

Regular Meeting of the
Board of Trustees of the Utah Transit Authority



Wednesday, August 12, 2020, 9:00 a.m.

Remote Electronic Meeting – No Anchor Location – Live-Stream at

https://www.youtube.com/results?search_query=utaride

NOTICE OF SPECIAL MEETING CIRCUMSTANCES DUE TO COVID-19 PANDEMIC:

In keeping with recommendations of Federal, State, and Local authorities to limit public gatherings in order to control the continuing spread of COVID-19, and in accordance with Utah Governor Gary Herbert’s Executive Order on March 18, 2020 suspending some requirements of the Utah Open and Public Meetings Act, the UTA Board of Trustees will make the following adjustments to our normal meeting procedures.

- All members of the Board of Trustees and meeting presenters will participate electronically via phone or video conference.
- **Public Comment** will not be taken during the meeting but may be submitted through the means listed below. Comments submitted before 4:00 p.m. on Tuesday, August 11th will be distributed to board members prior to the meeting:
 - online at <https://www.rideuta.com/Board-of-Trustees>
 - via email at boardoftrustees@rideuta.com
 - by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the board meeting.
- Meeting proceedings may be viewed remotely through YouTube live-streaming.
https://www.youtube.com/results?search_query=utaride

- | | |
|--|----------------------------------|
| 1. Call to Order & Opening Remarks | Chair Carlton Christensen |
| 2. Safety First Minute | Sheldon Shaw |
| 3. Consent <ul style="list-style-type: none">a. Approval of August 5, 2020 Board Meeting Minutesb. Complimentary Transit Passes for Utah Attorney General Staff Representing Utah Transit Authority | Chair Carlton Christensen |
| 4. Agency Report <ul style="list-style-type: none">a. August Change Day Update | Eddy Cumins |
| 5. Resolutions <ul style="list-style-type: none">a. R2020-08-03 Resolution Authorizing Execution of Addendum 3 to the Salt Lake City Transit Master Plan Interlocal Agreement for 2020-21 Frequent Transit Network Routes | Laura Hanson |
| 6. Discussion Items <ul style="list-style-type: none">a. Depot District Clean Fuels Technology Center Project Update | Mary DeLoretto,
David Osborn |

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

Live Streaming: https://www.youtube.com/results?search_query=utaride

7. Other Business

Chair Carlton Christensen

- a. Next meeting: August 26, 2020 at 9:00 a.m.

8. Adjourn

Chair Carlton Christensen

Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting calldredge@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

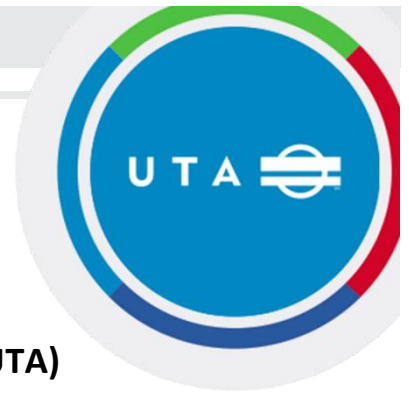


MEMORANDUM TO THE BOARD

TO: Utah Transit Authority Board of Trustees
FROM: Jana Ostler, Board Manager

BOARD MEETING DATE: August 12, 2020

SUBJECT:	Approval of August 5, 2020 Board Meeting Minutes
AGENDA ITEM TYPE:	Consent
RECOMMENDATION:	Approve the minutes of the August 5, 2020 Board of Trustees meeting
BACKGROUND:	A regular meeting of the UTA Board of Trustees was held electronically and broadcast live on YouTube on Wednesday, August 5, 2020 at 9:00 a.m. Minutes from the meeting document the actions of the Board and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the Utah Public Notice Website and video feed is available on You Tube at https://www.youtube.com/results?search_query=utaride
ATTACHMENTS:	1) 2020-08-05_BOT_Minutes_unapproved



**Minutes of the Meeting
of the
Board of Trustees of the Utah Transit Authority (UTA)
held remotely via phone or video conference
and broadcast live for the public via YouTube
August 5, 2020**

Board Members Participating:

Carlton Christensen, Chair
Beth Holbrook
Kent Millington

Also participating were members of UTA staff.

Call to Order and Opening Remarks. Chair Christensen welcomed attendees and called the meeting to order at 9:00 a.m.

Public Comment. It was noted that online comment received for the meeting was distributed to the board prior to the meeting and will be included as an appendix to the minutes of the meeting.

Safety First Minute. Sheldon Shaw, UTA Director of Safety & Security, provided a brief safety message.

Consent Agenda. The consent agenda was comprised of:

- a. Approval of July 22, 2020 Board Meeting Minutes

A motion to approve the consent agenda was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously.

Agency Report.

Utah Division of Emergency Management Grant. Carolyn Gonot, UTA Executive Director, began by stating the Utah Division of Emergency Management is awarding UTA a grant to purchase police radios.

Public Hearing on Fare Policy Changes. Ms. Gonot gave a reminder about the public comment period that is open regarding changes proposed to simplify UTA's fare structure which is scheduled to go into effect on November 1, 2020. She also informed the board of a virtual public hearing happening tomorrow, August 6th.

Discussion ensued. Questions on the police radio system were posed by the board and answered by Ms. Gonot and staff.

Ridership Report. Ms. Gonot then turned the time over to Eddy Cumins, UTA Chief Operating Officer for the ridership report. Mr. Cumins reported current ridership numbers, and the three recovery goals of UTA, which are ridership, financial stability, and customer confidence.

Discussion ensued. Questions on ridership behavior, feedback concerning mandatory masks, and cleaning schedule were posed by the board and answered by staff.

Financial Report – June 2020. Bob Biles, UTA Chief Finance Officer, reported that the budget is slightly under for the year. Pandemic precautions were taken early enough to reduce operating costs, and this helped overall. There has been a reduction in passenger revenue and sales tax collection. UTA's expenses for the year are showing favorable.

Discussion ensued. Questions about purchasing of parts were posed by the board and answered by staff.

Investment Report – Second Quarter. Mr. Biles reported on investments and benchmark returns. Investment returns for the second quarter of 2020 exceeded the benchmark return.

Discussion ensued. A question regarding CARES Act funding and investment opportunities was posed by the board and answered by staff.

Resolutions.

R2020-08-01 Resolution Giving Special Tribute, Due Honor, and Recognition to Chief Financial Officer and Treasurer/Secretary of the Authority, Robert K. Biles. Chair Christensen introduced the resolution, which was read by Trustee Holbrook. The Board Members gave remarks of thanks to Bob Biles who is retiring from the authority after eight years of exceptional service.

A motion to approve R2020-08-01 was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously with aye votes from Trustee Holbrook, Trustee Millington, and Chair Christensen.

Mr. Biles gave brief remarks.

R2020-08-02 Resolution Appointing Annette Royle as Officer and Secretary, and Bryan Steele as Officer and Treasurer of the Authority. Chair Christensen introduced the resolution to appoint Annette Royle as Officer and Secretary, and Bryan Steele as Officer and Treasurer of the Authority. The officer roles were previously held by Bob Biles who is retiring.

A motion to approve R2020-08-02 was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously with aye votes from Trustee Holbrook, Trustee Millington, and Chair Christensen.

Oath of Office

Oath of Office – Secretary of the Authority Annette Royle. Stephanie Withers, Executive Assistant to the Board, administered the oath of office to Ms. Royle.

Oath of Office – Treasurer of the Authority Bryan Steele. Stephanie Withers, Executive Assistant to the Board, administered the oath of office to Mr. Steele.

Contracts, Disbursement, and Grants.

Contract: 650 South Main Street TRAX Station Design (CRSA Architecture Planning Interiors). Mary DeLoretto, UTA Chief Service Development Officer, informed the Board that the contract for design work on the 650 South Main Street TRAX Station was ready to be executed.

Discussion ensued. Questions on CRSA were posed by the board and answered by staff.

A motion to approve the contract was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously.

Contract: Service Planning Software (Remix Software, Inc.). Ms. DeLoretto reported that this would be a three-year base contract that will facilitate UTA's service planning efforts, adding significant capability for performing quick and varied estimation tasks.

Discussion ensued. Questions on implementation timing were posed by the board and answered by Laura Hansen, UTA's Planning Director.

A motion to approve the contract with Remix Software, Inc. was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously.

Change Order: Advertising Contract Extension (Lamar Transit Advertising). Andrea Packer, UTA's Communication Director, reported that Lamar Transit Advertising had previously been procured for a seven year revenue contract to provide advertising services on UTA vehicles. The contract allowed for the exercise of three option years. Ms. Packer requested approval to extend the contract for one of the three option years with adjustments to the originally negotiated parameters. The COVID 19 pandemic has caused reductions in demand for advertising, necessitating the contract adjustments.

Discussion ensued. Questions on the annual revenue amounts and what the plan will be after a year were posed by the board and answered by staff.

A motion to approve the contract was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously.

Real Estate Contract: Property Acquisition Settlement Agreement – 212 East University Parkway, Orem Utah (Jefferies, Jefferies, and Naylor, L.C.). Ms. DeLoretto informed that this was a parcel that is part of the UVX BRT project. Ms. DeLoretto turned the time over to Paul Drake, UTA Director of Real Estate and TOD. Mr. Drake reported on the negotiations of the land parcel and gave information on the location. Staff believes this is a fair settlement and requests approval on the agreement.

Questions regarding the status of construction on the land were posed by the board and answered by staff.

A motion to approve the contract was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously.

Change Order: Grade Crossing Panel, Tub Replacement, Rehabilitation Phase 2 – On – Call Maintenance Task Order #119 (Stacy and Witbeck, Inc.). Mr. Cumins turned the time over to David Hancock, UTA Director of Asset Management, who reported that UTA needs to replace approximately five to seven grade crossings per year to maintain a state of good repair. Replacing these proposed crossings would be numbers five and six for this year. The life of a crossing is ten to fifteen years. If approved, work would be done August 14-16 of this year.

A motion to approve the contract was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously.

Other Business.

Next Meeting. The next meeting of the board will be on Wednesday, August 12, 2020 at 9:00 a.m.

Adjournment. The meeting was adjourned at 10:03 a.m. by motion.

Transcribed by Stephanie Withers
Executive Assistant to the Board
Utah Transit Authority
swithers@rideuta.com
801.287.2581

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/620153.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Appendix

**Online Public Comment
to the
Board of Trustees of the Utah Transit Authority (UTA)
Board Meeting**

Received August 4, 2020 from George Chapman:

Comments to Board at Aug.5 meeting/thank you Bob Biles

I really hate to see the loss at UTA of important institutional knowledge. Bob Biles took an organization that, in my opinion, was a day away from bankruptcy, and righted the finances.

I know that the daily bond rollovers were going out on a limb, and would have been disastrous if not for the low interest rates due to the recession. But moving away from those was a significant accomplishment and Bob should get the credit.

Decreasing the future significant interest and principal payment increases due also helped stabilize UTA.

I hope that UTA recognizes the danger that it was in by borrowing for rail expansion and does not try it again without confirming funding (In Accordance With last audit). Bob Biles deserves credit for leading UTA out of that financial danger.

Thank you Bob Biles.



MEMORANDUM TO THE BOARD

TO: Utah Transit Authority Board of Trustees
THROUGH: Carolyn Gonot, Executive Director
FROM: Robert Biles, Chief Finance Officer
PRESENTER(S): Carolyn Gonot, Executive Director

BOARD MEETING DATE: August 12, 2020

SUBJECT:	Complimentary Transit Passes for Utah Attorney General Staff Representing Utah Transit Authority
AGENDA ITEM TYPE:	Consent Agenda (Service and Fare Approval)
RECOMMENDATION:	Approve provision of complimentary passes for attorneys assigned to represent UTA from the Utah Attorney General’s Office for their term of assignment.
BACKGROUND:	There are four attorneys assigned to represent UTA from the Utah Attorney General’s Office (“AG Office”). Although the attorneys are not directly employed by UTA, they are co-located with UTA at UTA’s Frontline Headquarters in Salt Lake City. Currently, the assigned Attorneys do not receive a transit pass benefit through UTA.
DISCUSSION:	Staff recommends that the current attorneys, and all future assigned attorneys, while employed by the AG Office and representing UTA, receive a complimentary transit pass. The complimentary pass will allow assigned attorneys to commute on the UTA system free of charge. The pass will be in the form of an electronic fare card and will require the pass holder to tap on and tap off the UTA system when riding. The pass benefits will terminate at the time the respective attorney ceases to represent UTA.
ALTERNATIVES:	Not provide complimentary passes for AG Office attorneys assigned to UTA.
FISCAL IMPACT:	The value of the (4) complimentary passes is estimated to be \$9,500 annually and is based on the public premium monthly pass rate of \$198/month.
ATTACHMENTS:	None



MEMORANDUM TO THE BOARD

TO: Utah Transit Authority Board of Trustees
FROM: Carolyn Gonot, Executive Director
PRESENTER(S): Carolyn Gonot, Executive Director

BOARD MEETING DATE: August 12, 2020

SUBJECT:	Agency Report
AGENDA ITEM TYPE:	Report
RECOMMENDATION:	Informational report for discussion
DISCUSSION:	<p>Carolyn Gonot, UTA Executive Director will report on recent activities of the agency and other items of interest.</p> <ul style="list-style-type: none">- August Change Day Update



MEMORANDUM TO THE BOARD

TO: Utah Transit Authority Board of Trustees
THROUGH: Carolyn Gonot, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Laura Hanson, Director of Planning

BOARD MEETING DATE: August 12, 2020

SUBJECT:	R2020-08-03 – Resolution Authorizing Execution of Addendum 3 to the Salt Lake City Transit Master Plan Interlocal Agreement for 2020-21 Frequent Transit Network Routes
AGENDA ITEM TYPE:	Resolution
RECOMMENDATION:	Approve Resolution 2020-08-03 authorizing execution of Addendum 3 to the Salt Lake City Transit Master Plan Interlocal Agreement for 2020-21 Frequent transit Network Routes.
BACKGROUND:	<p>On March 6, 2019, UTA entered into an Interlocal Cooperation Agreement (ILA) with Salt Lake City Corporation to allow the parties to partner in delivering additional transit service to the City.</p> <p>On August 6, 2019, Addendum 2 to the ILA was approved by the UTA Board of Trustees, which allowed for the transfer of funding from the City to UTA for additional service on Routes 2, 9, and 21 for the term of August 2019 – July 2020. UTA began operating this additional service in August 2020, which resulted in a significant ridership increase, particularly on Route 9.</p>
DISCUSSION:	<p>It is the desire of both UTA and Salt Lake City to continue this collaboration and extend the city sponsorship of increased service. To this end, the Board is being asked to consider a resolution authorizing the Executive Director to execute Addendum 3 – Extending the Salt Lake City sponsorship of Routes 2, 9, and 21 for another year (August 2020 through July 2021), and using the most current cost per mile data reported to the National Transit Database.</p> <p>While the service on the three Salt Lake City sponsored routes has been reduced during the covid-19 pandemic, UTA is planning to restore the full service to these routes on the August 2020 Service Change Day.</p>
CONTRACT SUMMARY:	Contractor Name: Salt Lake City

	Contract Number: 19-03003	Existing Contract Value: \$4,308,021
	Base Contract Effective Dates: August 2019 – July 2020	Extended Contract Dates: August 2020 – July 2021
	Amendment Amount: \$4,565,380	New/Total Amount Contract Value: \$8,873,401
	Procurement Method: Not applicable	Funding Sources: Salt Lake City Sales Tax Revenue
ALTERNATIVES:	UTA could choose to not extend the service sponsored by Salt Lake City but would jeopardize an important relationship and the service levels on Routes 2, 9 and 21 would be reduced in proportion to the loss in revenue from the sponsorship.	
FISCAL IMPACT:	If Amendment 3 is approved, UTA would receive \$4,565,380 in additional revenue from Salt Lake City.	
ATTACHMENTS:	1) Resolution R2020-08-03 including attachments: <ul style="list-style-type: none"> • Salt Lake City Transit Master Plan ILA Addendum 3 	

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY
AUTHORIZING EXECUTION OF ADDENDUM 3 TO THE SALT LAKE CITY TRANSIT
MASTER PLAN INTERLOCAL AGREEMENT FOR 2020-21 FREQUENT TRANSIT
NETWORK ROUTES**

No. R2020-08-03

August 12, 2020

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities - Local Districts Act and the Utah Public Transit District Act (collectively the "Act"); and

WHEREAS, Salt Lake City Corporation (the "City") has adopted a Transit Master Plan (the "Plan") that includes a series of transit improvements, including the expansion of the Authority's current service level within the City, including higher frequencies and expanded service hours; and

WHEREAS, the Board of Trustees ("Board") of the Authority is charged with creating and pursuing funding opportunities for transit capital and service initiatives in consultation with other public entities; and

WHEREAS, the City is willing to provide the Authority with the funding necessary to effect the execution of a portion of the transit improvements set forth in the Plan; and

WHEREAS, the Authority and the City previously negotiated and approved a Transit Master Plan Implementation Interlocal Cooperation Agreement (the "ILA") (approved by UTA in resolution R2019-02-02) which set a framework pursuant to which the Authority and the City will plan, coordinate and fund the transit improvements called for under the Plan; and

WHEREAS, the Authority and the City have now negotiated a third funding addendum ("Addendum 3") which provides up to \$4,565,380 in additional funding allowing for UTA to provide enhanced frequent transit network service, starting in August of 2020.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves Addendum 3 to the Interlocal Cooperation Agreement with Salt Lake City in substantially the same form as attached as Exhibit A.
2. That the Executive Director is authorized to execute Addendum 3 in substantially the same form as attached as Exhibit A.

3. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare Addendum 3.

4. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 12th day of August 2020.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved as to Form:



Legal Counsel

EXHIBIT A
(Addendum 3 of the Interlocal Cooperation Agreement)

**ADDENDUM NO. 3
TO SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY
TRANSIT MASTER PLAN INTERLOCAL AGREEMENT
(2020-21 FTN Routes)**

This Addendum No. 3 (“Addendum”) to that certain Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement (“ILA”) is made this ____ day of July, 2020, by and between Utah Transit Authority, a public transit district organized under the laws of the State of Utah (“UTA”), and Salt Lake City Corporation, a Utah municipal corporation (“City”). UTA and City are hereinafter collectively referred to as “Parties” and each may be referred to individually as “Party,” all as governed by the context in which such words are used.

RECITALS

A. On the 6th day of March, 2019, the Parties entered into the ILA, whereby the parties agreed to participate jointly in planning and funding for public transportation improvements in and around the City; and

B. Pursuant to the terms of the ILA, the Parties desire to specifically identify certain components of the Salt Lake City Transit Master Plan to be governed by this Addendum.

AGREEMENT

NOW, THEREFORE, the Parties hereby agree as follows:

1. Pursuant to Section 3 of the ILA, the City, in cooperation with UTA, identified the City-sponsored frequent transit network routes for the 2020-21 (“**FTN Routes**”) to be provided by UTA for a one-year period from the August 2020 change day until the next succeeding August change day.

2. The description of those 2020-21 FTN Routes is set forth in Attachment 1.

3. The description of the 2020-21 Baseline Services is set forth in Attachment 2.

4. The calculation of the Annual Service Mile Charge for the City-sponsored 2020-21 FTN Routes is set forth in in Attachment 3.

5. The final routing and implementation of the FTN Routes shall be determined in accordance with all applicable laws, regulations and policies regarding transit service planning (including, without limitation, Title VI of the Civil Rights Act) and operational considerations shall be addressed in consultation with the City.

6. Invoicing for implementation of the FTN Routes will be according to Section 7 of the ILA.

7. UTA will maintain the span of service on the FTN routes during the term of this Addendum. Due to the current COVID-19 pandemic, however, UTA may change the frequency of the FTN Routes as necessary based upon official guidance from the CDC, the State of Utah, the Salt Lake County Health Department, and/or Salt Lake City emergency proclamations, as well as significant changes in ridership. If the frequency of service of the FTN Routes is reduced below the levels set forth in Attachment 1, UTA shall provide written notice to the City of UTA’s intention to reduce the frequency of the FTN Routes. If the City agrees with such reductions in service, then UTA will reduce the monthly invoice amounts (as calculated under Section 7 of the

ILA) immediately in proportion to the reduction in services until full service, including frequency and span, of the FTN Routes is restored. The City and UTA shall agree in writing on the levels of service reductions and the amount of the discount of the monthly invoices prior to any reduction of frequency of the FTN Routes.

8. This Addendum may be executed in one or more counterparts, each of which shall be an original, with the same effect as if the signatures were upon the same instrument.

9. This Addendum is limited to the terms expressly provided herein and except as set forth herein, the ILA shall continue in full force and effect in accordance with its terms. If there is a conflict between this Addendum and the ILA, the terms of this Addendum shall prevail and control.

10. Any capitalized terms that are not specifically defined in this Addendum shall have the meanings set forth in the ILA.

11. This Addendum will become effective upon Salt Lake City Council's adoption of a resolution authorizing the Mayor or her designee to enter into this Addendum; and appropriation of funding to meet the City's financial obligations under this Addendum (the "Effective Date").

[THE BALANCE OF THIS PAGE IS INTENTIONALLY LEFT BLANK.]

IN WITNESS WHEREOF, the Parties have entered into this Addendum as of the Effective Date.

[Signature pages to Addendum No. 3 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

UTAH TRANSIT AUTHORITY

By _____
Its _____

By _____
Its _____

Approved as to Form

UTA Legal Counsel

[Signature pages to Addendum No. 3 to Salt Lake City Corporation and Utah Transit Authority Transit Master Plan Implementation Interlocal Agreement]

SALT LAKE CITY CORPORATION

By _____
Its _____

APPROVED AS TO FORM:
Salt Lake City Attorney's Office

By: _____

Senior City Attorney

Date: _____

ATTEST & COUNTERSIGN:
Salt Lake City Recorder's Office

By: _____

City Recorder

[Attach Salt Lake City Council Resolution Approving Addendum]

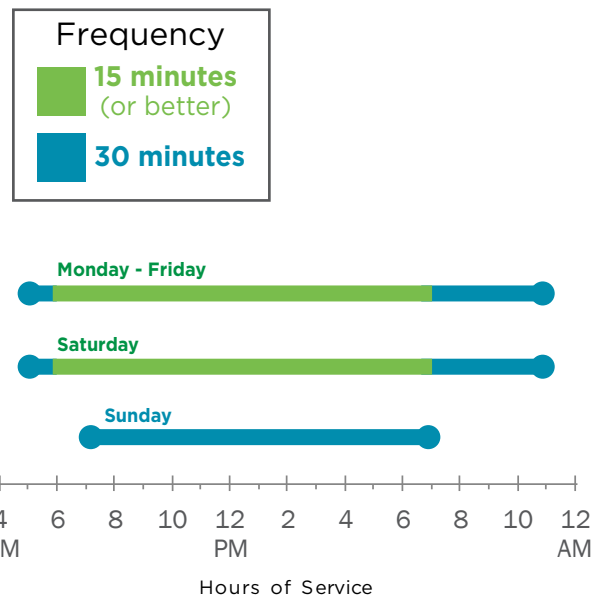
ATTACHMENT A
Description of the 2020-21 FTN Routes
For This Addendum No. 3

SALT LAKE CITY'S

Frequent Transit Network

The Transit Master Plan provides a vision for an expanded Frequent Transit Network (FTN); it is a long-term, 20-year vision that identifies the corridors where high-frequency service should be provided in Salt Lake City. Building off the existing grid network, the FTN is a set of designated transit corridors that offers frequent and reliable service connecting major destinations and neighborhood centers seven days a week throughout the day and evening. The lines on the FTN map (following page) do not represent individual routes, but are corridors where frequent service would be provided by a combination of bus or rail technologies. Defining an FTN vision allows Salt Lake City to work closely with Utah Transit Authority (UTA) to set priorities for service provision now and in the future.

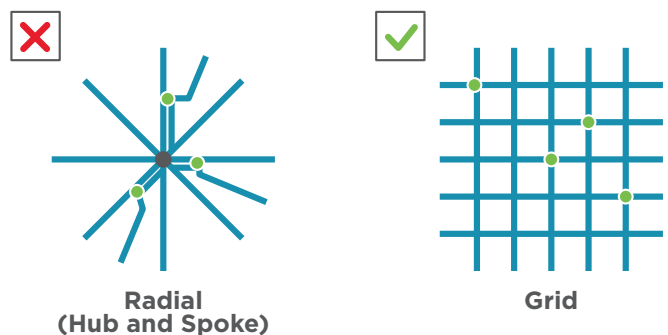
FTN Frequency and Span



Why a Grid Network?

Salt Lake City's existing, centralized hub model is effective for regional connections but is inefficient for some local trips. Currently, many of UTA's routes terminate at Central Station, which provides good connectivity to commuter rail service, but creates challenges for people who need to travel to other destinations throughout the city, necessitating multiple transfers and/or indirect trips. The FTN builds on Salt Lake City's strong street network grid.

Radial vs. Grid Network

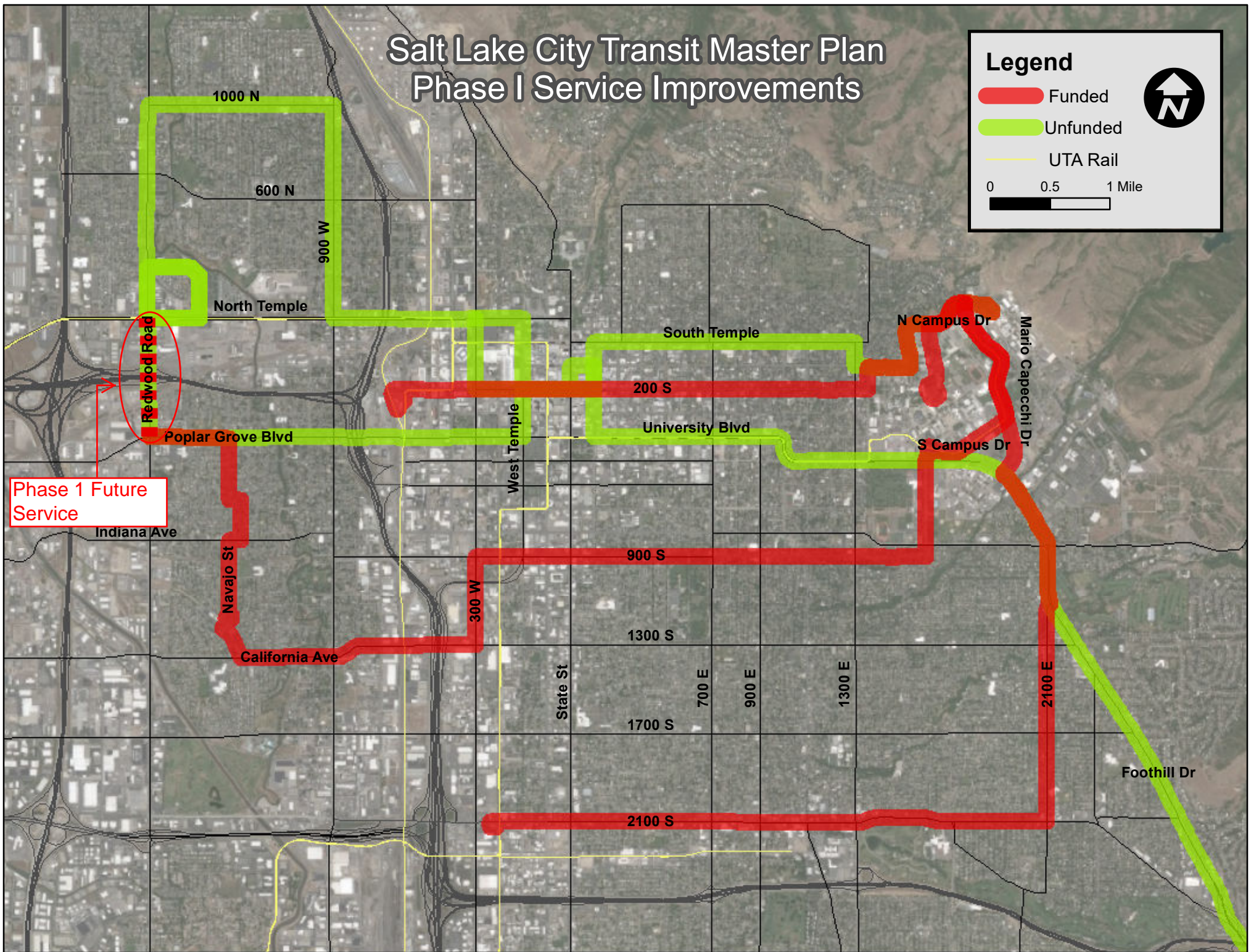
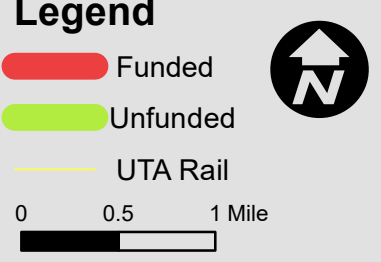


Salt Lake City Transit Master Plan Phase I Service Improvements

Legend

- Funded
- Unfunded
- UTA Rail

0 0.5 1 Mile



ATTACHMENT B
2020-21 Baseline Services
For This Addendum No. 3

2020 Sponsored Service Baseline Calculation

Assessment of Sponsored Routes





Route	Weekday	Saturday	Sunday	
2	yes	no	yes	City sponsorship of additional Saturday miles above April 2019 baseline
9	no	no	no	City sponsorship of all additional service above April 2019 baseline
21	yes	no	yes	City sponsorship of additional Saturday miles above April 2019 baseline

Saturday Miles

	April 2019	August 2019	Delta	*52 SAT
2	136.19	642.71	506.52	26,339.04
21	444.28	1,118.34	674.06	35,051.12
				61,390.16

2020 Comprehensive System Analysis

LEGEND

	Quantity	% of Total
 exceeds standards (under served)	16	14%
 meets standards	86	75%
 partially meets standards	9	8%
 does not meet standards (over served)	3	3%

All-Day Service

Route	Current Tier	People-Based TPI	WKD Pass/Hr	SAT Pass/Hr	SUN Pass/Hr
2	1	689	34.8	16.2	15.4
3	2	447	30.9	11	
4	2	325	16.1	11	8.6
6	2	598	19.3	11.7	9.1
9	1	346	12	6.9	7.5
11	3	472	16.9		
17	3	303	16.7		
21	1	307	29.4	13.3	15.8
33	1	136	25.9	29.2	26.3
35M	1	89	19.2	20.5	
35	2	172	22.1	19.9	23.2
39	1	209	28.2	24	20.7
41	1	225	22.1	17.1	16.9
45	1	148	21.6	22.3	16.8
47	1	206	22.1	17.7	15.6
54	1	175	22	25.3	23.3
62	3	124	13.8	10.1	
72	3	148	24.6	17	
F94	3	117	16.4	10.4	
200	1	383	30	22.9	24.1
201	3	168	23	16.6	
205	1	406	26.9	25.2	22.6
209	1	319	26.1	25.6	23.5
213	2	263	20.6	9.8	
217	1	227	26.2	25.9	23.7

218	2	92	20.9	15.7	
220	1	295	18.4	13.9	12.7
223	3	199	10.3		
227	3	133	12.1		
232	3	168	12.4		
240	2	208	16.6	14.8	15
248	3	206	11.8		
F400	3	45	7.2		
F402	3	63	6.6		
F453	3	8	7.3		
455	3	144	12.7		
470	2	136	16.7	14.1	12.2
F504	3	65	8	6.3	
509	2	128	20.6	10.6	
F514	3	57	11.3	6.2	
F518	3	48	8.3		
519	2	239	14.2	16.2	12.5
520	3	244	14.3		
525	2	159	30.8	14.7	
F546	3	67	4.8		
F547	3	52	7		
F556	3	126	10.4	7.3	
F570	3	119	8.3		
F578	3	136	9.3	9.3	
F590	3	92	12.6		
601	2	203	11	13.9	
603	1	239	29.5	21.4	18.9
604	2	70	13.4	9.7	
F605	3	87	5.8		
612	1	145	18.1	14.1	16
613	3	70	13.3		
F618	3	64	11	4.7	
F620	3	48	6.4		
625	2	147	12.4	7.8	
626	2	51	13.8	10	
627	2	106	13.8	8.1	
628	2	73	20.1	19.6	
630	3	48	12.4	13.1	
F638	3	79	9.1		
640	2	114	11.8	6.8	
645	2	214	11.4	8	
667	2	30	28.4	52.8	
701	1	372	136.7	162.3	75.7
703	1	356	162.3	172.8	63.4
704	1	463	142.2	127	68.1
720	1	860	56.6	65.8	46.4
750	2	1341	163.5	109.8	
821	3	69	16.1	13.6	
830X	1	581	60.2	51.8	
831	2	373	25	13	
833	3	72	12.2	10.5	
834	3	188	18.6	12.5	
841	2	185	80.6	22.8	
850	1	157	19.1	19.3	10
862	2	155	24.7	10	
864	3	13	13.5		
871	3	18	7.6	6.6	7.6

ATTACHMENT C
Funding for 2020-21 Transit Service
For This Addendum No. 3

General Information

Urbanized Area Statistics - 2010 Census

Salt Lake City-West Valley City, UT
 278 Square Miles
 1,021,243 Population
 42 Pop. Rank out of 498 UZAs
Other UZAs Served
 77 Ogden-Layton, UT, 82 Provo-Orem, UT, 0 Utah Non-UZA

Service Consumption

358,146,681 Annual Passenger Miles (PMT)
 44,176,331 Annual Unlinked Trips (UPT)
 151,901 Average Weekday Unlinked Trips
 75,207 Average Saturday Unlinked Trips
 29,911 Average Sunday Unlinked Trips

Database Information

NTDID: 80001
 Reporter Type: Full Reporter

Service Area Statistics

737 Square Miles
 1,883,504 Population

Service Supplied

39,149,927 Annual Vehicle Revenue Miles (VRM)
 2,160,581 Annual Vehicle Revenue Hours (VRH)
 1,113 Vehicles Operated in Maximum Service (VOMS)
 1,388 Vehicles Available for Maximum Service (VAMS)

Modal Characteristics

Modal Overview	Vehicles Operated in Maximum Service		Uses of Capital Funds					Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other		
	Commuter Bus	43	-	\$0	\$14,777	\$13,468	\$19,269	
Commuter Rail	50	-	\$0	\$9,023,656	\$84,673	\$99,256	\$9,207,585	
Demand Response	67	45	\$3,534,540	\$37,536	\$68,374	\$49,876	\$3,690,326	
Light Rail	92	-	\$0	\$12,002,130	\$626,659	\$163,734	\$12,792,523	
Bus	412	6	\$19,675,338	\$2,157,049	\$6,063,861	\$326,885	\$28,223,133	
Vanpool	398	-	\$1,149,248	\$85,204	\$30,099	\$113,214	\$1,377,765	
Total	1,062	51	\$24,359,126	\$23,320,352	\$6,887,134	\$772,234	\$55,338,846	

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Average Fleet Spare Vehicles Age in Years ^a	
											8.5%	12.6%
Commuter Bus	\$8,635,671	\$521,819	\$47,514	12,395,920	563,563	1,066,181	41,128	0.0	47	43	8.5%	12.6%
Commuter Rail	\$43,421,951	\$7,375,985	\$9,207,585	129,673,508	5,082,168	5,429,232	164,930	174.5	69	50	27.5%	17.2%
Demand Response	\$18,695,571	\$400,466	\$3,690,326	4,567,676	394,816	2,798,928	180,342	0.0	142	112	21.1%	4.3%
Light Rail	\$71,414,293	\$18,089,935	\$12,792,523	89,112,550	17,899,716	6,655,535	362,257	93.9	114	92	19.3%	11.3%
Bus	\$140,001,661	\$17,788,256	\$28,223,133	79,344,438	19,061,372	16,845,223	1,243,058	0.0	531	418	21.3%	7.9%
Vanpool	\$18,784,904	\$3,946,125	\$1,377,765	43,052,589	1,174,696	6,354,828	168,866	0.0	485	398	17.9%	5.4%
Total	\$300,954,051	\$48,122,586	\$55,338,846	358,146,681	44,176,331	39,149,927	2,160,581	268.4	1,388	1,113	19.8%	

Performance Measures

Mode	Service Efficiency		Service Effectiveness	
	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	Operating Expenses per Passenger Mile	Unlinked Trips per Vehicle Revenue Mile
Commuter Bus	\$8.10	\$209.97	\$0.70	0.5
Commuter Rail	\$8.00	\$263.28	\$0.33	0.9
Demand Response	\$6.68	\$103.67	\$4.09	0.1
Light Rail	\$10.73	\$197.14	\$0.80	2.7
Bus	\$8.31	\$112.63	\$1.76	1.1
Vanpool	\$2.96	\$111.24	\$0.44	0.2
Total	\$7.69	\$139.29	\$0.84	1.1



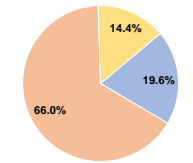
Notes:
^aDemand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated	\$84,206,427	19.6%
Local Funds	\$283,418,933	66.0%
State Funds	\$0	0.0%
Federal Assistance	\$61,759,422	14.4%
Total Operating Funds Expended	\$429,384,782	100.0%

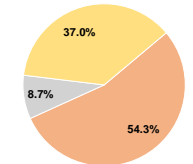
Operating Funding Sources



Sources of Capital Funds Expended

Fares and Directly Generated	\$0	0.0%
Local Funds	\$46,753,477	54.3%
State Funds	\$7,479,676	8.7%
Federal Assistance	\$31,806,236	37.0%
Total Capital Funds Expended	\$86,039,389	100.0%

Capital Funding Sources



Summary of Operating Expenses (OE)

Labor	\$210,617,778	70.0%
Materials and Supplies	\$49,475,245	16.4%
Purchased Transportation	\$4,725,168	1.6%
Other Operating Expenses	\$36,135,860	12.0%
Total Operating Expenses	\$300,954,051	100.0%
Reconciling OE Cash Expenditures	\$128,430,731	
Purchased Transportation (Reported Separately)	\$0	

**Utah Transit Authority
Operating Cost per Mile by Mode**

Sources:

2018 Federal Transit Administration's National Transit Database (NTD), *Agency Profile*, <https://www.transit.dot.gov/ntd/transit-agency-profiles>
 2018 Utah Transit Authority Comprehensive Annual Financial Report (CAFR), <http://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>

2018

	<u>2018 NTD</u>	<u>Less Fuel Costs</u>	<u>Add Capital</u>				<u>Annual Vehicle</u>	<u>Cost Per Vehicle</u>	
	<u>Operating</u>	<u>(Diesel, CNG</u>	<u>Maintenance</u>	<u>Debt Service</u>	<u>Depreciation</u>	<u>Total Costs</u>	<u>Revenue Miles</u>	<u>Revenue Mile</u>	
	<u>Expenses by</u>	<u>and Gasoline)</u>						<u>Without Fuel</u>	
	<u>Mode</u>							<u>excluding Vehicle</u>	
								<u>Depreciation</u>	
Bus Service	\$ 140,001,661	\$ (10,183,098)	\$ 5,973,050		\$ 17,144,993	\$ 152,936,606	16,845,223	\$ 8.06	Bus Service
Commuter Bus	\$ 8,635,671	\$ (635,588)	\$ 382,833			\$ 8,382,916	1,066,181	\$ 7.86	Commuter Bus
Commuter Rail	\$ 43,421,951	\$ (7,002,733)	\$ 1,287,135	\$ 45,500,194	\$ 28,412,725	\$ 111,619,272	5,429,232	\$ 15.33	Commuter Rail
Light Rail	\$ 71,414,293		\$ 11,146,472	\$ 45,500,194	\$ 28,412,725	\$ 156,473,684	6,655,535	\$ 19.24	Light Rail
Paratransit Service	\$ 18,695,571	\$ (1,367,502)	\$ 672,761		\$ 4,290,318	\$ 22,291,148	2,798,928	\$ 6.43	Paratransit Service
Other Service	\$ 18,784,904	\$ (963,770)	\$ 180,162		\$ 2,304,317	\$ 20,305,613	6,354,828	\$ 2.83	Other Service
NTD Totals	<u>\$ 300,954,051</u>	<u>\$ (20,152,691)</u>	<u>\$ 19,642,413</u>	<u>\$ 91,000,388</u>	<u>\$ 80,565,077</u>	<u>\$ 472,009,238</u>	<u>39,149,927</u>	<u>\$ 10.00</u>	
Fuel Costs						<u>\$ 20,152,691</u>			
NTD Plus Fuel						<u>\$ 492,161,929</u>			
CAFR plus \$38,654,.(capital maintenance)						<u>\$ 492,161,929</u>			
Difference						<u>\$ -</u>			

SPONSORED SERVICE PARATRANSIT COST - Addendum 3

41,128	Commuter Bus Vehicle Revenue Hours (2018 NTD)
362,257	Light Rail Vehicle Revenue Hours (2018 NTD)
1,243,058	Bus Vehicle Revenue Hours (2018 NTD)
1,646,443	Total Vehicle Revenue Hours for Bus, Commuter Bus, and LRT

180,342 Total Demand Response Vehicle Revenue Hours (2018 NTD)

11% Demand Response Percentage of Total Vehicle Revenue Hours for Bus, Commuter Bus, and Light Rail

Addendum 3

2020-2021 Sponsored Service: 200 South, 900 South, 2100 South

VARIABLE VALUES

\$ 8.06	Most recent NTD Cost per Revenue Mile, Bus Service (1)
2.2%	Annual escalator rate (2)
2	Number of Years since NTD report
20%	Administrative Discount (3)
511,664	Sponsored Revenue Miles: 200 South, 900 South and 2100 South
11%	Sponsored Paratransit Service rate (4)
\$ 2.00	Fuel Cost per Gallon (Service Year Budgeted Cost)
4.8	Fuel Efficiency, Miles per Gallon (adjust per vehicle type)
\$ 53,000	Sponsored Vehicle Lease Costs
10	Sponsored Vehicles

(1) NTD Cost per Revenue Mile has been adjusted to exclude fuel expense but does include approximately 2% for capital maintenance (e.g. engine replacement, etc).

(2) The annual escalator is a calculated average of the PCE CPI over a twenty year period.

(3) UTA will discount the administrative charges in proportion to the scale of the service increase in revenue miles.

(4) Paratransit Service rate is equal to the percentage of the most recent NTD reported total demand response vehicle revenue hours as compared to total vehicle revenue hours for Bus, Commuter Bus and Light Rail.

SPONSORED SERVICE COST

\$ 8.06	Most recent NTD Cost Per Mile - Bus Service
\$ 8.42	NTD rate Adjusted to Service Year Costs
\$ 6.73	Discounted NTD Adjusted to Service Year Costs
511,664	Sponsored Revenue Miles
\$ 3,444,857.20	Total Mileage Cost, Without Fuel, Annual
\$ 377,330.06	Add Paratransit Service
\$ 3,822,187.26	Total Annual Operating Costs without fuel
\$ 2.00	Fuel Cost per Gallon
4.8	Bus Miles per Gallon
511,664	Sponsored Revenue Miles
\$ 213,193.18	Total Fuel Cost
\$ 53,000.00	Per Vehicle Principal + 4% Interest Rate, Annual
10	Vehicles needed for sponsored service
\$ 530,000.00	Total Annual Vehicle Cost for Sponsored Service
\$ 4,565,380.45	TOTAL



MEMORANDUM TO THE BOARD

TO: Utah Transit Authority Board of Trustees
THROUGH: Carolyn Gonot, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Mary DeLoretto, Chief Service Development Officer
David Osborn, Project Manager

BOARD MEETING DATE: August 12, 2020

SUBJECT:	Depot District Clean Fuels Technology Center Project Update
AGENDA ITEM TYPE:	Discussion
RECOMMENDATION:	Informational item for discussion
BACKGROUND:	This Depot District Clean Fuels Technology Center project will replace the existing aging and undersized Central bus facility and will house up to 150 alternative and standard fuel buses with the ability to expand to 250 buses in the future. The project has been divided into several phases of construction. The current phase of activities includes construction of the wash building, west parking lot, and the addition of a diesel fueling system. The next phase of construction, which is scheduled to begin later this year, will include construction of the bus maintenance building, operations/administration building, and site improvements around the new building and in the bus parking area.
DISCUSSION:	Staff will present an update on the project construction to date and the remaining scope. Project schedule and budget updates will also be presented.
ALTERNATIVES:	N/A
FISCAL IMPACT:	N/A
ATTACHMENTS:	None