

UTA Board of Trustees Meeting

April 28, 2021



Call to Order and Opening Remarks

Electronic Meeting 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

Any comments received through alternate means were distributed to the board for review in advance of the meeting



Consent Agenda

- a. Approval of April 14, 2021 Board Meeting Minutes



Recommended Action (by acclamation)

Motion to approve consent agenda



Reports



Agency Report

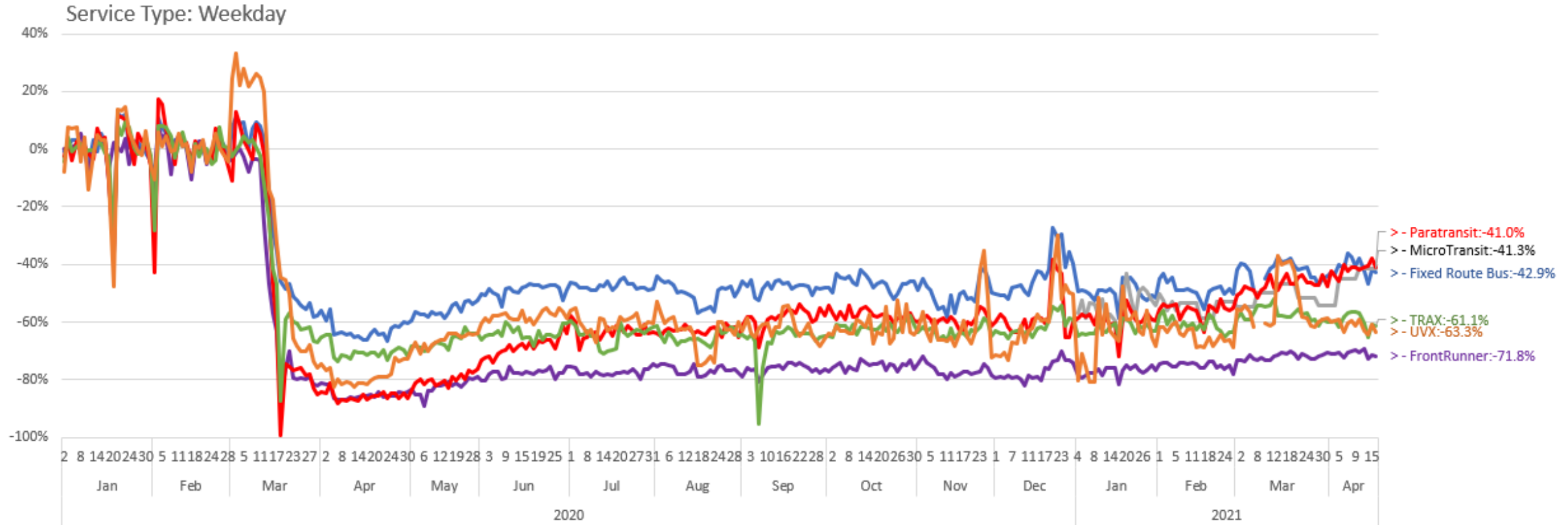
– First Quarter Ridership



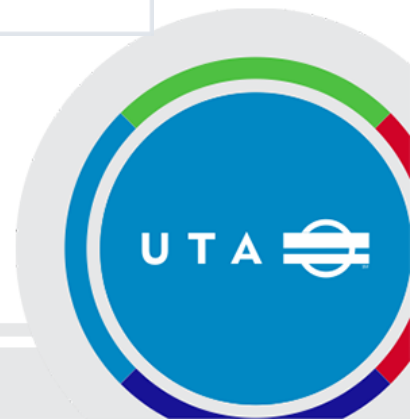
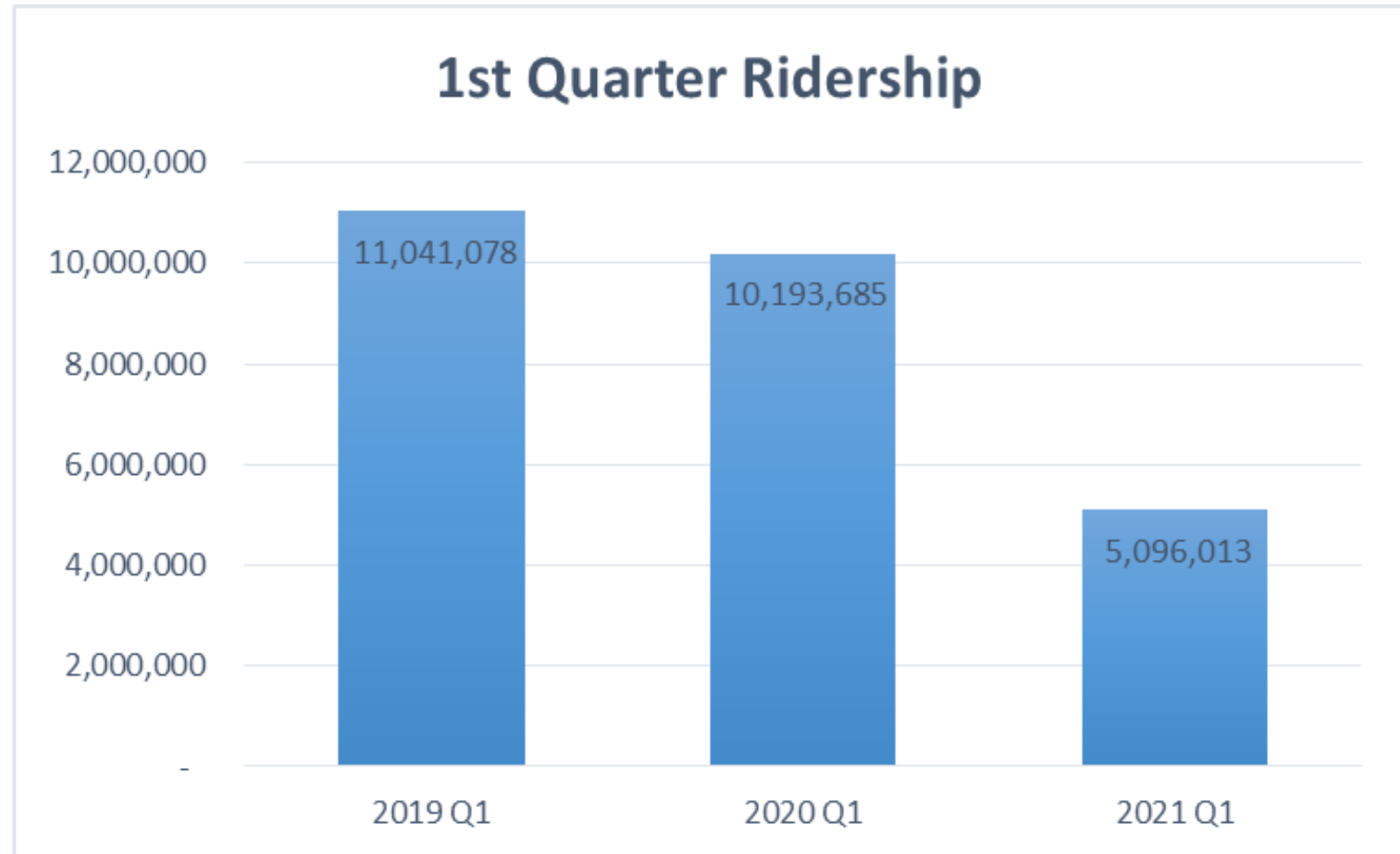
First Quarter Ridership



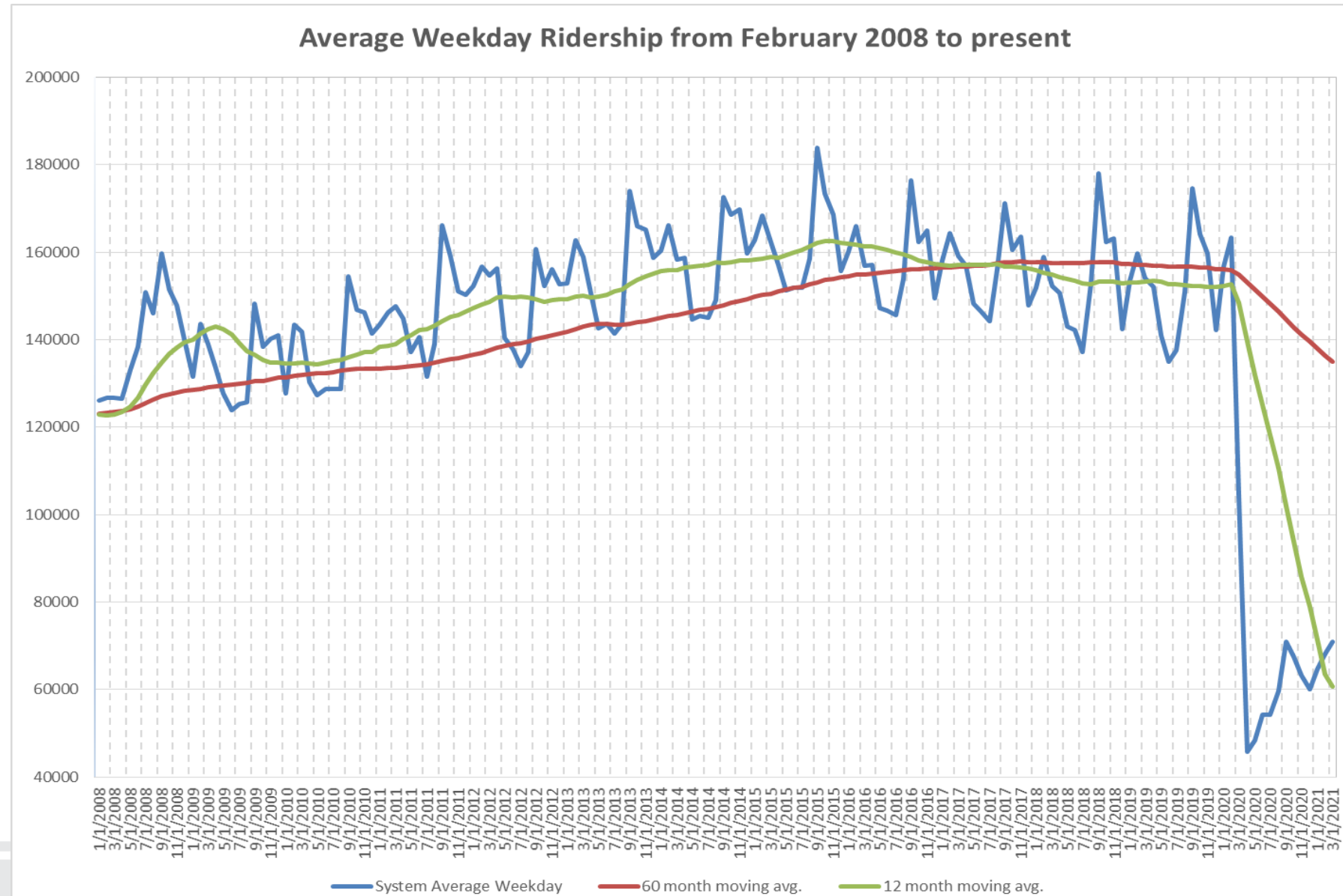
Ridership Report



Ridership Report



Ridership Report

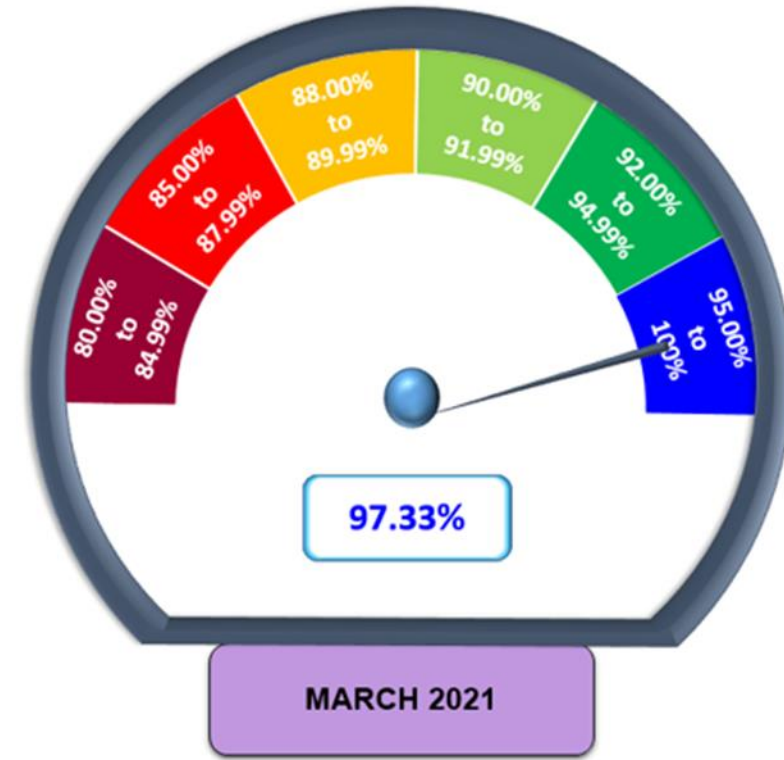
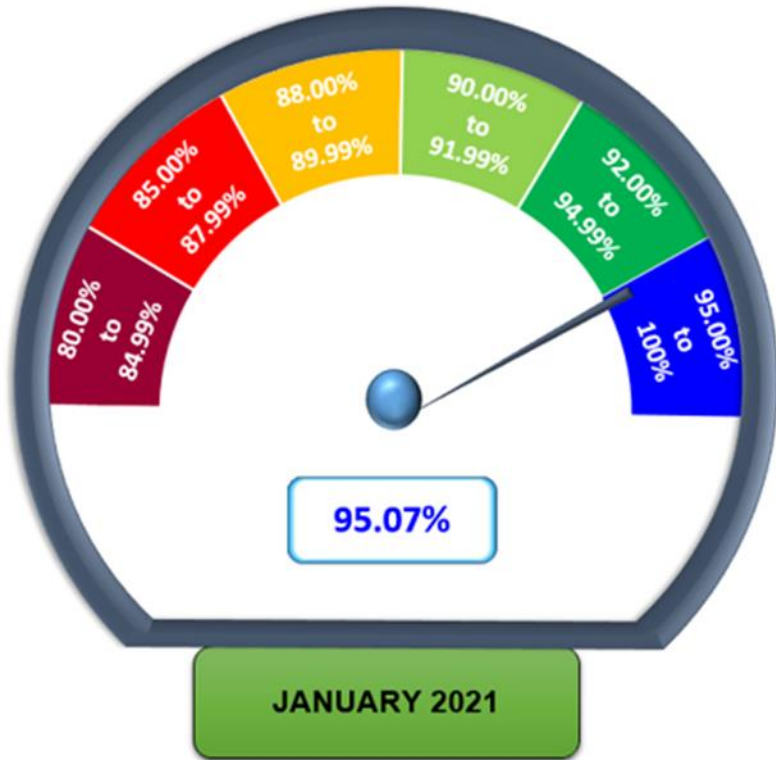


Ridership Report

Mode	2020 Q1	2021 Q1	% Change
Bus System	4,984,179	2,789,498	-44.03
Paratransit	86,089	45,753	-46.85
Route Deviations	90,085	53,343	-40.79
Mobility Management	704	591	-16.05
Light Rail	3,547,223	1,635,994	-53.88
S - Line	107,107	59,187	-44.74
Commuter Rail	1,092,787	364,603	-66.64
Vanpool	285,511	147,043	-48.50
UTA System	10,193,685	5,096,013	-50.01



FrontRunner Reliability



Questions?



Investment Report – First Quarter 2021



Investments as of March 31, 2021

Institution	Amount	Yield
Zions Capital Advisors	\$29,228,883	0.793.%
Zions Bank	\$16,447,538	0.030%
PTIF	\$355,991,216	0.425%
Totals	\$401,667,637	0.436%

There were no direct investments held by UTA during the quarter.

Benchmark Comparisons

First Quarter 2021

Institution	January	February	March
Zions Capital Advisors	0.821%	0.809%	0.793%
PTIF	0.468%	0.448%	0.425%
Benchmark Returns*	0.090%	0.080%	0.070%

* Benchmark return is the higher of the 3-Month Treasury Bill or the Fed Funds rate.

Contracts, Disbursement, and Grants



Contract: Disadvantaged Business Enterprise Program Management Software (eComply Solutions LLC)

Recommended Actions (by acclamation)

Motion to approve contract as presented



Contract: Meadowbrook Expansion Construction (Big-D)

Recommended Actions (by acclamation)

Motion to approve contract as presented



Change Order: Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) Contract Extension (Talrace LLC)

Recommended Action (by acclamation)

Motion to approve change order as presented



Change Order: On-Call Infrastructure Maintenance Contract – Task Order #14 – 1300 West Mid-Jordan TRAX Line Embedded Grade Crossing Replacement (Stacy and Witbeck Inc.)

Recommended Action (by acclamation)

Motion to approve change order as presented



Change Order: On-Call Infrastructure Maintenance Contract – Task Order #15 – 2700 West Mid-Jordan TRAX Line Embedded Grade Crossing Replacement (Stacy and Witbeck Inc.)

Recommended Action (by acclamation)

Motion to approve change order as presented



Pre-Procurements:

- Leadership Development Training
- SD100/SD160 Gearbox Overhaul



Discussion Items



Downtown Salt Lake City TRAX Extensions and Connections Study



Study Goals

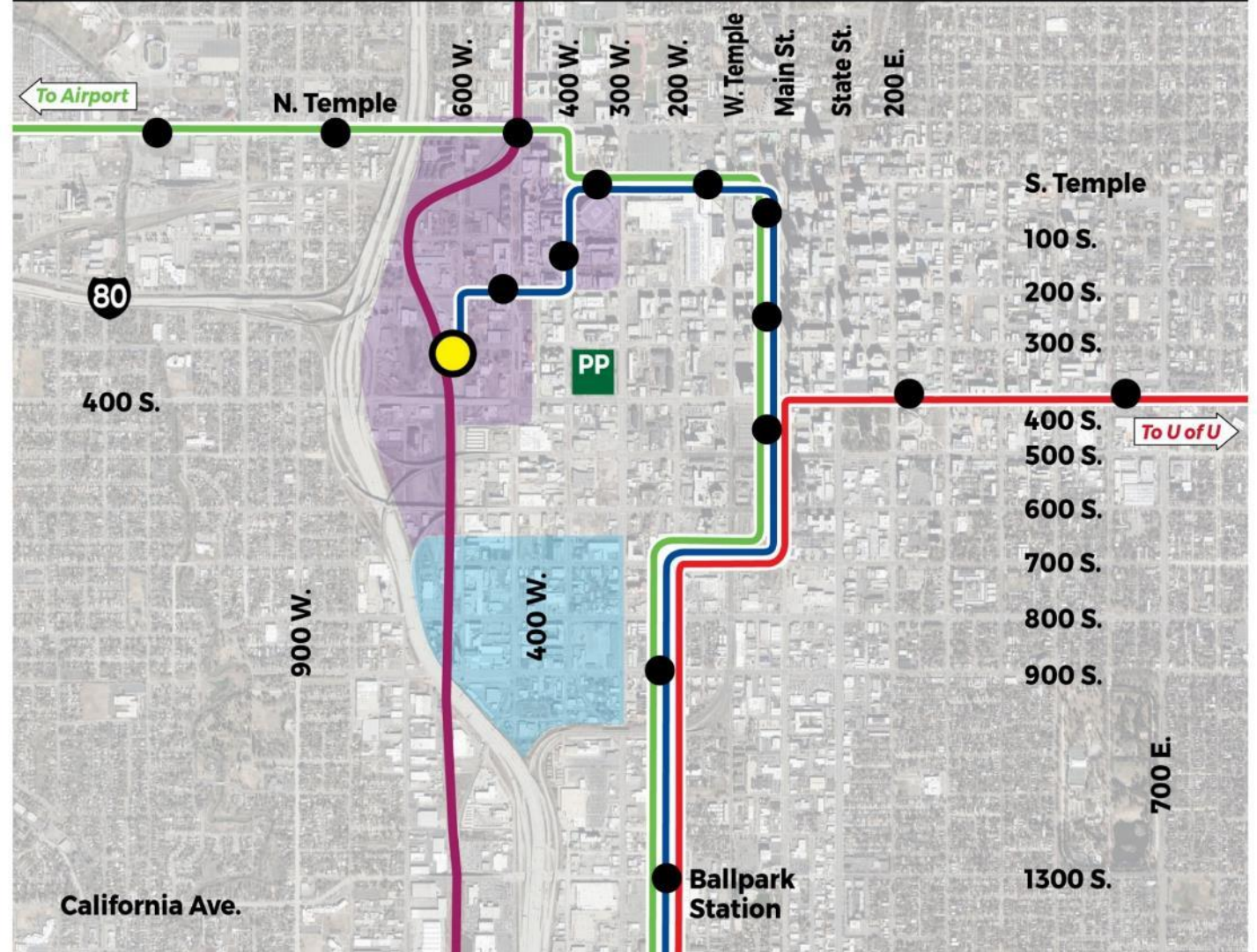
1. Enhance regional connectivity via the rail network, reducing transit travel time between major origins and destinations and creating a regional transit hub.
2. Improve rail access to the western area of downtown Salt Lake City, an existing and growing regional employment, cultural, entertainment and residential center.
3. Enhance operations and provide operational redundancy.
4. Advance economic development, improve quality of life, and promote access to equitable opportunities.
5. Facilitate synergistic land use, urban design and placemaking in an area of regional and statewide importance.






Existing TRAX System

LEGEND: EXISTING

- Green TRAX Line
- Blue TRAX Line
- Red TRAX Line
- FrontRunner
- TRAX Station
- PP Pioneer Park
- DD Depot District
- GD Granary District
- Salt Lake Central Station



LEGEND: SCENARIO 1

-  Add Orange TRAX Line from U of U to Airport via S.L. Central Station
-  Reroute Red Line between Main St. & Ballpark Station (1300 South) through Granary District
-  Scenario 1 Proposed Stations

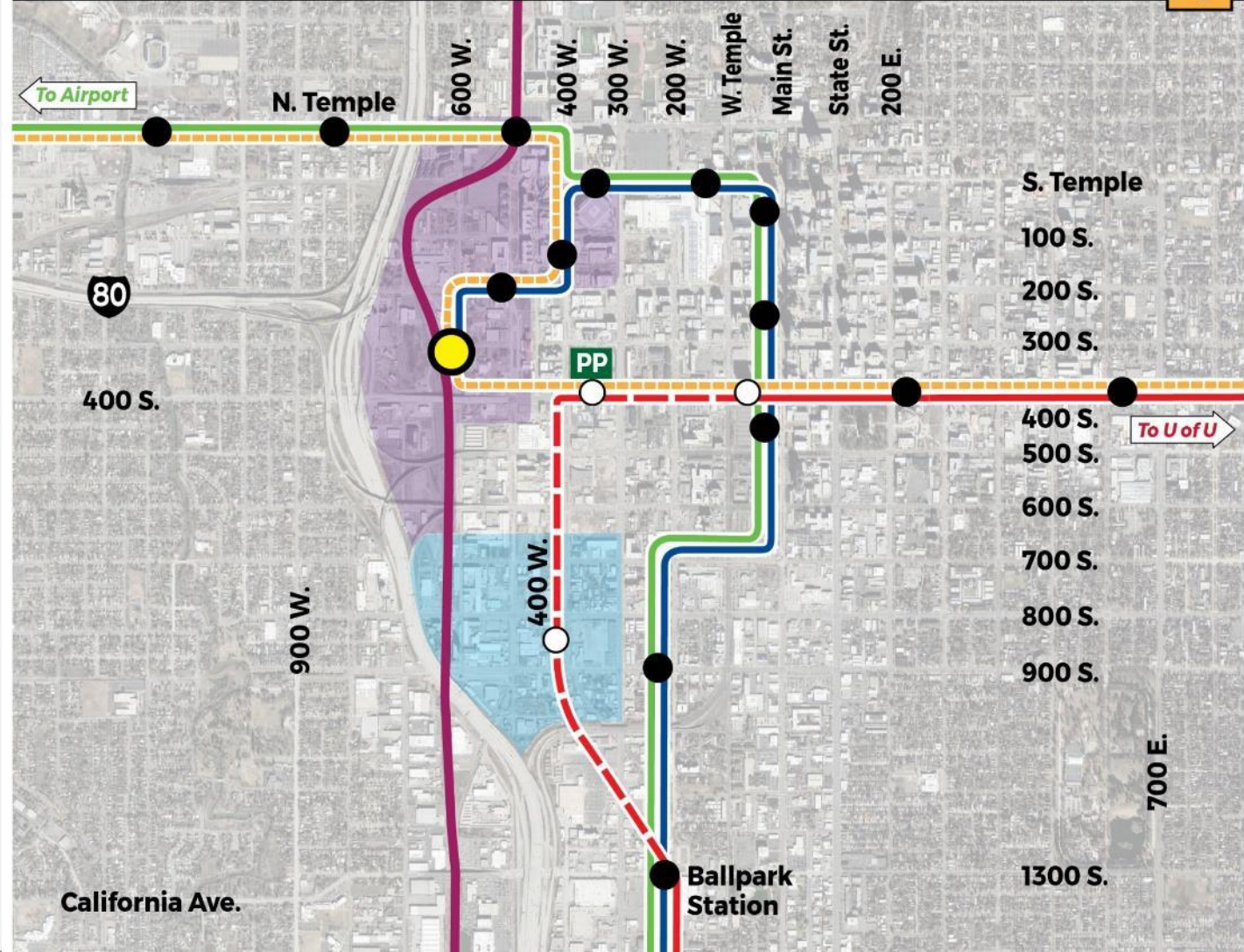
LEGEND: EXISTING

-  Green TRAX Line
-  Blue TRAX Line
-  Red TRAX Line
-  FrontRunner
-  TRAX Station
-  Pioneer Park
-  Depot District
-  Granary District
-  Salt Lake Central Station

1

Potential TRAX Scenario 1

1



Scenario 1 - Red + Orange to Central



LEGEND

● Salt Lake Central Station



Alternative Route 1 for Scenario 1



LEGEND

● Salt Lake Central Station



Alternative Route 2 for Scenario 1







LEGEND

● Salt Lake Central Station



LEGEND: SCENARIO 2

-  Add Orange TRAX Line from U of U to Airport
-  Pedestrian Connection to S.L. Central
-  Reroute Red Line between Main St. & Ballpark Station (1300 South) through Granary District
-  Scenario 2 Proposed Stations

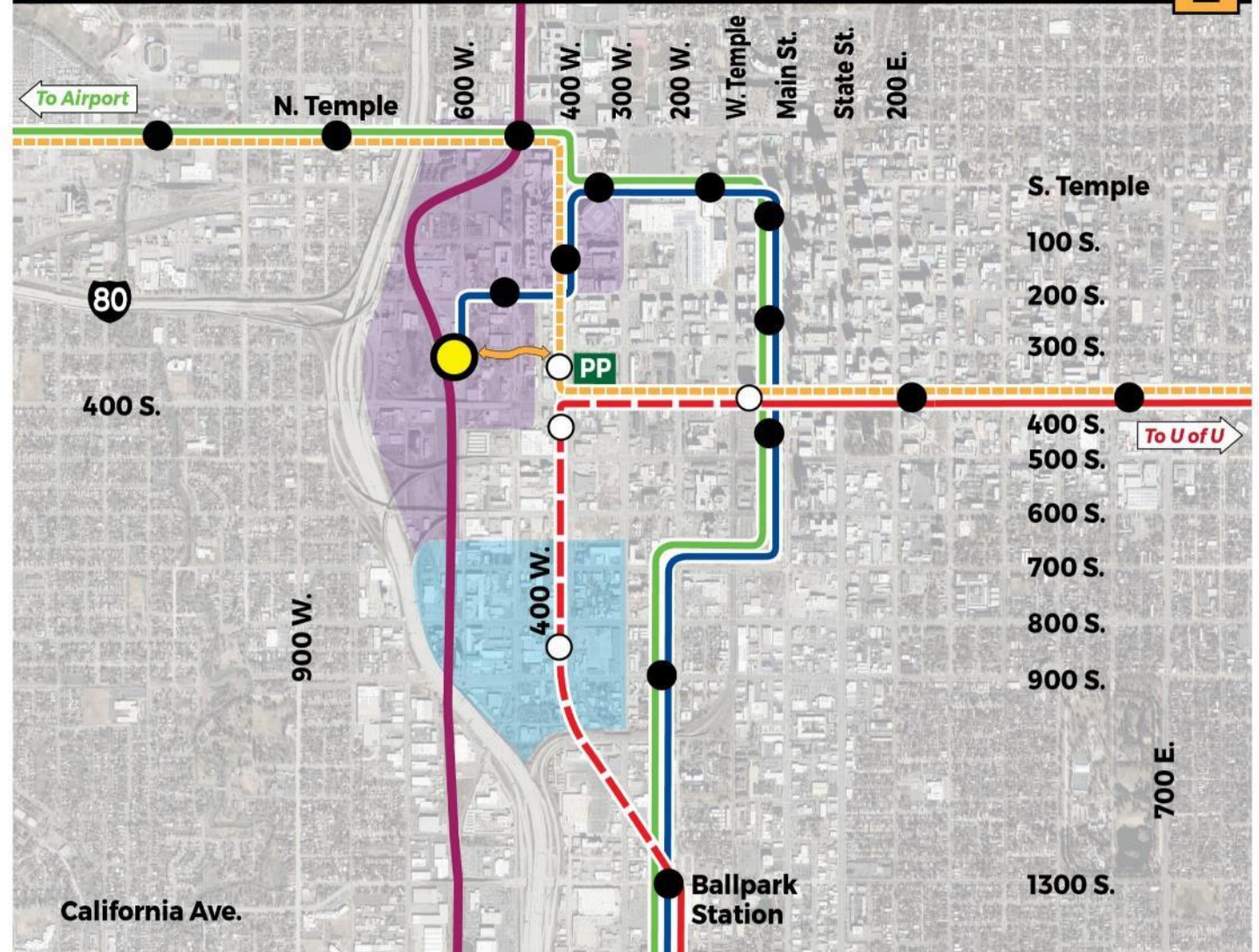
2

LEGEND: EXISTING

-  Green TRAX Line
-  Blue TRAX Line
-  Red TRAX Line
-  FrontRunner
-  TRAX Station
-  Pioneer Park
-  Depot District
-  Granary District
-  Salt Lake Central Station

Potential TRAX Scenario 2

2



Scenario 2 - Red + Orange Ped Connection

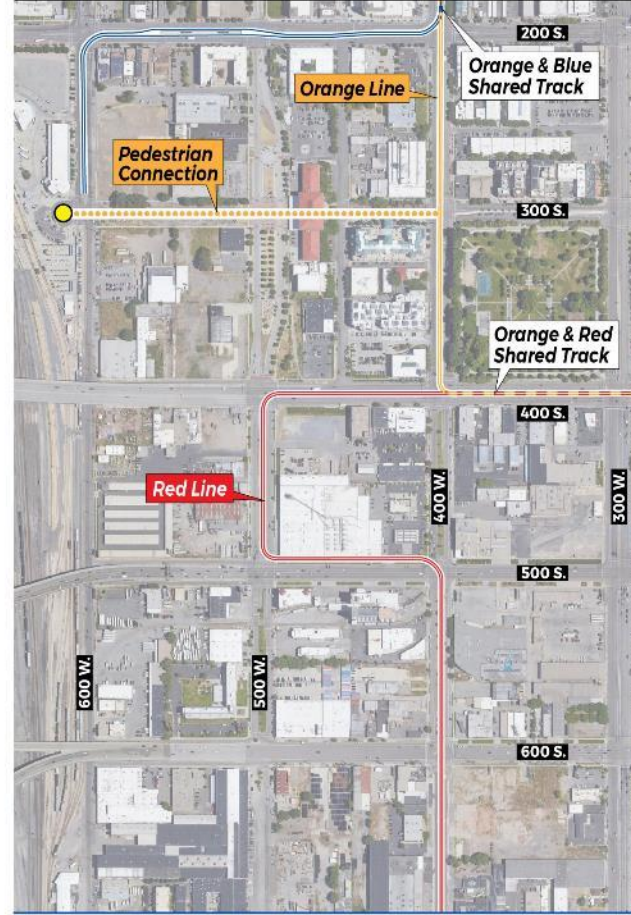


LEGEND

● Salt Lake Central Station



Alternative Route 1 for Scenario 2

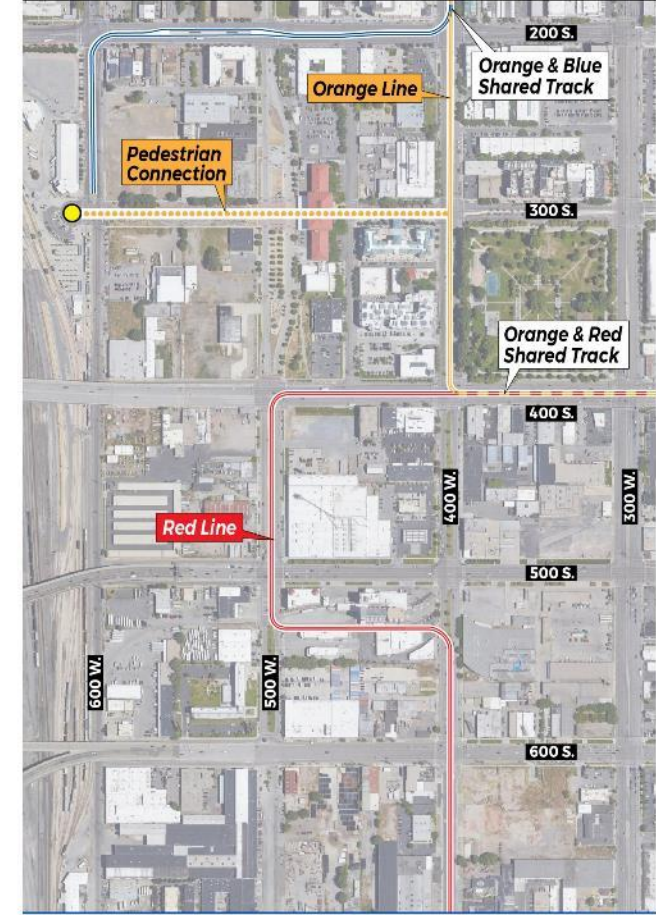


LEGEND

● Salt Lake Central Station



Alternative Route 2 for Scenario 2



LEGEND

● Salt Lake Central Station



Alternative Route 3 for Scenario 2



LEGEND

● Salt Lake Central Station



Alternative Route 4 for Scenario 2



LEGEND

● Salt Lake Central Station



Alternative Route 5 for Scenario 2



LEGEND

● Salt Lake Central Station



LEGEND: SCENARIO 3

- - - Add Orange TRAX Line from U of U to Airport on Existing Tracks
- - - Reroute Green Line between South Temple and Ballpark Station (1300 South) through Granary District & via S.L. Central Station
- Scenario 3 Proposed Stations

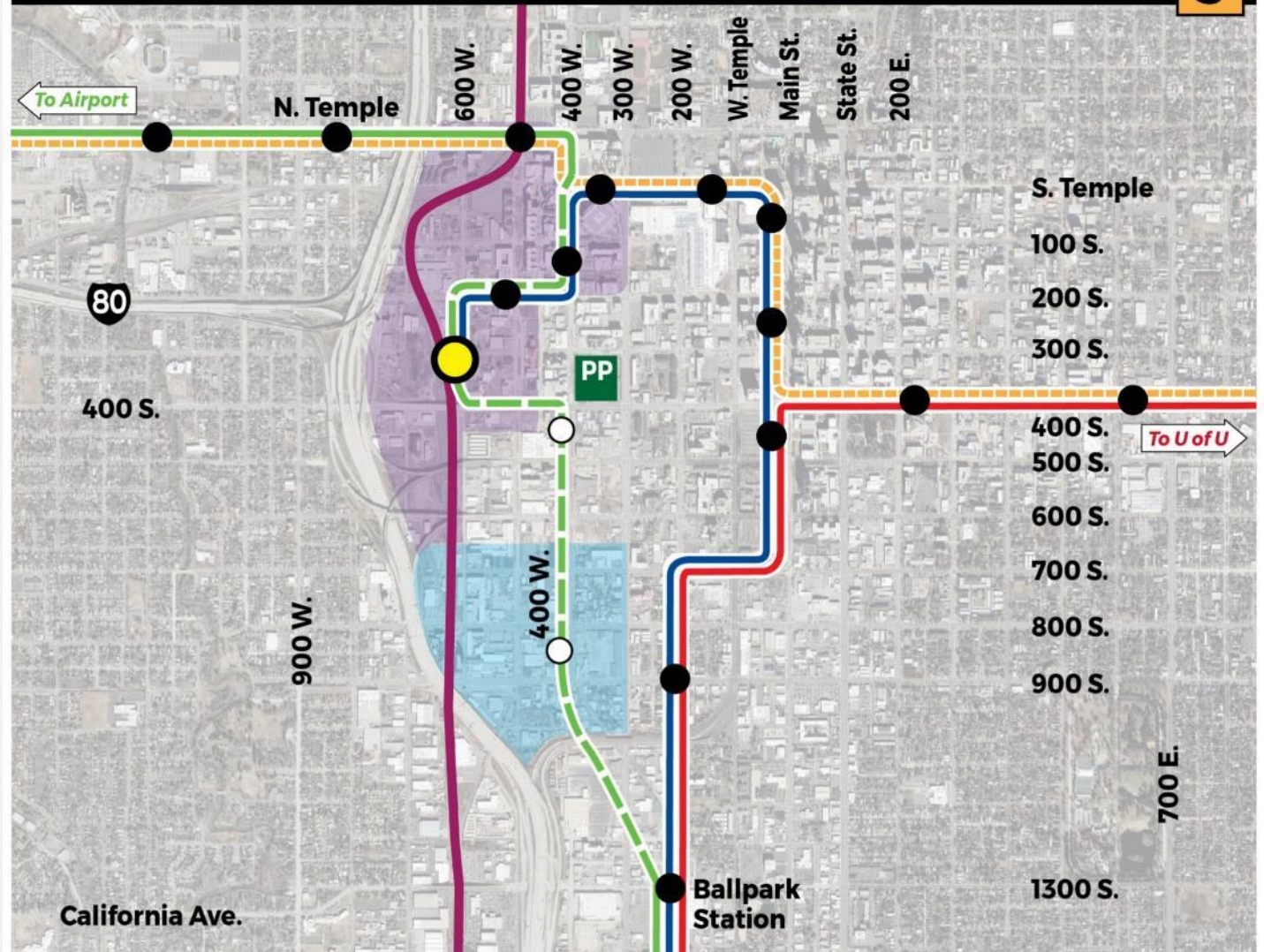
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LEGEND: EXISTING

- Green TRAX Line
- Blue TRAX Line
- Red TRAX Line
- FrontRunner
- TRAX Station
- PP Pioneer Park
- DD Depot District
- GD Granary District
- Salt Lake Central Station

Potential TRAX Scenario 3

3



Scenario 3 - Green + Orange to Airport Only



LEGEND

- Salt Lake Central Station

3 **NI**

Alternative Route 1 for Scenario 3



LEGEND

- Salt Lake Central Station

3 **NI**



Rail Stations of Today/Tomorrow

- Activity centers and revenue generators attracting shoppers, visitors and travelers
- Judged on the connections they create internally and into the community, experiences and amenities they offer, the revenue and value they generate, and their impact on surrounding development
- Concept of “Open Transit Design”
 - Integration of all available transit modes
 - An orientation towards real estate development and creating value
 - Architecture that makes iconic spaces
 - Integration of culture with transit design
 - Appeal for non-transit users

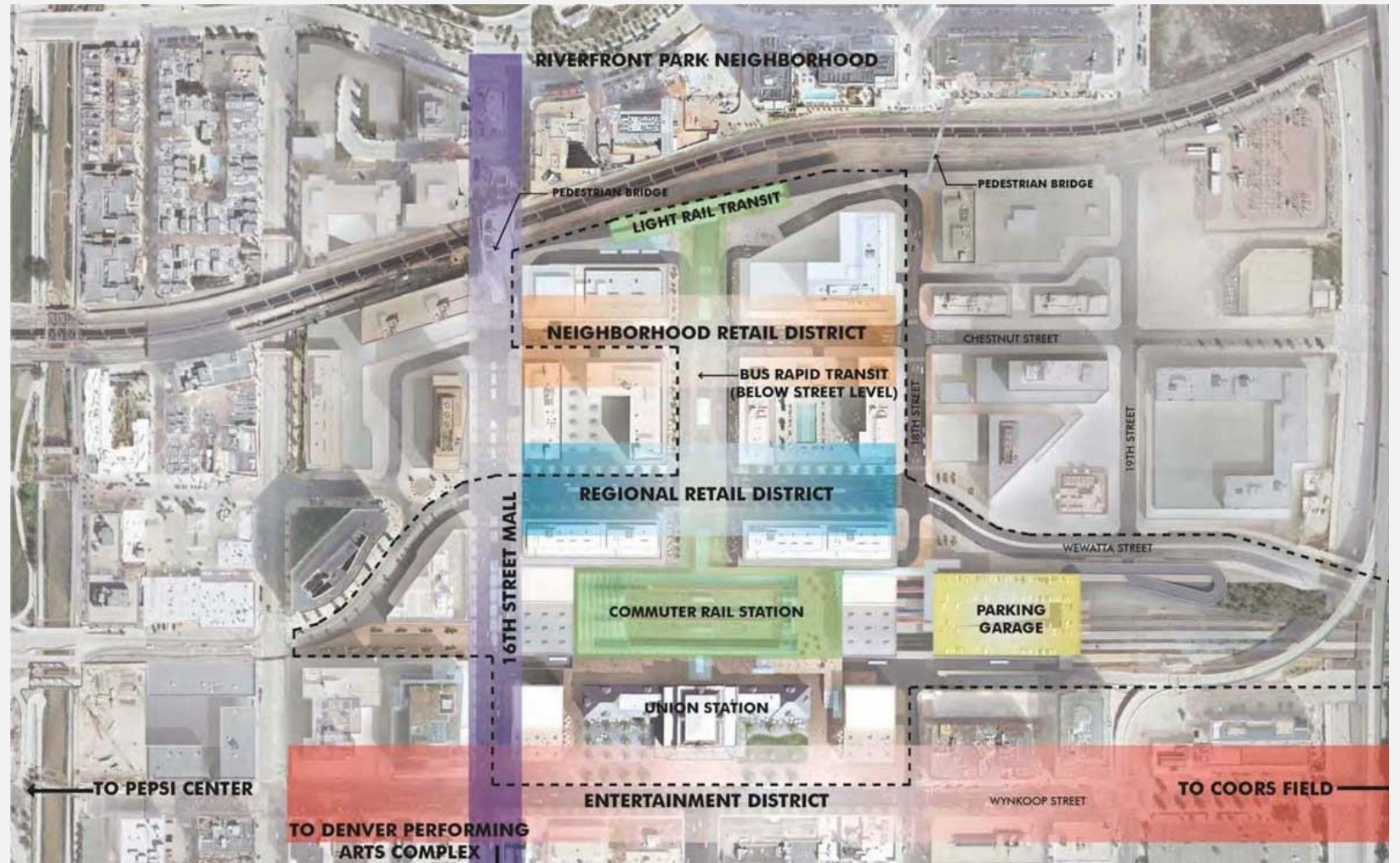


Emphasis on Connectivity

- Focus on total connectivity opportunities, not just within the site but also into the surrounding area
- Provide multiple connections and maximize utility
- Promote development and grow value
- Incorporate connectivity into new developments / private properties



Union Station, Denver, CO



Union Station, Denver, CO



Next Steps

- If the Board wishes to advance the project as a priority, then:
 - Alternatives analysis and environmental documentation to support decisions on locally preferred alternate and satisfy NEPA
 - Financial planning and commitments – possibly involving federal Capital Investment Grant process
 - Final design and construction



Microtransit/Flex Route – August 2021 Change Day



UTA on Demand by Via

	Goal	Jan-21	Feb-21	Mar-21	Q1
Total Rides		3,148	3,178	3,960	10,286
% Change		-3%	1%	25%	
Avg. Weekday Ridership	350 - 450	157	159	172	163
WAV Request %	2% - 5%	2%	2%	2%	2%
Shared Rides	25%	19%	20%	22%	19-22%
FMLM Connection	25%	36%	36%	37%	36-37%
Cost per Rider *	< \$13.08	\$20.66	\$22.62	\$21.80	\$21.71
Avg. Customer Rating	4.8 out of 5.0	4.9	4.8	4.9	4.9

* Cost per Rider does not include UTA overhead, marketing, or technology expenses

WAV: Wheelchair Accessible Vehicle

FMLM: First Mile/Last Mile



UTA on Demand by Via

2021 Q1 Accomplishments

- Via Transit Application Integration
- Via Paratransit Connections
- UC Berkeley National Microtransit Survey
- Rider Reengagement Efforts

Next Steps

- Recommend permanent service August 2021 Change Day
- Minor zone modifications
- Discontinue Flex Routes
- Develop UTA Branded App



Flex Route Modifications

- **Convert 3 fixed bus routes to Flex Routes**
- **Redistribute approximately 16,800 annual Flex Route hours from the microtransit area**
- **Improve and expand service coverage through other Flex Routes**



Proposed Service and Route Changes

Discontinue Routes	Current Service Levels	August Service	Weekday	Saturday
F504	60 min (WDK Only)	Microtransit	6 am – 9 pm	
F518	60 min (WDK Only)	Microtransit	6 am – 9 pm	
F534	Suspended	Microtransit	6 am – 9 pm	
F546	60 min (WDK Only)	Microtransit	6 am – 9 pm	
F547	60 min (WDK Only)	Microtransit	6 am – 9 pm	
F514	60 min (WKD/SAT)	F514	30 min	60 min
11	60 min (WDK Only)	F11	30 min	60 min
525	60 min (WDK Only)	F202	30 min	60 min
525	60 min (WDK Only)	F525	30 min	60 min
232	60 min (WDK Only)	F232	30 min	60 min



Proposed Route Alignment Changes

Route	Weekday	Saturday
F556	30 min	60 min
F578	30 min	60 min



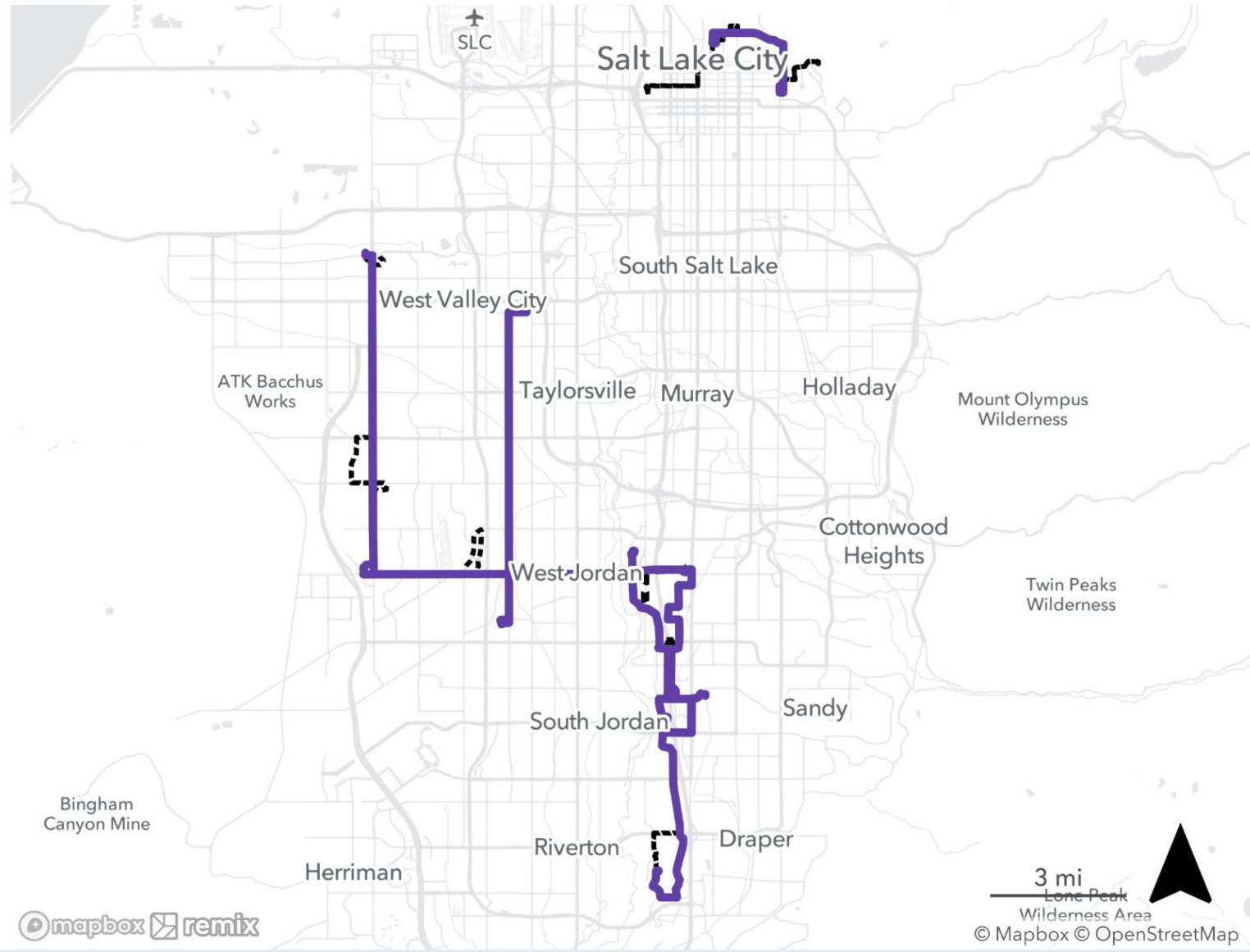
Proposed Microtransit Service Area Changes



12/20



Proposed Fixed and Flex Route Changes

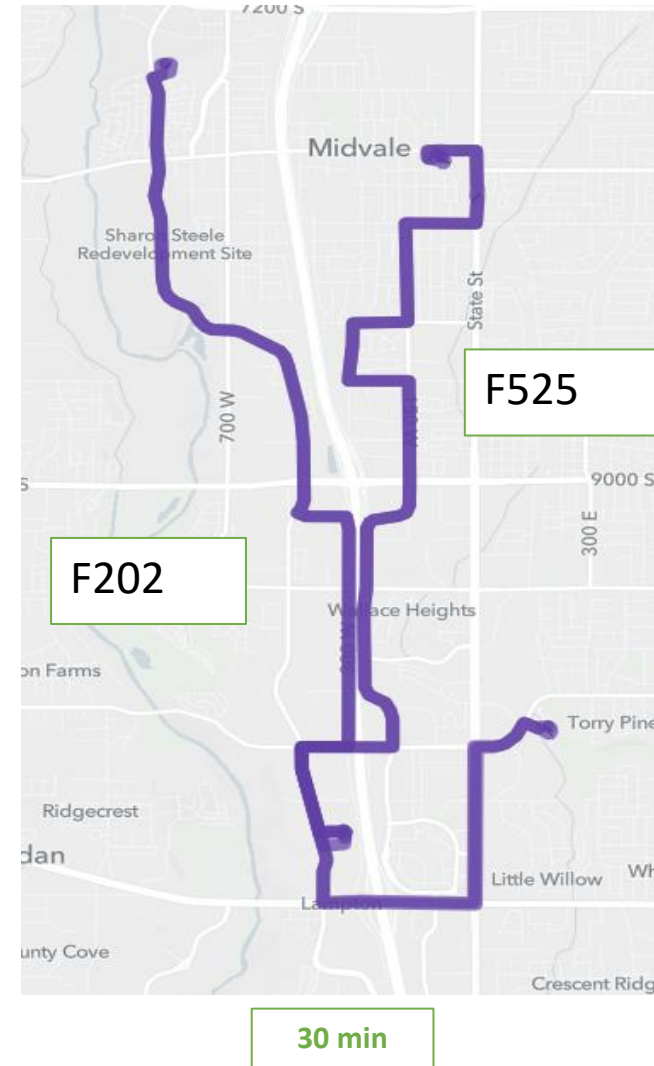
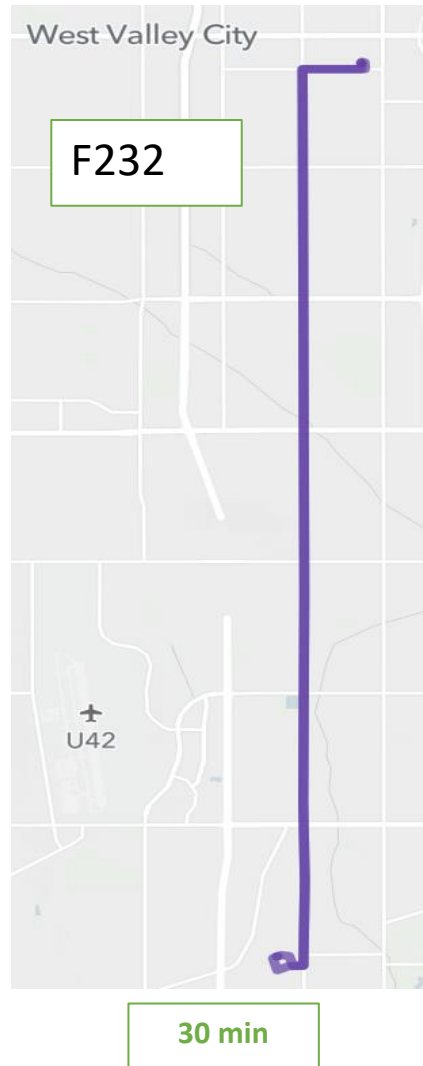
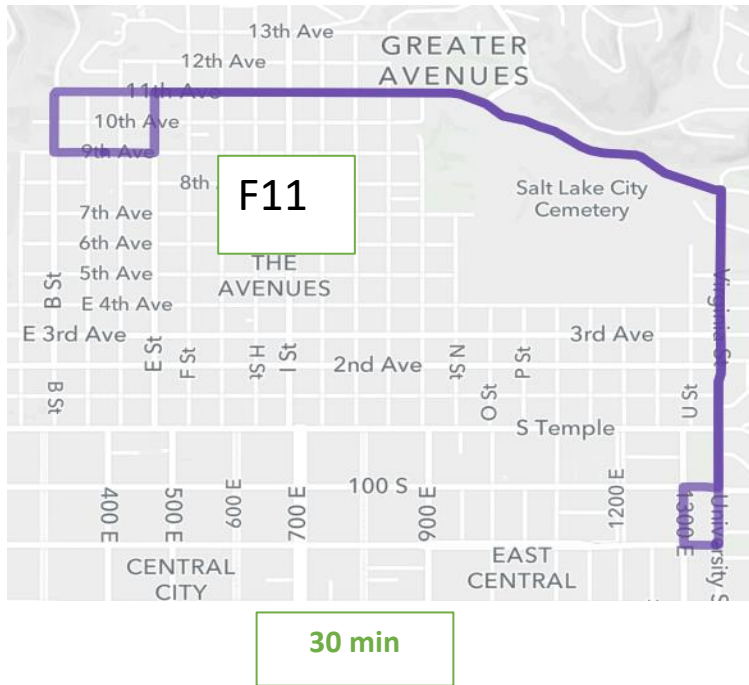


mapbox remix

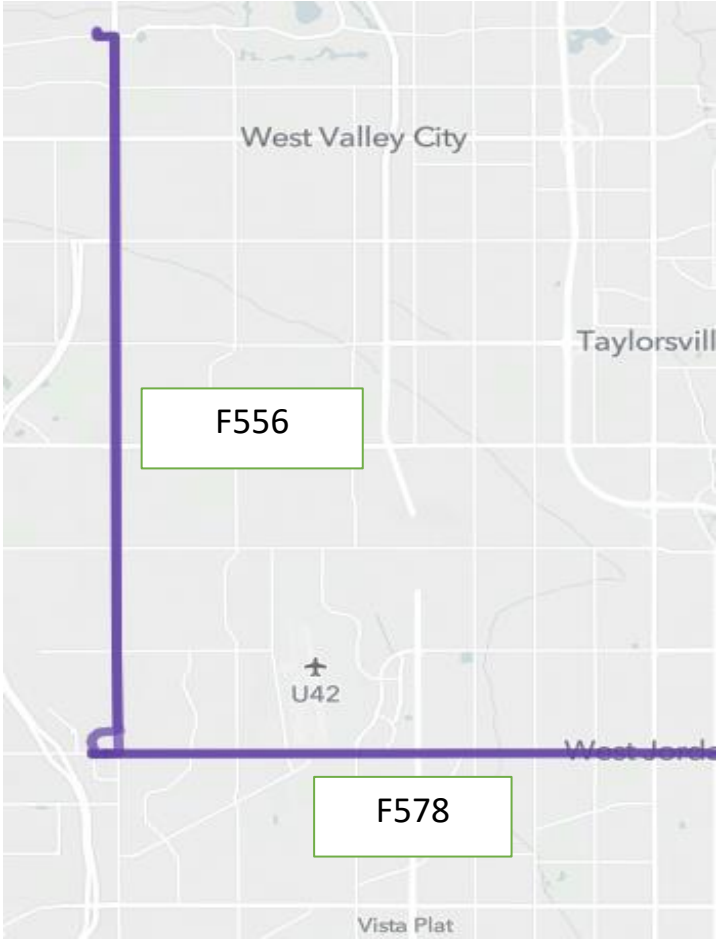
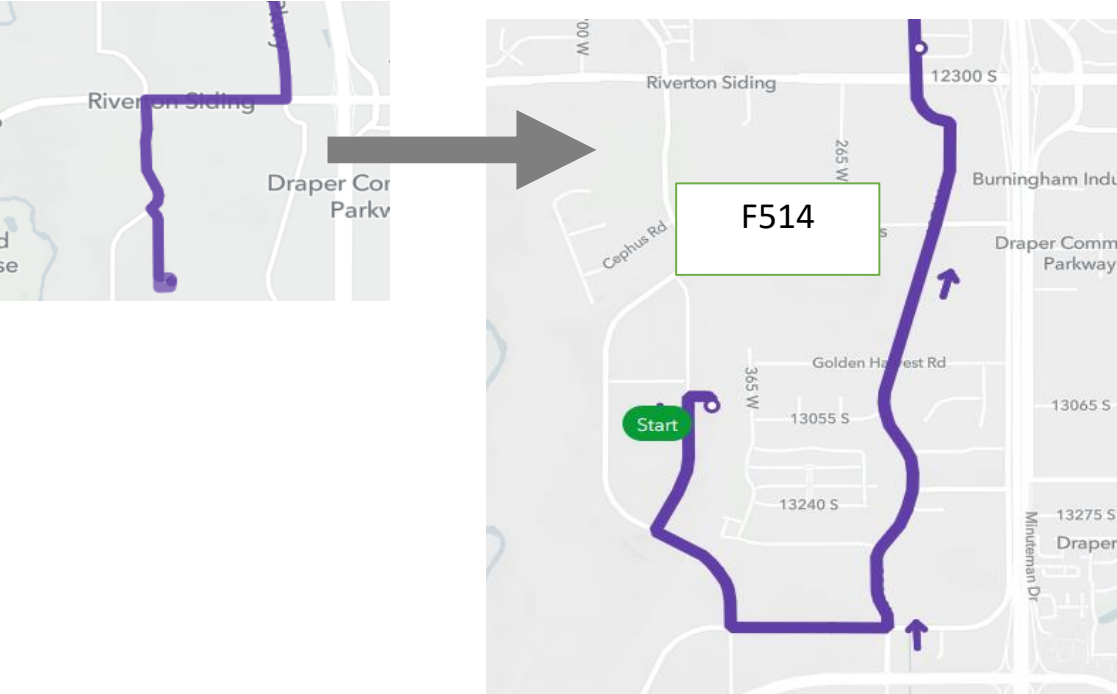
3 mi
Lone Peak
Wilderness Area
© Mapbox © OpenStreetMap



Proposed Fixed and Flex Route Changes



Proposed Fixed and Flex Route Changes



Proposed Fixed and Flex Route Changes

	Estimated Annual Cost
Microtransit Service	No Change (included in 2021 budget)
New Flex Service	\$1,617,000
Discontinued Flex Service	(\$898,000)
Fixed Route Cost	(\$607,000)
Net Agency Cost	\$112,000



Public Engagement

- Pilot phase engagement efforts
 - Public surveys
 - Stakeholder engagement
 - Other feedback
- Change Day public process
 - April 28-May 28
 - Public comment & public hearing
 - Additional opportunities for the community to learn about and engage with the proposed changes



Other Business

- a. Next meeting: Wednesday, May 12, 2021 at 9:00 a.m.



Closed Session

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



Closed Session



Open Session



Adjourn

