

UTA Board of Trustees Meeting

August 7, 2019



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute



BE ALERT, ACCIDENTS HURT



U T A 
SAFETY & SECURITY

August 2019



Public Comment Period



Public Comment Guidelines

- Each comment will be limited to two minutes per citizen or five minutes per group representative
- No handouts allowed



Approval of July 31, 2019 Board Meeting Minutes

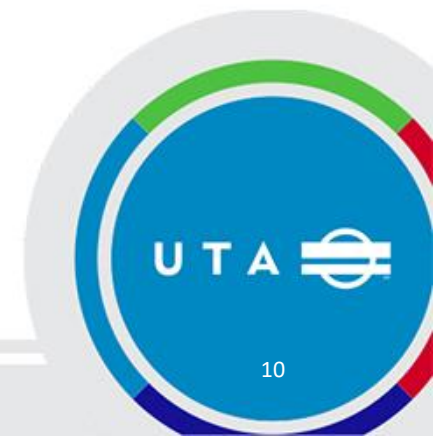


Recommended Action (by acclamation)

Motion to approve



Agency Report



University of Utah Union Building Bus Bay Construction Update



R2019-08-01

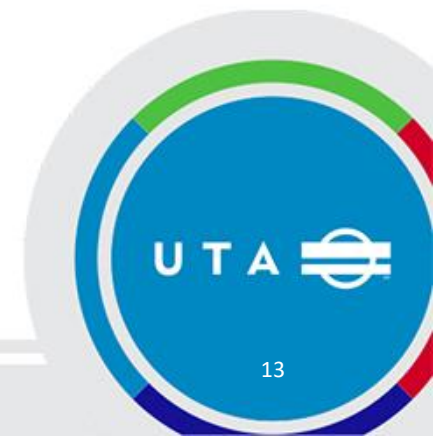
**Resolution Establishing Oversight of
Pension Committee**



Recommended Action (by roll call)

Motion to approve R2019-08-01:

Resolution Establishing Oversight of Pension Committee



R2019-08-02

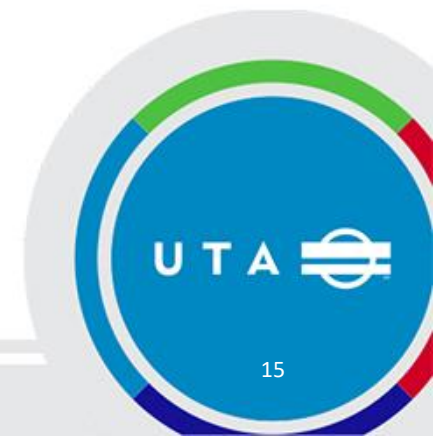
**Resolution Approving International
Travel to the 2019 Rail-Volution
Conference in Vancouver, British
Columbia, Canada**



Recommended Action (by roll call)

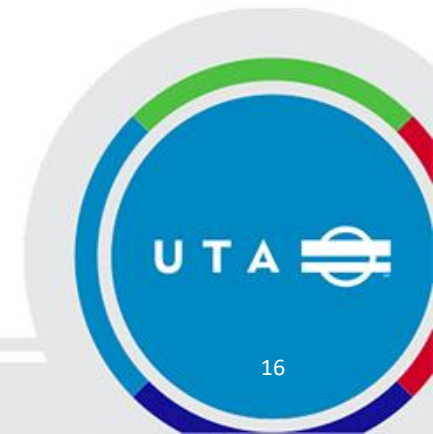
Motion to approve R2019-08-02:

Resolution Approving International Travel to the 2019 Rail-Volution
Conference in Vancouver, British Columbia, Canada



R2019-08-03

**Resolution Authorizing Construction
Amendments Under the Construction
Manager/General Contractor
Contract for First/Last Mile
Connection Program of Projects
(TIGER Grant)**



Construction Manager/General Contractor Agreement-Phase 1



- Contractor: Granite Construction Company
- Scope: TIGER Grant First/Last Mile Connections Phase 1 Pre-Construction Services
- Contract Amount: \$297,390
- Executed: April 11, 2018
- The Contract states that *“For those Projects on which UTA and Contractor agree on a scope of construction services and a lump sum construction price, UTA and Contractor may execute an amendment to this Agreement (a “Phase 2 Construction Services Amendment”)*



Construction Manager/General Contractor Agreement-Phase 2 Amendments

- Amendment process
 - Project design released for review and bidding
 - Contractor Pricing and Independent Cost Estimate
 - Pricing Negotiations
 - Phase 2 Amendment finalized and sent for review and signatures (UTA & Contractor)
 - Contractor signs Phase 2 Amendment
 - UTA routes for approval, which includes UTA Board approval if over \$200,000
 - UTA Board Approval and Signatures
- 10 Phase 2 Amendments have been executed or are in process to date
 - Total Contract Value: \$8,394,119
 - 81 TIGER First/Last Mile Projects



Construction Manager/General Contractor Agreement-Phase 2 Amendments

- Upcoming Phase 2 Amendments through 2019
 - Additional Anticipated Contract Value: \$8,384,141
 - 75 TIGER First/Last Mile Projects
 - Sandy Multi-Use Path
 - Millcreek Sidewalk
 - Lehi Overhead Pedestrian Bridge
 - West Jordan Railroad Crossing
 - UTA Projects: Wayfinding, Bike Parking, Bike Repair Stands, and Bus Stop Improvements (71 Projects)



Construction Manager/General Contractor Agreement-Phase 2 Amendments

- Resolution R2019-08-03:
 - Authorizes the Interim Executive Director, or Executive Director, to execute Phase 2 Construction Services Amendments for the projects anticipated through 2019
 - Restricts amendments to not exceed the TIGER Grant Construction Budget without additional Board approval
 - Limits Stakeholder-sponsored projects to not exceed TIGER Grant funds and local match commitments
 - Directs the Executive Director to provide informational updates on all Phase 2 Amendments



Recommended Action (by roll call)

Motion to approve R2019-08-03:

Resolution Authorizing Construction Amendments Under the
Construction Manager/General Contractor Contract for First/Last Mile
Connection Program of Projects (TIGER Grant)



**Awarding Lifetime Transit
Passes to Jerry Benson and
Spouse in Recognition of 33
Years of Service to UTA**



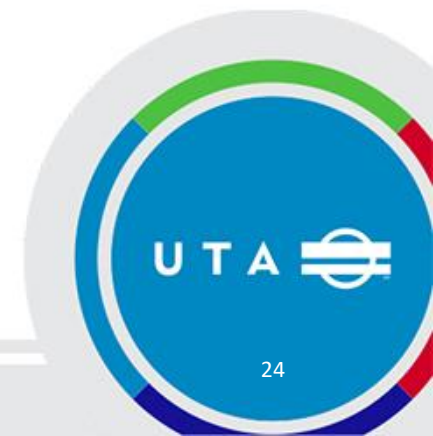
Recommended Action (by acclamation)

Motion to approve

Awarding Lifetime Transit Passes to Jerry Benson and Spouse in
Recognition of 33 Years of Service to UTA

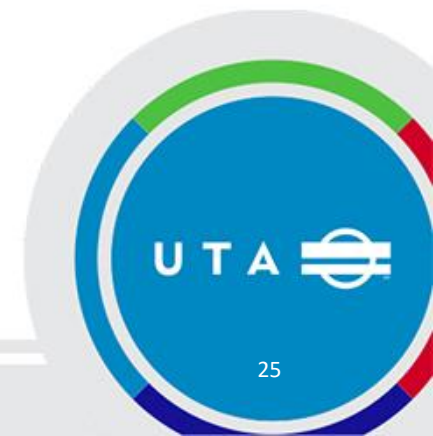


Contracts, Disbursements, and Grants



Change Order: Depot District Clean Fuels Tech Center Design and Engineering Services (Stantec Engineering)

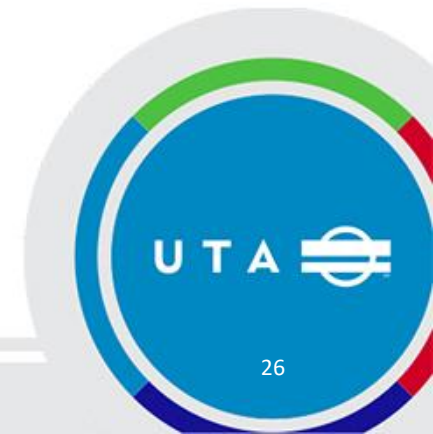
- Description and purpose:
 - Design of a new maintenance building in lieu of re-purposing the old locomotive building for the Depot District Clean Fuels Technology Center
 - The new design will reduce the costs of re-purposing the old building by as much as \$10-12 million
- Total change order:
 - \$1,144,353
- Total contract:
 - \$3,364,412



Recommended Action (by roll call)

Motion to approve change order:

Depot District Clean Fuels Tech Center Design and Engineering Services
(Stantec Engineering)



Change Order: Airport Station Relocation Construction Manager and General Contractor (Kiewit Infrastructure West)

- Description and purpose:
 - Phase 2 construction on the Airport Station Relocation Project for the Salt Lake City International Terminal Redevelopment Program
 - Phase 1, which was previously approved, covered pre-construction costs
- Total change order:
 - \$14,507,521
- Total contract:
 - \$14,706,021



Recommended Action (by roll call)

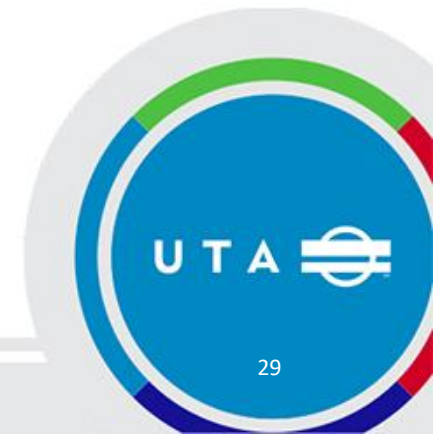
Motion to approve change order:

Airport Station Relocation Construction Manager and General
Contractor (Kiewit Infrastructure West)



Change Order: Front Runner Positive Train Control Construction Management and General Contractor (Rocky Mountain Systems Services)

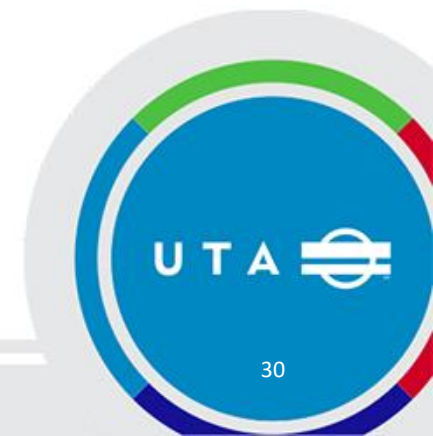
- Description and purpose:
 - Additional work associated with the implementation of federally-mandated positive train control system on UTA's FrontRunner service
- Total change order:
 - \$992,342
- Total contract:
 - \$31,077,637



Recommended Action (by roll call)

Motion to approve change order:

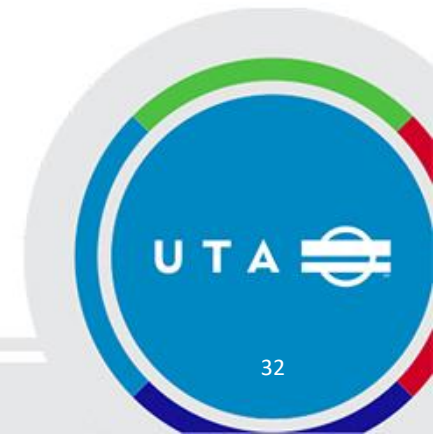
Front Runner Positive Train Control Construction Management and
General Contractor (Rocky Mountain Systems Services)



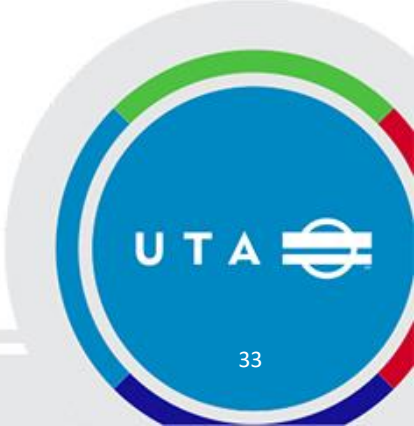
Pre-Procurement: Auto Body and Collision Repair



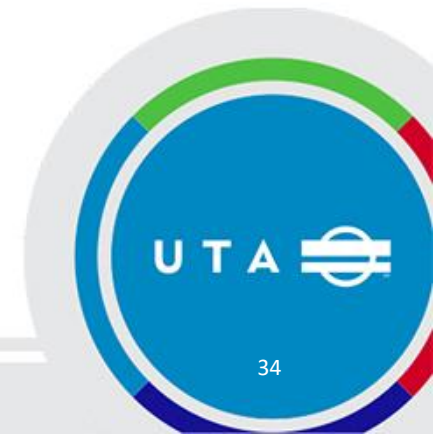
Discussion Items



Independent Monitor Report



Service Choices Coverage Scenarios

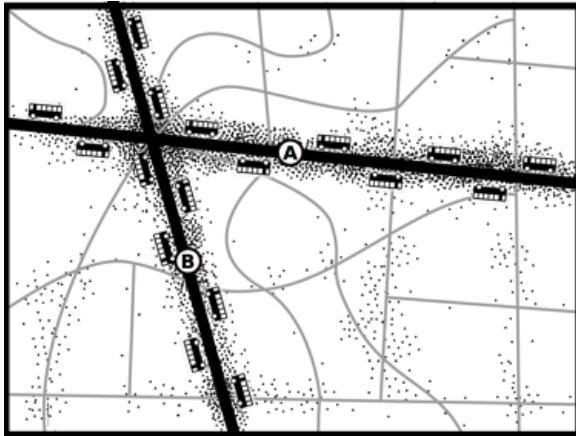


What is Coverage Service?

The purpose of today's presentation is to supplement the Board presentation of July 17th by providing additional details on coverage service options within UTA's service area.



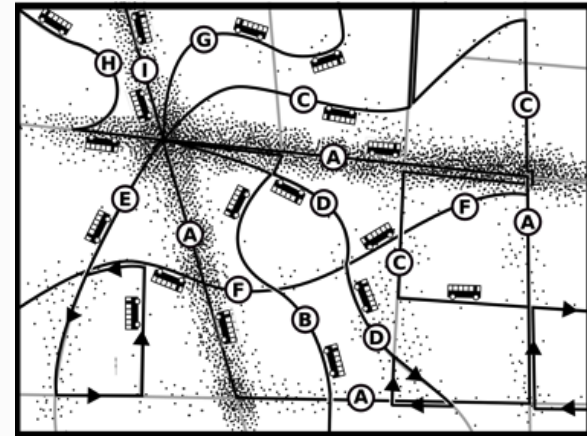
Where is UTA's bus service today?



100% Ridership
0% Coverage

75% Ridership
25% Coverage

Is the current balance right for the communities UTA serves, or should it be adjusted?



75% Coverage
25% Ridership

100% Coverage
0% Ridership



Central Region Bus Services
(Salt Lake and Tooele Counties)
60% Ridership, 40% Coverage

Southern Region Bus Services
(Utah County)
60% Ridership, 40% Coverage

Northern Region Bus Services
(Davis, Box Elder, Weber Counties)
40% Ridership, 60% Coverage



What is Coverage Service?

Service typically operated in areas that have:

- 1) relatively low density of people/jobs;
- 2) low levels of walkability;
- 3) destinations isolated from one another; and/or
- 4) destinations spread out across long distances.

Transit service is more expensive to operate and has a lower ridership base in these areas and, therefore, this ***service is operated with an expectation of low ridership and high cost per rider.***

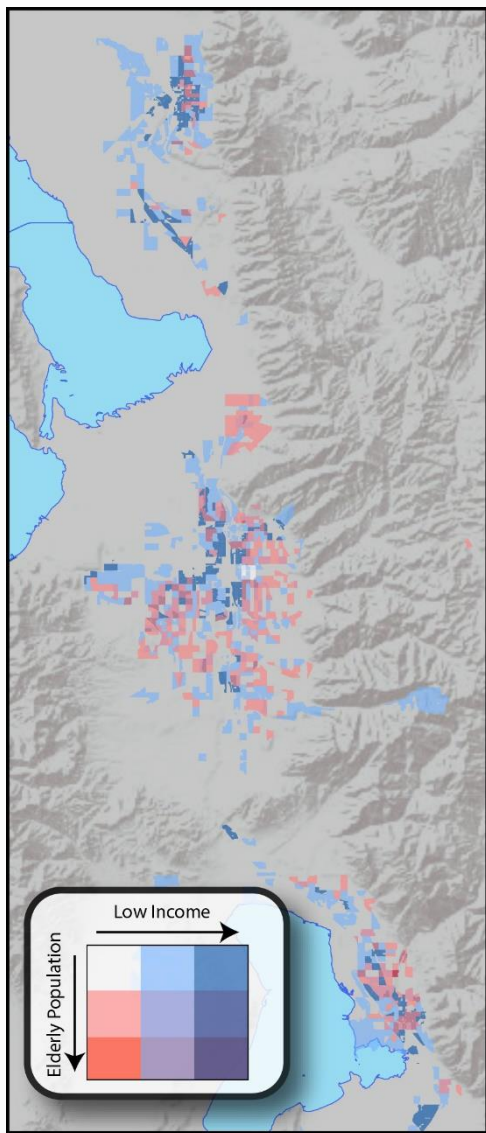


Why Provide Coverage Service?

- Rapid growth is occurring, increasing the need for transit access to jobs, housing, and services.
- Many areas have land use patterns that can only currently be supported through provision of high cost, low ridership coverage service.



Service for people who have no alternative



- Can include service to seniors, low-income populations, and those who are unable to drive.
- Includes transit access to job centers located in hard to serve areas.

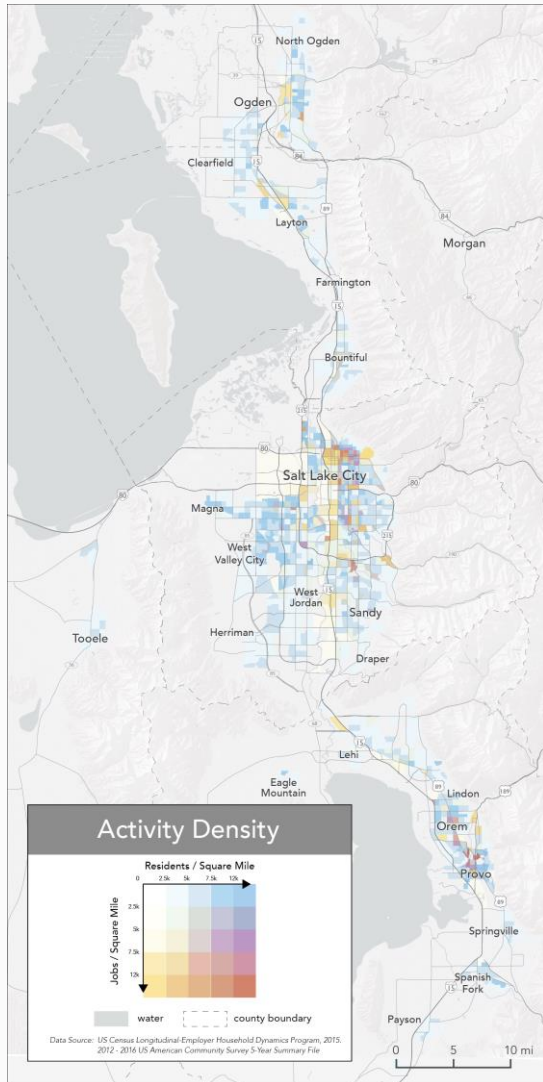


Responding to new development

- Includes growing residential and employment areas and new institutional campuses located in hard to serve areas.
- Depending on development patterns, may have the potential to turn into ridership services in the future.



Provide some service to all areas of the taxing district



- Service to all communities, no matter where they are located.
- Includes existing relatively dense residential and employment areas, even if located in hard to serve areas.
- Spreads coverage resources the thinnest, thereby reducing the amount of service in each area.

Measure of Success

Coverage services are not about *ridership*, they are about *availability*. A measure of success might look something like the following:

- X amount of population and/or jobs in a given community are located within ½ mile of some transit service.

Ridership is still a performance measure, but is not the primary measure.



Options for Coverage Service

There are several options for providing service in coverage areas, including:

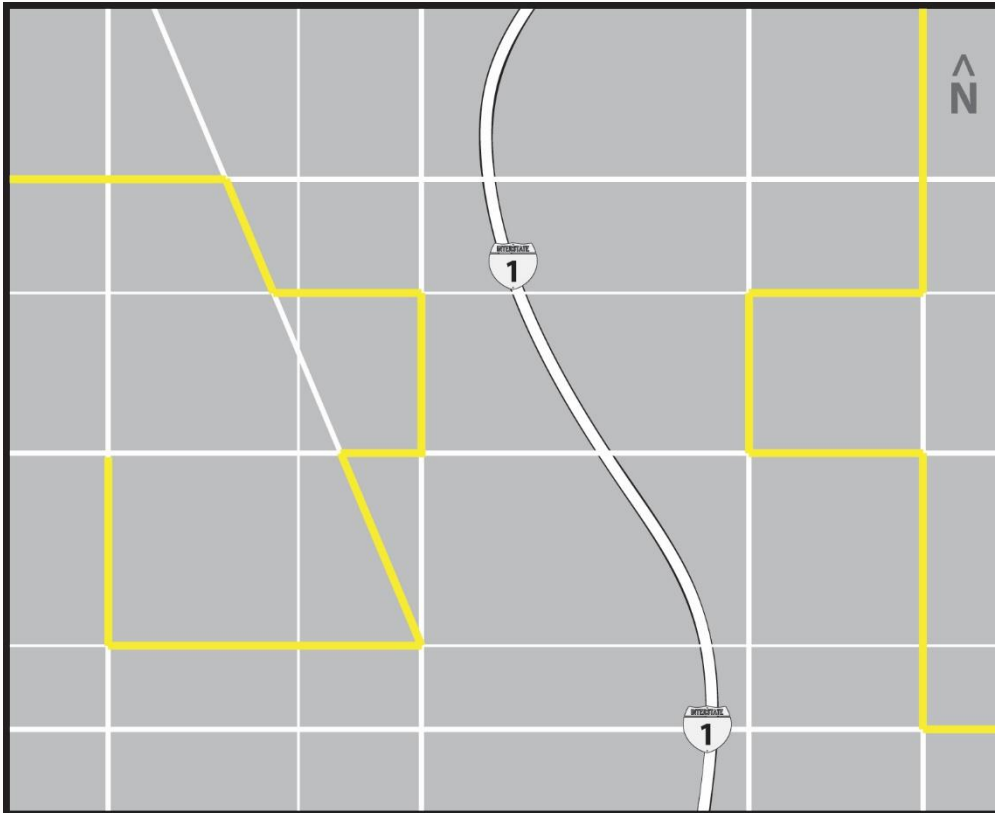
- 1) Flex Routes
- 2) Microtransit
- 3) Standard Fixed Route Bus
- 4) Express (Rush Hour Only) Service

Each requires approximately the same amount of resources to operate, and each has benefits and drawbacks.



Flex Route

Offers bus service with fixed route and schedule. Deviations of up to $\frac{3}{4}$ mile can be requested in advance.



Benefits:

- 1) Access to off route destinations.
- 2) Fixed route and schedule
- 3) Covers paratransit and non-paratransit needs with a single service.

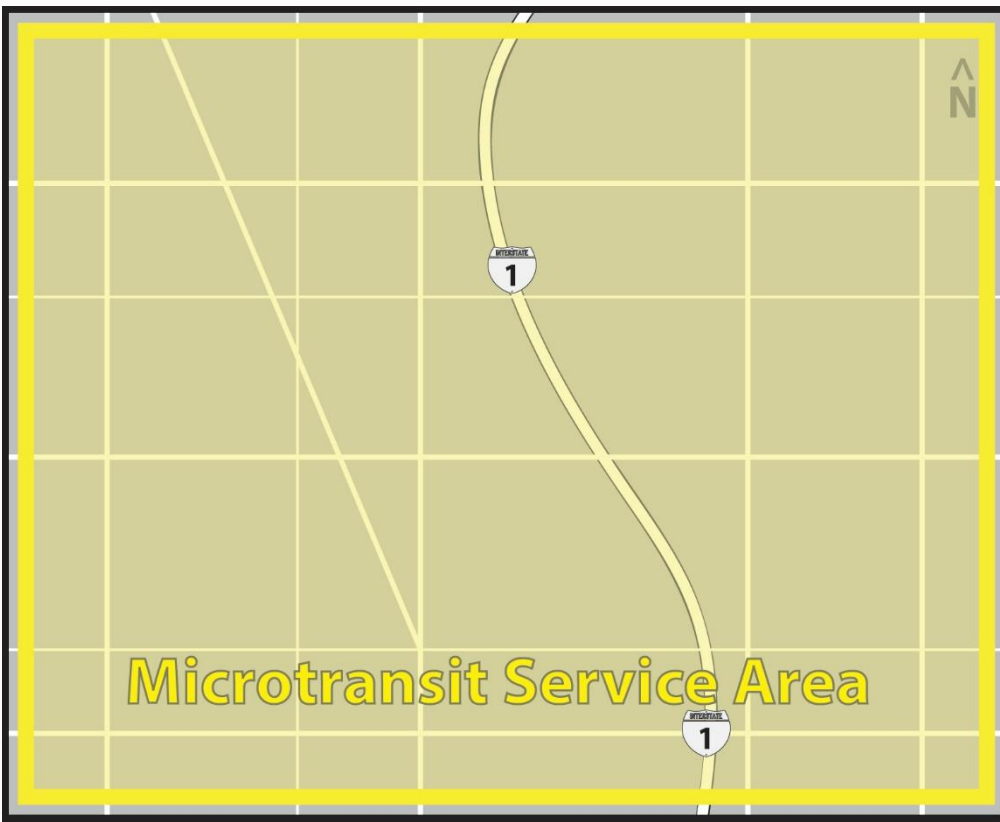
Limitations:

- 1) Circuitous routing increases travel time.
- 2) Requested deviations can cause delays for other riders.
- 3) Deviations must be scheduled in advance.



Microtransit

Offers “on-demand” service with a fixed service area.



Benefits:

- 1) Direct connection to all parts of community.
- 2) Covers paratransit and non-paratransit needs with a single service.
- 3) On demand service.

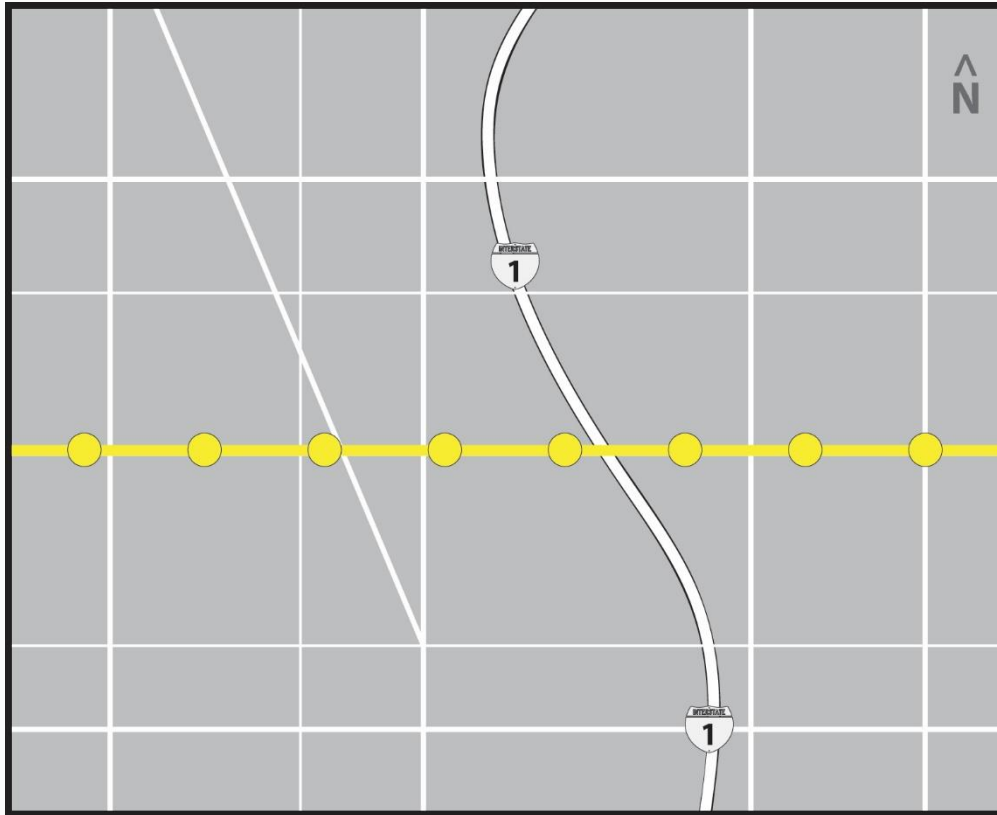
Limitations:

- 1) Pilot Project.
- 2) Untested long term model.
- 3) Travel times may vary based on demand.



Standard Fixed Route Bus

Offers traditional bus service with fixed route and schedule.



Benefits:

- 1) Fixed route and schedule.
- 2) Most direct service.
- 3) Greatest potential for future ridership increases if growth occurs along corridor.

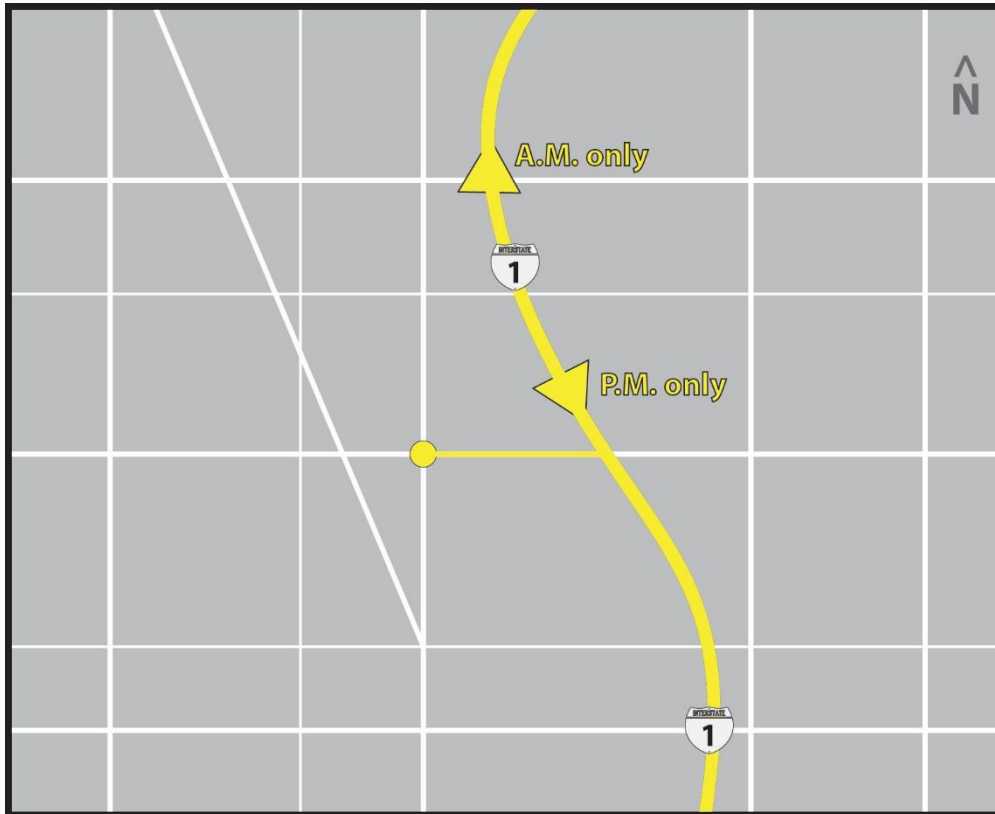
Limitations:

- 1) Serves limited area.
- 2) Requires separate, complimentary paratransit service.
- 3) Low frequency service limits usefulness.



Express (Rush Hour Only) Service

Offers peak direction bus service during AM and PM rush hours.



Benefits:

- 1) Direct connection to major job centers.
- 2) Limited stops can decrease travel time.
- 3) Limited service window provides some access at lower cost than all day service.

Limitations:

- 1) Serves limited markets.
- 2) Doesn't serve users outside traditional commute times.
- 3) Limited service window reduces opportunities for riders to adjust their schedules.

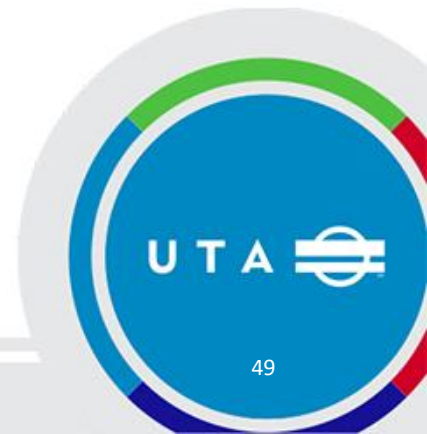


Options for Coverage Service

- A variety of tools are available to provide coverage service.
- Given a fixed budget, choices need to be made to determine which options are best suited to the needs of each community.
- UTA has service standards to help guide these decisions.



Bus Stop Master Plan



Service Planning Toolbox

1. Service Planning Policy
2. Service Planning Overview
3. Service Design Guidelines
4. Five-Year Mobility Plan
- 5. Bus Stop Master Plan**
6. Comprehensive System Analysis



Bus Stop Master Plan

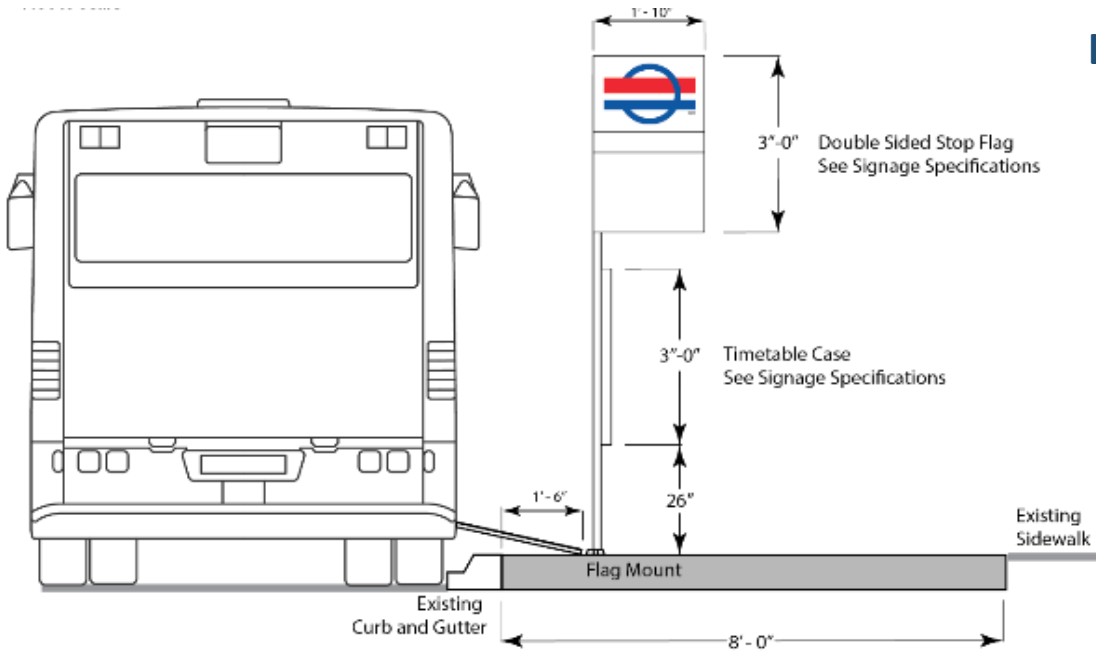
UTAH TRANSIT AUTHORITY

- UTA serves more than 2 million people along the Wasatch Front
- 44% of that population living within ¼ mile of a bus stop.
- Bus stops are the front door to UTA’s transit system
- As of August 2019 the UTA System has 6,274 total active bus stop locations.



Bus Stop Master Plan

- 96% of all of the activity at stops takes place at just 50% of the stops
- 4,551 non-ADA compliant stops in the system (73%)
- 143,000 ramp deployments per year at the 4,551 stops
- 2,039 stops are located on grass, dirt or gravel with no connecting sidewalk



Level I Stop Design (Minimum)



Bus Stop Inventory



Benefits

- Observed increase in ridership at measured stops (2%)*
- Observed reduction in paratransit demand near measured stops (4%)*

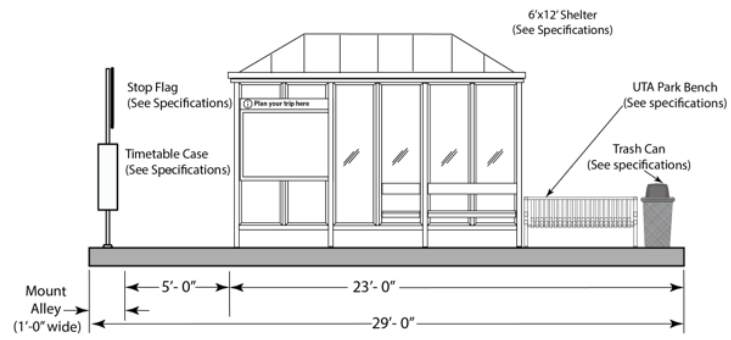


* Kim, J., Bartholomew, K., Ewing, R. (2018) *Impacts of Bus Stop Improvements* UDOT Research Report No. UT-18.04,13-15.

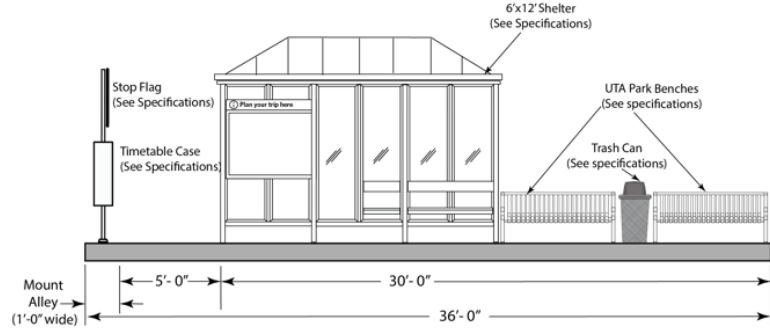


Stop Level Amenities

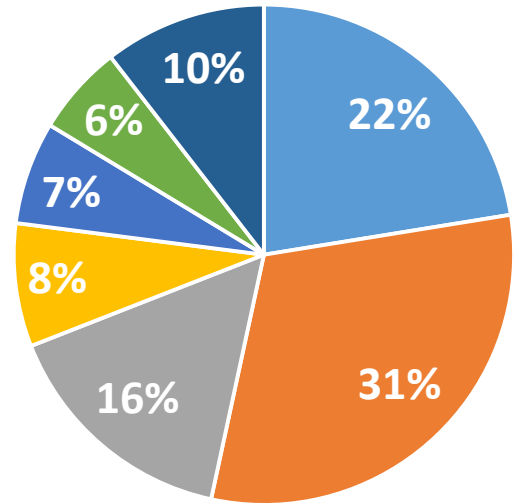
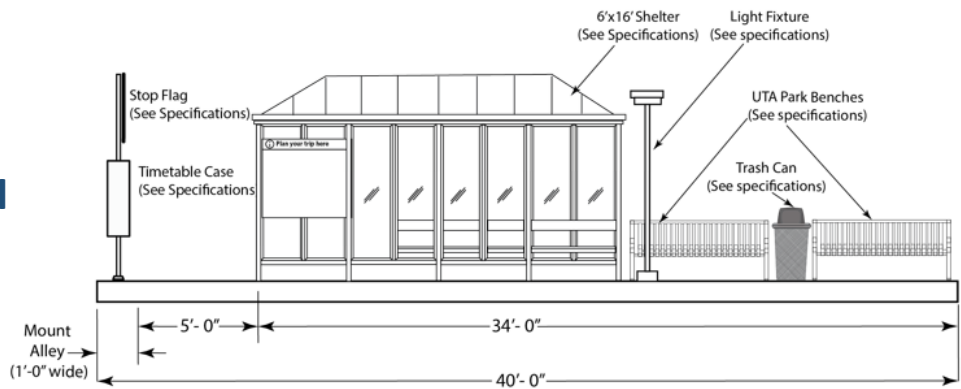
Level IV



Level V



Level VI



- LEVEL I ■ LEVEL II
- LEVEL III ■ LEVEL IV
- LEVEL V ■ LEVEL VI
- LEVEL VII



Average Cost: \$18-20,000/stop

Task/Amenity	Estimated Cost
Topographic Survey	\$2,000
Right of Way Research	\$2,000
Right of Way Acquisition	\$3,000
Design	\$2,500
Trash Receptacle	\$250
Park Bench	\$750
6' x 12' Shelter	\$4,575
24' x 7' Concrete Pad (Level IV)	\$2,520
Contractor Mobilization	\$795
TOTAL	\$17,595



Bus Stop Master Plan

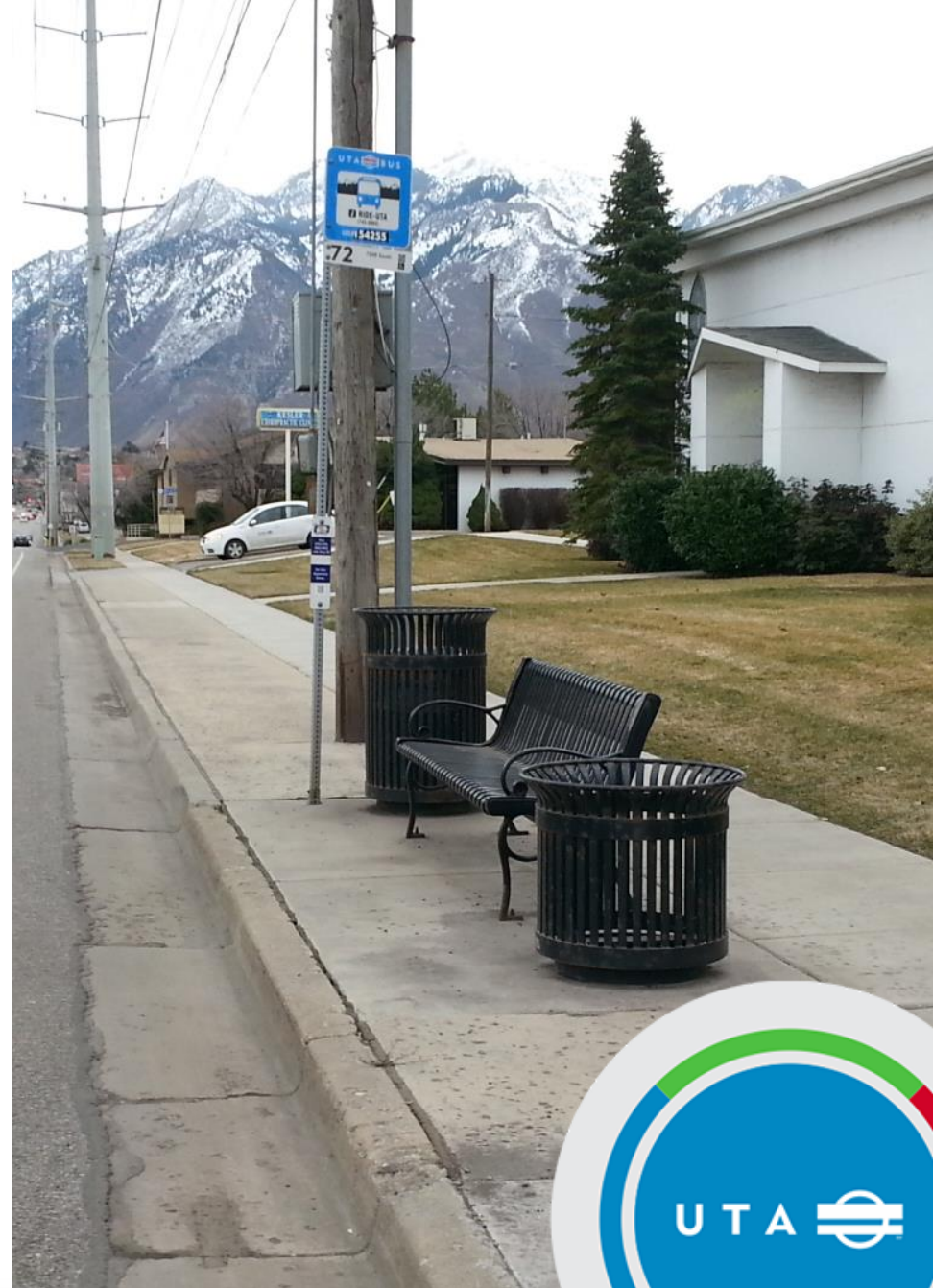
Best Practices:

- Stop Spacing
- Stop Siting
- Amenity Levels
- Federal Regulations

Customer Experience:

- Lighting
- Information
- Visibility
- Accessibility

Standard Designs



Bus Stop Prioritization

UTAH TRANSIT AUTHORITY

Stop improvements priorities are determined by a scoring matrix that considers:

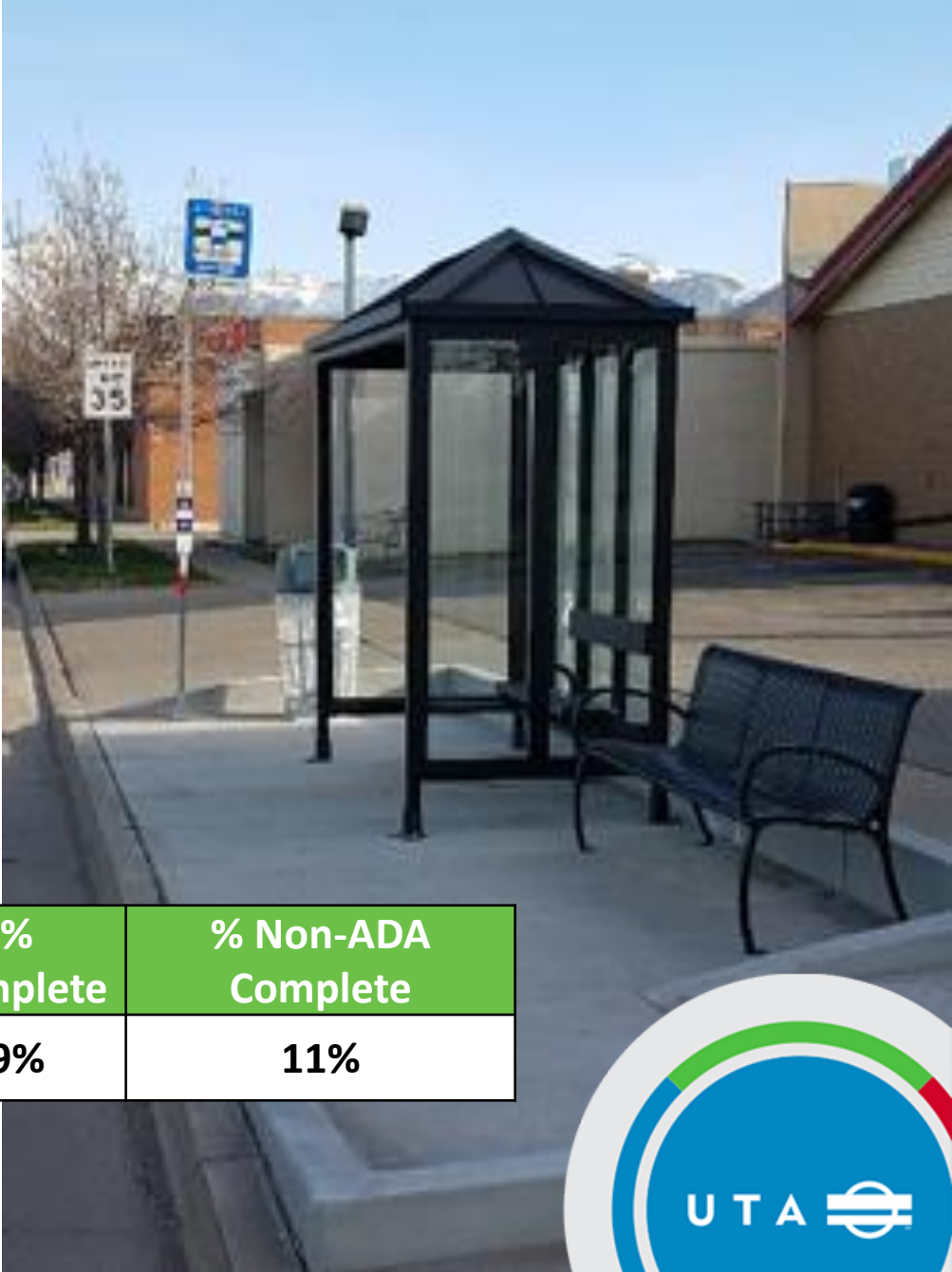
1. ADA compliance
2. Total stop activity
3. Total annual ramp deployments
4. Number of transfers
5. Title VI communities served
6. Safety factors
7. Social factors



Funding for Bus Stops

UTAH TRANSIT AUTHORITY

- \$675,000 CMAQ Grant for Timpanogos Business Unit
- Salt Lake County 4th Quarter Budget Proposal
- UTA's 5-Year Capital Budget

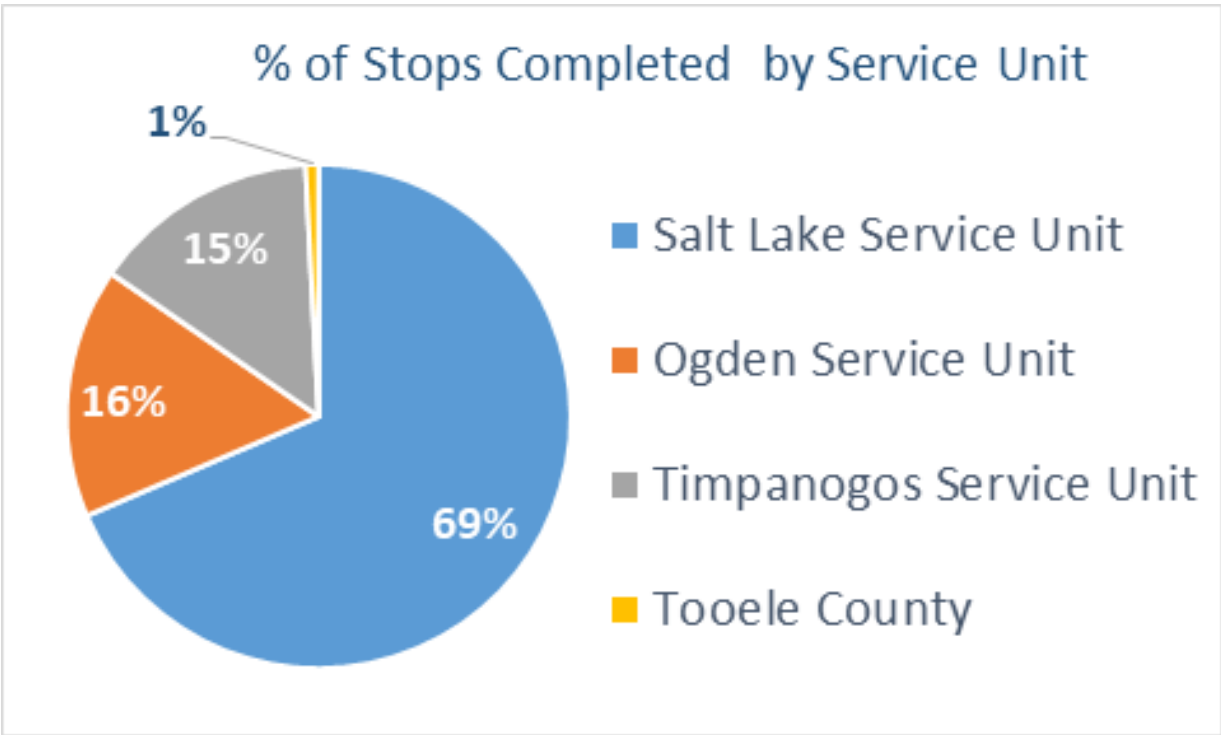


Total Capital Cost (Est)	No. of Stops	% Complete	% Non-ADA Complete
\$11,920,593	524	9%	11%



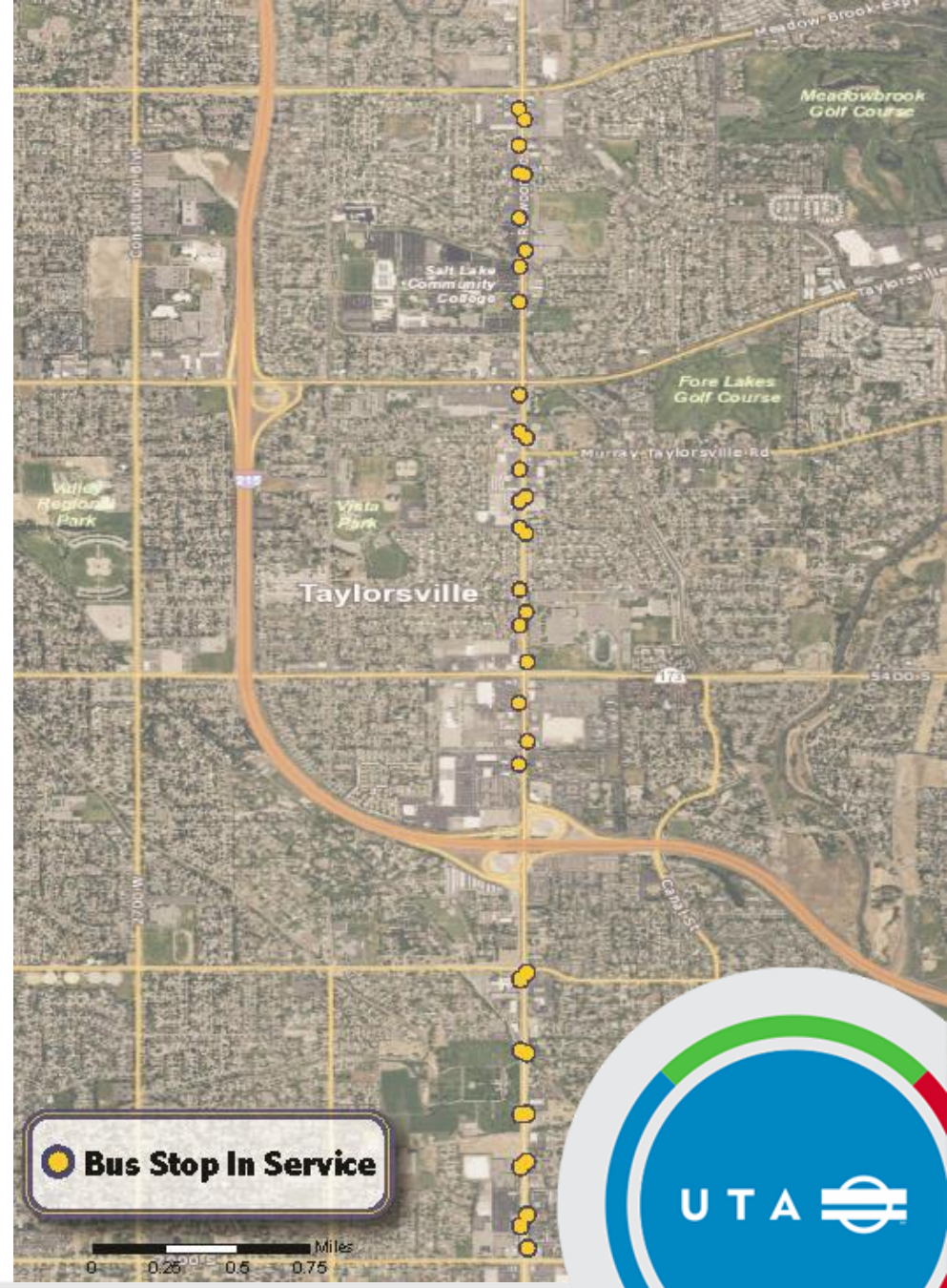
5-Year Capital Budget Strategy

UTAH TRANSIT AUTHORITY



Taylorsville Agreement

- Reconstructing Redwood Road between 4100 South and 6600 South
- 28 bus stops to be improved by City
- UTA to maintain bus stops up to the minimum level outlined in the BSMP
- Taylorsville to maintain any betterments to bus stops above BSMP recommended level





DASH
 Triumph Blvd
 Medical Campus Dr

2X	6	17
72	471	F400

FREE FARE ZONE

DASH
 Triumph Blvd
 Medical Campus Dr
 Next Stop #01050

01050	01051	01052	01053	01054	01055	01056	01057	01058	01059
01060	01061	01062	01063	01064	01065	01066	01067	01068	01069

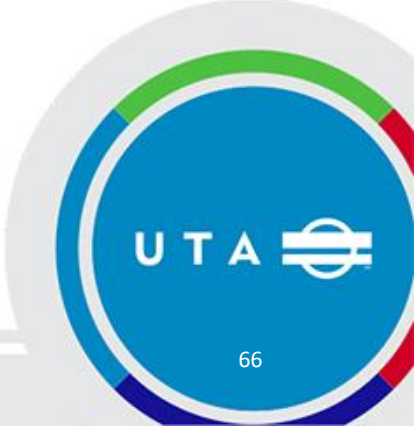


8 Salt Lake Central Station 11:47
 213 Rivuete Center Station 11:47
 5 North Temple Station 11:50

Plan your trip here



Health and Wellness Program Report



Strategic Approach to Healthcare

- Recommendations between 2012 and 2014 to manage growth rate of healthcare costs, and improve overall population health.
 - (1) Wellness Program Overhaul
 - (2) Premium Differentials
 - (3) Plan Changes (Predictive Modeling)
 - (4) Onsite Clinic Implementation
 - (5) Institute a High Deductible Health Plan

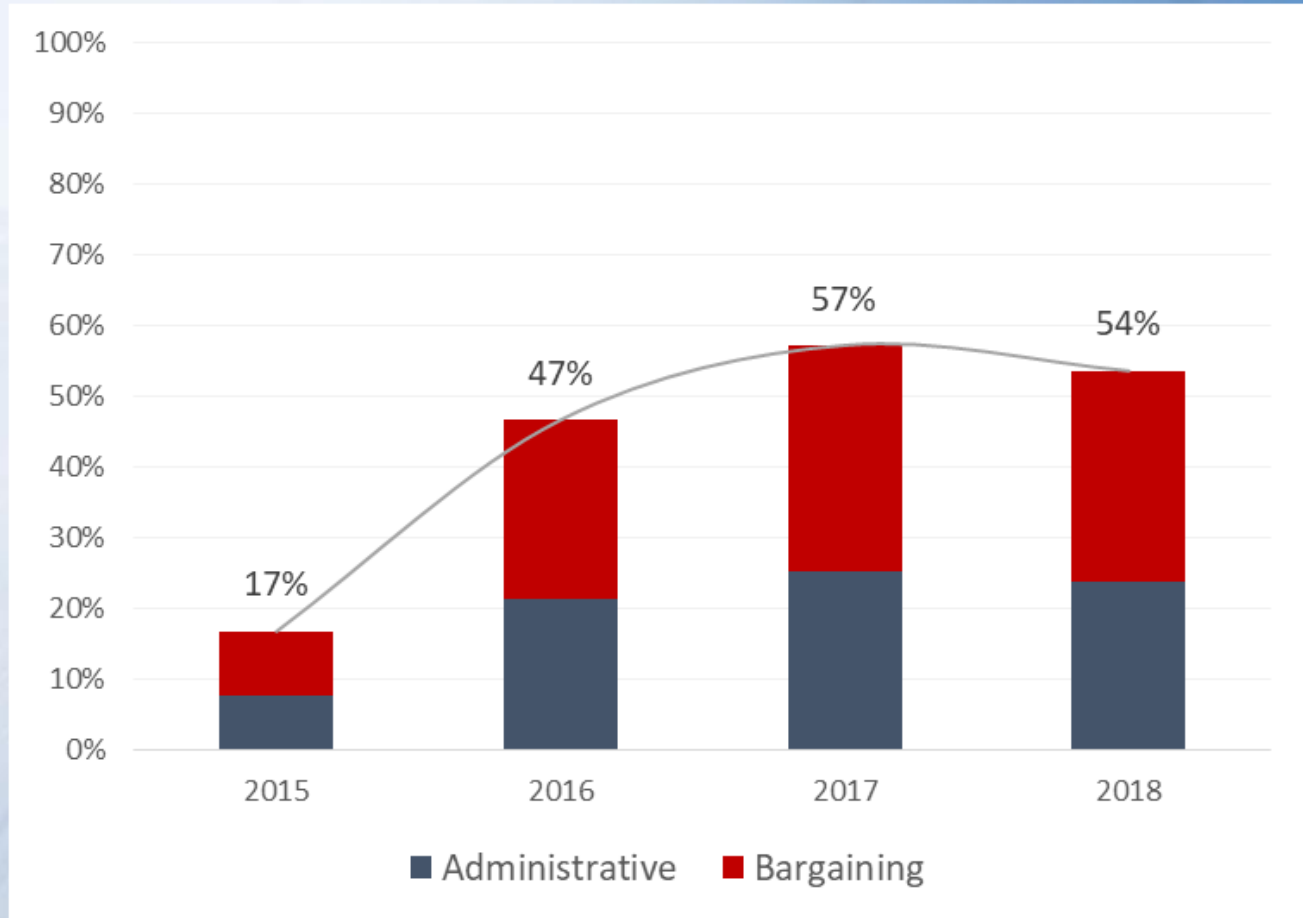
Strategic Implementation

- Onsite clinic implementation to include participatory wellness program
- Medical Premium differential for those who participate in the wellness program
- Tobacco free workplace and Tobacco Cessation support
- Predictive Modeling with quarterly plan year reports for both bargaining and administrative employees, focused on methods to adjust usage to control premium renewal rates
- Focus on reducing high claims costs by improving disease management

Current State – UTA Clinic

- Approximately 85% of UTA employees have used the clinic at least one time
- Increased use over time among participants with chronic conditions
 - Either due to detection of the conditions or transitioning to use of the clinic
- Better management of chronic conditions
 - Decreased gaps in care
 - Increased compliance with routine testing focus relative to condition

Current State - Participation in Wellness Over Time

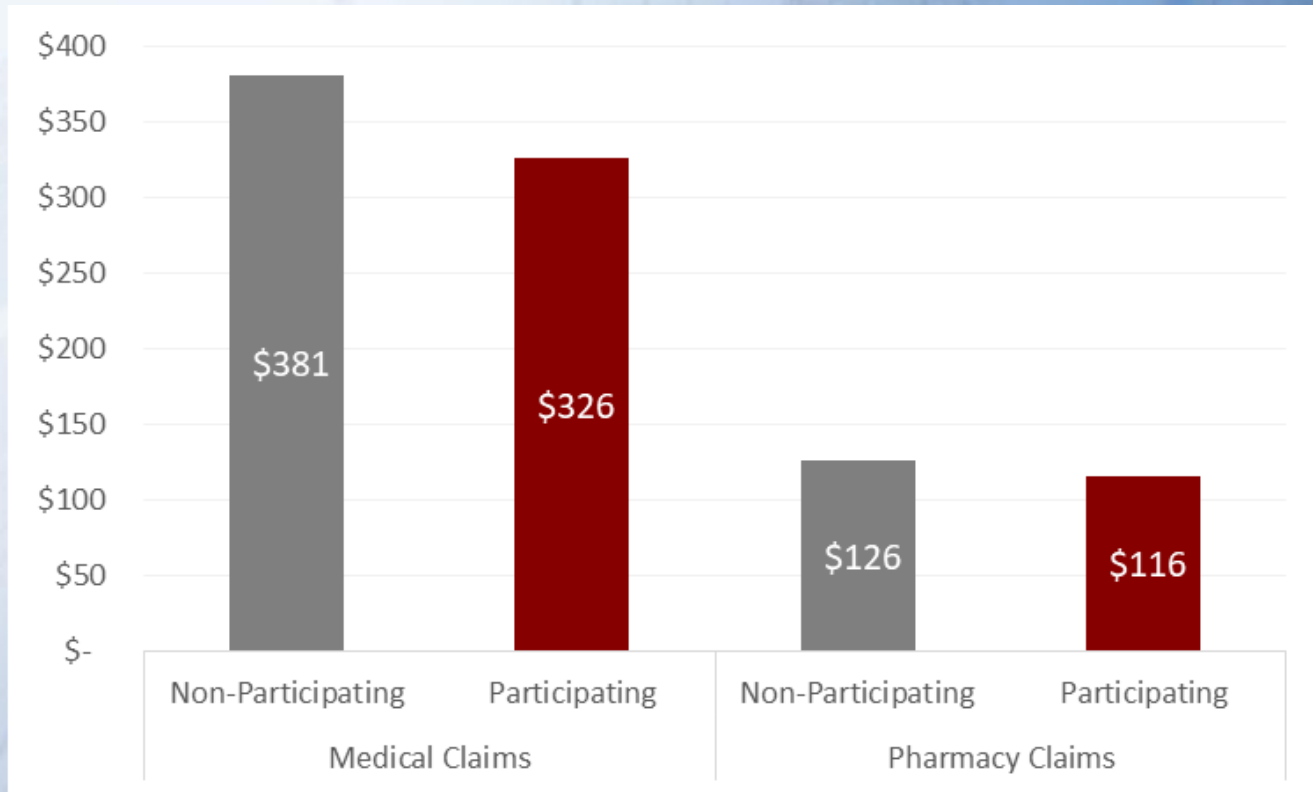


Annual Participation in Wellness Program, 2015 – 2018

Increased identification of disease allows for the proactive management of employee health

Current State – UTA Wellness

- Participants in Wellness have lower average monthly medical and pharmacy claims cost per employee than non-wellness participants.



Per Month Claims Cost Per Employee, Wellness Participant vs. Non-Participant, 2016-18

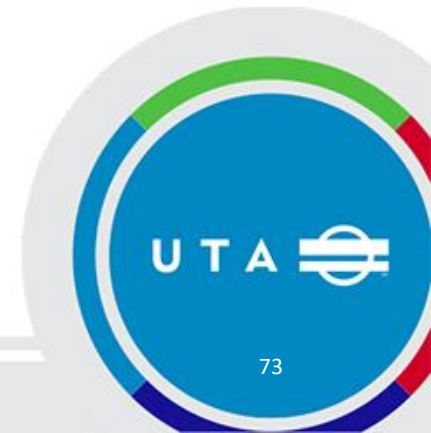
Proactive disease management results in improved health, and lower premium renewal rates from insurance carriers

2019 and Beyond

- Redesigned wellness program which introduces an outcomes v. participatory based strategy
- New Clinic Partner who offers a much more innovative approach to predictive modeling
- Continued dedication to plan design/redesign to manage renewal rate growth
- Maintain & Improve current premium trend (4.6% below market)
- Increase Clinic and Wellness Participation
- Continue to refine Return on Investment and Value of Investment Strategies

Other Business

- a. Next meeting: August 21, 2019 at 9:00 a.m.

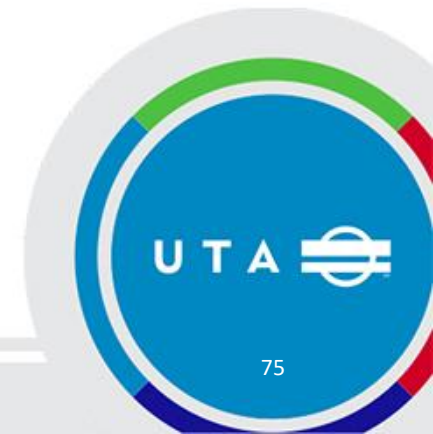


Closed Session

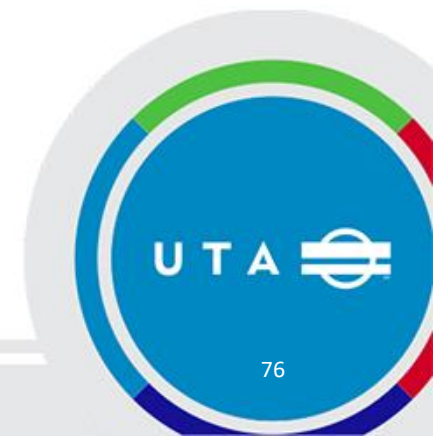
- a. Strategy session to discuss collective bargaining



Closed Session



Open Session



Adjourn

