentages are very strong.

Discussion ensued. Questions on overall ridership trends, ski bus service capacity, ski service trends, ridership impacts related to resort parking policies, ridership impacts related to pass structure adjustments, correlation of weather patterns and ridership, and preparation planning for heavy snow seasons were posed by the board and

answered by staff. Ms. Beveridge committed to providing data to the board that reflects the correlation between winter storms and ski bus ridership.

UTA Team Recognition

Mr. Fox recognized all employees who assist during trespass events, particularly those involving fatalities. He spoke about the impact these events have on employees and thanked those who respond to and manage them. He remarked on the agency's efforts to minimize the number of incidents on the system.

7. Resolutions

a. 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

Ms. Garver summarized the resolution, which authorizes execution of a RAISE grant agreement with the Federal Transit Administration (FTA) for the TechLink Corridor Study Project. The total project cost is \$1,400,000; the RAISE award covers \$950,000 and the local match covers the remaining \$450,000. The local match is provided by the TechLink partners, which include:

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

The study will explore TRAX connections in downtown Salt Lake City, including a link between the University of Utah's Research Park and the Innovation District near Salt Lake Central Station.

Discussion ensued. A question on the timeline for completion of the study was posed by the board and answered by Ms. Garver.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this resolution be approved. The motion carried by the following vote:

Aye: Trustee Holbrook, Trustee Acerson, and Chair Christensen

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

Andrew Gray, UTA Civil Rights Compliance Officer - Title VI & DBE, described the resolution, which approves the Title VI program for submission to the FTA. He reviewed key provisions in the Civil Rights Act of 1964 related to Title VI and presented information on several components of UTA's Title VI program, including:

- The agency's Title VI policies
- Limited English proficiency (LEP) plan

- Vehicle loads
- Vehicle headway
- On-time performance
- Service availability
- Distribution of amenities
- Vehicle assignment
- System maps reflecting minority population density and other demographics
- Rider demographics

(Mr. Gray noted an error in the ridership demographic data that will be corrected in the submitted report)

Mr. Gray concluded by saying UTA performed well in all areas related to providing transit service to minority and low-income riders and the Title VI analysis revealed no disparate impact in any area of the agency's program.

Discussion ensued. Questions on the impact of the five-year plan on service availability and the amenities distribution process were posed by the board and answered by Mr. Gray. Chair Christensen suggested using data about minority and low-income populations to inform service planning. He also suggested evaluating the impact of the commuter rail fare structure on low-income populations.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this resolution be approved. The motion carried by the following vote:

Aye: Trustee Holbrook, Trustee Acerson, and Chair Christensen

8. Contracts, Disbursements, and Grants

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

Ms. Garver requested the board approve an agreement among the TechLink partners (UTA, University of Utah, Redevelopment Agency of Salt Lake City, and Salt Lake City Corporation) to fund the local match portion of the TechLink Corridor Study. The partners will contribute a total of \$450,000 to the project, apportioned as follows:

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

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

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

Kyle Brimley, UTA IT Director, requested the board approve a five-year contract with

Optiv Security Inc. for managed cyber security and incident response services. The total contract value is \$1,181,127.23.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

c. **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)**

Jared Scarbrough, UTA Acting Director of Capital Construction, requested the board approve a \$534,438 change order to the contract with Rocky Mountain Systems Services for procurement of all necessary fiber optic cables required for upgrades to the TRAX North/South Main Line and University Line, as well as FrontRunner North near Shepherd Lane. The total contract value, including the change order, is \$6,365,958.

Discussion ensued. Questions on conduit placement and Utah Department of Transportation (UDOT) work near Shepherd Lane were posed by the board and answered by Mr. Scarbrough.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

d. **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)**

Mr. Scarbrough requested the board approve a \$227,663 change order to the contract with Rocky Mountain Systems Services (RMSS) for the design of a fiber optic backbone on the communications systems for the TRAX Blue and Red lines. The total contract value, including the change order, is \$6,593,621.

Discussion ensued. A question on RMSS experience with fiber optics was posed by the board and answered by Mr. Scarbrough.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this change order be approved. The motion carried by a unanimous vote.

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

Mr. Scarbrough requested the board approve a \$339,007 change order to the contract with Rocky Mountain Systems Services for the signal design required to convert two existing non-powered electric lock crossovers to two independent, signalized, powered interlockings with remote controls and report features. The signals are located at 5300 South and 5400 South. The total contract value, including the change order, is \$7,081,881.

Discussion ensued. Questions on the track structure at the crossover locations and number of remaining switches needing replacement were posed by the board and answered by Mr. Scarbrough.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

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

Mr. Scarbrough requested the board approve a \$1,414,126 change order to the contract with Rocky Mountain Systems Services for the materials required for the 5300 South and 5400 South crossover conversions. The total contract value, including the change order, is \$8,587,311.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this change order be approved. The motion carried by a unanimous vote.

g. Change Order: Traction Power Substation (TPSS) Rehabilitation - CO #008 - Overhead Catenary System (OCS) Overlap Conversion (C3M Power Systems LLC)

Mr. Scarbrough requested the board approve a \$319,092 change order to the contract with C3M Power Systems LLC to upgrade the OCS at 50 North/400 West (Green Line), 9400 South (Blue Line), and E4 TPSS on Mario Capecchi Drive (Red Line). The total contract value, including the change order, is \$41,491,398.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this change order be approved. The motion carried by a unanimous vote.

9. Other Business

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

10. Closed Session

a. Strategy Session to Discuss Pending or Reasonably Imminent Litigation

Chair Christensen indicated there were matters to be discussed in closed session related to pending or reasonably imminent litigation. A motion was made by Trustee Holbrook, seconded by Trustee Acerson, for a closed session. The motion carried by a unanimous vote.

Chair Christensen called for a break at 10:56 a.m.

The meeting reconvened in closed session at 11:10 a.m.

11. Open Session

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, to return to open session. The motion carried by a unanimous vote and the board returned to open session at 11:34 a.m.

12. Adjourn

Trustee Acerson left the meeting after closed session at 11:34 a.m.

A motion was made by Trustee Holbrook, and seconded by Chair Christensen, to adjourn the meeting. The motion carried by a majority vote and the meeting adjourned at 11:34 a.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/757512.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

Carlton J. Christensen
Chair, Board of Trustees

Appendix A**Online Public Comment****From George Chapman:**

Comments to Board of Trustees meeting

Complaints about August change day:

Besides the lack of public engagement (no community councils had presentations - which were obvious with just a 30 day notice - community councils need 45 days plus to add to the agenda and provide time), the impact on riders was negative due to increasing the time between destinations and with students that will lose convenient access to their schools.

The noise of a bus stopping and going can be disturbing and disruptive and there will be more complaints on hills due to the need for higher engine speed to go up. Noise WILL be an issue which is also a problem with buses in the canyons. The hilly areas should be prioritized for new electric buses (instead of questionable funding for expanding rail).

I look forward to UTA fixing the many non ADA compliant (and mobility challenging) bus stops around this County. I have many complaints into UTA on the issues like Walmart barriers and Smiths and transfer inconvenient bus stops. Moving a bus stop a couple of hundred feet away from a transfer bus stop is a challenge for mobility impaired/ADA potential ridership. And hopefully, UTA will stop ordering drivers to stay away from the curb.

The Avenues, and even South Temple is an issue with ADA, especially since buses can't usually get to the curb and even close enough to deploy a ramp. Parked cars will exacerbate the situation in the Avenues. But with a lot of properties in the Avenues without off-street parking, parking is desperate and removing it will create a fight.

And finally, please correct the mis-impression of the Governor and Mayor of SLC that Free Fare February was successful. It was not.