

UTA Board of Trustees Meeting

January 13, 2020

This meeting will begin at 9:00 a.m.

To provide public comment live in the meeting, please follow instructions on the posted agenda

(link to meetings page below):

<https://rideuta.com/Board-of-Trustees/Meetings>



Call to Order and Opening Remarks

Electronic Meetings Determination Statement



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

All comments received through alternate means were distributed to the board before the meeting and will be attached as an appendix to the meeting minutes



Consent Agenda

- a. Approval of December 16, 2020 Board Meeting Minutes



Recommended Action (by acclamation)

Motion to approve consent agenda



Agency Report

- a. Ridership report

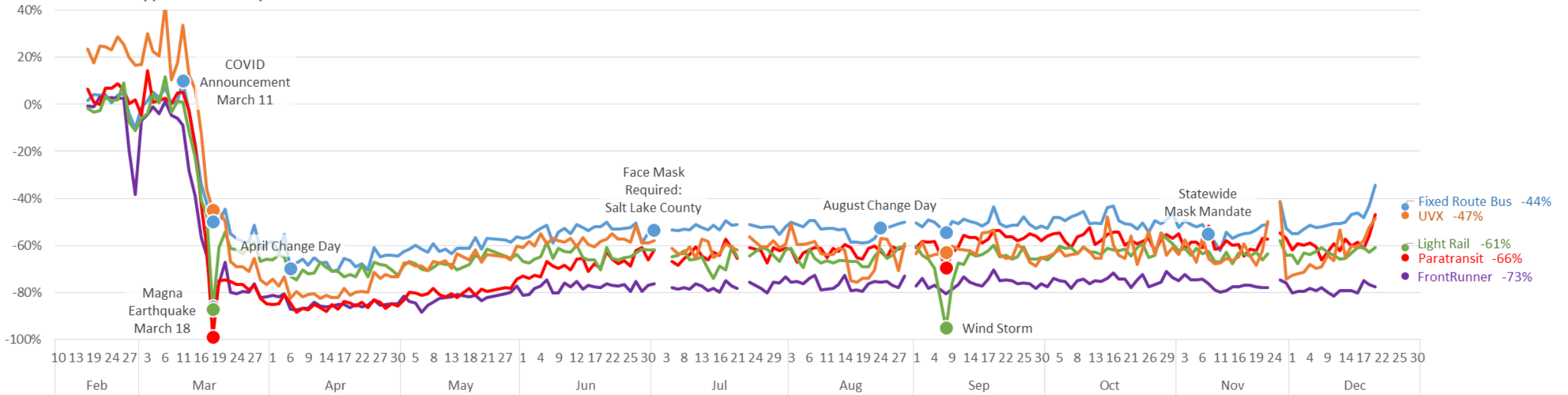


2020 Ridership Report

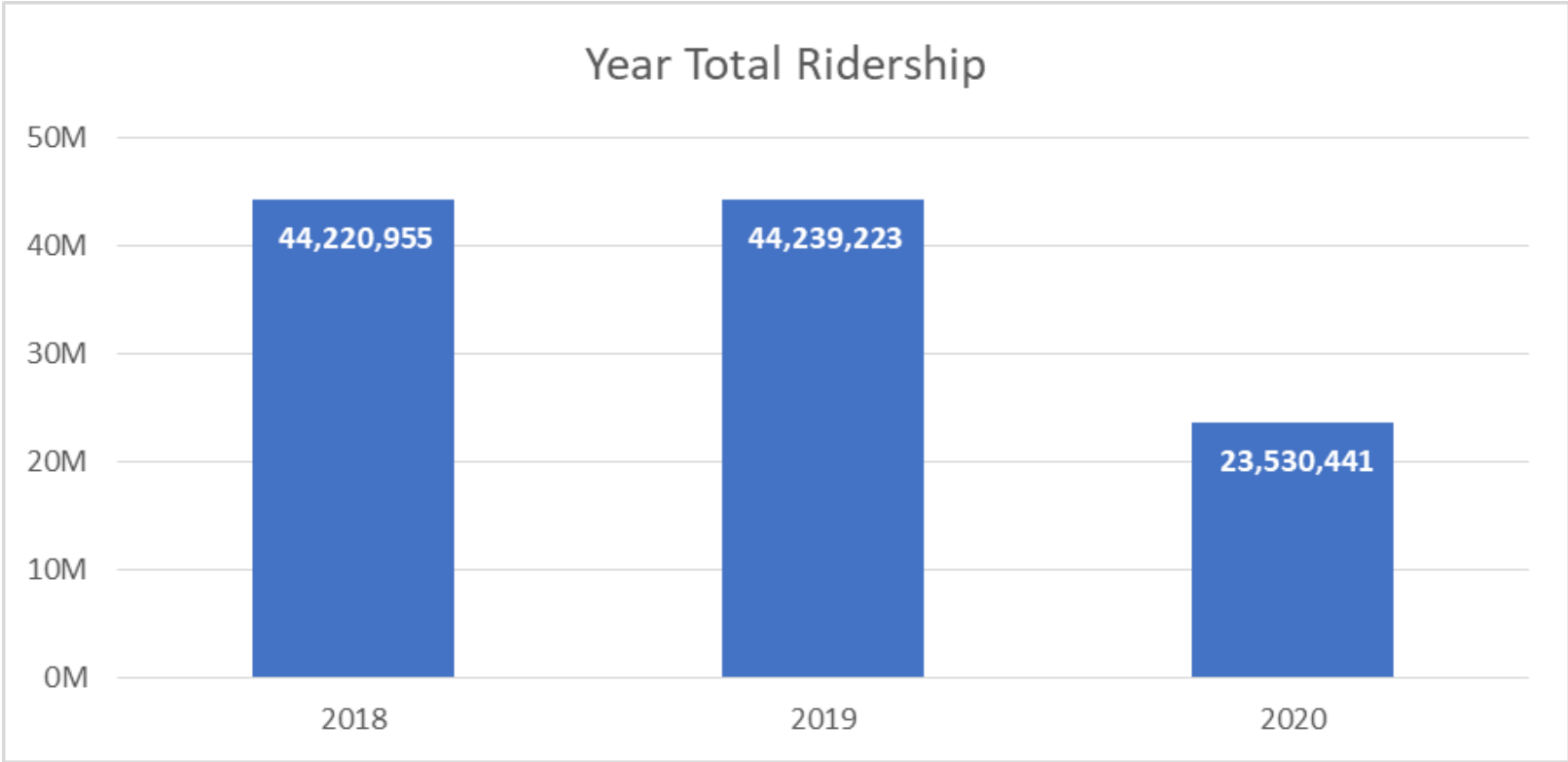


2020 Weekday Ridership

Daily Ridership
Service Type: Weekday

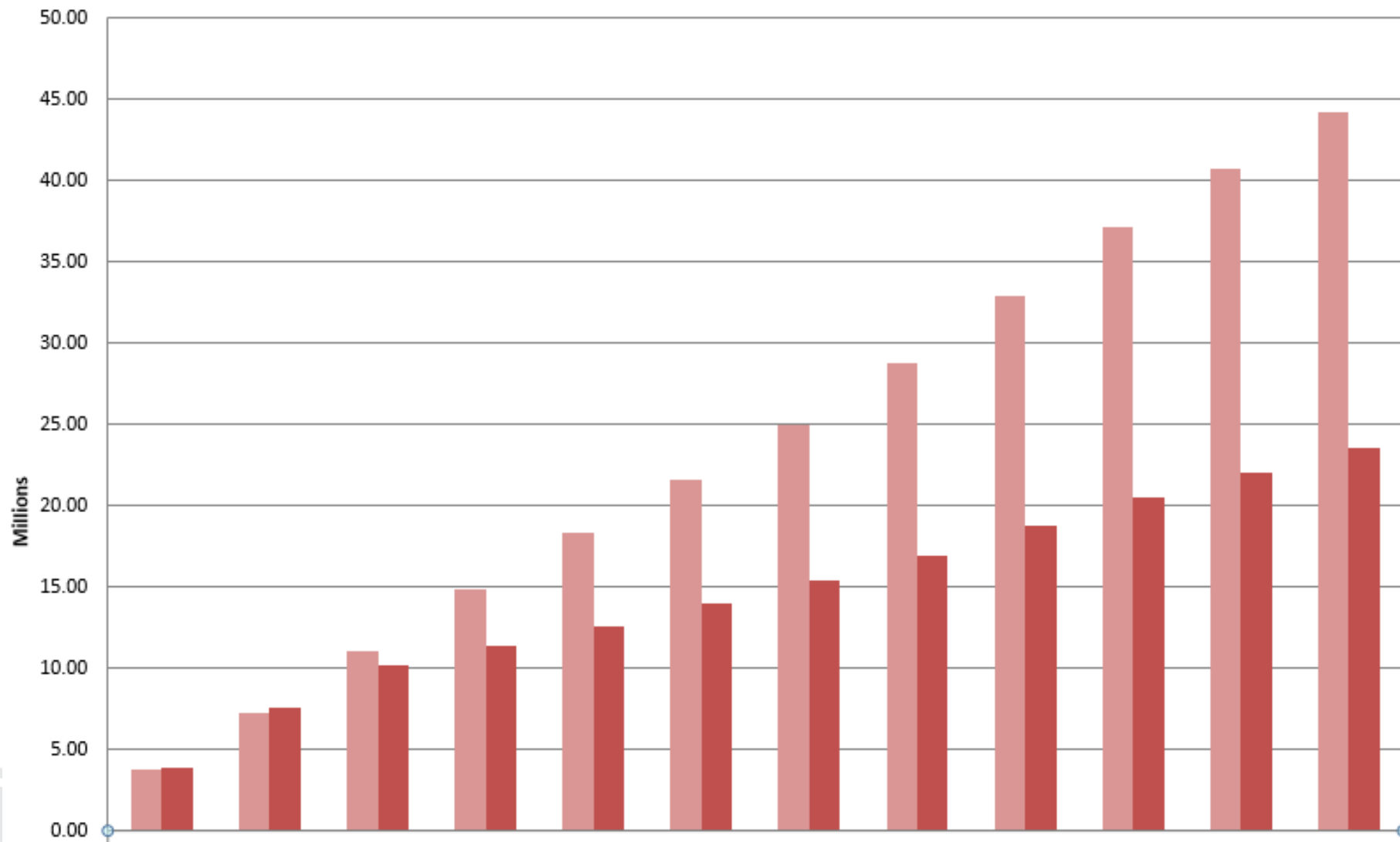


2020 Ridership Report

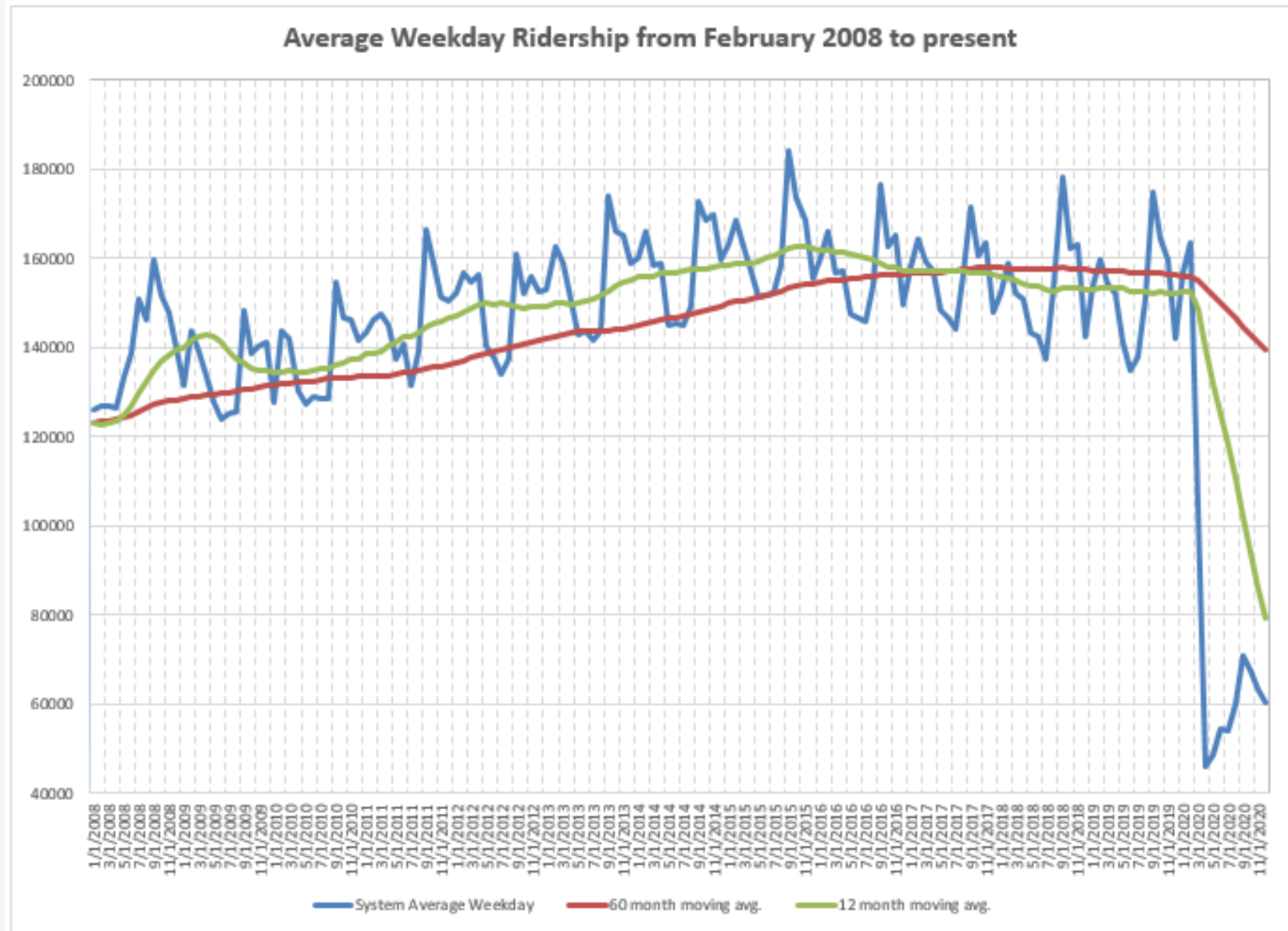


2020 Ridership Report

Systemwide 2020 YTD Ridership compared to previous year



2020 Ridership Report



2020 Ridership Report

Mode	2020	2019	% Change
Bus System	12,142,866	20,303,085	-40%
Paratransit	185,024	384,621	-52%
Route Deviations	226,488	416,851	-46%
Mobility Management	2,088	3,649	-43%
Light Rail	7,975,159	16,445,129	-52%
S - Line	272,206	426,800	-36%
Commuter Rail	2,024,523	5,193,880	-61%
Vanpool	702,087	1,065,208	-34%
UTA System	23,530,441	44,239,223	-47%



Questions?



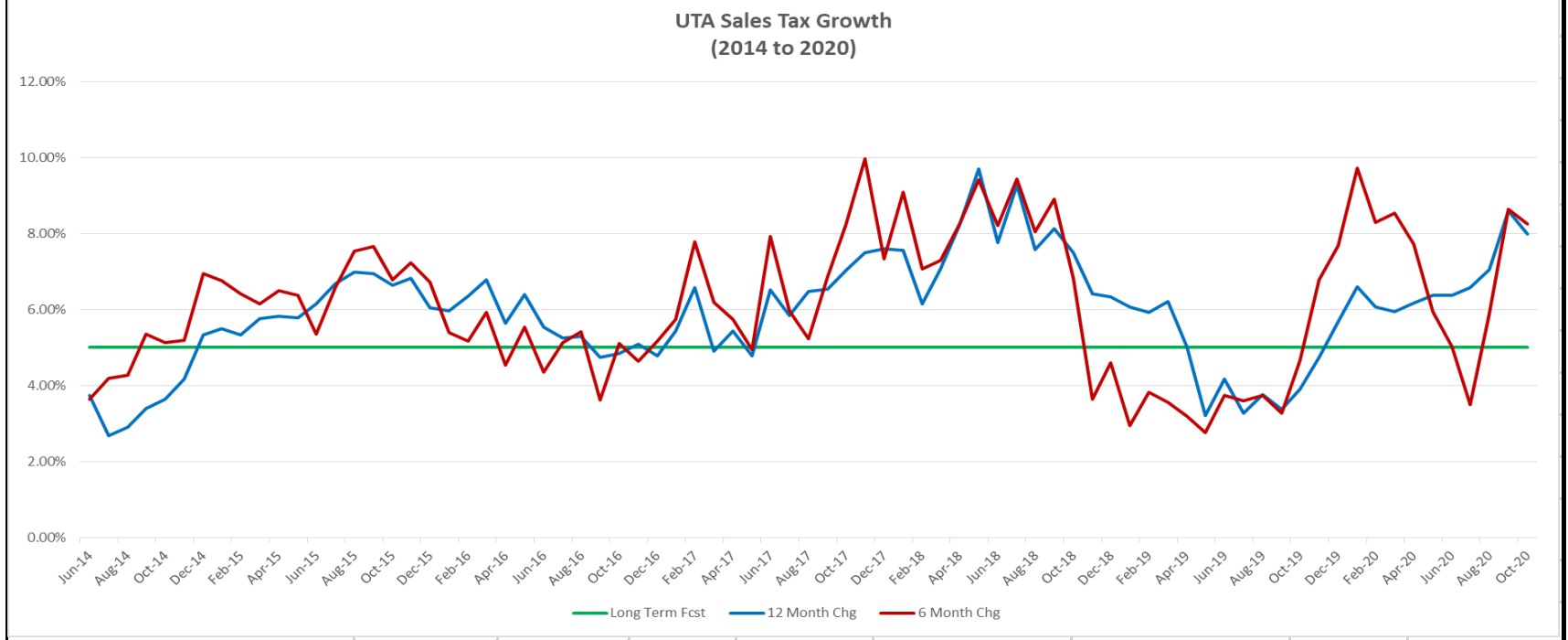
Financial Report – November 2020



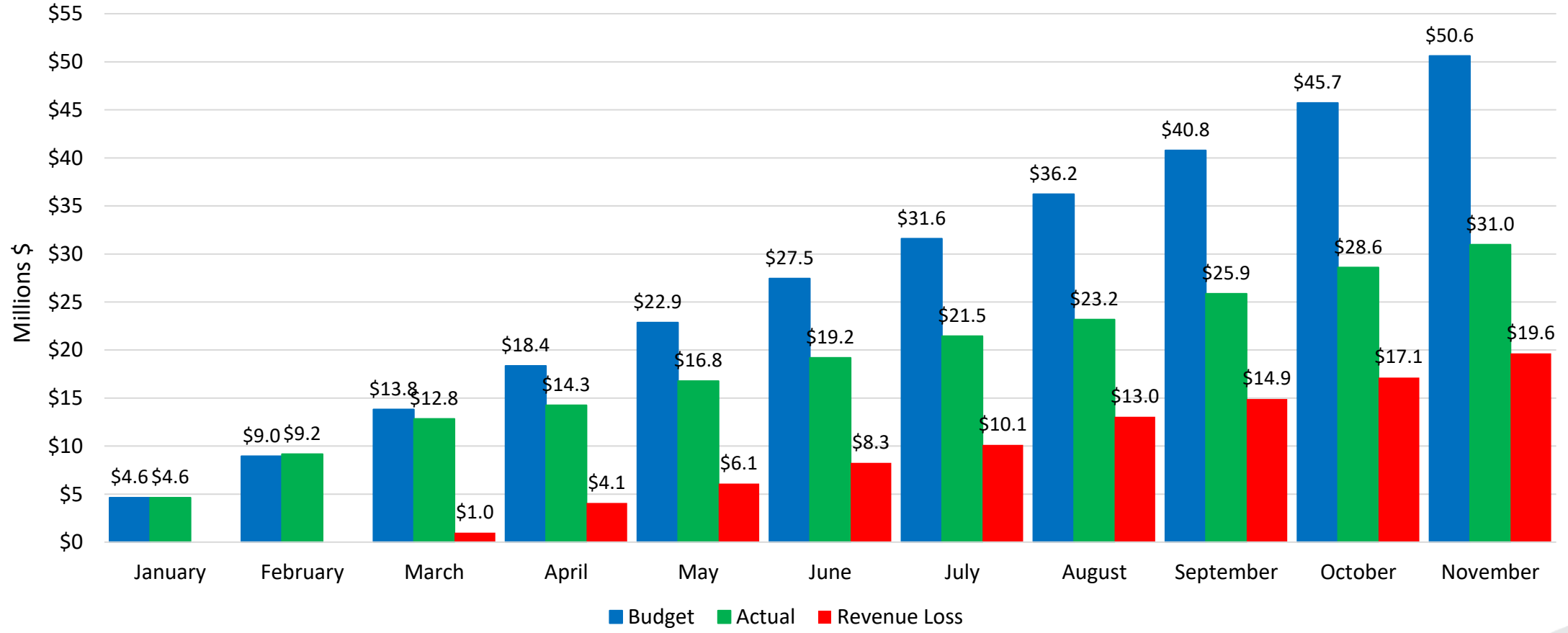
UTA Board Dashboard

November 2020

Financial Metrics	Nov Actual	Nov Budget	Fav/ (Unfav)		YTD Actual	YTD Budget	Fav/ (Unfav)	
				%				%
Sales Tax (Oct '20 mm \$)	\$ 27.8	\$ 27.5	\$ 0.33	1.2%	\$ 291.1	\$ 283.8	\$ 7.23	2.5%
Fare Revenue (mm)	\$ 2.4	\$ 4.9	\$ (2.55)	-51.6%	\$ 31.0	\$ 50.6	\$ (19.64)	-38.8%
Operating Exp (mm)	\$ 22.4	\$ 25.2	\$ 2.82	11.2%	\$ 255.7	\$ 284.5	\$ 28.80	10.1%
Subsidy Per Rider (SPR)	\$ 13.51	\$ 5.88	\$ (7.63)	-129.8%	\$ 10.23	\$ 5.88	\$ (4.35)	-74.0%
UTA Diesel Price (\$/gal)	\$ 1.85	\$ 2.50	\$ 0.65	25.9%	\$ 1.48	\$ 2.50	\$ 1.02	40.6%
Operating Metrics	Nov Actual	Nov-19	F/ (UF)	%	YTD Actual	YTD 2019	F/ (UF)	%
Ridership (mm)	1.48	3.65	(2.2)	-59.4%	21.96	40.76	(18.8)	-46.1%
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.72					



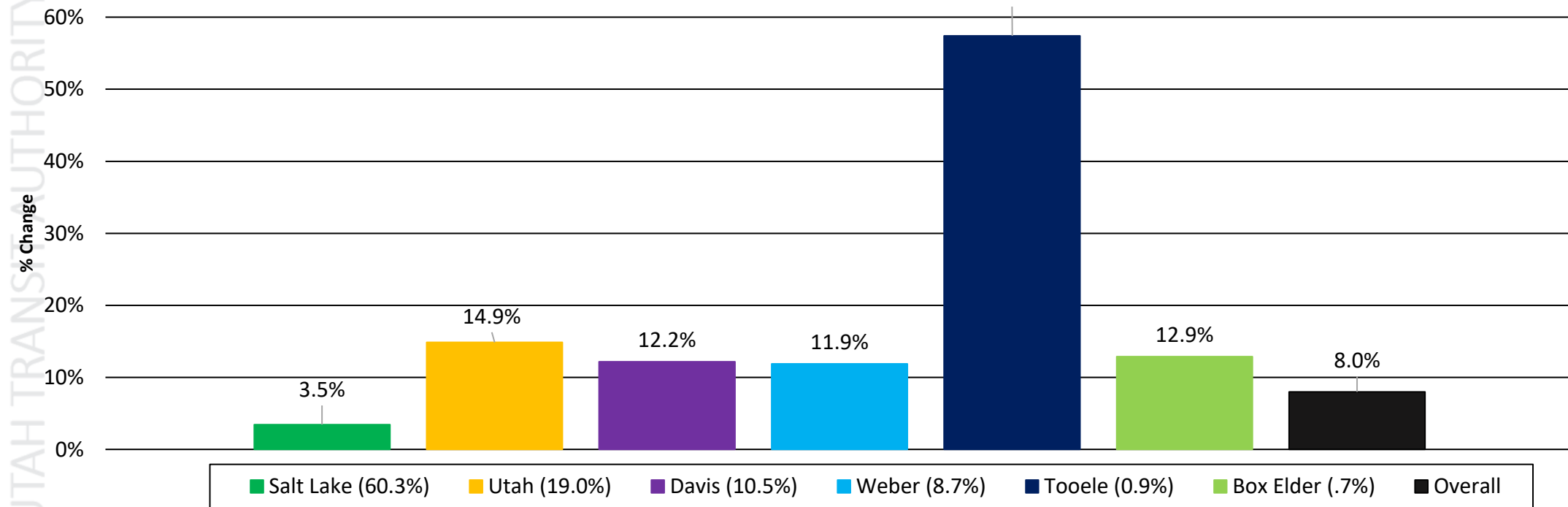
2020 Passenger Revenues Thru November 30 (\$31.0 million)



Sales Tax Collections

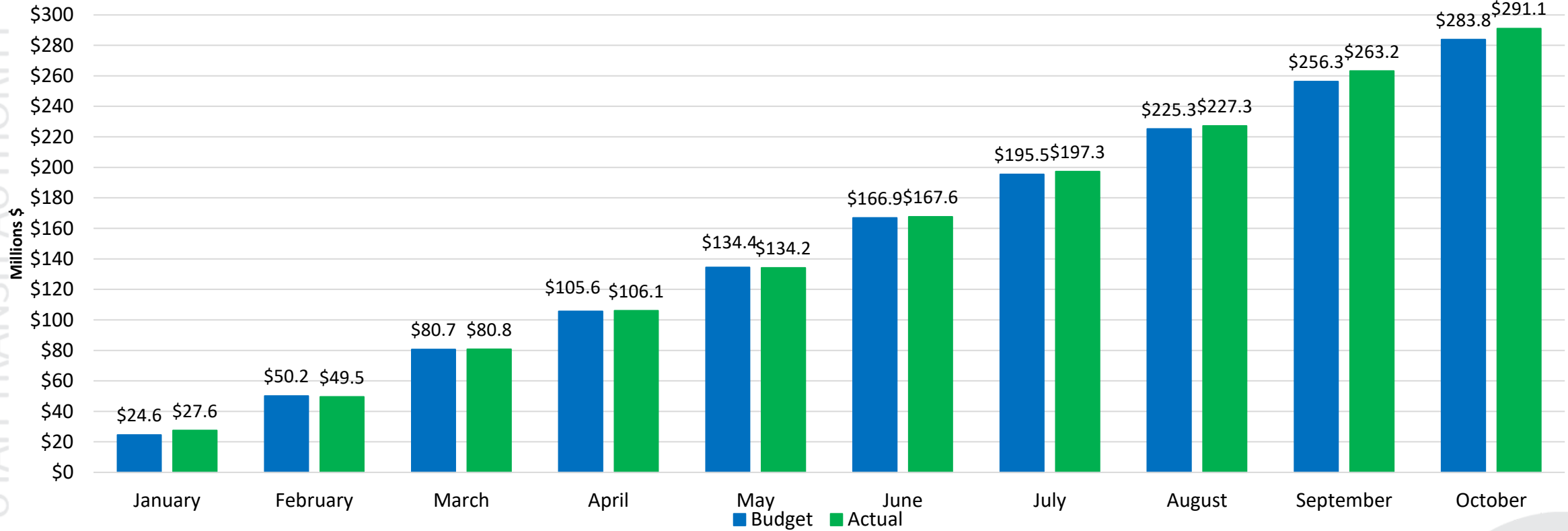
(Percentage Growth 2020 over 2019 for 12 months ended October 31)

UTAH TRANSIT AUTHORITY

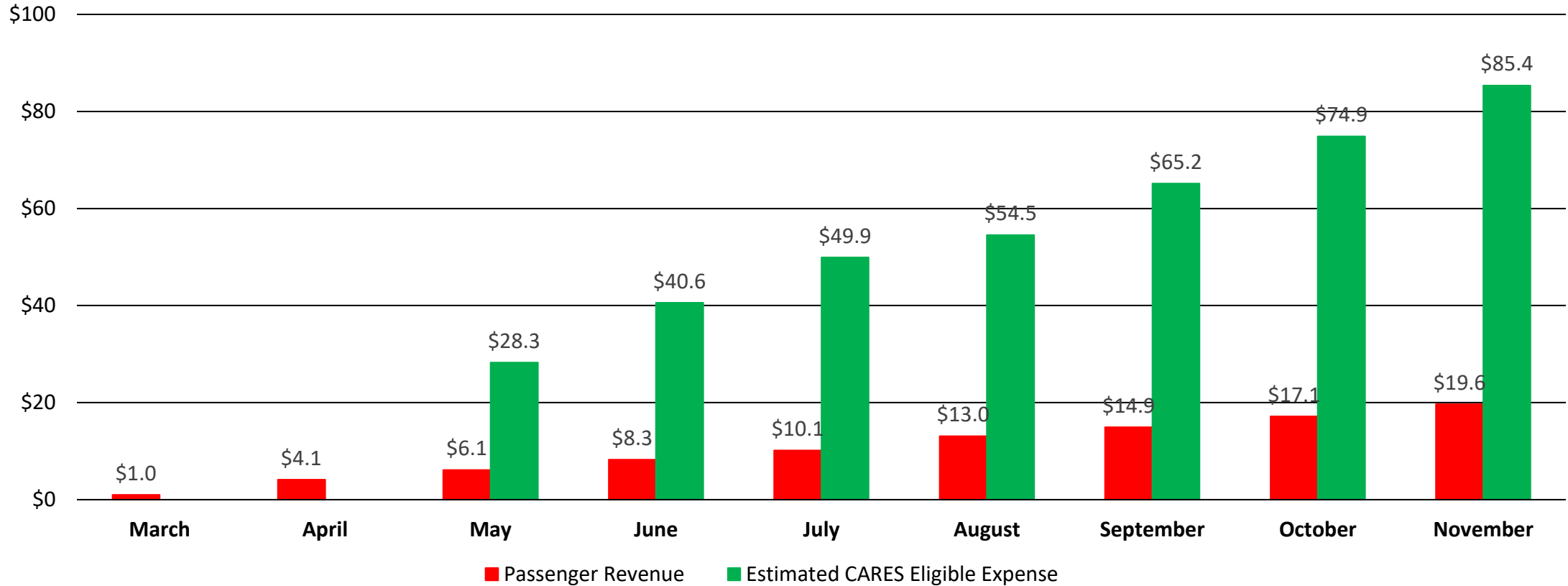


2020 Sales Tax Revenues Thru October (\$291.1 million)

UTAH TRANSIT AUTHORITY

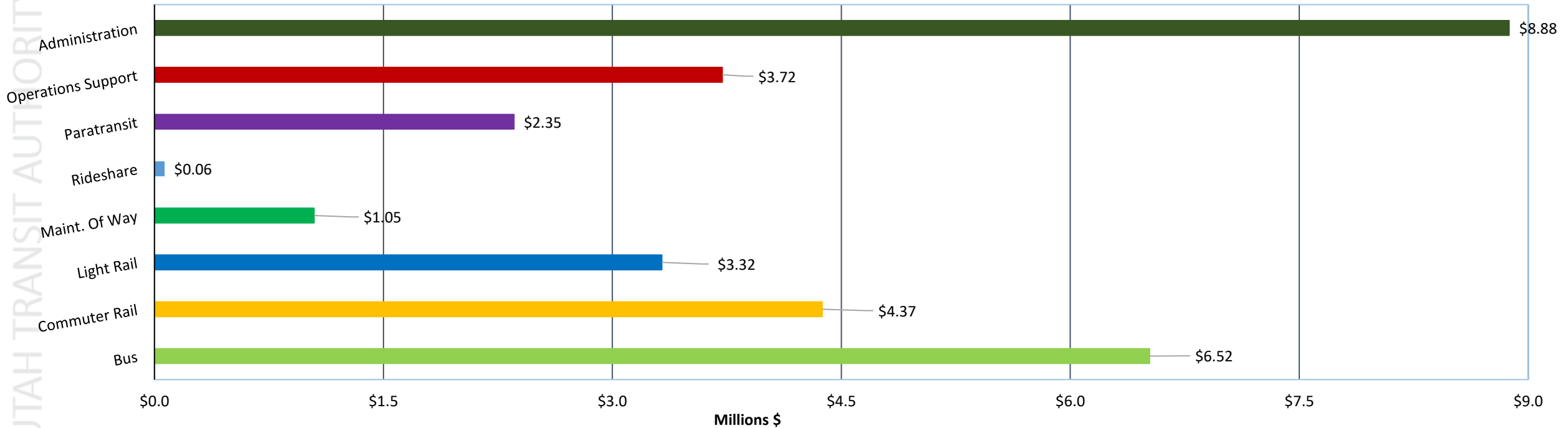


YTD Revenue Loss and CARES Funding Estimates (cumulative)



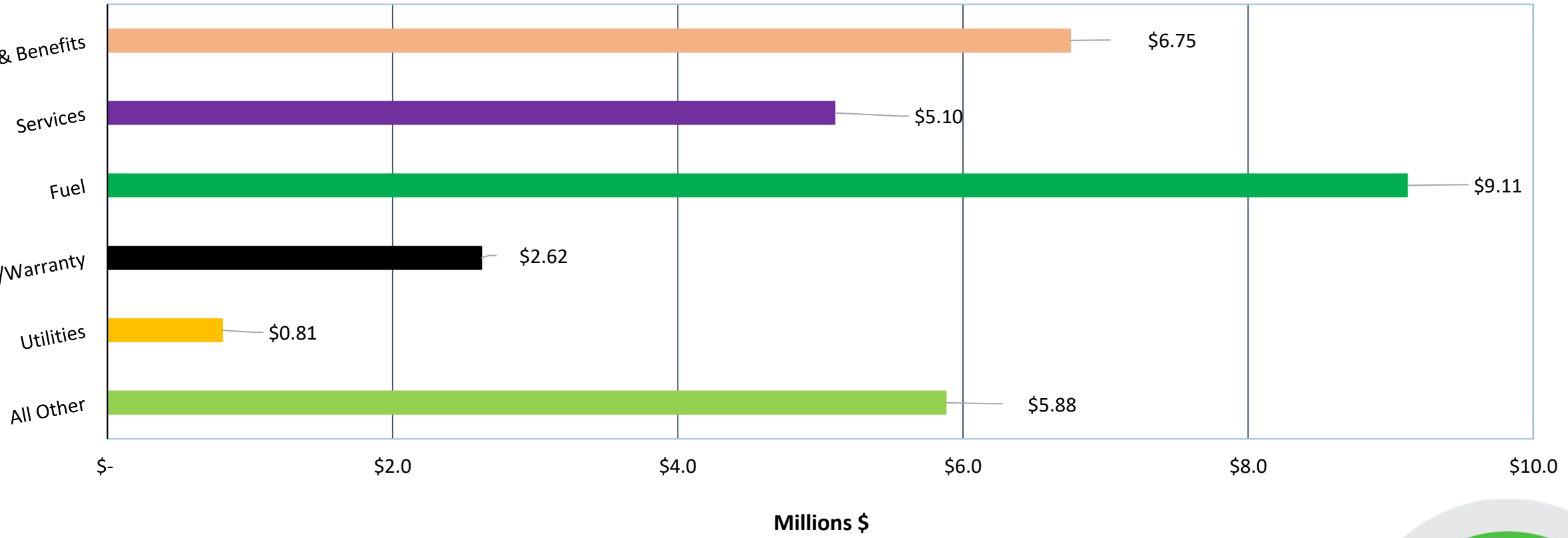
2020 Operating Expense Thru November 30 – Variance by Mode (\$30.3 million)

UTAH TRANSIT AUTHORITY

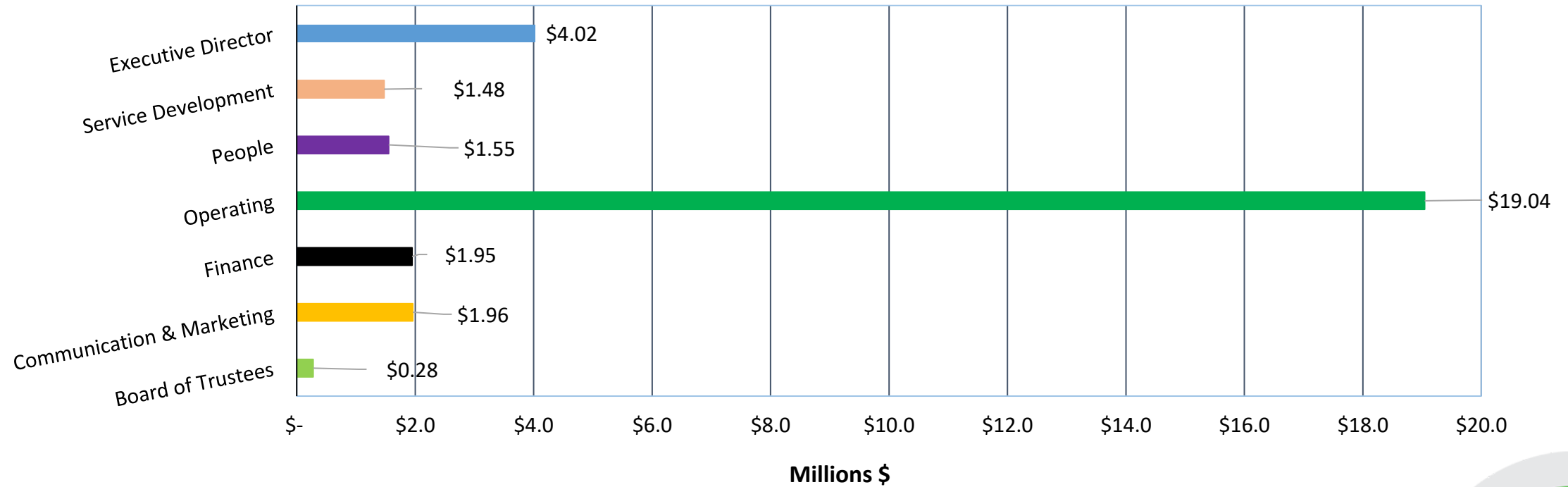


2020 Total Expense Thru November 30 - Variance by Expense Type (\$30.3 million)

UTAH TRANSIT AUTHORITY



2020 Total Expense Thru November 30 - Variance by Chief Officer (\$30.3 million)



Resolutions



R2021-01-01

**Resolution Authorizing Execution of a Master
Development Agreement and a Master Development Plan
with Clearfield City, Stack Development, and Hamilton
Partners**





Disclaimer Notes:
 1. This document is conceptual in nature and development subject to change based on further refinement.
 2. Subject to Exhibit H - Parking Stages.

LEGEND

- ① PLAYGROUND & PAVILION
- ② REGIONAL TRAIL CONNECTION
- ③ OPEN SPACE AMENITY
- ④ STREET EXTENSION (OFF-SITE IMPROVEMENTS)
- ⑤ SIGNALIZED INTERSECTION
- ⑥ VEHICLE CANOPY
- ⑦ STORMWATER BASIN
- ⑧ BIOSWALE/RAIN GARDEN
- ⑨ NEW MEDIAN, REMOVE SIGNALIZATION
- ⑩ TRANSIT PLAZA
- ⑪ TOWN SQUARE
- ⑫ PUBLIC PARK
- ⑬ BUFFERED BIKE LANES
- ⑭ COMMERCIAL OVERLAY



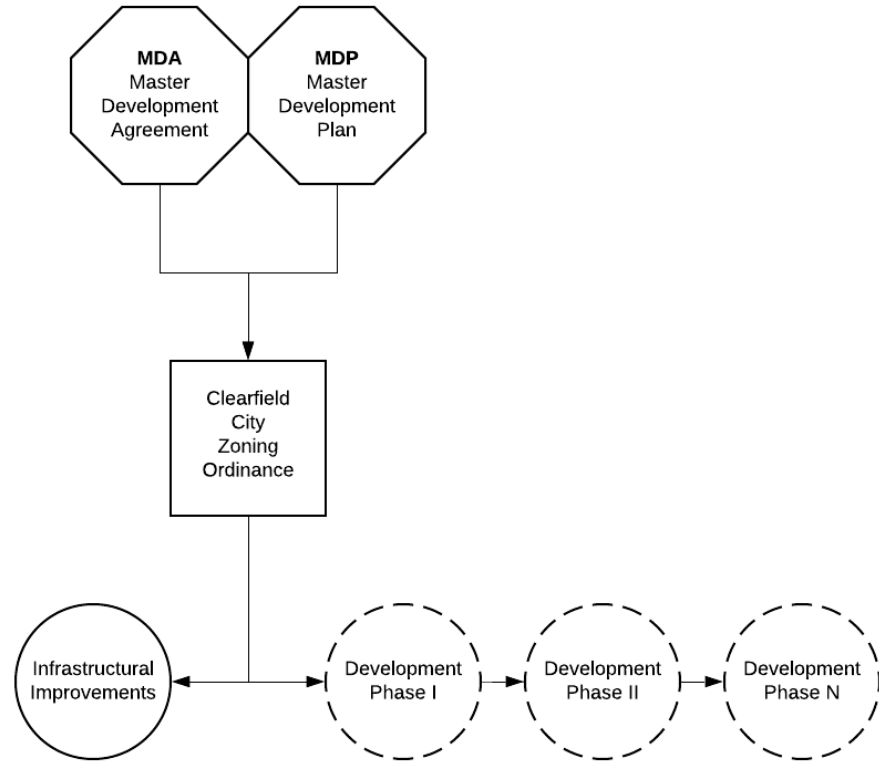
CLEARFIELD STATION
 EXHIBIT B-2 : ILLUSTRATIVE MASTERPLAN

CLEARFIELD, UTAH 09.22.2020



MDA – Basic Structure

- Compliments Framework of MDP
- Functions As Regulating Document Within “MU” Zoning Ordinance
- Sets Particulars Of What Is To Be Developed
 - Tax Increment & Bonding
 - Specific Phasing
 - Impact Fees & Reimbursements
 - Ownership & Maintenance Obligations



Recommendation:

- **Approve resolution**
- **Authorize Executive Director to execute agreement**



Recommended Action (by roll call)

R2021-01-01

Resolution Authorizing Execution of a Master Development Agreement and a Master Development Plan with Clearfield City, Stack Development, and Hamilton Partners



R2021-01-02

**Resolution Appointing Officers and Setting Compensation
for District Officers and Employees for 2021**



Recommended Action (by roll call)

R2021-01-02

Resolution Appointing Officers and Setting Compensation for District Officers and Employees for 2021



R2021-01-03

**Resolution Authorizing the Executive Director to Execute
Grant Agreements for Specified Projects**



Suicide Prevention Project

FTA's Safety, Research and Demonstration Grant

&

Transit Infrastructure Condition Assessment

FTA's Real-Time Transit Infrastructure and Rolling Stock Condition
Assessment Demonstration Program



Selected for Award

Suicide Prevention

\$224,000 Federal - \$56,000 Match

Transit Infrastructure Condition Assessment

\$338,155 Federal - \$98,039 Match



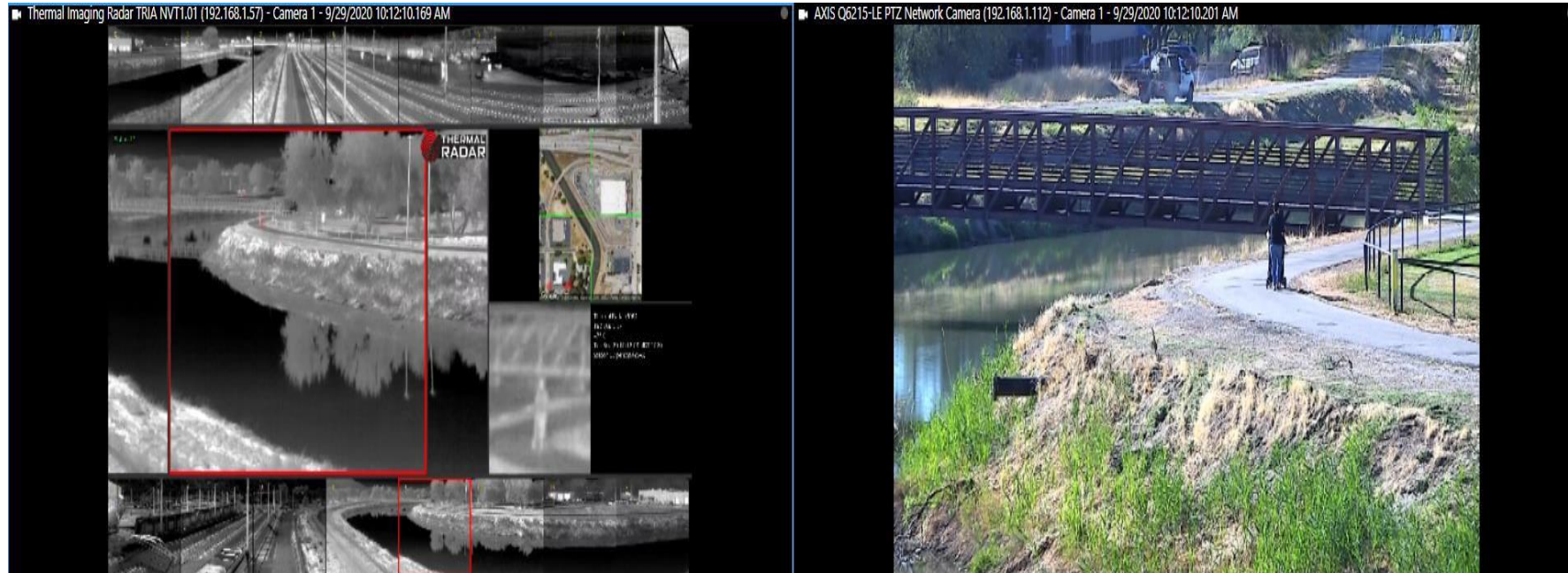
Suicide Prevention Project Technology

The primary research and development strategy will focus on an innovative Radar/Camera Surveillance and Detection System that will give early warning to our rail control centers so that an operational approach can be implemented as needed in reaction to trespassers.

The pilot locations selected will primarily focus on locations that have had a trend of attempted suicides or suicide deaths.



TIR – Thermal Imaging Radar

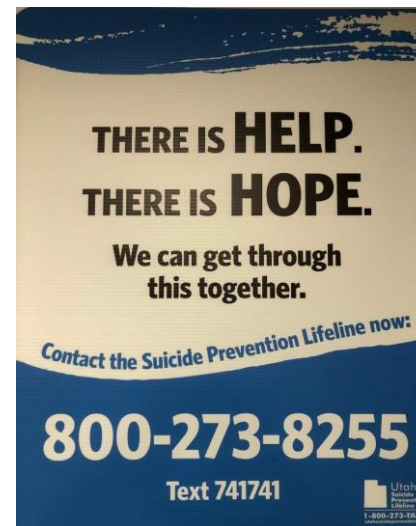


Project Scope

- ❖ Radar/Camera Surveillance and Detection System
- ❖ Hope Pole with suicide prevention lifeline number
- ❖ Gap analysis for fencing, lighting, and no trespassing signs
 - Grant allows total (FrontRunner and TRAX) of 20 additional signs with poles, and 2000' fencing.

Additional elements:

- ❖ Community outreach



Polarized Infrared & Optical Imaging System for Transit Infrastructure Condition Assessment

The project is a collaboration between UTA, the University of Utah and Autofill

- The project will develop and demonstrate a system that can identify, quantify, and monitor both the internal and external defects of rail track and tie structures with the potential for high-speed full track section inspection.
- The system will employ a polarized infrared camera and a polarized optical camera.
- The cameras are envisioned to be mounted on an inspection vehicles or revenue service train and provide early warning and long-term monitoring of track and tie conditions.



How it Works

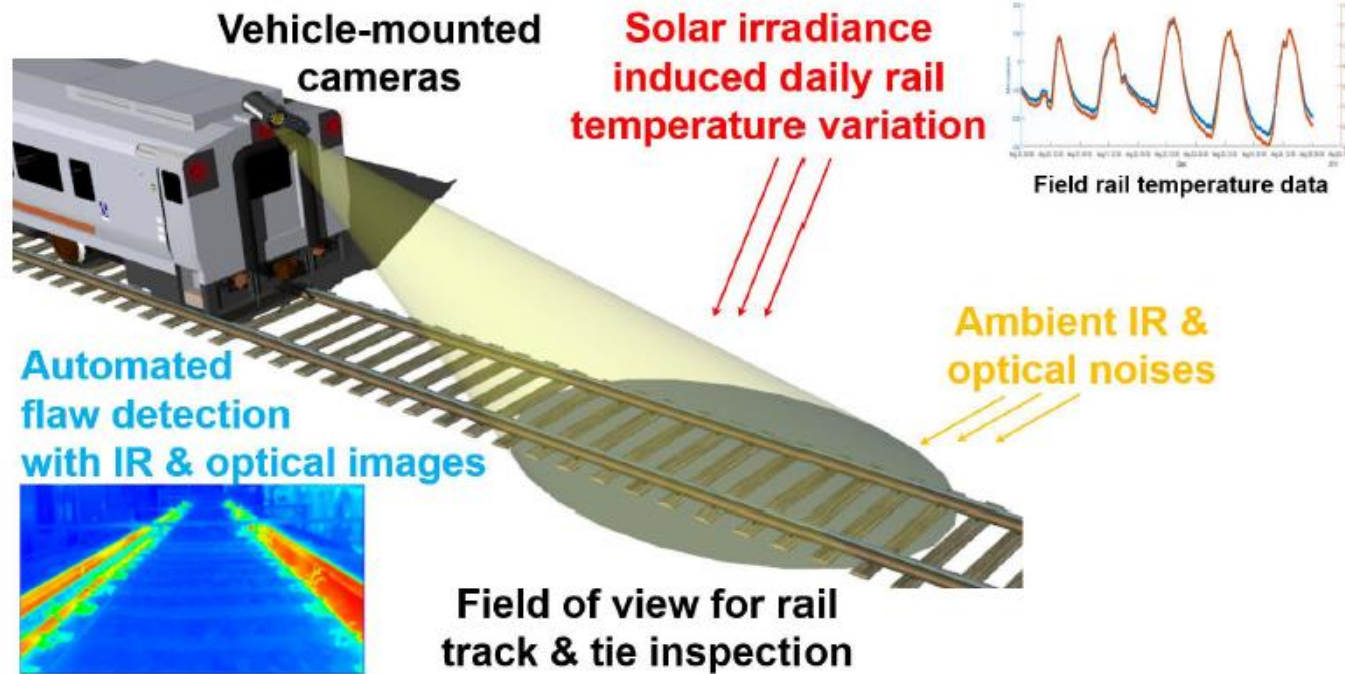


Figure 1- Concept of fully developed system for in-motion rail track and tie inspection



Additional Project Benefits

- Improved safety for UTA's rail system to avoid catastrophic failures.
- Current detection practices require visual or sounding methods which can take days. The proposed system may be able to scan the whole system at operating speed.
- National applicability.



Recommended Action (by roll call)

Motion to approve R2021-01-03

Resolution Authorizing the Executive Director to Execute Grant Agreements for
Specified Projects



R2021-01-04

**Resolution Authorizing Issuance of a Notice to Proceed
Under a Construction Manager/General Contractor
(CM/GC) Contract for the TIGER First/Last Mile
Connection Program of Projects for 2021**



TIGER Construction Service Amendments 2021

- In 2019 and 2020 the Board approved resolutions to provide the Executive Director with authority to execute Phase 2 TIGER projects for the calendar year.
- This resolution provides the Executive Director with authority to approve notices to proceed for Phase 2 TIGER projects during the 2021 calendar year consistent with the overall TIGER grant construction budget for the projects identified in Exhibit A



TIGER Construction Service Amendments 2021

Project	Project Budget/Funding Sources					Est. Contract Amount
	Project Budget	TIGER Grant	Match	UTA-Local	UTA-Prop 1	
Lehi Pedestrian Bridge-2021	\$6,328,289	\$3,649,389	\$2,678,900			\$1,026,500
SLC Folsom Trail	\$3,783,305	\$1,931,166	\$1,852,139			\$3,023,115
UTA Projects: Wayfinding, Bike Parking, Bike Repair Stands, and Bus Stop Improvements	\$405,955	\$324,736	\$600	\$54,967	\$25,652	\$365,358
West Valley Bike Lanes	\$1,721,308	\$1,377,046	\$344,262			\$1,395,598
SLC 300 N Pedestrian Bridge	\$6,204,047	\$1,634,797	\$4,569,250			\$5,363,756
Provo Pedestrian Bridge	\$4,470,325	\$2,684,302	\$1,786,023			\$4,074,356
TOTALS	\$22,913,229	\$11,601,436	\$11,231,174	\$54,967	\$25,652	\$15,248,683



Recommended Action (by roll call)

Motion to approve R2021-01-04

Resolution Authorizing Issuance of a Notice to Proceed Under a Construction Manager/General Contractor (CM/GC) Contract for the TIGER First/Last Mile Connection Program of Projects for 2021



R2021-01-05

**Resolution Approving the Execution of an Interlocal
Cooperation Agreement with Lehi City for Provision of
Additional Funds to Supplement the Existing TIGER
Stakeholder Agreement**



TIGER Lehi Pedestrian Bridge Interlocal Cooperation Agreements

- TIGER Stakeholder Agreement and Supplement No. 1 for the Lehi Pedestrian Bridge project were executed on March 30, 2018 between UTA and Lehi City.
 - The initial project budget was \$5,282,740 comprised of \$3,254,389 in TIGER grant funds and \$2,028,351 in MAG matching funds.
- A Cooperative Agreement was executed on December 18, 2018 between UTA and MAG for financial contribution to the project. MAG's initial contribution of \$2,028,351 as identified in the UTA/Lehi City Stakeholder Agreement was reduced to \$828,351 with the addition of \$1,200,000 in UDOT Region 3 funds.
 - The \$828,351 in MAG funds and the \$1,200,000 in UDOT Region 3 funds have been paid to UTA.
- During final design and pricing with the contractor, it was identified that additional funding was required for the project.



TIGER Lehi Pedestrian Bridge Funding Additions

- MAG, in cooperation with Lehi City and UTA, identified an additional \$1,045,549 in funding comprised of:
 - \$95,000 TIGER grant funds (remaining from other completed TIGER projects)
 - \$886,197 MAG funds (federal)
 - \$82,835 in MAG contingency funds
 - \$803,362 new MAG funds from the 700 S Cycle Track project
 - \$64,352 Lehi City local funds (to match additional MAG federal funds)



Interlocal Cooperation Agreement with Lehi City

- Supplement No. 2 to the UTA/Lehi City stakeholder agreement increases the overall project budget by \$1,045,549 from \$5,282,740 to \$6,328,289 and obligates Lehi City to contribute \$64,352 to the project (Resolution R2021-01-05)

	SUPPLEMENT NO. 1	SUPPLEMENT NO. 2	TOTAL
BUDGET	\$5,282,740	\$1,045,549	\$6,328,289
TIGER	\$3,254,389	\$395,000	\$3,649,389
CITY	N/A	\$64,352	\$64,352
MAG-Local	\$2,028,351	-\$1,500,000	\$528,351
MAG-Federal	N/A	\$886,197	\$886,197
UDOT TAP-Local)	N/A	\$1,200,000	\$1,200,000



Recommended Action (by roll call)

Motion to approve R2021-01-05

Resolution Approving the Execution of an Interlocal Cooperation Agreement with Lehi City for Provision of Additional Funds to Supplement the Existing TIGER Stakeholder Agreement



R2021-01-06

**Resolution Approving the Execution of an Interlocal
Cooperation Agreement with Mountainland Association of
Governments for Provision of Additional Funds to Amend
the Existing TIGER Stakeholder Agreement**



Interlocal Cooperation Agreement with MAG

- Amendment No. 1 to the UTA/MAG Cooperation Agreement increases the MAG contribution by \$886,197 from \$828,351 to \$1,714,548. (Resolution R2021-01-06)
- In addition to the increased MAG contribution, Amendment No. 1 to the UTA/MAG Cooperation Agreement allows for \$300,000 in MAG federal funds on the Lehi Pedestrian Bridge project to be exchanged with \$300,000 in TIGER federal grant funds on the Provo Pedestrian Bridge project to ensure that both projects meet the minimum required local match
 - MAG is the local partner on both bridge projects



Recommended Action (by roll call)

Motion to approve R2021-01-06

Resolution Approving the Execution of an Interlocal Cooperation Agreement with Mountainland Association of Governments for Provision of Additional Funds to Amend the Existing TIGER Stakeholder Agreement



Contracts, Disbursement, and Grants



Contract: FrontRunner Bike Car Project (RailPlan International)

Recommended Action (by acclamation)

Motion to approve contract as presented in meeting materials



Contract: FrontRunner North Park-and-Ride Lots and Sidewalks Snow Removal (Yardmasters, Inc.)

Recommended Action (by acclamation)

Motion to approve contract as presented in meeting materials



Contract: FrontRunner South Park-and-Ride Lots and Sidewalks Snow Removal (Concrete Concrete, Inc.)

Recommended Action (by acclamation)

Motion to approve contract as presented in meeting materials



Contract: Camera and Access Control Maintenance and Service Agreement (Stone Security)

Recommended Action (by acclamation)

Motion to approve contract as presented in meeting materials



Revenue Contract: Rocky Mountain Power Special Projects Incentive Offer Award – Ogden-WSU BRT Depot Electric Vehicle Charging Infrastructure Project

Recommended Action (by acclamation)

Motion to approve revenue contract as presented in meeting materials



Service and Fare Approvals



Sponsored Fare Agreement: Trip Reduction/Free Fare Days – Amendment 1 (Division of Air Quality)

Recommended Action (by acclamation)

Motion to approve sponsored fare agreement as presented in meeting materials



Discussion Items

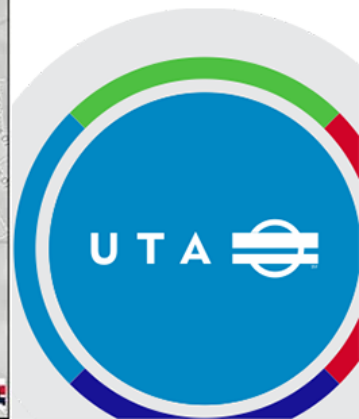
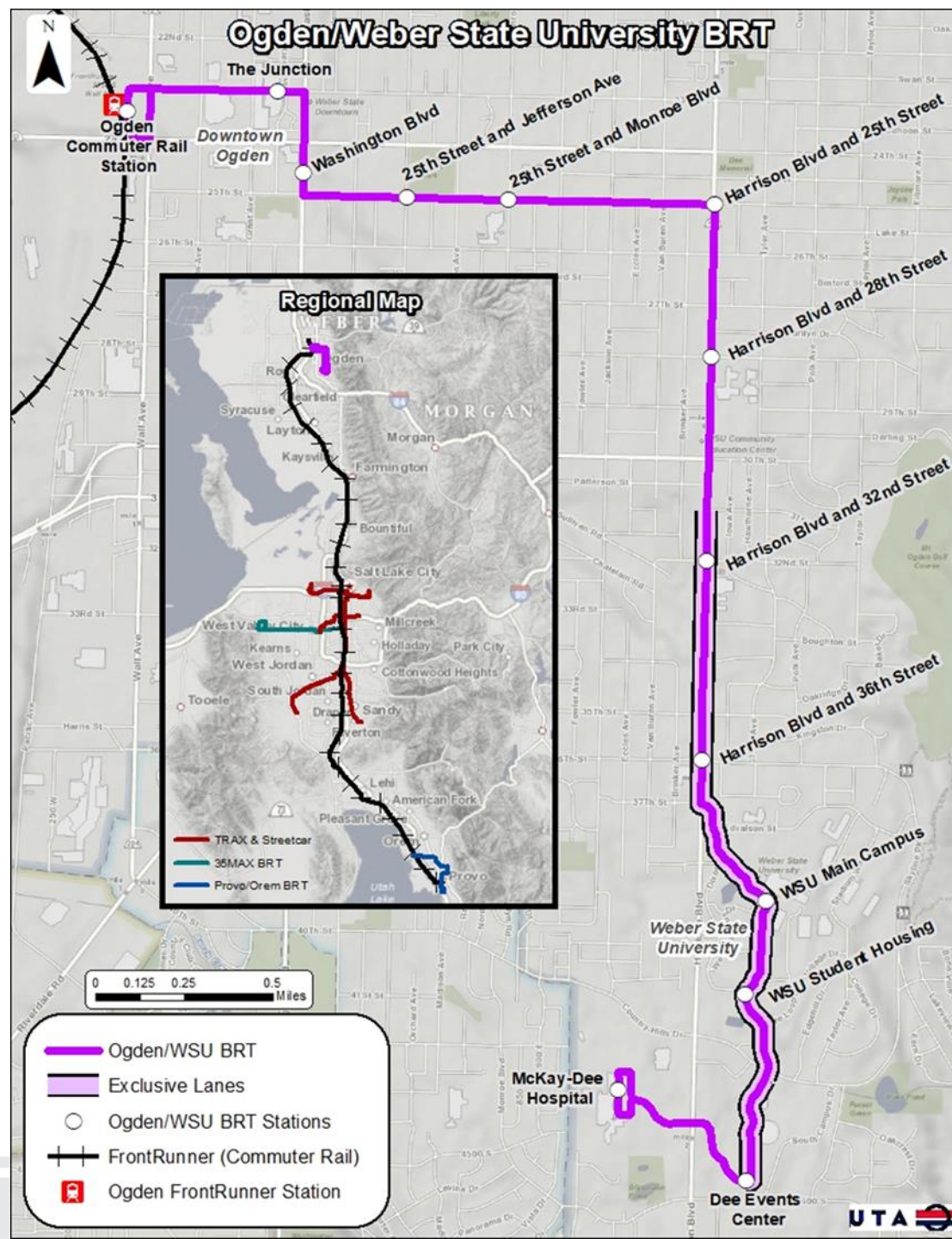


Ogden-Weber State University (WSU) Bus Rapid Transit (BRT) Project Update



Project Overview

- 5.3 mile corridor
- 1.8 miles of exclusive bus lanes
- 13 station locations
- 11 electric buses
- Mount Ogden Business Unit Expansion
- 8000 riders per day
- 10 minute peak service and 5 minute shuttle service on WSU campus



Funding Plan

- Total Project cost is \$120,497,000. Local funds total \$42,174,000. The remaining \$78,323,000 is anticipated from the FTA Small Starts Program. Local sources include:
 - UTA Local Sales Tax \$12,306,000
 - CMAQ Electric Bus - \$1,398,450
 - State Transit Transportation Investment Fund - \$4,429,000
 - WFRC CMAQ/STP \$7,500,000
 - Ogden City - \$4,100,000
 - Weber County - \$7,500,000
 - Right of Way Donations \$4,140,000
 - Rocky Mountain Power Grant \$750,000
 - UDOT \$50,000
 - FTA has already allocated \$75,100,000 to the project
 - Approximately \$9million has been spent to date.



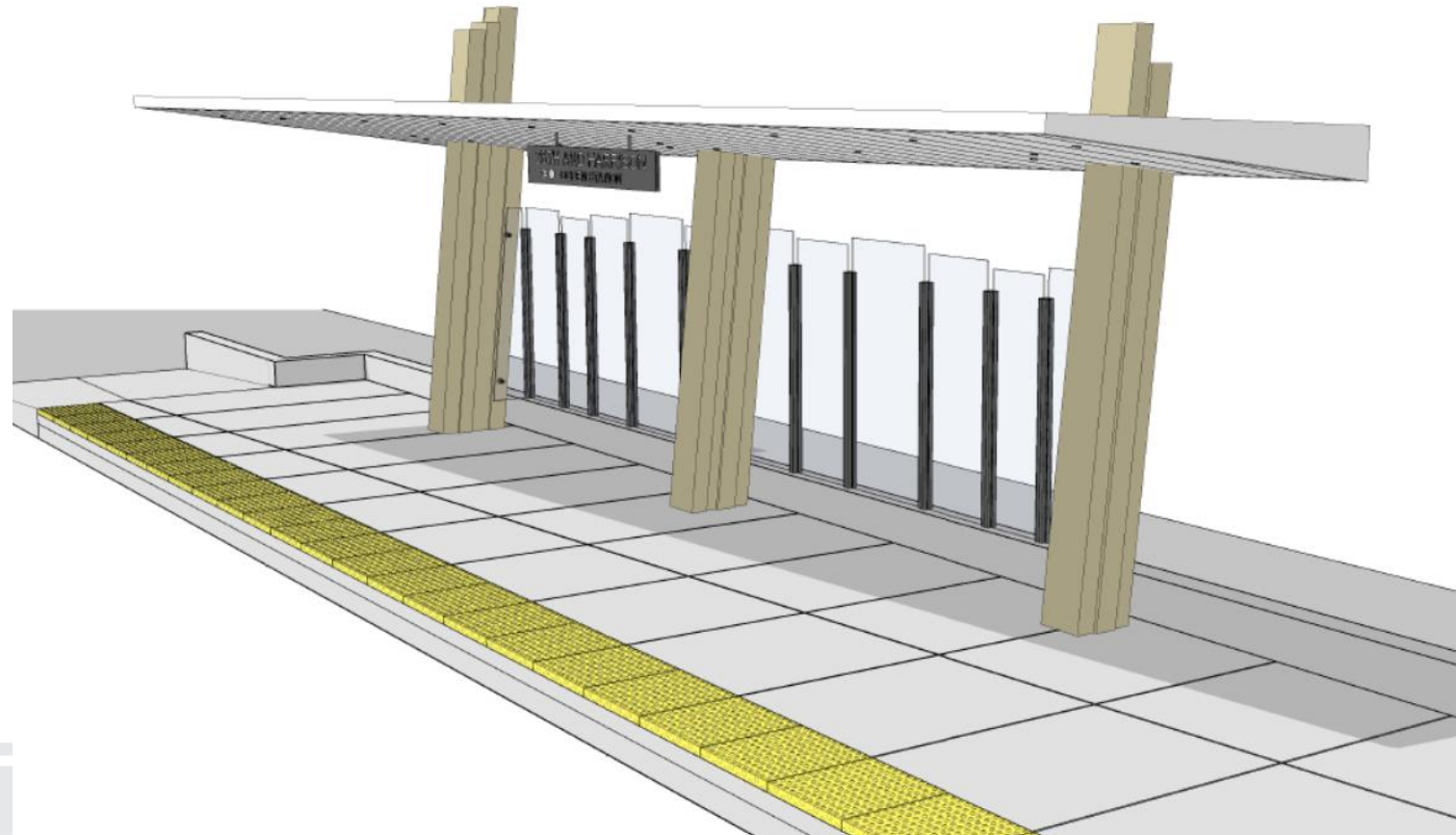
Status Update

- Right of Way acquisitions have begun.
- Electric bus company has been selected.
- Design is complete.
- Contractor has begun early utility work.
- UTA has requested approval of a Letter of No Prejudice (LONP) from FTA to begin full construction in March prior to finalizing grant agreement.
- Expecting grant agreement summer 2021.
- Construction contractor final cost negotiations should be complete end of January.
- Updating plans to complete the Mount Ogden Business Unit maintenance building expansion and include electric charging infrastructure for buses.



Schedule Overview

- WSU construction substantially complete Summer 2022.
- WSU shuttle operational by late 2022.
- Harrison Blvd. construction substantially complete Summer 2023.
- Full route operational late 2023.
- Grant revenue ready April 2024.



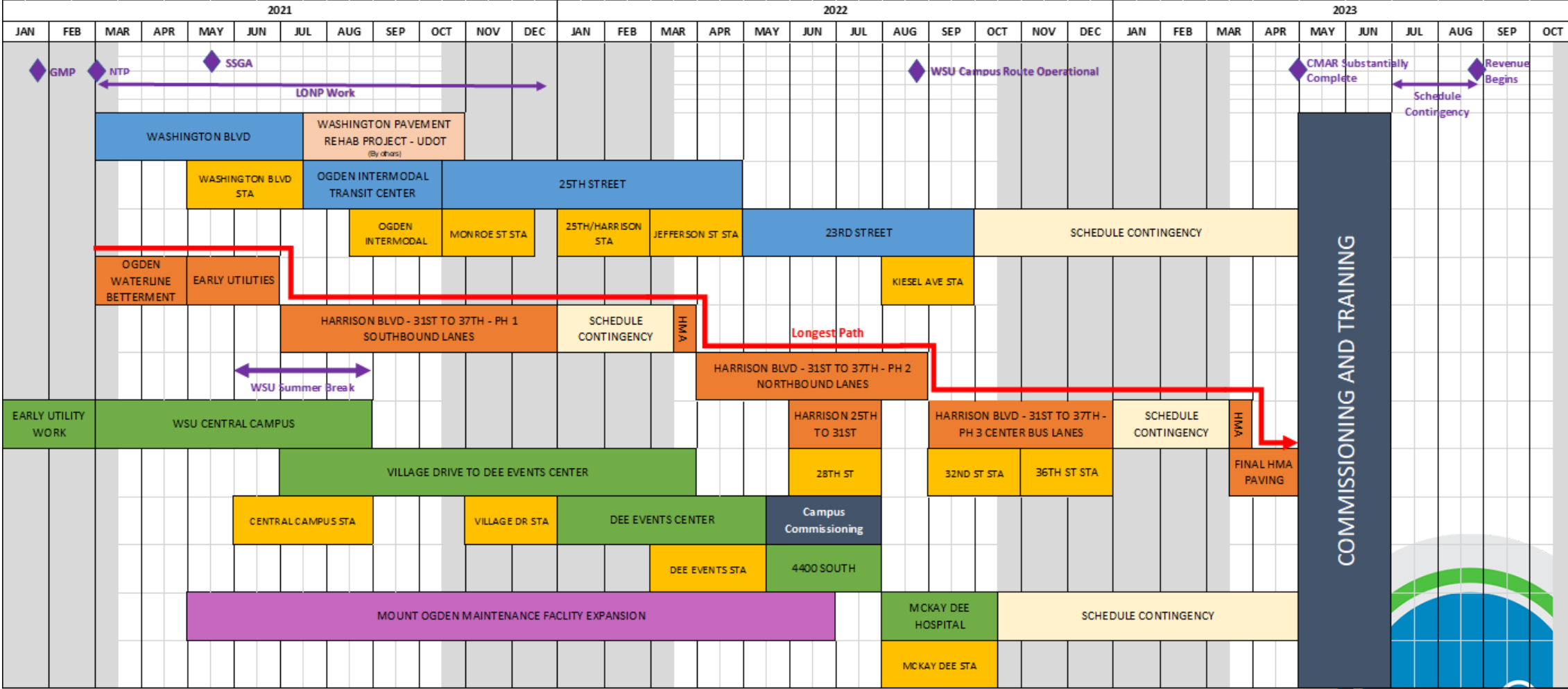
Detailed Schedule

Stacy and Witbeck, Inc.

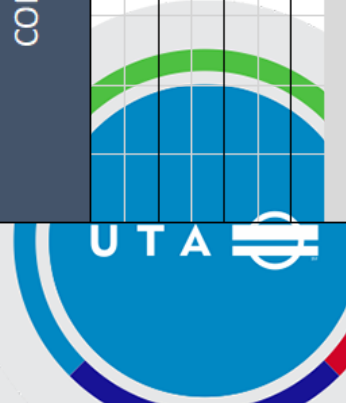


OGDEN - WSU BRT PROJECT
OVERVIEW SCHEDULE - 11/18/2021

 SEGMENT 1	 SEGMENT 2	 SEGMENT 3	 SCHEDULE CONTINGENCY
 STATIONS	 NO PAVING	 COMMISSIONING & TRAINING	 WORK BY OTHERS



UTAH TRANSIT AUTHORITY



Board Discussion

- Upcoming Board actions
 - Approval of construction contract with Stacy and Witbeck
 - Approval of pre-procurement and contract for construction contractor for Mount Ogden maintenance building expansion.
 - Right of way condemnations
 - Approval of electric bus contract
- Questions

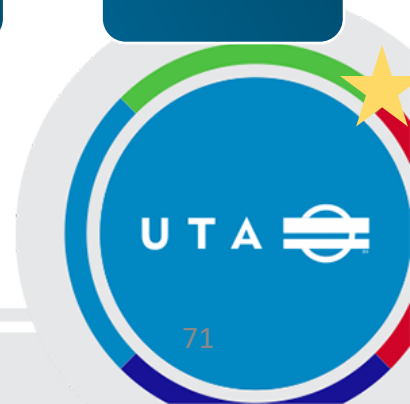


Point of the Mountain Transit Study Locally Preferred Alternative (LPA) Update



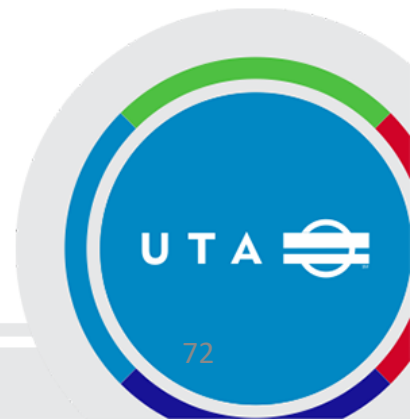
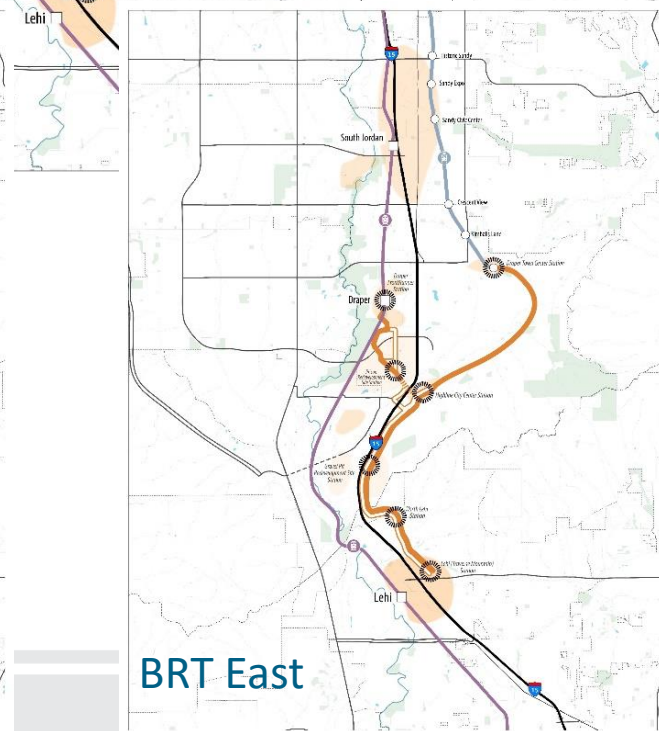
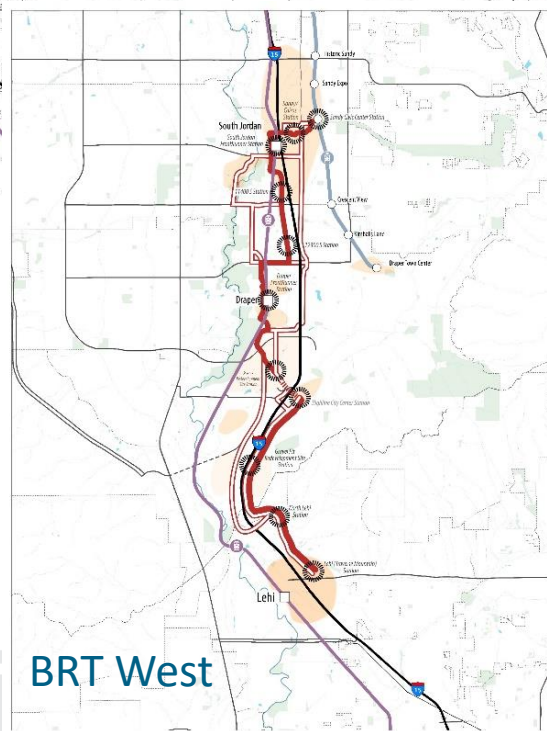
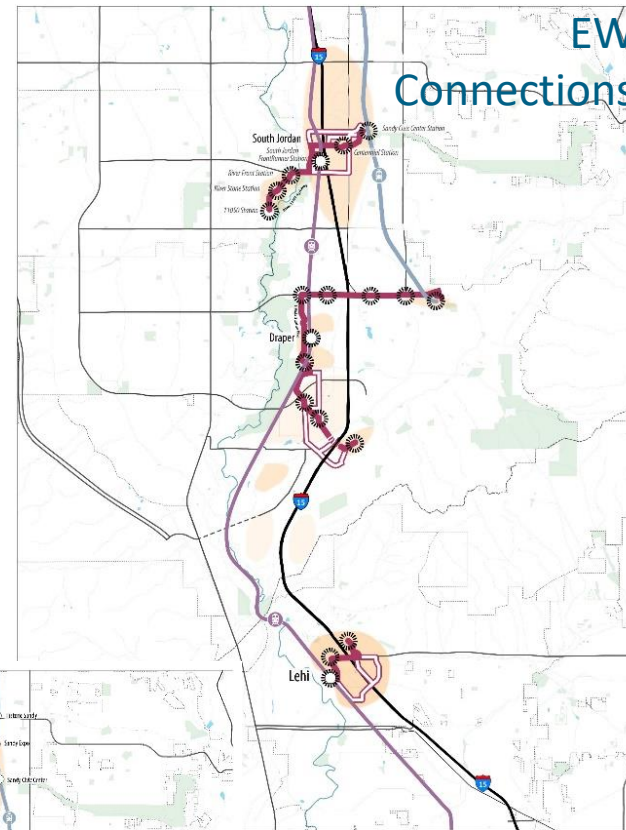
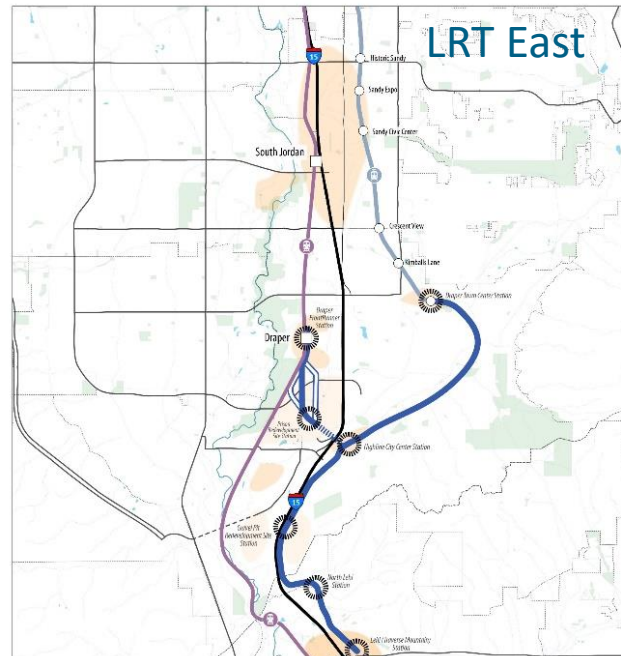
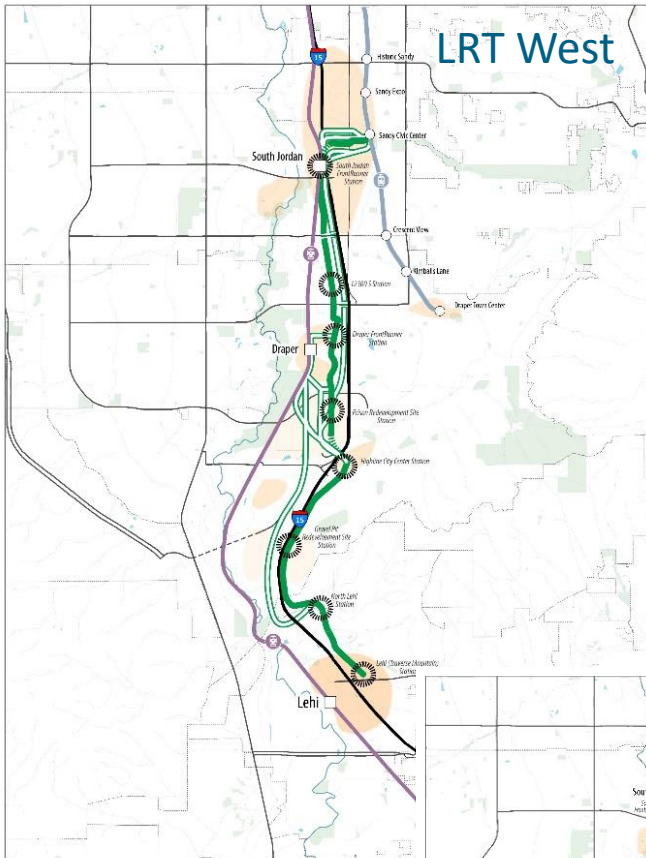
Transit Study Overview

- Project purpose
 - Provide high-capacity transit connection between southern Salt Lake County and northern Utah County
 - Connect and serve existing and emerging development areas
- Collaborative process with UTA, UDOT, MAG, WFRC, Sandy, Draper, South Jordan, Bluffdale, & Lehi
- Transit Study Process Overview:



Level 1 Alternative Evaluation

UTAH TRANSIT AUTHORITY



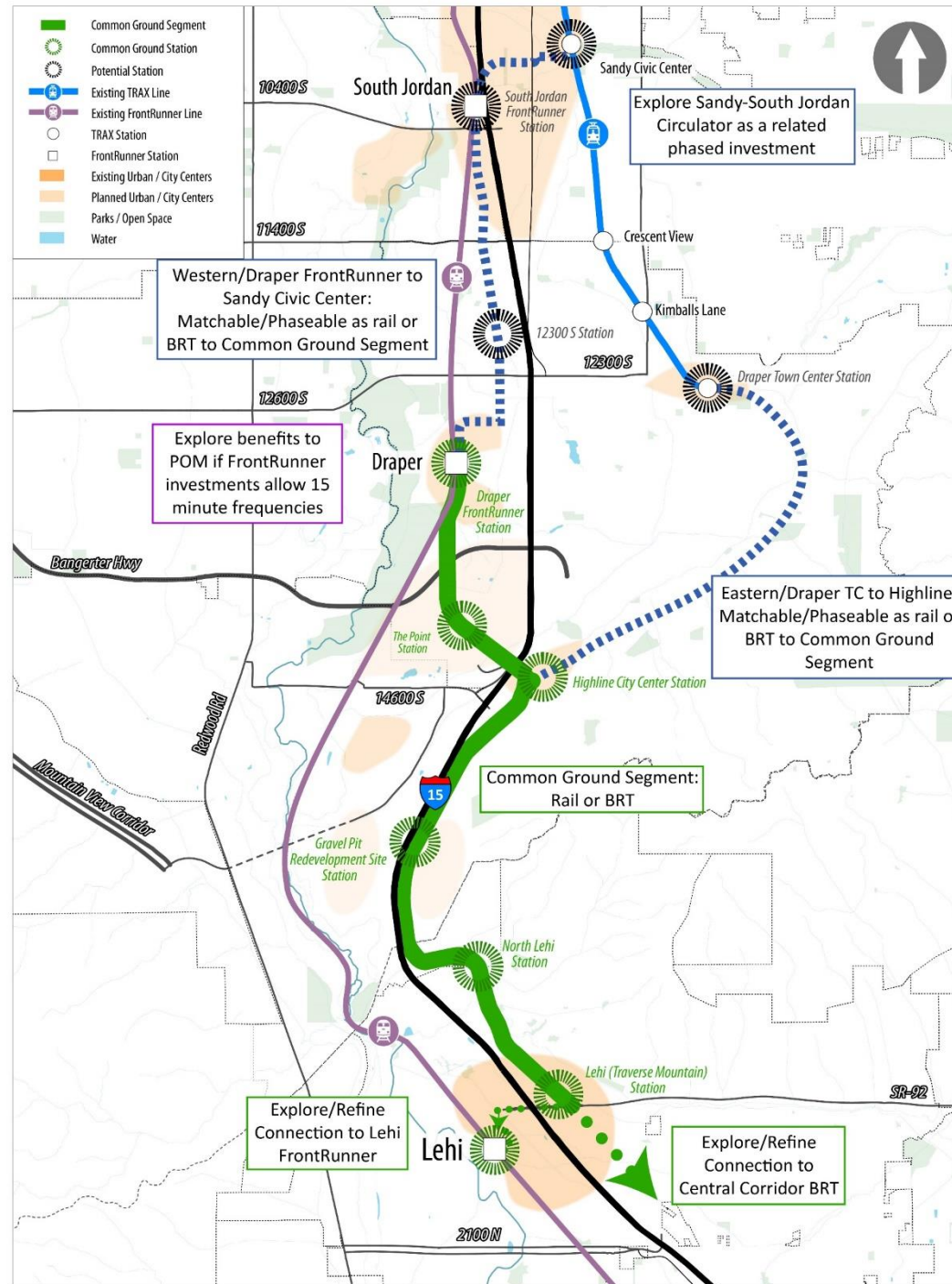
Recommendation from Level 1

Review of Findings from Level 1 Recommendation:

- Economic development benefits are a critical driver
- Urgency in project implementation
- Focus on a common segment of all alternatives that connects the stations/areas with the strongest economic development potential
 - A compelling, well supported initial project as a catalyst for economic development
 - Focus on a project that is more likely to receive funding and quicker and more feasible to implement
 - Retaining ability to make other phased investments in the Point of the Mountain



Level 2 Alternatives Overview



Recommendation from Level 1:

➤ Common Ground Segment

Two mode alternatives considered in Level 2:

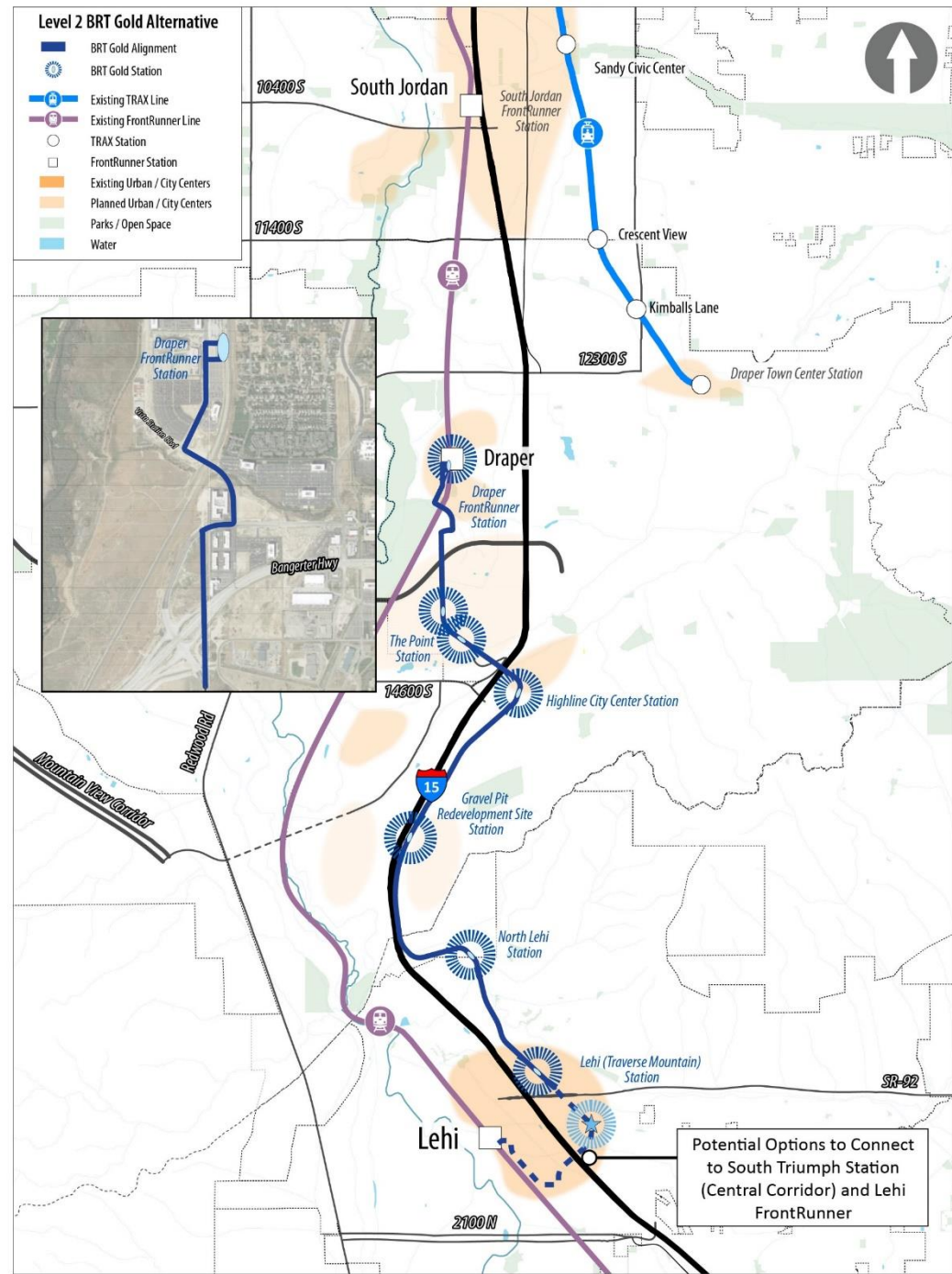
➤ BRT

➤ Rail



Level 2 Alternatives

BRT



Cleveland Healthline BRT

- High-quality “gold standard” BRT
- Nearly 90% exclusive operations with distinctive guideway
- 6 to 7 stations with enhanced area amenities, option for 2 more to south

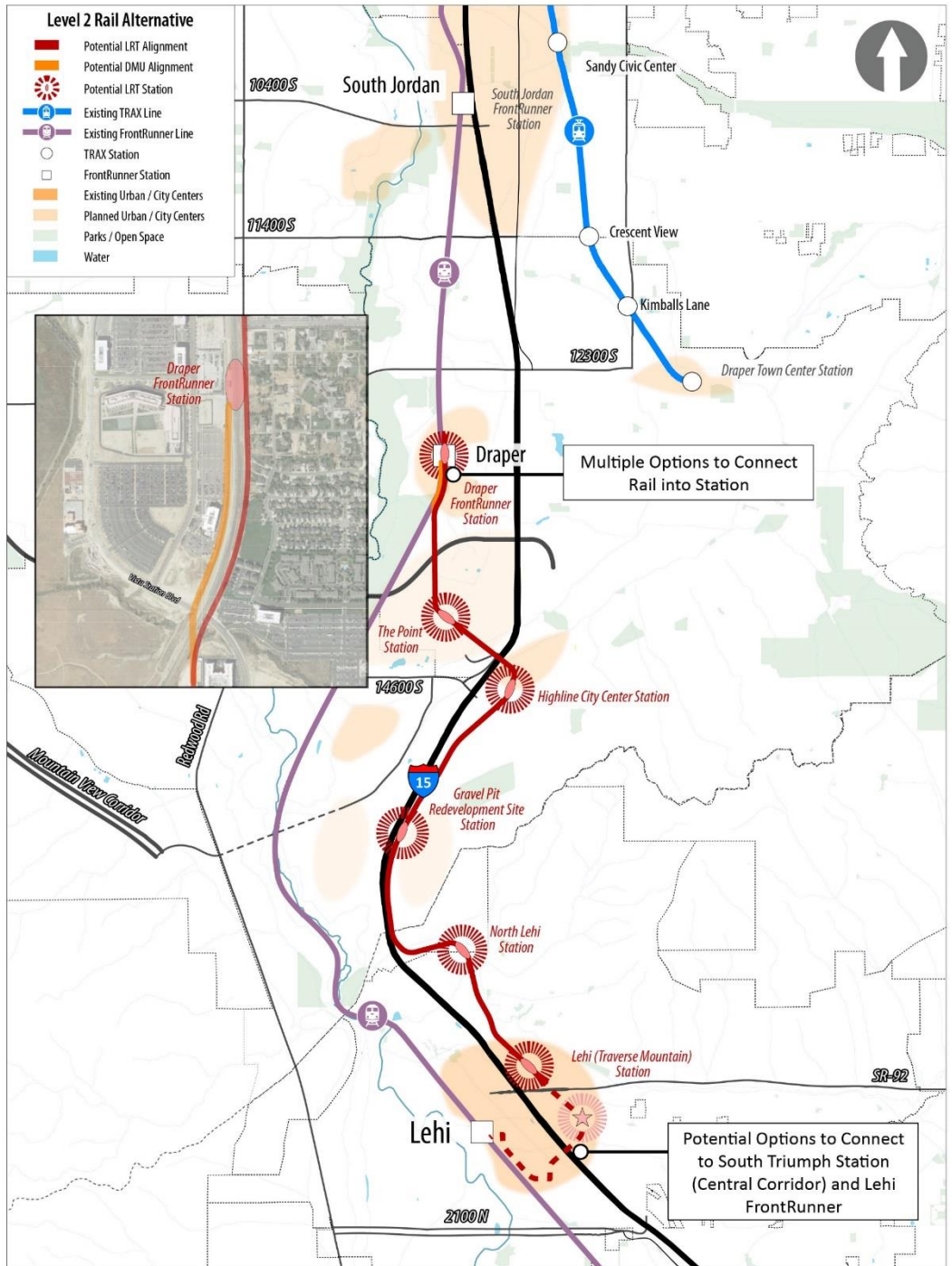


UTA UVX BRT

Level 2 Alternatives

Rail

UTAH TRANSIT AUTHORITY



- Two technologies considered: Diesel Multiple Unit (DMU) and Light Rail Transit (LRT)
- Nearly 95% exclusive operations in an independent rail line
- 6 stations with enhanced area amenities, with option for 2 to the south
- Connected to Satellite maintenance facility nearby



Level 2 Alternatives - Key Findings

Key Differentiators

- Cost
 - BRT – \$300-450M
 - Rail – \$450-650M DMU | \$600-850M LRT
- Construction and Operational Complexity
 - BRT has less complex construction and operations, but both rail and BRT development are helped by the largely undeveloped corridor they would use
- Timing and Implementation
 - BRT's lower cost and reduced complexity may make it faster to implement, depending on funding availability



Level 2 Alternatives - Key Findings

Key Similarities

- Land Use and Economic Development
 - Good results tied to high-quality investment, regardless of mode
- Ridership
 - Similar based on modeling from WFRC
 - Minor differences influenced by mode transfer in Lehi between POM and Central Corridor
 - Room for improvement given the future population and employment in the corridor: transit share of all trips is still low



Locally Preferred Alternative Recommendation

- **LPA Recommended by Steering Committee**
 - Common Ground Segment from Draper FrontRunner to Lehi (Traverse Mountain)
 - 8 miles
 - Up to 7 stations (two at The Point)
 - BRT mode
- **Option to extend to include two additional stations in Lehi**



Schedule and Next Steps

- **Common Ground Segment – LPA Adoption by Project Stakeholders**
- **Next Steps**
 - City Council meetings – adopt through resolution
 - MPO regional transportation plan amendments
 - UTA Local Advisory Council review and approval
 - UTA Board of Trustees adoption
 - Secure additional funding and begin environmental study



Other Business

- a. Next meeting: January 27, 2021 at 9:00 a.m.



Closed Session

- a. Strategy session to discuss pending or reasonably imminent litigation



Closed Session



Open Session



Adjourn



Break

