

# UTA Board of Trustees Meeting

August 14, 2024



# Call to Order and Opening Remarks



# Pledge of Allegiance



# Safety First Minute





# Public Comment

- Live comments are limited to 3 minutes per commenter
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make a comment
- Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website
- Any comments received through alternate means were distributed to the board for review in advance of the meeting



# Consent Agenda

- a. Approval of July 31, 2024, Board Meeting Minutes



# **Recommended Action**

## **(by acclamation)**

Motion to approve the consent agenda



# Reports

- a. Executive Director Report
  - Rail Apprenticeship Program Milestone
- b. Financial Report – June 2024
- c. Investment Report – Second Quarter
- d. Discretionary Grants Update



# Executive Director Report



# Rail Apprenticeship Program Milestone



# UTA Rail Apprenticeship Program



# Commuter Rail Newest Journeyists



Chevy Calhoun, Arnie McClung, Derek Jones, Eric Blair, Chad Drumm, Nathan Wilkinson, Jered Boatright, Clay Hintze, Kerry Klarr, Rick Reiser, Raymond Fodor, and William Guadron (not pictured)





# Commuter Rail Newest Journeyists



Steven Carroll, Michael Schneider, Jake Stanger, Christopher Johnson, Wayne Frisby, and Brett Pralle

Agenda Item 6.a.



# Financial Report – June 2024



# Monthly Operating Financial Report

## June 2024

August 14, 2024



Agenda Item 6.b.

# Utah Transit Authority

Board Dashboard: June 30, 2024

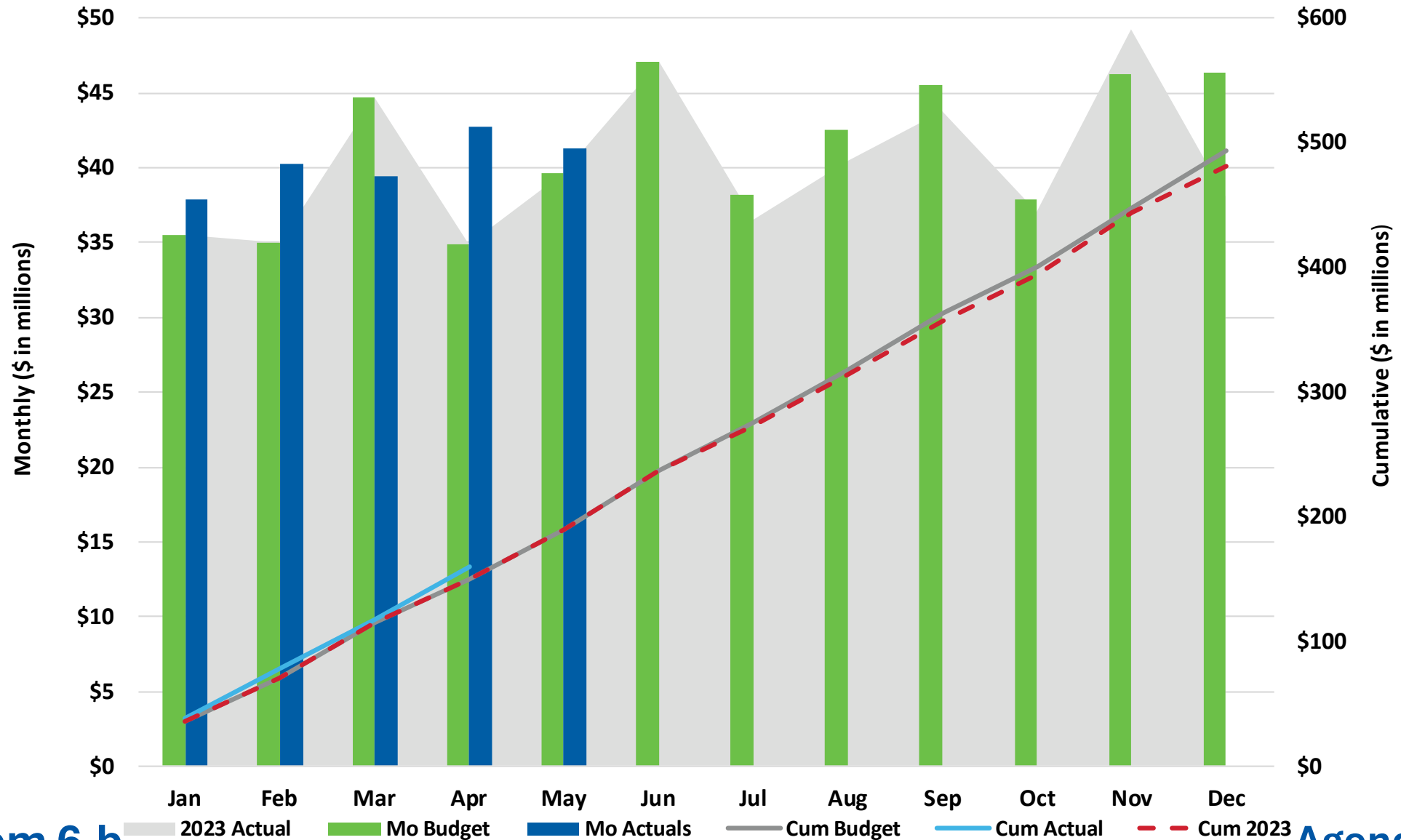
Financial Metrics	Jun Actual	Jun Budget	Fav / (Unfav)	%	YTD Actual	YTD Budget	Fav / (Unfav)	%
Sales Tax (May '24 mm \$)	\$ 41.3	\$ 39.6	\$ 1.65	<div></div> 4.2%	\$ 201.7	\$ 189.7	\$ 11.91	<div></div> 6.3%
Fare Revenue (mm)	\$ 3.2	\$ 3.2	\$ 0.00	<div></div> 0.0%	\$ 20.2	\$ 17.6	\$ 2.63	<div></div> 14.9%
Operating Exp (mm)	\$ 30.6	\$ 35.2	\$ 4.52	<div></div> 12.9%	\$ 204.3	\$ 211.6	\$ 7.31	<div></div> 3.5%
Subsidy Per Rider (SPR)	\$ 8.80	\$ 12.03	\$ 3.24	<div></div> 26.9%	\$ 9.26	\$ 10.78	\$ 1.52	<div></div> 14.1%
UTA Diesel Price (\$/gal)	\$ 2.58	\$ 4.03	\$ 1.45	<div></div> 35.9%	\$ 2.68	\$ 4.03	\$ 1.35	<div></div> 33.4%
Operating Metrics	Jun Actual	Jun-23	F / (UF)	%	YTD Actual	YTD 2023	F / (UF)	%
Ridership (mm)	3.12	2.71	0.4	<div></div> 15.0%	19.88	16.79	3.1	<div></div> 18.3%
Energy Cost by Type (Monthly Avg YTD)								
Agenda Item 6.b.	Diesel Bus (Cost per Mile)				\$ 0.50			
	Diesel CR (Cost per Mile)				\$ 4.23			
	Unleaded Gas (Cost per Mile)				\$ 0.32			
	CNG (Cost per Mile)				\$ 0.23			
	Bus Propulsion Power (Cost per Mile)				\$ 1.05			
	TRAX Propulsion Power (Cost per Mile)				\$ 0.78			

"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed in the table title.

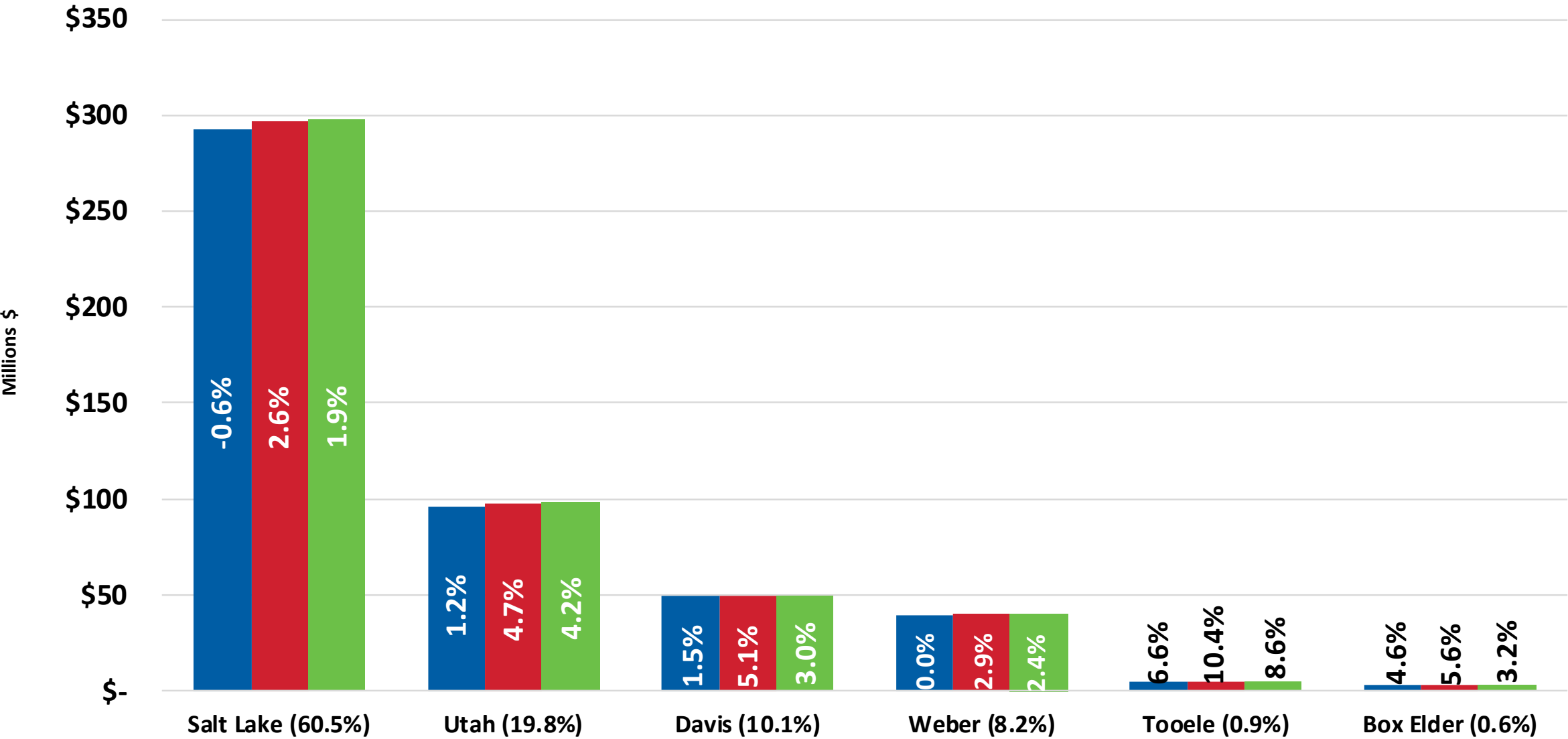
Agenda Item 6.b.

# 2024 Sales Tax

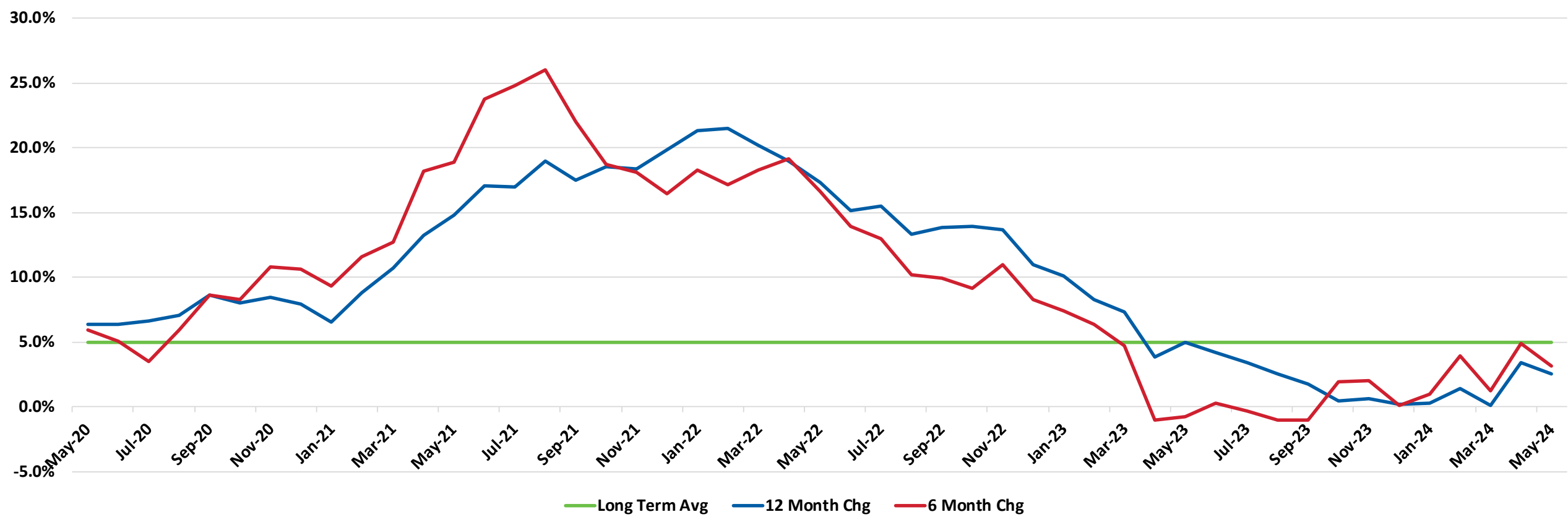
May YTD Variance \$11.9M Above Budget



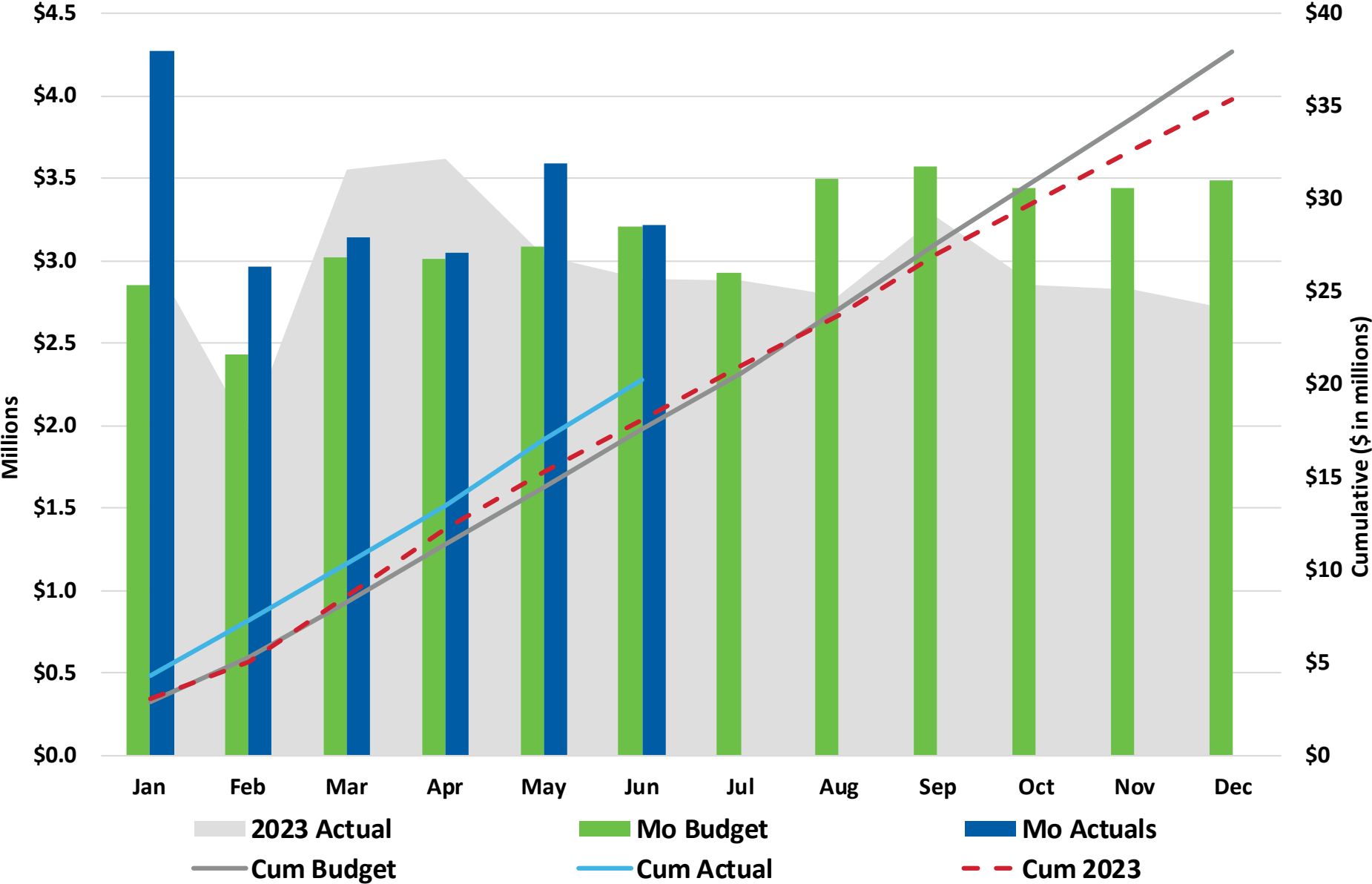
**Sales Tax Collections**  
**Percentage Change for 12 months ended May 31, 2024**



# UTA Sales Tax Growth 2020 - 2024



2024 Passenger Revenue  
June YTD \$2.6M / 14.9% > Budget





# FTE Report

## June 2024



### FTE Report

Jun-24

		Jun-24 Budget vs. Actual			Vacancy Rate		
Administrative FTE	Budget	Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Admin Depts	633.9	601.0	32.9	5.2%	3.8%	7.1%	8.8%
Operating Depts	384.0	376.5	7.5	2.0%	2.5%	2.5%	5.2%
<b>Subtotal</b>	<b>1,017.9</b>	<b>977.5</b>	<b>40.4</b>	<b>4.0%</b>	<b>3.3%</b>	<b>5.4%</b>	<b>7.4%</b>

Bargaining Unit FTE	Budget	Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Admin Depts	47.0	101.0	-54.0	-114.9%	-100.0%	-54.8%	-152.6%
Operating Modes							
Bus	1,078.0	1,110.5	-32.5	-3.0%	-1.4%	3.5%	12.3%
Light Rail	285.0	283.0	2.0	0.7%	-0.4%	-4.9%	7.0%
Commuter Rail	103.0	112.0	-9.0	-8.7%	-1.9%	3.9%	-3.9%
Riverside	157.0	150.5	6.5	4.1%	2.9%	4.7%	8.2%
Asset Mgt	186.0	167.0	19.0	10.2%	10.2%	11.4%	11.4%
<b>Subtotal</b>	<b>1,856.0</b>	<b>1,924.0</b>	<b>-68.0</b>	<b>-3.7%</b>	<b>-2.3%</b>	<b>1.8%</b>	<b>10.1%</b>

<b>Total FTE</b>	<b>2,873.9</b>	<b>2,901.5</b>	<b>-27.6</b>	<b>-1.0%</b>	<b>-0.3%</b>	<b>3.0%</b>	<b>9.2%</b>
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Agenda Item 6.b.

# June 2024 YTD Financial Results



## OPERATING FINANCIALS

June 2024 YTD

FISCAL YEAR 2024 Dollars In Millions	YEAR-TO-DATE RESULTS								
	Prior Year Actual	Current Year							
		Actual	Budget	Variance					
Revenue									
Sales Tax (June accrual)	\$	232.7	\$	252.3	\$	236.9	\$	15.4	6.5%
Fares		18.1		20.2		17.6		2.6	14.9%
Federal		0.3		0.0		40.0		(40.0)	-99.9%
Other *		25.8		51.4		11.2		40.2	358.7%
TOTAL REVENUE	\$	277.0	\$	324.0	\$	305.7	\$	18.3	6.0%
Expense									
Salary/Wages	\$	86.7	\$	94.7	\$	93.4	\$	(1.3)	-1.4%
Overtime		7.5		6.8		6.8		0.0	0.1%
Fringe Benefits		44.0		48.9		49.9		1.0	2.1%
Total Compensation	\$	138.3	\$	150.4	\$	150.1	\$	(0.3)	-0.2%
Services		19.0		18.6		22.5		4.0	17.6%
Parts		12.5		13.3		13.0		(0.4)	-2.9%
Fuel		15.1		13.1		17.8		4.7	26.4%
Utilities		4.6		3.8		3.7		(0.1)	-1.8%
Other		6.2		11.5		10.9		(0.6)	-5.6%
Capitalized Cost		(6.5)		(6.3)		(6.3)		0.1	-0.9%
TOTAL EXPENSE	\$	189.1	\$	204.3	\$	211.6	\$	7.3	3.5%
Debt Service		40.0		38.4		41.7		3.4	8.1%
Contrib. Capital/Reserves	\$	47.8	\$	81.3	\$	52.4	\$	29.0	55.3%

\*Does not include Sale of Assets (\$516.7K) or  
Non-Cash items

Favorable/(Unfavorable)

Agenda Item 6.b.

# Questions?



# Capital Program Update June 2024

August 14, 2024



Agenda Item 6.b.

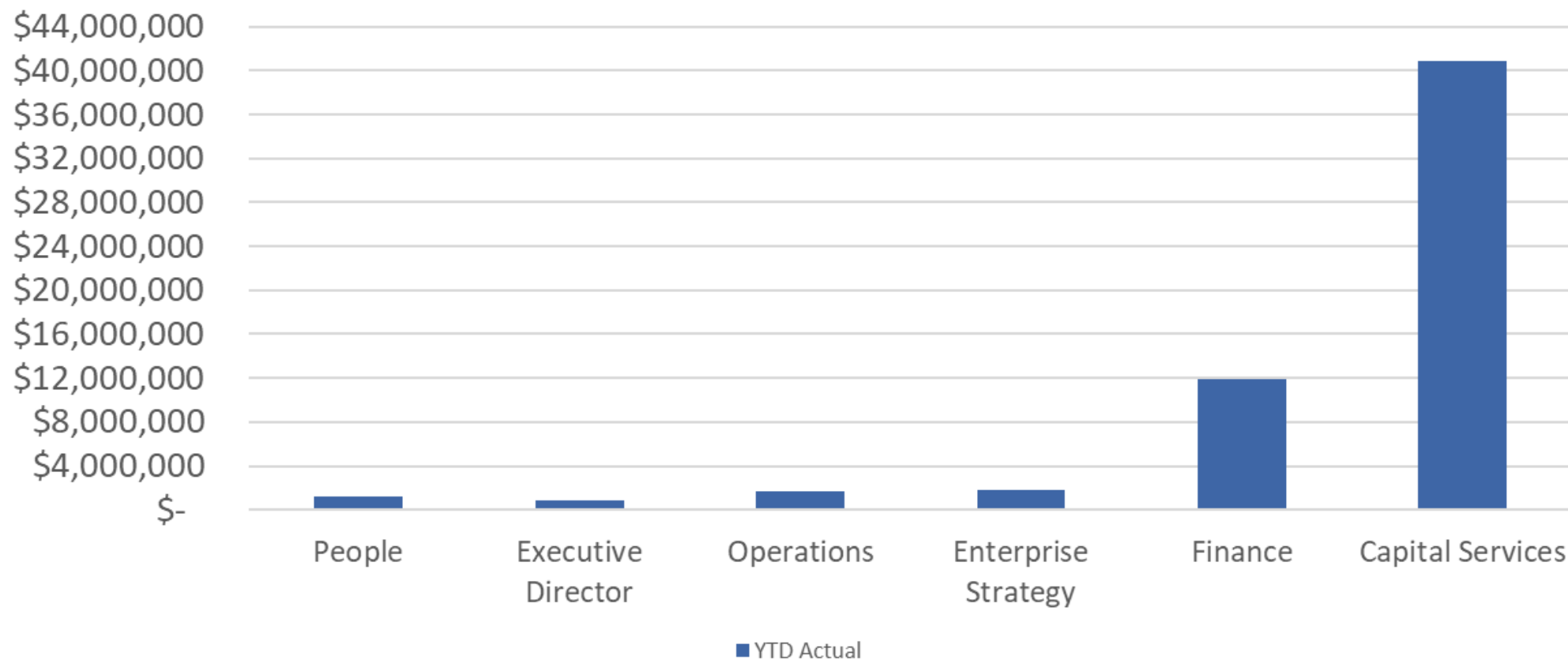
# Utah Transit Authority

## Capital Program: June 30, 2024

Chief Office	June Actual	June Budget	Variance	%	YTD Actual	YTD Budget	Variance	%
People	\$ -	\$ 50,000	\$ 50,000.00	100.0%	\$ 1,170,013	\$ 1,289,000	\$ 118,987	9.2%
Executive Director	262,009	270,000	7,991	3.0%	\$ 885,556	\$ 1,158,000	272,444	23.5%
Planning & Engagement	187,360	395,000	207,640	52.6%	\$ 1,687,071	\$ 2,052,000	364,929	17.8%
Operations	378,685	580,000	201,315	34.7%	\$ 1,845,930	\$ 2,427,000	581,070	23.9%
Enterprise Strategy	109,248	892,000	782,752	87.8%	\$ 1,705,797	\$ 2,618,000	912,203	34.8%
Finance	1,618,218	2,703,000	1,084,782	40.1%	\$ 11,854,524	\$ 16,154,000	4,299,476	26.6%
Capital Services	6,504,127	9,602,000	3,097,873	32.3%	\$ 40,899,890	\$ 51,931,000	11,031,110	21.2%
Total	\$ 9,059,647	\$14,492,000	\$ 5,432,353	37.5%	\$ 60,048,781	\$ 77,629,000	\$ 17,580,219	22.6%



## June YTD Capital Spend



# Questions



# Investment Report – Second Quarter





# Investment Report Second Quarter 2024

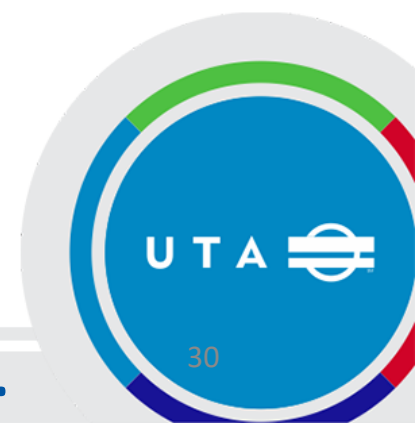
August 14, 2024



Agenda Item 6.c.

## Investments as of Second Quarter 2024

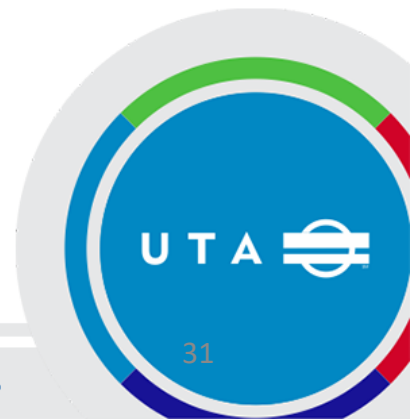
Institution	Amount	Yield
Chandler Asset Management	\$233,037,622	4.91%
PTIF	\$225,785,647	5.44%
Zions Bank	\$14,629,780	4.95%
Zions Corporate Trust	\$9,348,924	5.44%
Totals	\$482,801,973	5.17%



## Benchmark Comparisons Second Quarter 2024

Institution	April	May	June
PTIF/Zions Corporate Trust	5.45%	5.43%	5.44%
Chandler Asset Management	5.05%	4.87%	4.82%
Zions Bank	4.95%	4.95%	4.94%
Benchmark Returns*	5.33%	5.33%	5.33%

\* Benchmark return for quarter is Fed Funds rate.



# Questions?



# Discretionary Grants Update



# Agenda

- Grant Applications Not Selected
- Grant Applications Awaiting Selection
- Discretionary Grants/Appropriations Selected

## Acronyms

FHWA	Federal Highway Administration
UDOT	Utah Department of Transportation
TTIF	Transit Transportation Investment Fund
FTA	Federal Transit Administration
CMAQ	Congestion Mitigation Air Quality
CRP	Carbon Reduction Program
STBG	Surface Transportation Block Grant
TAC	Technical Advisory Committee
WFRC	Wasatch Front Regional Council
MAG	Mountainland Association of Governments



# Grants Update – August 2024

Grant Applications Not Selected	Request	Date Submitted
FY24 Bus and Bus Facilities – Mt. Ogden Ops & Admin Building	\$14.8M	4/25/2024
FTA Innovative Coordinated Access & Mobility – Temporary Trips Project	\$320K	2/13/2024
FY25 Community Project Funding – Technical Training Education Center	\$5M	2/29/2024
Total Not Selected	\$20.1M	



# Grants Update – August 2024

Grant Applications Awaiting Selection	Request	Date Submitted
SL STBG Techlink Corridor Conceptual Design and NEPA – TAC Proposed \$2M	\$2M	12/7/23
SL/OL CMAQ - Davis/SLC Community Connector – TAC Proposed \$3M (\$1M SL & \$2M O/L)	\$10M	12/7/23
FY25 Community Project Funding – Replacement LR Vehicles	\$5M	2/29/2024
Total Awaiting Selection	\$17M	





# Grants Update – August 2024

Discretionary Grants/Appropriations Selected	Federal Amount
FY23 5600 West Core Route - Community Project Funding	\$3.5M
FTA Small Starts – MidValley Connector (Allocated)	\$54.7M
FTA Low and No Emission Vehicles – 25 CNG Buses	\$17.1M
FY24 Electric Bus Charging Implementation - Community Project Funding	\$2M
FY20, 21, 22 & 23 Rideshare/Vanpool & UVX Operations	\$3.7M
FY22 & 23 CRP UVX 900 E Station	\$4M
FY19 Bus Bike Racks & FrontRunner Bike Car Installations	\$80K
FY19-21 STB/CMAQ OGX Capital	\$7.4M



# Grants Update – August 2024

Discretionary Grants/Appropriations Selected	Federal Amount
FY23 STBG – Point of the Mountain Environmental	\$2M
FY23 CRP OL– On Route Charging OGX	\$1.4M
FY23 STBG SL Transit Signal Priority Equipment for Buses	\$238K
FY23 CRP SL On-Route Electric Bus Infrastructure	\$580K
FY23 CRP SL Locomotive Overhaul	\$325K
FY23 CMAQ SL – 5600 West Core Route - Construction	\$2M
FY23 STBG OL Transit Signal Priority Equipment for Buses	\$79K



# Grants Update – August 2024

Discretionary Grants/Appropriations Selected	Federal Amount
FY23 CRP OL Locomotive Overhaul	\$1M
FY19 Intelligent Transportation System Signage & 3300/3500 S Bus Stops	\$4.1M
FY24 Low & No Emissions – Battery Electric Buses	\$18.1M
UDOT TTIF – Davis Salt Lake Community Connector	\$18M
UDOT TTIF - 5600 W	\$20.5M
Total	

**TOTAL of Selected/Appropriated**

**\$160.8M**



**Agenda Item 6.d.**

# Resolutions



# **R2024-08-01 - Resolution Adopting the Fare Rates and Types of Fare Media of the Agency**



## RESOLUTION R2024-08-01

- On April 12, 2023, the Board adopted resolution R2023-04-03 which authorized a fare structure and approved new or modified fare media. The Board desires to rescind this resolution and adopt R2024-08-01.
- Changes to the fare structure for August 2024 Change Day were proposed and brought to the Board on February 28, 2024.
- The Board previously approved the Title VI Fare and Service Equity Analysis for this fare change and service changes for August Change Day in Resolution R2024-05-05 on May 22, 2024.



## RESOLUTION R2024-08-01

The three significant changes to the new resolution include:

- Discontinuation of the FAREPAY 20% discount
- Addition of Fare Capping
  - Benefits and encourages passengers to ride frequently
  - Daily and weekly
- Updated qualifications for reduced fare
  - Previously 150%, updating to be 200%



# Recommended Action

(by roll call)

Motion to approve R2024-08-01 - Resolution Adopting the Fare Rates and Types of Fare Media of the Agency, as presented





# Contracts, Disbursements, and Grants



# **Contract: UTA Police Console Upgrade (L3Harris Technologies, Inc.)**

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## **Recommended Action (by acclamation)**

Motion to approve the contract with L3Harris Technologies, Inc.  
for UTA Police Console Upgrade, as presented



# **Contract: State of Good Repair Bus Stop Enhancements (Landmark Companies, Inc.)**

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## **Recommended Action (by acclamation)**

Motion to approve the contract with Landmark Companies, Inc.  
for State of Good Repair  
Bus Stop Enhancements, as presented



# **Contract: Bus Stop Flatwork Construction (Landmark Companies, Inc.)**

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## **Recommended Action (by acclamation)**

Motion to approve the contract with Landmark Companies, Inc.  
for Bus Stop Flatwork Construction, as presented



# **Contract: Master Pool Service Agreement for Supplemental Services Pilot (Western Trails, Charters and Tours, DBA Salt Lake Express)**

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## **Recommended Action (by acclamation)**

Motion to approve the contract with Western Trails, Charters and Tours,  
DBA Salt Lake Express for Master Pool Service Agreement  
for Supplemental Services Pilot, as presented



# **Contract: Master Pool Service Agreement for Supplemental Services Pilot (Innovative Transportation Solutions, DBA The Driver Provider)**

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## **Recommended Action (by acclamation)**

Motion to approve the contract with Innovative Transportation Solutions,  
DBA The Driver Provider for Master Pool Service Agreement  
for Supplemental Services Pilot, as presented



# **Change Order: Master Pool Service Agreement Service Order No. 1 for Supplemental Ski Service (Innovative Transportation Solutions, Inc., DBA The Driver Provider)**

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## **Recommended Action (by acclamation)**

Motion to approve, Service Order 1 for Supplemental Ski Service on the Master Pool Service Agreement with Innovative Transportation Solutions, Inc. DBA The Driver Provider, as presented



# **Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-036 - Garfield Rail Line Maintenance (Stacy and Witbeck, Inc.)**

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## **Recommended Action (by acclamation)**

Motion to approve task order number 24-036 to the On-Call Infrastructure Maintenance Contract with Stacy and Witbeck, Inc. for the Garfield Rail Line Maintenance, as presented





# **Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-025 - Parkway Ave Grade Crossing Replacement (Stacy and Whitbeck, Inc.)**

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## **Recommended Action (by acclamation)**

Motion to approve task order number 24-025 to the On-Call Infrastructure Maintenance Contract with Stacy and Witbeck, Inc.  
for the Parkway Ave Grade Crossing Replacement, as presented



# **Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-026 - 9400 South Grade Crossing Replacement (Stacy and Witbeck, Inc.)**

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## **Recommended Action (by acclamation)**

Motion to approve task order number 24-026 to the On-Call Infrastructure Maintenance Contract with Stacy and Witbeck, Inc.  
for the 9400 South Grade Crossing Replacement, as presented



# **Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-027 - 9000 South Grade Crossing Replacement (Stacy and Witbeck, Inc.)**

---

## **Recommended Action (by acclamation)**

Motion to approve task order number 24-027 to the On-Call Infrastructure Maintenance Contract with Stacy and Witbeck, Inc.  
for the 9000 South Grade Crossing Replacement, as presented



# **Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-046 - Union Interlocking Trackwork Installation (Stacy and Witbeck, Inc.)**

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## **Recommended Action (by acclamation)**

Motion to approve task order number 24-046 to the On-Call Infrastructure Maintenance Contract with Stacy and Witbeck, Inc. for Union Interlocking Trackwork Installation, as presented



# Disbursement: UTA v Pulsipher Settlement Approval

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## Recommended Action (by acclamation)

Motion to approve the Settlement Disbursement for UTA v Pulsipher, as presented



# Service and Fare Approvals



# **Complimentary Fare: Transit Passes for Utah Attorney General Staff Representing the Utah Transit Authority**

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## **Recommended Action (by acclamation)**

Motion to approve the Complimentary Transit Passes for Utah Attorney General Staff Representing the Utah Transit Authority, as presented



# Budget and Other Approvals





**TBA2024-08-01**  
**Technical Budget Adjustment**  
**2024 Capital Program**



# Summary of Budget Requests

- Request is to reallocate \$13.270 M in existing 2024 Capital Budget to other projects to aid in delivery:
  - 8 Projects will receive funds in increase budgets
  - 9 Projects will have funding levels reduced



# Rationale for Budget Increases

- FMA688- Lab Building Demo/Parking Lot- increase of \$250,000
  - Received pricing for project. There was a shortfall, and additional funding would hopefully allow us to complete this year.
- ICI213- eVoucher 2- increase of \$415,000
  - Additional funding needed to complete project this year.
- MSP208- Clearfield Trail- increase of \$50,000
  - Project was awarded earlier in year. Contract amount took most of budget. Adding for project contingency.
- MSP265- Program Management Support- increase of \$905,000
  - Provides funding needed to continue work thru end of year
    - Work includes program management work and UTA personnel salaries for general capital program support
  - Provides for additional 2 Contract Administrators thru end of year
    - Contract Administrators to be competitively procured
- MSP310- Bus Training Simulator- increase of \$150,000
  - Funds budget shortfall on project. Addition will allow for procurement of long lead items.



# Rationale for Budget Increases

- ICI230- Operations Systems- increase of \$2,000,000
  - One-time purchase for new working group licenses
  - Consolidates Operating and Maintenance Bargaining Unit employees to one timekeeping system
- MSP253- Mid-Valley BRT- increase of \$4,500,000
  - With Letter of No Prejudice from Federal Transit Administration relating to grant, work can accelerate beyond existing Notice to Proceed authorization.
  - Addition would allow planned work to be completed this year
- REV239- HB322 Future Rail Car Purchase Payment- increase of \$5,000,000
  - House Bill 322 (2022) requires UTA to pay UDOT \$5M per year for 15 years (2021-2035). Would bring UTA current with UDOT



# Rationale for Budget Decreases

- **Contract milestone alignment or monthly cash flow estimates:**
  - REV238- SD100/SD160 Light Rail Vehicle Replacements- decrease of \$9,500,000
    - Notice to Proceed (NTP) expected next year. Funding being programmed in 2025-2029 Capital Plan
  - SGR403- Train Control Rehab/Replace- decrease of \$1,100,000
    - Recently stood up new Systems Program Management Contract. Work being set up currently likely to hit in 2025
  - SGR398- Overhead Catenary System (OCS) Rehab/Replacement- decrease of \$1,100,000
    - Recently stood up new Systems Program Management Contract. Work being set up currently likely to hit in 2025
    - Project expenditures for year anticipated to be less than previously planned
  - SGR404- Rail Switches & Trackwork Controls- decrease of \$585,000
    - Work deferred to next year due to material delay
  - ICI001- Passenger Information- decrease of \$500,000
    - Working to get contract in place.
  - SGR047- Light Rail Stray Current Control- decrease of \$65,000
    - Funding not needed this year
- **Project Completed- No longer needed:**
  - ICI217- Transit Management System- decrease of \$50,000



# Fund Impact - Per Projects with Increases

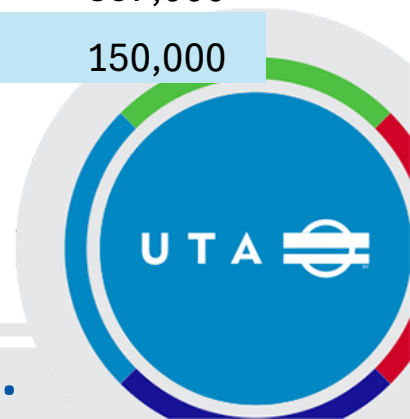
Project Code/Name	2024 Budget	Requested Amount	2024 Adjusted Total
MSP208- Clearfield Trail	2,210,000	50,000	2,260,000
MSP310- Bus Training Simulator	450,000	150,000	600,000
FMA688- Lab Building Demo/Parking Lot	250,000	250,000	500,000
ICI213- Evoucher 2	334,000	415,000	749,000
MSP265- Program Management Support	1,970,000	905,000	2,875,000
ICI230- Operations System	2,400,000	2,000,000	4,400,000
MSP253- Mid Valley BRT	10,000,000	4,500,000	14,500,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	10,000,000
<b>Total</b>		<b>\$13,270,000</b>	

Agenda Item 10.a.



# Fund Impact- Per Projects with Decreases

Project Code/Name	2024 Budget	Requested Amount	2024 Adjusted Total
REV238- SD100/SD160 Light Rail Vehicle Replacement	10,000,000	(9,500,000)	500,000
SGR403- Train Control	6,062,000	(1,100,000)	4,962,000
SGR398- OCS Rehab/Replacement	3,400,000	(1,100,000)	2,300,000
SGR404- Rail Switches & Trackwork Controls	4,400,000	(585,000)	3,815,000
ICI001- Passenger Information	1,400,000	(500,000)	900,000
MSP999- Capital Contingency	4,265,000	(320,000)	3,945,000
SGR047- LRT Stray Current Control	511,000	(65,000)	446,000
ICI191- IT Managed Reserves	407,000	(50,000)	357,000
ICI217- Transit Management System	200,000	(50,000)	150,000
<b>Total</b>		<b>(13,270,000)</b>	



# Budget Authority Impact & Changes in Revenue Sources

- Changes in revenues for Technical Budget Adjustment outlined below:
  - Grants- Net reduction of \$5.215 M.
    - \$5.63 M being pushed out to 2025-2029 Capital Plan
    - \$415 K being added to 2024 Capital Budget
  - Bonds- Net reduction of \$4.75 M- all being pushed to 2025-2029 Capital Plan
  - State Funds- Net increase of \$4.5 M to 2024 Capital Budget
  - UTA Funds- Net increase of \$5.465 M to 2024 Capital Budget
- No increase or decrease in 2024 Capital Budget Authority
- Decrease of \$5.465 M to UTA's Fund Balance





# Questions?



# **Recommended Action**

## **(by acclamation)**

Motion to approve TBA2024-08-01 - Technical Budget Adjustment  
– 2024 Capital Program, as presented



# Discussion Items



# Central Wasatch Commission Update







**CENTRAL  
WASATCH  
COMMISSION**

Utah Transit Authority  
Presentation  
August 2024

**Agenda Item 11.a.**



# The Central Wasatch Commission

A unique effort

Local governments and elected officials operating by consensus to address longstanding issues and aspirations for the Central Wasatch Mountains.

Convenes

Conflict resolution

Achieve cooperation

Assist State





# Member Jurisdiction Benefits



Consensus approach to land and watershed protection, transportation improvements, and decision making



Ski Bus Priority Access Program



Short-Term improvements in the mountains



The Visitor-Use Study



The Environmental Dashboard



Regional stakeholder involvement





# Member Jurisdictions

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### **Transit and Transportation Interests**

Roger Borgenicht, Utahns for Better Transportation  
Danny Richardson, Sandy City resident

### **Recreation Interests**

Tom Diegel, Wasatch Backcountry Alliance  
Caitlin Curry, Utah Backcountry Hunters and Anglers  
Sarah Bennett, Trails Utah  
Dennis Goreham, Wasatch Mountain Club  
Bri Sullivan, Women of the Wasatch  
Patrick Morrison, Utah Office of Outdoor Recreation  
Ed Marshall, Log Haven Restaurant

### **Economic Interests**

Amber Broadway, Solitude Mountain Resort  
Mike Doyle, Brighton Ski Resort  
Dave Fields, Snowbird Ski Resort  
Morgan Mingle, Park City Chamber and Visitors Bureau

### **Conservation Interests**

Spencer Shaver, Save Our Canyons  
Pat Shea, Friends of Alta  
Megan Nelson, The Nature Conservancy  
Joanna Wheelton, Cottonwood Canyons Foundation  
Jonny Vasic, Utah Physicians for a Healthy Environment

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# CWC Stakeholders

### **Community Councils and Homeowner Associations**

Barbara Cameron, Big Cottonwood Canyon Community Association  
Del Draper, Cecret Lake Cabin Owners Association  
John Knoblock, Mt Olympus Community Council  
Kurt Hegmann, Mill D Cabin Owners Association

### **Private Citizens**

Michael Marker, Little Cottonwood Canyon resident  
Kelly Boardman, Cottonwood Heights resident  
Adam Lenkowski, Sandy City resident  
Linda Johnson, Salt Lake City resident  
Sally Kaiser, Millcreek City resident  
Brenden Catt, Salt Lake City resident  
John Adams, Cottonwood Heights resident  
Kurt Hegmann, Millcreek City resident


### **Culture & Education Interests**

Dan Zalles, League of Women Voters  
Maura Hahnenberger, Salt Lake Community College  
Hilary Lambert, Wasatch Mountain Institute

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# CWC Stakeholders

**Agenda Item 11.a.**

An aerial photograph of a dark, winding road that curves through a dense forest. The road is light-colored, possibly gravel or dirt, and contrasts with the dark green and brown tones of the surrounding trees and foliage. The perspective is from above, looking down on the road as it disappears into the woods.

# The CWC's Transit and Transportation Work over the Years

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A 2019 contribution to UTA for a Ski Bus service increase that resulted in a 27% increase in ski bus trips to the Cottonwood Canyon resorts.

---

UTA Ski Bus Priority Access Program  
(2020 -- 2024)

---

The Mountain Transportation System  
Project Work and Report (2021)

---

The Big Cottonwood Canyon Mobility  
Action Plan (2023)

---

Support for Backcountry Ski Shuttles  
servicing Big and Little Cottonwood Canyon  
(2022 – 2024)



# Looking Ahead

- Continued inclusion of UTA as a CWC Ex Officio member.
- Continuation of the UTA Ski Bus Priority Access Program
- Continued support for short-term projects, including canyon shuttles
- Potential for a more robust partnership to deliver shuttle service to the Cottonwood Canyons, if there is need.
- Mountain Accord called for transit improvements in Parley's Canyon, a Millcreek Canyon Shuttle program, which the CWC has yet to accomplish.





CENTRAL  
WASATCH  
COMMISSION

# Thank you. Questions?

Lindsey Nielsen, [lindsey@cw.utah.gov](mailto:lindsey@cw.utah.gov)  
*Central Wasatch Commission Executive  
Director*

*Visit our website for more information:  
[cw.utah.gov](http://cw.utah.gov)*

**Agenda Item 11.a.**

# Salt Lake Central Station Redevelopment





An aerial sketch of the Salt Lake Central Station area. The foreground features a large, modern building with a glass facade and a prominent 'UTA' sign. The middle ground shows a dense urban area with various buildings and streets. The background consists of rolling hills under a clear sky.

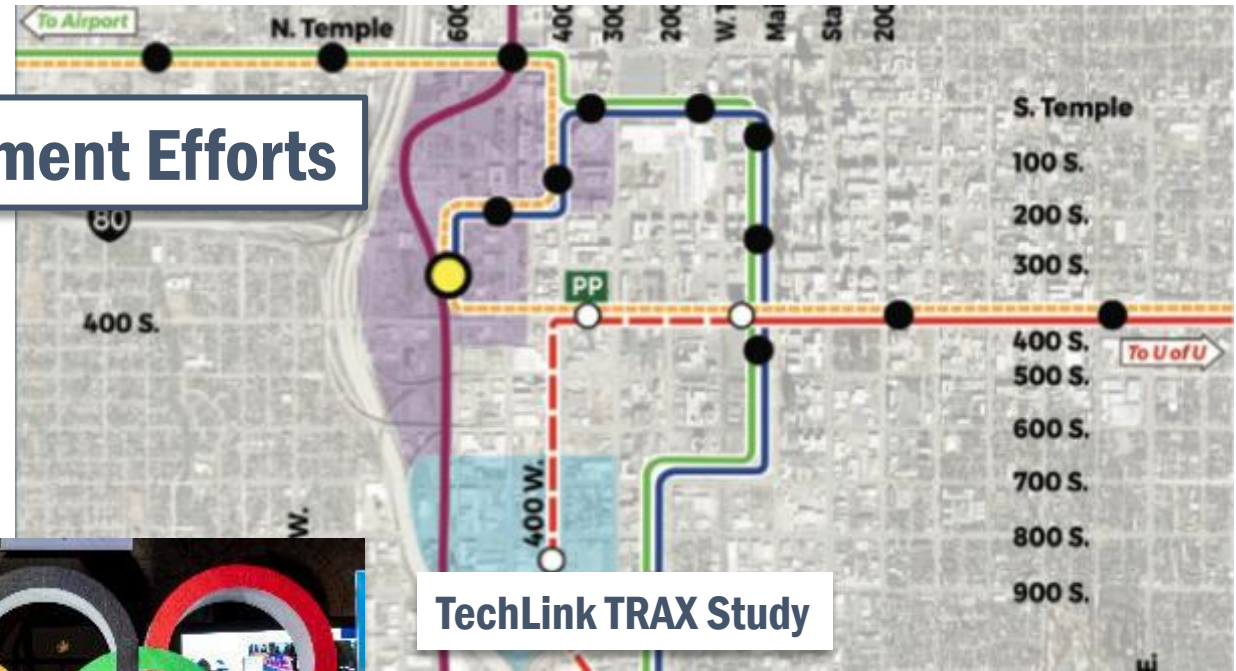
# **Salt Lake Central Station Area Plan**

- Envisions Salt Lake Central as vibrant, transit-oriented development center
- Includes mixed-use bookend building opposite Rio Grande, framing 300 S
- Building could accommodate UTA administrative workspace
- Includes significant improvements to transit rider environment

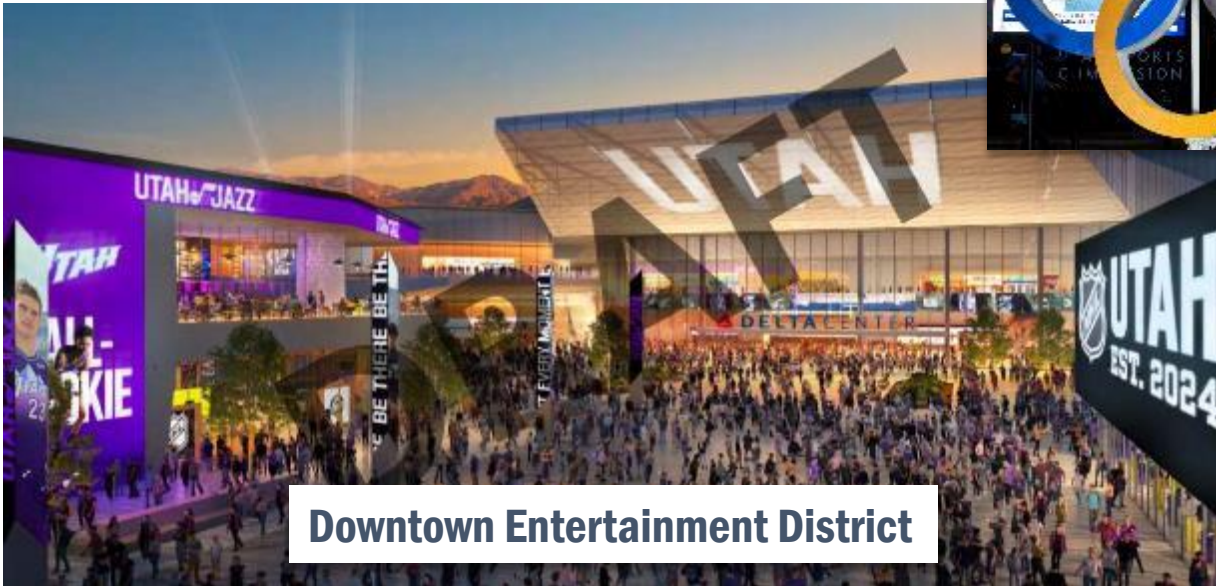




**Rio Grande District Development**



**TechLink TRAX Study**



**Downtown Entertainment District**



**Granary District Redevelopment**



The background image shows the exterior of the FrontLine Headquarters building. On the left, a large blue 'UTA' logo is mounted on a light-colored wall. The building itself is a modern, multi-story structure with large glass windows and a light-colored facade. A white vertical line is positioned to the left of the bulleted text. In the foreground, there are some black metal bike racks and a small sign that reads 'ATTENTION VIDEO CAMERAS IN USE'.

# FrontLine Headquarters

- **Seismic Assessment**
- **Building systems obsolete or reaching end of useful life**
- **Significant renovation costs**

# Exploring Unique Solution

## Leverage workspace need to deliver:

- Improved transit-rider environment
- Economic catalyst in distressed area
- Support for other community development efforts
- Improved transit-gateway experience

## Strategize funding scenario to:

- Utilize TOD assets
- Explore alternative funding sources
- Avoid impact to UTA operations and other facility priorities
- Provide return to UTA

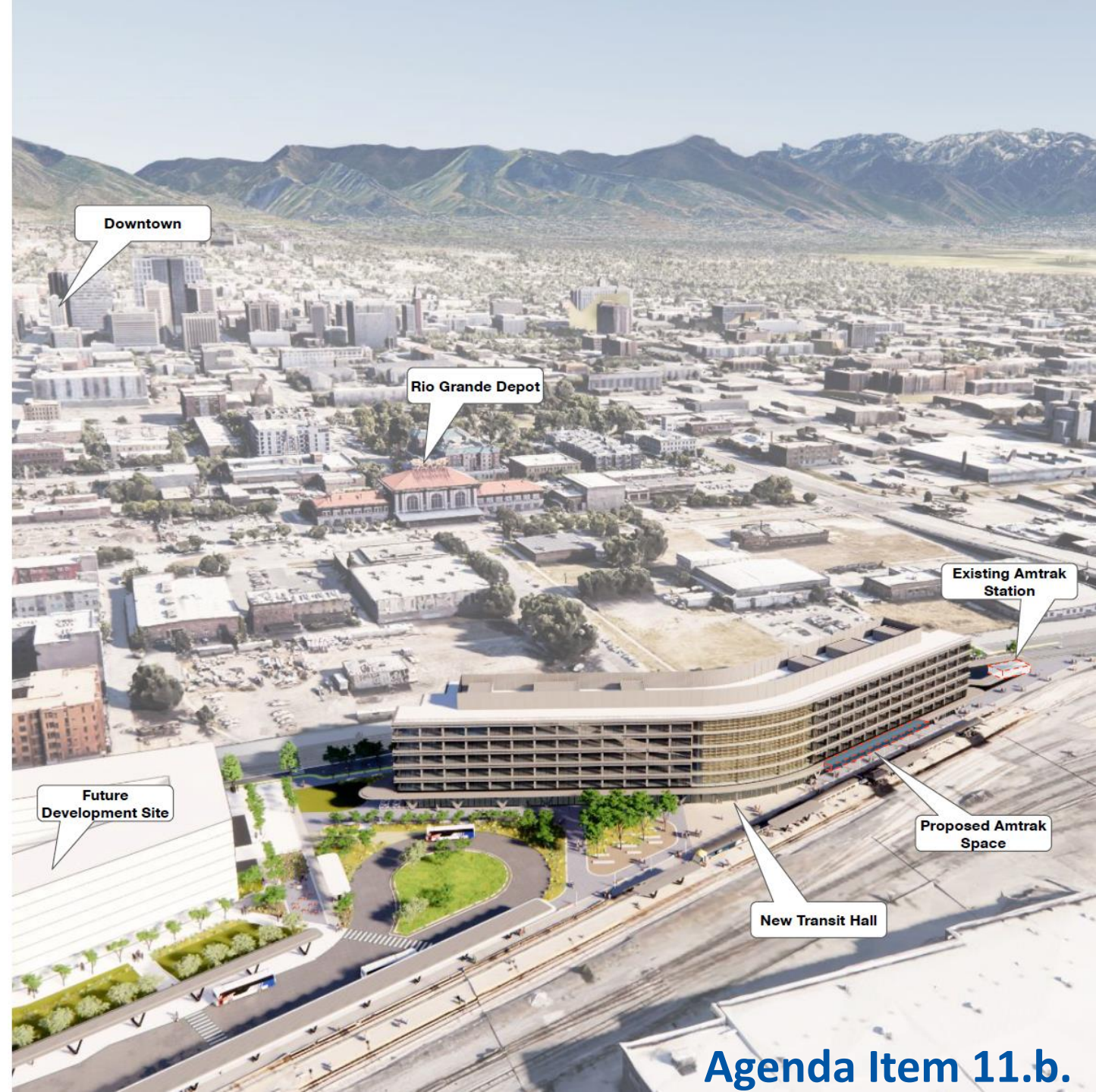
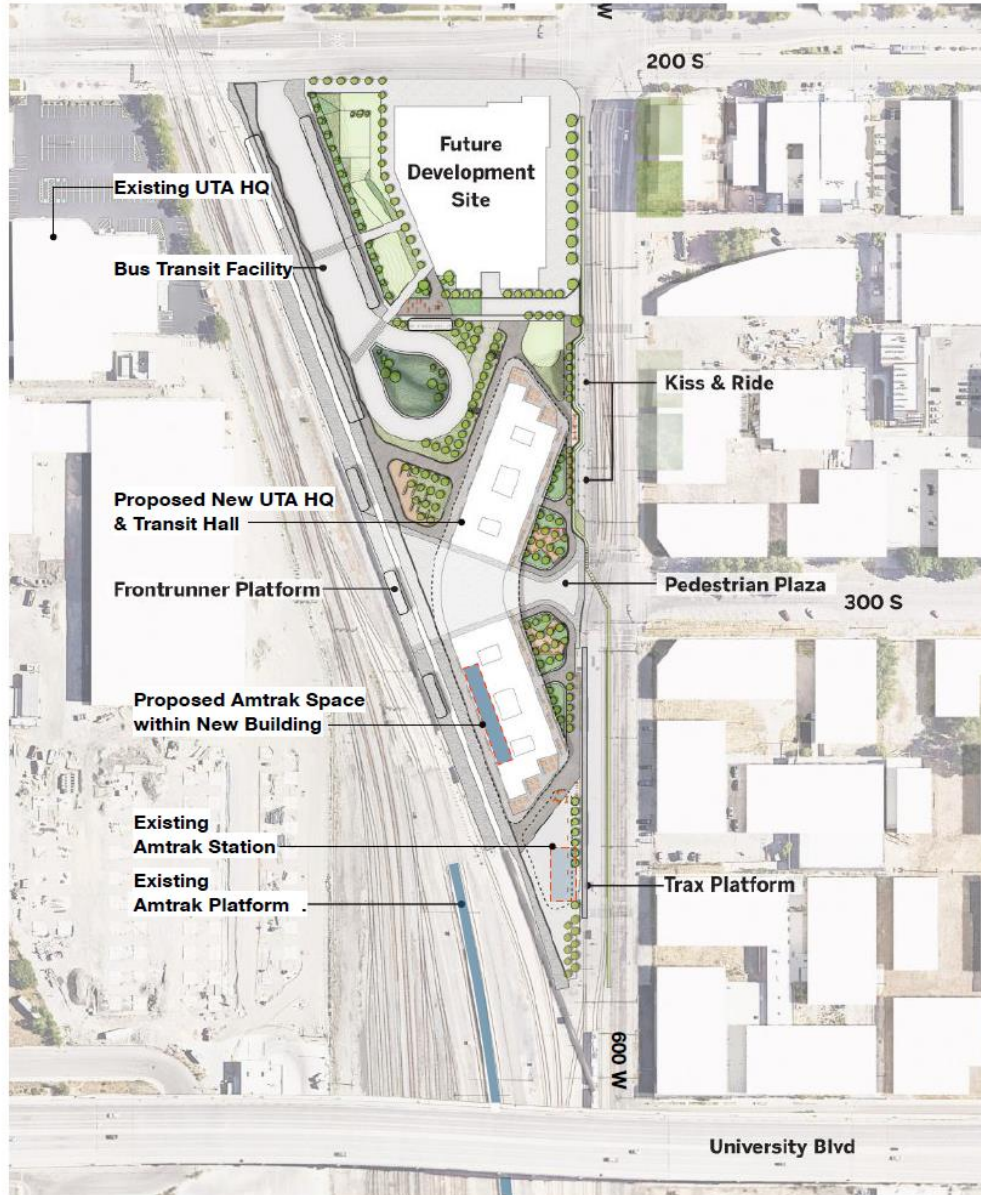




Agenda Item 11.b.



# Site Plan & Aerial View from NW



Agenda Item 11.b.







Transit Hall



Amtrak TRAIN INFORMATION

Number	Train	TO	From	Status	Platform
191	CRESCENT	NEW ORLEANS	PHILADELPHIA	ON TIME	5
2163	REGIONAL	BOSTON	NEWPORT NEWS	BOARDING	6
2163	REGIONAL	RICHMOND	BOSTON	ON TIME	12
85	ACELA EXPRESS	BOSTON	NEW YORK	ON TIME	7
2170	REGIONAL EXPRESS	WASHINGTON	PHILADELPHIA	ON TIME	13
649	ACELA EXPRESS	HARRISBURG	PHILADELPHIA	ON TIME	7
649	KEYSTONE EXPRESS	ATLANTIC CITY	PHILADELPHIA	ON TIME	7
6493	NEW JERSEY TRANSIT	ATLANTIC CITY	PHILADELPHIA	ON TIME	7
UNATTENDED BAGS WILL BE CONFISCATED BY AMTRAK POLICE. THANKS FOR YOUR COOPERATION.					

SIGNAGE

TOWER SOUTH









Agenda Item 11.b.



An architectural rendering of a modern, multi-story transit station building at dusk. The building features a glass and steel facade with illuminated interior spaces and balconies. In the foreground, there is a covered walkway with columns, trees, and a few people walking. A streetcar is visible in the distance on the right.

# Benefits

## Utah Transit Authority

- Long-term administrative workspace solution
- Enhanced agency visibility and perception
- Achieve organizational excellence

## Community

- Improved transit-rider environment
- Economic catalyst in distressed area
- Support other community development efforts
- Improved transit-gateway experience



# Project Delivery

## **Self-Development**

- Guide transit-related improvements
- Ensure viable, long-term investment
- Reduce costs and increase return
- Control outcome

## **Avoid impact to service and capital needs**

- New building costs comparable to FLHQ renovation costs
- Utilize TOD assets and revenue
- Continue assessment and strategy to meet other facility needs

# **Detours and Disruptions Customer Communication Strategy Project**





# Detours & Service Disruption Communication Project



Image courtesy of KSL News

# Project Objectives

*What does it look like now?*

- Varied processes and communication process and responsibilities between bus and rail, customer service when disruptions occur,
- Inconsistent or untimely, accurate or useful to customers.

*What will it look like when we are done?*

- Customers are informed promptly
- Customers have access to current, accurate information, including options to finish their journey
- Staff will have clear, consistent processes
- SOP's and guidelines are updated consistent with new processes

*How will we know that we have won?*

Score at or above average in all our Customer Satisfaction Surveys (ABBG and GOAL) in the areas of access to real-time information and information about alternatives in the event of disruptions to service.



# Collaboration

- Executive Committee
- Steering Committee
- HNTB Consulting
- A Working Group consisting of
  - Representatives from every operations service unit
  - IT
  - Police
  - Service Planning
  - Community Engagement
  - Customer Experience
  - Capital Development
  - Safety
  - Communications
  - Transit Control Center
  - Customer Service



# Timeline and task to date:

## Schedule

Task	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Project Management Plan & Schedule											
Stakeholder Engagement			*			*			*		
Needs Assessment											
Develop Strategy to Address Needs											
Strategy First Draft											
Strategy Final Draft and SOP Outline											

*\* Presentations to Executive Leadership Committee*

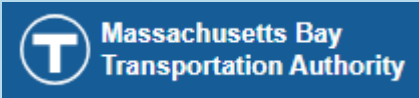
Committee and Work Group meetings  
Internal Interviews  
Peer Agency Interviews  
Working Group Survey

UTA and Peer Agency documentation  
review

# Best practices

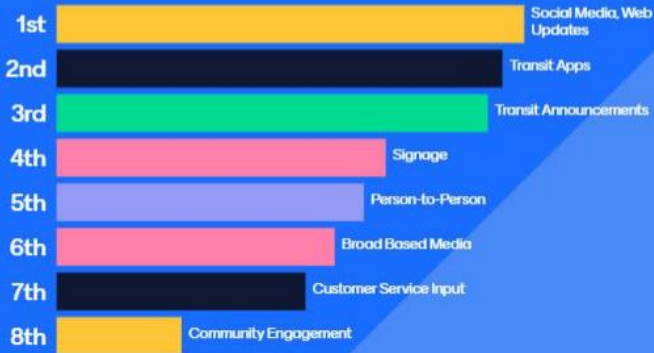
Join at [menti.com](https://menti.com) | use code 1205 2273

9. What are the best methods to notify customers of planned disruptions? Please rank 1-8.



Join at [menti.com](https://menti.com) | use code 1205 2273

10. What are the best methods to notify customers of unplanned disruptions? Please rank 1-8.





# What we have learned

- General themes/subjects that we have heard most often through interviews
  - Unplanned disruptions
    - *Internal Communications Platforms*
    - *Customer Information and Alert Technology*
    - *Resources, Staffing, and Training*
    - *Documentation and Reporting*
  - Planned disruptions
    - *Internal Advanced Notice and Coordination*
    - *External Collaboration*
    - *Community Engagement*
  - General Observations
    - *An SOP and guidelines for Consistent Communication*
    - *Public Communications Channels and Methods*
    - *Feedback and Transparency*

# Next steps

- Complete the Needs Assessment narrative document, *July 2024*
- Develop a desired state process flow including prioritized recommendations, and level of effort/cost, *August 2024*
- Use the Needs Assessment and Desired State recommendations to prepare a draft framework and a final list of recommendations, including tasks, works plans, etc., *September – October 2024*

# 2024 UTA On Board Survey



# **2024 On Board Survey (OBS)**

## **Board of Trustees Presentation August 2024**



## Why Do We Conduct On Board Surveys?

- Fulfill Federal Requirements
  - Title VI regulations (49 CFR part 21) require that *“passenger surveys shall be employed by transit providers on a schedule determined by the transit provider but no less than every five years.”*
    - Previous surveys in 2006, 2011, 2015, 2019
- Develop demographic profiles with trip and fare usage information
  - Informs agency decision making
  - Origin and Destination (OD) data supports updates to regional travel demand model



# 2024 OB Survey Administration Details

- Timeframe: **February through April 2024**
  - During peak ridership times
  - Excluded holiday periods and school/university closures
- Conducted by Resource Systems Group, Inc. (RSG). and ETC Consultants
  - Consultants for 2015 and 2019 UTA OBS
- Surveys were conducted on Bus, Rail, and On Demand using digital tablets with real time geocoding



## **What is new in the 2024 Survey?**

- On Demand surveying
- Weekend surveying



## What did we ask in the 2024 survey?

- Title VI regulations (49 CFR part 21) require at a minimum the following information be collected during the survey:
  - Race
  - National origin
  - Language other than English spoken at home
  - English proficiency
  - Household income
  - Travel patterns, including origin and destination, routes used etc.
  - Fare usage by fare type



# Initial Findings from Data Collection: On-to-Off Surveys

SERVICE MODE	RIDERSHIP	% SAMPLE	O2O SURVEYS	O2O SURVEYS	O2O SURVEYS
			SAMPLE PLAN TARGETS	ACTUAL # COMPLETED	ACTUAL % RIDERSHIP
<b>Bus</b> (5 routes greater than 2,800 riders)	20,464	20%	4,093	6,440	31%
<b>TRAX and FrontRunner</b>	53,848	20%	10,570	15,913	30%
<b>On Demand</b>	-	-	50	-	-
<b>Total</b>			<b>14,712</b>	<b>22,353</b>	<b>-</b>

\*These numbers are preliminary and subject to change during the data cleansing phase





# Initial Findings from Data Collection: Origin-Destination Surveys

SERVICE TYPE	RIDERSHIP	% SAMPLE	OD SURVEYS	OD SURVEYS	OD SURVEYS
			SAMPLE PLAN TARGETS	ACTUAL # COMPLETED	ACTUAL % RIDERSHIP
<b>Weekday Bus and Rail</b>	116,271	9%	11,000	11,946	10%
<b>Weekend Bus and Rail (Sat+Sun)</b>	106,459	1.50%	1,700	1,775	2%
<b>On Demand</b>	-	-	50	148	-
<b>Total</b>			<b>12,750</b>	<b>13,869</b>	<b>-</b>

\*These numbers are preliminary and subject to change during the data cleansing phase



## Next Steps >>>

- Continue data cleansing
- Perform analysis of survey results
- Develop study report

**Anticipated Study Completion: December 2024**



# Other Business

- a. Next Meeting: Wednesday, September 11, 2024, at 9:00 a.m.



# Closed Session

- a. Strategy Session to Discuss Collective Bargaining



# **Recommended Action**

## **(by acclamation)**

Motion for a closed session to Discuss Collective Bargaining



# Closed Session





# Open Session



# Adjourn

