

UTA LOCAL ADVISORY COUNCIL MEETING

May 31, 2023



CALL TO ORDER AND OPENING REMARKS



PLEDGE OF ALLEGIANCE



SAFETY FIRST MINUTE



PUBLIC COMMENT

Live comments are limited to 3 minutes per commenter

Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website

Comments received through alternate means were distributed to the Local Advisory Council prior to meeting



OATH OF OFFICE

- a. Oath of Office: UTA Local Advisory Council Member - Neal Berube
- b. Oath of Office: UTA Local Advisory Council Alternate – Bandon Gordon



CONSENT AGENDA

- a. Approval of February 15, 2023, Local Advisory Council Meeting Minutes



Recommended Action (by acclamation)

Motion to approve the consent agenda



REPORTS

- a. Executive Director Report
 - Impact of 2023 Legislation for UTA
 - Collective Bargaining Agreement Highlights



Impact of 2023 Legislative Session for UTA



Legislative Session

- HB044 – Allows UDOT to purchase land for corridor preservation to be used 40 years into the future instead of 30
- HB051 – Allows a government entity to assess railroad companies for ROW infrastructure improvement costs that also benefit those companies
- HB439 – **FAILED** - Drone Amendments – allows unmanned aircraft to examine public transit facilities for safety purposes
- SB027 – Amends agency TTIF match to 30% (down from 40%)



Legislative Session (continued)

- SB125 – Designates ASPIRE (Utah State) as the lead center for transportation electrification planning. Steering Committee includes UDOT and UTA.
- SB260 – Amends the 5th 5th sales and use tax provisions
- HJR26 – Joint Resolution on Transit Operator Safety Awareness
 - states that transit is “a community-connector lifeline and is an essential part of Utah’s critical infrastructure.”
- Appropriations - \$200M for Commuter Rail Improvements, \$108M for POTM



Collective Bargaining Agreement Highlights



UTA-ATU Collective Bargaining Agreement Highlights

- Immediate wage increases
- Increases to UTA's contribution to Joint Health Care Trust
- Increased time off to better reflect market conditions
- Focus on operator safety, including emotional well-being



CAPITAL PROJECTS



Mid-Valley Connector and Ogden Express (OGX)



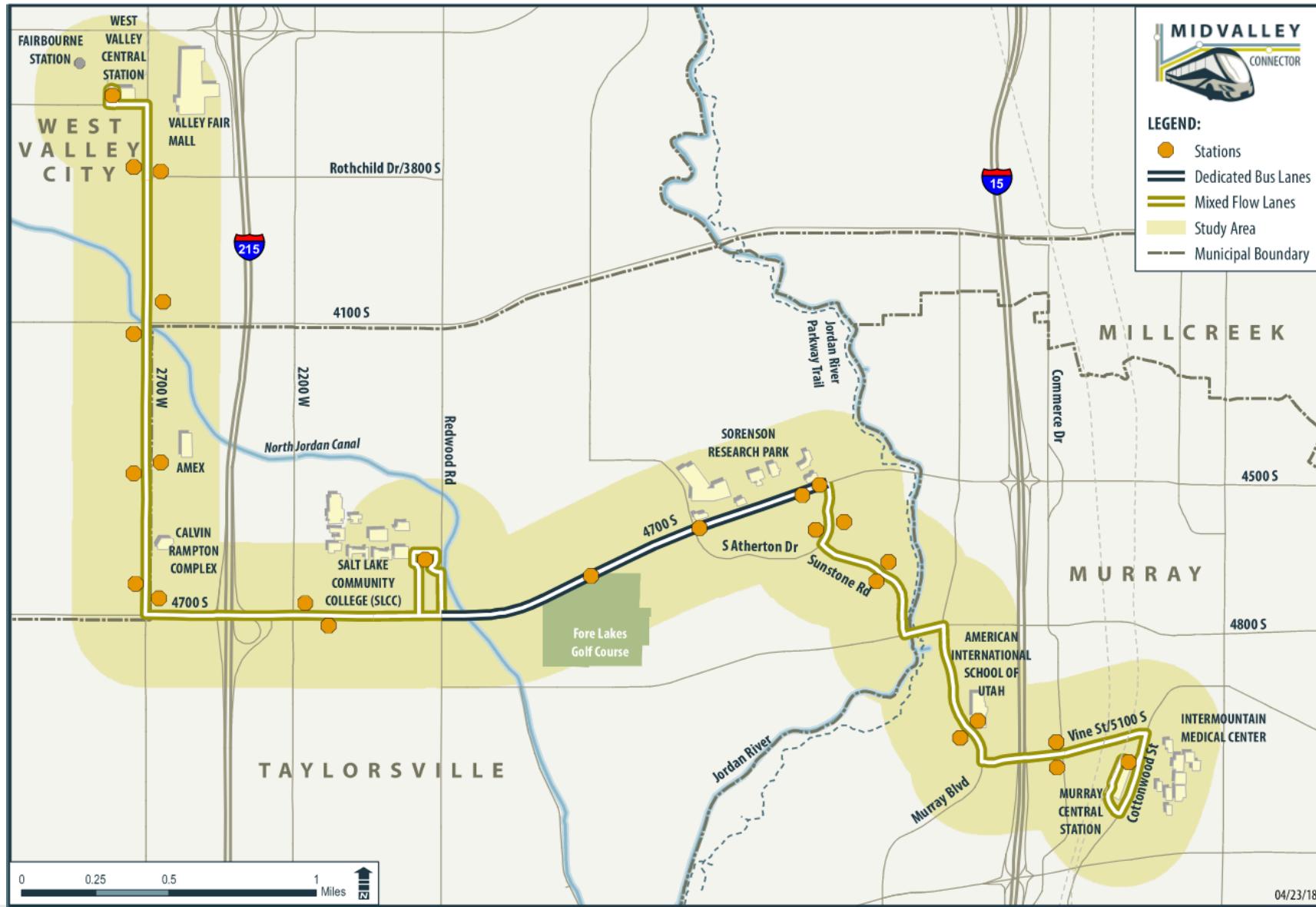
Mid-Valley Connector

Local Advisory Council Update

May 2023



Mid-Valley Connector – Project Info



Mid-Valley Connector – Project Info

- BRT Route
- 7-mile corridor
- 1.4 miles of exclusive bus lanes
- 15 station locations and individual 25 stations
- 10 electric buses will run on the corridor (not funded with this project)
- 1900 riders per day from existing route 47 & 227
- 15-minute peak service



Mid-Valley Connector – Project Milestones

UTAH TRANSIT AUTHORITY

- Risk Assessment

- May 2023

- Final Plans Complete

- June 2023

- Construction out to bid

- August 2023

- FTA review

- August 2023

- Trams submission

- September 2023

- FTA approval/FFGA

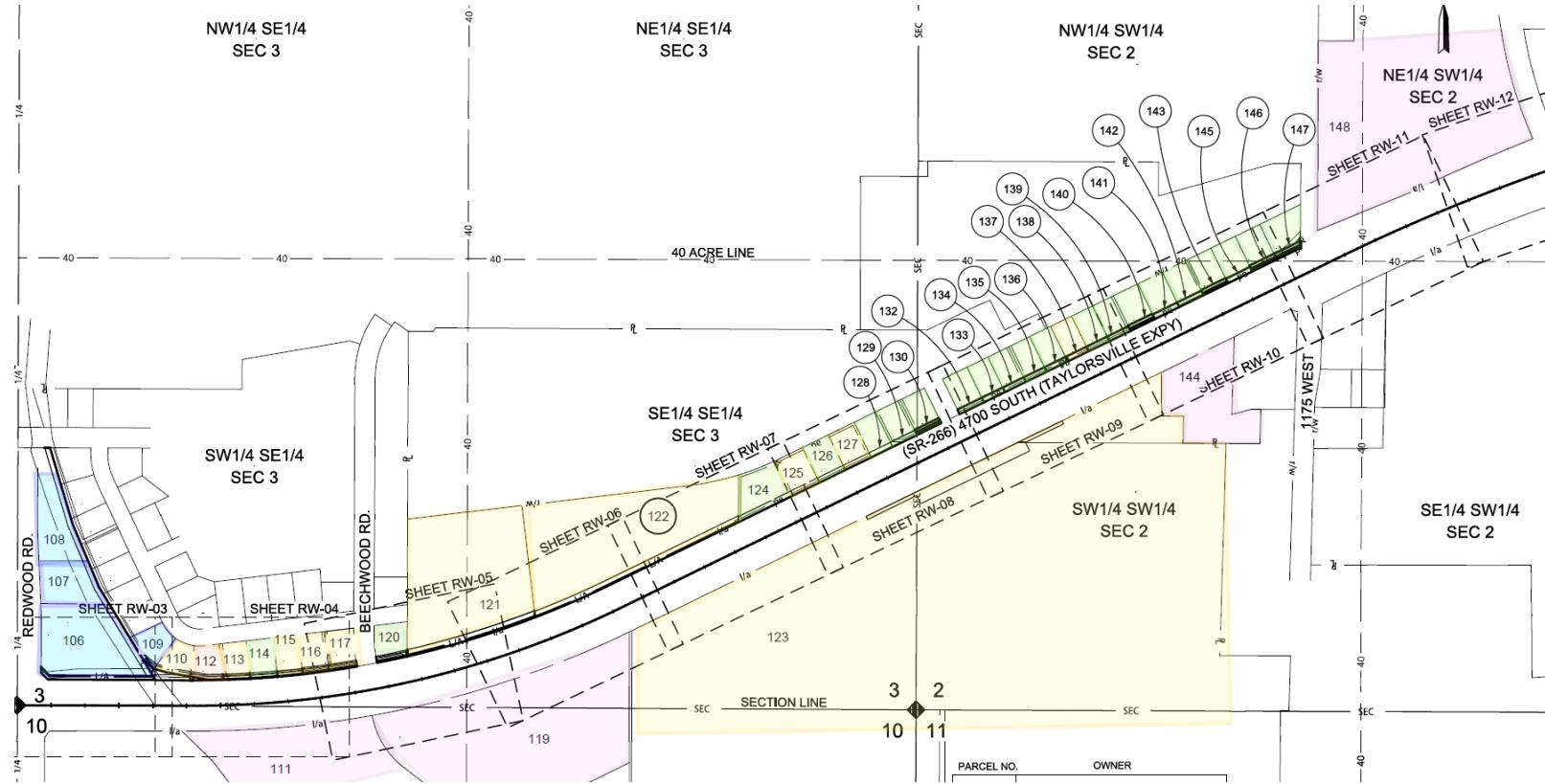
- October 2023

- NTP

- November 2023



Mid-Valley Connector – Right-of-Way



- 57 parcels

- 37 signed



Mid-Valley Connector – Project Funding

Funding Source	Amount
Federal Small Starts	\$62,797,257
TTIF	\$22,800,000
STP	\$2,000,000
HB 43354	\$11,000,000
SB 277	\$500,000
Land Donations	
WVC	\$370,000
SLCC	\$1,000,000
UDOT	\$1,000,000
TOTAL	\$103,517,257



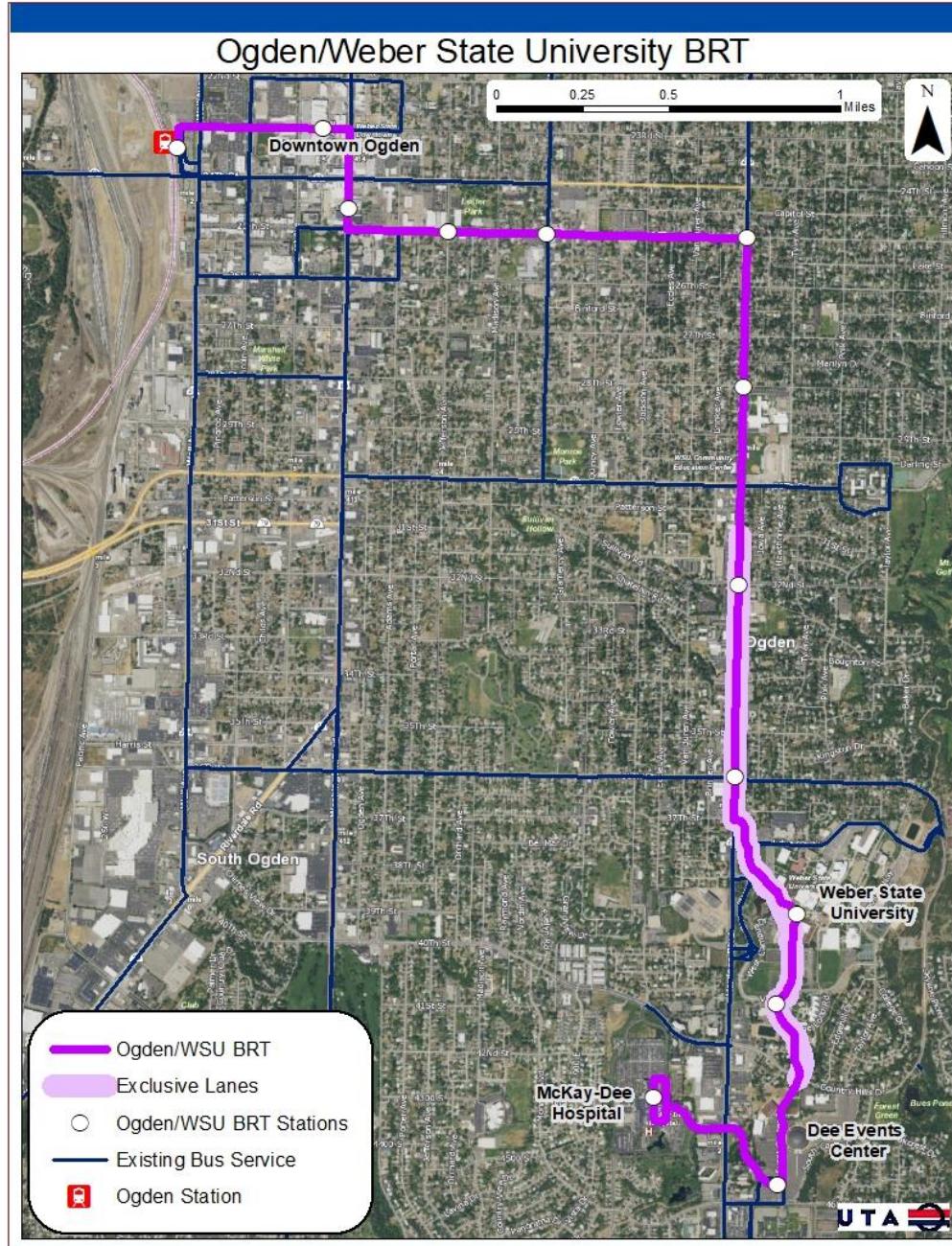
Ogden Express (OGX)

Local Advisory Council Update

May 2023



OGX – Project Info



Agenda Item 8.a.

OGX – Project Info

- 5.3-mile corridor
- 1.8 miles of exclusive bus lanes
- 13 station locations/22 stations
- 11 electric buses will run on the corridor
- 2600 riders per day anticipated with an additional 2600 riders on the WSU shuttle
- 10-minute peak service; 5-minute peak on campus



OGX – Project Funding

Funding Source	Amount
Federal Small Starts	\$78,323,000
ARP	\$6,254,000
WFRC	\$8,898,000
Weber County	\$8,500,000
Ogden City	\$3,100,000
State	\$4,000,000
UTA	\$6,451,000
RMP	\$400,000
Land Donations	
UDOT	\$970,000
WSU	\$3,600,000
TOTAL	\$120,496,000



OGX – Testing and Startup

- Substantial Completion - June 1, 2023
- Testing Signals and Lighting - June 2-15, 2023
- Final Safety Walk-through - June 16-24, 2023
- Training - Beginning June 25, 2023
- Grand Opening - August 2, 2023
- Revenue Service - August 16, 2023





Agenda Item 8.a.





Agenda Item 8.a.



Grand Opening



Date: August 2, 2023 (Wednesday)

Time: 10 a.m. - 12 p.m.

Location: Skinny Dogz at the Junction

Address: 2261 Kiesel Ave, Ogden, UT 84401



For more OGX project details visit www.rideuta.com/ogx

Agenda Item 8.a.



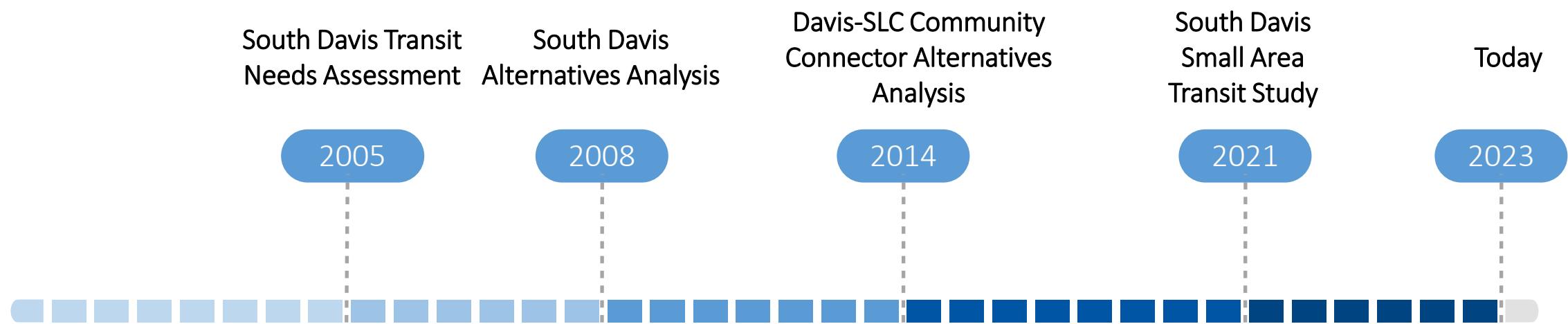
AR2023-05-01

**Resolution Approving Davis-SLC
Community Connector Locally
Preferred Alternative and
Recommending Approval by the
Authority's Board of Trustees**



Background

Previous transit studies identified a need for a project:



Based on technical analysis, coordination with stakeholders, and public outreach, it was recommended that the Davis-SLC Community Connector project connect Farmington to Research Park at the University of Utah.



Project

- Corridor-based Bus Rapid Transit to connect:
 - FrontRunner Farmington Station
 - Centerville
 - Bountiful
 - Woods Cross
 - North Salt Lake
 - Downtown Salt Lake City
 - University of Utah/Research Park
- All mixed flow, no dedicated lane
- Completing Federal National Environmental Policy Act (NEPA) document and design



Davis-SLC Community Connector LPA

- 26-mile corridor
- Corridor-based Bus Rapid Transit
- 15-minute service 6am – 8pm with 30-minute service in early mornings and late evenings
- 18 new battery electric buses
- 12 new stations/6 new stops
- Will utilize ~17 other stops
- End of line platforms with overhead chargers
- ~5800 riders per day
- Capital cost: \$75M



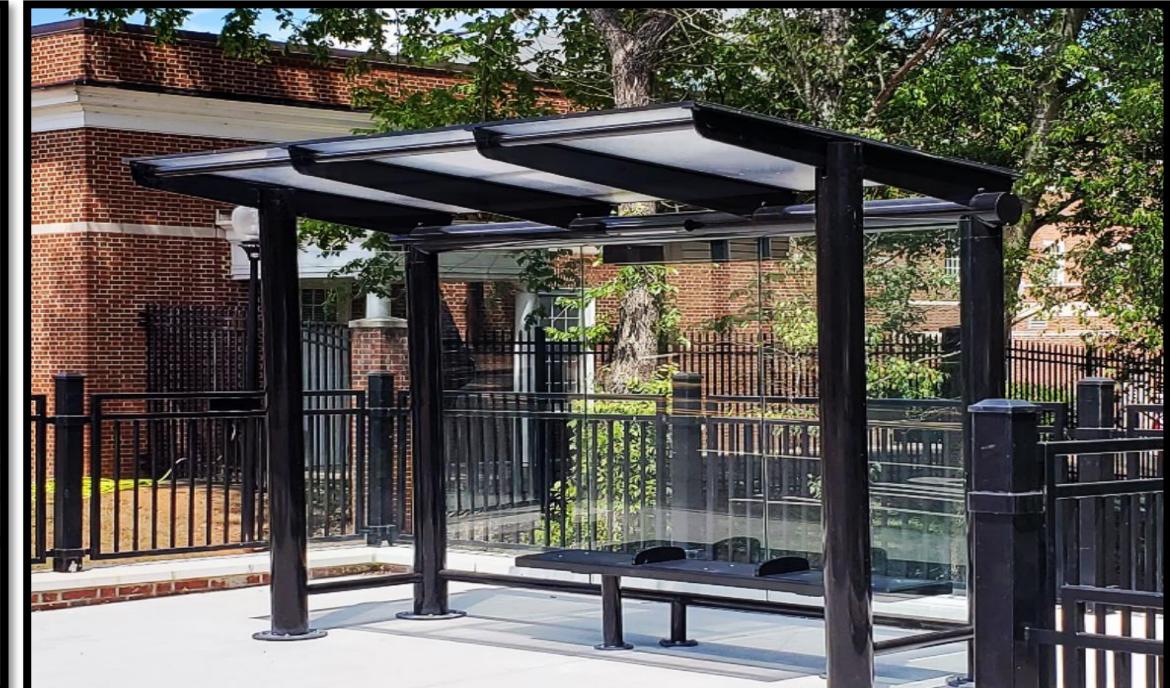
Davis-Salt Lake City Community Connector

Stations

vs.

Stops

- Built specifically for the project
- Includes a substantial canopy with architectural features
- Additional amenities
- Level or Near Level Boarding



Agenda Item 8.b.

LPA Status

- Project partners, including affected Cities, were updated on April 25, 2023
- Included in WFRC Draft 2023-2050 RTP (expected adoption date of May 2023)
- Requesting Local Advisory Council approval today
- Next step is UTA Board of Trustees approval



Capital Funding

Draft Funding Plan:	
Federal - 50% to 80% Share	
Small Starts Funding	\$37.5 M - \$60M
Local - 20% to 50% Share	
Local Funding Needed	\$15M - \$37.5M
Potential Sources of Local Funding	
UTA Funds	\$5M - \$10M
WFRC CMAQ/STP	\$5M - \$10M
Davis County	\$3.5M - \$5M
Salt Lake County	\$1.5M - \$5M
Legislative/TTIF Funds	\$10M - \$20M
Rocky Mountain Power	\$1M
Total Project Cost:	\$75M



Next Steps

- LPA approval by UTA Local Advisory Council and Board of Trustees will allow drafting of Capital Project plan to proceed
- Continue completion of NEPA document and design
- Request entry into FTA Project Development
- Once partner funding commitments are finalized, Capital Project plan will be presented to Local Advisory Council and Board of Trustees for their approval
- Submit Small Starts grant application



Recommended Action (by acclamation)

Motion to approve AR2023-05-01
Resolution Approving the Davis-Salt Lake City Community Connector
Locally Preferred Alternative
and recommending approval by the Authority's Board of Trustees



AR2023-05-02

**Resolution Approving the Proposed
Second Amendment to the 2023-2027
Capital Plan and Recommending
Approval by the Authority's Board of
Trustees**



Summary of Requests

Modification of 2023-2027 Five Year Plan

- Adds two new projects to plan:
 - ICI230- Workforce/Enterprise Asset Management
 - MSP240- Operator Restrooms throughout System
- Modifies several project budgets over the Five-Year Plan to absorb new project additions
- Moves 2024 planned expenditure for Tiger Program into 2023 budget
 - Aligns with the federal grant period of performance timeframe
- Net Impact of all adjustments will be an addition of \$1 M in revenue backed funds
- **Consult with Local Advisory Council and seek approval of resolution to amend 5-year Capital Plan and recommend adoption by the Board of Trustees**



Two Projects Being Added

- **ICI230- Workforce/Enterprise Asset Management System**

- System will consolidate number of systems into fewer applications for ease of support and improve information availability
- Improve ongoing support of the application
- Track and measure Total Cost of Ownership for all of our UTA assets
- Provide the opportunity to move towards predictive analytics and maintenance

- **MSP240- Operator Restrooms throughout System**

- Construct 4 new operator restroom buildings throughout UTA's system
- Leverages grant funds to complete project



2023-2027 Five Year Plan Modifications



Budget Adjustments for new ICI230 Project

Project	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	5-Year Total
MSP269- Warm Springs Sewer Line Relocation	(1,446,000)	-	-	-	-	(1,446,000)
ICI226- New Radio Communication System	-	(1,000,000)	-	-	-	(1,000,000)
REV224- Bus Overhaul	-	(1,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(4,000,000)
SGR390- Jordan River 2 Bldg Remodel	-	(7,000,000)	-	-	-	(7,000,000)
Total Reduction	(1,446,000)	(9,000,000)	(1,000,000)	(1,000,000)	(1,000,000)	(13,446,000)
ICI230- Workforce/Enterprise Asset Management	4,300,000	2,500,000	2,900,000	2,200,000	1,546,000	13,446,000
Yearly Budget Net Impact	2,854,000	(6,500,000)	1,900,000	1,200,000	546,000	-



Budget Adjustments to add MSP240- Operator Restrooms throughout System Project

Project	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	5-Year Total
SGR409- System Restrooms Modification	(854,000)	-				(854,000)
MSP240- Operator Restroom through system (Current Budget)		-	-	-	-	-
Grant Award	1,000,000	-	-	-	-	1,000,000
SGR409 Transfer	854,000					854,000
MSP240- Budget Total	1,854,000	-	-	-	-	1,854,000
Net Impact of Addition	1,000,000	-	-	-	-	1,000,000

New funds are revenue backed



Budget Adjustments for TIGER Project

Project	2023 Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	5-Year Total
MSP205- Tiger Program of Projects	10,460,000	2,809,000	-	-	-	13,269,000
Modification	2,809,000	(2,809,000)				-
New Total	13,269,000	-				13,269,000
Yearly Budget Net Impact	2,809,000	(2,809,000)				-



Impact of Changes- Summary Total

Capital Plan Comparison	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 Total Budget
Current Plan	329,997,000	278,469,000	270,308,000	224,203,000	247,153,000	1,350,130,000
New Plan	336,660,000	269,160,000	272,208,000	225,403,000	247,699,000	1,351,130,000
Difference	6,663,000	(9,309,000)	1,900,000	1,200,000	546,000	1,000,000

Total of \$1.0 M addition is made up of the recognition of \$1.0 M in a federal grant for the MSP240 Project addition.



Questions?



Recommended Action (by acclamation)

Motion to approve AR2023-05-02

Resolution Approving the Proposed Second Amendment to the 2023-2027 Capital Plan
and recommending Approval by the Authority's Board of Trustees



BUDGET AND INVESTMENTS



Proposed 2023 Operating and Capital Budget Amendments



2023 UTA Operating Budget Amendment #1

Local Advisory Council Consultation



Summary of Budget Request

Request seeks to adjust the Approved UTA 2023 Operating Budget as follows:

- Adjust budget for additional wage and benefit expenses associated with the ratified Collective Bargaining Agreement (ATU) contract
- Adjust the budget for the impact of compensation changes to selected administrative positions to reflect current labor market conditions
- Record changes to budget categories reflecting moves of positions between departments
 - Changes as the result of these moves will not lead to a net increase in expense



Bargaining Unit Contract Changes -- Details

ATU Local 382 members ratified Collective Bargaining Agreement with 86% of the vote

Key Terms Summary:

- 9% Operator wage increase in 2023
- 5% Maintenance wage increase in 2023
- \$1000/\$500 lump sum payment on separate check to each full-time/part-time employee covered by contract
- Enhanced benefits, leave and other contract adjustments



Bargaining Unit Contract Budget Changes

New contract ratified with ATU Local 382:

- Increase to budgeted expense of \$7.74 million in 2023
 - Includes one-time signing bonus of \$2.08 million
- Three-year contract term ending in December 2025
- Reflects increases in the following:
 - Wages
 - Fringe Benefits
 - Leave



Administrative Employee Market Wage Changes

New salary structure resulted in recommended adjustments to some administrative wages to reflect labor market conditions:

- Recommended increase in 2023 budget by \$1.01 million
- Increase of some position's compensation to salary lane minimums
- Reflects increases in the following:
 - Wages
 - Fringe Benefits



Other Changes: Position Moves

- Net zero change in total cost associated with moves
- Intra-year moves of positions between departments in different budget categories
- Moves result in change in category amounts



Next Steps

- June 14 – UTA Board considers resolution approving 2023 Operating Budget Amendment #1



Questions?

Agenda Item 9.a.



2023 UTA Capital Budget Amendment #2

Local Advisory Council Consultation



Capital Budget Amendment Request

- Overall will increase the 2023 Budget Authority by \$6.663 M to accommodate the 2 new project additions and the incorporation of the 2024 MSP205- Tiger Program of Projects into 2023
 - Will raise current Budget Authority from \$329.997 M to \$336.660 M as previously described



2023 Budget Amendment Impacted Projects

Project	2023 Budget Change	New 2023 Budget Total
MSP269- Warm Springs Sewer Line Relocation	(1,446,000)	50,000
SGR409- System Restrooms	(854,000)	146,000
ICI230- Workforce/Enterprise Asset Management	4,300,000	4,300,000
MSP240- Operator Systems throughout Restrooms	1,854,000	1,854,000
MSP205- Tiger Program of Projects	2,809,000	\$13,269,000



2023 Capital Budget Amendment Overall Summary

Capital Plan Comparison		2023 Total Budget
Current Plan		329,997,000
New Plan		336,660,000
Difference		6,663,000



Questions?

Agenda Item 9.a.



Proposed Escrow Substitution for the 2019 and 2021 Defeased Bond Escrows



An Escrow Substitution could produce current savings of approximately \$400,000-\$500,000

Process involves selling the securities in the current 2019 and 2021 escrows and re-populating with more efficient SLGS

At the time, each escrow was originally created, UTA bid out the escrow and received better results than had we used SLGS at that time. Currently, the shift in rates allows the restructuring to capture savings and make the existing escrows more efficient

- UTA bond refunding escrows from 2019 and 2021 present opportunities to generate cash savings now by doing an escrow substitution
- The combined escrows hold approximately \$500 million in securities that mature 15-30 days before they are needed to defease bonds in 2025
- As a result, a restructuring allows UTA to capture interest earnings on those funds during 2025 un-invested periods
- When current escrow securities are liquidated, SLGS (State and Local Government Securities) will be purchased with those proceeds for less than the amount of the securities sold
- Because SLGS rates are known at 8 AM Utah time, UTA would not actually complete the escrow liquidation unless we know the economic savings would meet desired targets



Escrow Substitution Steps to Completion

- Consult with the Local Advisory Council on May 31
- Board of Trustees adopts resolution authorizing amendments to existing escrow agreements at a future meeting
- UTA works with bond counsel, their municipal advisor, escrow trustee, and bidding and verification agent to prepare bidding and legal documents
- UTA executes the escrow substitution on any day where the bond market rallies through the day (so that the rates on the sold escrow securities will be lower compared to the available SLGS rates that were published in the AM)
- The difference between the price the escrow is liquidated for and the cost of the SLGS necessary to re-populate the escrow is UTA's cash savings
- The U.S. Department of the Treasury's Bureau of the Fiscal Service announced the suspension of sales of State and Local Government Series (SLGS) nonmarketable Treasury securities, effective 10:00 am Eastern Time (ET), May 02, 2023, until further notice. This suspension is due to the statutory debt ceiling.



Proposed Bond Tender of Certain Taxable and Tax-Exempt Debt to Produce Debt Service Savings



Mechanics of a Bond Tender

UTA could seek to execute a bond tender of certain taxable and tax-exempt debt to produce debt service savings

Bond tenders have grown in popularity following the elimination of tax-exempt advance refundings, with several large issuers – including the Pennsylvania Turnpike Commission, Bay Area Toll Authority, and Metropolitan Atlanta Rapid Transit Authority all executing recent bond tenders for savings

Mechanics of a Bond Tender



Refunding Bonds
2

T/E Refunding Bonds

Tendered Bonds 1

Tender Purchase Price

Existing Bondholders

- 1 Existing bondholders will be given an opportunity to “tender” their bonds via an Invitation to Tender. The Invitation would establish a tender price at which UTA will agree to purchase such bonds, with the price set to ensure that UTA can ultimately achieve savings via the tender
- 2 UTA would fund the purchase of tendered bonds with tax-exempt bonds, creating a tax-exempt current refunding of tendered bonds for economic savings



Mechanics of a Bond Tender Continued

UTA could seek to execute a bond tender of certain taxable and tax-exempt debt to produce debt service savings

- A bond tender is an offer by UTA to purchase bonds from investors that are currently not callable and are currently underwater because of higher interest rates
- Tendered bonds from the 2019B, 2020B and 2016 series would be purchased with the proceeds of a tax-exempt bond issue creating an allowable “current” refunding that could produce savings
- In a bond tender, UTA would invite existing bondholders to “tender” their bonds at specified prices determined by UTA, its Municipal Advisor, and its Dealer-Manager
- Given the potential candidates (shown on the following page), a tender with even a 30% pro-rata success rate (meaning acceptance by the bond holder) would mean nearly \$78 million in refunding bonds, with PV savings of \$9.1 million (or 11% of par refunded)
- Some UTA bond investors have been willing to tender bonds in the past, while others, like insurance companies who like to hold bonds to maturity, are unlikely to participate



“Tendering” Outstanding Taxable and Tax-Exempt UTA Sales Tax Bonds for Savings

Bond Tender Refunding Steps to Completion

- Board of Trustees is consulted on bond tendering opportunity
- Transaction is presented to the Local Advisory Council and State Financial Review Commission
- Board of Trustees adopts resolution authorizing tender offer to bondholders and issuance of refunding bonds
- Notice distributed to investors allowing underwriter and MA to begin conversations with bondholders about potential tender pricing
- UTA works with MA, Bond Counsel, Information Agent, and Underwriter to price the tender offer, obtain bond ratings, and size, structure, and issue the refunding bonds
- After bondholders have responded to the tender offer, UTA will know the size of the potential offering and likely savings, and can determine whether or not to proceed



“Tendering” Outstanding Taxable and Tax-Exempt UTA Sales Tax Bonds for Savings

Additional Information and Considerations

- Estimated savings are shown on a subsequent page and will be completely determined by market conditions and total amount of bonds tendered by bond holders
- The likely timing to complete the tender process and issuance of refunding bonds would include extending the tender offer in late June and issuing the refunding bonds in July or August
- Debt service savings are mostly realized in years where bonds are being refunded, which are the years 2030-2042
- If deemed beneficial, UTA could consider a tender offer for certain non-callable near-term maturities to realize debt service savings in more immediate fiscal years
- Costs of issuance associated with the transaction will run a range based on the amount of bonds tendered and size of the refunding bond issued, but we have assumed approximately 0.5% of the new bond size



Indicative Tender Results

Recent Taxable Tenders (\$MM)						
Issuer	Tender Launch Date	Offer Type	Bonds Offered	Bonds Tendered	Success Rate	
Alameda County Transportation Agency	6/2022	Fixed Price	\$775.88	\$226.88	29.24%	
Pennsylvania Turnpike Commission	8/2022	Fixed Spread	174.28	21.41	12.28%	
Southern California Public Power Authority	9/2022	Fixed Price	64.22	11.38	17.72%	
State of Wisconsin	10/2022	Fixed Spread	451.83	133.28	29.50%	
City of Chicago	1/2023	Fixed Spread	1,529.46	382.42	25.00%	
Pennsylvania Turnpike Commission	2/2023	Fixed Spread	193.17	12.06	6.24%	
Metropolitan Atlanta Rapid Transit Authority	2/2023	Fixed Spread	536.15	87.39	16.30%	
State of Wisconsin	2/2023	Fixed Spread	359.31	74.07	20.62%	
Massachusetts Water Resources Authority	3/2023	Fixed Spread	373.38	88.92	23.81%	
Bay Area Toll Authority	3/2023	Fixed Spread	1,325.98	485.22	36.59%	
State of Wisconsin	4/2023	Fixed Spread	379.84	51.11	13.46%	
Total/Average:			\$6,163.50	1,574.14	25.54%	

Recent Tax-Exempt Tenders (\$MM)						
Issuer	Tender Launch Date	Offer Type	Bonds Offered	Bonds Tendered	Success Rate	
Southern California Public Power Authority	1/2022	Exchange	\$3182.79	\$344.525	10.82%	
Virgin Islands Public Finance Authority	2/2022	Fixed Price	165.71	124.61	75.19%	
Anaheim Housing & Public Improvements Auth.	3/2022	Fixed Price	246.25	118.57	48.15%	
Alameda County Transportation Agency	6/2022	Fixed Price	1,049.63	362.76	34.56%	
Pennsylvania Turnpike Commission	8/2022	Fixed Price	1,255.84	770.02	61.32%	
Utility Debt Securitization Authority	8/2022	Fixed Price	2060.72	659.29	31.99%	
Southern California Public Power Authority	9/2022	Fixed Price	113.14	58.71	51.89%	
State of Wisconsin	10/2022	Fixed Price	156.07	69.65	44.63%	
Iowa Finance Authority	12/2022	Fixed Price	19.99	3.11	15.54%	
City of Chicago	1/2023	Fixed Price	1,419.55	258.38	18.20%	
Pennsylvania Turnpike Commission	2/2023	Fixed Price	1,123.75	384.89	34.25%	
State of Wisconsin	2/2023	Fixed Price	347.96	174.46	50.14%	
Massachusetts Water Resources Authority	3/2023	Fixed Price	411.02	46.78	11.38%	
State of Wisconsin	4/2023	Fixed Price	1,429.89	804.23	56.25%	
Total/Average:			\$12,982.31	\$4,179.99	32.20%	



SERVICE PLANNING



August 2023 Change Day



August 2023 Summary

OGX Service Begins

Increased TRAX Service

Discontinue Park City Service

Flex Route Improvements

FrontRunner Schedule

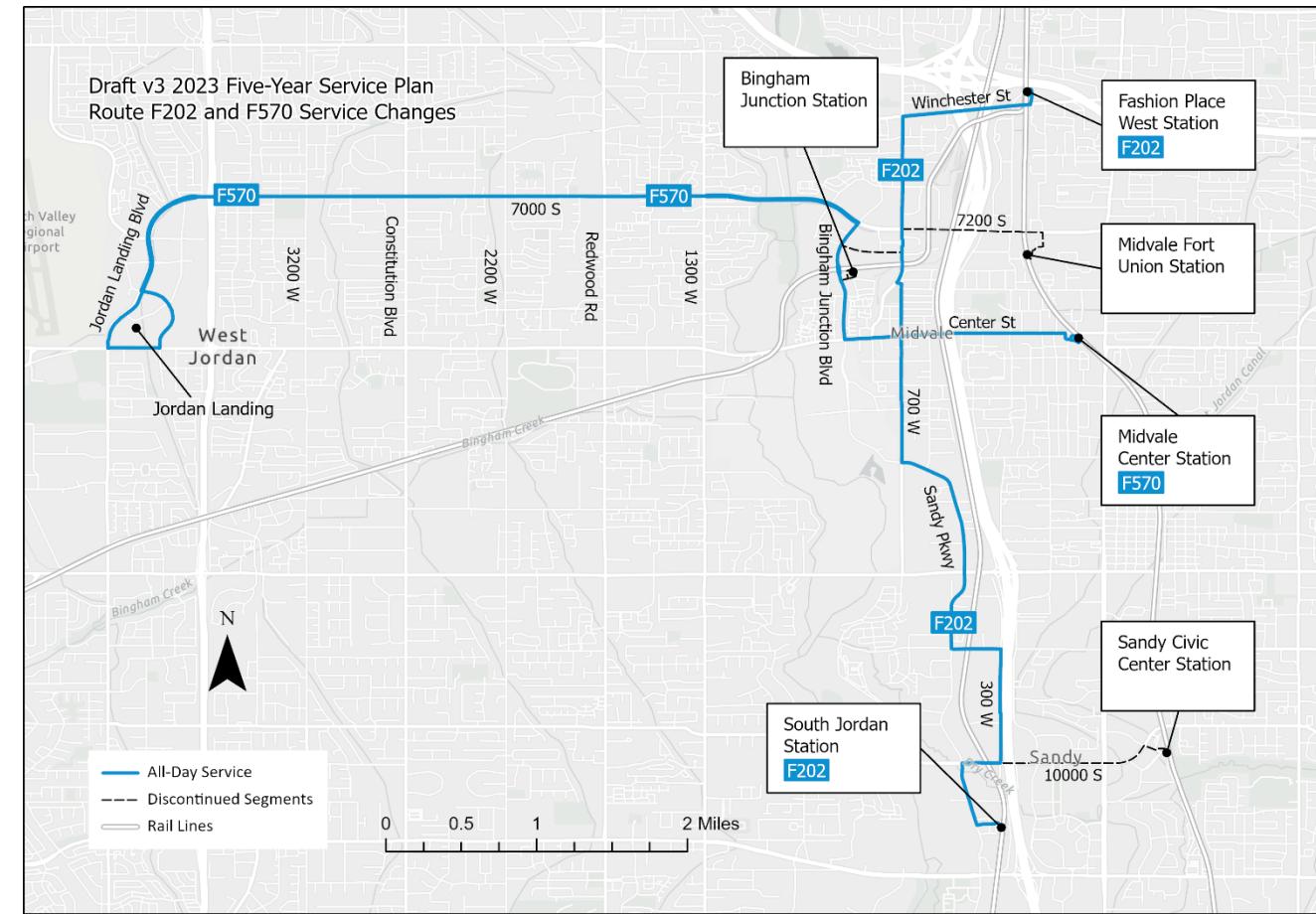


Salt Lake County & Summit County



Flex Route Improvements

- Routes F202 and F570 adjusted to improve reliability, increase coverage



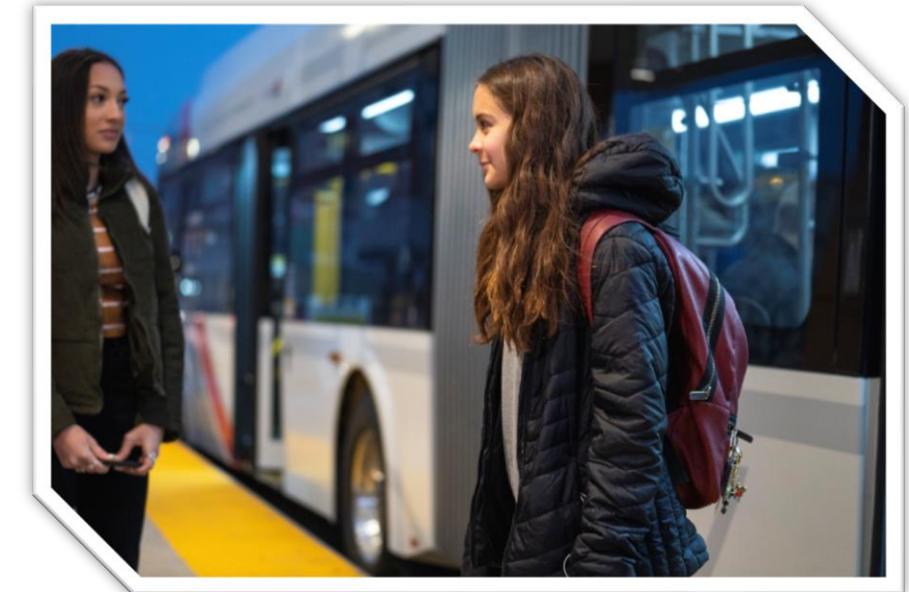
Park City/Salt Lake City Connect

- Discontinue Routes 901 and 902.
- High Valley Transit to operate Route 107
- Highvalleytransit.org



Reduced Service

- 39 – 30 min weekday
- 201 – 60-minute weekday
- 218 – 60-minute weekday



Weber County



Bus Rapid Transit in Ogden

- New OGX service
- OGX replaces route 603 and 650
- Route 602 (Wildcat Shuttle) adjusted to match OGX schedule

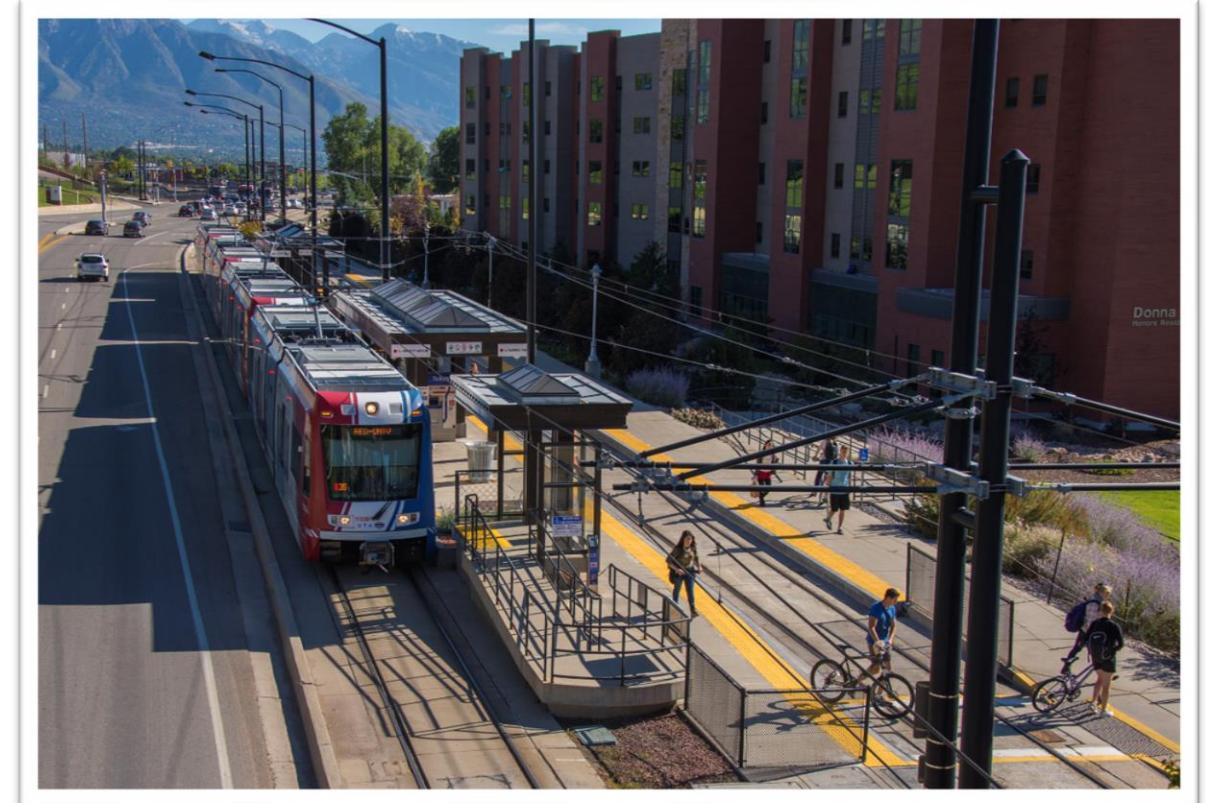


Rail



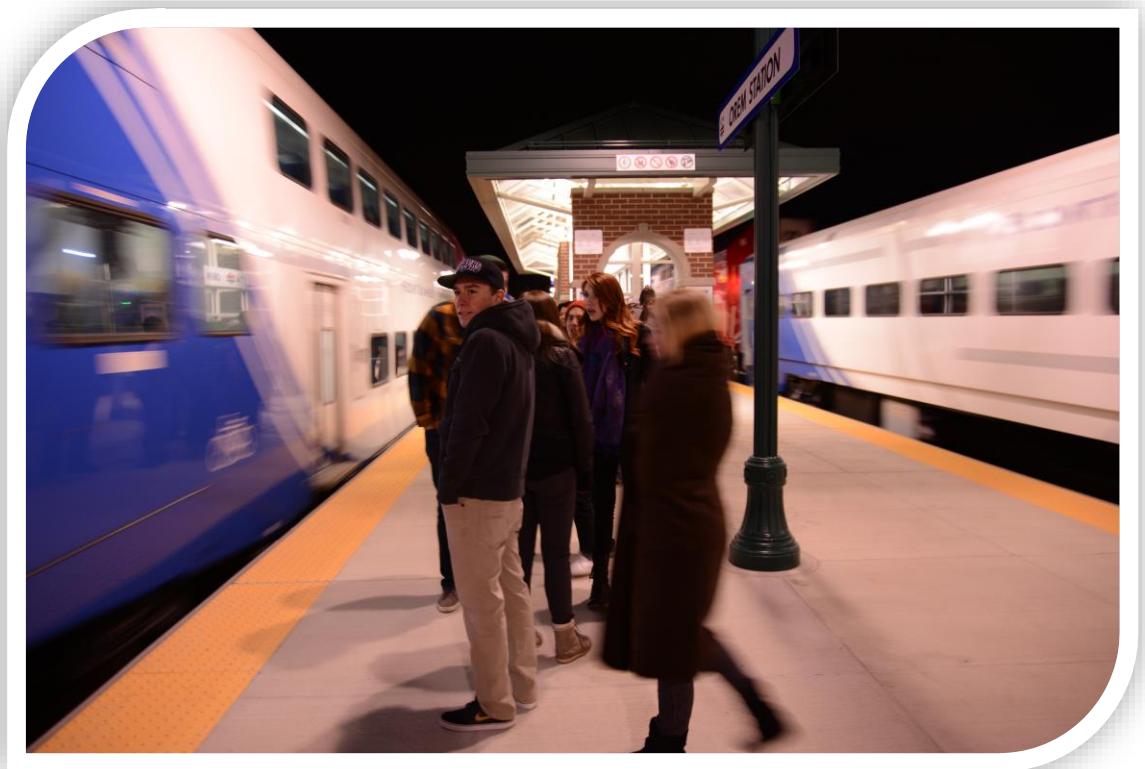
TRAX Service Improvements

- TRAX and S-Line increased to 15-minute service on Saturdays



FrontRunner Schedule Adjustments

- Adjusted to improve turnaround times, increase reliability



August 2023 Public Engagement

Public Comment Period: March 22 – April 21

Public Hearing (Virtual): April 6

152 comments received

- TRAX
- Other Routes (frequency, span)
- Contingency Routes



Questions?



Sandy City and South Jordan City Small Area Transit Study

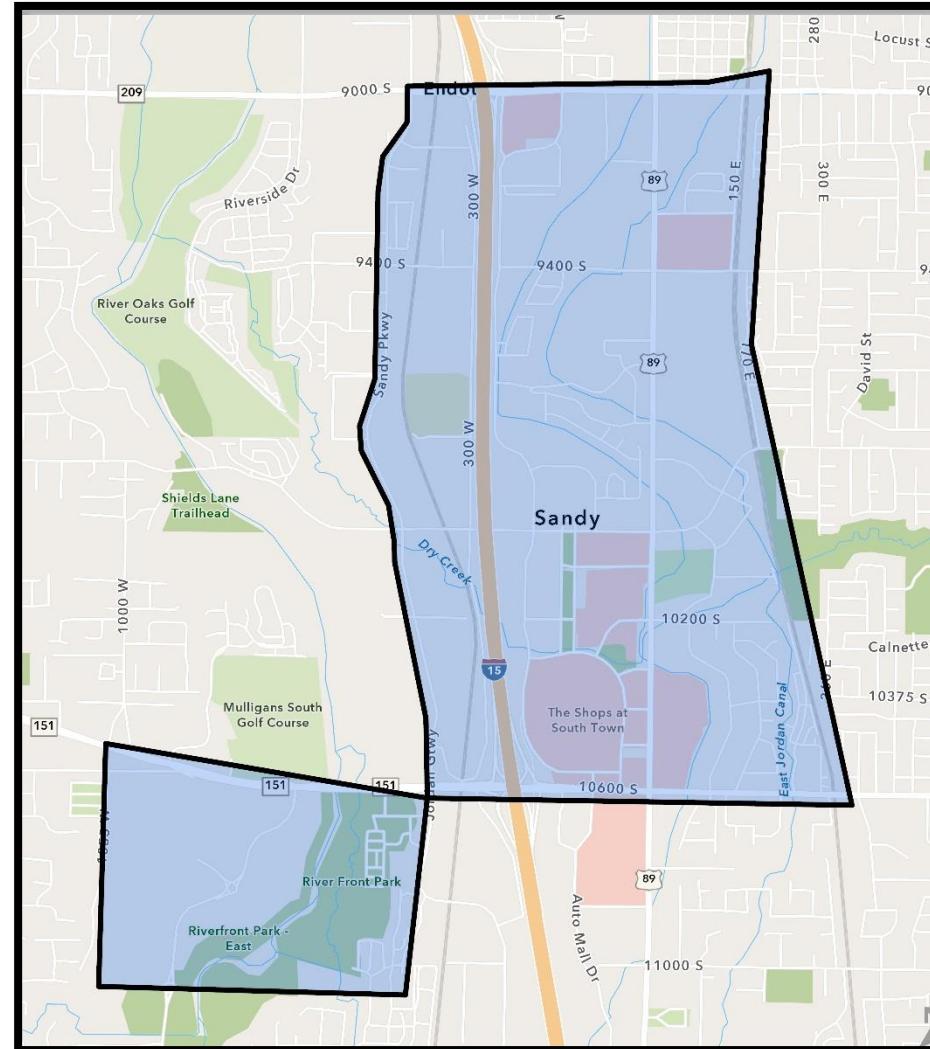


Study Purpose

- Revisit previous Sandy/South Jordan Circulator Study recommendations
- Develop new recommendations for short-term transit service in the study area
- Establish long-term vision for service and identify an incremental path forward.
- Involves Sandy, South Jordan, UDOT, WFRC, South Valley Chamber



Study Area



Agenda Item 10.b.



Scope of Work

- Scope of Work, in brief:
- Review of existing plans
- Review of existing data and future projections
- Create a “Transit Report Card”
- Public outreach
- Develop recommendations

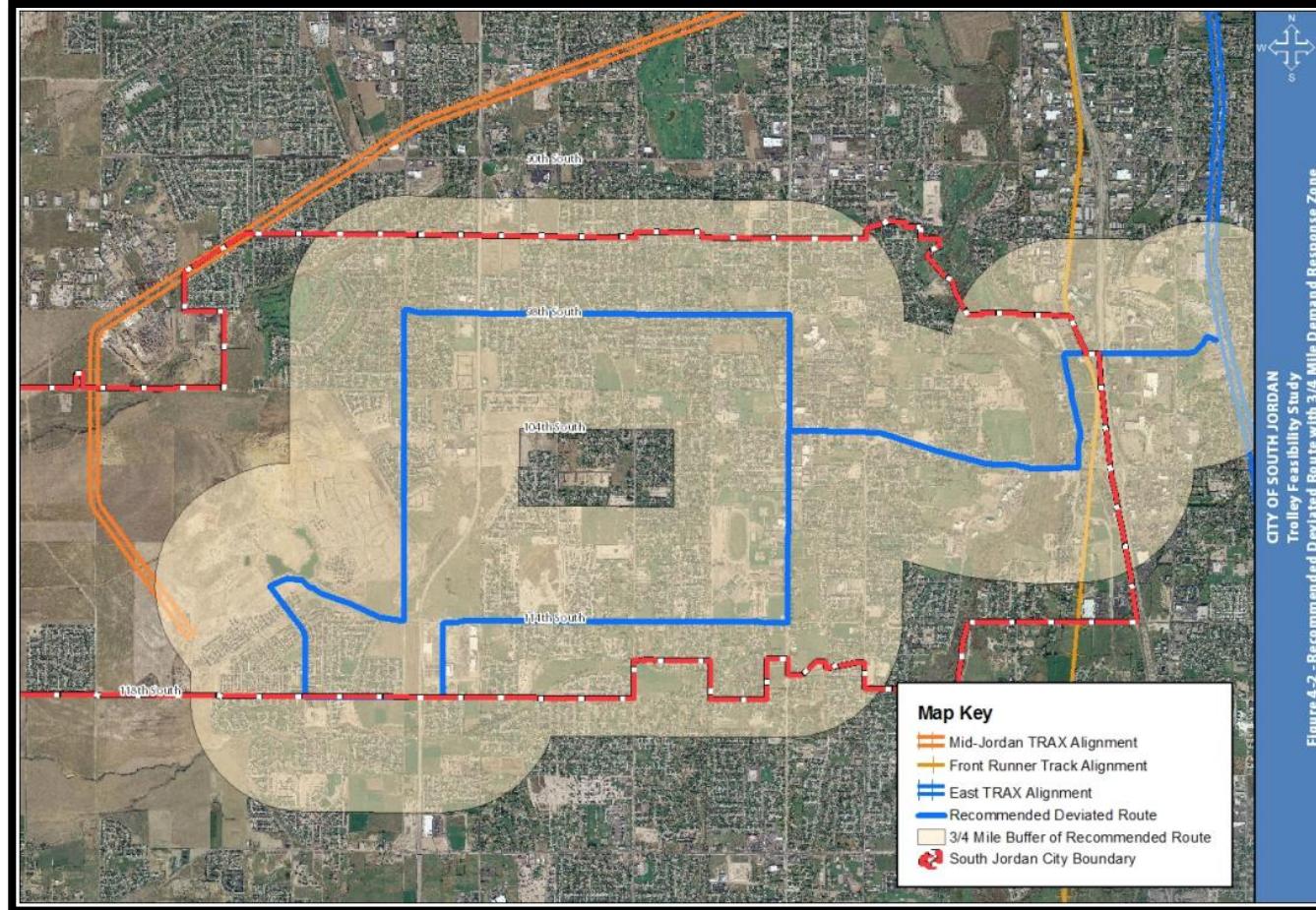
Timeline

- April - Kickoff
- June/July – identify needs and brainstorm solutions
- August/September – Present and gather feedback on draft recommendations
- October – Present Final recommendations



Background Information

2009 South Jordan Trolley Feasibility Study

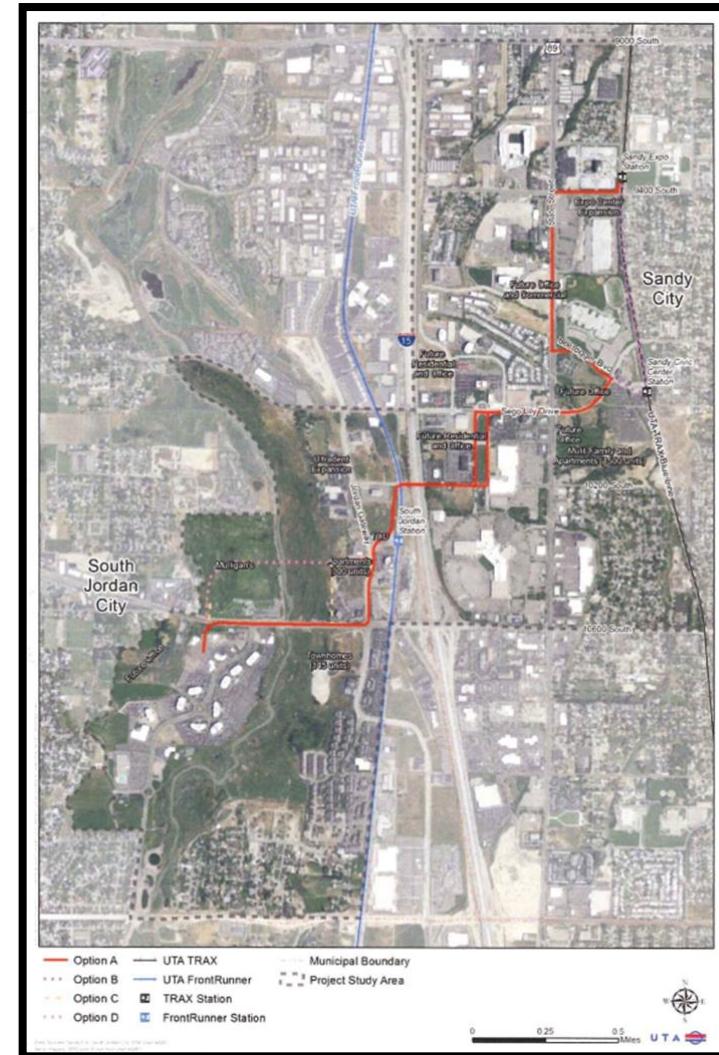


Agenda Item 10.b.



Background Information

2015 Sandy-South Jordan Circulator Study



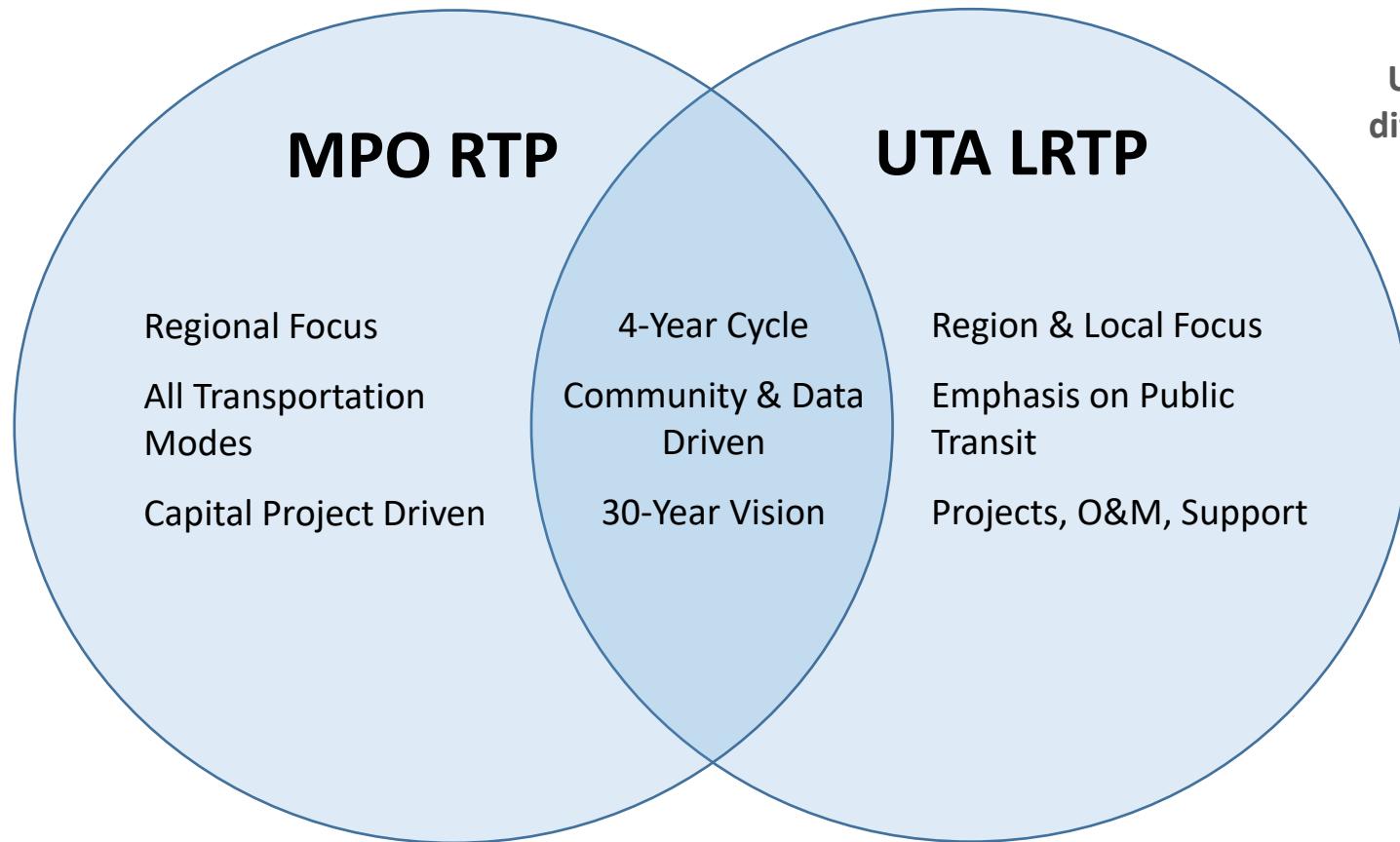
What does UTA do with the study?

UTA Planning Process



What does UTA do with the study?

The Long-Range Transit Plan and Regional Transportation Plan



UTA's LRTP is complementary to, but different from the MPO's RTP planning processes.



Questions and Feedback



DISCUSSION



Annual Safety and Security Update



Overview

- **UTA Police Department Staffing**
- **2021/2022 Statistics**
- **Local Coordination**
- **Key Events**
- **Emergency Management Incidents**
- **Emergency Management Activities**



UTA Police Department Staffing

- **85.5 FTE**
 - Chief (1)
 - Office Staff (4)
 - Detective Sergeant (1)
 - Detectives (6)
 - Fare Inspectors (1)
Part Time (3)
 - Captain (2)
 - Lieutenants (5)
 - Sergeants (10)
 - Officers (56)
 - Training Officer (1)
 - Canines (4)



Salt Lake County

- 8 Sergeants
- 39 Officers

Utah/Tooele County

- 1 Sergeant
- 6 Officers

Davis/Weber/Box Elder County

- 1 Sergeant
- 6 Officers



2021/2022 Person & Property Crimes



- **Salt Lake County**
 - 2021 Person Crimes: **198** Property Crimes: **1937** Society Crimes: **1593** Other Crimes: **1487**
 - 2022 Person Crimes: **249** Property Crimes: **1864** Society Crimes: **1804** Other Crimes: **1534**
- **Utah/Tooele County**
 - 2021 Person Crimes: **13** Property Crimes: **129** Society Crimes: **99** Other Crimes: **166**
 - 2022 Person Crimes: **19** Property Crimes: **142** Society Crimes: **118** Other Crimes: **174**
- **Davis/Weber/Box Elder Counties**
 - 2021 Person Crimes: **31** Property Crimes: **310** Society Crimes: **217** Other Crimes: **248**
 - 2022 Person Crimes: **20** Property Crimes: **382** Society Crimes: **291** Other Crimes: **231**



Monthly Collaboration Meetings

- Salt Lake County Valley Police Chief's Alliance (VPA)
- Salt Lake Valley Law Enforcement Administrators and Directors (LEADS)
- Utah County Law enforcement Executive Meeting
- Chief's Meetings in Davis/Weber Counties
- All other meetings or joint calls as necessary pertaining to situations, intelligence, etc.



Key Events

- **Salt Lake County**

- Collaborated with Salt Lake City PD to reduce theft at the airport
- Provided support to partner agencies on several incidents
 - Provided mutual aid for a Bomb threat at the University of Utah
 - Arrested Homicide suspect for Salt Lake City
 - Transportation Secretary Buttigieg Visit
- Provided means to share intel with agencies in adjoining counties

- **Utah County**

- Regular contact with businesses along UVX Line
- Educate owners/managers on reporting procedures
- Collaborate with local municipalities to locate wanted and missing individuals
 - Responded to a Lehi business on an active shooter call, Orem felony theft case



Key Events

- **Davis/Weber Counties**

- Worked directly with local agencies in preparation for the new Ogden bus line
- Participate in multi-agency major accident investigation team
 - Investigated fatal accidents in Weber County
- Utilized UTA bomb dogs to assist partner agencies in our service area
 - Assisted Ogden PD with bomb threat at McKay Dee Hospital
 - Suspicious vehicle abandoned at Davis Hospital

- **Safety Initiatives**

- Installed Radar/Infrared Cameras
- Opened Security Camera Center
- Legislation change for UAV deployment laws



Training

- De-Escalation Training for Police Officers and UTA Operators
- Hidden Disabilities Training
 - Officers receive training in recognizing Autism and other disabilities
 - UTAPD Sgt. Pearce provided Autism awareness training to 100 officers from police agencies throughout Utah, Idaho, and Wyoming
- Advanced First Aid Training
- Domestic Violence Investigation Training



Arrest Diversion

- **Salt Lake County**

- Volunteers of America takes non-violent intoxicated individuals
- Other Side Academy, individuals with substance abuse problems are referred to this program to help them obtain sobriety



- **Utah County**

- Food and Care Coalition. Unhoused individuals are referred here for meals, shower, housing resources and employment resources
- Worked with Wasatch Mental Health to address repeat offenders with mental health problems

- **Davis/Weber Counties**

- Davis County Diversion Center. Non-Violent suspects with substance abuse problems or mental health problems are referred here where treatment is available.



Emergency Management 2022

- **EOC Level 1 Activations**
 - No Level 1 activations for 2022
- **Level 2 Activations**
 - Garth Brooks Concert



Emergency Management Activities

- **Participated in Utah State Emergency Response Team drills**
- **Updated Plans**
 - Emergency Preparedness Plan (EPP)
 - Emergency Operations Plan (EOP)
 - Continuity of Operations Plan (COOP)
- **Liaised with state/local municipalities to maintain situational awareness**
- **Full Scale exercise with Orem Police and Fire Departments at Vineyard**
- **Facilitated BowMac training for improved interaction with partner jurisdictions**
- **Flood Preparation 2023**



Questions?



Federal Railroad Administration Corridor Identification and Development Program Update

Intermountain Region

May 2023

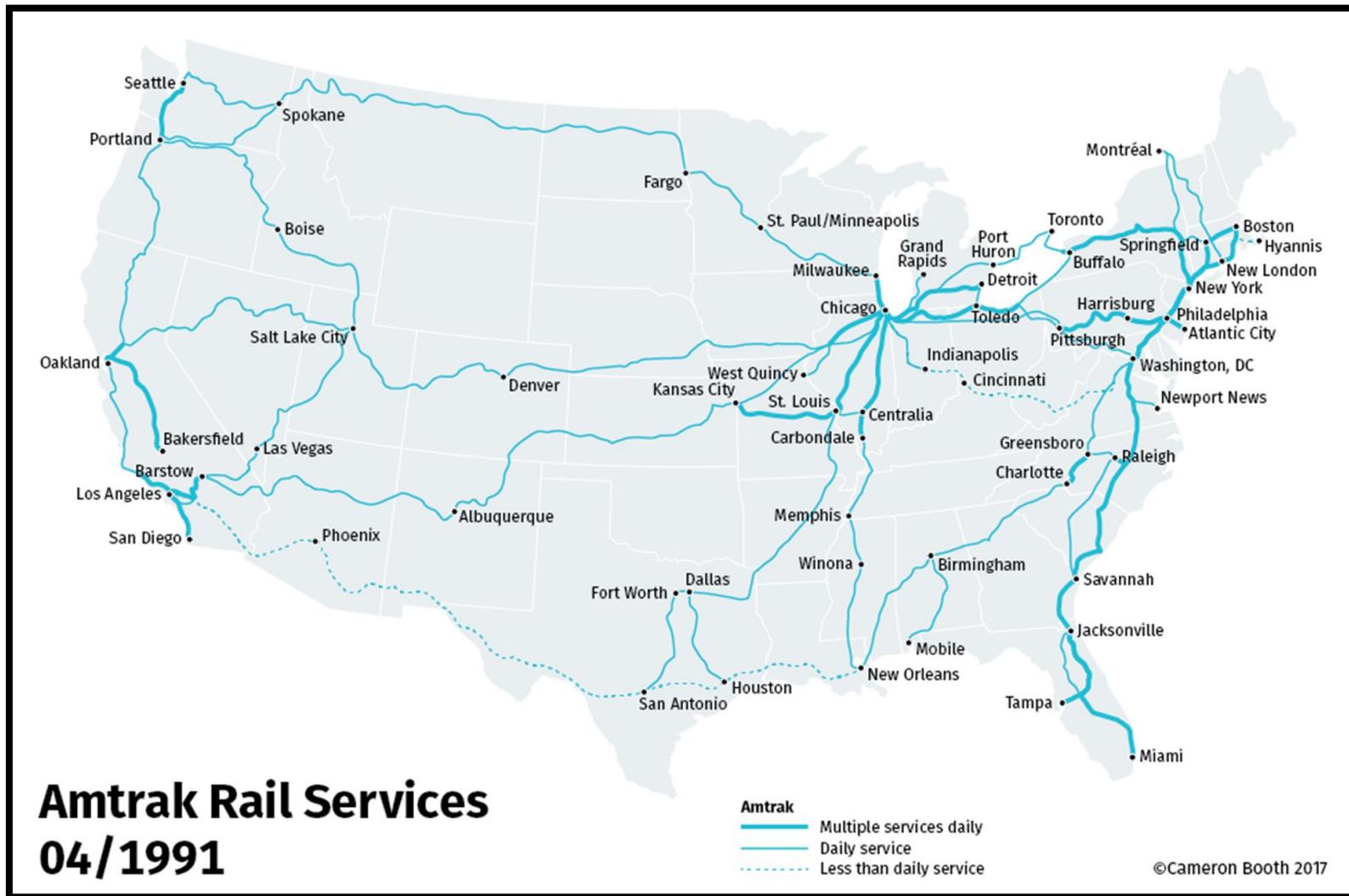


IIJA Support for New Intercity Passenger Rail Routes

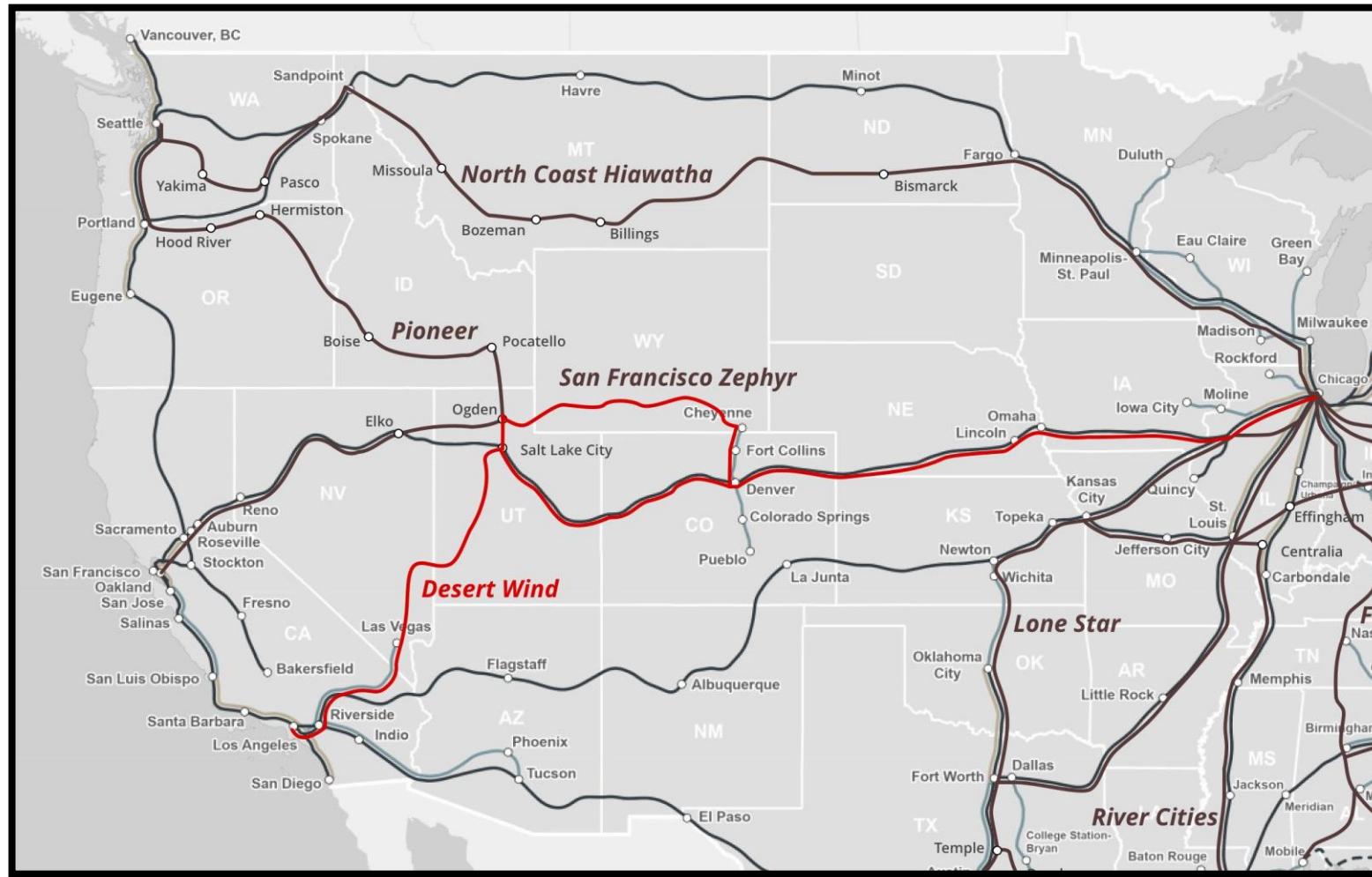
- **Infrastructure Investment and Jobs Act (IIJA)** – On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law to support transportation and infrastructure projects
- **Corridor Identification and Development** – a new Federal Railroad Administration (FRA) program included in the IIJA to identify and prioritize new and enhanced corridor routes in America
- **Federal Grants** – new DOT grants that provide capital, operating, & administrative support
- **Improvements to the state-Amtrak partnerships** – will provide more transparency and predictability for states
 - IIJA is structured to strengthen and expand state-Amtrak partnerships, and the robust funding will allow for unprecedented growth of passenger rail



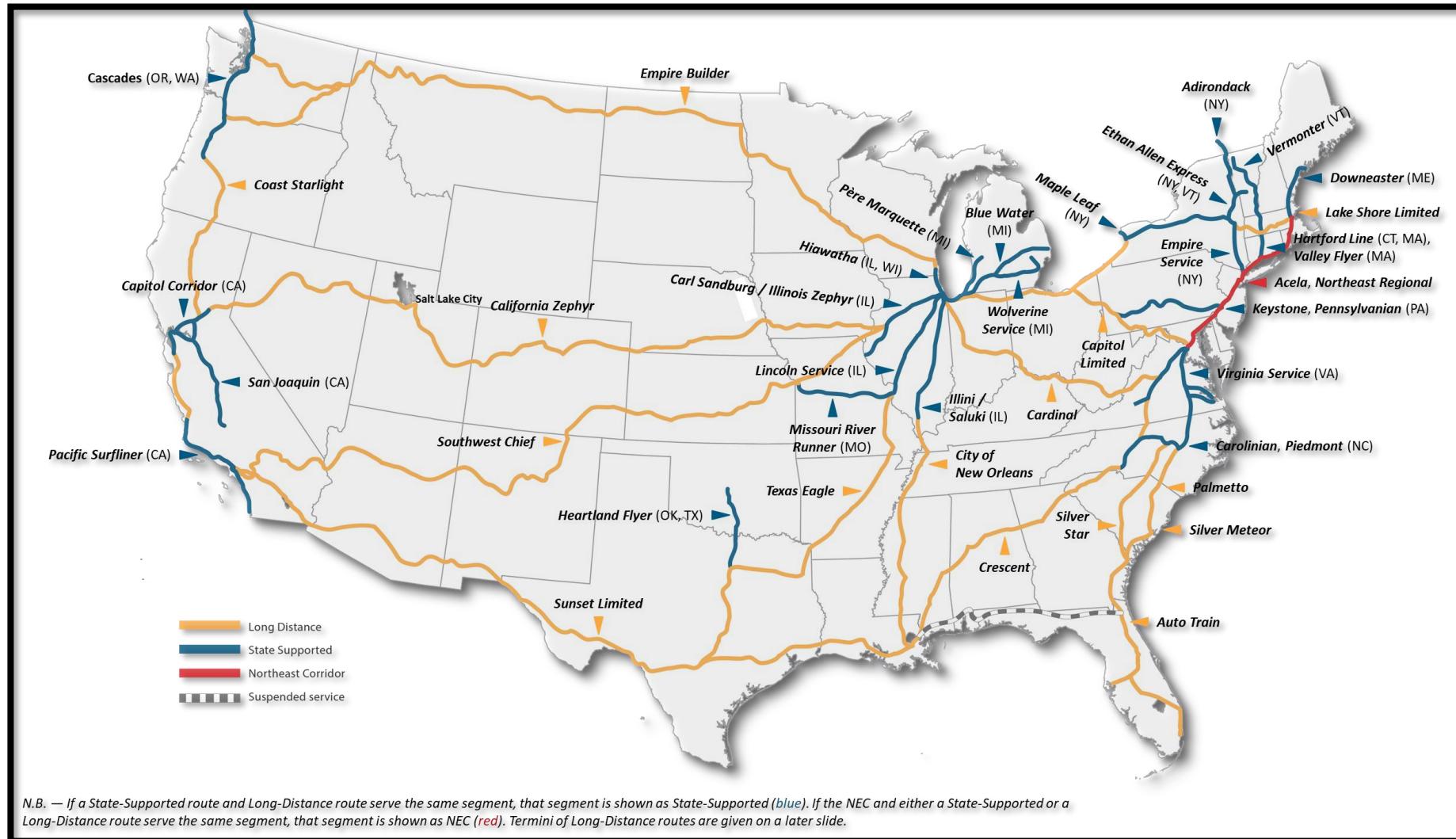
Amtrak 1991



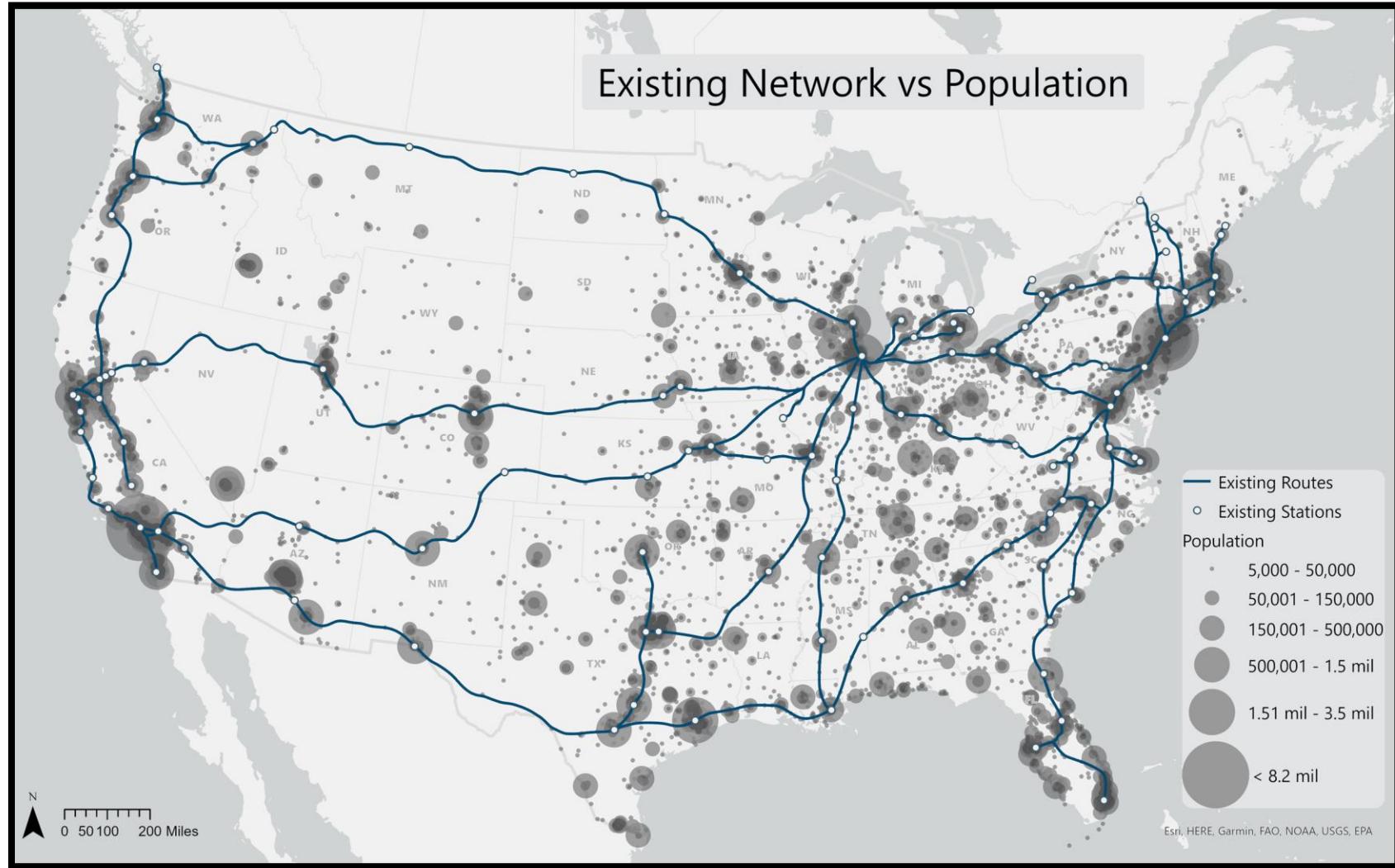
Desert Wind and Pioneer Routes



2022 Amtrak System Map

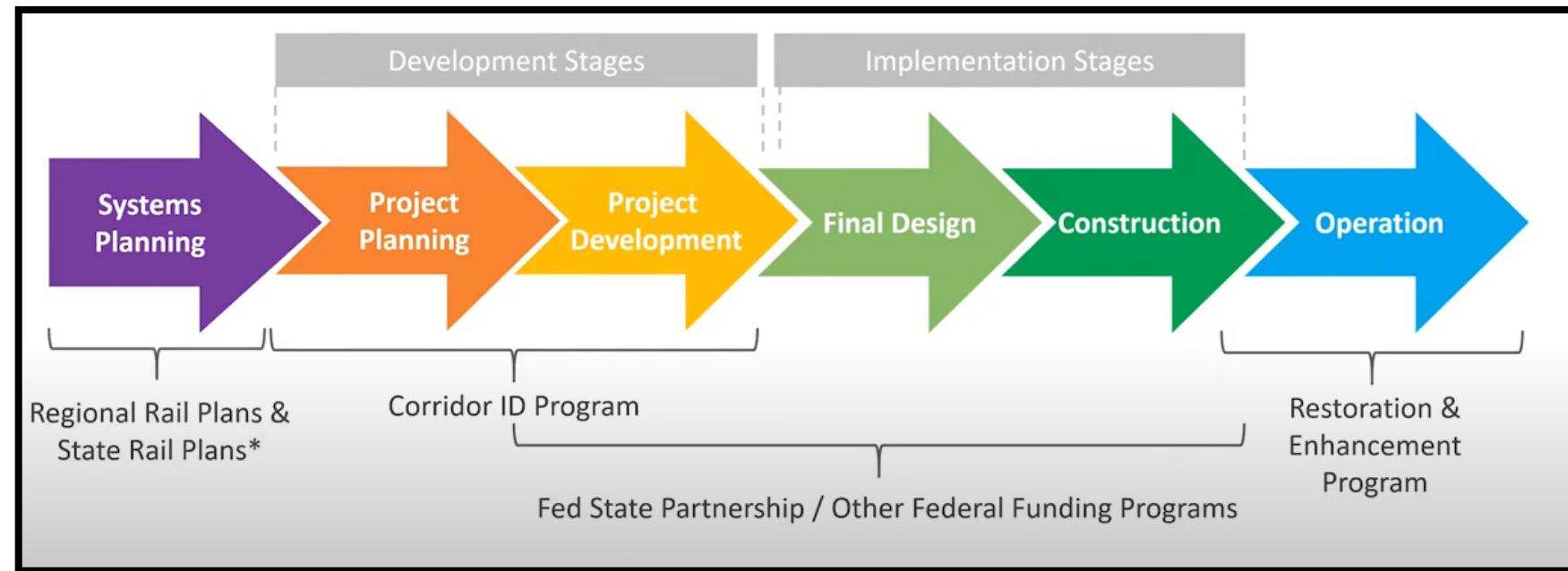


Existing Network vs. Population



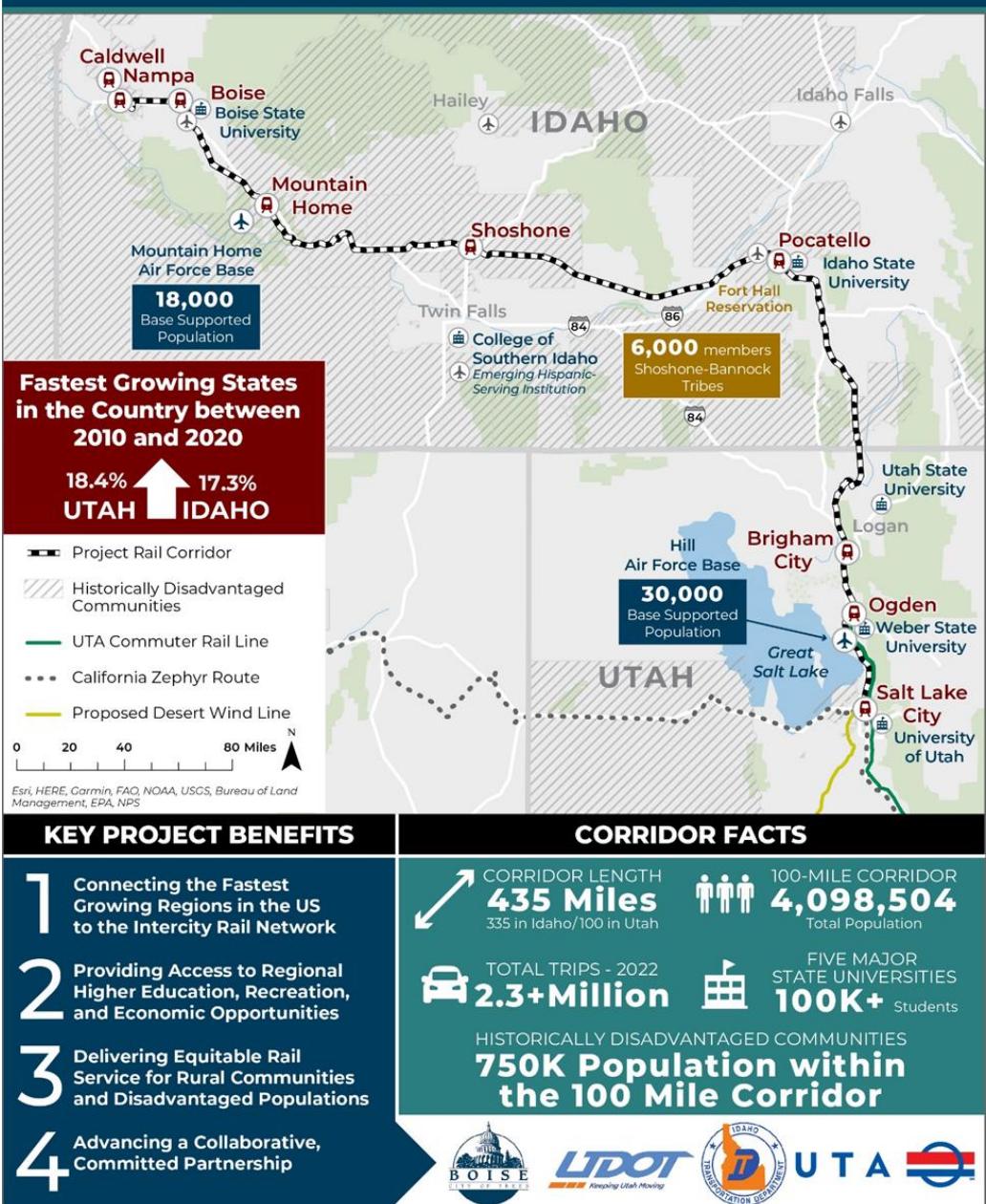
FRA Corridor Identification and Development Program

- Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail services



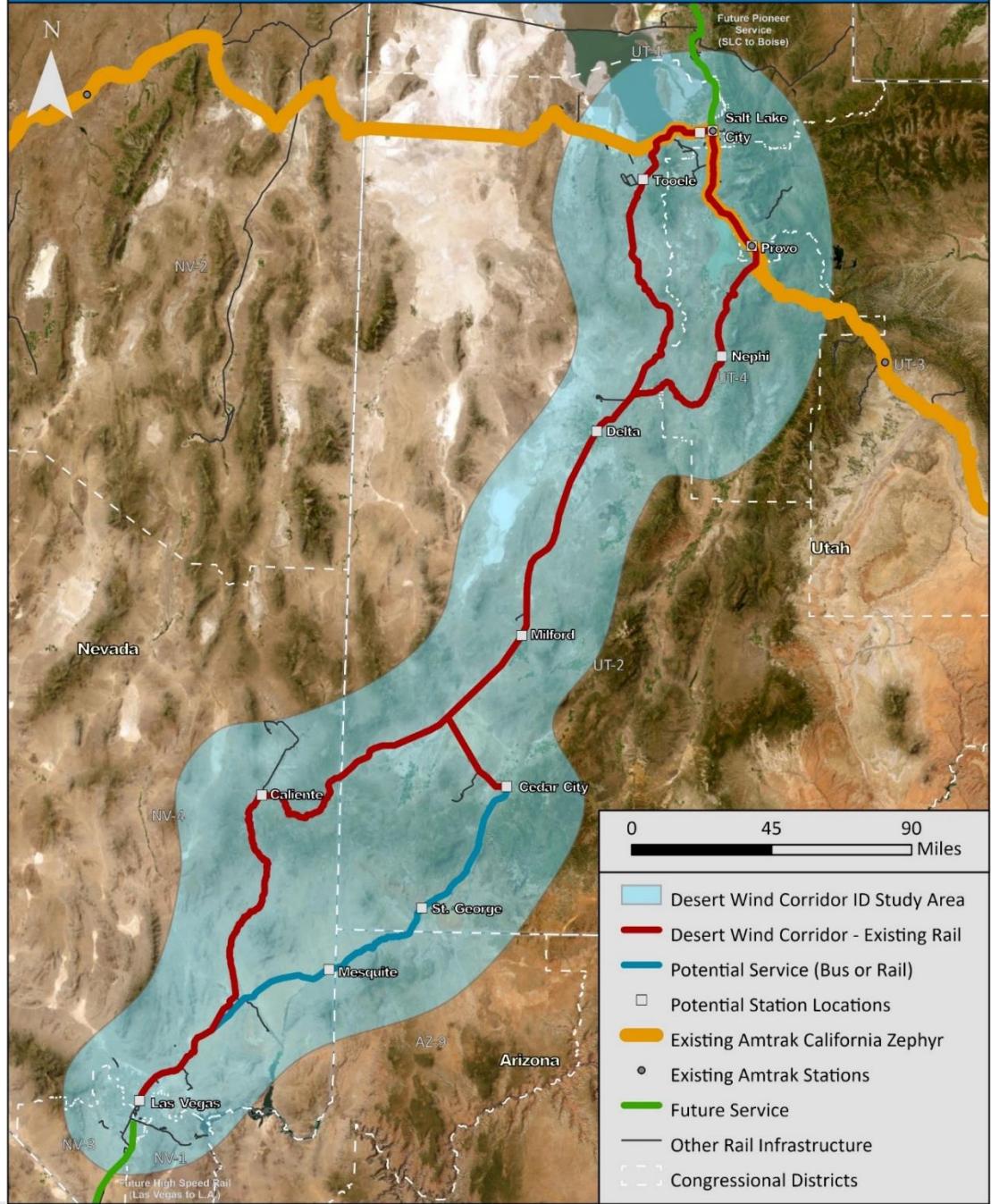
Pioneer Corridor (Boise to SLC)

- This project will restore a key segment of Amtrak's former Pioneer Line between two of the fastest-growing cities in the U.S., located in the two fastest-growing states in the U.S., while serving rural and disadvantaged communities in the Mountain West that currently lack access to the intercity rail network or many other transportation options
- The Idaho Transportation Department, in partnership with the City of Boise, UDOT, and UTA, submitted the application



Desert Wind Corridor (SLC to Las Vegas)

- The proposed Desert Wind (SLC to Las Vegas) service restoration parallels the I-15 corridor between Las Vegas and Salt Lake City
 - This service would connect some of the Nation's fastest-growing regions in Utah and Nevada
 - The need for multi-modal connections between Las Vegas and Salt Lake City has been highlighted in previous studies
 - Through the Corridor ID program, the proposed service would be evaluated further to refine the alignment, stations, and operational characteristics
- UDOT, in partnership with UTA and the Nevada Department of Transportation, submitted the application

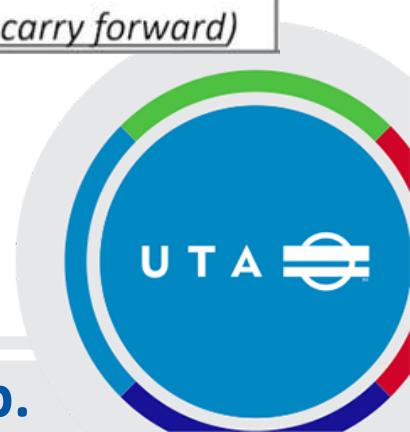


Next Steps

- FRA is anticipated to select projects for inclusion for the Corridor ID program around September
 - Projects advanced forward will begin step 1 of the program
- UTA is working with the project partners to prepare an outreach strategy
 - Planning on participating at conferences to promote the intercity passenger rail corridors
 - Working on strategy for communication with elected officials
 - Building relationships with Amtrak and Union Pacific
- Continued coordination on the Amtrak Daily Long-Distance Service Study

Project Planning
Step 1: SDP Scoping & Program Initiation

Key Activities	<ul style="list-style-type: none">• Sponsor creates the capacity necessary to undertake the service planning effort• Sponsor develops scope, schedule, and budget for planning effort
Prerequisites	<ul style="list-style-type: none">• Selection of Corridor
Binding Commitment	Delivery of scope and cost estimate for SDP
Funding	~\$500k “seed money,” 0% match <i>(Unspent funds carry forward)</i>



Open Dialogue with the Board of Trustees



REPORTS & OTHER BUSINESS



Audit Committee Report



**Next Meeting: Wednesday,
September 27, 2023, at 1:00 p.m.**



ADJOURN

