

UTA Board of Trustees Meeting

May 22, 2019



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute



Safety Is a Choice You Make

**Personal Protection
Equipment**



Policy



Common Sense



U T A 
SAFETY & SECURITY

May 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 May 8, 2019 Board Meeting Minutes

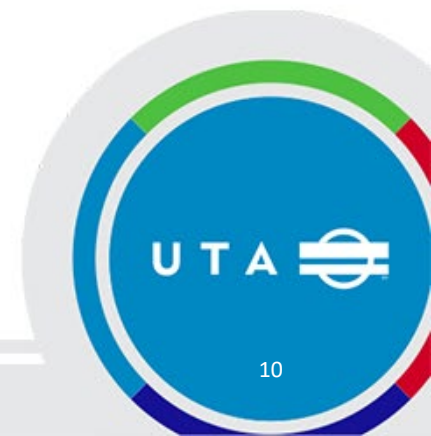


Recommended Action (by acclamation)

Motion to approve



Agency Report



Main Street State of Good Repair Update



400 South Half Grand Union Reconstruction Update

Construction Status as of May 21st

Phase 1

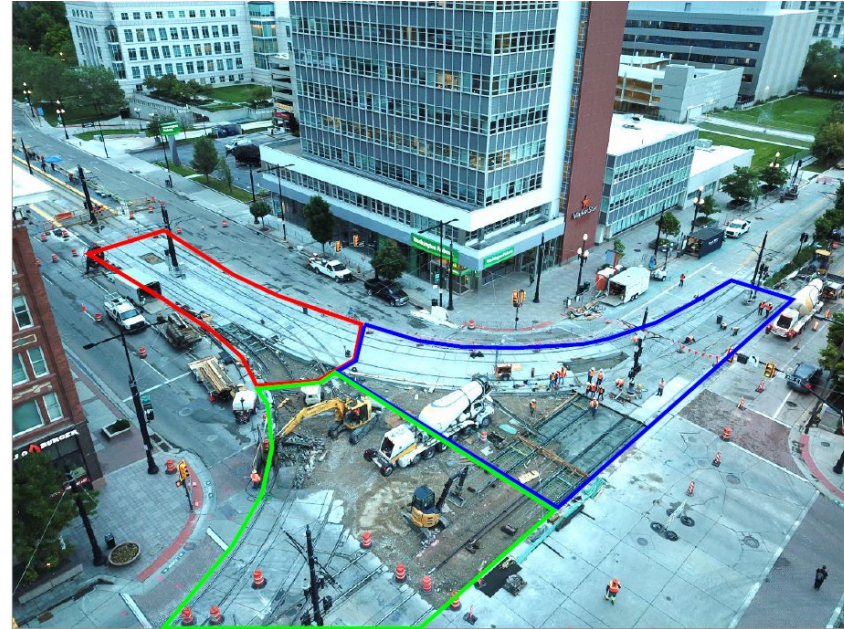
- Work completed May 11th

Phase 2

- Work began May 7th
- Concrete work completed 2 days early
- Signaling work continues

Phase 3 Work:

- Demolition is complete
 - Track work installation May 21-23
 - Concrete work May 20-27
 - Signaling May 22-28
-
- HGU testing May 26-28 with both S70 and SD train cars
 - HGU will open May 29



400 South Half Grand Union Reconstruction Update

Before and after photos of new track and switches on south leg of HGU



150 South Main Crossover Reconstruction

150 S Main Crossover

- **Work began May 21st**
- **100 to 200 S Main Street is closed during construction**
- **Gallivan Station closed**
- **Bus bridge from Courthouse to City Center Station**
- **Switches 1 & 2 crossover to be completed by May 28th**
- **Switches 3 & 4 crossover to be completed by June 2nd**



Contracts, Disbursements, Pre-Procurements, and Grant Review



Disbursement: Tooele County

- Description and purpose:
 - Disbursement of 3rd quarter transportation sales tax funds to Tooele County
- Total disbursement:
 - \$550,023.57



Recommended Action (by roll call)

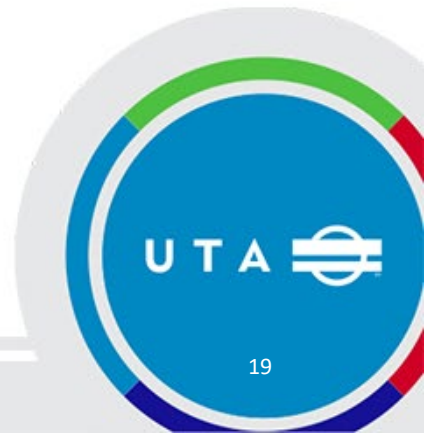
Motion to approve disbursement:
Tooele County



Pre-Procurement: Light Rail Auxiliary Power Converter and Propulsion Controller



Pre-Procurement: Light Rail Vehicle Wraps



Grant Review: DHS Transit Security Grant Program

- Purpose:
 - This grant application includes four separate projects:
 - 1) A cybersecurity access control solution
 - 2) A cybersecurity governance risk and compliance system
 - 3) A cybersecurity vulnerability assessment
 - 4) Cybersecurity services provided through a contracted security operations center
- Total cost:
 - Costs for each of the four separate projects are as follows:
 - 1) \$290,000
 - 2) \$260,000
 - 3) \$200,000
 - 4) \$360,000
- Local match:
 - No local match is required



Discussion Items



Regional Transportation Plan Draft – Transit Initiatives





Wasatch Choice Vision

2019-2050 Regional Transportation Plan



Presentation Overview

- Wasatch Choice 2050 and 2019-2050 RTP Process
- 2019-2050 RTP Process and Plan Highlights
 - Mountainland Association of Governments
 - Wasatch Front Regional Council
- Performance Measures and Funding
- Next Steps

Regional Transportation Plan Requirements

- Updated every four years
- Planning horizon 20+ years
- Regional blueprint based on Wasatch Choice 2050 Vision and Goals
- Financially constrained
- Conforms to air quality standards
- Collectively forms Utah's Unified Transportation Plan



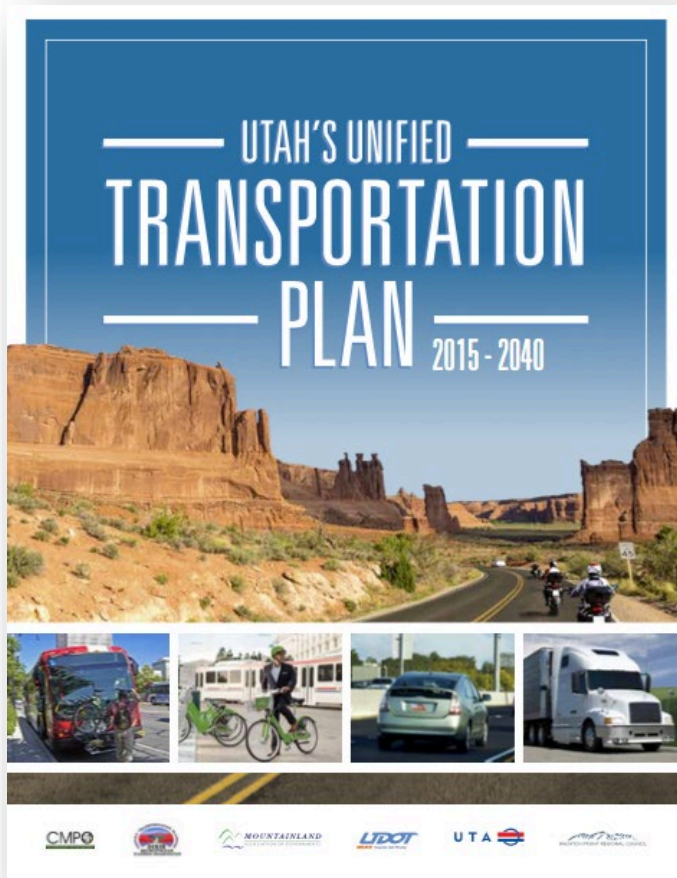
Wasatch Choice 2050 Vision and RTP Process Overview

Developed with four years of input from planning partners, local communities and stakeholders, and community organizations.

- Transportation Projects
- Refinement of Centers & Growth Areas



2019-2050 Utah's Unified Transportation Plan



- Unified effort by UDOT, UTA, and MPOs – Coordinating all RTPs
- Past efforts in 2007, 2011, and 2015
- Collaborative
 - Timing
 - Financial assumptions
 - Performance measures
 - Safety
 - Active Transportation
- New Unified Plan – October 2019

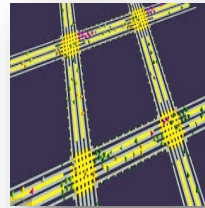


Highlights from MAG

Regional Transportation Planning Process



Utah Transportation
Summits



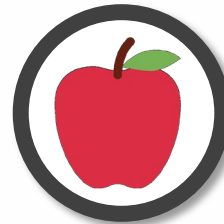
Model Coordination
with UDOT and UTA



Land use Scenarios with
Local Govts



Decision Maker
Engagement



Educate Public on
Future Transportation



26 Local Governments

Utah County Growth Challenges



Million More People



Geographic Constraints



Suburbia/Campus
Development  transit



More Travel at Point
of the Mountain



Aging Population



Collector Funding

What MAG heard from our Transportation Summit Meetings

Improve Connectivity – between communities, through transit, and major highways

Improve the Grid – develop Utah County transportation infrastructure

Increase Highway Capacity – within the system and on existing facilities

Develop Transit – increase services and connectivity, build major lines

Funding – support for local governments

Plan Differently – develop workable communities and change transportation behaviors

Transit Capital Projects in the Regional Transportation Plan



• Provo to Payson Commuter Rail	\$215m
• Vineyard Commuter Rail Station	\$ 14m
• American Fork to Provo State Street BRT	\$267m
• Provo to Spanish Fork Core Route	\$ 33m
• American Fork to Eagle Mountain Core Route	<u>\$ 26m</u>
Total	\$555m



• Front Runner Low Investment	\$ 96m
• Payson to Provo Core Route	\$ 58m
• Saratoga Springs to SL County Core Route (Redwood)	<u>\$ 20m</u>
Total	\$174m



• TRAX from Draper to American Fork	\$559m
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Capital Project Total \$1.3b



M A G

Expert Resources. Enriching Lives.

Limited Funding Available



Transit Sales Tax Assumptions

Current Rate
.5260%

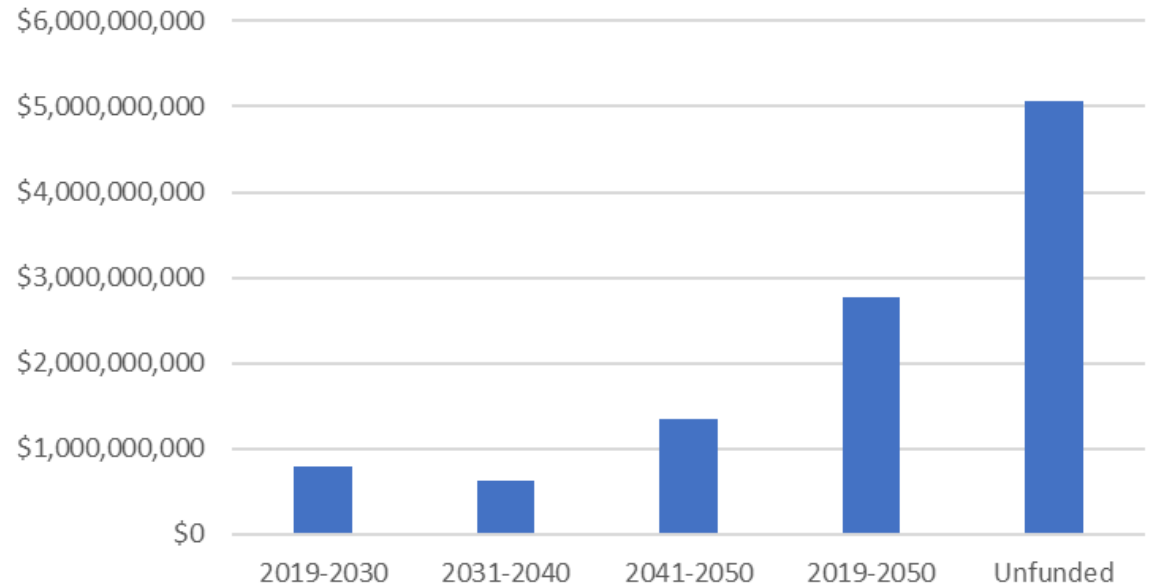
2021 +0.30%

2030 +0.25%

2040 +0.25%

End of Plan Rate
1.3260%

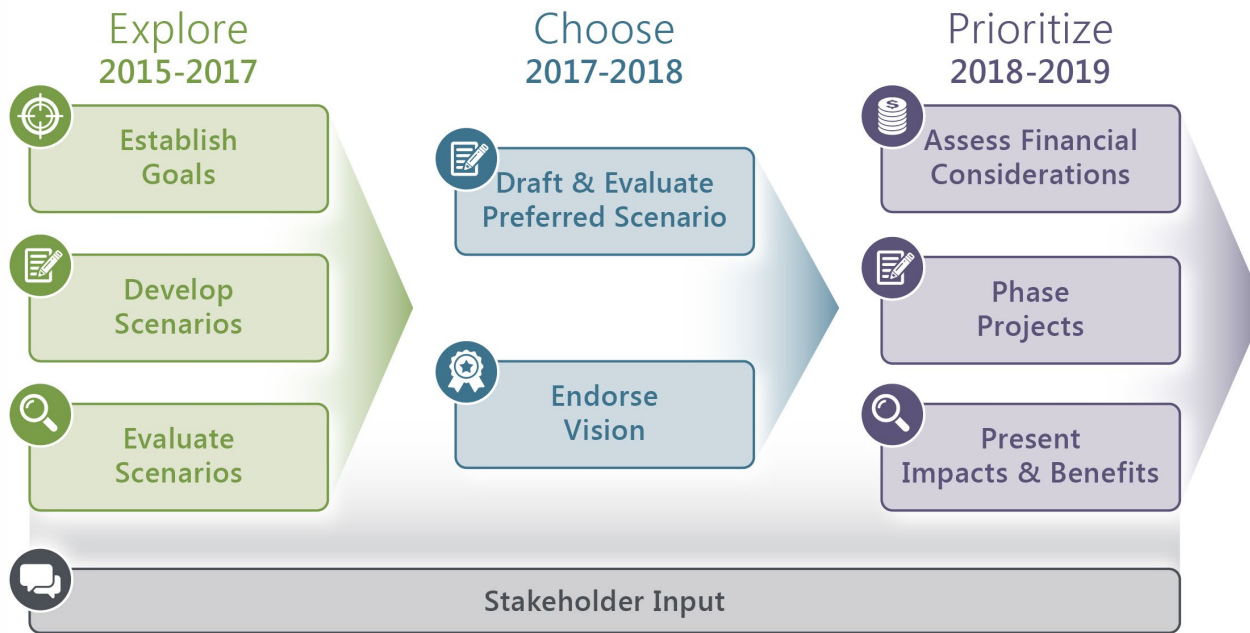
Fiscally Constrained Transit Plan





Highlights from WFRC

RTP: Last Stage of Extensive Process



Wasatch Choice 2050 Goals

Wasatch Choice 2050 Goals WFRC Adopted October 2016



Livable and healthy communities



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Sustainable environment, including water, agricultural, and other natural resources



Ample parks, open spaces, and recreational opportunities

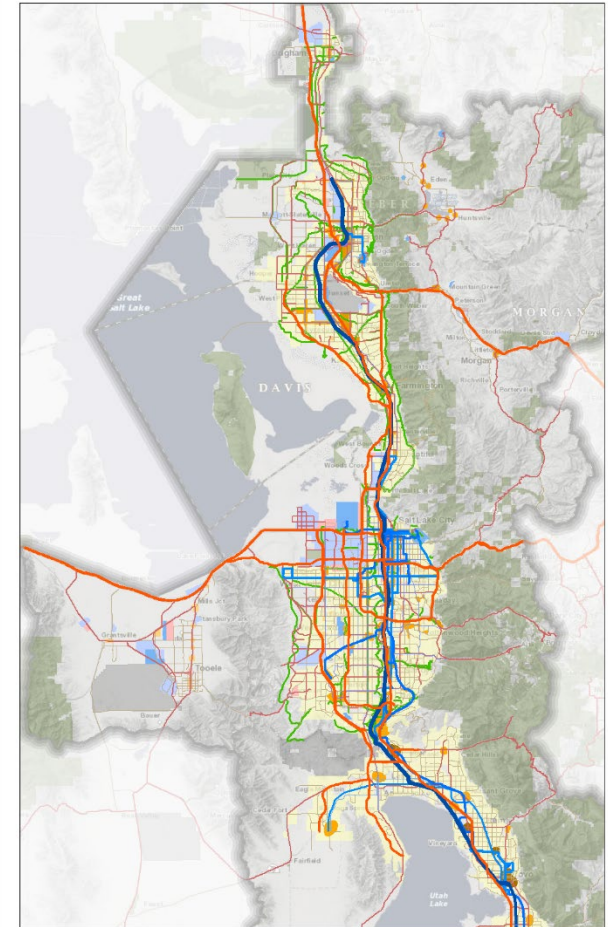
Project Highlights - WFRC

New Transit Projects

- Needed: 111 projects, 838 miles, \$12.1 B
- Constrained: 82 projects, 595 miles, \$5.3 B

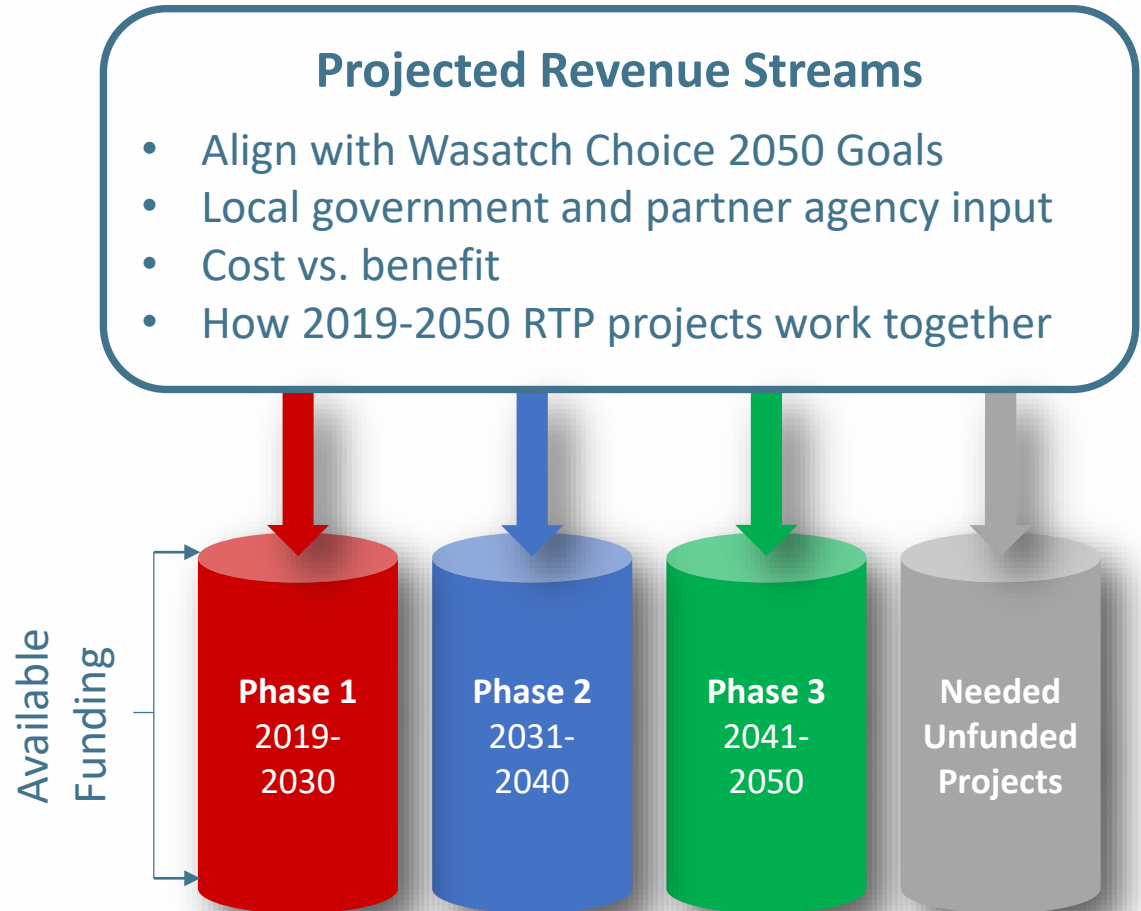
Regional Centers and Job Areas

- 275



Needs and Financial Constraint

- Limited financial resources
- Project prioritization process
- Revenue stream is projected with growth rates
- Balance between critical priorities and limited resources
- Identify new funding sources

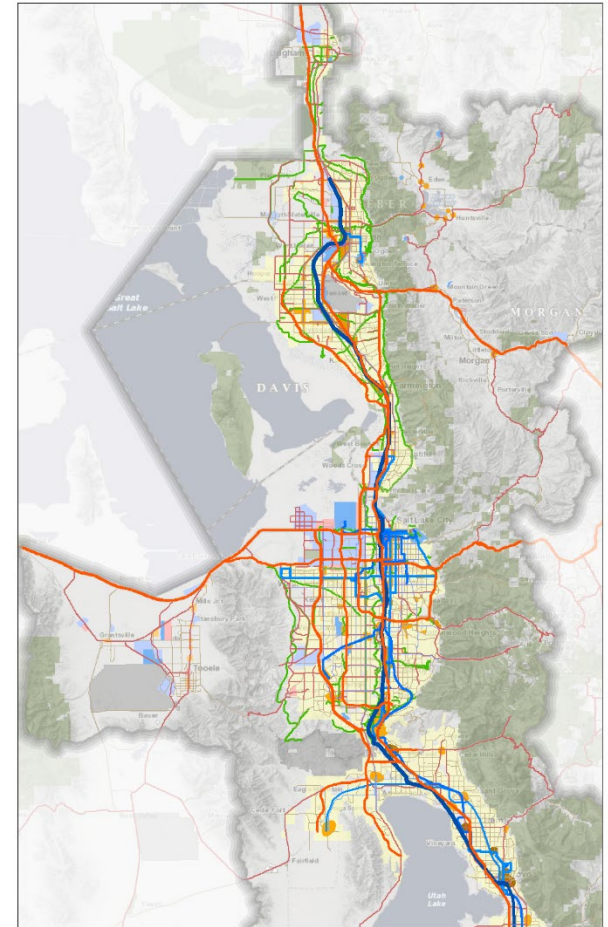
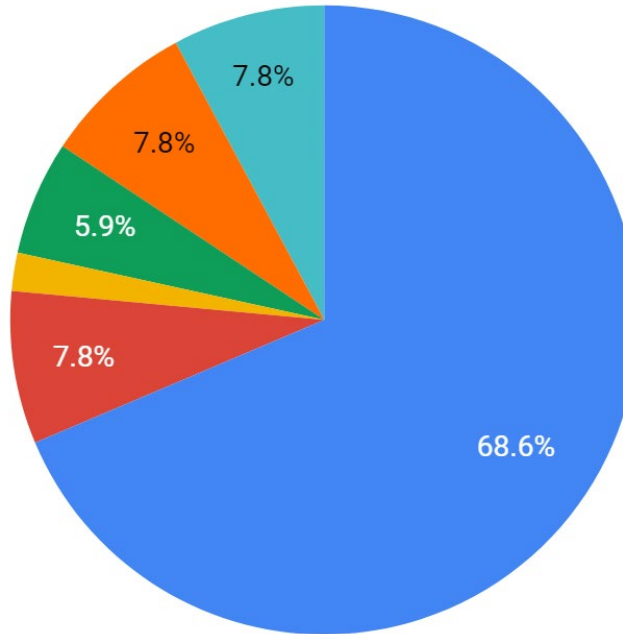


Project Highlights - WFRC

Project Capital Costs

- Core Route: \$635,942,000
- BRT: \$378,037,000
- Streetcar: \$317,251,000
- Light Rail: \$1,128,078,000
- Commuter Rail: \$363,379,000
- Express Bus / Special Service: \$44,640,000

Number of Projects by Mode



RTP Benefits: Access to jobs



Number of jobs accessible to the average household within typical commute

2015	2050
Today	Wasatch Choice Path to 2050

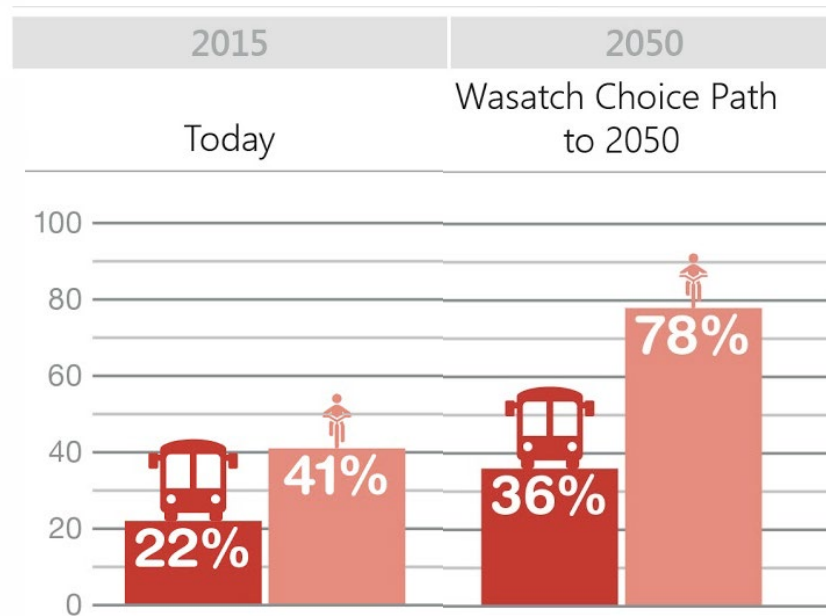
40K 

69K 

RTP Benefits: Transportation Choice



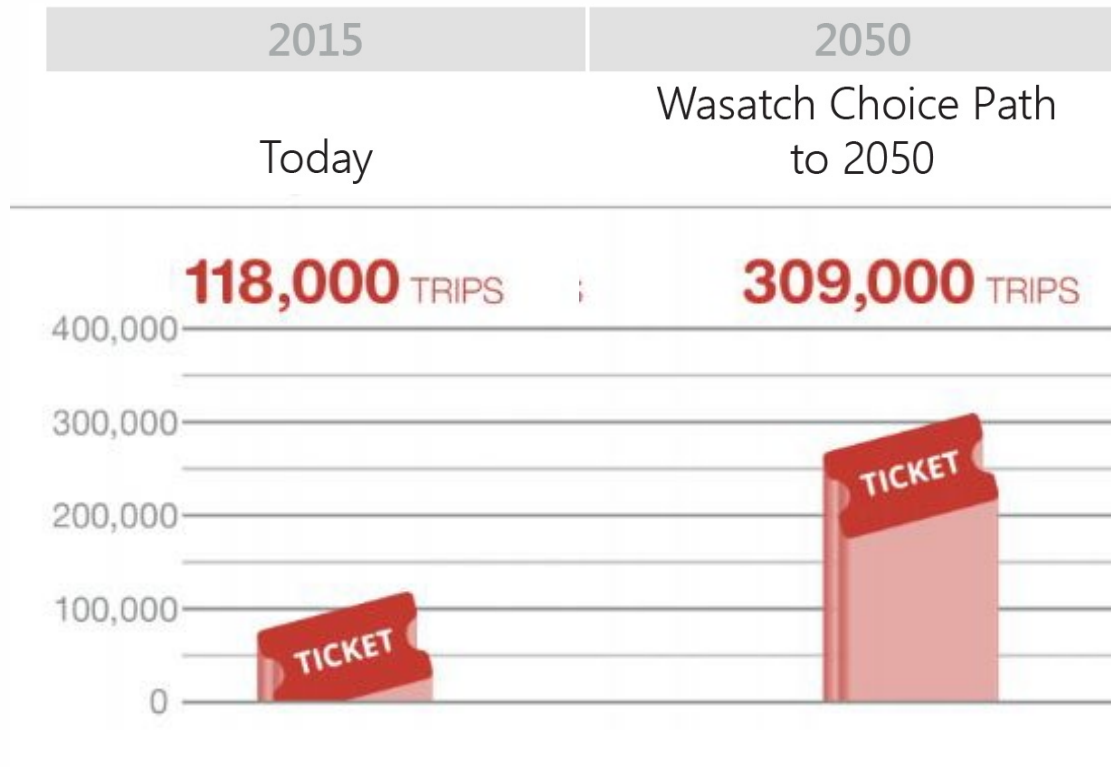
People within walk distance to frequent transit, dedicated bikeway



RTP Benefits: Transit ridership



Number of trips per day that residents travel by transit





RTP Implementation Resources

- Transportation Improvement Program
- Transportation and Land Use Connection
- Wasatch Front Economic Development District
- Systems Monitoring and Management
- Ongoing Visioning and Updates
- Ongoing Performance Monitoring
- Development of New Technologies

Wasatch Choice 2050 Vision

- Vision Poster, Website Update, Tools, resources, progress measures, community visits - August 2019

WASATCH CHOICE
2050
VISION FOR OUR FUTURE

The Wasatch Choice 2050 Vision is a blueprint for growth in our region. Use this blueprint and visit utah.gov/wc2050 to help plan for the future of your community.

Key Strategies

The Wasatch Choice 2050 Vision considers how transportation, economic, development patterns, and economic opportunities can continue to enhance quality of life. The Vision is built on four key strategies:

1. Provide transportation choices
2. Support housing options
3. Preserve open space
4. Encourage economic development and housing solutions

Benefits of the Vision

Implementing the Wasatch Choice 2050 Vision will provide a high-quality life now and for generations to come.

- Healthy and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user-friendly streets
- Clean air
- Housing choices and affordable living expenses
- Healthy, responsible communities and infrastructure
- Sustainable environment
- Ample open space and recreational opportunities

Regional Land Uses

A thriving region requires a mix of places, from a bustling metropolitan center to quiet open spaces.

METROPOLITAN CENTER URBAN CENTER
CITY CENTER SUBURBAN CENTER
RESIDENTIAL OPEN SPACE
EMPLOYMENT INDUSTRIAL

Transportation Modes

As our region continues to grow, we will need to provide choices for how people get around.

Partners of the Vision

Building on community values and using an extensive public input process, stakeholders explored future scenarios for the region. The following organizations led the process:

- Wasatch Front Regional Council
- Chambers of Commerce
- Greater Utah
- Utah C. Gardner Policy Institute
- Metropolitan Research Center
- Municipal Association of Governments
- Utah Association of Counties
- Utah Department of Transportation
- Utah League of Cities and Towns
- Utah Transit Authority

ANALYTICS TO PROVIDE ADDITIONAL DRAPPO EAST

PHOTO TO BE REPLACED



2018/2019 Ski Bus Service

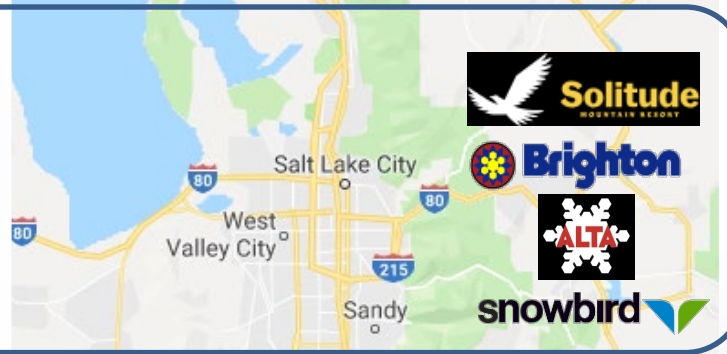


UTA Ski Service Overview

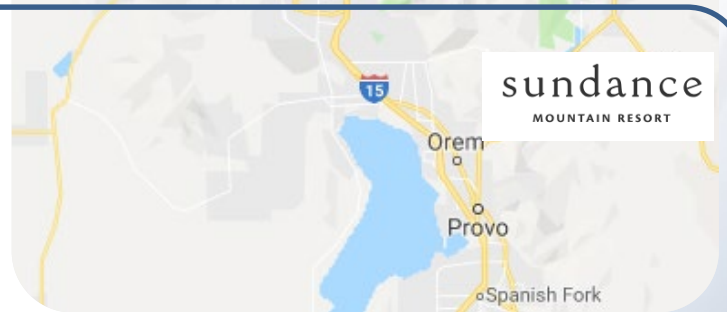
Mt. Ogden



Salt Lake



Timpanogos



Where are our riders from?



Ogden Ski Service

- Three Routes
 - Ogden to Powder Mountain (Route 674)
 - Ogden to Snowbasin (Route 675)
 - Layton to Snowbasin (Route 677)
- 12 Ski Buses
- 2018-2019 Ridership vs Previous Ski Season
 - Route 674: 27,242 (+79%)
 - Route 675: 16,105 (+0%)
 - Route 677: 10,530 (+82%)
- Total Riders: 53,877(+36%)

Timpanogos Ski Service

- One Route
 - Provo to Sundance (Route 880)
- 3 Ski Buses
- 2018-2019 Ridership vs Previous Ski Season
 - Route 880: 5,044 (+23%)

Salt Lake Ski Service

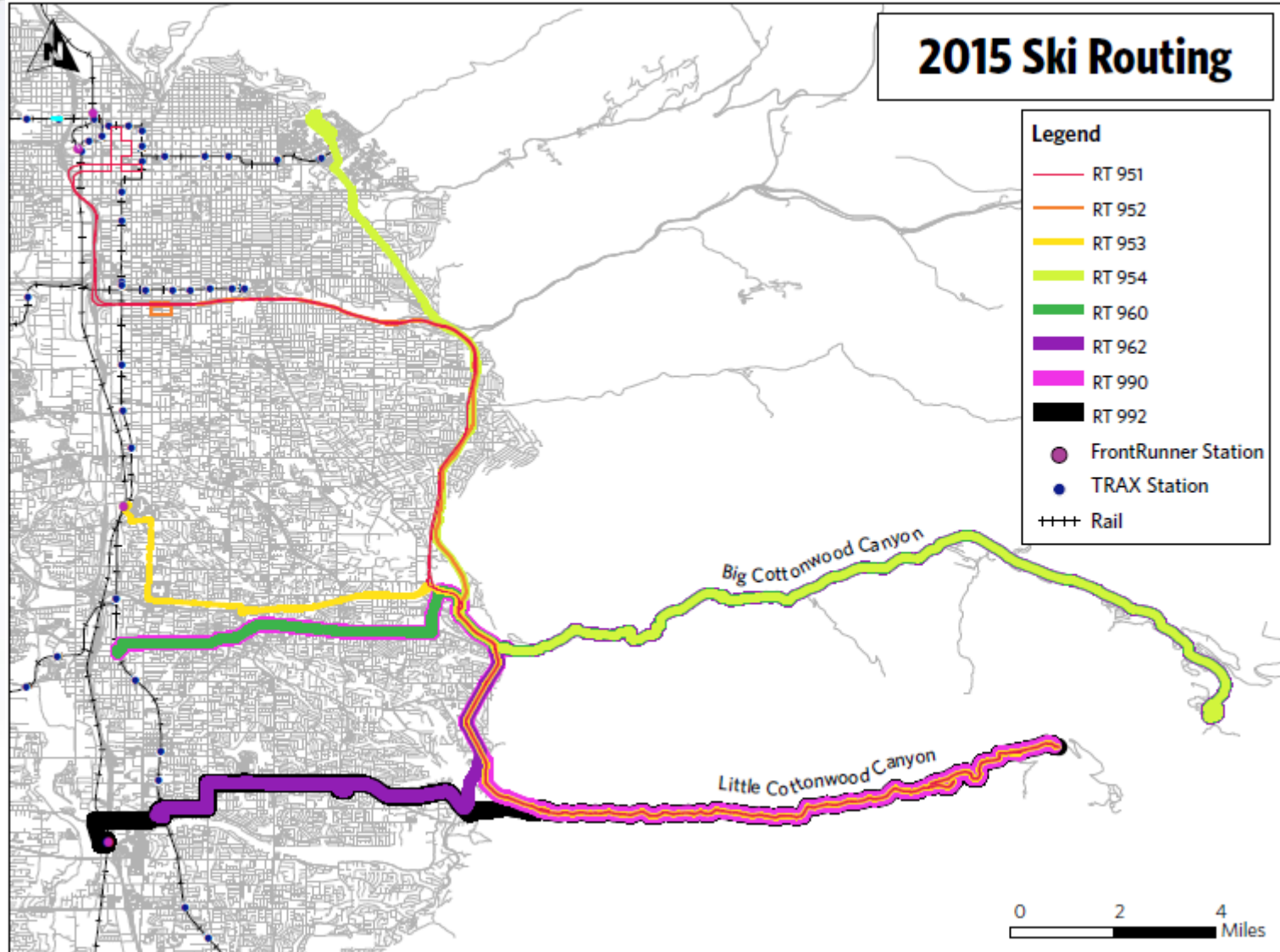
- Three Routes
 - Midvale Ft Union to Snowbird/Alta (953)
 - Bingham Junction to Solitude/Brighton (972)
 - Historic Sandy Station to Snowbird/Alta (994)
- 38 Ski Buses
- 2018-2019 Ridership vs Previous Ski Season
 - Route 953: 64,797 (+16%)
 - Route 972: 134,128 (+39%)
 - Route 994: 121,708 (+13%)
- Total Riders: 320,633(+23%)

Salt Lake Ski Service (con't)

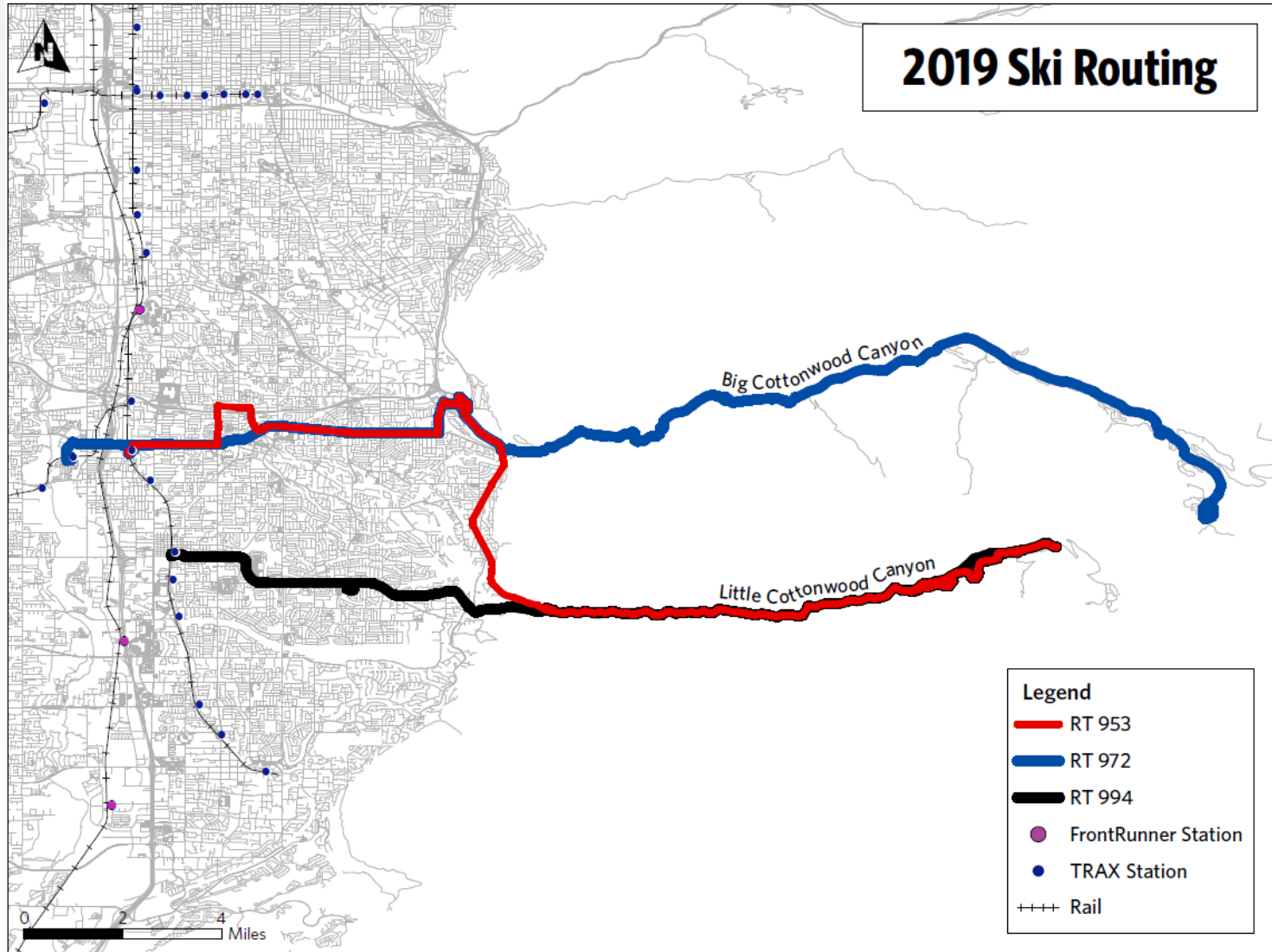
- Operated since the 1970's
- 321K Salt Lake ski bus riders in '18-'19
- Number of ski days by seasons?
 - Alta 157
 - Brighton 160
 - Snowbird 185
 - Solitude 135
- Dedicated supervisors overseeing dispatch operations
- Driven by experienced operators (at least 6 months of driving experience)
- Specialized vehicles with automatic chain deployment capability for safe canyon driving
- '16-'17 season redesign



Pre-Redesign Route Map



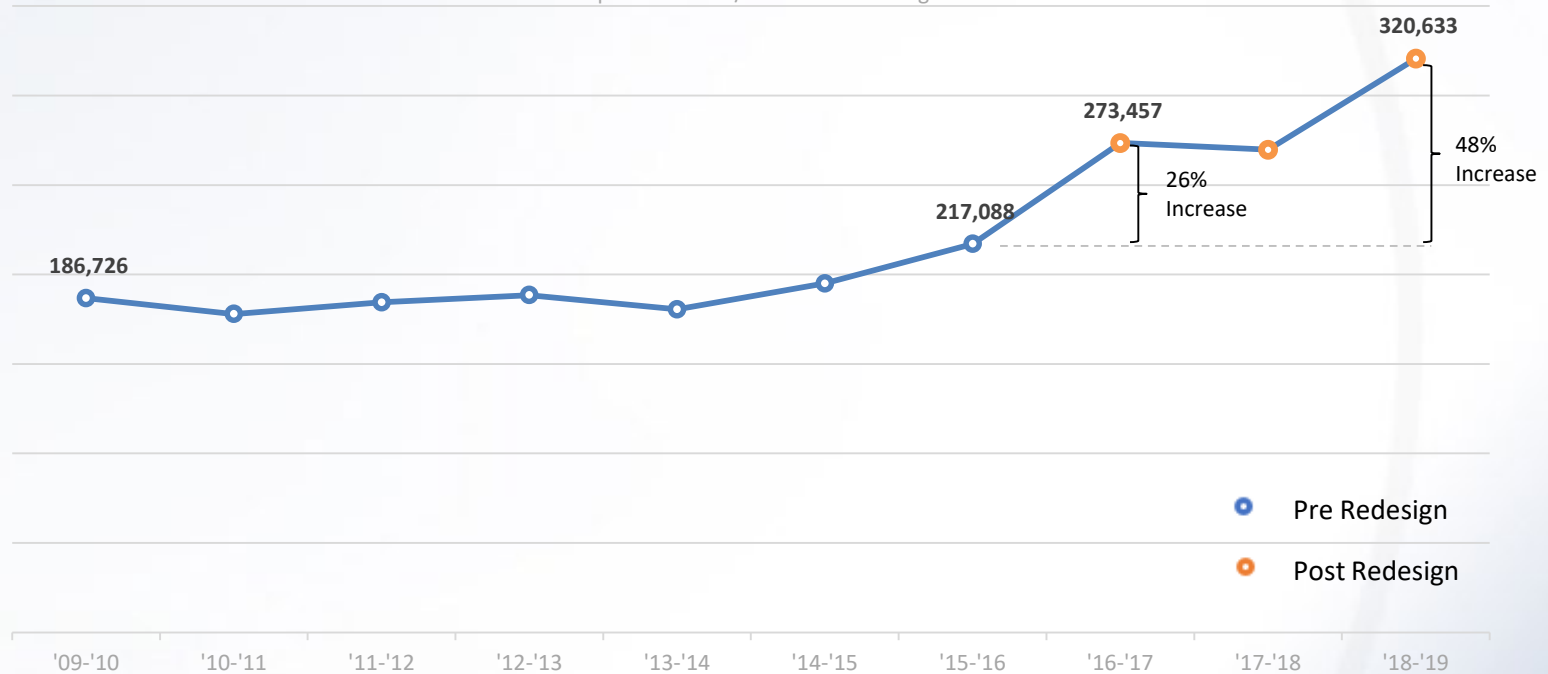
Post-Redesign Route Map



Salt Lake Ski Ridership

Ridership increases over time

Data Source: Operator Count/Automatic Passenger Counter



- 30% More Trips

* Ski Ridership includes ridership for all ski routes in Salt Lake county for the months of December to April.

UTA Partnerships

- Cottonwood Canyons Transportation Action Plan (CCTAP) - CWC
- Little Cottonwood Canyon EIS - UDOT
- Salt Lake County Wasatch Canyons Master Plan - SLCO
- Regional Transportation Plan - WFRC
- UTA Service Choices – WFRC, MAG, UDOT

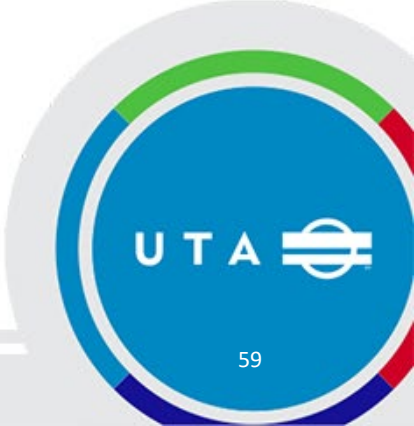
Next Steps

- Working group with Wasatch Canyon stakeholders to explore short-term transit solutions
- Participate in Cottonwood Canyons Transportation Action Plan and LCC EIS
- Complete UTA Service Choices study to prioritize existing and future bus service resources

Questions?



Draft Board Real Estate Policy



Real Property Policy



Purpose:

Guide the acquisition, disposition, encumbrance, or other commitment or contracts for control or use of the Authority's real property

Definitions



- **Approved Capital Project**
 - Capital project approved by the board that includes a budget and a series of deliverables contemplating the purchase, sale, or use of real property
- **Real Property Transaction**
 - Acquisition, disposition, encumbrance, or other commitment or contract for the control or use of the Authority's real property

Draft Real Property Policy



Board approval required if:

- Greater than \$200,000
- Exceeds approved capital project budget
- Eminent domain
- Exceeds fair market value + administrative settlement
- Interferes with intended use, operations, or continuing control
- 15% change (negative to agency)
- Transit-oriented development

Board Resolutions



- \$1 million+ sale or purchase
- Parameters for executive director approval of approved capital project transactions

Property Classifications



- **Property classifications:**
 - Transit-critical
 - Transit-oriented development
 - Surplus
- **Board-approved reclassifications:**
 - Transit-critical to transit-oriented development
 - Transit-critical to surplus
 - Transit-oriented development to surplus

Draft Board Ethics Policy



Purpose and scope

- Purpose: Standards of ethical conduct
- Applicable to Board of Trustees and Local Advisory Council
 - Utah Public Officers' and Employees' Ethics Act
 - UTA Policy 1.1.11 Ethics and Ethics Reporting

Conflicts of Interest

- Disclose in writing or verbally if identified immediately before a meeting
- Recuse from deliberations and votes related to the conflict of interest
- If not voluntary recuse, process included to decide on treatment of conflict

Nepotism

- Relatives of current trustees and members not eligible for hiring
- Conflict of interest with appointment of trustees or members that have relatives currently employed by UTA will be reported to the trustee or member's appointing authority

Code of Conduct

- In line with UTA's bylaws
- Annual certification
- Due by October 31 of every year

Financial Disclosure Report

- In line with UTA's bylaws
- Annual submission of report, due by October 31 of every year
- Material change requires revision within 10 business days
- Review by Ethics Officer and Compliance Officer
- Identified conflicts of interest to be resolved with trustee or member
- If unable to resolve, will be discussed with the chairs of the Board of Trustees and Advisory Council
- Report to appointing jurisdictions

Ethics Complaints

- Violations of the Utah Public Officers' and Employees' Ethics Act
- Trustees, members, UTA officers, employees
 - Determination of complaint meets statutory requirements
 - Forwarded to the Political Subdivision Ethics Review Commission
- Ethics complaints not filed under Ethics Act
 - Investigation by Ethics Officer or appointed independent investigator
 - Report to the Board of Trustees and chair of the Advisory Council
 - If chair of the Board of Trustees or Advisory Council, report to the Audit Committee
 - Public censure or resolution recommending removal

Draft Board Branding and Advertising Policy



Board Policy Purpose

- *Allows advertising on the Authority's facilities, vehicles, and electronic media in compliance with contractual agreements, local ordinances, and state and federal laws to provide information to the public and to generate additional revenue to support the Authority's public transit operations.*
- *Establishes the standard for advertising appearing on the Authority's vehicles and facilities. Also establishes the process for naming stations, facilities, and service brands.*



Fares Background – Part 1



PRESENTATION OUTLINE

1) History

4) Fare System

2) Background

5) Partnerships

3) Passenger Revenue

HISTORY OF FARES

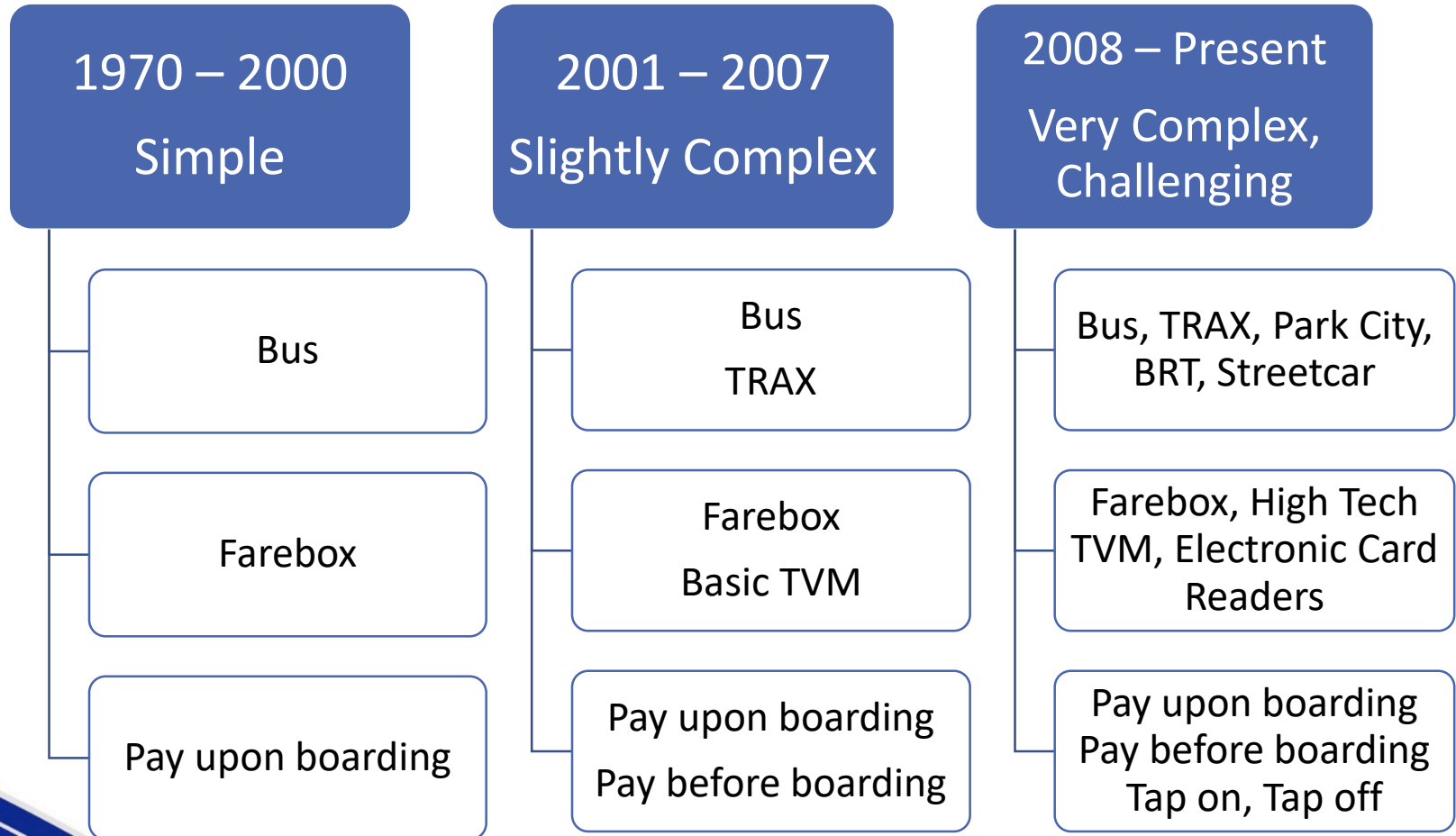


1872 – Animal-Powered Streetcar

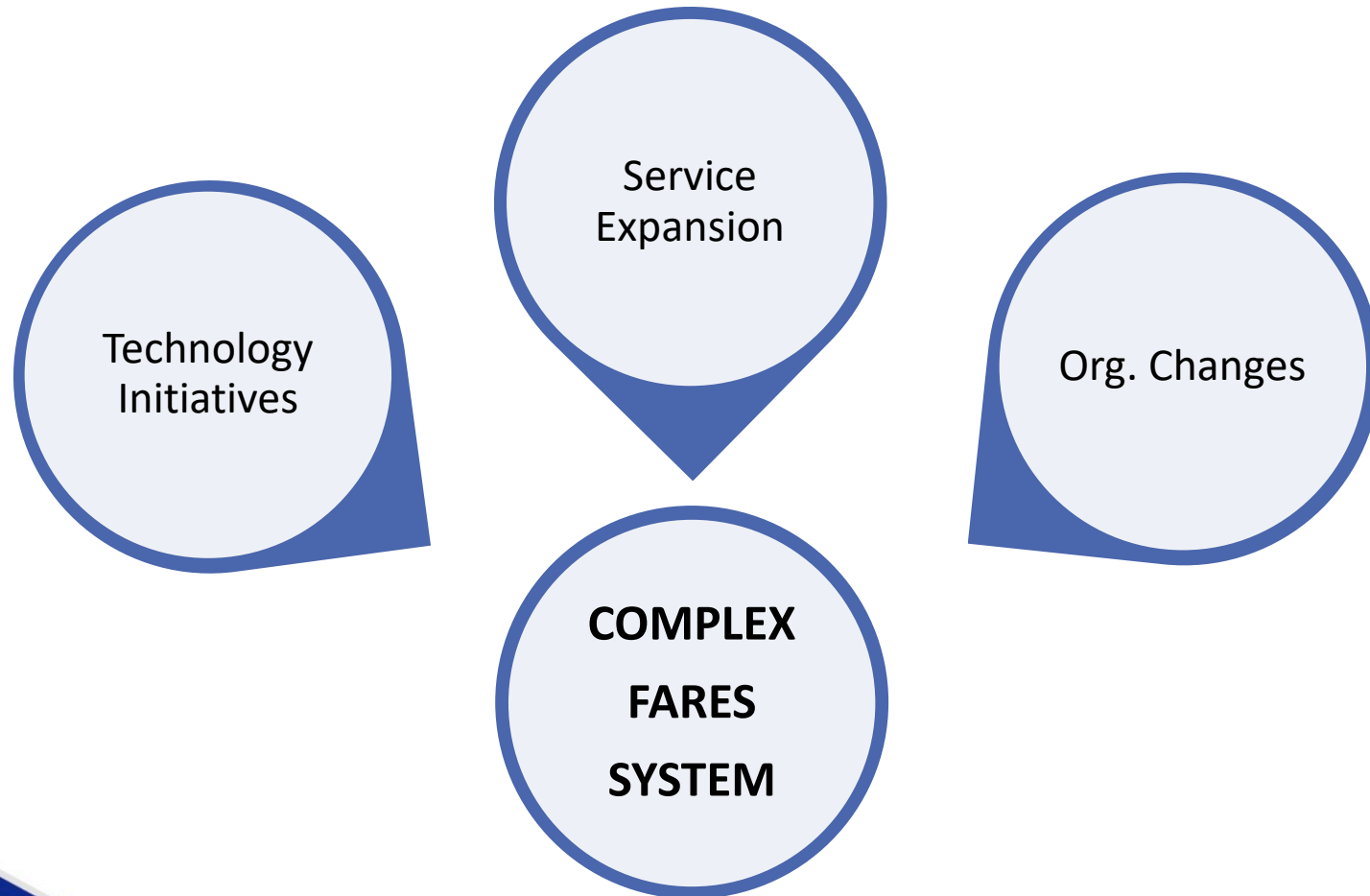
1914 – Electric Streetcar



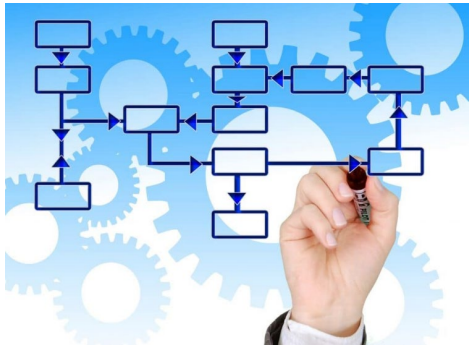
HISTORY OF FARES



SOURCES OF COMPLEXITY



SOURCES OF COMPLEXITY



Project System	Line	Operational Year
TRAX	North South	1999
TRAX	University Line	2001
TRAX	Medical Center	2003
FrontRunner	Weber Co. to SLC	2008
TRAX	SL Intermodal Ext.	2008
MAX BRT	3500 South Street	2008
TRAX	Mid Jordan	2011
TRAX	West Valley	2011
FrontRunner	Provo to SLC	2012
TRAX	Airport Extension	2013
TRAX	Draper Extension	2013
Streetcar	S-Line	2013
BRT	UVX	2018

BACKGROUND

Evaluations and Analysis

- Electronic Fare Collection
- Distance Based Fares
- Fare Structure Studies

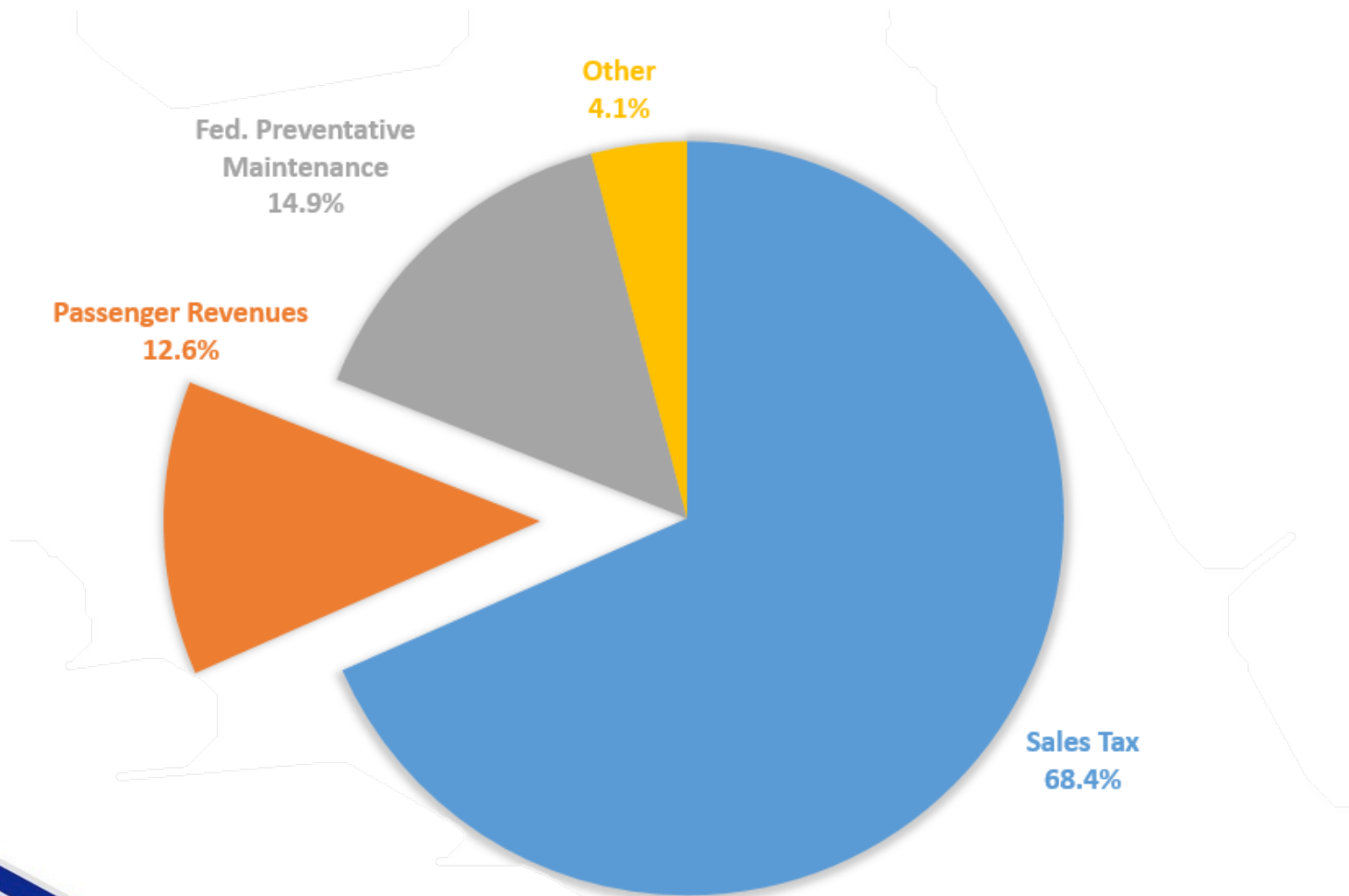
Vision

- Vision Developed in 2010
- Six Main Goals
- “2020 Fare Vision”

Refinements

- ECO Pass Programs
- Phased Fare Increases (2011-2013)
- Dropped EFC Credit Card Acceptance

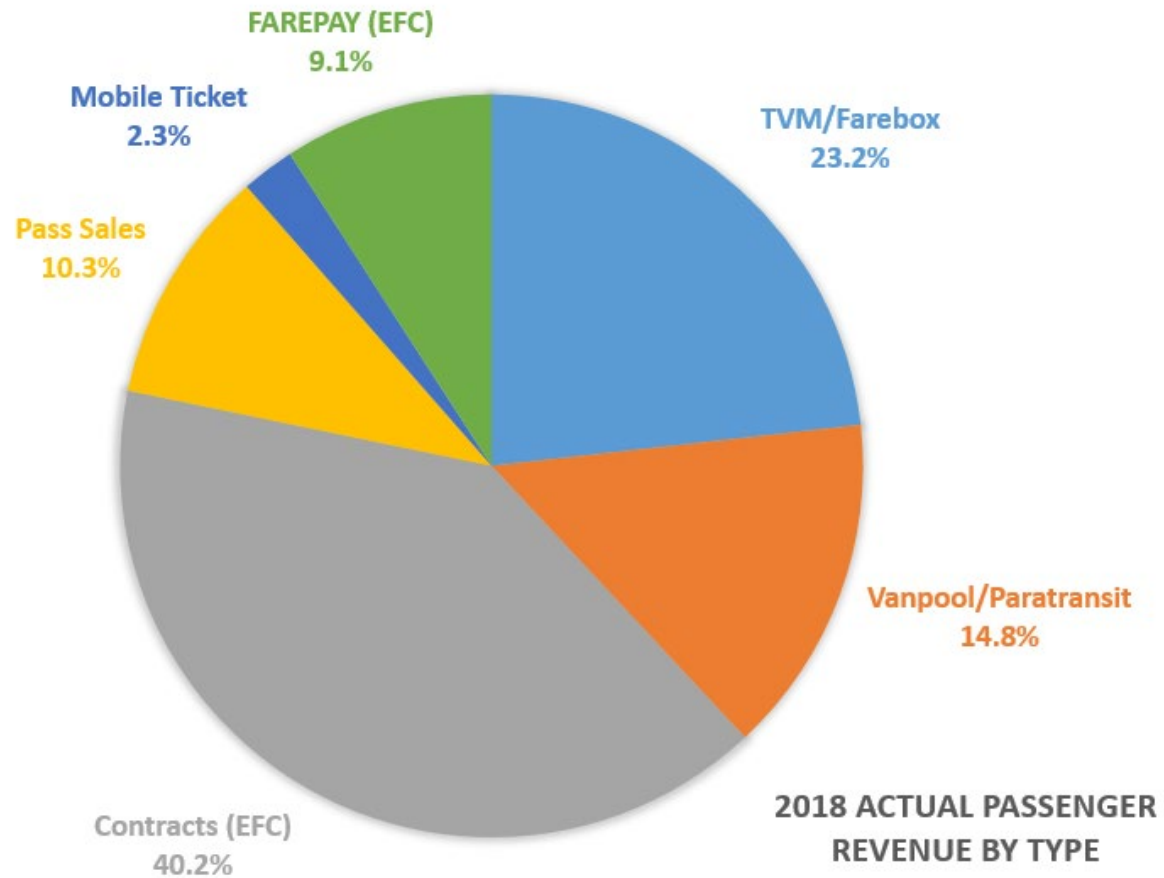
REVENUE SOURCES



2018 ACTUAL OPERATIONS REVENUES

PASSENGER REVENUE

Detail



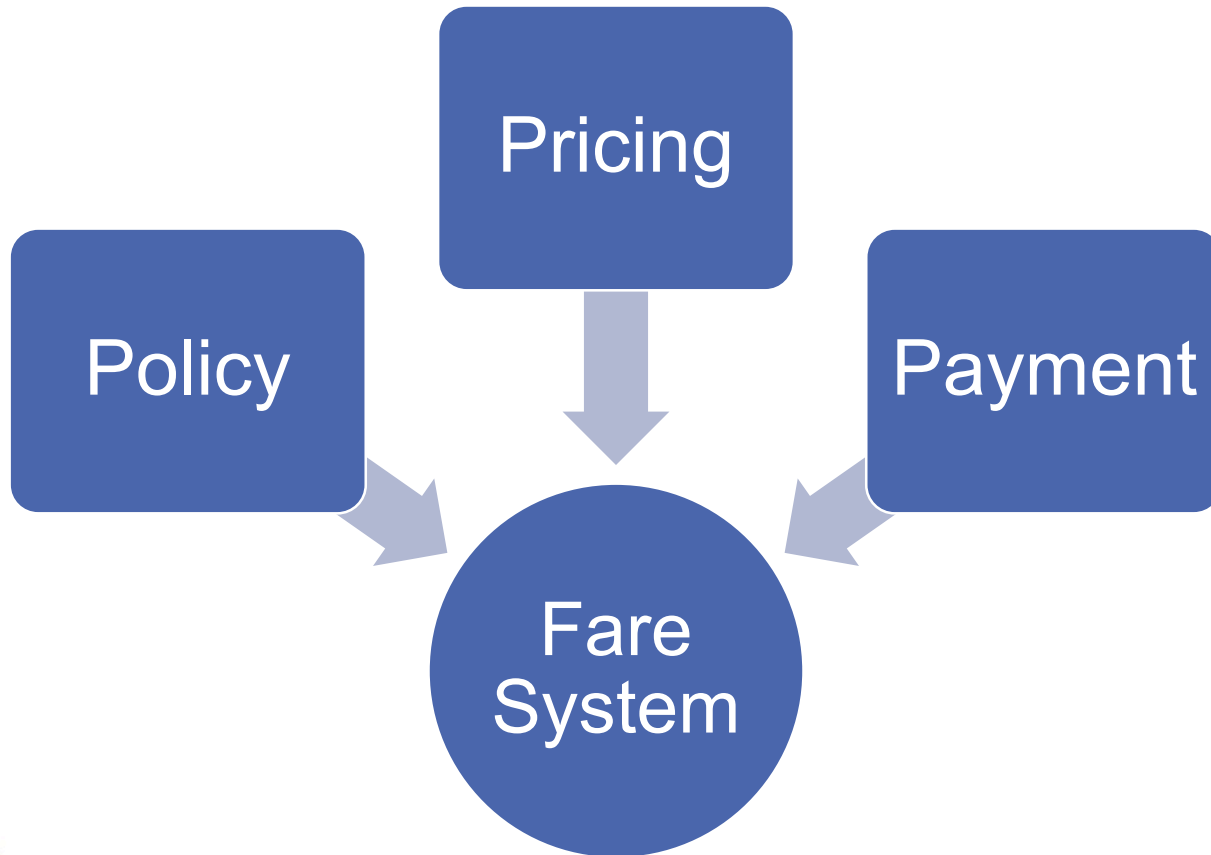
PASSENGER REVENUE

Historical

	2014	2015	2016	2017	2018
Passenger Fare Revenue	\$51,461,223	\$52,112,909	\$50,624,354	\$52,159,202	\$52,051,892
Ridership	46,279,409	46,577,166	45,521,914	45,078,919	44,200,955
Total Operations Revenue	\$325,733,072	\$342,647,413	\$362,512,803	\$389,439,319	\$413,838,946
Revenue per Passenger	\$1.11	\$1.12	\$1.11	\$1.16	\$1.18
% of Total Revenue	15.8%	15.2%	14.0%	13.4%	12.6%

FARE SYSTEM

Key Elements



FARE SYSTEM

Policy

Board

- Six separate policies and one resolution
- Includes when executive director can deviate from board policy for promotions or pilots

Corporate

- Ten separate policies
- Establishes who rides free, fare collection, fuel response

Other Oversight

- FTA
- State-granted authority
- UTA ordinances

PRICING STRUCTURE

Base Fare

Service	Mode	Base Fare	Per Station	Max Fare
Regular	Local Bus	\$ 2.50	N/A	N/A
	TRAX	\$ 2.50	N/A	N/A
Premium	Express Bus	\$ 5.50	N/A	N/A
	FrontRunner	\$ 2.50	\$ 0.60	\$ 10.30
	Ski	\$ 4.50	N/A	N/A
Paratransit	Paratransit	\$ 4.00	N/A	N/A

PRICING STRUCTURE

Transfers & Period Passes

Period Passes

- Regular Day Pass (\$6.25)
- Regular Monthly Pass (33 trips * \$2.50 = \$83.75)
- Premium Monthly Pass (36 trips * \$5.50 = \$198.00)
- Premium Group Day Pass (\$15.00)

Transfers

- Unlimited transfers allowed within 2 hours from initial boarding
- The patron pays the difference between premium service and regular service when transferring from regular to premium service; otherwise no additional fare is required

PRICING STRUCTURE

Discounts

- Mandatory or Voluntary
- Homeless, Senior, Disabled (50%)
- Horizon Card Holders, Minors (25%)

Special Pricing

- ECO and ED Programs
- Period Passes (Day, Monthly, Group)
- Special Events

Free

- Free Fare Zone, Children 5 and under
- Travel Training, Freedom Access Passes
- Sworn Peace Officers, PCA

FARE SYSTEM

Payment – Rail/BRT

1) Select a
Fare

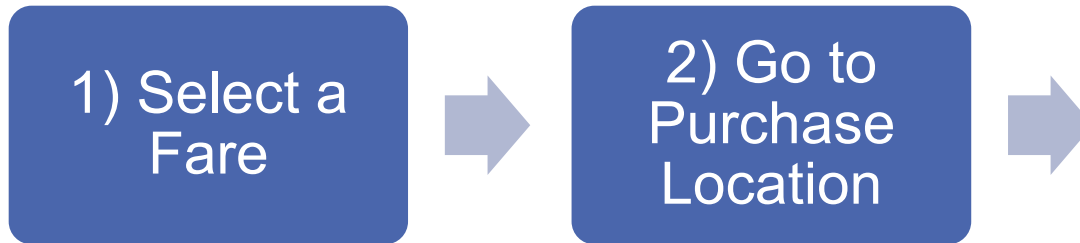


BASIC FARE PRODUCTS

- One-Way
- Round-Trip
- Monthly Pass
- Day Pass

FARE SYSTEM

Payment – Rail/BRT



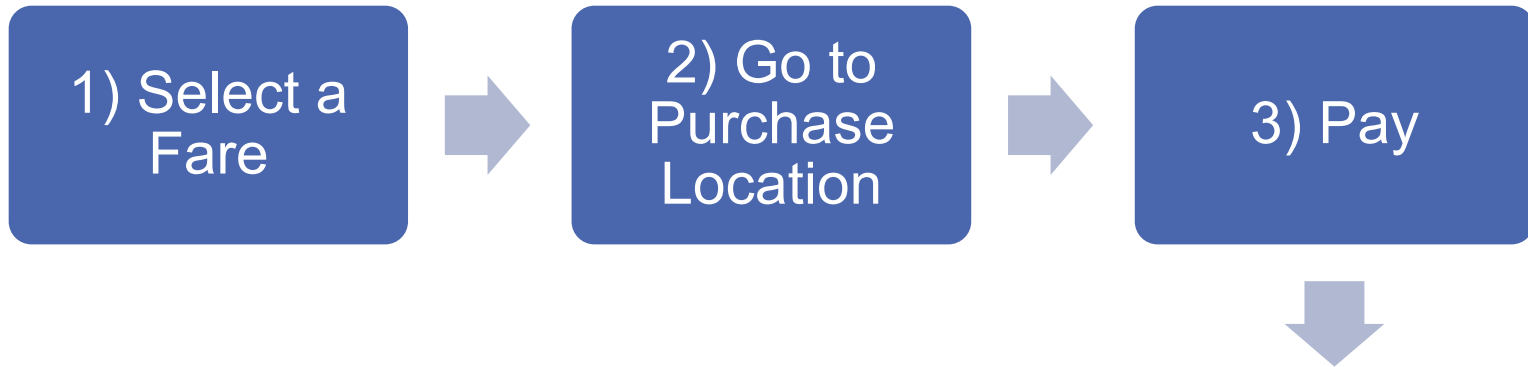
PURCHASE LOCATIONS

- Ticket Vending Machines (35%)
- Farebox (17%)
- FAREPAY Online (14%)
- Customer Service (11%)
- Pass Sales (9%)
- FAREPAY Merchants (6%)
- Mobile Phone App (5%)
- UTA Website (3%)

Note: Excludes revenue from contracts, paratransit, and van pool.

FARE SYSTEM

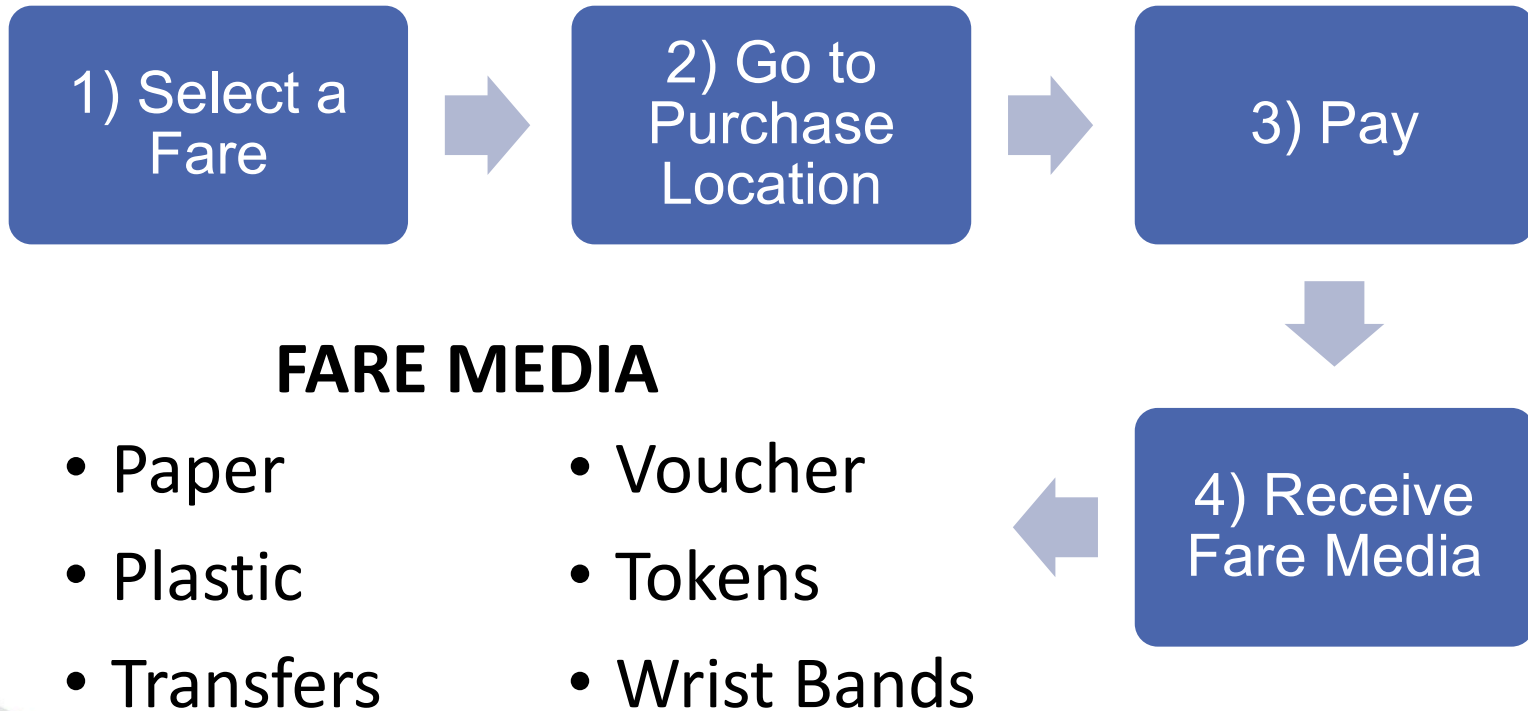
Payment – Rail/BRT



Note: Accepted forms of payment generally include cash, credit or debit card but it varies by the purchase location.

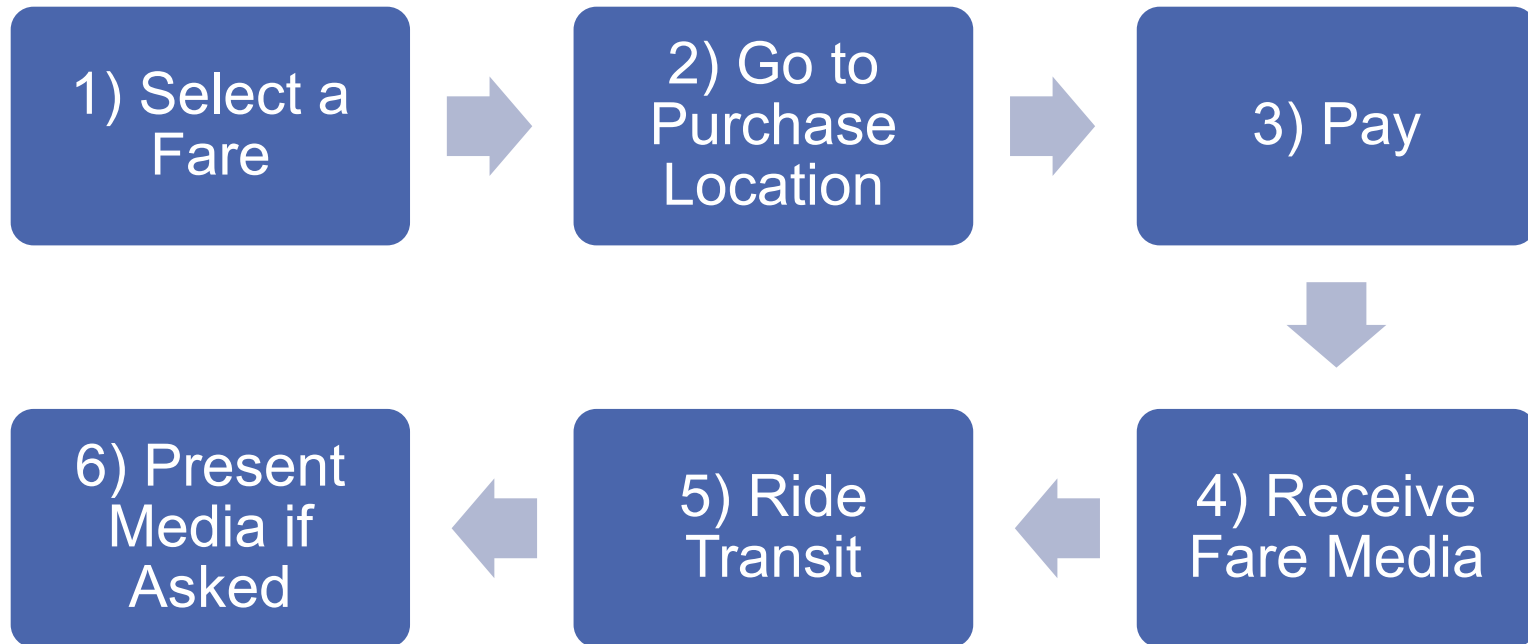
FARE SYSTEM

Payment – Rail/BRT



FARE SYSTEM

Payment – Rail/BRT



Note: Step 6 also includes validating electronic media by tapping on an electronic reader or activating a ticket on the mobile phone.

FARE SYSTEM

Payment – Bus



FARE SYSTEM

Payment – Bus

1) Board the Bus



2) Pay OR Present Fare Media



Form of Payment

- Cash

Note: Request a transfer slip if necessary.

Valid forms of Fare Payment as of April 2019

ALL PASSES EXPIRE ON STATED DATE

Electronic Fare Payment

Green Light - This card is a valid form of payment and the customer carries it on the bus.

White Light - A yellow light requires additional action by the customer. For example, some customers may pay an upgrade for premium service before boarding the bus.

Red Light - When a customer sees a red light, they should pay for a valid form of payment.

Yellow Light - This card may be damaged or the face of the card is broken. They should pay for a valid form of payment and check the card with the driver or the customer for another form of payment and to contact their card issuer for replacement.

PARTNERSHIPS

Purpose

- Build financial stability
- Strengthen relationships
- Meet the needs of certain market segments and groups
- Identify and achieve shared community objectives



PARTNERSHIP EXAMPLES

Social Services (37)

- Homeless Provider Contracts (Road Home)
- Medicaid (Utah Dept. of Health)

Educational (13)

- University of Utah
- Utah Valley University

Corporate (99)

- Fidelity Investments
- Intermountain Healthcare

Residential (2)

- Fireclay Apartments

Government (11)

- State of Utah
- Bureau of Land Management

Event

- University of Utah Event Pass
- Ogden Twilight Concert Series

PARTNERSHIPS

Benefits

01

Partners promote and champion transit to large groups

02

Bulk pass purchases result in more passes in more pockets

03

Education pass programs help to build a future ridership base

04

Reduces traffic congestion and improves air quality

05

Transit passes are more affordable when partners contribute to the cost

PARTNERSHIPS

Corporate Pass Programs (Since 2017)

Refinements to ECO Program

- UTA has acquired 34 new corporate pass partners
- Estimated revenue from these new corporate partners is \$1.9 million



NEXT STEPS

- Follow-up Fares Discussion on June 5th
- Draft and Present Board Fares Policy
- Present Fare Policy
- Final Board Policy Approved

Other Business

- a. Next meeting: May 29, 2019 at 9:00 a.m.



Adjourn

