

UTA Local Advisory Council Meeting

September 15, 2021



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 and telephone

No comments were received prior to the meeting.



Consent Agenda

- a. Approval of June 2, 2021 Local Advisory Council Meeting Minutes



Recommended Action (by acclamation)

Motion to approve the consent agenda



Consultation with Board of Trustees



Capital Projects

- a. Utah Transit Authority Capital Projects Update
- b. Utah Transit Authority Draft 2022-2026 Five-Year Capital Plan



Capital Projects: Utah Transit Authority Capital Projects Update



Service Development: Construction and Development

Construction:

Airport TRAX Realignment/Station

Depot District Bus Maintenance Facility

Vineyard FrontRunner Double Track/Station

Ogden/Weber State University BRT

Development:

Future of FrontRunner

S-line Streetcar Extension

Point of the Mountain BRT

Mid-Valley BRT

Central Corridor



Construction



Airport TRAX Realignment/Station

UTA Funds- \$22.7M

- Completed platform and ready for final installation of UTA furnished items (card readers, TVM's signs)
- Completed track installation. Calibration continues through September
- Continuing overhead catenary system (OCS) installation through September
- Beginning bus bridge from 1940 West TRAX station on October 4, 2021, thru October 18, 2021
- Beginning revenue service to the airport platform October 19, 2021
- Planned grand opening on November 1, 2021



Airport TRAX Realignment/Station

UTAH TRANSIT AUTHORITY



Depot District Bus Maintenance Facility

UTA Funds- \$66.5M
State Funds- \$10.7M
Grant Funds- \$40.8M

- Completed placement of precast tilt-up walls for the maintenance building
- Underway with placement of structural steel
- Beginning maintenance building roofing in early September
- Negotiating pricing for the bus canopy and battery electric bus charging infrastructure phase
- Completion of the project is scheduled for spring of 2023



Depot District Bus Maintenance Facility

UTAH TRANSIT AUTHORITY



Ogden/WSU BRT

UTA Funds- \$11.8M
State Funds- \$4.6M
Partner Funds- \$6.3M
Grant Funds- \$82.5M

- Completed Washington Blvd. roadway work. Finishing up sidewalk tie-ins and stations
- Completed University central campus in time for school starting August 30th
- Constructed Dee Event Center station grade beam Sewer Line on 32nd St.
- Cleared 41 of 68 right-of-way parcels for construction



Ogden/WSU BRT

UTAH TRANSIT AUTHORITY



Vineyard FrontRunner Double Track/Station

UTA Funds- \$18.5M
State Funds- \$5.6M
UDOT Managed

- Completed all embankment stabilization and embankment placement
- Delivered long lead items; #24 switch and all rail, to the site
- Started platform underground conduit installation
- Scheduled the closure of the 1600 North (Vineyard Road) grade crossing for rail work and utility relocations
- Reviewing developer roadway and utility plans with Vineyard staff



Vineyard FrontRunner Double Track/Station



Development



UTA Funds- \$17.6M
State Funds- \$306.6M

Future of FrontRunner

- Completed procurement of the program management team
- Completed operational analysis to determine top double tracking sections
- Completing conceptual design on identified double tracking sections to further define the projects and determine feasibility
- Completed community and stakeholder plan to begin implementing this year
- Continuing development of the business plan for FrontRunner to create a system-wide service vision and define short- and long-term investments
- Initiating procurements for environmental and design contracts



Future of FrontRunner



S-line Streetcar Extension Alternatives Analysis

State Funds- \$12M

- Held two stakeholder workshops and seven alternatives were analyzed
- Carrying forward alternatives 1A & 1B into the environmental phase
- Analyzing the need for more double tracking in the existing corridor to maintain 15-minute headway
- Selection of a preferred alternative is dependent on:
 - Willingness of the property owner to participate
 - Ability to fund the total cost
- Drafting the scope of work for final design services

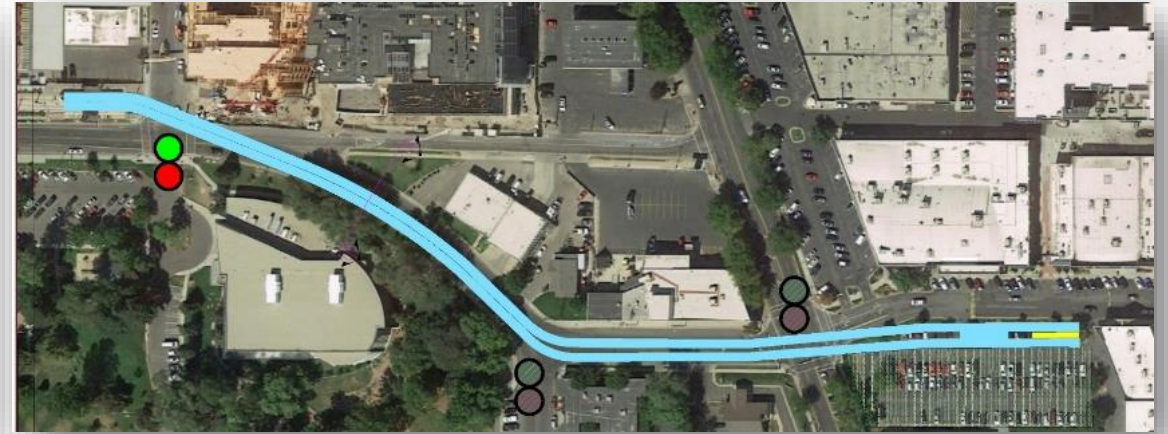


S-line Streetcar Extension Alternatives Analysis

Alternative 1A

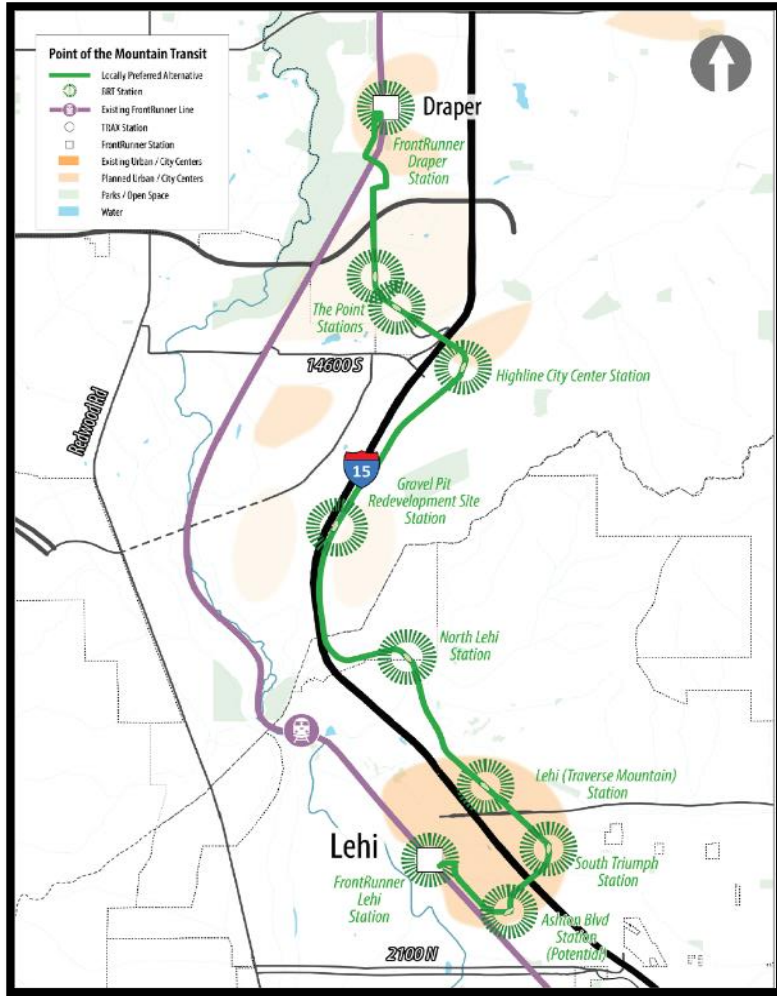


Alternative 1B

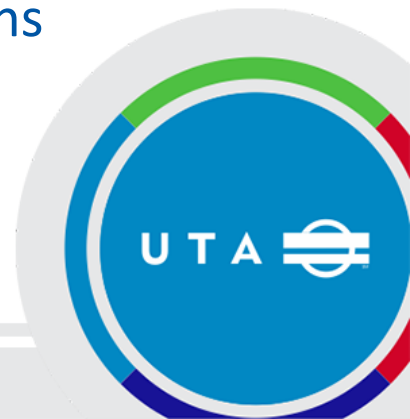


Point Of The Mountain BRT

UTA Funds- \$1.6M
State Funds- \$5.95M
Partner Funds- \$450K
Grant Funds- \$2M



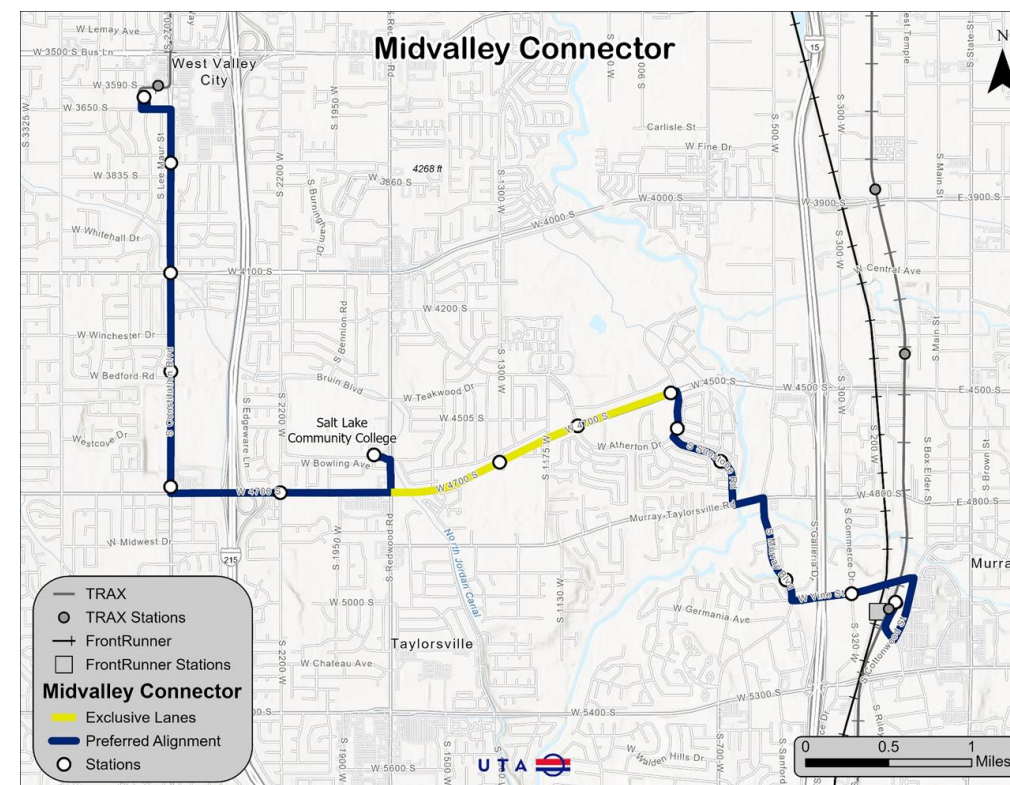
- Selected and approved locally preferred alternative of “Gold Standard” Bus Rapid Transit
 - Majority dedicated lane for transit priority
 - Exceptional station amenities and urban design
 - Bus vehicle interiors look and feel like rail vehicles
- Next steps:
 - Preferred alternative refinements
 - Conceptual engineering
 - Operations and maintenance site screening
 - Environmental review
 - Funding, implementation, and operations planning



Midvalley BRT

- Completed 60% design review. Evaluating procurement options to complete final design
- Submitted Small Starts grant application package to FTA for project rating
- Revising draft environmental document
- Finalizing funding sources to address increased project costs due to added scope and increased inflation
- Drafting a Memorandum of Understanding (MOU) for each of the project partners

UTA Funds- TBD
 State Funds- \$38.8M
 Partner Funds- \$2.2M
 Grant Funds- TBD



Central Corridor Study

UTA Funds- \$100K
Grant Funds- \$1.9M

- Amending existing UDOT consultant contract to include the following:
 - Coordination with stakeholders
 - Completion of the alternative analysis
 - Selection of a preferred alternative
 - Completion of design concepts
 - Developing a phasing plan for construction
 - Coordinate with stakeholders



Questions?



**Capital Projects:
Utah Transit Authority
Draft 2022-2026
Five-Year Capital Plan**



Connecting the 2022 Budget to the UTA Strategic Framework

MISSION

PROVIDE INTEGRATED MOBILITY SOLUTIONS TO SERVICE LIFE'S CONNECTIONS, IMPROVE PUBLIC HEALTH AND ENHANCE QUALITY OF LIFE

UTA FOCUS AREAS

SERVICE

PEOPLE

STEWARDSHIP

UTA STRATEGIC OBJECTIVES

- Innovate & Integrate our System
- Deliver Excellence

- Develop our People
- Create a Diverse & Inclusive Workforce

- Protect our Environment
- Safeguard our Future



5-Year Capital Plan Goals:

- Maintain a safe system that operates in state of good repair
- Provide a plan consistent with the constraints of the projected capital budget
- Provide a plan consistent with available capacity of project delivery resources
- Include service expansion projects consistent with the regional long-range transit plans
- Leverage UTA funds with federal grants and partner funds



2022 Emphasis on Delivery

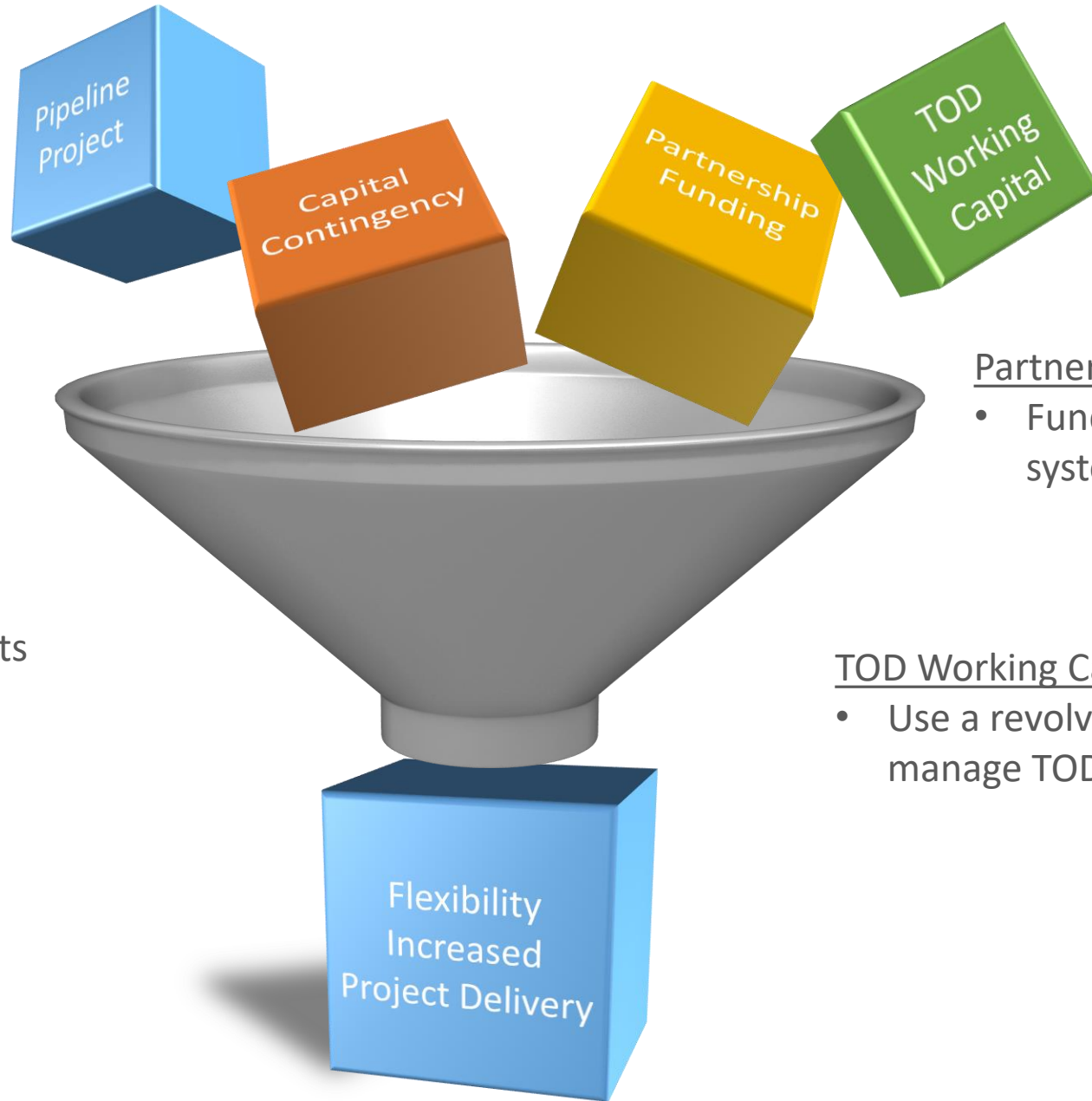
- Commitment to delivering the projects funded in the capital budget
- Developing a program master schedule to anticipate and mitigate roadblocks
- Resource planning is ongoing and critical to successful project delivery
 - Program management consultants support UTA staff to increase project delivery capability
 - Monthly spending and expenditure forecasting began in 2021
- Updating and standardizing capital procedures to ensure consistent project delivery
- Regular reporting on schedule and budget performance



Improving Project Delivery

Create Pipeline Projects

- Wayfinding Signage
- Bus Stop Enhancements
- End of Line Enhancements
- Systemwide Restrooms



Leverage Capital Contingency

- Increase flexibility
- Accommodate project acceleration

Partnership Funding

- Fund partner improvements in the system with Stimulus Funds

TOD Working Capital

- Use a revolving fund approach to manage TOD investments.



Active and Proposed Project Classifications

Active Projects- Funded

- Projects that have sufficient scope, resources, planning, etc to progress
- High-profile

Proposed Projects- Unfunded

- Projects are more conceptual, not fully defined
- Tracked similarly to “Active” projects
- Can be brought forward to “Active” pending resource and commitment review and necessary LAC and Board Approvals
- Some projects may have an Active and Proposed portion based on funding and/or some project lifecycle phases being more defined than others



5-Year Capital Categories

- Safety and Security/Police
- Major Capital Projects
- Other Capital Projects
- Asset Management (SGR) including Facilities and Vehicles
- Information Technology
- Planning (Regional and Long Range)
- Property/TOD/Real Estate



5-Year Capital Plan - Process

- Funding requests are submitted by staff for new and continuing capital projects
- Projects are ranked based on evaluation criteria
- Projects are reviewed and prioritized by senior management
- A financially constrained capital plan is finalized by the Executive Team



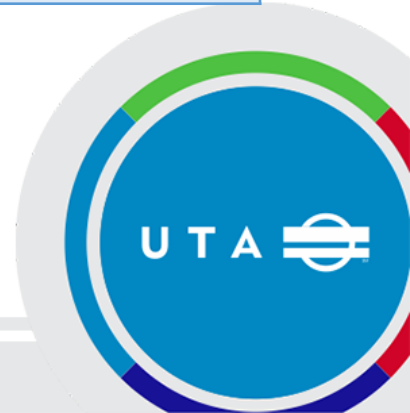
5-Year Capital Plan – Evaluation Criteria

- Mitigates a safety risk
- Legal or regulatory requirement
- Operationally required
- Public support
- Enhances or expands core system/service performance
- Supports UTA workforce capabilities



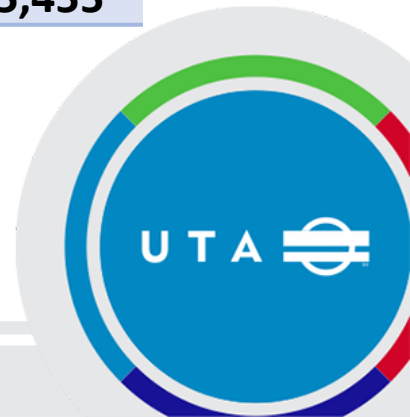
Proposed 2022 Capital Budget Summary

Programs/Projects	2022 Budget	2022 Grants	2022 State & Local Partners	2022 UTA Funds
5310 Projects	\$1,762,653	\$1,433,047	\$299,606	\$30,000
Asset Management- Facilities	\$4,600,000	\$0	\$0	\$4,600,000
Asset Management- Rail Infrastructure	\$9,300,000	\$0	\$0	\$9,300,000
Asset Management- Rail Systems	\$18,590,000	\$0	\$365,000	\$18,225,000
Asset Management- Vehicle New Purchase	\$23,625,911	\$4,983,108	\$0	\$18,642,803
Asset Management- Vehicle Rehabilitation	\$14,471,775	\$763,779	\$0	\$13,707,996
Information Technology	\$13,614,900	\$5,600,000	\$0	\$8,014,900
Major Capital Project	\$101,872,107	\$25,498,435	\$42,368,217	\$34,005,455
Other Capital Projects	\$35,071,195	\$10,012,556	\$5,497,003	\$19,561,636
Property/TOD/Real Estate	\$6,040,000	\$0	\$0	\$6,040,000
Safety & Security/Police	\$2,068,061	\$0	\$0	\$2,068,061
Grand Total	\$231,016,602	\$48,290,925	\$48,529,826	\$134,195,851



Proposed 2022 Major Capital Projects Detail

Highlighted Projects	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds
MSP102- Depot District	\$32,562,000	\$3,377,587	\$3,797,243	\$25,387,170
MSP185- Ogden/WSU BRT	\$25,465,107	\$18,436,103	\$2,229,004	\$4,800,000
MSP205- TIGER Program of Projects	\$8,206,000	\$2,798,700	\$3,126,000	\$2,281,300
MSP215- Sharp-Tintic Rail Connection	\$1,439,000	\$886,045	\$515,970	\$36,985
MSP216- Point of Mountain AA/EIS	\$3,000,000	\$0	\$3,000,000	\$0
MSP252- FrontRunner Forward	\$15,000,000	\$0	\$13,500,000	\$1,500,000
MSP253- Mid-Valley Connector	\$15,000,000	\$0	\$15,000,000	\$0
MSP259- S-Line Extension	\$1,200,000	\$0	\$1,200,000	\$0
Total	\$101,872,107	\$25,498,435	\$42,368,217	\$34,005,455



Proposed 2022 Asset Mgmt (SGR) Detail

Highlighted Projects	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds
Asset Management- Facilities	\$4,600,000	\$0	\$0	\$4,600,000
Asset Management- Rail Infrastructure	\$9,300,000	\$0	\$0	\$9,300,000
Asset Management- Rail Systems	\$18,590,000	\$0	\$365,000	\$18,225,000
Asset Management- Vehicle New Purchase	\$23,625,911	\$4,983,108	\$0	\$18,642,803
Asset Management- Vehicle Rehabilitation	\$14,471,775	\$763,779	\$0	\$13,707,996
Total	\$70,587,686	\$5,746,887	\$365,000	\$64,475,799



Proposed 5-Year Capital Budget by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2022	\$231,016,602	\$48,290,925	\$48,529,826	\$134,195,851
2023	\$357,985,601	\$86,591,940	\$95,842,185	\$124,171,476
2024	\$268,803,470	\$29,737,012	\$86,179,623	\$125,966,835
2025	\$242,466,944	\$9,740,018	\$122,298,754	\$102,928,172
2026	\$151,581,676	\$3,150,000	\$69,500,000	\$71,431,676
Total	\$1,251,554,293	\$177,509,895	\$422,350,388	\$588,694,010

Discrepancy between the proposed budget totals and funding source totals (~\$63 Million) is actively being pursued through current grant applications



Anticipated Grants/ Partner Funds

- Proposed projects anticipating significant outside funds:
 - Midvalley BRT
 - TechLink Corridor/Greenline Downtown
 - Point of the Mountain Transit
 - SL-Central HQ Office
 - South Valley Transit
 - Central Corridor Transit
 - 5600 West/Mountain View Corridor
- If these funds don't materialize, projects would be delayed



Next Steps

- Develop resource/delivery schedules for project delivery and timing
- Update 5-Year Plan based on delivery schedules and carryover forecasts
- Present updated plan to Advisory Council for consultation in November
- Final approval of 5-Year Capital Plan by UTA Board in December
- First year of the 5-Year Capital Plan is incorporated into UTA's proposed 2022 annual budget



Bond Refunding

- a. Potential 2015A Senior and Subordinate Sales Tax Revenue Refunding Bond Opportunity in 2021



**Bond Refunding:
Potential 2015A Senior and
Subordinate Sales Tax Revenue
Refunding Bond Opportunity in 2021**



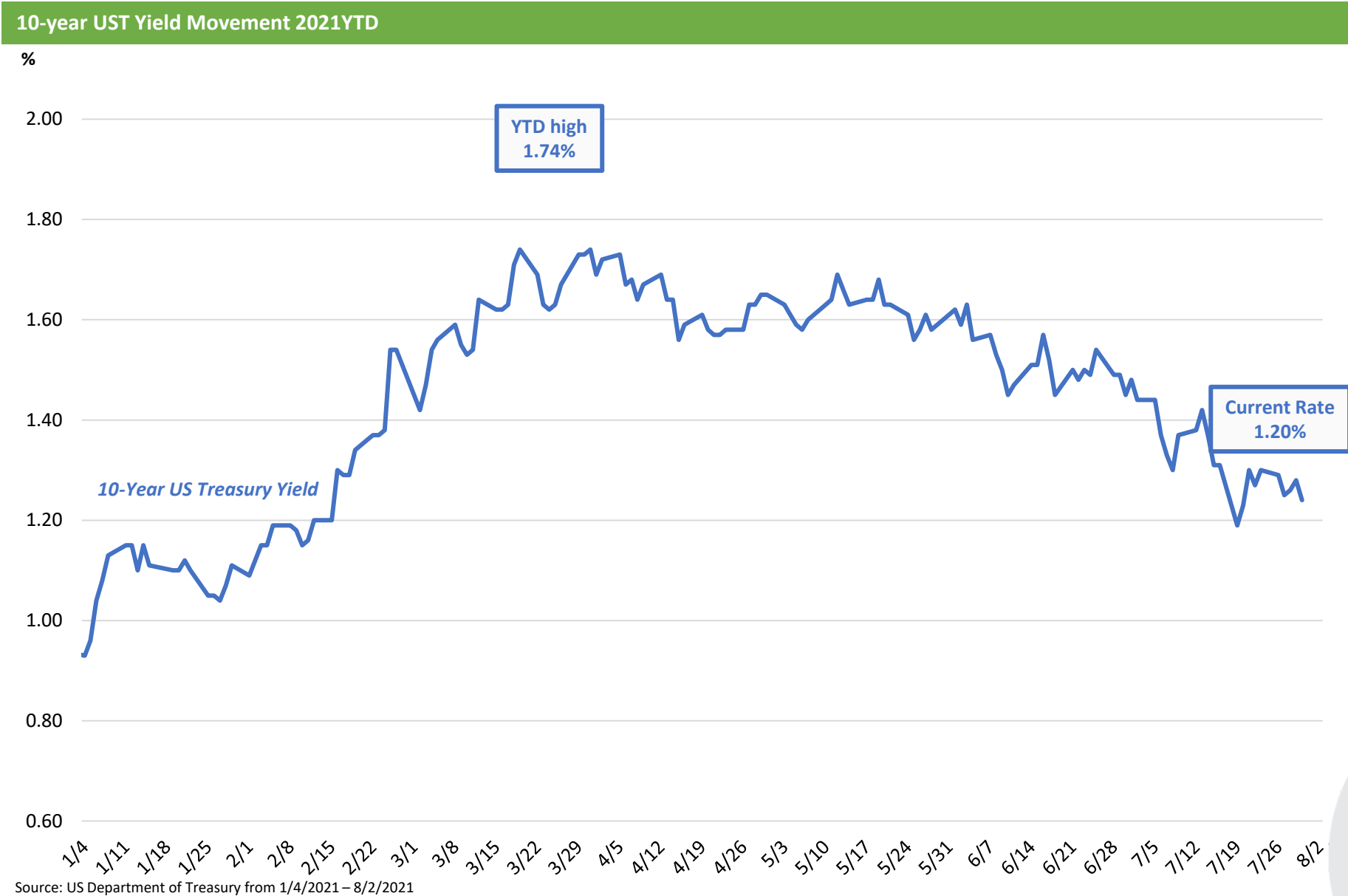
UTA DEBT MANAGEMENT

Bond Refunding and Restructuring Considerations

	Refunding Bonds	Restructuring Bonds
Net Present Value Savings 5% or more	X	
Consider options to lower maximum annual debt service	X	X
Move principal payments from June 15 to December 15	X	X
High refunding efficiency	X	
Minimize use of refunding savings reserve	X	X
Consider change from subordinate to senior debt	X	X



The 10-Year US Treasury Has Moved Sharply Lower From 2021 Highs



Series 2015A Taxable Advance Refunding Results (Structured Savings)

Summary of Bonds Refunded				
Series	Par Amt.	Coupons	Maturities	Call Date
2015A	\$383,130,000	4.00% - 5.00%	2026-2029; 2032-2036	June 15, 2025
Sub. 2015A	22,140,000	5.00%	2026 & 2037	June 15, 2025
Total	\$405,270,000			

Refunding Results 2015A Bonds	
Refunded Bonds	
Refunded Par	\$405,270,000
Refunding Bonds	
Par Amount	\$473,230,000
Amortization	2021-2037
Average Life	9.5 years
All-in True Interest Cost (TIC)	1.92%
Gross Savings	\$29,758,426
NPV Savings (\$)	\$28,125,327
NPV Savings (%)	6.94%

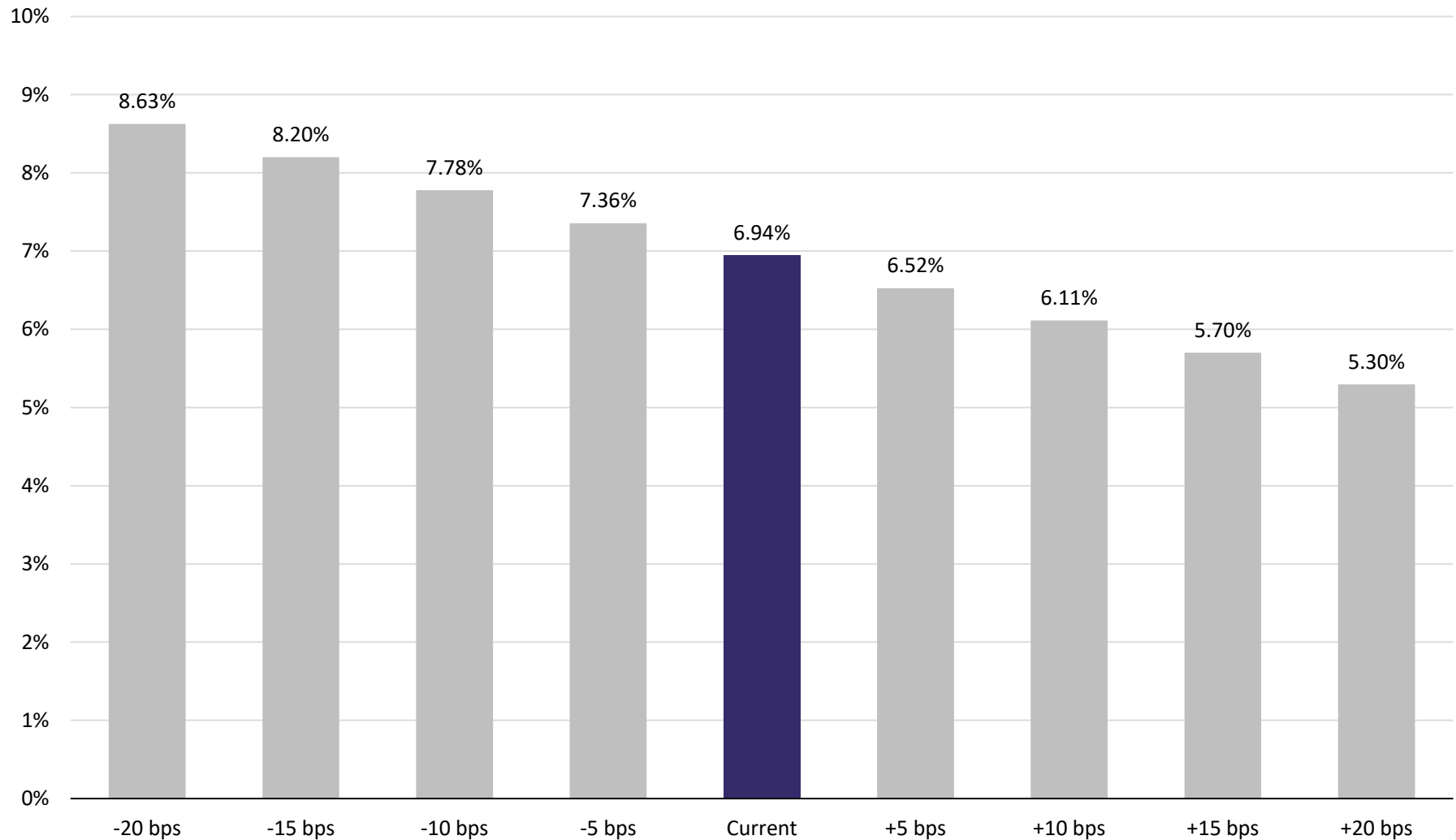
Gross Cashflow Savings (Refunded Bonds Only)			
Year (12/31)	Prior D/S	Refunding D/S	D/S Savings
2021	\$9,039,525	\$9,032,583	\$6,942
2022	18,079,050	18,075,211	3,839
2023	18,079,050	18,075,972	3,079
2024	18,079,050	18,076,104	2,946
2025	18,079,050	18,073,894	5,156
2026	63,055,800	63,052,132	3,668
2027	54,860,300	51,561,471	3,298,830
2028	54,859,425	51,560,016	3,299,409
2029	54,867,925	51,566,458	3,301,468
2030	9,445,050	6,144,503	3,300,548
2031	9,445,050	6,139,333	3,305,718
2032	48,816,550	45,512,680	3,303,870
2033	48,806,950	45,500,670	3,306,280
2034	48,786,050	45,477,830	3,308,220
2035	49,075,050	45,771,695	3,303,355
2036	49,070,550	49,067,400	3,150
2037	14,498,625	14,496,675	1,950
Total	\$586,943,050	\$557,184,624	\$29,758,426

Assumptions: Interest rates as of 8/2/2021, senior lien ratings of Aa2/AA/AA (Stable, Stable, Negative); subordinate lien ratings of A1/A+/AA (Stable, Stable, Negative); Refunded bonds refunded to the same lien; cost of issuance and underwriter's discount of \$5 per bond; Dated/delivery date of 10/15/2021; SLGS funded escrow; final maturity of the refunding bonds is consistent with refunded bonds; Assumes refunding series issued with 10-year call (1) Savings Efficiency calculated as NPV Savings / (NPV Savings + Negative Arbitrage); PV calculations discounted at TIC



Series 2015A Taxable Advance Refunding Sensitivity Analysis

NPV Savings Sensitivity – Change in Rates (bps)



Assumptions: Interest rates as of 8/2/2021, senior lien ratings of Aa2/AA/AA (Stable, Stable, Negative); subordinate lien ratings of A1/A+/AA (Stable, Stable, Negative); Refunded bonds refunded to the same lien; cost of issuance and underwriter's discount of \$5 per bond; Dated/delivery date of 10/15/2021; SLGS funded escrow; final maturity of the refunding bonds is consistent with refunded bonds; Assumes refunding series issued with 10-year call (1) Savings Efficiency calculated as NPV Savings / (NPV Savings + Negative Arbitrage); PV calculations discounted at TIC



Calendar of Events

- August 25- Board discussion, direction to proceed
- Week of September 13- Meeting with State Bonding Commission
- September 15- Presentation to UTA Local Advisory Council
- Week of September 20- meetings with bond rating agencies
- September 22- Board considers resolution authorizing the issuance of refunding bonds
- October 1- Receive bond ratings
- October 12/13- Negotiated bond sale
- October 27- Bond closing
- Bond resolution parameters would be:
 - Not to exceed \$485 million par amount
 - Not to exceed 5% rate
 - Not to exceed 17-year final maturity



Questions



Transit-Oriented Development (TOD)

- a. TOD Overview and Project Update



Transit-Oriented Development (TOD): TOD Overview and Project Update

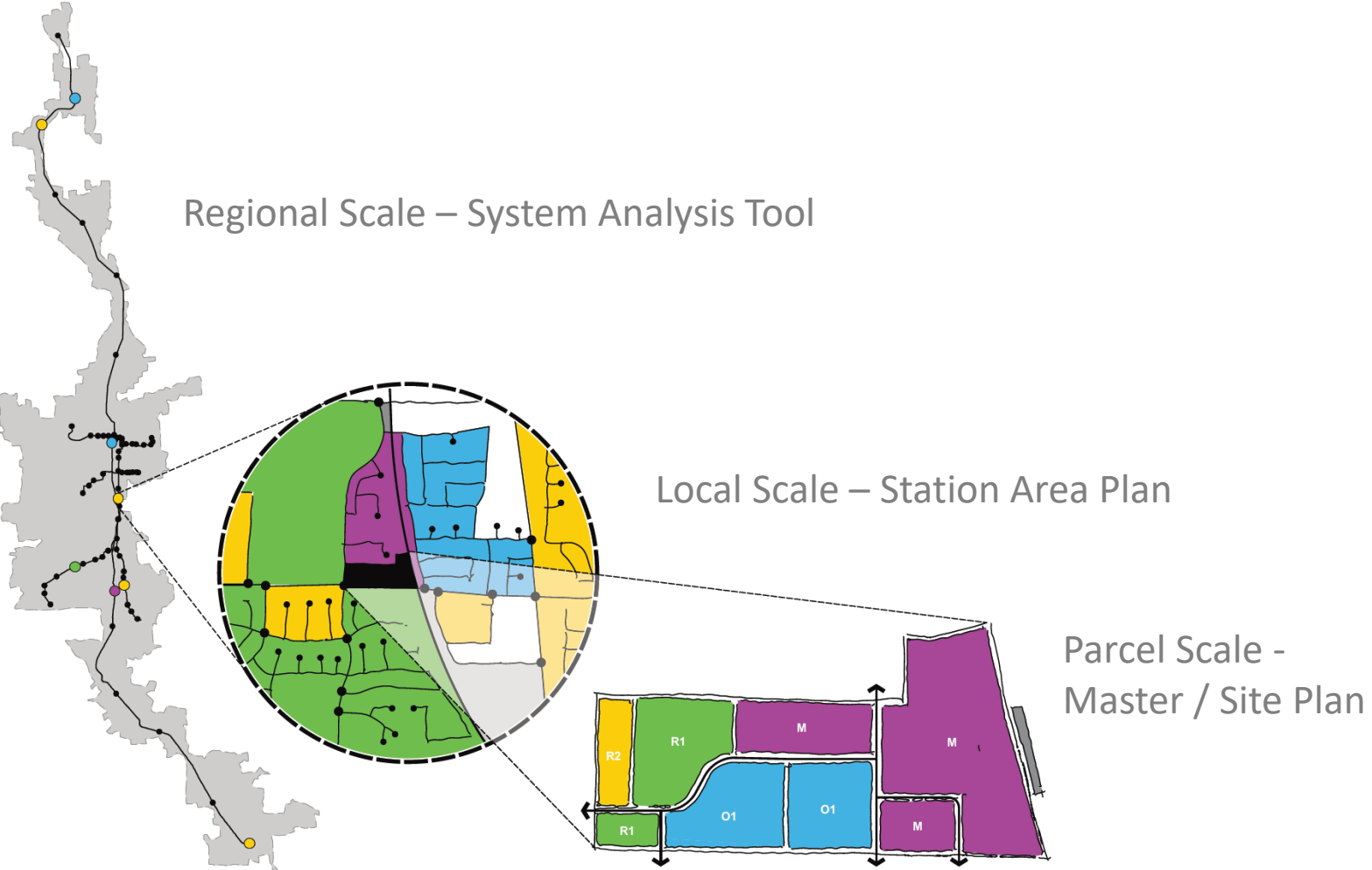




Integrate public transit into the community through:

- Station Area Planning
- Partnering & Education
- TOD Implementation

TOD Approach



South Utah County Station Area Plans

- Communities:
 - Springville
 - Spanish Fork
 - Payson
- Scope:
 - Station Area Plans
 - Land use review
 - Visioning
 - Market Study
 - Bike/Pedestrian Connectivity



An aerial photograph of a mountainous region. In the foreground, there are rolling green hills with some residential development. In the middle ground, a large body of water (likely a lake or reservoir) is visible, surrounded by a city. In the background, more mountains are visible under a blue sky with scattered clouds.

Point of the Mountain Station Area Plans

- Station Area Plans
 - Draper
 - Lehi (x2)
- Next Steps:
 - Define station area boundary
 - Site analysis
 - Land use review

A nighttime photograph of the Ogden Station building, a large, historic structure with a red-tiled roof and arched windows. The building is illuminated, and the word "UNION STATION" is visible in large, glowing letters on the roof. In the foreground, there is a circular fountain with several water jets. The overall scene is dark, with the building and fountain providing the main light sources.

Ogden Station TOD

- Collaboration with Ogden City
 - Master Plan
 - Mixed-Use
 - Innovation District
 - Civic uses
 - Union Station Revitalization Effort
- RFP anticipated by end of 2021

An aerial photograph of Salt Lake City, Utah, showing the city's layout and surrounding mountains. Overlaid on the photograph is a semi-transparent sketch of the city's urban structure, highlighting the downtown area and the location of the Salt Lake Central project. The sketch uses various colors to differentiate building types and infrastructure.

Salt Lake Central

- 3 Districts
 - North Temple
 - 100 South
 - SL Central
- Collaboration with City
 - Funding for public infrastructure
 - Joint Request for Proposals
 - Station Center & Festival Street
- UTA Space Planning Effort

- Master Development Plan & Agreement Executed
- Joint Venture Agreement Executed
- Fall 2021 – Break ground on infrastructure (led and funded by Clearfield City)
- Spring/Summer 2022 – Break ground on initial development phases



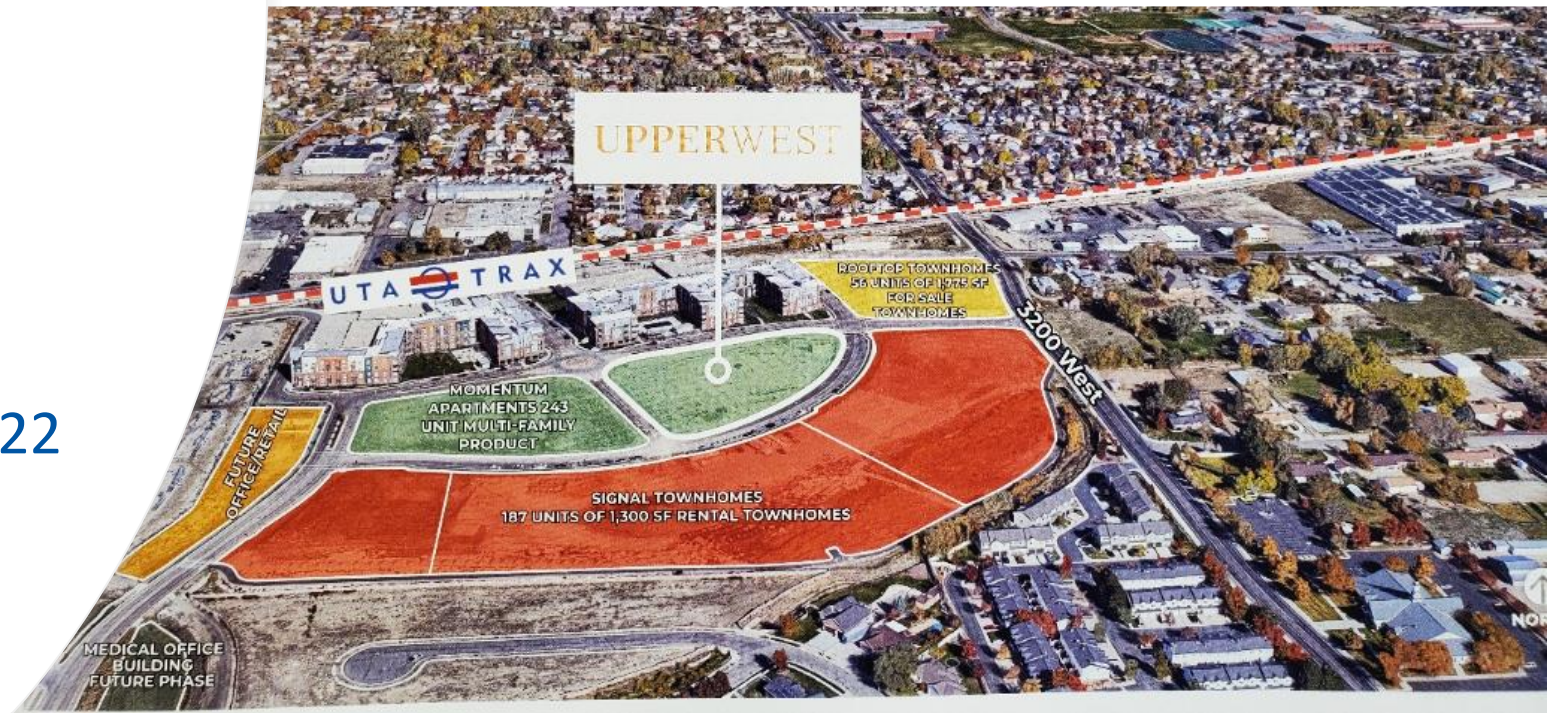
Sandy Civic Center “The East Village”

- Under Construction
- 304 residential units
- Retail/Restaurant
- Live-work space
- Shared parking garage
 - 300 park & ride stalls



Jordan Valley TOD

- Completed 2nd Phase
 - 207 units
 - 5 stories
 - 2.43 acres
 - Advertised for sale
- 3rd Phase to start construction
 - 243 units
 - Projected groundbreaking 2022



Midvale Center Street

Request for
Proposal –
Sept 2021



Discussion

Discussion

- a. Open Dialogue with the Board of Trustees



Discussion: Open Dialogue with the Board of Trustees



Reports and Other Business



Discussion

- a. Local Advisory Council Duties



Local Advisory Council

Roles and Responsibilities



Background

- Established in 2018 by the legislature as a means of ensuring UTA constituent communities have a significant voice in the management and direction of UTA.
- Codified in the Public District Transit Act at Utah Code 17B-2a-801.
- Membership directed by statute:
 - Council of Governments of Salt Lake County – appoints 3 members
 - Mayor of SLC – appoints 1 member
 - Council of Governments of Utah County – appoints 2 members
 - Council of Governments of Davis and Weber County – appoints 1 member each
 - Council of Governments of Box Elder and Tooele County – jointly appoint 1 member



General Role

- Consult with UTA regarding the service, operations, and planning for the public transit district
- Meet at least quarterly in an open public meeting with the Board of Trustees to consult and advise regarding the operation and management of the public transit district
- Represent and advocate the concerns of citizens within the public transit district to the Board of Trustees



Specific Responsibilities – Consultative (Musts)

- Described in UCA 17B-2a-808.1
- MUST Consult with Board of Trustees regarding:
 - Annual Budget including issuance of bonds and other financial instruments
 - TOD related contracts and property acquisitions/dispositions
 - Long range strategic plan
 - Creation and pursuit of funding opportunities for transit capital and service initiatives to meet anticipated growth within public transit district
 - Investment of UTA funds
 - Selection of target areas for internal audit and hearing of audit reports for areas selected
 - Achieved through Audit Committee composed of Trustees, LAC Chair and LAC Vice Chair
 - Board policies, ordinances and bylaws



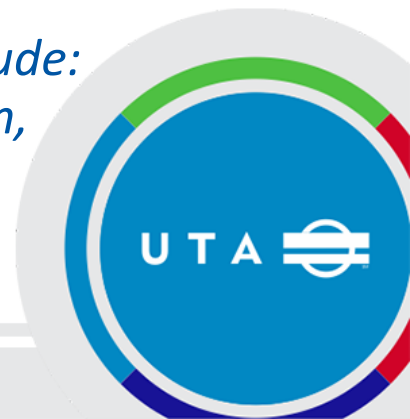
Specific Responsibilities – Consultative (Mays)

- MAY Consult with Board of Trustees regarding:
 - Holding public hearings



Specific Responsibilities – Review, Approve and Recommend for Final Adoption by the Board of Trustees

- Review, Approve and Recommend for final adoption by the Board of Trustees the following items:
 - District Service Plans at least every 2 ½ years
 - Achieved through Five-Year Service Plan
(completed February 2021 and planned for review in 2023)
 - Development plans including funding for all new capital development projects
 - Achieved through 1) Individual Capital Project Plans *(Midvalley BRT approved in November 2020)* and 2) Five-Year Capital (Budget) Plans *(updated annually in the Fall)*
 - All plans for Transit Oriented Development
 - Achieved through individual Station Area Plans *(2019-2021 SAP's approved include: Clearfield, SL Central, Murray Central, Ogden Central, Midvale Trax, West Jordan, and Woods Cross)*



Miscellaneous Additional Duties

- Setting compensation packages for board of trustees which salary may not exceed \$150,000, plus retirement and other standard benefits.
- Annually engage with safety and security teams to ensure coordination with local municipalities and counties.
- Assist with coordinated mobility and constituent services provide by UTA.



Mechanics

- Consultative Duties: Receive briefing in LAC quarterly meeting which is recorded in meeting minutes. No formal vote required.
- Review, Approve and Recommend for Final Approval by the Board of Trustees: Resolution is required.
- Quorum of 5 members is required in order to fulfill any described specific LAC responsibilities.



Summary

- LAC members are:
 - Entrusted with significant responsibilities.
 - Expected to gather input from constituents prior to meetings and provide meaningful input.
 - Encouraged to be an active participant in charting a course for UTA that is in line with the needs and desires of constituent communities.



Resolution

- a. AR2021-09-01 – Resolution Setting the Compensation for the Board of Trustees



AR2021-09-01 – Resolution Setting the Compensation for the Board of Trustees



Recommended Action (by acclamation)

Motion to approve AR2021-09-01

Resolution Setting the Compensation for the Board of Trustees



Reports

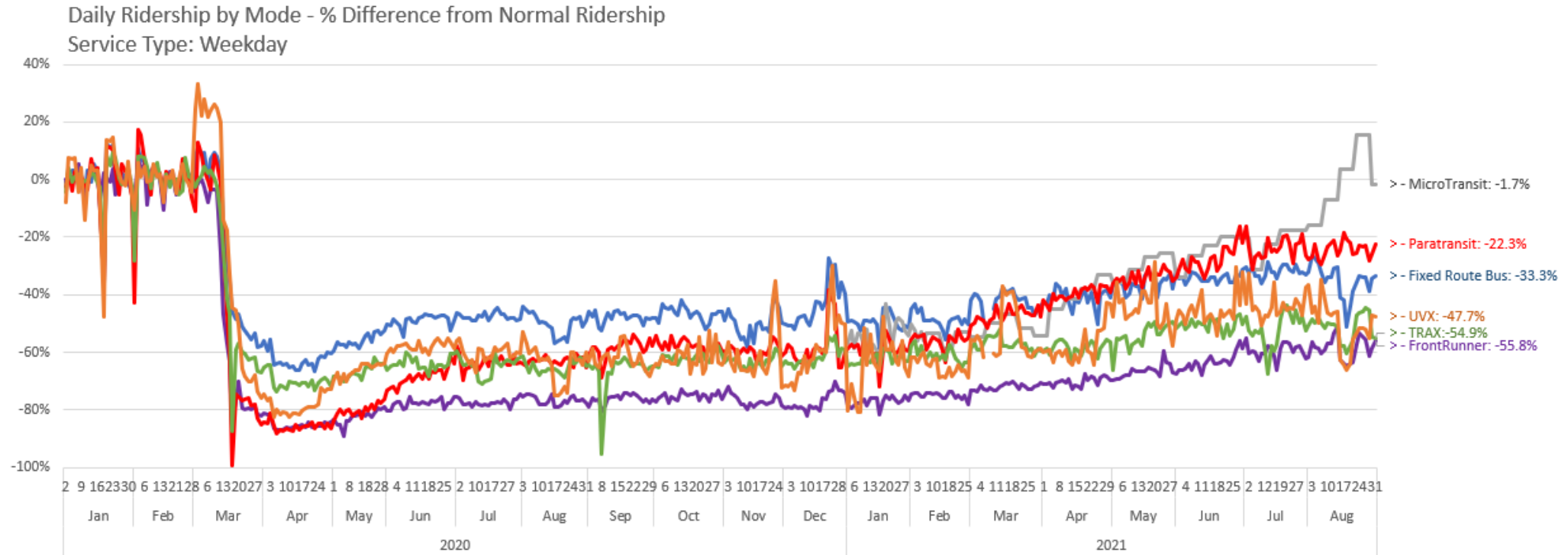
- a. Agency Report
 - Ridership Report
 - Federal Stimulus Funds Update
 - Adopt-a-Stop Program
 - Mobile Pop-up Vaccine Clinics
- b. Audit Committee Report



Agency Report: Ridership Report



Ridership Report



* All ridership is taken from unadjusted, preliminary data and is subject to change.

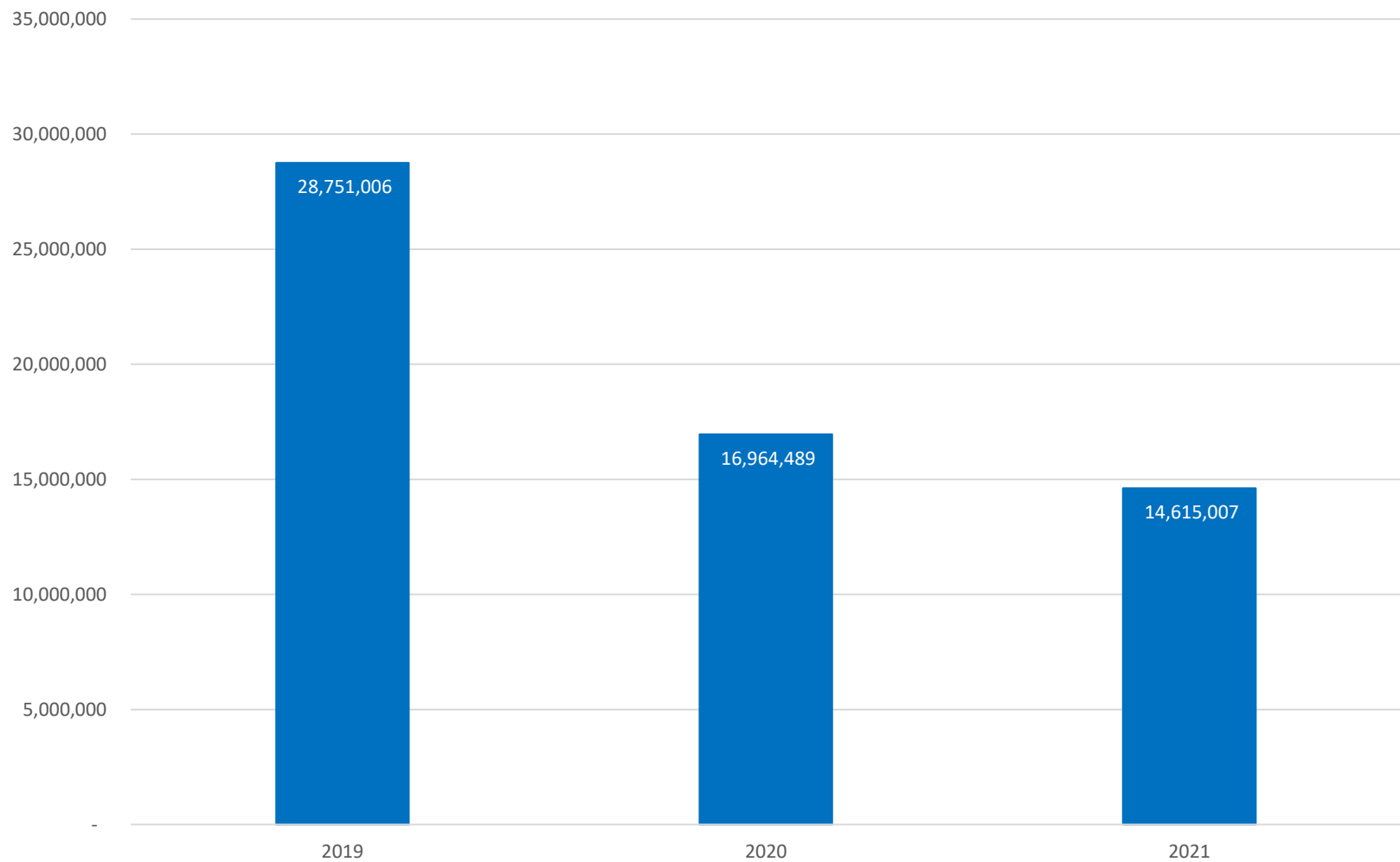
** Dates with holidays in the current or previous years have been removed.

- MicroTransit replaced several Flex Routes starting August Change Day



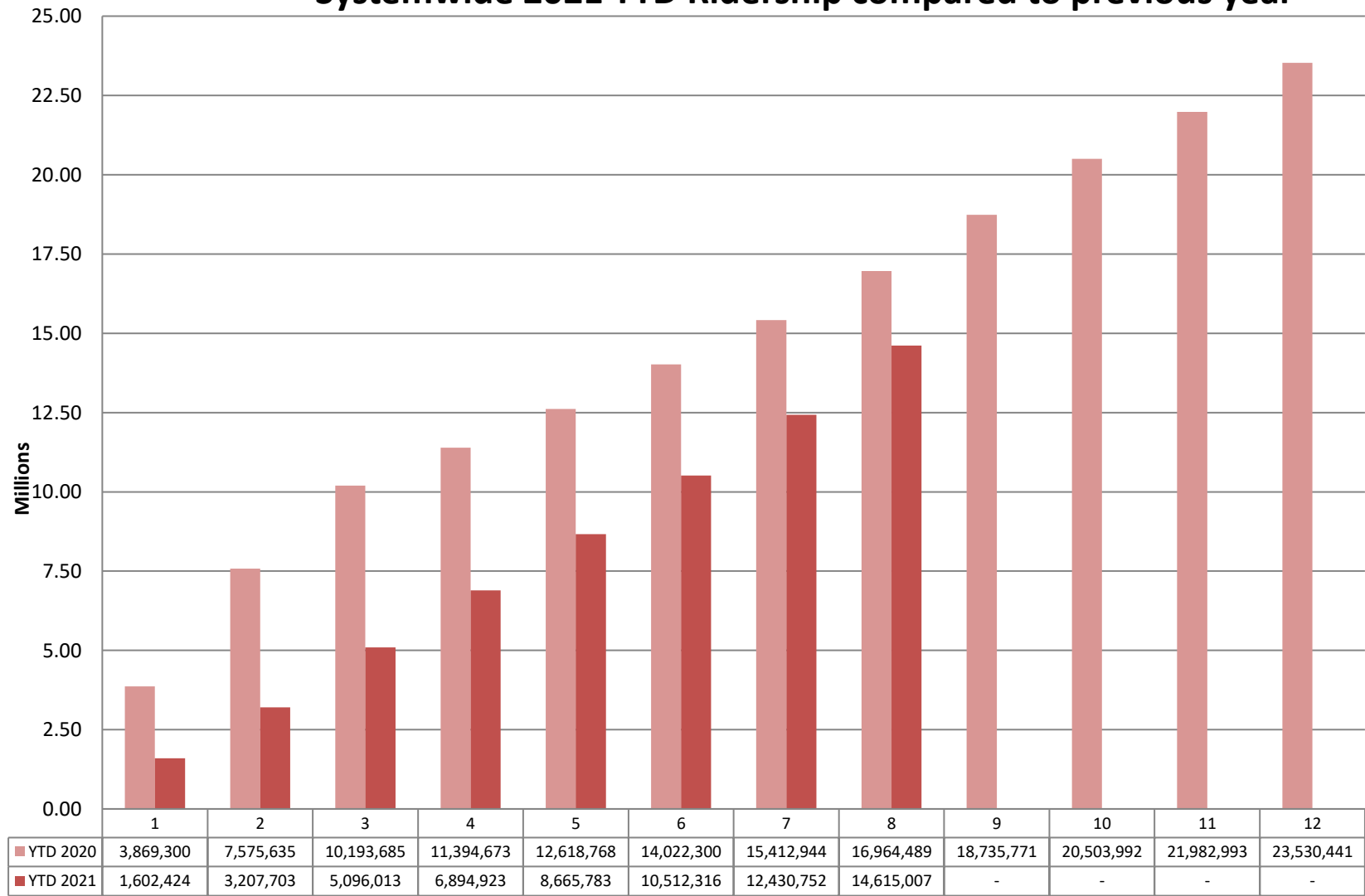
Ridership Report

Year to Year Ridership January - August



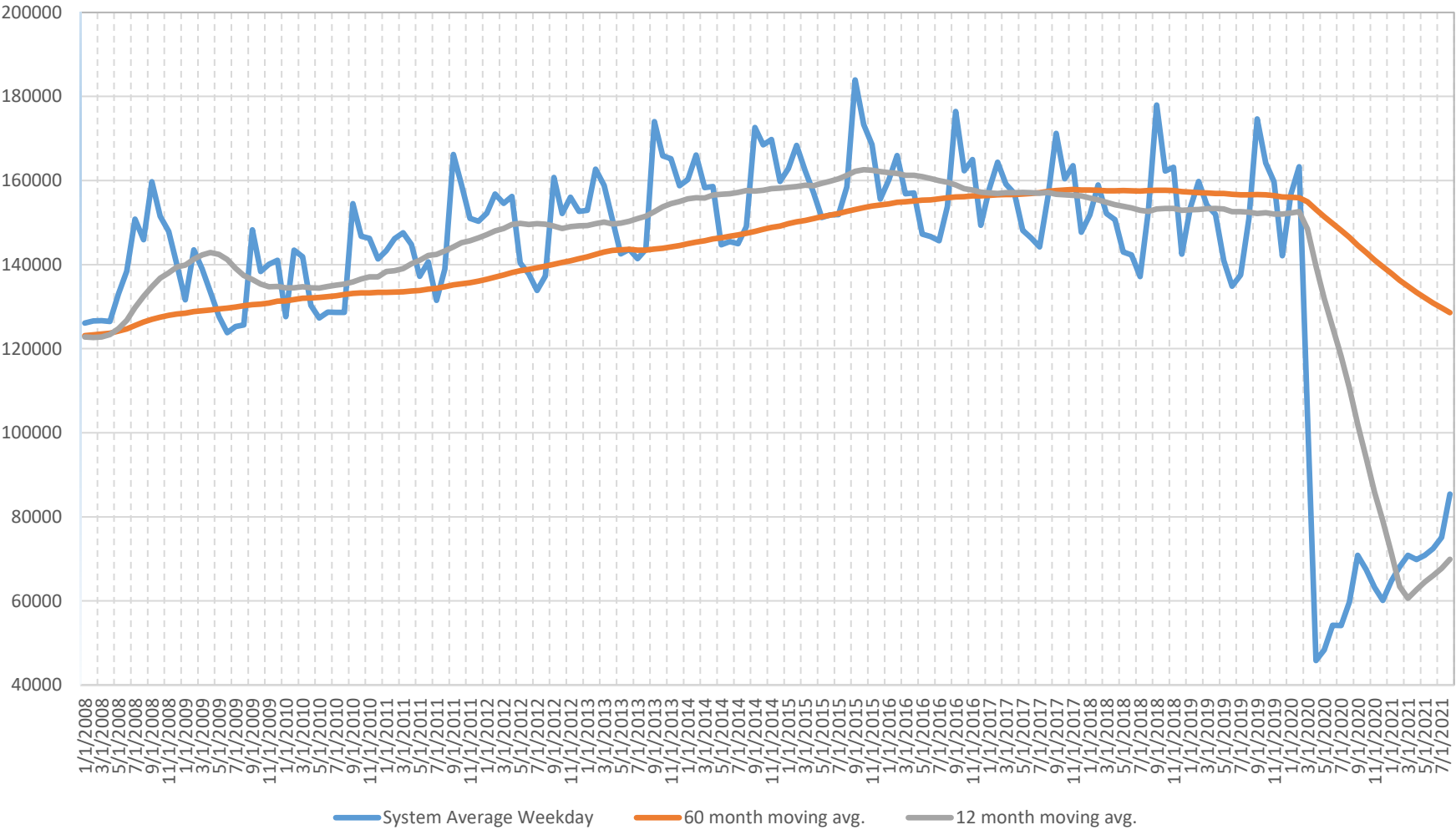
Ridership Report

Systemwide 2021 YTD Ridership compared to previous year



Ridership Report

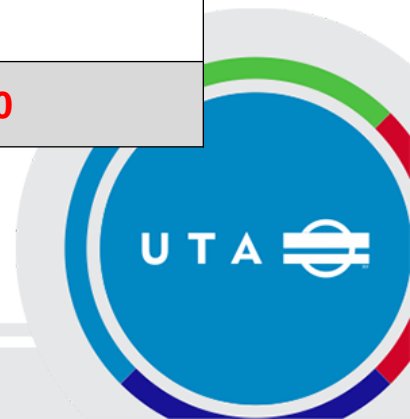
Average Weekday Ridership from February 2008 to present



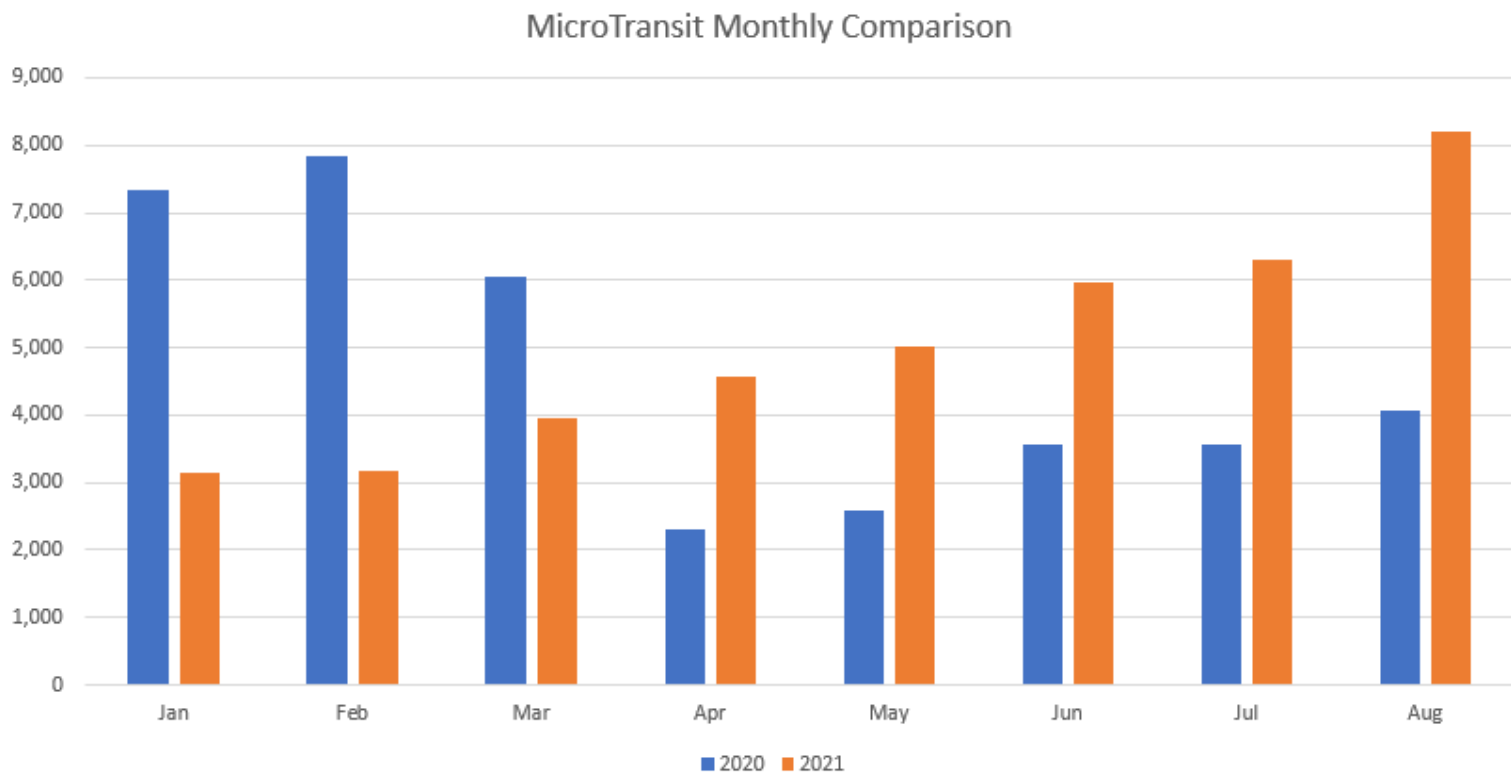
Ridership Report

Mode	Jan - Aug 2020	Jan - Aug 2021	% Change
Bus System	8,565,841	7,690,596	-10.22
Paratransit	131,620	156,849	19.17
Route Deviations	158,909	171,670	8.03
Mobility Management	1,332	1,547	16.14
Light Rail	5,833,957	4,835,721	-17.11
Streetcar (S-Line)	192,238	168,855	-12.16
Commuter Rail	1,546,190	1,191,961	-22.91
Vanpool	534,401	397,809	-25.56
MicroTransit* (Aug 2021 Only)	NA	8,201	NA
UTA System	16,964,489	14,623,209	-13.80

* MicroTransit became an official transit mode in Aug 2021.



Ridership Report

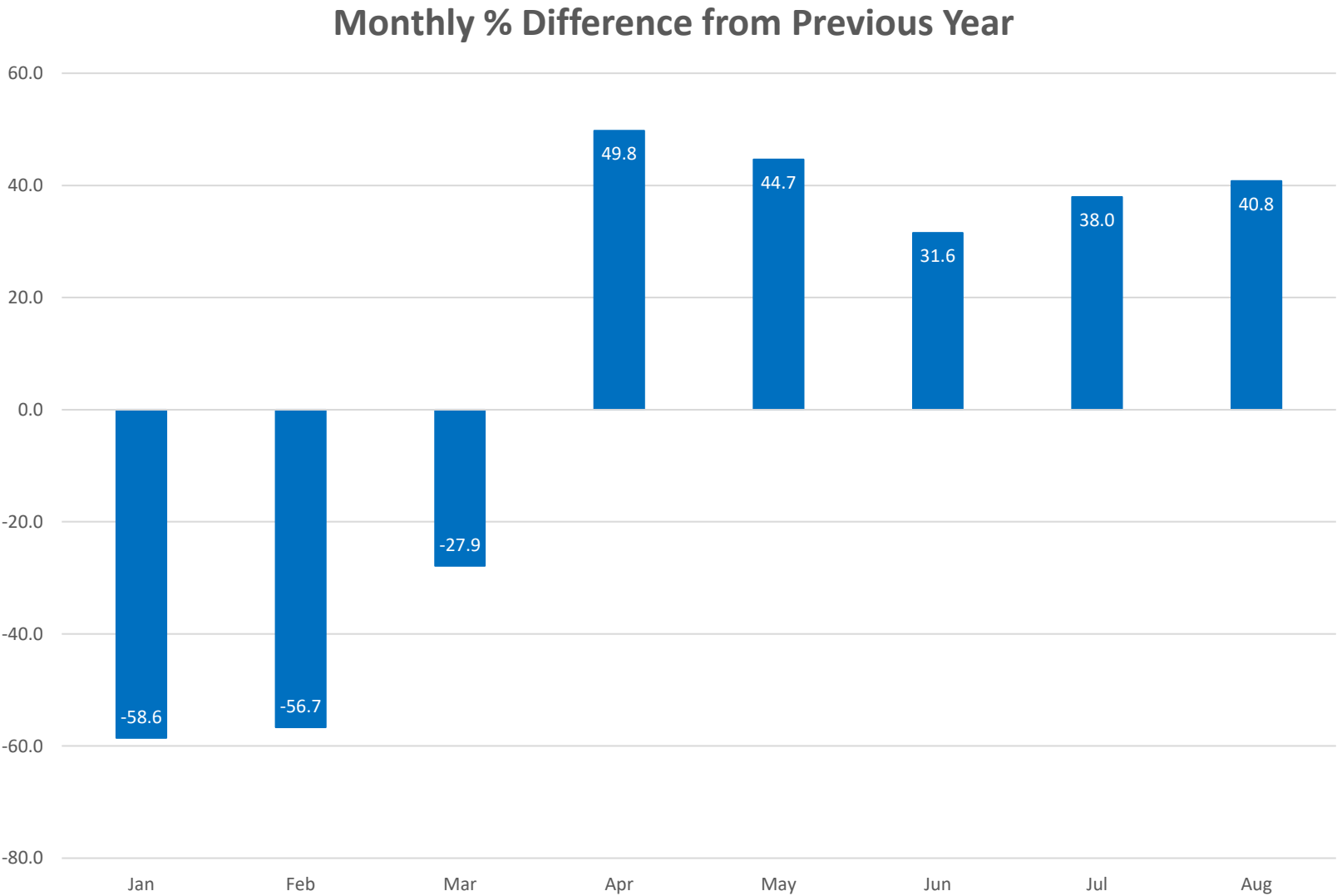


Mode	Jan - Aug 2020	Jan - Aug 2021	% Change
MicroTransit	37,328	40,352	8.10%

- MicroTransit replaced several Flex Routes starting August Change Day



Ridership Report



Questions?

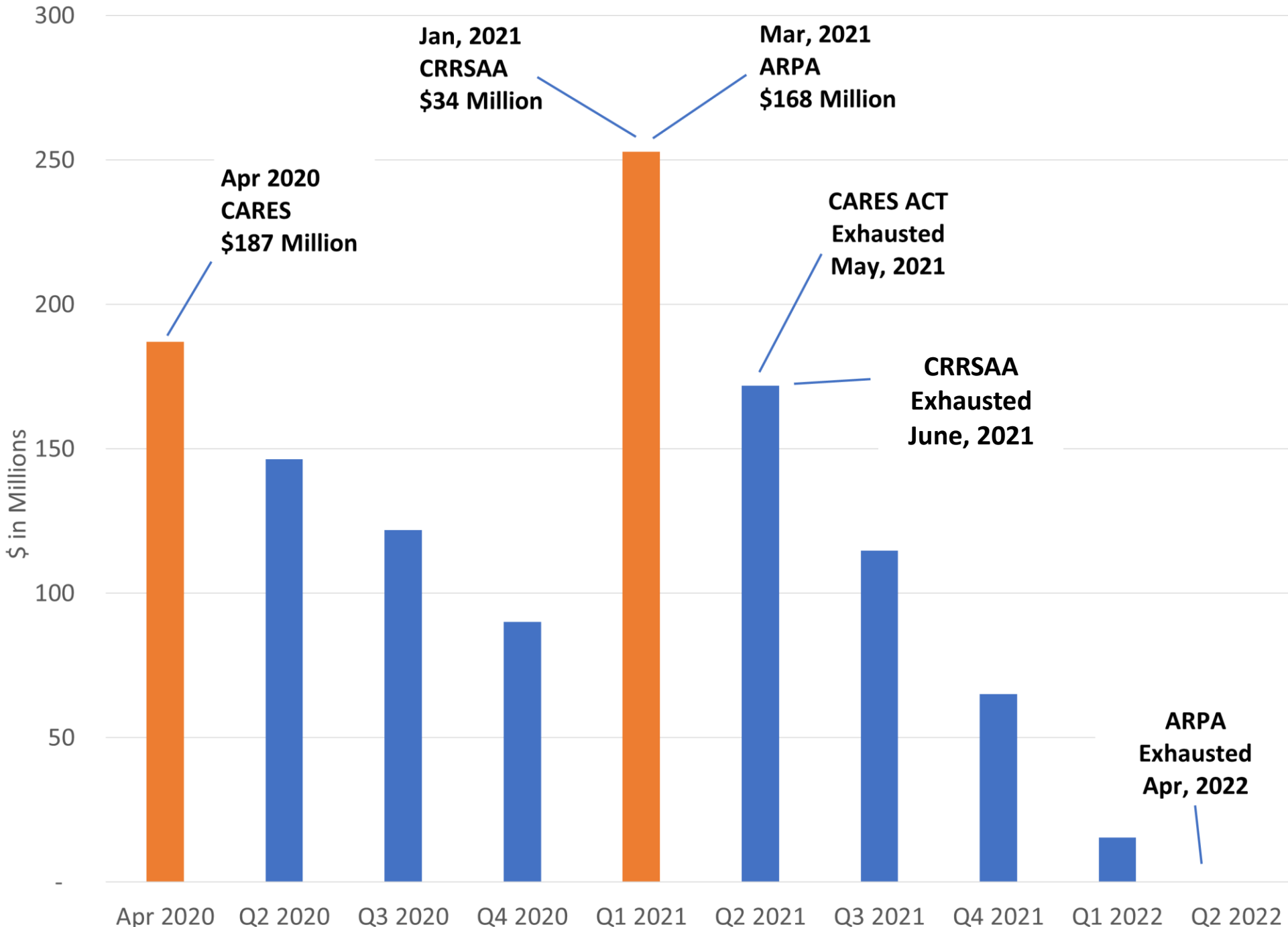


Agency Report: Federal Stimulus Funds Update



2020 - 2021 Stimulus Funds

UTAH TRANSIT AUTHORITY



How are the Stimulus Funds being used?

Stimulus Eligible Expenses



Funds/Supports these Actions

Operations
Preventive Maintenance
Administration
COVID related Capital (<\$5M)

Eliminate 2022 Bond Sale
Secure Fund Balance
Offset Lost Fares
Restore Service
Secure SGR and Capital Programs
Partnership Projects



Questions?



Agency Report: Adopt-a-Stop Program



Adopt-A-Stop

- Pilot Program: three stops have been adopted
 - Salt Lake City Library Sprague and Glendale Branches
 - SpyHop on 900 South 200 West.
- Partners agree to support basic maintenance, including removing litter.
- This program provides a direct link between the community and UTA and increases community stewardship of the system.
- Artwork is up at the 900 S 200 W; signage acknowledging partnership will be placed at the stops
- Next Steps:
 - Community Engagement team is using list of bus stops with shelters (particularly those in need of attention and care) and identifying potential partners to invite to adopt those stops.
- The Community Engagement team will reach out personally to potential partners; plan to grow the program across the service area during the next several months.





Agency Report: Mobile Pop-up Vaccine Clinics



Mobile Vaccine Clinics

- Community Engagement is coordinating with state health partners, vaccine providers, and UTA real estate to determine the logistics for mobile vaccine clinics.
- The mobile clinics will offer increased access to the COVID-19 vaccine for both riders, community members, and employees.
- These clinics can tentatively be expected to occur at the end of September, or early to mid-October.



Audit Committee Report



Other Business

- a. Next Meeting: November 17, 2021 at 9:00 a.m.



Adjourn



Break

