

UTA Board of Trustees Meeting

May 29, 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



UTA 
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



Consent Agenda

- a. Approval of May 22, 2019 Board Meeting Minutes
- b. UTA Policy 1.1.11 Ethics

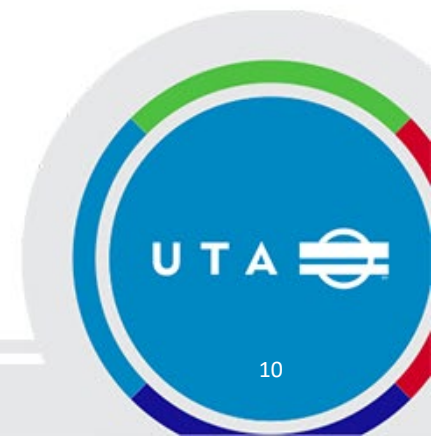


Recommended Action (by acclamation)

Motion to approve



Agency Report



Main Street State of Good Repair Update



400 South Half Grand Union/150 South Reconstruction Update

Construction Status as of May 28, 2019

- Half Grand Union opened Tuesday morning
- Red line resumed full route from Daybreak to University
- Green line continues to turn back at Central Point
- Blue Line running to Gallivan Station
- Volunteers moved to Gallivan Station
- Bus bridge running between Gallivan and City Center
- 100 to 200 South closed during 150 South construction
- Switches 1 & 2 crossover to be completed by May 29th
- Switches 3 & 4 crossover to be completed by June 2nd

Volunteer Information

- 157 volunteers
- 1,248 shifts
- 6,135 hours

Customer Comments

- 17 (60% positive / 40% negative or neutral)



400 South Half Grand Union Reconstruction



R2019-05-03
Resolution Approving Title VI
Program Report



Objectives:

- *Review Title VI*
- *Highlight UTA's Title VI Program*
- *Review System Monitoring*
- *Approve Monitoring and Program*

Civil Rights Act of 1964

Title VI: Prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance



*Title VI requirements are
an intentional process designed to
prevent unintentional discrimination*

UTA and Title VI

- *As a recipient of federal funds, UTA must comply with Title VI*
- *UTA is **committed** to avoiding unfair treatment and discrimination in the allocation and administration of public transit services*
- *UTA engages in proactive measures to ensure our programs and services are not discriminatory*
- *UTA's Board of Trustees approves monitoring, equity analyses, and the Title VI Program*

Components of Program

Title VI Program

- *Notifying the public*
- *Limited English Proficiency (LEP) Plan*
- *Service and Fare Equity Analyses*
- *System-wide service monitoring*
 - *6 components*
- *System and ridership demographic report*

Vehicle Loads

Purpose: Ensure adequate capacity on vehicles

- In 2018, UTA offered 1.18 million trips, .68% of which were overloaded according UTA standards*

	Minority Routes	Non-minority Route
Number of Trips above capacity	385	7,662
Percent of trips above capacity	4.8%	95.2%

- The majority of the trips exceeding UTA's vehicle load standard did not impact minority routes*

Vehicle Headway

Purpose: Ensure frequency of service is distributed equitably

- In reviewing the current average number of minutes between the arrival of one vehicle to another, UTA compared minority routes and non-minority routes*

	Minority Routes	Non-minority Route	System Average
Bus Headway (in minutes)	23	27.6	25.9
Rail Headway (in minutes)	14.8	16	15.7

- On average, minority routes have more frequent service than non-minority routes*

On-Time Performance

Purpose: Ensure reliability of service is equitable

- *UTA reviewed how often services were on time during the period of 2018 and compared minority vs non-minority routes*

	Minority Routes	Non-minority Route	System Average
Bus Reliability	92.3%	87.7%	89.3%
TRAX Reliability	94.6%	93.9%	94%
FrontRunner Reliability	N/A	85.9%	85.9%

- *On average, minority routes are on-time more often than non-minority routes*

Service Availability

Purpose: Ensure distribution of service is equitable

- *UTA reviewed the demographics of its taxing districts and compared it to the demographics of those with reasonable access to transit*

	Total Population	Minority Population	Percent Minority
Service Area Population	2,310,052	511,161	22.1%
Population With Walk Access	1,531,569	391,043	25.5%
Percent of Population With Walk Access	66.3%	76.5%	

- *A high percent of minority populations have access to transit services*

Distribution of Amenities

Purpose: Ensure distribution of amenities is equitable

- *UTA currently has 6,055 bus stops, 36.3% of which are on minority routes*

	Percent of Stops on Minority Lines with this amenity	Percent of all stops with this amenity
Shelter	37.6%	10%
Seating	35.8%	20.3%
Trash Receptacle	38.1%	13.8%

- *UTA reviewed the percent of amenities on minority routes and found no disparity*

Vehicle Assignment

Purpose: Ensure equitable distribution of quality vehicles

- *UTA reviewed the average age in years of the vehicles assigned to minority vs non-minority routes and blocks*

	<u>Trips</u>		<u>Blocks</u>	
	Non-Minority	Minority	Non-Minority	Minority
Average Age in Years	7.3	6.7	9	7

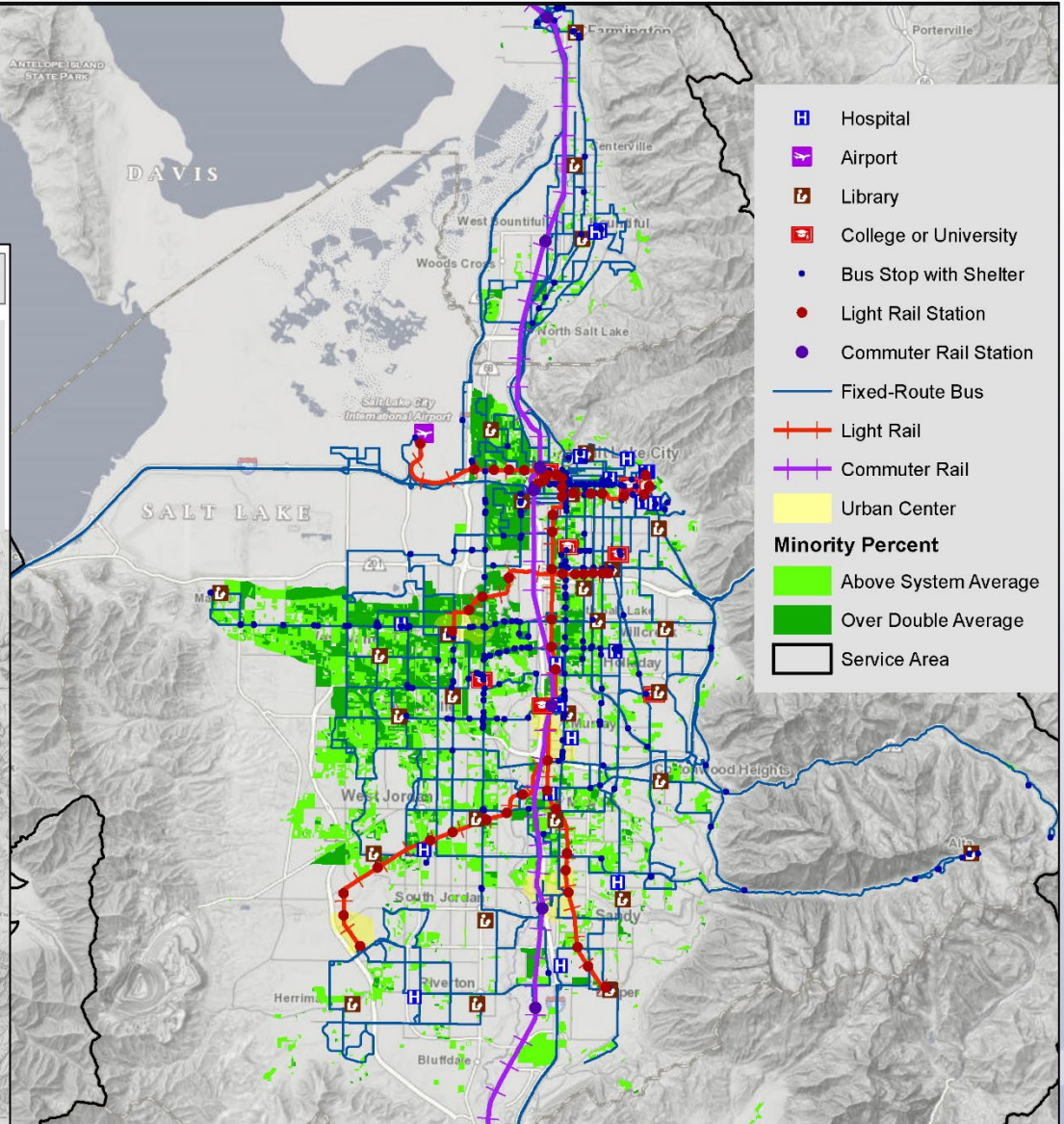
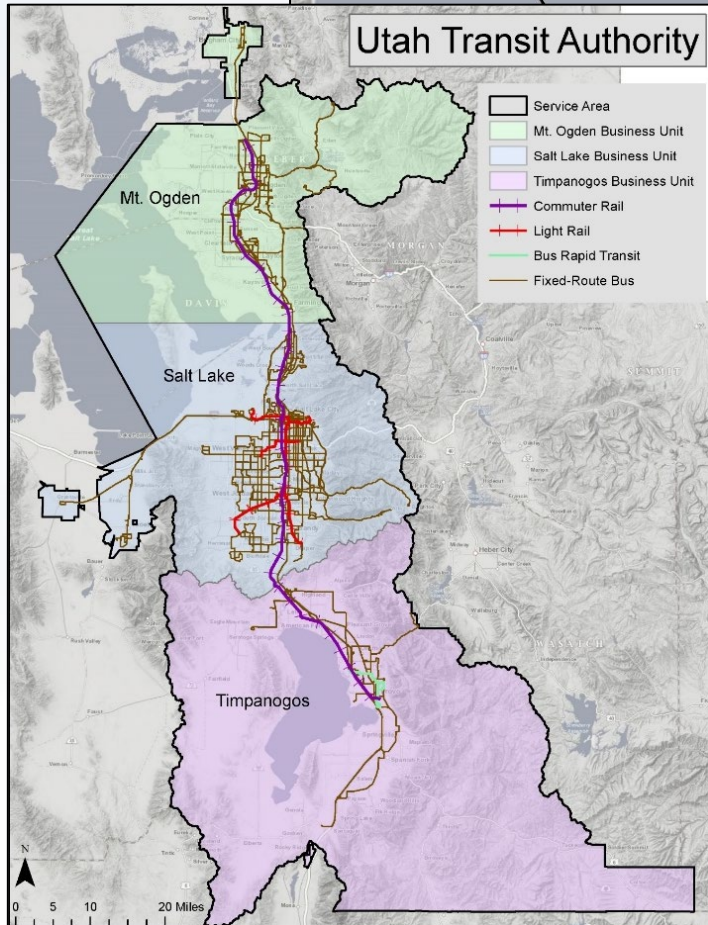
- *The average age of vehicles assigned to minority areas are newer than those assigned to non-minority areas*

System Maps

Salt Lake Area

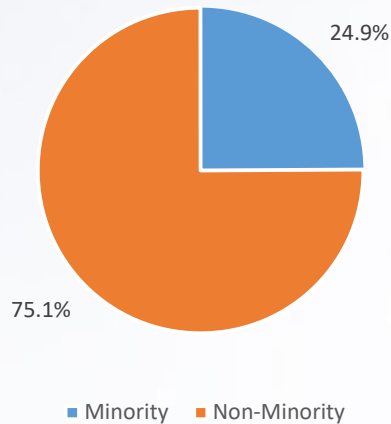
Minority Concentrations

Minority System Average: 22.1%

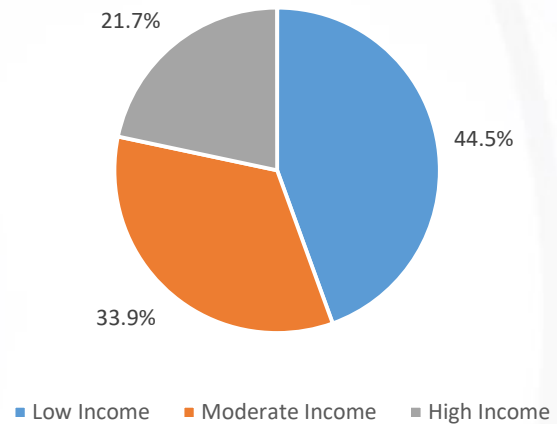


Rider Demographics

RACE/ETHNICITY OF RIDERS

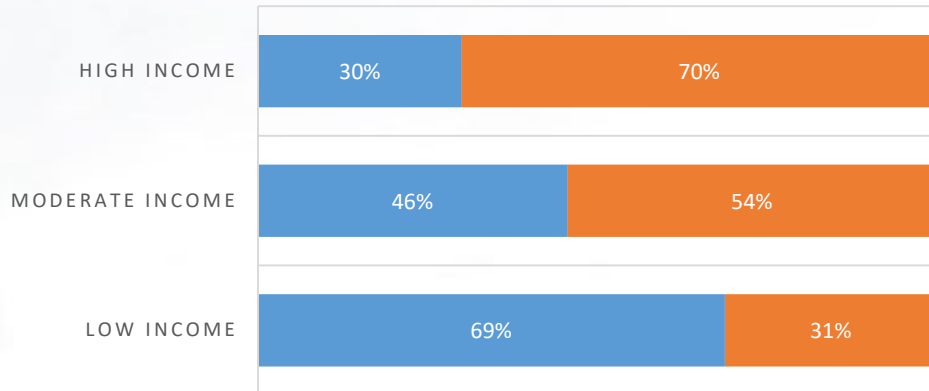


INCOME OF RIDERS



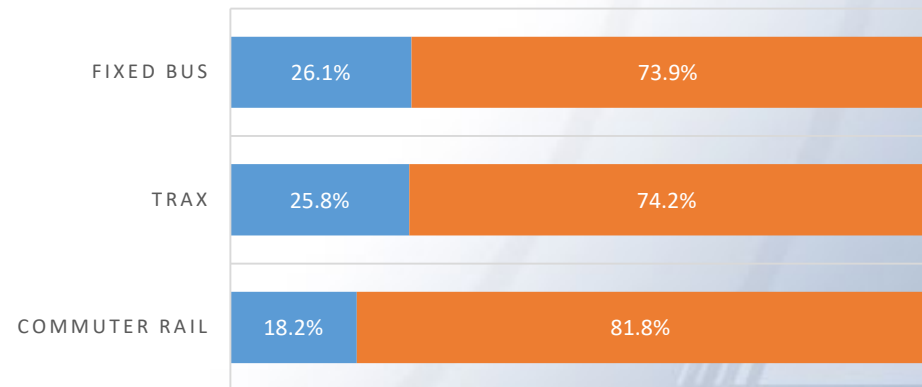
CHOICE VS CAPTIVE

■ Transit only option ■ Had another choice



RACE/ETHNICITY BY MODE

■ Minority ■ Non-Minority



Conclusion

- *Overall, UTA performed well in ALL of areas when it came to providing transit service to minority and low-income riders.*
- *There was no disparate impact found in any area of the Title VI Program.*

Recommended Action (by roll call)

Motion to approve R2019-0503:
Resolution Approving Title VI Program Report



Change Orders, Pre-Procurements, and Grants



Change Order: On-Call Maintenance Task Order #77 – Salt Lake Central Hub (Stacy and Witbeck)

- Description and purpose:
 - Installation of electric on-route bus charging equipment at Salt Lake Central and preparation of a second location for a future charger
 - Part of a three-year on-call maintenance contract
- Total change order:
 - \$573,299
- Total contract:
 - \$29,585,644



Recommended Action (by roll call)

Motion to approve change order:

On-Call Maintenance Task Order #77 – Salt Lake Central Hub
(Stacy and Witbeck)



Change Order: On-Call Maintenance Task Order #78 – Delta Interlocking (Stacy and Witbeck)

- Description and purpose:
 - Removal and reconstruction of the light rail delta interlocking
 - Part of a three-year on-call maintenance contract
- Total change order:
 - \$1,238,386
- Total contract:
 - \$30,824,030



Recommended Action (by roll call)

Motion to approve change order:

On-Call Maintenance Task Order #78 – Delta Interlocking
(Stacy and Witbeck)



Change Order: On-Call Maintenance Task Order #70 Change Order #1 – 150 South Interlocking (Stacy and Witbeck)

- Description and purpose:
 - Replace four switch heaters and cable for 150 South interlocking
 - Part of a three-year on-call maintenance contract
- Total change order:
 - \$220,410
- Total task order:
 - \$1,163,126
- Total contract:
 - \$31,044,440



Recommended Action (by roll call)

Motion to approve change order:

On-Call Maintenance Task Order #70 Change Order #1 –
150 South Interlocking
(Stacy and Witbeck)



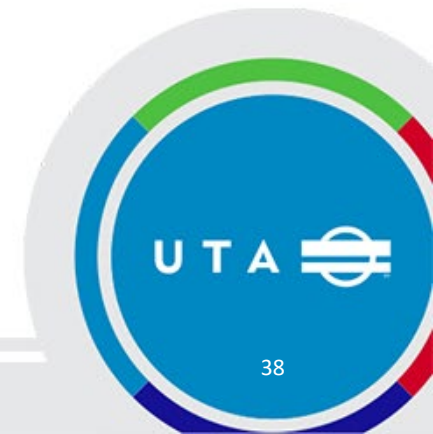
Change Order: NoLo Electric Bus Charging Equipment (New Flyer)

- Description and purpose:
 - Purchase an on-route opportunity charging system to be used by Park City for its all-electric bus system as part of a \$500,000 grant award from Rocky Mountain Power
 - Part of an interagency agreement with UTA
 - Purchase will be made through a modification to UTA's existing contract with New Flyer for five battery-electric buses
- Total change order:
 - \$427,946
- Total contract:
 - \$5,998,441

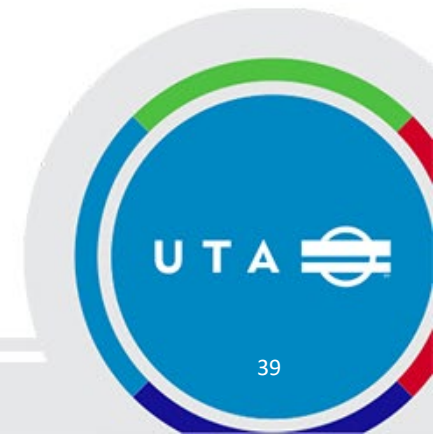


Recommended Action (by roll call)

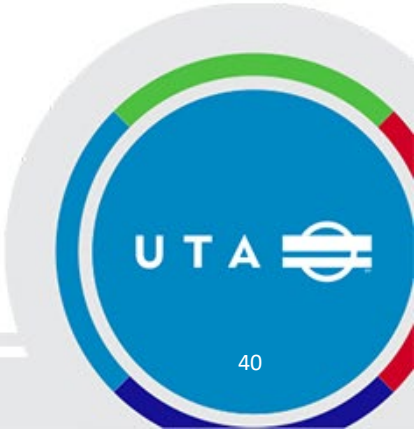
Motion to approve change order:
NoLo Electric Bus Charging Equipment (New Flyer)



Pre-Procurement: Coordinated and Comprehensive Specialized Transportation Plan



Pre-Procurement: Provo Intermodal Center Buildings



Grant: DHS Transit Security Grant Program – Interior FrontRunner Train Cameras

- Purpose:
 - Installation of cameras on the interior of FrontRunner passenger train cars
- Total cost:
 - \$2,000,000
- Local match:
 - No local match is required



Discussion Items



Draft Board Procurement Policy



Contract Authority & Procurement Policy

- Delegation of Authority
 - CFO is designated as the Chief Procurement Officer
- Procurement Protests
 - CFO reviews and decides all protests submitted by a vendor
 - Board reviews and decides protest appeals
- Former Employees
 - Authority may procure goods and services from former employees after one year of separation or, if they meet certain criteria, within the first year of separation
 - Board must approve procurement of goods or services with entities that hire or are represented by former employees within their first year of separation if Chief Procurement Officer determines there's a conflict of interest

Contract Authority & Procurement Policy

- Contracts, change orders, and disbursement approvals
 - Board approves contracts and disbursements over \$200K
 - Approves Change Orders of 15% or more (on contracts >\$200K), or if the Change Order increases the contract's value over \$200K
 - Board may preapprove disbursements over \$200K by resolution

Draft Board Records Access and Management Policy





UTA Public Records Utah Code 63G-2 Government Records Access and Management Act

A record is public unless otherwise expressly provided by statute.

- **Individuals may request UTA records through email at GRAMA@rideuta.com (to a UTA Records Officer), the Utah State Portal at <https://openrecords.utah.gov>, USPS (mail), or a member of the public may request to come in and view a public record free of charge.**
- **The public may also search for UTA records that have been classified as public on rideuta.com.**

Record decisions may be appealed

Remedies for denials - GRAMA provides avenues to appeal a record request decision.



Pursuant to 63G-2-203, UTA charges reasonable Fees approved by the board
The UTA Fee Schedule is posted at Rideuta.com

Cost*	Description
.50 per page	8 ½" x 11" black and white page of copy
\$1.00 per page	8 ½" x 11" color copy
\$1.00 per page	11" x 17" black and white page of copy
\$2.00 per page	11" x 17" color copy
\$1.00 per page	Faxing documents
Staff hourly rate	If research or preparation of information is required (such as redaction, pixilation, voice alterations), exceeding 15 minutes of time, an hourly charge is assessed. The hourly rate will depend upon the lowest hourly rate of the employee with proper security clearance required to perform the task. See Utah State Code §63G-2-203(2) et. Seq.
Actual cost of reproduction plus staff time to produce	Oversized copy and/or graphics
Standard U.S. Postage Rates	Standard U.S. Postage Rates will apply to all requests.
\$2.00	Per certification, if the record is required to be certified.
\$15.00	Transit Police Report Request: Transit Police Reports primarily contain information classified as private. Secondary classifications may exist depending on the record content. Transit Police Reports will only be provided to the subject of the record, or individuals or entities provided an <u>original notarized release</u> from the subject of the record specifically allowing UTA to provide the private information. Additional fees may apply.
\$20.00	Video: Additional editing (redaction, pixilation, voice alterations) fees may apply.
\$20.00	Per USB or Thumb Drive, plus staff time to scan the records to electronic format if necessary.
\$25.00	Archived records retrieval, for retrieval of record(s) from a Records Retention Center or other storage location removed from the place of business of the department or division, which maintains the record(s).

Applicability of GRAMA

- **Certain sections of GRAMA do not apply to UTA**
 - 63G-2-104 Administrative Procedures Act
 - 63G-2-208 Public repository of legislative email
 - 63G-2-702 Applicability to the judiciary
 - 63G-2-703 Administrative Legislature

Draft Revised Bylaws



Draft Revised Bylaws

- Revise Advisory Board to Advisory Council
 - SB72
- Committee Responsibilities:
 - Audit Committee – will hear internal and external audits and will approve charters of duties for the Committee & Internal Auditor
 - Pension Committee – added to the duties of the Board Chair to ensure proper administration
- Officers of the Board/Council
 - Authorizes Officers to temporarily delegate responsibilities to another Trustee/Member
 - Authorizes Advisory Council Chair to serve two consecutive 1-year terms



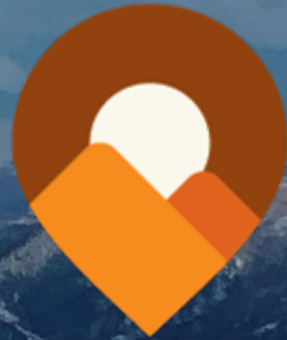
Oquirrh View Planning



Oquirrh View

UTA
May, 2019

Wilf Sommerkorn
Jake Young



OQUIRRH VIEW

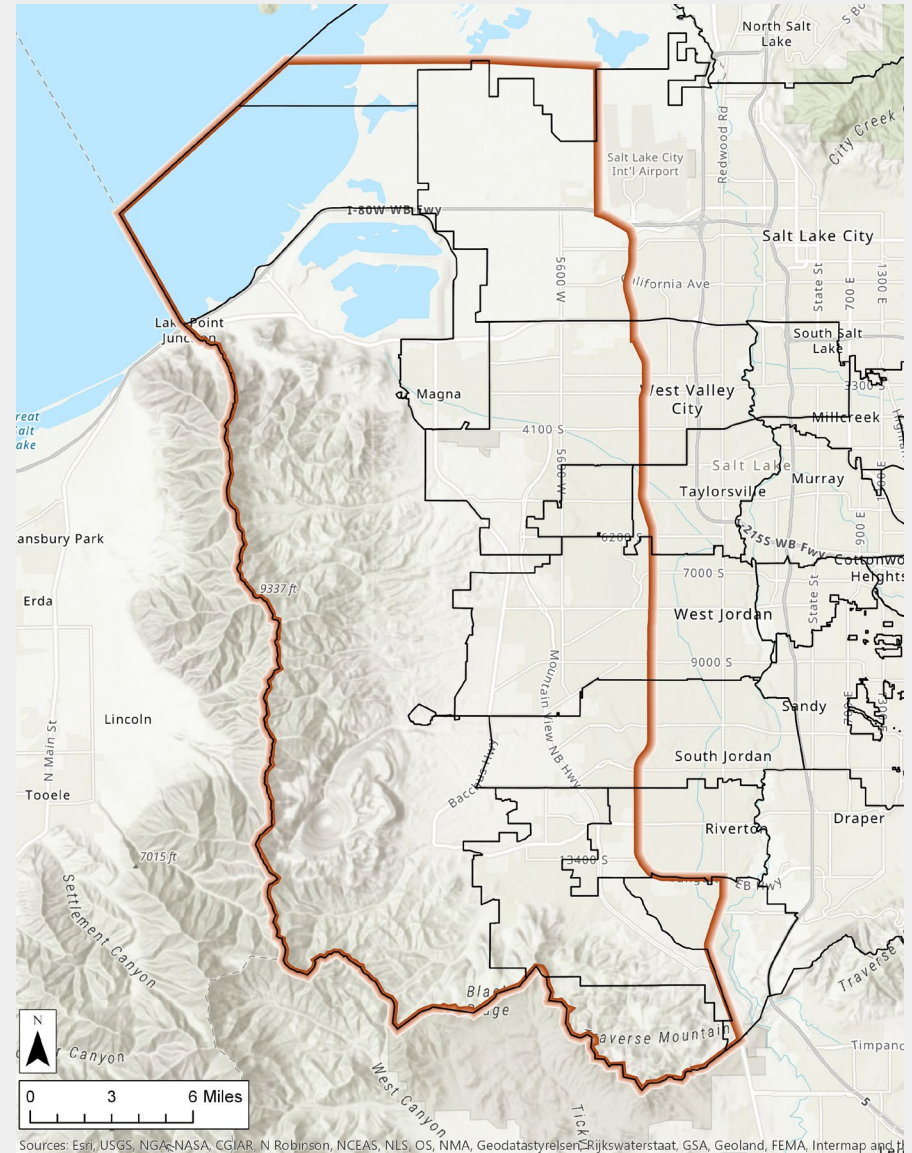
OVERVIEW

THE VISION:

Oquirrh View Planning Process is a thoughtful and deliberate approach to preparing Salt Lake Valley's unincorporated west bench for the demands of future growth.



PHASE 1. EXISTING CONDITIONS



Sources: Esri, USGS, NGA-NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and H



PHASE 2: PUBLIC INVOLVEMENT



Developable



Land

Developable Land

Short-Term

Oquirrh View

Rest of County



Redevelopable

Long-Term

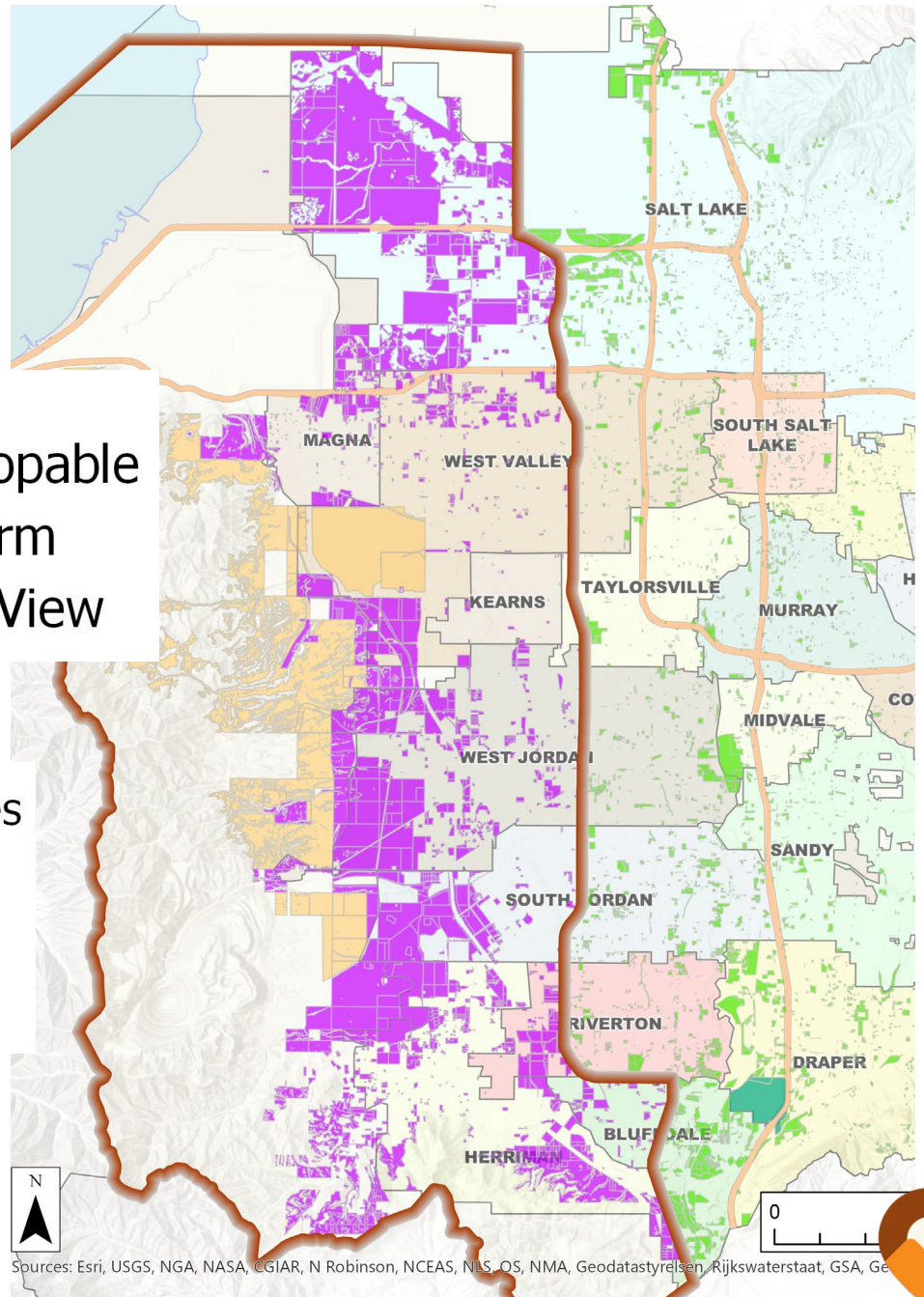
Oquirrh View

Oquirrh View Short-Term= 32,182 Acres

Rest of County Short Term= 9,198

Redevelop = 629 Acres

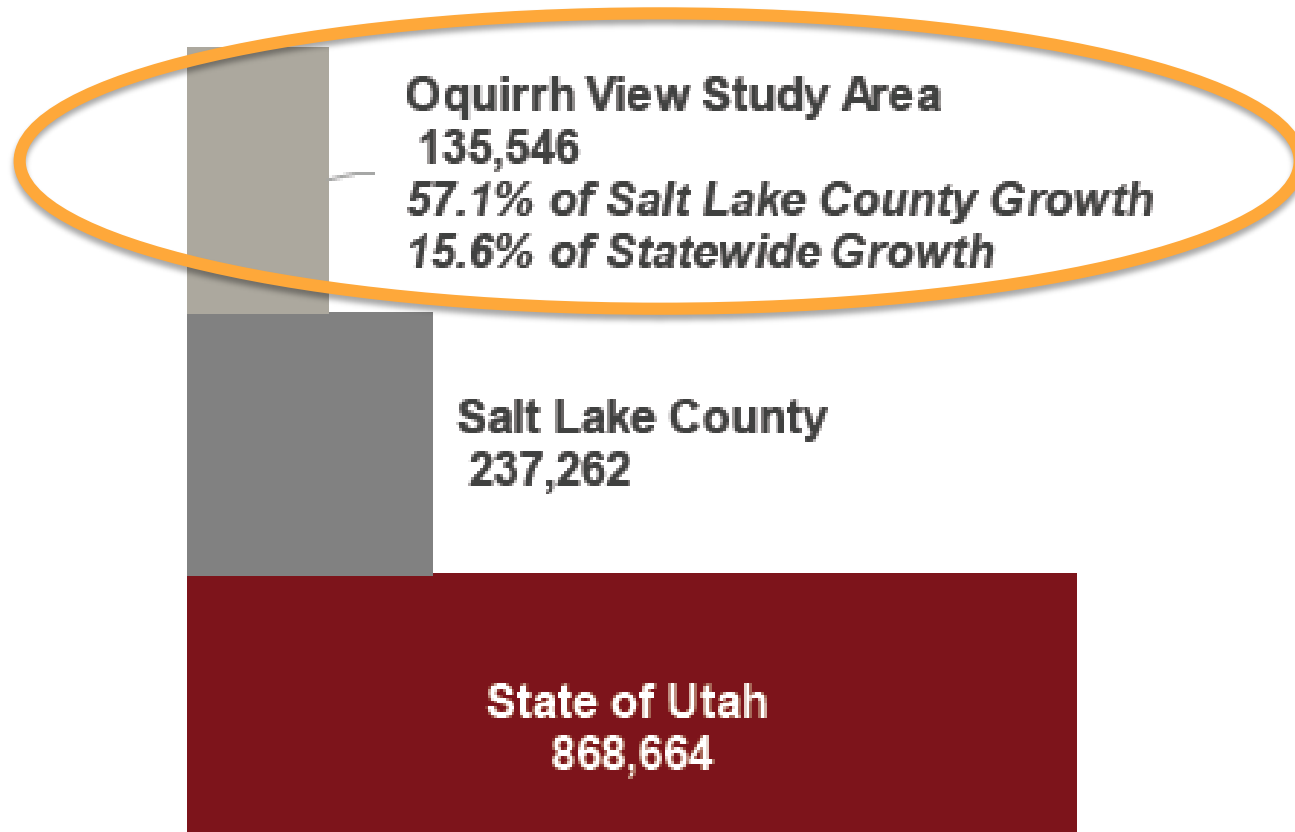
Long-Term= 14,513 Acres





Population Growth

Figure 3.1: Population Growth, 2000 to 2017





Jobs Per 100 Working Adults

Oquirrh View

33



SLCo

84



Sandy Draper

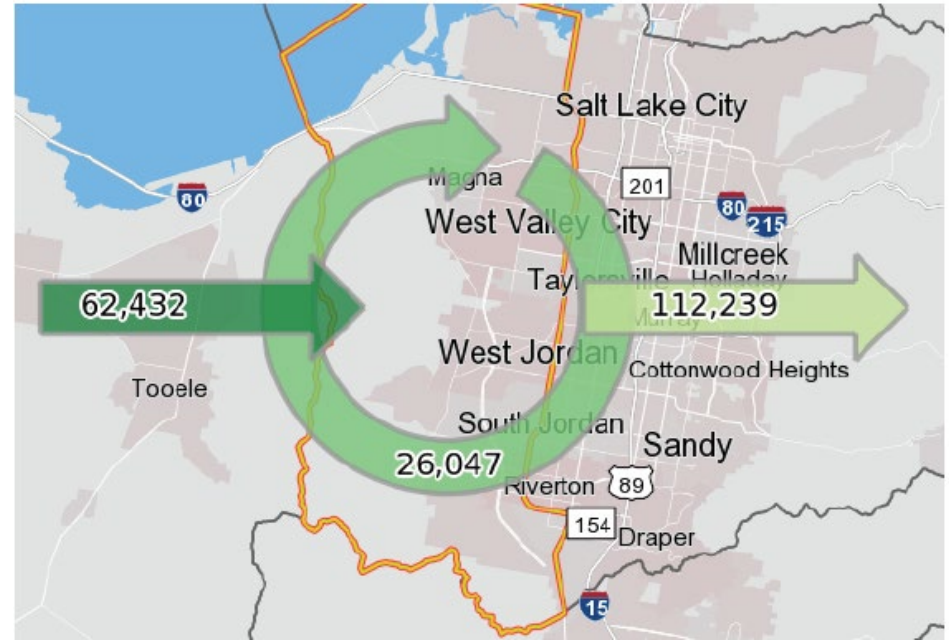
72





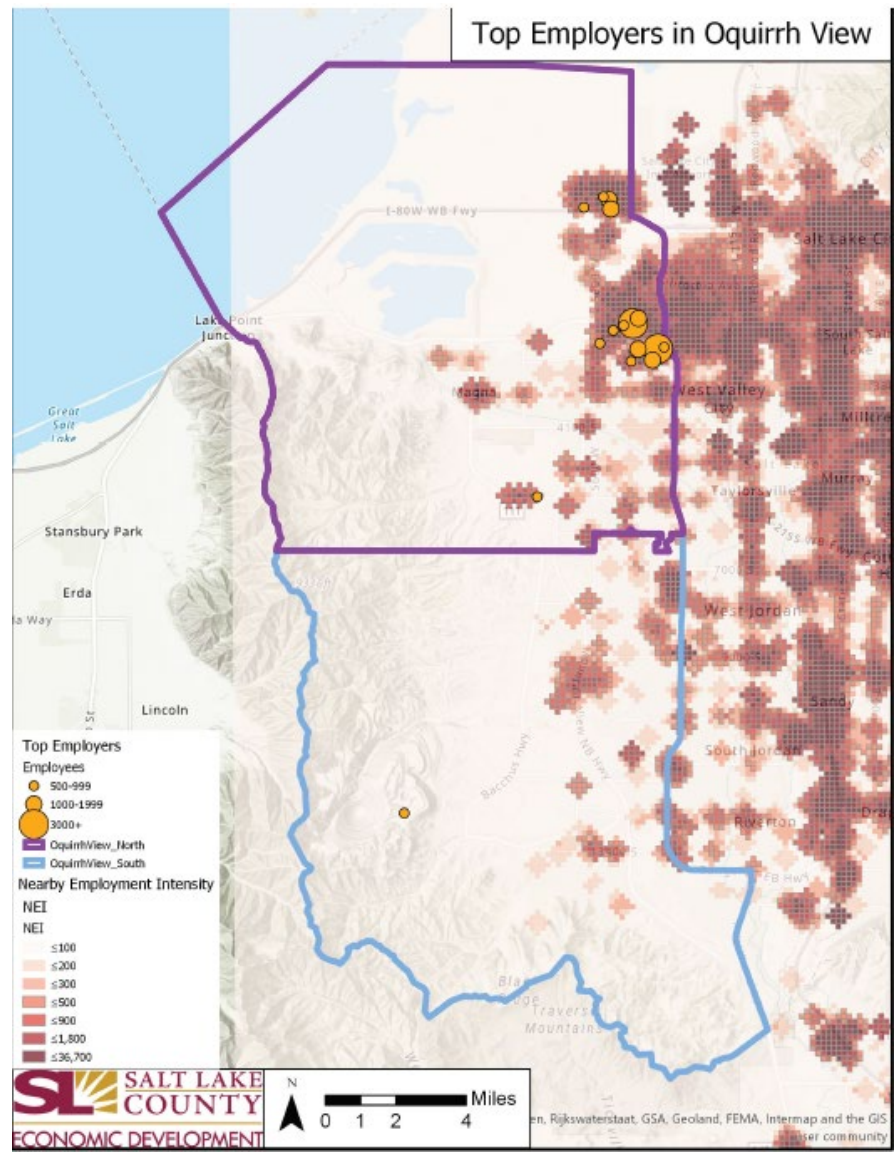
Daily Job Migration

Each day 81% of resident employees travel for work.
That's a daily net migration of 56%.





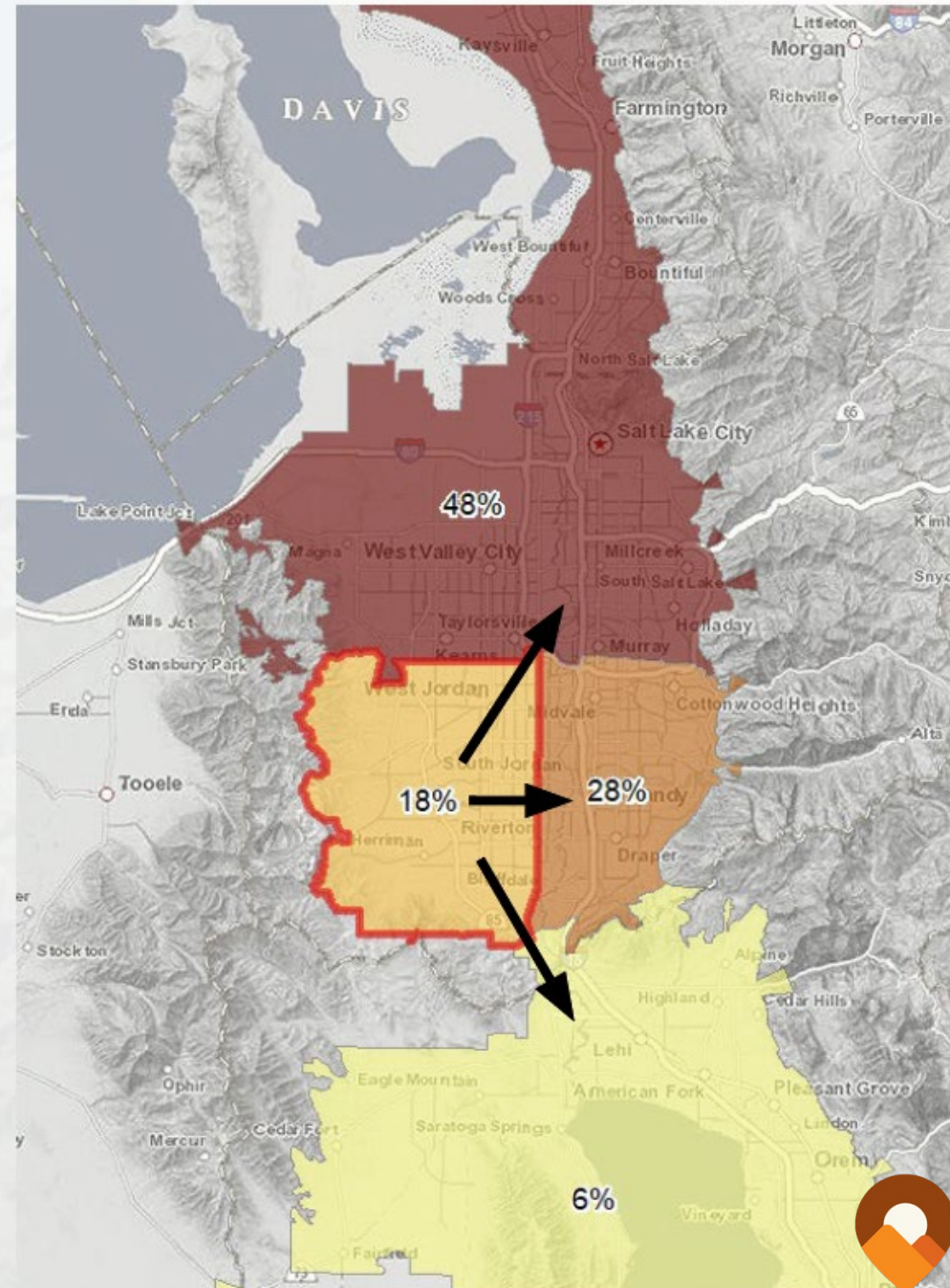
Job Location & Density





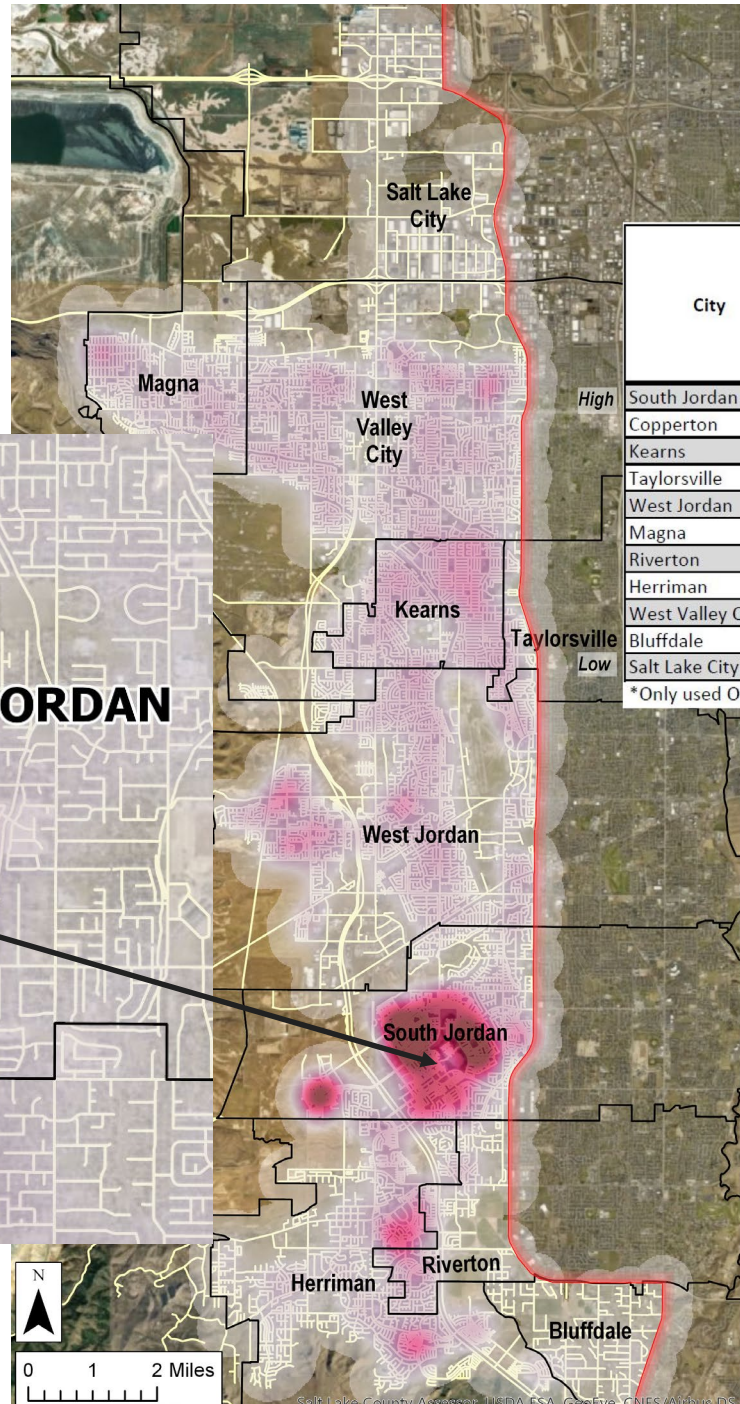
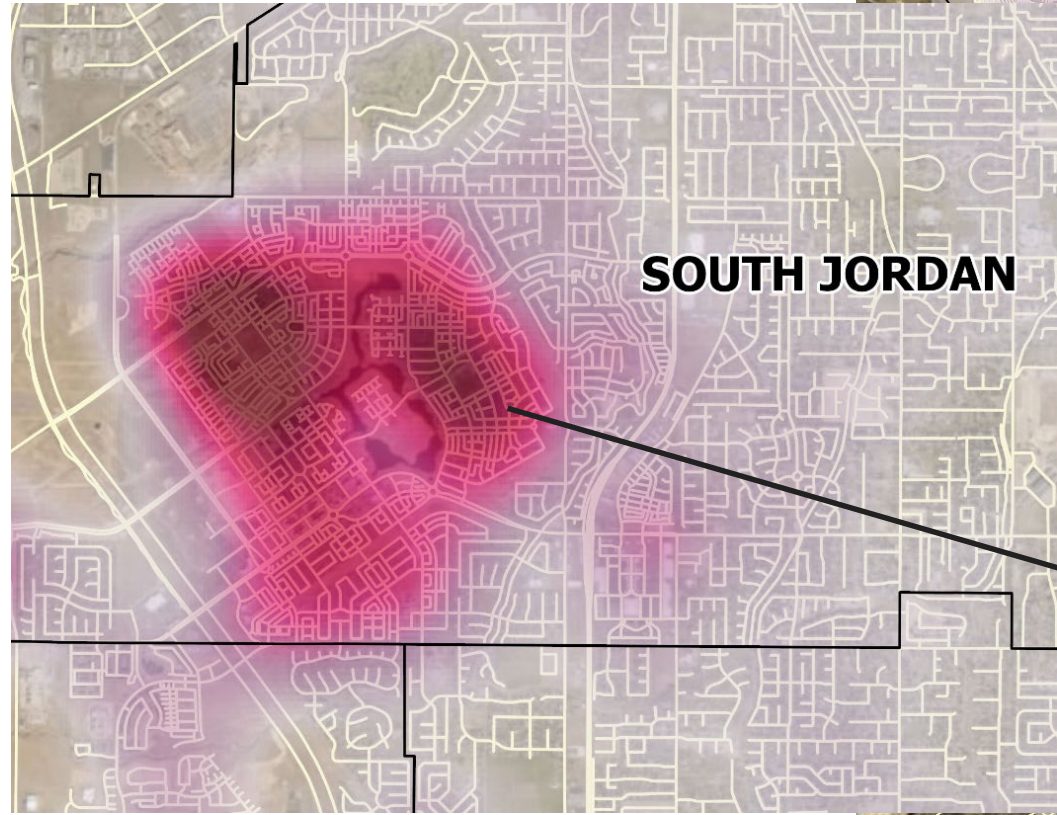
Where are people going from SW?

Commuter Trips





Street Connectivity



Street Connectivity (Intersection Density)

City	Intersection Density (per square mile) City Areas in Oquirrh View Only	Intersection Density (per square mile) per Entire City
South Jordan	195.84	108.03
Copperton	141.61	141.61
Kearns	129.59	129.59
Taylorsville	96.33	72.78
West Jordan	85.36	74.89
Magna	82.33	82.33
Riverton	74.02	59.86
Herriman	69.47	69.47
West Valley City	66.65	64.26
Bluffdale	19.62	30.66
Salt Lake City*	9.37	9.37

*Only used Oquirrh View Section (West SLC)

Intersection density was calculated by dividing the number of intersections by the area (square mile). All dead-end intersections were excluded (they provide no connectivity). Large undeveloped areas were removed from the calculations.

Street Connectivity

- High
- Low
- Roads
- Municipalities
- Oquirrh View



County Street Connectivity

Salt Lake County Street Connectivity

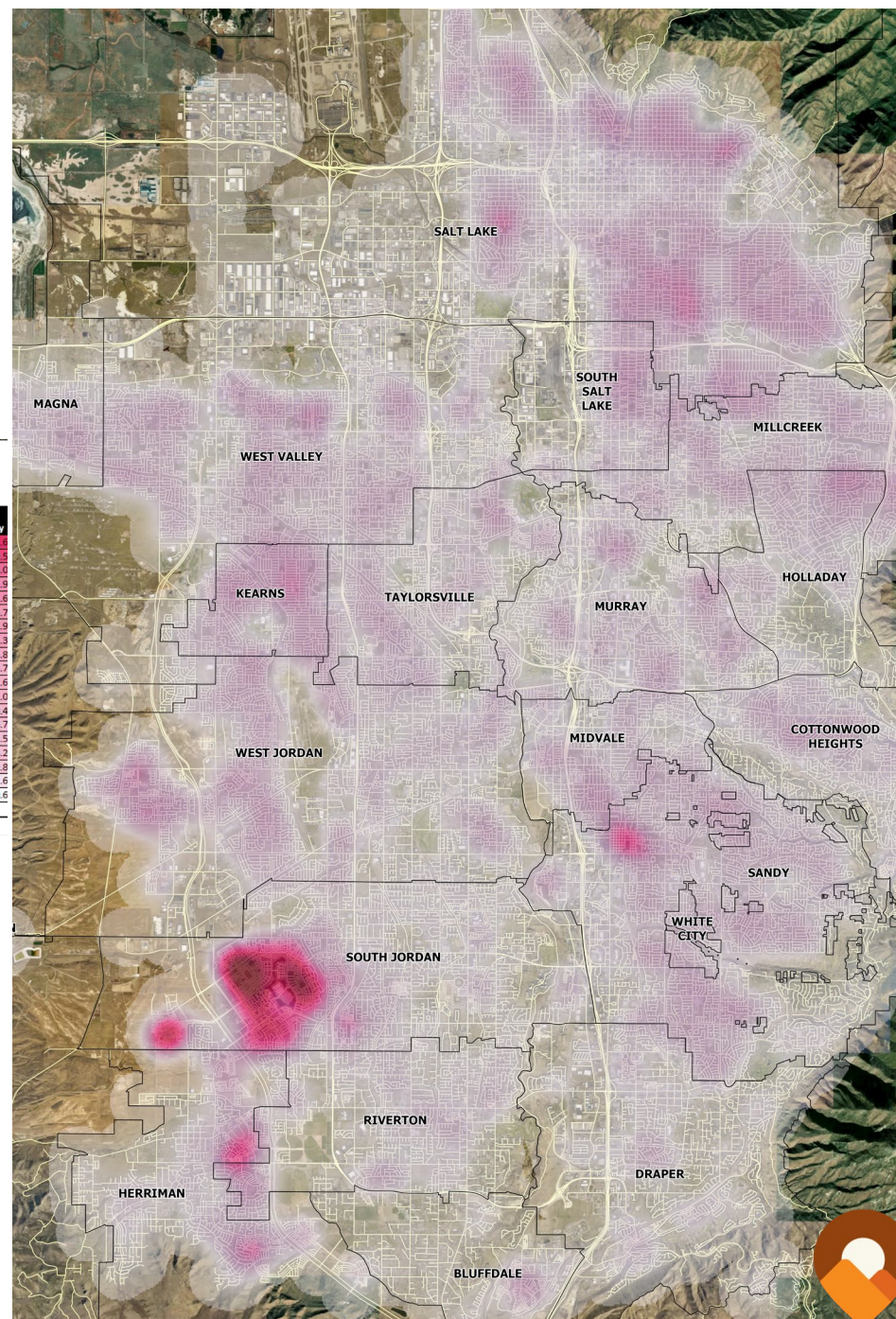
- Municipalities
- Roads
- Street Connectivity
- High
- Low

Intersection density was calculated by dividing the number of intersections by the area (square mile). All dead-end intersections were excluded (they provide no connectivity). Large undeveloped areas were removed from the calculations.

City	Area (sqmi)	Number of Intersections	Street Connectivity
Copperton	0.15	21	141.5
Kearns	4.63	600	129.5
South Jordan	18.63	2013	108.0
Midvale	5.07	466	91.9
Millcreek	11.15	1022	91.6
Sandy	20.88	1770	84.7
Salt Lake City	40.72	3376	82.9
Magna	4.63	381	82.3
West Jordan	23.41	1753	74.8
Taylorsville	10.84	789	72.7
South Salt Lake	6.16	447	72.6
Murray	11.58	823	71.0
Herriman	10.67	741	69.4
Holladay	8.06	538	66.7
Cottonwood Heights	7.98	523	65.5
West Valley	28.23	1814	64.2
Riverton	10.99	658	59.8
Draper	13.31	608	45.6
Bluffdale	7.40	227	30.6

Salt Lake City Neighborhood	Area (sqmi)	Number of Intersections	Street Connectivity
Avenues	1.26	233	185.17
Liberty Park	3.05	453	148.71
Yalecrest	1.14	160	140.88
Sugarhouse	4.98	629	126.36
Between Downtown & Uofu	0.73	84	115.47
Rose Park	2.09	233	111.73
Downtown	2.58	247	95.61
Poplar Grove	3.37	321	95.38
Foothill	2.34	201	85.80
Federal Heights	0.97	69	71.46
115 & Capitol Hill	5.08	315	62.00
University of Utah	1.85	73	39.46
West Salt Lake	11.31	358	31.67

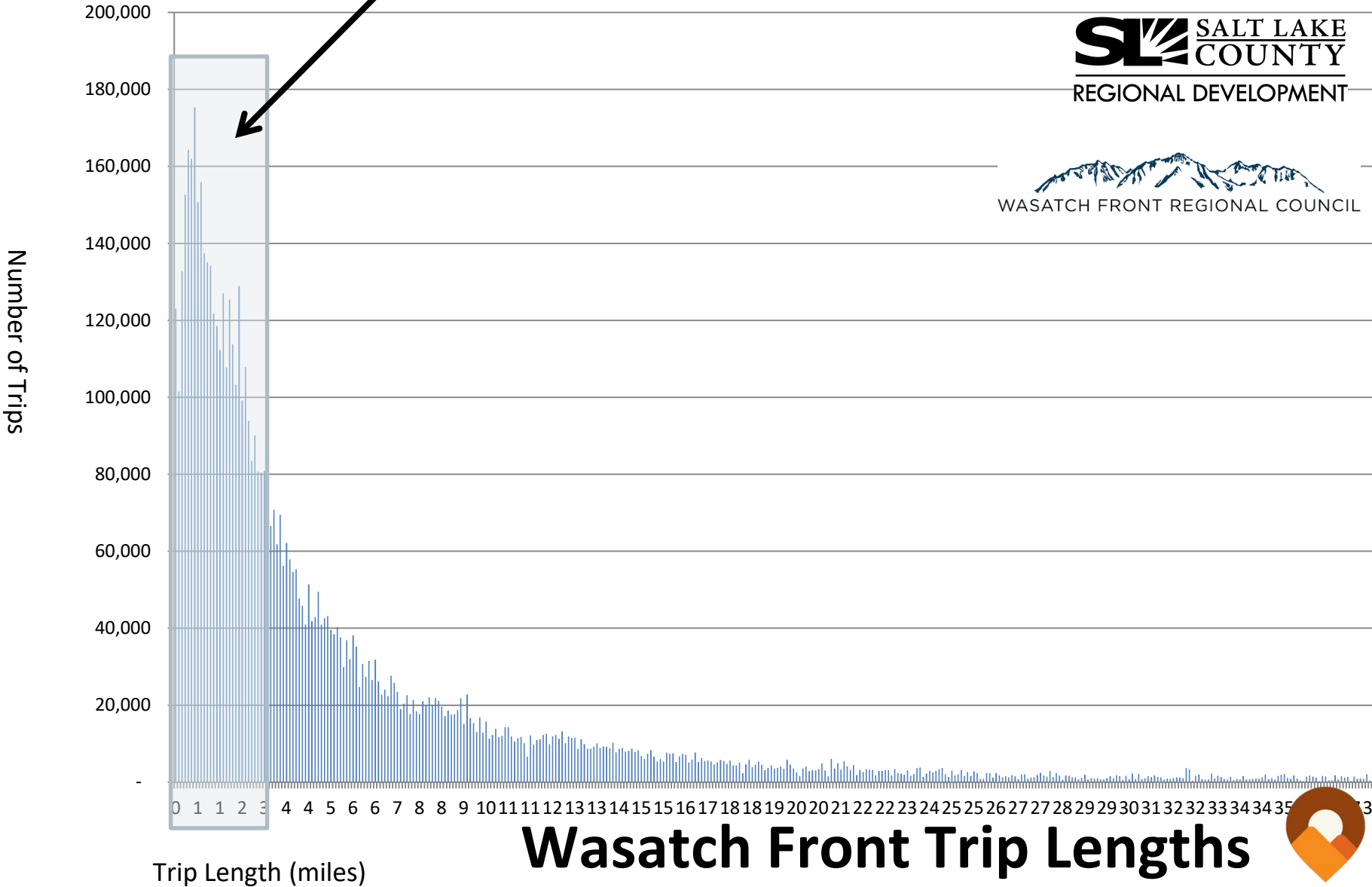
South Jordan Neighborhood	Area (sqmi)	Number of Intersections	Street Connectivity
Daybreak	1.06	372	350.94





Most Trips are Short

50% of all trips are 3 miles or less



Wasatch Front Trip Lengths

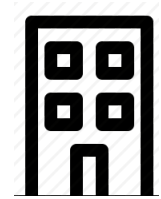




Housing vs Income 2000-2017



SF Real Estate Increase **OV 38%** (Co avg 52%)

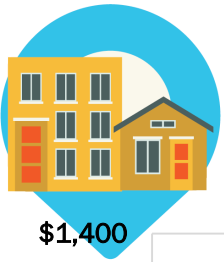


Rent Increases **OV 87%** (Co avg 68%)

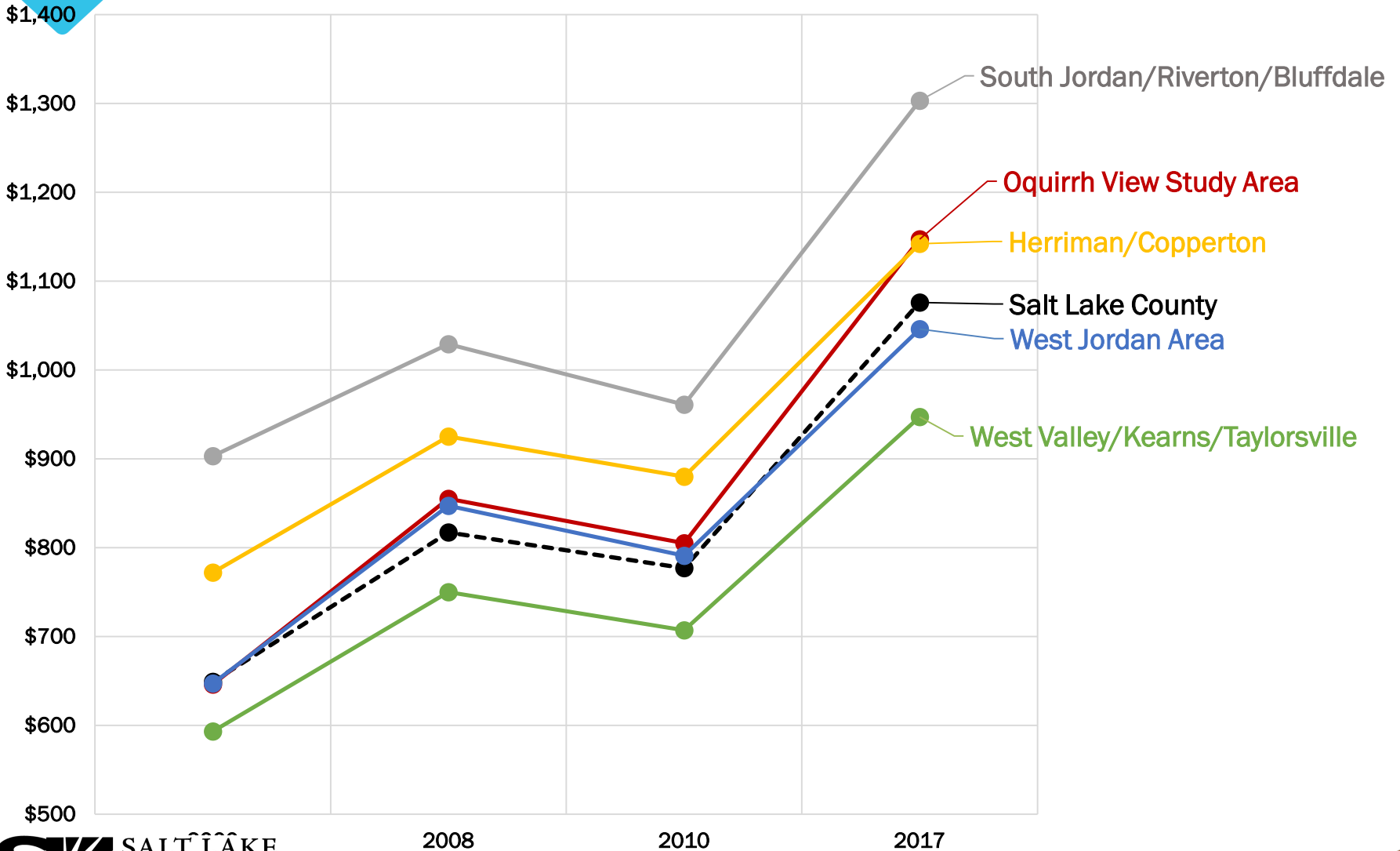


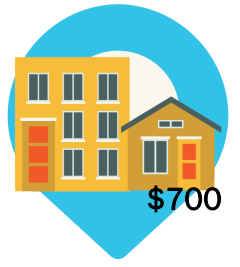
Household Income Increases **OV 39%** (Co avg 37%)



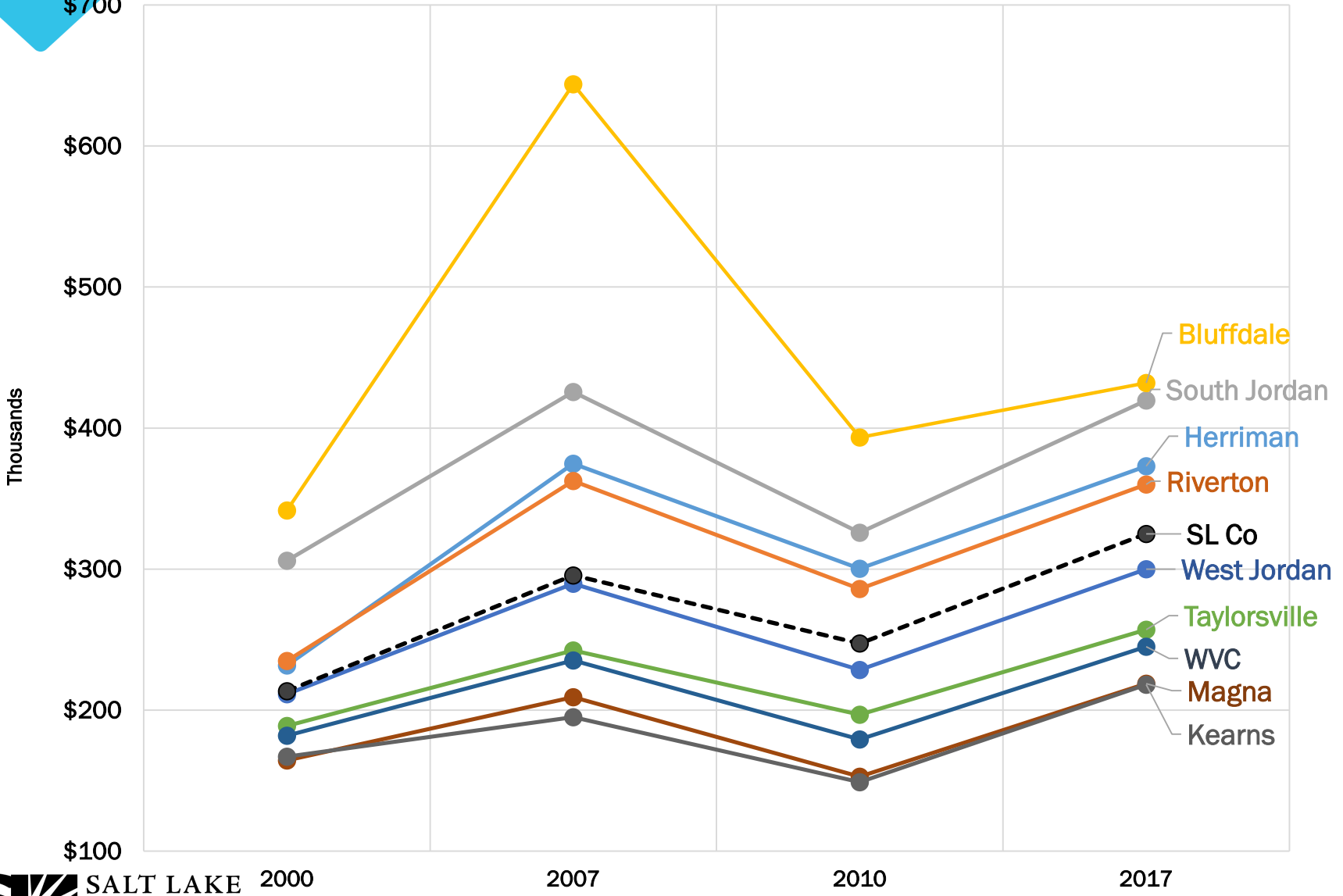


Apartment Avg. Asking Rent





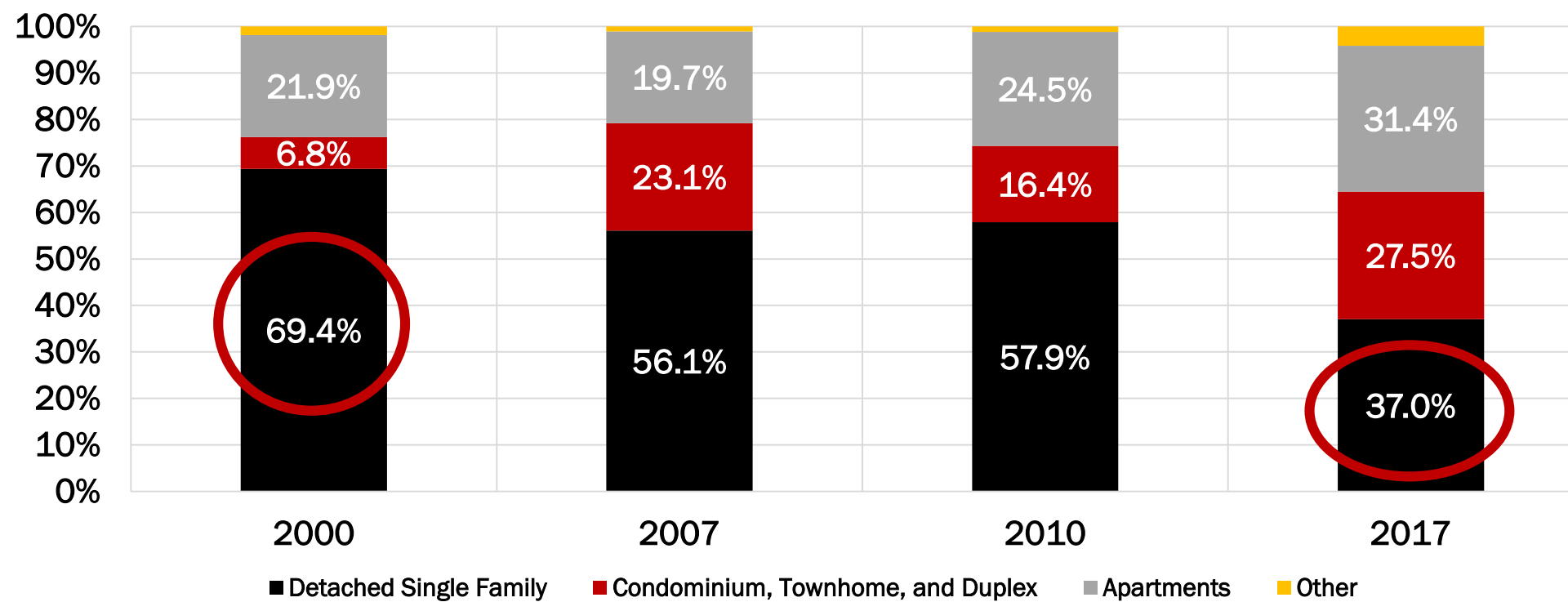
Median Sales Price (Single-Family) (\$2017)





Countywide change in new home types

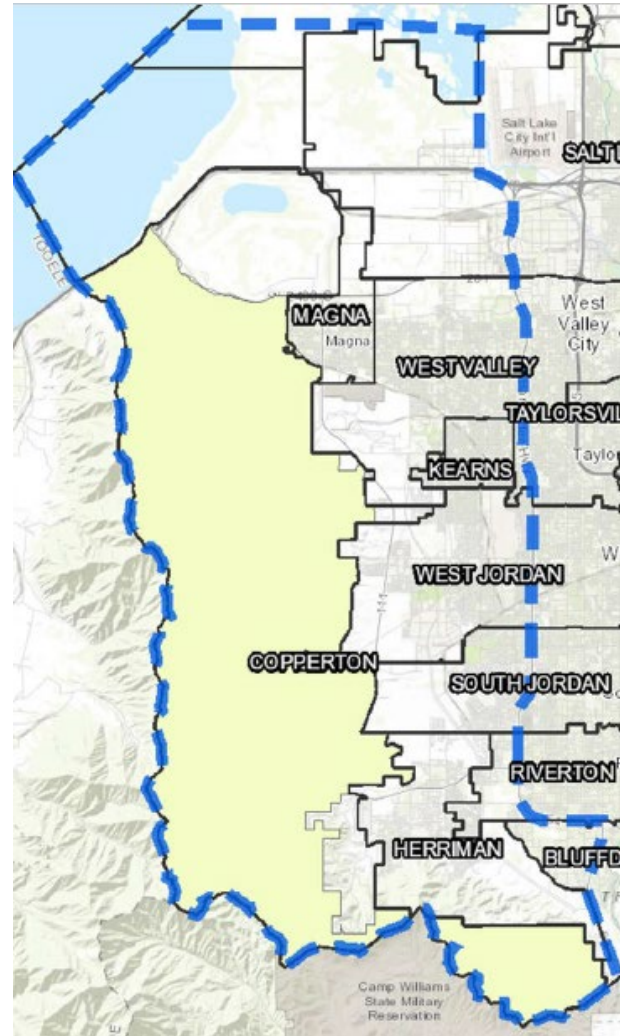
Salt Lake County: Share of Units by Type





Water

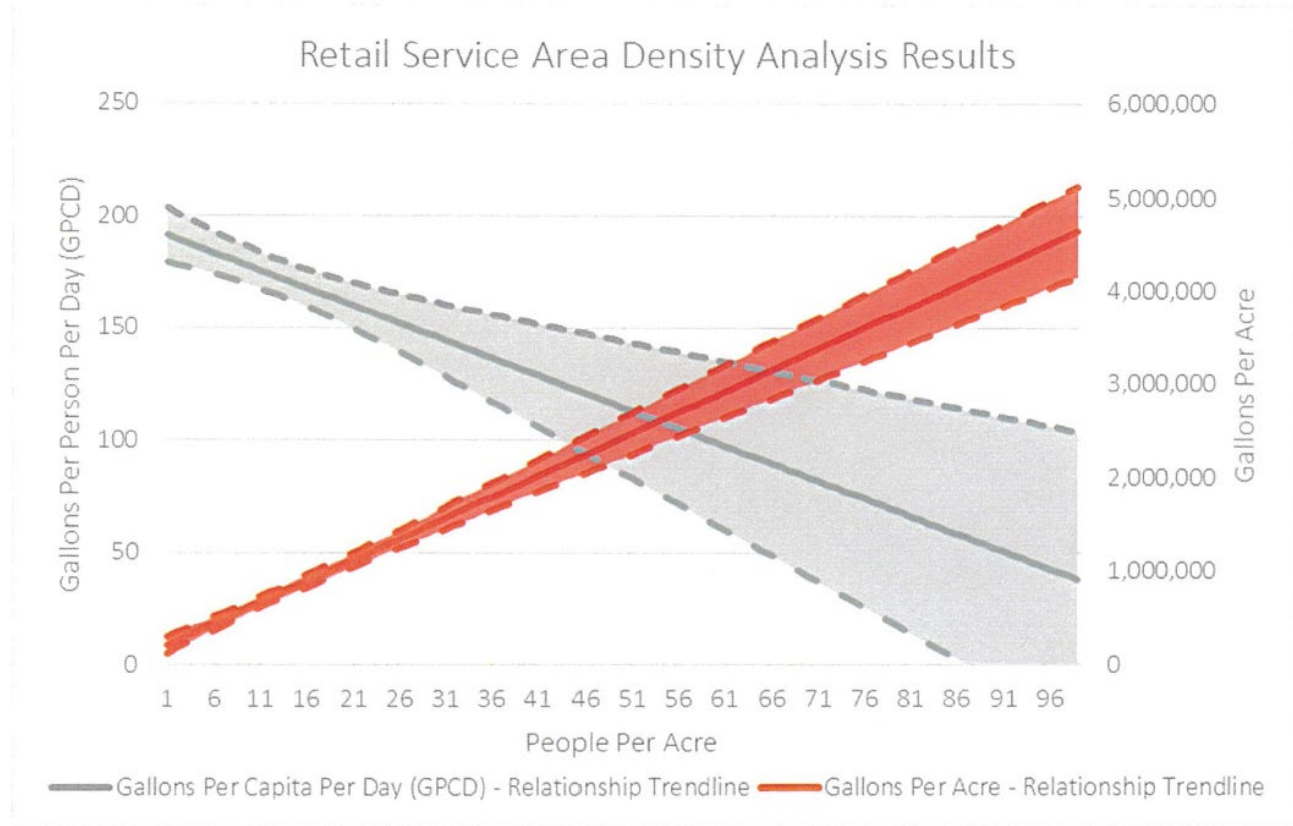
Water is available, but
future water will be
increasingly more
expensive





Water

As density goes up water usage goes down per capita, but increase per acre





Parks

- County Regional Parks

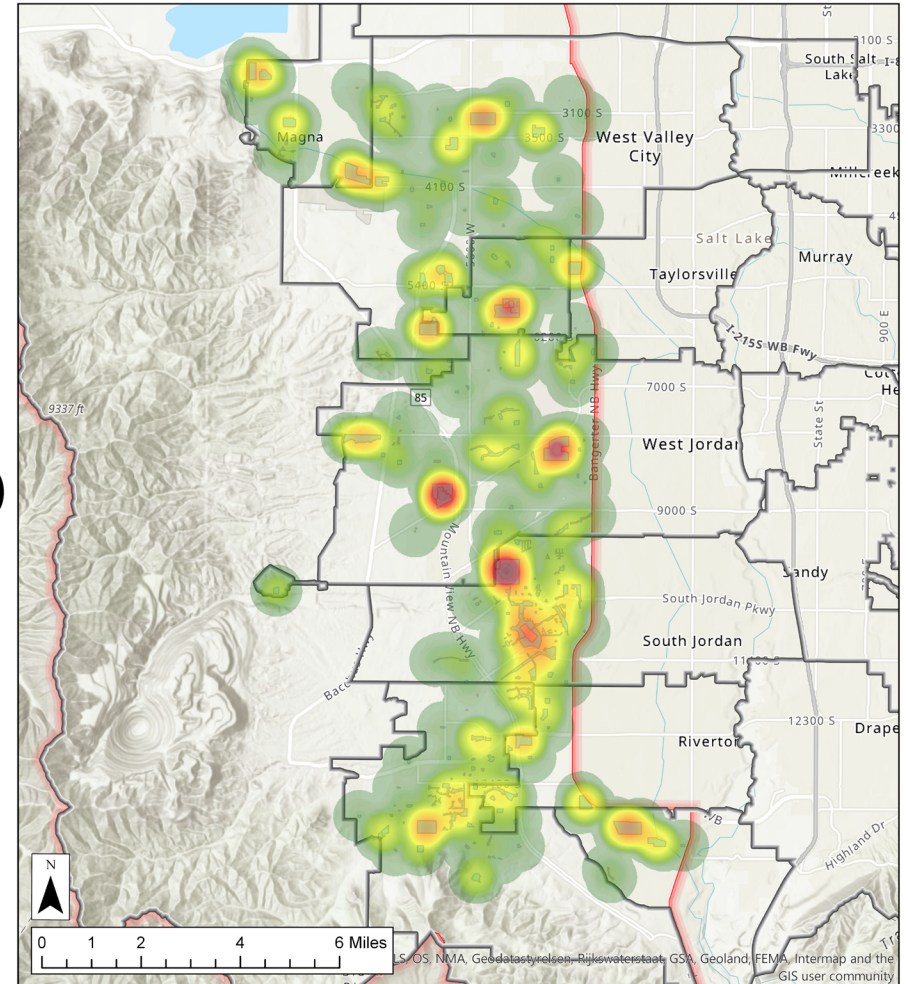
Goal 5 acres (per 1000 residents)

Currently OV 2.56

- Combined Parks

National AVG 10 acres (per 1,000 residents)

Currently OV 5.96

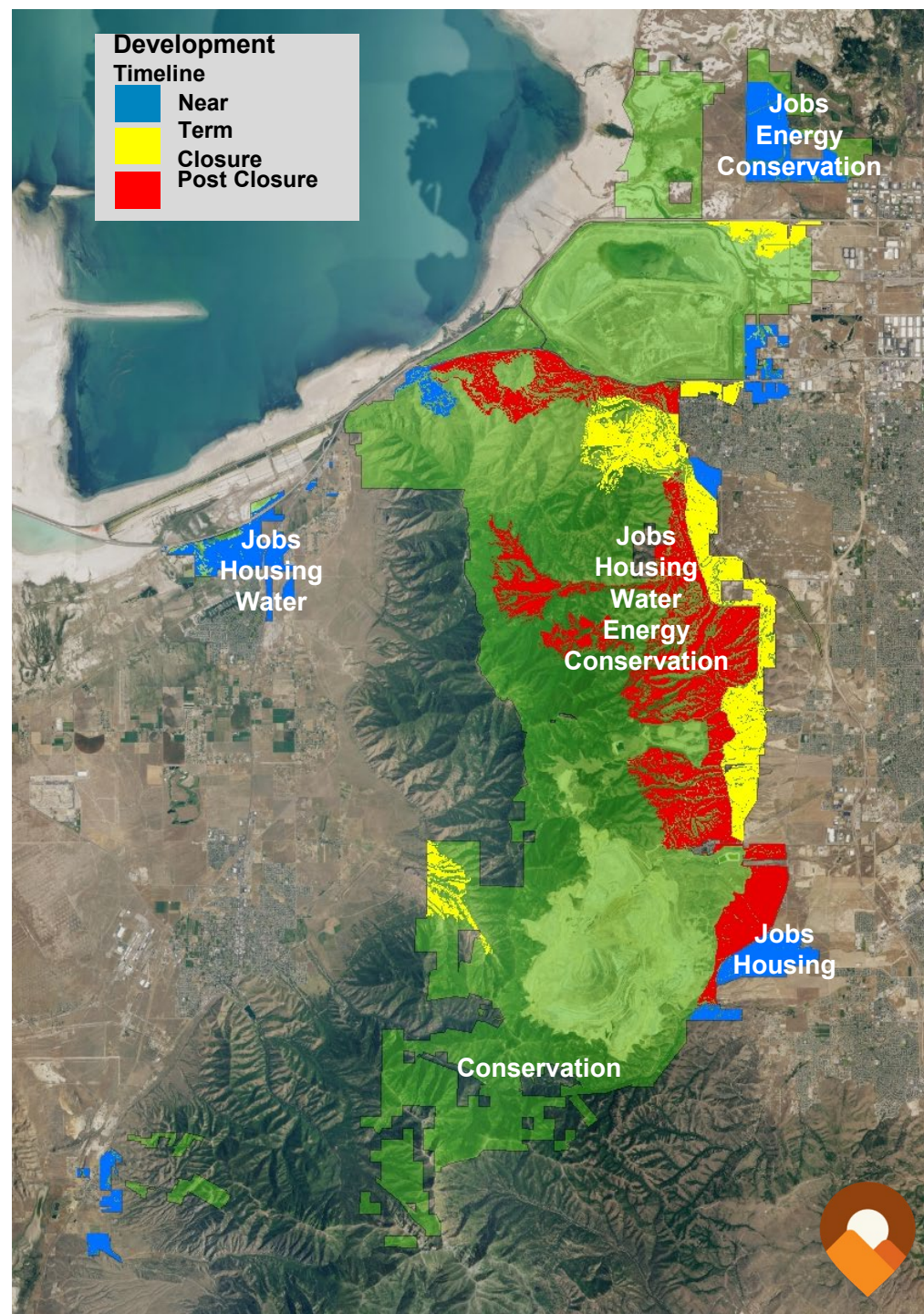


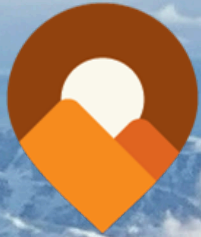
Park Concentration and Walkability





Rio Tinto





OQUIRRH VIEW

WEBSITE

OquirrhView.org

Oquirrh View: The Future of the West Bench

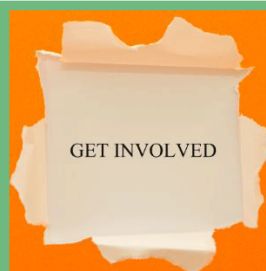
Growth is happening. How we plan for it matters.

Currently just over 1.2 million people call the Salt Lake Valley home. By 2065, Salt Lake County will add 600,000 more residents, more than half of whom will settle in what are now undeveloped areas west of Bangerter Highway.

Salt Lake County's Office of Regional Development is leading an effort to develop a broad vision and plan for the Valley's west bench for the next 20 to 50 years. Outcomes from this process will include a County General Plan, as required by state law, for unincorporated areas of Salt Lake County. Unincorporated areas are those areas of the county not located within a city or metro township.



The Planning Process



Get Involved - Participate!

← → ↻ 🔒 <https://slco.maps.arcgis.com/apps/MapSeries/index.html?appid=f2c2d57565464d4c9d4a6d78ee1bb1e9>

Oquirrh View Parks

Parks and Trails | **Distance from Parks** | East-West Trails Master Plan | Rose Canyon / Yellow Fork Canyon

Distance from a park influences the frequency of park usage. In this map buffers of 1/4 mile and 1/2 mile have been placed around each park. Populated areas that have no park within walking distance are marked with blue stripes.

Looking at a large scale, park land is not equally distributed among the greater population or between cities.

No Parks within Walking Distance

Within 1/4 Mile of a Park

Within 1/2 Mile of a Park

Existing Parks (City/County/HOA)

- City
- HOA
- County

Oquirrh View Project Boundary



Other Business

- a. Next meeting: June 5, 2019 at 9:00 a.m.



Adjourn

