



Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, June 1, 2022

1:00 PM

FrontLines Headquarters

UTA Local Advisory Council will meet in person at UTA FrontLines Headquarters (FLHQ) 669 W 200 S, Salt Lake City, Utah.

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

OPENING BUSINESS

1. **Call to Order & Opening Remarks** Chair Julie Fullmer
2. **Pledge of Allegiance** Chair Julie Fullmer
3. **Safety First Minute** Sheldon Shaw
4. **Public Comment** Chair Julie Fullmer
5. **Oath of Office** Cathie Griffiths
 - a. Oath of Office: UTA Local Advisory Council Member
- Bob Stevenson
6. **Consent** Chair Julie Fullmer
 - a. Approval of February 16, 2022 Local Advisory Council Meeting Minutes
 - b. Ordinance Revisions - Fare, Criminal and Trespass

CONSULTATION WITH BOARD OF TRUSTEES

7. **Transit Oriented Development Update** Andrew Gruber
Paul Drake
 - a. Summary of House Bill 462 - Housing Affordability and Station Area Planning
8. **Service Update** Nichol Bourdeaux
Russ Fox
 - a. Free Fare February Report
 - b. Small Area Studies

9. Budget ConsultationBill Greene
Daniel Hofer

- a. 2022 Capital Budget Amendment

10 Capital Projects Update

- a. AR2022-06-01 - Resolution Approving the Proposed Amendment 1 to the Authority's 2022-2026 Capital Plan and Recommending Approval by the Authority's Board of Trustees

Bill Greene
Daniel Hofer

- b. UDOT Partnership on Capital Projects

Mary DeLoretto

11. Discussion

- a. Annual Safety and Security Update

Cherryl Beveridge
Dalan Taylor

- b. Open Dialogue with the Board of Trustees

Julie Fullmer
Carlton Christensen**REPORTS AND OTHER BUSINESS****12. Reports**

- a. Executive Director Report
- Grants Update
- Ridership Report

Mary DeLoretto

- b. Audit Committee Report

Julie Fullmer
Mark Johnson**13. Other Business**

Chair Julie Fullmer

- a. Next Meeting: Wednesday, September 7, 2022 at 1:00 p.m.

14. Adjourn

Chair Julie Fullmer

Meeting Information:

- Members of the Local Advisory Council and meeting presenters will participate in person, however members may join electronically as needed, with 24 hour advanced notice.
- Meeting proceedings may be viewed remotely by following the instructions and link on the UTA Board Meetings page - <https://www.rideuta.com/Board-of-Trustees/Meetings>
- Public Comment may be given live during the meeting by attending in person at the meeting location.

- Public Comment may also be given through alternate means. See instructions below.
 - o Comment online at <https://rideuta.com/Board-of-Trustees/Local-Advisory-Council>
 - o Comment via email at advisorycouncil@rideuta.com
 - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
 - o Comments submitted before 2:00 p.m. on Tuesday, May 31st will be distributed to council members prior to the meeting.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda .
- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
FROM: Julie Fullmer, Local Advisory Council Chair
PRESENTER(S): Cathie Griffiths, Executive Assistant to Board Chair

TITLE:

Oath of Office: UTA Local Advisory Council Member - Bob Stevenson

AGENDA ITEM TYPE:

Oath of Office

RECOMMENDATION:

Oath of office administered by notary public, Cathie Griffiths

BACKGROUND:

The Utah Public Transit District Act (17B-2a-808.2) establishes a nine-member Local Advisory Council with members appointed by Council of Government (COG) bodies across the UTA service district. Statute indicates that the Davis County Council of Governments shall appoint one member to the Local Advisory Council. Additionally, UTA Bylaws Article 1, section 3 stipulate that the oath of office must be administered to Local Advisory Council members before commencing the duties of the office.

DISCUSSION:

On April 25, 2022 the Davis County COG voted to appoint Bob Stevenson as a member of the Local Advisory Council representing Davis County.

ATTACHMENTS:

None



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Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
THROUGH: Jana Ostler, Board Manager
FROM: Jana Ostler, Board Manager

TITLE:

Approval of February 16, 2022 Local Advisory Council Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the February 16, 2022 Local Advisory Council Meeting

BACKGROUND:

A regular meeting of the UTA Local Advisory Council was held remotely and broadcast live via the link on the UTA Board Meetings page on February 16, 2022 at 1:00 p.m. Minutes from the meeting document the actions of the Council and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the [Utah Public Notice Website](https://www.utah.gov/pmn/sitemap/notice/735531.html) <<https://www.utah.gov/pmn/sitemap/notice/735531.html>> and video feed is available through the [UTA Board Meetings page](https://rideuta.com/Board-of-Trustees/Meetings) <<https://rideuta.com/Board-of-Trustees/Meetings>>.

ATTACHMENTS:

1. 2022-02-16_LAC_Minutes_unapproved



Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, February 16, 2022

1:00 PM

FrontLines Headquarters

This meeting was held remotely via phone or video conference and broadcast live for the public via the link on the UTA Board Meetings page

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

Present: Chair Karen Cronin
2nd Vice-Chair Julie Fullmer
Council Member Leonard Call
Council Member Mark Johnson
Council Member Troy Walker
Council Member Dan Peay
Alternate Council Member Jon Larsen
Council Member Trent Staggs

Excused: Council Member Erin Mendenhall
Council Member Howard Madsen

Also attending were UTA Board of Trustees, staff, and interested community members.

1. Call to Order & Opening Remarks

Chair Karen Cronin welcomed attendees and called the meeting to order at 1:05 p.m. She then yielded the floor to Jana Ostler, UTA Board Manager, who read the electronic board meeting determination into the record as required by statute. The complete electronic board meeting determination is included as Appendix A to these minutes.

Chair Cronin introduced new and current Local Advisory Council members. Board Chair Carlton Christensen introduced Jay Fox, new UTA Executive Director.

2. Safety First Minute

Jeff Acerson, UTA Board of Trustees member, delivered a brief safety message.

3. Public Comment

No public comment was given during the meeting, and no online public comment was received prior to the meeting.

4. Oath of Office

- a. **Oath of Office: UTA Local Advisory Council Members - Howard Madsen, Dan Peay, and Trent Staggs**

The oath of office was administered by Cathie Griffiths, UTA Executive Assistant to the Board Chair, to incoming UTA Local Advisory Council Members, Dan Peay and Trent Staggs.

b. Oath of Office: UTA Local Advisory Council Alternate Members - Ellen Birrell and Jon Larsen

The oath of office was administered by Ms. Griffiths to incoming UTA Local Advisory Council Alternate Members Ellen Birrell and Jon Larsen.

5. Consent

a. Approval of November 17, 2021 Local Advisory Council Meeting Minutes

A motion was made by Council Member Walker, and seconded by Council Member Leonard Call, that these minutes be approved. The motion carried unanimously.

CONSULTATION WITH BOARD OF TRUSTEES

6. Capital Projects

a. Utah Transit Authority Capital Projects Update

Mary DeLoretto, UTA Chief Service Development Officer, introduced David Hancock, UTA Director of Capital Construction and Todd Provost, UTA Director of Capital Development, who gave updates on selected capital projects.

Mr. Hancock gave an update on the Vineyard Frontrunner Station project, reporting that concrete is complete on the platforms, track work is complete, and work is underway on the temporary parking and canopies. Mr. Hancock noted that the project is on schedule to open in April on change day. Mr. Hancock then reported on the progress of the 650 South TRAX Station noting that platform concrete is completed, canopies are being installed, and the plan is to open at the end of March 2022. Finally, Mr. Hancock reported on a state of good repair (SGR) project that will retrofit and rehabilitate 18 of UTA's oldest substation facilities. This rehabilitation is in the design stage and will begin construction in the summer.

Mr. Provost was joined by Mary DeLaMare-Schafer, UTA Regional General Manager Timpanogos Business Unit, and Claire Woodman, Parametrix Project Manager, regarding the South Valley Transit Study. The study evaluated high quality transit improvements from Provo to Santaquin. Ms. Woodman gave a detailed report of the engagement and public input effort regarding public transit, noting that strong support was expressed for commuter rail. In the detailed evaluation, the study looked at three main alternatives, commuter rail, bus rapid transit (BRT), and BRT design option. Ms.

Woodman reported that the data outcome of the study recommended the locally preferred alternative of commuter rail.

The Council asked about funding sources for the project and the modes included in the locally preferred alternative. Staff answered and discussion ensued.

7. Service Planning

a. UVX Before and After Study

Ms. DeLaMare-Schaefer gave an introduction regarding Utah Valley Express (UVX) and the study performed to analyze the transit experience before and after UVX.

Eric Rasband from Utah Department of Transportation gave a history of UVX and a project overview. Categories reviewed as part of the before and after study included traffic volume, land use, travel time, and crash rate along the UVX corridor. The study showed a reduction in vacant land, traffic volume, and crash rate, and found that travel time was minimally impacted. Mr. Rasband also reported on transit ridership, population growth, student enrollment, parking supply, and pollution levels in the UVX area. The study showed reduced pollutants and better air quality exist now with UVX in operation.

Ms. DeLaMare-Schaefer commented on the positive impact of free fare February on UVX ridership.

8. Discussion

a. Legislative Priorities

Shule Bishop, UTA Government Relations Director, gave an update on the legislative session, which concludes in 15 days. A few bills related to transit and UTA are making progress in the legislature, these include SB51, SB140, and HB388, which allows the UTA police force to have more authority in areas other than transit property. Mr. Bishop also reported on HB322 which moves fixed guide way capital projects to the purview of the Utah Department of Transportation (UDOT).

Chair Carlton Christensen and Jay Fox, UTA Executive Director, commented on the proposed bills and specifically mentioned HB322, noting that UTA has historically had a good working relationship with UDOT and that the bill will enhance that relationship. The Council and Trustees commented on the positive effect the bill could have as the state dedicates more funding and support for transit. Discussion ensued.

b. Rail Apprenticeship Programs

Kim Shanklin, UTA Chief People Officer, gave an overview of the rail maintenance apprenticeship programs. This is a key solution to low retention rates and trade profession shortages. Ms. Shanklin reported there are workforce needs due to many employees nearing retirement age. She also presented the 2022 budget approach and delivery schedule for the program, including curriculum development and training delivery.

Council members asked about factors that attract people to the apprenticeship program, partnerships with community and non-profit organizations, and the cost of the program. Staff answered. Discussion ensued.

Stacey Palacios, UTA Manager Training and Development, spoke about the success in recruiting and retention of employees that has been experienced in the existing bus apprenticeship program.

c. Low Income Fares

Kensy Kunkel, UTA Manager Business Development-Sales, gave background information on the low income fares programs, which were designed to serve two different underserved and low-income populations. The two programs include the human service fare program and low-income fare program. Ms. Kunkel gave details on how each program functions as well as phases and next steps of the programs. Ms. Kunkel also reported on ridership numbers associated with these programs and outreach efforts to promote the programs. Council members commented on the positive effects of the programs.

d. Open Dialogue with the Board of Trustees

Chair Cronin invited Advisory Council members and Trustees to ask questions or engage in discussion on topics of interest to them. Beth Holbrook, UTA Board of Trustees, reminded the body which parts of UTA's service area she covers and offered to answer any questions the Advisory Council members may have. Chair Cronin asked about free fare February, airport ticket as fare, and about how Local Advisory Council members can be more help to the success of UTA? Chair Christensen and UTA Executive Director Jay Fox answered and discussion ensued. Alternate Member Jon Larsen asked about potential grant money coming from the federal infrastructure bill and how local governments can engage with UTA to maximize opportunities to bring federal money

to their communities. Chair Christensen and Mr. Fox responded.

REPORTS AND OTHER BUSINESS

9. Resolutions

a. **AR2022-02-01 Resolution Appointing Council Officers for the Year 2022**

Chair Karen Cronin introduced a resolution appointing Local Advisory Council officers for the year 2022 and took nominations from council members to appoint Julie Fullmer as Chair, Mark Johnson as Vice-Chair, and Troy Walker as Second-Vice Chair. Discussion ensued.

A motion was made by Council Member Call, and seconded by Council Member Peay, that this Resolution be approved. The motion carried unanimously.

10. Reports

a. **Agency Report**

- **Grants Update**
- **Ridership Report**

Patti Garver, UTA Manager Environmental and Grant Services, gave updates on four grants that UTA has been selected to receive.

Jay Fox, UTA Executive Director, was joined by Andres Colman, UTA Acting Light Rail General Manager. Mr. Colman gave a detailed ridership report for the year of 2021 in comparison to 2020. He discussed historical average weekday ridership back to 2008. This report showed the impact of the Covid 19 pandemic. Mr. Colman reported on UTA On Demand monthly comparisons. Mr. Fox explained how the numbers illustrate ridership return and recovery over the last several months. Mr. Colman continued to report ridership results on fixed route bus routes, light rail, and commuter rail, and also mentioned the impact of free fare days.

Jonathan Yip, UTA Senior Manager Operations Analysis and Solutions, discussed the preliminary free fare February ridership report and impacts of the free fare on the UTA system. Mr. Yip reported that ridership information is available on the UTA website. Mr. Fox also commented on the number of partners that came together to kick off the free fare February initiative.

b. **Constituent and Customer Service 2021 Annual Report**

Nichol Bourdeaux, UTA Chief Planning and Engagement Officer, was joined by Cindy Medford, UTA Manager of Customer Service. Ms. Medford reported on the customer service annual report, which included information on service alerts for riders, a new lost item recovery tracking system, and a summary of customer comments outlined by topic. Ms Medford also presented instructions on how the public and council members

can give feedback.

Council member Mark Johnson posed a question regarding the time period represented in the report. Staff responded.

Chair Karen Cronin encouraged council members to share any feedback they have received from their constituents, adding that she has heard positive feedback regarding free fare February and the UTA On-Demand program. Council Member Staggs shared that his constituents have asked about the plan going forward for transit in the southwest area of Salt Lake County and requested more information on that plan. Chair Christensen agreed to help provide more information at a later date.

c. Audit Committee Report

Chair Cronin, who serves on the UTA Audit Committee, gave a high level report on the activities of the Audit Committee as discussed in the committee's recent meeting.

11. Other Business

- a. Next Meeting: Wednesday, June 1, 2022 at 1:00 p.m.

12. Adjourn

A motion was made by Council Member Johnson, and seconded by Council Member Call, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 3:46 p.m.

Transcribed by Misti Roberds
Board Administrator
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/735531.html> for entire content.

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

Approved Date:

Julie Fullmer
Chair, Local Advisory Council

APPENDIX A**UTAH TRANSIT AUTHORITY
ELECTRONIC MEETING
DETERMINATION**

Consistent with the Utah Open and Public Meetings Act, (UTAH CODE § 52-4-207 [4]), as the Chair of the Local Advisory Council ("Council") of the Utah Transit Authority ("UTA"), I hereby make the following written determinations in support of my decision to hold electronic meetings of the UTA Local Advisory Council without a physical anchor location:

Due to the resurgence of COVID -19 cases locally, conducting Council meetings with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location.

This written determination takes effect on February 16, 2022, and is effective until midnight on March 17, 2022 and may be re-issued by future written determinations as deemed appropriate.

Dated this 8th day of February 2022.

Karen Cronin, Chair of the Local Advisory
Council



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning & Engagement Officer
PRESENTER(S): Nichol Bourdeaux, Chief Planning & Engagement Officer

TITLE:

Ordinance Revisions - Fare, Criminal and Trespass

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

Consult on the draft Fare Payment, Criminal, and Trespassing Ordinances that are scheduled to be sent to the Board of Trustees for review and final adoption.

BACKGROUND:

The Utah Public Transit District Act §17B-2a-808.1 defines the powers and duties of UTA's Board of Trustees. One of those functions is developing and approving ordinances for the authority. The statute requires consultation with the Local Advisory Council before adoption of ordinances. The attached Ordinances are being provided to the LAC for their review and consultation to the Board.

DISCUSSION:

The UTA ordinances direct the rules and regulations of the public transit system to support safety, comfort, and wellbeing of passengers, employees, and the general public. The ordinances were last updated in 2016 and are being updated again to provide clarity, usability, and alignment with UTA programs. The new drafts split the UTA Ordinances into three separate documents, each covering a distinct area.

1. **Fare Payment Ordinance** - defines fare payment rules and compliance on UTA's public transit system.
2. **Criminal Ordinance** - defines expectations for behavior and conduct in and around the public transit system, in addition to other adopted Utah codes.
3. **Trespass Ordinance** - defines grounds for trespass orders from UTA's public transit system and

property.

The 30-day open comment period began on May 11, 2022. For more information: [UTA Ordinance Update <https://stories.opengov.com/utahtransitauthority/published/PpQEY-io1>](https://stories.opengov.com/utahtransitauthority/published/PpQEY-io1).

ALTERNATIVES:

The Advisory Council is encouraged to provide consultation advice to the Board of Trustees on the proposed ordinances.

FISCAL IMPACT:

n/a

ATTACHMENTS:

Draft Ordinances: Fare Payment Ordinance, Criminal Ordinance, Trespassing Ordinance



UTA Ordinances

Fare Payment Compliance

Section 1. Definitions

“Administrative Citation” means a written administrative ticket issued by an Authorized Representative to a person for a violation of these Ordinances

“Appeals Officer” means the individual designated by the Executive Director to administer the appeal process set forth in this Ordinance.

“Authority” means the Utah Transit Authority.

“Authority Representative” means a UTA employee, Transit Police Officer or other agent who is authorized by job title, job description, specific assignment, or request of UTA to act pursuant to these Ordinances.

“Boarding Zone” means an area used for the loading or unloading of passengers from a Transit Vehicle, including the area adjacent to such locations.

“Hearing Officer” means the individual designated by the Executive Director to administer the adjudication process for Administrative Citations as set forth in this Ordinance.

“Infraction” means an offense designated as such pursuant to this Ordinance.

“Platform” means an area within or adjacent to a fixed guideway system specifically designed for the access of passengers as they load and unload from a Transit Vehicle.

“Proof of Fare Payment” means:

- 1) To display the digital image of an activated mobile ticket on a person’s mobile device and display the security feature on the ticket when asked;

- 2) To tap an electronic fare card on a card reader, and receive a positive signal, such as a green light, before boarding a Transit Vehicle;
- 3) To permit an Authorized Representative to scan an electronic fare card to determine if the card was tapped and valid;
- 4) To permit an Authorized Representative to visually validate fare media;
- 5) To display fare media and any accompanying identification when asked.

“Transit Vehicle” means a car, bus, railcar, or other mode operated by or on behalf of UTA for the movement of persons, including the appurtenances to and from such Transit Vehicles.

“Valid Fare Payment” means a fare media issued or authorized by UTA and used pursuant to the terms and conditions of the particular fare media, including:

- 1) A mobile ticket purchased in advance of travel through a mobile app and manually activated for use before entering a Boarding Zone or Platform;
- 2) An electronic fare card issued by UTA or an approved partner for use on UTA’s electronic card readers that is activate and not expired;
- 3) A prepaid ticket or period pass with a printed expiration date that is used before it expires;
- 4) A pass, ticket or other fare media authorized by UTA.

Section 2. Fare Payment

- A. A Person shall possess Valid Fare Payment, when required, while riding a Transit Vehicle.
- B. A person shall retain Proof of Fare Payment while on a Transit Vehicle and shall present it for inspection upon request.
- C. No person shall occupy a Platform or Boarding Zone without paying the applicable fare and exhibiting Proof of Fare Payment when asked by an Authorized Representative.
- D. No person shall possess fare media that has been tampered with or altered.
- E. A person shall not:
 - i. Board a Transit Vehicle without Valid Fare Payment;
 - ii. Use a discount ticket without being eligible;
 - iii. Duplicate, counterfeit, or alter a fare media;

- iv. Transfer a nontransferable fare media;
- v. Use expired fare media; or
- vi. Falsely represent oneself as eligible for reduced fares.

F. A violation of this Section is punishable as an Infraction.

Section 3. Fare Enforcement

- A. An Authority Representative may issue an Administrative Citation to a person who violates Section 2 of this Ordinance.
- B. Administrative Citations shall be resolved in one of the following ways:
 - i. Within 14 days of receiving an Administrative Citation, by paying the fine associated with the Administrative Citation; or
 - ii. Within 14 days of receiving an Administrative Citation, by making contact with the Hearing Officer to:
 - a. Arrange payment of the fine to be made at a later date, or
 - b. Protest the Administrative Citation.

Section 4. Fines

- A. A person who receives an Administrative Citation shall be subject to the following fines:
 - i. *First Offense.* A first offense shall be punishable by a fine of \$25.00.
 - ii. *Second and subsequent offenses.* Second and subsequent offenses shall be punishable by a fine of \$90.00.
- B. *Fine Payment.* Fine payments may be made by selecting an option on UTA's website payment portal or by calling and making payment with the assistance of the Hearing Officer.
- C. *Alternatives to Fines.* A person shall contact the Hearing Officer to arrange an alternative to full fine payment. Alternatives to full fine payment (such as community service or enrollment in a safety class) shall be listed on UTA's website payment portal.
- D. Fine payments shall be deemed delinquent when:

- i. Payment has not been made within 30 days from the date of issuance of the Administrative Citation and the individual has made no contact with UTA;
 - ii. The payment deadline granted by the Hearing Officer has passed and payment has not been fully satisfied;
 - iii. The deadline to perform an alternative to full fine payment (such as community service) has passed without completion (in which case the original fine shall be imposed).
- E. Delinquent fines shall be subject to a one-time delinquent fee of \$10.00.
- F. Uncollected fines and delinquent fees which remain outstanding for more than 180 days may be turned over to civil collection.

Section 5. Protests

- A. If a person does not agree with the Administrative Citation they may protest to the Hearing Officer.
- B. The person shall submit a protest in one of the following ways:
 - i. online through the UTA's ticket resolution portal; or
 - ii. in person by speaking to the Hearing Officer; or
 - iii. in writing by mailing a protest to the Hearing Officer; or
 - iv. by telephone by speaking to the Hearing Officer.
- C. A protest shall be submitted within 14 days of the date the Administrative Citation was issued or the right to protest will be forfeited.
- D. The protest shall include the following information:
 - i. The person's name
 - ii. Mailing address
 - iii. Phone number
 - iv. Email address, if the person wishes to communicate by email
 - v. The date and number of the Administrative Citation
 - vi. A statement as to the grounds for the protest.
- E. Upon receipt of a protest, the Hearing Officer shall perform an initial review and may:
 - a. Render a decision based on the information in their possession to dismiss the Administrative Citation; or

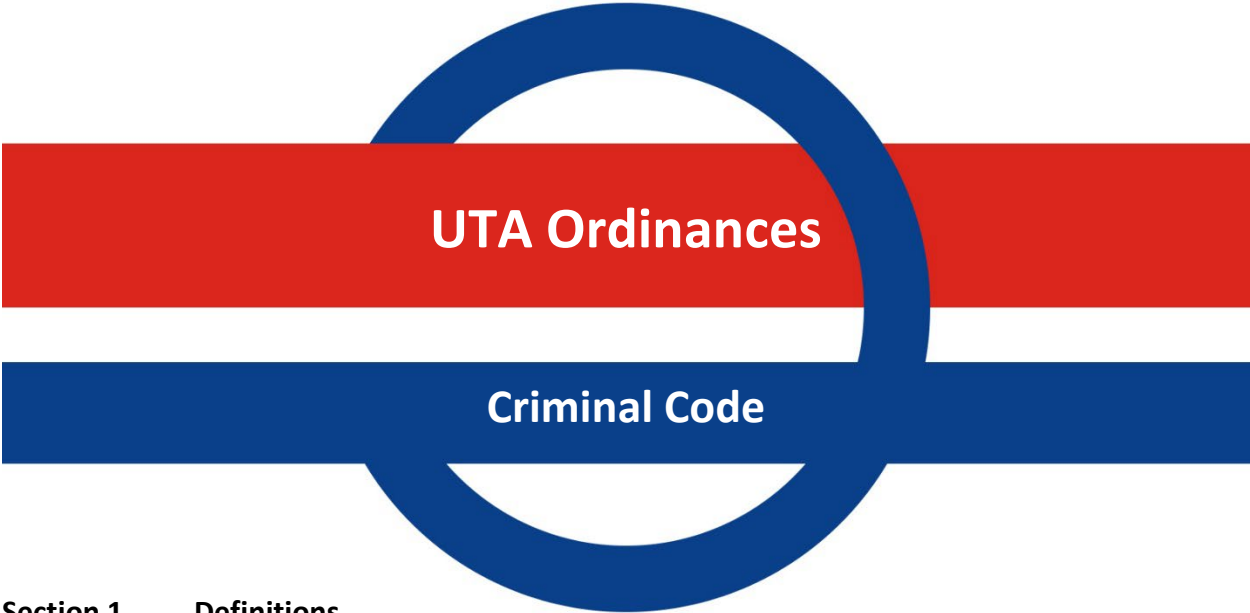
- b. Schedule a hearing on the protest.
- F. A Notice of Hearing shall be mailed to the person (or emailed if an email address has been provided) at the address listed on the protest.
- G. At the Hearing Officer's discretion, the protest hearing may be held in person or virtually. Failure of the protestor to appear at the hearing shall result in the protest being dismissed.
- H. At the hearing, the protestor may offer a verbal statement. A representative from UTA may also make a statement. Either party may present to the Hearing Officer documentation or other evidence.
- I. The protestor bears the burden of proof to establish that the Administrative Citation was in error by a preponderance of the evidence.
- J. At the conclusion of the hearing, or as soon as practicable, the Hearing Officer shall render a verbal decision and document the action taken.
- K. In instances where the Hearing Officer upholds the Administrative Citation, the Officer shall inform the protestor of their right to appeal the decision within 10 days from the date of the decision.
- L. Any documentation presented at the hearing shall be preserved for until the period in which the protestor may appeal the decision of the Hearing Officer has expired.

Section 6. Right to Appeal

- A. A person may appeal a decision of the Hearing Officer by submitting a written request to the Appeals Officer within 10 days of the decision.
- B. The Hearing Officer shall forward the file to the Appeals Officer for a determination.
- C. The Appeals Officer shall notify the appealing party of the date and time of the appeals hearing. Failure to appear at an appeals hearing will result in dismissal of the appeal.
- D. The appeals hearing shall be a *de novo* hearing.
- E. At the appeals hearing, the appealing party may make an oral argument. A representative from UTA may make an oral argument.

- F. The appealing party bears the burden of proof to establish that the Administrative Citation was in error by a preponderance of the evidence.
- G. The Appeals Officer shall render a decision in writing within 30 days of the appeals hearing.
- H. The Appeals Officer's decision is the final administrative action related to an Administrative Citation.

DRAFT



UTA Ordinances

Criminal Code

Section 1. Definitions

“Authority” means the Utah Transit Authority.

“Authority Property” means real property owned, leased, or licensed by the Authority, or in which it has a real property interest.

“Authority Representative” means an employee of the Authority, Transit Police Officer or other agent who is authorized by job title, job description, specific assignment, or request of Authority to act pursuant to these Ordinances.

“Board” means the Board of Trustees of the Utah Transit Authority.

“Boarding Zone” means an area used for the loading or unloading of passengers from a Transit Vehicle, including the area adjacent to such locations.

“Citation” means a written ticket issued by a Transit Police Officer to a person for a violation of these Ordinances.

“Infraction” means an offense designated as such pursuant to this Ordinance.

“Operator” means a person who drives, commands, or has control of a Transit Vehicle.

“Parking Facility” means an area designated for the parking of personal vehicles by the Authority.

“Platform” means an area within or adjacent to a fixed guideway system specifically designed for the access of passengers as they load and unload from a Transit Vehicle.

“Proof of Fare Payment” means valid fare media that authorizes a person to use the services of the Authority.

“Right-of-Way” means real property or an interest in real property, usually in a strip, acquired for or devoted to use by Transit Vehicles.

“Transit Facility” means real property, tangible property, buildings, improvements, structures, appurtenances, Parking Facilities, Transit Vehicles, or other property owned or leased by the Authority.

“Transit Police Officer” means a sworn law enforcement officer employed by the Authority.

“Transit Vehicle” means a car, bus, railcar, or other mode operated by or on behalf of UTA for the movement of persons, including the appurtenances to and from such Transit Vehicles.

“Vehicle” means a device in, on, or by which a person or property is or may be transported or drawn on a roadway, such as a car, truck, trailer, wagon, bus, recreational vehicle, cart, and so on.

Section 2. Authority

- A. Pursuant to the authority granted to large public transit districts under Utah Code §17B-2a-808.1(3), the Board hereby enacts the following ordinances necessary for its governance and for the management of the affairs of the Authority and the lawful execution of its powers.
- B. The Board grants to the Executive Director, or designee, the duty to codify these and future Ordinances. In so doing, no substantive changes shall be made to these Ordinances or to any chapter, section, or provision, with the exception of renumbering, rearranging, reformatting and correcting clerical errors.
- C. The Board’s adoption of these Ordinances constitutes its primary legislative act, while any subsequent codification represents an administrative function. In the event of a conflict between these Ordinances and their codified counterpart, these Ordinances shall control.

Section 3. Rules of Construction

- A. The use of the singular form of any word includes the plural and vice versa.
- B. The use of the present tense includes the future tense.
- C. The words “shall” and “must” are to be construed as mandatory rather than discretionary.
- D. Reference to any provision of these Ordinances includes any later amendments to that chapter, section, or provision, or any part thereof.

- E. Nothing in these Ordinances shall prohibit or restrict Transit Police Officers, Law Enforcement Officers, UTA employees, or Authority Representatives from acting within the course and scope of their employment.
- F. If any of these Ordinances, or any part thereof, are held unconstitutional or otherwise invalid, the remaining chapters, sections, and provisions shall remain in force.
- G. These Ordinances shall be liberally construed to effectuate their purposes and the Board's intent in their passage.

Section 4. Adoption of Utah Codes

- A. Utah Criminal Code Adopted. The Utah Criminal Code, as contained in Title 76 of the Utah Code Annotated, 1953, as amended, is adopted by UTA and incorporated as part its Ordinances.
- B. Utah Code of Criminal Procedure Adopted. The Utah Code of Criminal Procedure, as contained in Title 77 of the Utah Code Annotated, 1953, as amended, is adopted by UTA and incorporated as part its Ordinances.
- C. Utah Controlled Substances Act and Utah Drug Paraphernalia Act Adopted. The Utah Controlled Substances Act (Utah Code Title 58 Chapter 37) and the Utah Drug Paraphernalia Act (Utah Code Title 58 Chapter 37a), as amended, are adopted by UTA and incorporated as part its Ordinances.
- D. Utah Traffic Code Adopted. The Utah Traffic Code, as contained in Title 41 Chapter 6a of the Utah Code, as amended, is adopted by UTA and incorporated as part its Ordinances, along with such other Ordinances as have been approved by the Board.
- E. Utah Indoor Clean Air Act Adopted. The Utah Indoor Clean Air Act, as contained in Title 26 Chapter 38 of the Utah Code, as amended, is adopted by UTA and incorporated as part its Ordinances.
- F. Utah Railroad Code Adopted. The Utah Railroad Code, as contained in Title 56 Chapters 1 thru 3 of the Utah Code, as amended, is adopted by UTA and incorporated as part of its Ordinances.
- G. Citation to State Code. Where a citation, information, or complaint is issued under a section of the Utah State Code, it shall be sufficient to use the section number of the Utah Code to designate which law has been violated.

Section 5. Classification of Offenses

- A. Violations of a section of the Utah State Code incorporated herein shall have the same classifications and penalties as provided by state law.
- B. Violations of a section of the Utah State Code that are also violations of these Ordinances may be punishable under either the State Code or these Ordinances.
- C. Where no penalty is otherwise prescribed, any violation of these Ordinances shall constitute an infraction and be punishable as provided in Utah Code §76-3-205, as amended.

Section 6. Vehicles

- A. Parking. No person shall:
 - 1. park a vehicle in a parking facility in a manner contrary to any posted sign or restriction.
 - 2. park a vehicle in an area not designated as a parking space.
 - 3. park a vehicle in a parking facility where such vehicle occupies more than one designated parking space.
 - 4. use a parking facility for the purpose of displaying “for sale” a vehicle.
 - 5. block or restrict access to a boarding zone, access ramp, pedestrian walkway, or traffic lane.
 - 6. park a vehicle in a parking facility that has expired registration, invalid insurance, or that is inoperable.
 - 7. park a vehicle in a parking facility for more than 7 continuous days.
 - 8. use a parking facility to store a trailer, boat, or other vehicle for any period.
- B. Towing. Any vehicle parked, placed, or otherwise found to be in violation of these Ordinances may be towed and impounded at the registered owner’s expense in compliance with state law.
- C. Traffic. No person shall:
 - 1. operate a vehicle in a transit facility at a speed exceeding the posted speed limit or at a rate exceeding a safe operating speed.

2. operate a vehicle in a transit facility in a reckless or hazardous manner.
3. obstruct the free movement of passengers and vehicular traffic.
4. operate a bike, skateboard, scooter, or other mode of personal transport in a manner that interferes with, disturbs, or impedes access to and from the boarding zone, platform or transit facility.
5. operate a bike, skateboard, scooter, or other mode of personal transport in violation of any posted sign.

D. Penalty

1. A violation of this Section is punishable as an Infraction.

Section 7. Use of Transit Facilities

A. Permitted Uses. A person shall occupy or use a transit facility only as authorized by this Section. Permitted uses of a transit facility are:

1. Boarding, riding, disembarking, or waiting for a transit vehicle;
2. Purchasing proof of fare payment;
3. Obtaining customer service from a Transit Police Officer or Authority Representative; or
4. Other activities directly related to public transit use.

B. Unpermitted Uses.

1. Transit facilities are a non-public forums. In order to ensure safe access to and from transit facilities, activities that are non-transit related are prohibited in or on transit facilities unless authorized in these Ordinances or by written permission from Authority.
2. No person shall place, permit or cause to be placed any notice, sign, poster, placard or advertisement in a transit facility or transit vehicle without written permission from Authority
3. No person shall camp or sleep overnight in or upon a transit facility or upon any authority property.

C. Penalty

1. A violation of this Section is punishable as an Infraction.

Section 8. Conduct While Using Transit Facilities

A. Prohibited Conduct. In or upon any transit facility, a person shall not:

1. possess or consume an open alcoholic product.
2. use tobacco or e-cigarettes.
3. litter.
4. abandon any item or allow an object to block an aisle or stairway.
5. loiter.
6. deface, mark, or destroy any public or private property, including graffiti.
7. view, or use the Authority's internet or network services to access, any obscene materials, or for any unlawful or improper purpose.
8. fail to comply with or refuse any request made by an Operator, Authority Representative or Transit Police Officer.
9. disturb, threaten, or disrupt an Operator of a transit vehicle or an Authority Representative in the exercise of their duties.
10. extend any portion of the person's body or an object through any door, window, or other opening of a transit vehicle while it is in motion.
11. hang on to the exterior a transit vehicle, regardless of whether it is in motion.
12. throw any object at or from a transit vehicle.
13. place their foot or feet on a seat of a transit vehicle.

B. Disturbing the Peace. No person shall breach the peace in or upon a transit facility by:

1. igniting any flame.

2. spitting, defecating, or urinating.
3. intimidating, threatening, or harassing another person.
4. fighting, using violence or engaging in tumultuous behavior.
5. making excessive noise.
6. using obscene, lewd, or abusive language or gestures.

C. Animals.

1. *Service Animal.* A dog that is acting as a service animal is permitted in transit facilities if the dog is trained to assist an individual with a disability as defined by the American with Disabilities Act.
2. Other than a service animal, no person shall bring an animal into a transit facility unless the animal:
 - i. remains in an enclosed carry-on;
 - ii. does not occupy a seat;
 - iii. does not obstruct the movement of passengers or the Authority Representatives; and
 - iv. does not create a nuisance or disturbance.

D. Penalty

1. A violation of this Section is punishable as an Infraction.

Section 9. Property.

A. Conduct on Rights-of-Way. A person shall not:

1. enter or remain upon any Right-of-Way (other than the platforms, boarding zones, and designated walkways) unless authorized to do so by these Ordinances.
2. cross, occupy or remain in a Right-of-Way except to cross in a designated walkway in compliance with all signs and markings.

3. place or cause to be placed any object on a Right-of-Way that could make contact with a transit vehicle or interfere with the safe and uninterrupted passage of a transit vehicle.
4. operate a vehicle in a Right-of-Way in violation of any gate, barrier, sign, marking or signal.

B. Encroachment Upon Authority Property. Unless given permission by the Authority, no person shall:

1. deposit waste, garbage, grass clippings, soil, hazardous material, or any other material upon authority property.
2. plant vegetation or trees, cultivate, dig, or grade upon authority property.
3. construct or cause to be constructed any structure, fence, device, shed, wall, pedestrian or vehicular access, or other improvement upon authority property.
4. place any trampoline, playset, sports court or other item on authority property.
5. store personal property, including vehicles, on authority property.
6. house or permit to roam on authority property any livestock, horses, goats, chickens, or other animals.
7. drain water onto authority property or connect to utilities owned by the Authority.

C. Trespass. No person shall enter onto or remain on authority property when notice against entering or remaining is provided by:

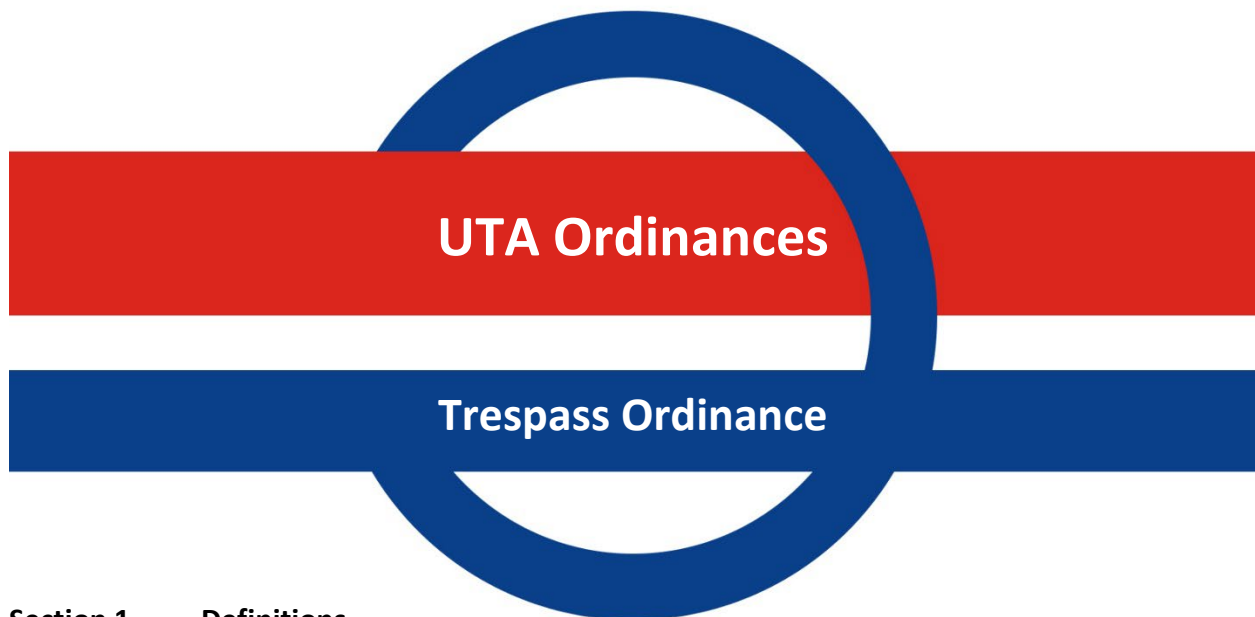
1. direct communication or communication over a loudspeaker to the person by an Authority Representative or Transit Police Officer.
2. fencing, barricade, or other barrier designed to exclude intruders.
3. posted signs.

D. Penalty

1. A violation of this Section is punishable as an Infraction.
2. An encroachment is punishable for each separate day the violation persists.

Section 10. Enforcement

- A. Transit Police Officers shall be responsible for preserving the public peace, preventing crime, detecting and arresting criminal offenders, protecting the rights of persons and property, regulating and controlling pedestrian traffic, and providing and maintaining police records and communications systems of the Authority.
- B. A Transit Police Officer, Operator, or Authority Representative may eject or refuse service to any passenger who violates these Ordinances.



Section 1. Definitions

“Appeals Officer” means the individual designated by the Executive Director to administer the appeal process set forth in this Ordinance.

“Authority” means the Utah Transit Authority.

“Authority Property” means real property owned, leased, or licensed by the Authority, or in which it has a real property interest.

“Authority Representative” means an employee of the Authority, Operator, Transit Police Officer or other agent who is authorized by job title, job description, specific assignment, or request of Authority to act pursuant to these Ordinances.

“Board” means the Board of Trustees of the Utah Transit Authority.

“Criminal Citation” means a citation for trespass issued by a Transit Police Officer pursuant to Utah Code §76-6-206, as amended.

“Felony Offense” means any offense punishable as a felony under the statutes of the State of Utah, §76-3-103 of the Utah Code, as amended, committed in or upon a transit facility.

“Hearing Officer” means the individual designated by the Executive Director to administer the adjudication process for Trespass Orders as set forth in this Ordinance.

“Infraction” means an offense designated as such by the ordinances enacted by the Authority or punishable pursuant to Utah Code §76-3-301(e), as amended.

“Minor Offense” means:

- i. a violation of the ordinances of the Authority;
- ii. a violation of the Authority’s ridership rules;

- iii. an infraction; or
- iv. a Class C misdemeanor.

“Operator” means a person who drives, commands, or has control of a Transit Vehicle.

“Serious Offense” means:

- i. an offense classified under state law as a Class B misdemeanor or greater offense; or
- ii. the commission of three minor offenses by an individual within a twelve month consecutive period.

“Transit Police Officer” means a sworn law enforcement officer employed by the Authority.

“Trespass Order” means the written notification of trespass issued to an individual by the Authority.

Section 2. Authority

- A. Pursuant to the authority granted to large public transit districts under Utah Code §17B-2a-808.1(3), the Board hereby enacts the following ordinances necessary for its governance and for the management of the affairs of the Authority and the lawful execution of its powers.
- B. The Board desires to protect the public and ensure the safety of riders on Authority property and services through enacting this Ordinance.
- C. The Board grants to the Executive Director, or designee, the duty to codify these and future Ordinances. In so doing, no substantive changes shall be made to these Ordinances or to any chapter, section, or provision, with the exception of renumbering, rearranging, reformatting and correcting clerical errors.
- D. The Board’s adoption of these Ordinances constitutes its primary legislative act, while any subsequent codification represents an administrative function. In the event of a conflict between these Ordinances and their codified counterpart, these Ordinances shall control.

Section 3. Trespass for Minor Offense (up to 30 days)

- A. Grounds. An individual who commits a minor offense may be refused access to and trespassed from Authority property and/or Authority services by a Transit Police Officer.
- B. Duration. A Trespass Order under this Section shall last no longer than 30 days.

- C. Notice. A Transit Police Officer shall issue a written Trespass Order to the individual that contains the following information:
 - i. the offense or reason for trespass;
 - ii. all places, property, and/or services from which the person is trespassed;
 - iii. the date and duration of the trespass; and
 - iv. notice of the person's right to protest to the Hearing Officer.

Section 4. Trespass for Serious Offense (up to one year)

- A. Grounds. An individual who commits a serious offense may be refused access to and trespassed from Authority property and/or Authority services by a Transit Police Officer.
- B. Duration. A Trespass Order under this Section shall last no longer than one year.
- C. Notice. A Transit Police Officer shall issue a written Trespass Order to the individual that contains the following information:
 - i. the offense or reason for trespass;
 - ii. all places, property, and/or services from which the person is trespassed;
 - iii. the date and duration of the trespass; and
 - iv. notice of the person's right to protest to the Hearing Officer.

Section 5. Permanent Trespass

- A. Grounds. An individual who commits a felony offense may be trespassed from Authority property and/or Authority services by a Transit Police Officer.
- B. Duration. A Permanent Trespass Order under this Section shall not expire.
- C. Notice. A Transit Police Officer shall issue a written Permanent Trespass Order to the individual that contains the following information:
 - i. the offense or reason for trespass;
 - ii. all places, property, and/or services from which the person is trespassed;
 - iii. the date and duration of the trespass; and
 - iv. notice of the person's right to protest to the Hearing Officer.
- D. Reinstatement of Privileges. A person who is subject to a Permanent Trespass Order may petition the Authority for reinstatement of privileges no sooner than five years from the date the Permanent Trespass Order was issued. The written petition shall be submitted to the Appeals Officer and include the grounds for the relief requested. The Appeals Officer shall hold a hearing on reinstatement

and follow the procedures set forth in Section 9. The Appeals Officer's decision on reinstatement shall be the final administrative action related to the petition.

Section 6. Other Remedies

- A. Criminal Trespass. Nothing herein shall restrict or limit a Transit Police Officer from issuing a criminal citation to an individual who violates Utah Code §76-6-206, as amended.
- B. Refusal of Service. Nothing herein shall restrict or limit an Authority Representative from ejecting a passenger or refusing service to an individual who violates the rules and/or ordinances of the Authority for a period of up to 24 hours.
- C. Suspension of Service on Paratransit and/or Contracted Services. Nothing herein shall restrict or limit an Authority Representative from suspending service of an individual on paratransit and/or on contracted services pursuant to the policy or standard operating procedure adopted by the Authority for such action.

Section 7. Records

- A. The Transit Police Officer issuing a Trespass Order shall document the action in a police report and attach thereto a copy of the Trespass Order, and, where practicable, a photograph of the individual.
- B. Documentation related to the trespass, including the name of the individual, the scope and duration of the trespass, and a photograph, shall be shared internally with other departments of the Authority to ensure compliance, such as Customer Service, Safety, Operations and Legal.
- C. The Authority hereby classifies Trespass Orders as private records pursuant to GRAMA statute §63G-2-302.

Section 8. Protests

- A. If a person does not agree with Trespass Order they may protest to the Hearing Officer.
- B. The person shall submit a protest in writing by mailing, emailing, or hand-delivering the protest to the Hearing Officer within 14 days of the date the Trespass Order was issued or the right to protest will be forfeited.
- C. The protest shall include the following information:

- i. The person's name
 - ii. Mailing address
 - iii. Phone number
 - iv. Email, if the person wishes to communicate by email
 - v. The date of the Trespass Order
 - vi. A statement as to the grounds for the protest.
- D. Upon receipt of a protest, the Hearing Officer shall schedule a hearing on the protest.
- E. A Notice of Hearing shall be mailed to the person (or emailed if an email address has been provided) at the address listed on the protest.
- F. At the Hearing Officer's discretion, the protest hearing may be held in person or virtually. Failure of the protestor to appear at the hearing shall result in the protest being dismissed.
- G. At the hearing, the protestor may offer a verbal statement. A representative from the Authority may also make a statement. Either party may present to the Hearing Officer documentation or other evidence.
- H. The Authority bears the burden of proof to establish that the Trespass Order was proper by a preponderance of the evidence.
- I. At the conclusion of the hearing, or as soon as practicable, the Hearing Officer shall render a verbal decision and document the action taken.
- J. In instances where the Hearing Officer upholds the Trespass Order, the Hearing Officer shall inform the protestor of their right to appeal the decision within 10 days from the date of the decision.
- K. Any documentation presented at the hearing shall be preserved until the period in which the protestor may appeal the decision of the Hearing Officer has expired.

Section 9. Right to Appeal

- A. A party may appeal a decision of the Hearing Officer by submitting a written request to the Appeals Officer within 10 days of the decision.
- B. The Hearing Officer shall forward the file to the Appeals Officer for a determination.

- C. The Appeals Officer shall notify the appealing party of the date and time of the appeals hearing. Failure to appear at an appeals hearing will result in dismissal of the appeal.
- D. The appeals hearing shall be a *de novo* hearing.
- E. At the appeals hearing, both parties may make an oral argument.
- F. The appealing party bears the burden of proof to establish that the decision of the Hearing Officer was in error by a preponderance of the evidence.
- G. The Appeals Officer shall render a decision in writing within 30 days of the appeal hearing.
- H. The Appeals Officer's decision is the final administrative action related to a Trespass Order.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Andrew Gruber, Executive Director, Wasatch Front Regional Council
Paul Drake, Director of Real Estate & TOD

TITLE:

Summary of House Bill 462 - Housing Affordability and Station Area Planning

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item only

BACKGROUND:

In the 2022 Legislative Session, the Legislature sought measures to address Utah's growing housing affordability issues. Among those efforts was House Bill 462 (HB462) which, among other things, required cities to collaborate with their respective Metropolitan Planning Organization (MPO) and Public Transit District to perform a Station Area Plan (SAP) around each fixed guideway public transit station. The objectives of SAPs include increasing availability and affordability of housing; promoting sustainable environmental conditions; enhancing access to opportunities; and increasing transportation choices and connections. SAPs include a Station Area Vision (SAV), a map depicting the affected area, and an Implementation Plan describing critical tasks necessary to affect the desired development. Cities are also required to adopt appropriate zoning code to allow development depicted in the SAV. The MPOs and UTA will each have a significant role in assisting cities to meet these requirements, including administration of funding, and certifying statutory compliance.

DISCUSSION:

UTA and MPO representatives will discuss the requirements of HB322.

Prior to developing any UTA-owned property, the Local Advisory Council must approve, and the Board of Trustees must adopt, the associated SAP. These plans provide a shared vision between the municipality, the transit agency, and other relevant stakeholders. They also give clear direction how UTA can use its property to

catalyze transit-supportive development and better integrate transit service into the community.

ALTERNATIVES:

Informational item only

FISCAL IMPACT:

Informational item only

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning & Engagement Officer
PRESENTER(S): Nichol Bourdeaux, Chief Planning & Engagement Officer

TITLE:

Free Fare February Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

For the month of February 2022, UTA, Salt Lake City, and other stakeholders partnered to offer free fares on all UTA public transit services. UTA, stakeholders, and partners engaged in a robust communications effort, as well as a rider engagement effort.

DISCUSSION:

UTA staff will share findings from Free Fare February, including ridership and rider survey overviews.

ALTERNATIVES:

N/A

FISCAL IMPACT:

Funding from UTA partners and stakeholders helped offset loss in fare revenue during February 2022.

ATTACHMENTS:

Free Fare February Final Report

FREE FARE FEBRUARY FINAL REPORT

April 2022

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Executive Summary

In December 2021, Salt Lake City Mayor Mendenhall approached UTA with the idea of offering free fare for transit riders using local bus, TRAX, ski bus, microtransit, FrontRunner, Park City commuter, and paratransit services. The dual goals of the free fare initiative were to reduce emissions during typically poor air quality season and honor the legacy of the Salt Lake Olympics. Staff began working with Salt Lake City on a strategy to turn the mayor's idea into a reality.



On January 26th, 2022, the Board of Trustees passed a resolution that delegated authority to the Executive Director, to declare “Free Fare February” if partners committed to subsidizing the loss of fare revenue for the month of February.

Salt Lake City and numerous local governments, partner agencies and private businesses supported Free Fare February. The majority of UTA pass partners, including some of UTA's largest education and corporate pass partners, committed to contribute to Free Fare February. Working with Salt Lake City, Salt Lake County, Mountainland Association of Governments, Wasatch Front Regional Council, the State of Utah, and UTA's pass partners, the funding required to offset budgeted fare revenue for the month of February was realized.

UTA experienced significant increases in ridership across the system during Free Fare February. In addition to supporting transit ridership and celebrating the 20th anniversary of the Olympics, a survey conducted during February indicated that the month had a positive impact on riders – many expressed appreciation for and praised the removal of the cost barrier and indicated this freedom of mobility was not only convenient and had the potential to positively affect the environment, but also contributed to greater access and increased quality of life for the community.

Free Fare February was a collective effort and could not have been accomplished without the contributions of partners. We are proud of this joint effort and pleased to share the successes and lessons learned from this endeavor.

Partners & Funding

Free Fare February was truly a collaborative endeavor. To successfully implement one month of free transit, UTA worked with partner agencies across the region to fund the initiative.

UTA anticipates receiving \$34 million in farebox revenue in 2022, an average of \$2.8 million per month. In January, UTA set a goal of raising \$2.2 - \$2.4 million to cover February fares from partner contracts and public fares for the services included in the free fare program.

UTA worked with Salt Lake City to develop strategies to offset anticipated losses in passenger fare revenues associated with Free Fare February. Throughout the month of January, UTA staff worked with the Salt Lake City to obtain commitments from partners to subsidize February's passenger fare revenue. There were two main sources of revenue - sponsored funding through cash contributions and pass partners.

Revenue from partner contracts comes from educational institutions, corporations, and other contract types in which entities who partner with UTA subsidize fares for their users, commonly known as "Pass Programs". Public revenue is received from fareboxes on buses, the UTA FAREPAY card, UTA On Demand service, mobile ticketing, paper pass sales through retail outlets, and ticket vending machines on station platforms.

Sponsored Funding

Multiple sponsors agreed to provide financial support of Free Fare February through contributions. These sponsors included: Mountainland Association of Governments, Wasatch Front Regional Council, Salt Lake City, Utah Division of Air Quality, and Salt Lake County. The contribution of each is listed below:

Sponsor	Amount Contributed
Wasatch Front Regional Council	\$ 500,000
Mountainland Association of Governments	\$ 300,000
Salt Lake City	\$ 135,000
Salt Lake County	\$ 100,000
Utah Division of Air Quality	\$ 78,000
Total	\$ 1,113,000

Pass Partner Funding

UTA has contracts with over 100 partners that subsidize fares for their users. UTA staff reached out to the majority of UTA partners in January and asked if they would be willing to support Free Fare February by continuing to pay their monthly subsidy. UTA obtained support from 87 percent of our partners. The partner count and total revenue are shown in the table below:

Contributions to Free Fare February by Amount	Number of Pass Partners
Over \$100,000	3
\$50,000-\$99,999	4
\$25,000-\$49,999	7
\$10,000-\$24,999	8
\$1,000-\$9,999	37
<\$1000	37
Total Pass Partners	96
Total Revenue	\$1,400,000

A list of pass partner programs that contributed funds towards Free Fare February can be found in Attachment 1.

Communications & Engagement

To raise awareness of Free Fare February with the public, UTA and partners engaged in robust communications throughout the month, from news media and social media to data-sharing, promotional events, and on-system communication. These efforts saw success - 95% of the rider survey participants indicated that they knew that all UTA services were free during February. The table below provides detailed information on UTA's communication approaches.

Communication & Promotion Approaches	Details
Events	
Promotional Rides	- Mayor Mendenhall participated in a "ride transit to work" event, February 1 15 elected officials participated in the "Elected Officials Ride" event in partnership with Wasatch Front Regional Council, February 8
Rider Survey Distribution	Promotion of Free Fare February (FFF) via survey distribution across the system
Transit Day on the Hill	UTA kicked off FFF with a press event at Transit Day on the Hill
Signage	
Bus Headers	Bus headers were programmed to read "Ride Free Today" and displayed throughout the month
Highway message boards	Utah Department of Transportation displayed messages about FFF on highway message boards
Onboard announcements	Onboard announcements were created for TRAX and FrontRunner

Onboard signage	Cover signs were installed on Ticket Vending Machines (TVMs) and fareboxes
Online & Digital Messaging	
Email announcements	Multiple Email notifications were sent to: • Registered FAREPAY cardholders (approximately 14,000) • UTA Pass Partners • Local Governments • Chambers and other partner organizations • “Rider Insider” newsletter
In-app announcements	In-app announcements were pushed in UTA apps, including UTA On Demand and the Transit app
Ridership Dashboard	Up-to-date ridership information was shared via a ridership dashboard on UTA’s open data portal
Social Media	• Created posts about FFF on social media channels • Paid for boosted social media posts • Repost follower posts about FFF & UTA • Social media posts were shared extensively by partner organizations • UTA saw increased traffic on social media, including increased mentions on Twitter during February
Service Alerts	Notice of FFF was sent to UTA Service Alerts subscribers (text/email notification system)
Website page	Information about FFF was made available on rideuta.com/freefare and via the home page carousel
News & Mass Media	
Digital Billboards	UTA purchased 19 digital billboard display ads from Weber County to Utah County for the month of February
News media release	UTA press release received extensive coverage from news media sources • Channel 2 - morning live shots from onboard FrontRunner, February 1 • Channel 4 • KSL • FOX (Ben Winslow on social media) • Tooele Transcript
Radio	UTA purchased 15-second radio liners on KSL to run morning, noon, and evening peaks in February
Partners	
Partner information	Partner organizations were provided information about FFF to use for email lists, website, and social media
Communications by partners	Partner organizations shared messages about FFF on social media and other channels throughout the month

Ridership

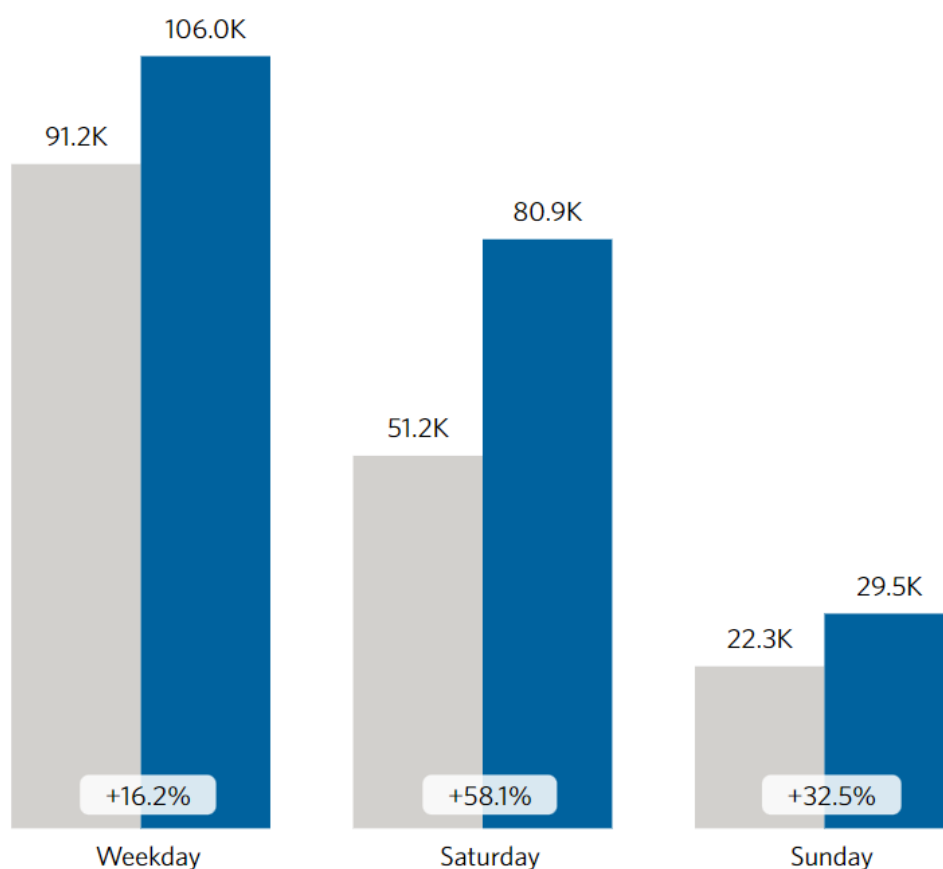
UTA had increases in ridership across the system and distinct ridership patterns throughout the month of February. Additional detailed ridership data can be found in Attachment 2.

February ridership numbers are displayed in comparison to January 2022. Weekdays are compared to the last five weekdays in January 2022; Saturday and Sunday average ridership in February is compared to the average of the last two Saturdays and Sundays in January. Vanpool is excluded from “All Modes” for the purposes of this report.

Note: The methods used for comparison are to minimize the impact of seasonal adjustments caused by holidays.

UTA Average Daily Ridership - All Modes

Month ● Jan 2022 ● Feb 2022



Increases in UTA ridership in February compared to January were observed for weekdays, Saturdays, and Sundays. The largest increases were observed on Saturdays - average Saturday ridership in February was up 58.1% over January. Weekday ridership was up 16.2% and Sunday ridership was up 32.5% over January.

Weekday Average Ridership - All Modes

	Fixed & Flex Bus	FrontRunner	TRAX	UTA On Demand	Paratransit	UVX	Ski	Total
January Average	40,950	7,932	31,249	389	1,029	6,980	2,663	91,192
February Average	48,888	10,764	35,172	480	1,179	6,471	3,037	105,992
Percent Change	19.4%	35.7%	12.6%	23.4%	14.6%	-7.3%	14.0%	16.2%

Saturday Average Ridership - All Modes

	Fixed & Flex Bus	FrontRunner	TRAX	UTA On Demand	Paratransit	UVX	Ski	Total
January Average	20,127	3,923	18,057	227	174	4,037	4,607	51,152
February Average	27,536	11,858	31,515	332	240	4,068	5,316	80,865
Percent Change	36.8%	202.3%	74.5%	46.3%	37.9%	0.8%	15.4%	58.1%

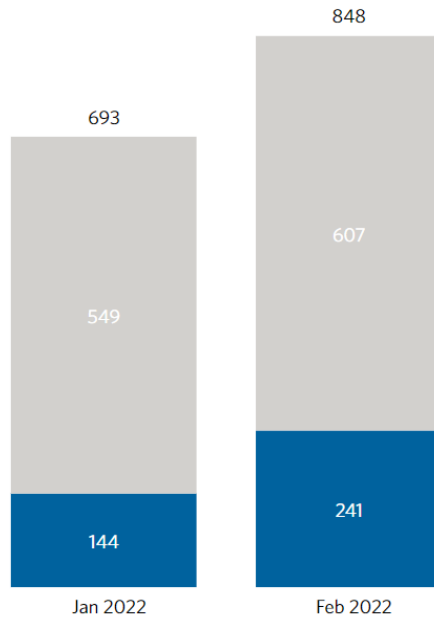
Sunday Average Ridership - All Modes

	Fixed & Flex Bus	TRAX	UTA On Demand	Paratransit	Ski	Total
January Average	7,966	10,394	9	54	3,827	22,250
February Average	11,431	14,100	22	85	3,844	29,482
Percent Change	43.5%	35.7%	144.4%	57.4%	0.4%	32.5%

Note: FrontRunner & UVX do not operate on Sundays.

UTA On Demand South Salt Lake County - Unique & Total Ridership

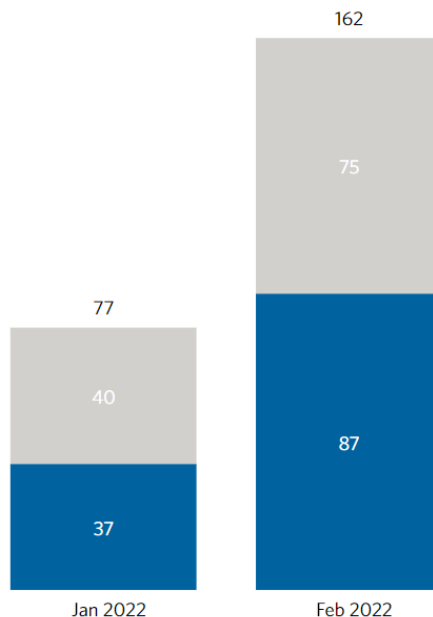
● New Riders ● Returning Riders



UTA On Demand in South Salt Lake County has been operating since late 2019. Ridership increases were observed in February compared to January, including an increase in the number of new riders to the service.

UTA On Demand Salt Lake City Westside - Unique & Total Ridership

● New Riders ● Returning Riders

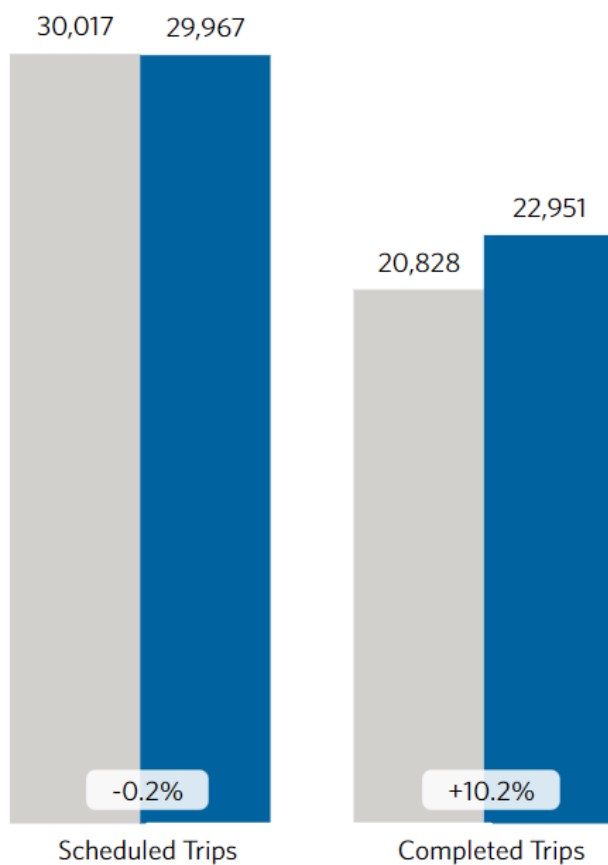


UTA On Demand on Salt Lake City's Westside launched in December 2021. Increases in ridership were observed on this service including a more than doubling of new riders. (Riders on this service could receive up to ten free rides prior to February as a launch promotion to build ridership.)

Paratransit Trips

Paratransit service also experienced growth in February. Paratransit reported 50 less trips booked compared to January 2022 (potentially attributable to there being less days in the month of February), however there was an increase in completed trips – people took their trips and did not cancel. Key observations from Paratransit following Free Fare February include decreased same-day and late cancellations, as well as decreases in no-show cases.

Month ● Jan 2022 ● Feb 2022



Ridership Takeaways:

By Mode: Ridership increased on nearly all modes on weekdays, Saturdays, and Sundays. Weekend days saw the highest increases, including on bus, TRAX, FrontRunner, UTA On Demand, and Paratransit.

Time of Day: Generally, time of day ridership in February mirrored January patterns, with some observable increases in mid-day and afternoon riding on FrontRunner and TRAX on weekends.

Station Locations: Several UTA stations stood out with higher-than-average increases including major destinations and transfer points. This information could be helpful in understanding high potential ridership zones in the future.

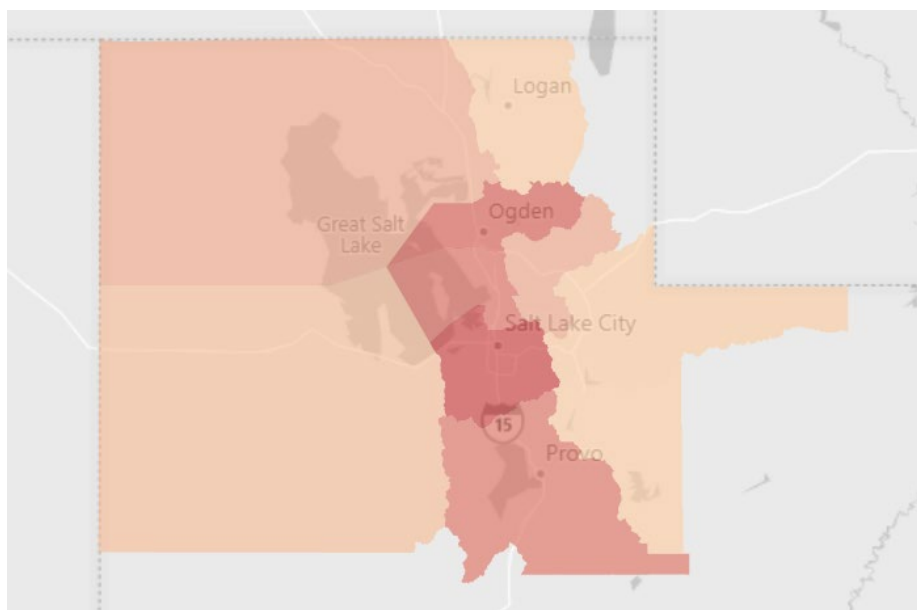
Additional Ridership Detail:

Additional detail on average February ridership, including ridership by mode, time of day ridership, average trip length, and station ridership trends are included in Attachment 2.

Rider Survey Feedback

UTA implemented a survey to solicit feedback and understand rider experiences during the month. The survey included 10 questions and offered incentives to participants, including drawings for gift cards and annual transit passes (2). Over 5,000 rider surveys were submitted. A copy of the survey is included in Attachment 3.

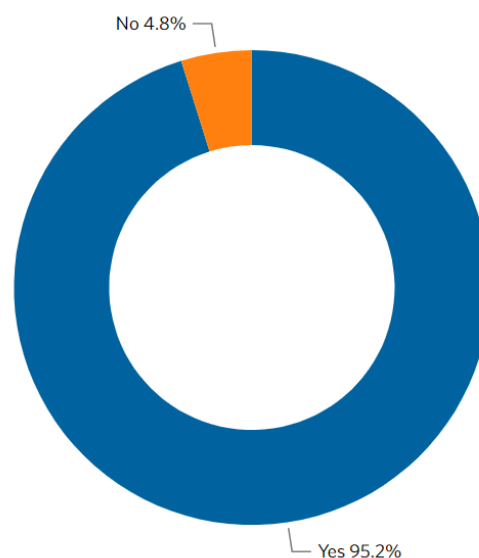
Survey Participants by Home County (Per Capita)



Riders from across UTA's service area participated in the survey. The darker areas on the map represent the largest number of responses. The map utilizes per capita comparisons to show number of responses by population in that county. Salt Lake County participants submitted the highest number of responses, followed by Weber County, Davis County and Utah County.

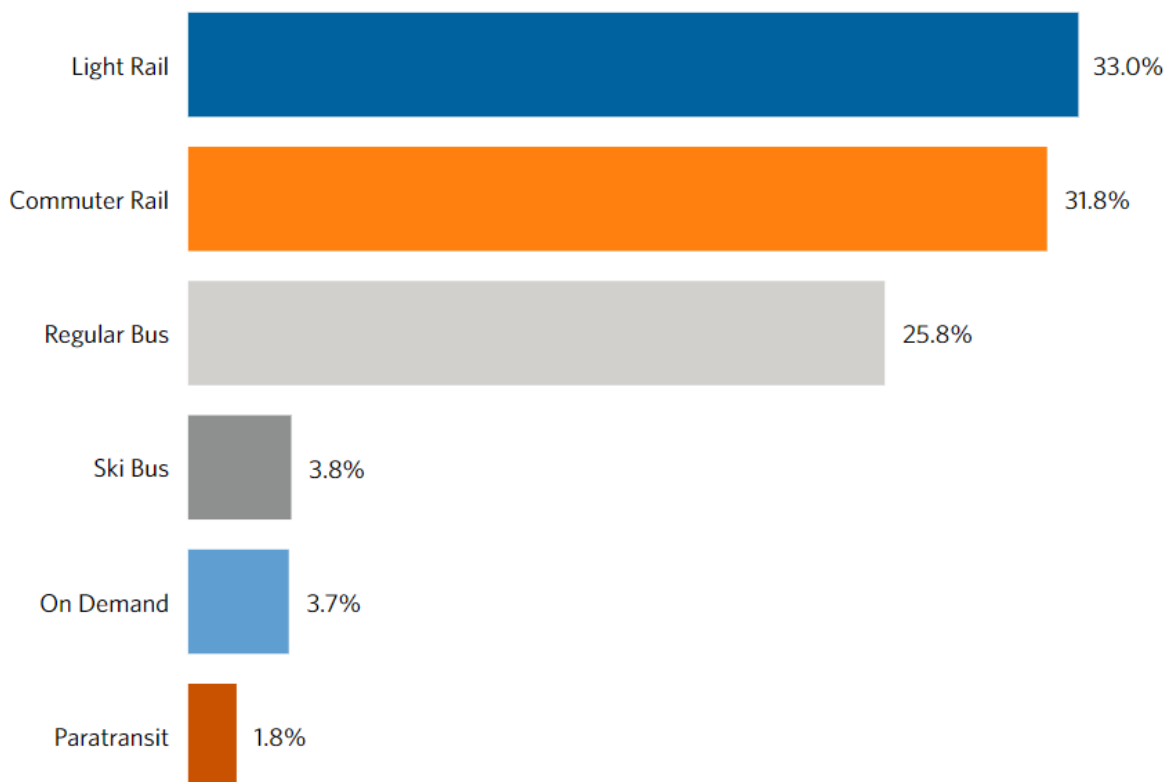
Awareness of Free Fare February

Most survey participants (95.2%) said "yes", they were aware that all UTA services were free during February. Less than 5% of survey participants indicated they were not aware. (N=5,082)



Mode Use

Survey participants were asked which UTA services they had used or planned to use during February. Multiple answers were allowed. Light rail (TRAX & S-Line) and commuter rail (FrontRunner) were the modes indicated the most. (N=5,070)



Riding For Free Fare

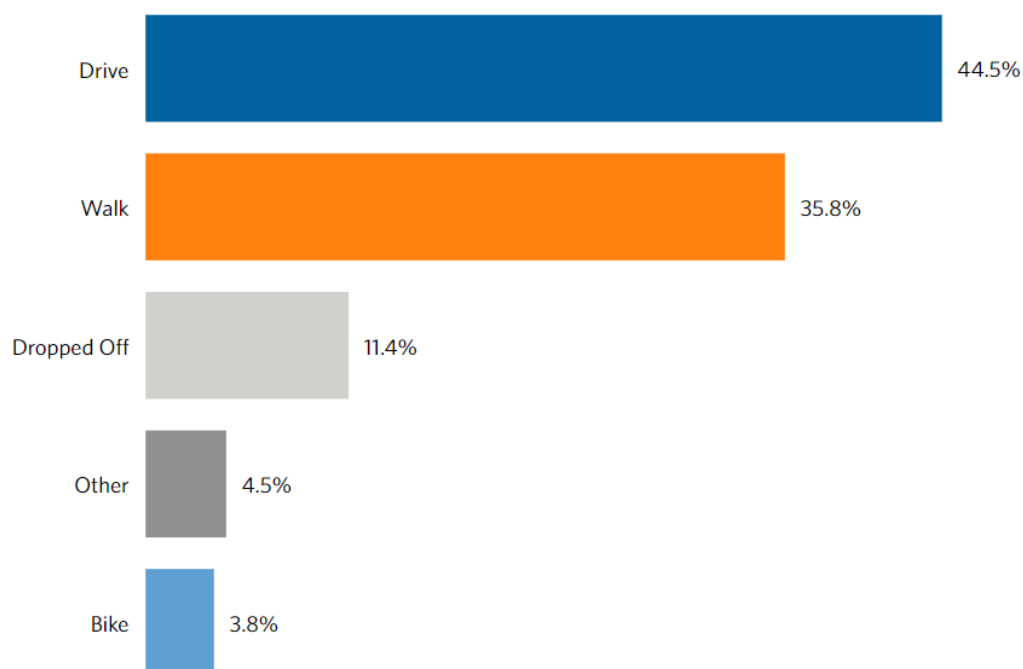
Survey participants were asked if they rode UTA services during February because it was free. Over half of respondents (53.4%) indicated they were riding because it was free. (N=5,076)



Getting to Transit

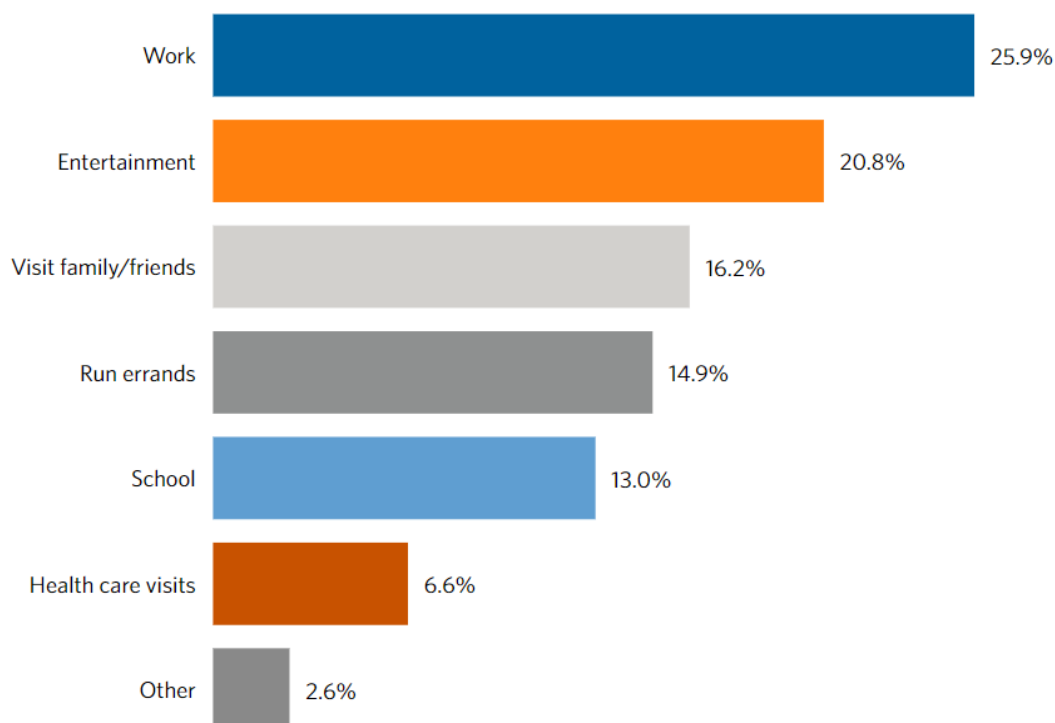
The survey asked how riders typically get to transit. The top responses were driving and walking. (N=5,098)

(This measure differs from the UTA 2019 OnBoard survey, which suggests that most riders walk to access transit (77%).)



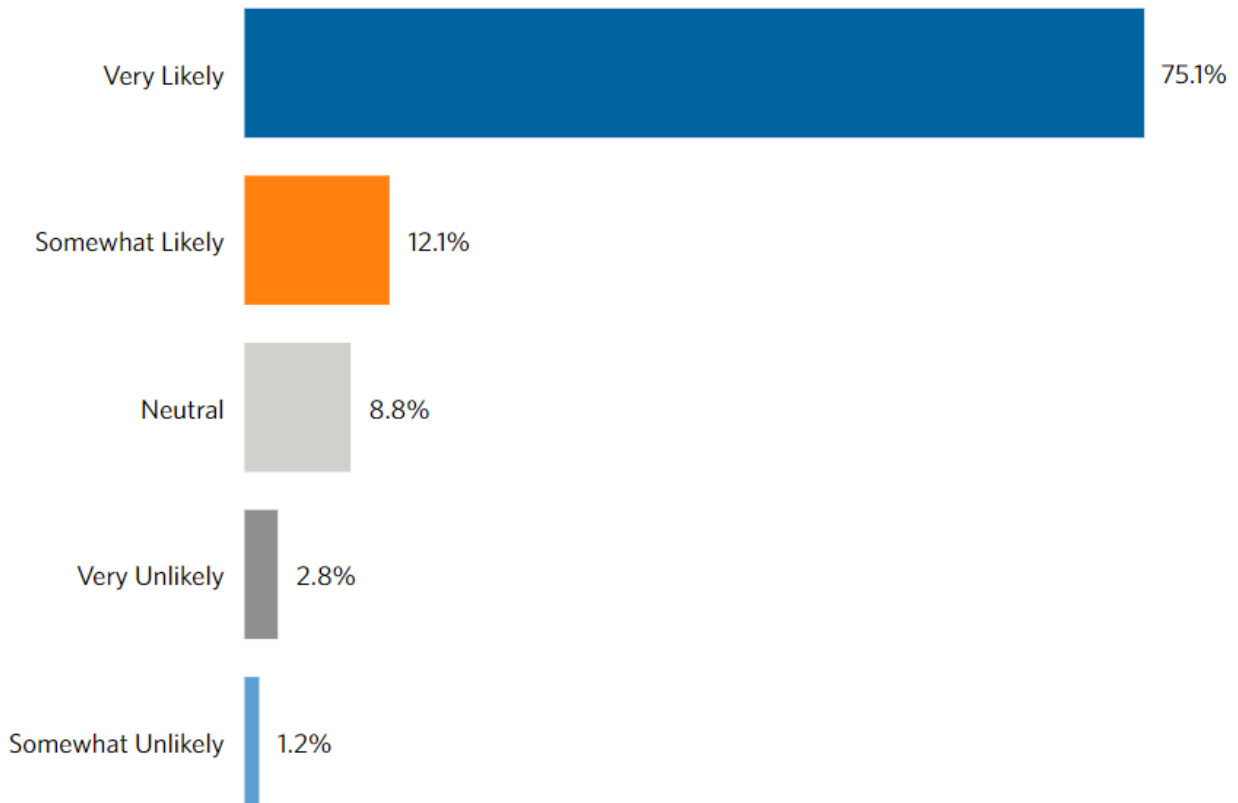
Reasons for Riding

Survey participants were also asked about their trip purposes in February. Participants were able to select more than one response, as well as provide open-ended response. The top responses included work and entertainment. (N=5,048)



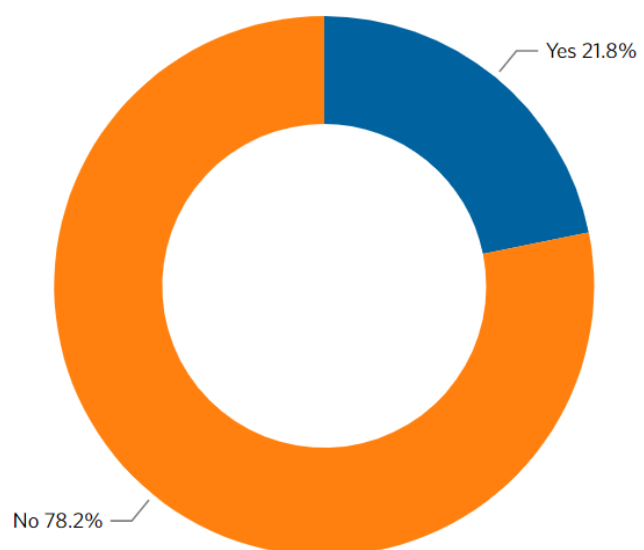
Likelihood of Riding if Service is Free

Survey participants were asked if they would ride more frequently if all UTA services were free. 87.2% indicated they were very likely or somewhat likely to ride more if UTA services were free. (N=5,085)



New Riders

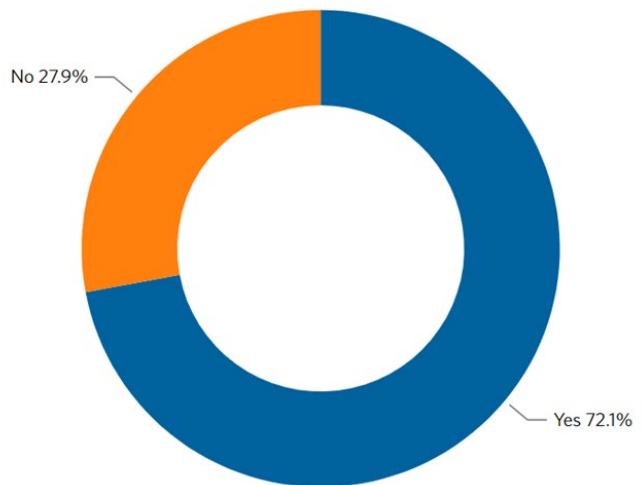
Survey participants were asked if they were new to riding UTA. More than one-fifth (21.8%) of survey participants indicated they were new to riding. (N=5,077)



Responses from new riders only were pulled out for the following measures. Their responses differ from the general population.

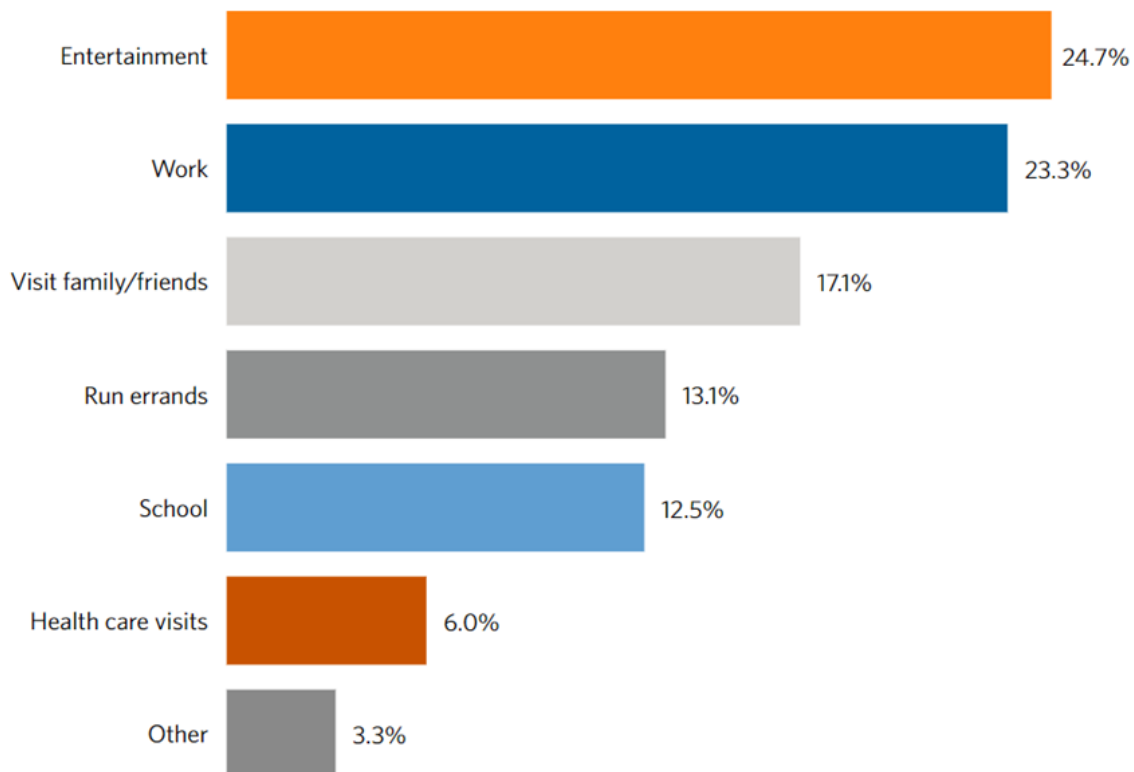
New Riders – Riding for Free Fare

72.1% of new riders indicated that “Yes”, they were riding during February because the service was free. More new riders indicated they were riding because it was free compared to the entire group of survey participants. (N=1,106)



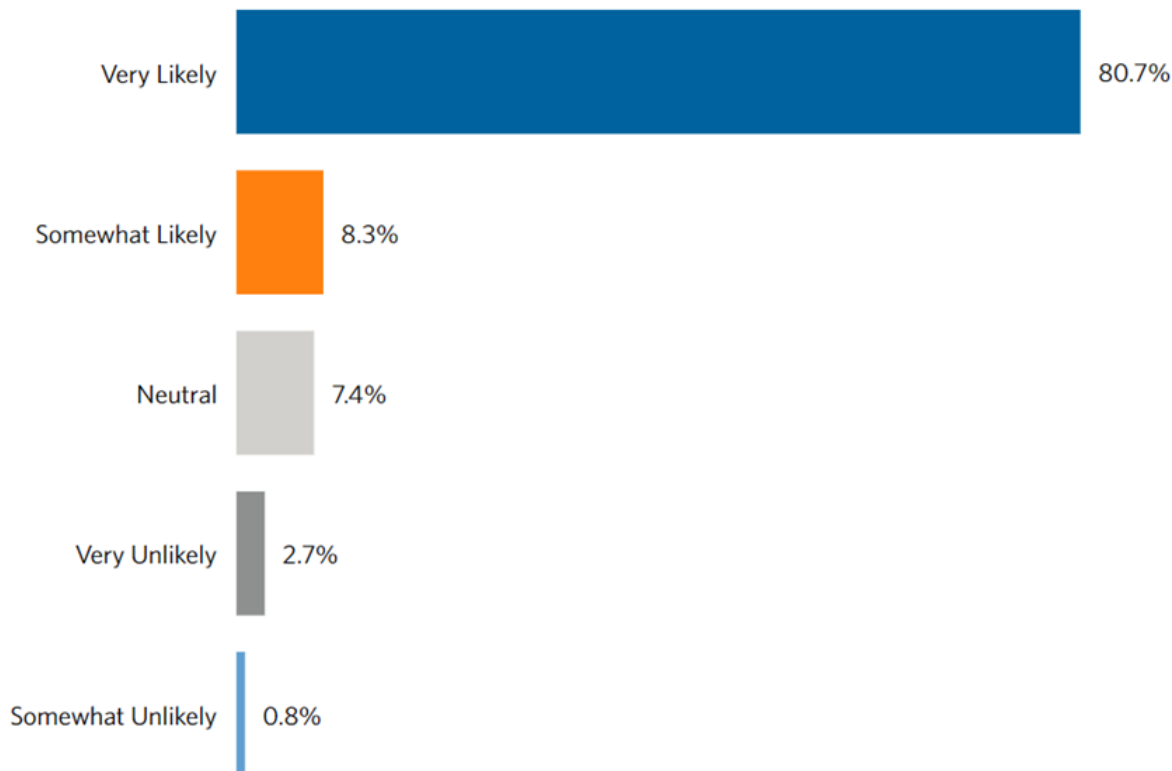
New Riders – Reasons for Riding

Entertainment appeared as the top reason for riding for new riders. Nearly 25% of new riders responding to the survey indicated they were riding for entertainment purposes. (N=1,093)



New Riders - Likelihood of Riding if Service is Free

New riders were most likely to say they were very likely to ride more frequently if all UTA services were free compared to the general survey. 89% of new riders indicated they were very likely or somewhat likely to ride more frequently if UTA were free. (N=1,106)

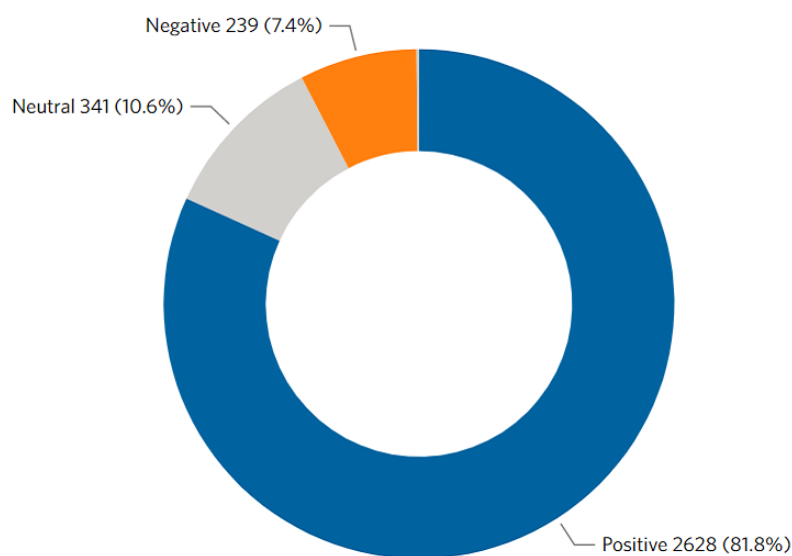


Rider Survey Comments

The survey included one open-ended field to collect participant comments about Free Fare February. Over 3,000 open-ended responses were submitted. Each response was read and assigned a sentiment (positive, negative, neutral), as well as categorized into overarching themes for context.

General Sentiment

81.8% of the comments were coded as "positive"; 7.4% were coded as "negative".



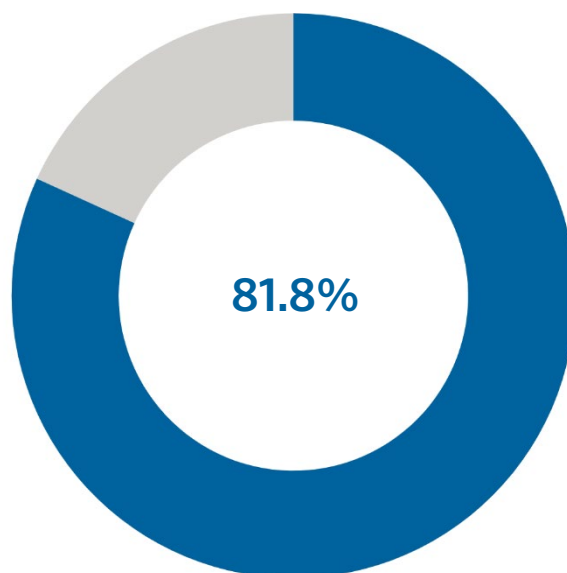
Positive Themes

81.8% of the comments were positive in nature.

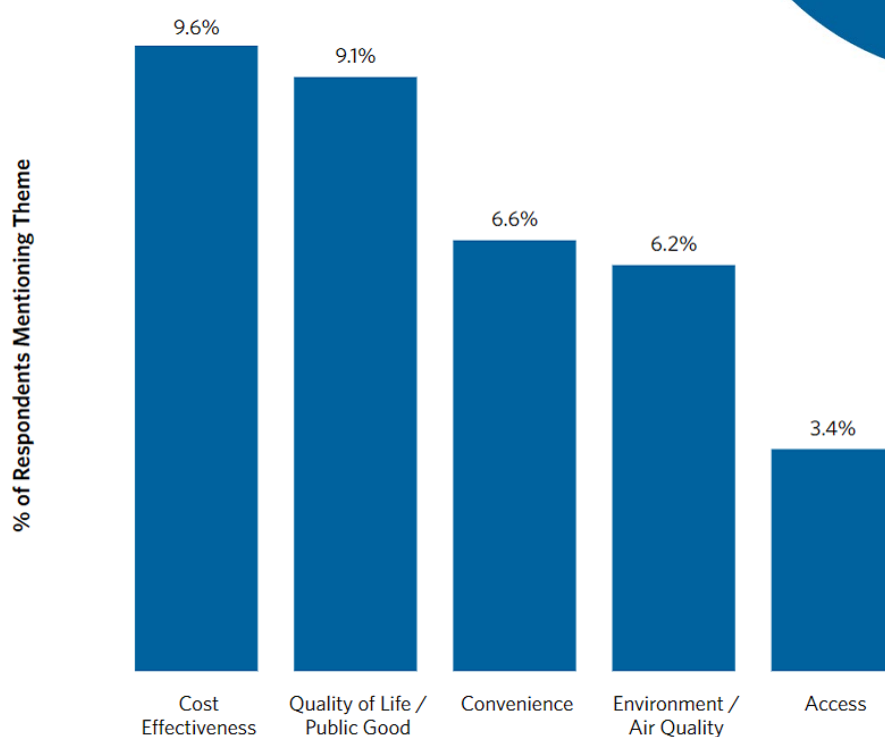
The top 5 positive themes included:

- 1) Cost effectiveness
- 2) Quality of life/public good
- 3) Convenience
- 4) Environment/air quality
- 5) Access

Positive Comments



Top Five Positive Themes



Positive Theme	Description
Cost Effectiveness	These comments mentioned saving money, free fare being cost-effective, making transit competitive over driving, and affordability.
Quality of Life/Public Good	These comments referred to free fare being a public good; allowing for more community building; increased morale; increased ability to get involved in the community; quality of life considerations; non-essential/enjoyable trip purposes; and giving people the freedom to do more with their time when they don't have to worry about the cost of traveling.

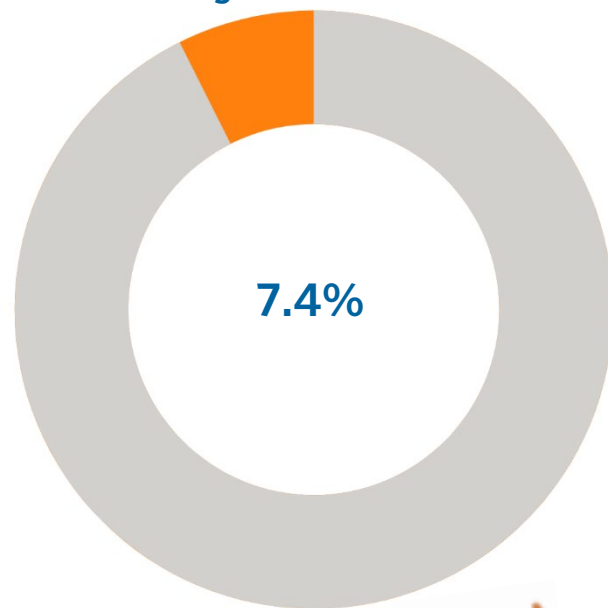
Convenience	These comments mentioned free fare transit being stress-free, convenient for a variety of reasons, including better when weather is bad and getting out of traffic.
Environment/Air Quality	These comments mentioned air quality, “green” efforts, sustainability, fuel efficiency, vehicle emissions, environmental health, and more.
Access	These comments mentioned access for people that need it, access for people that don’t have cars/other modes of transport, and access to more opportunity (jobs, etc.).

Negative Themes

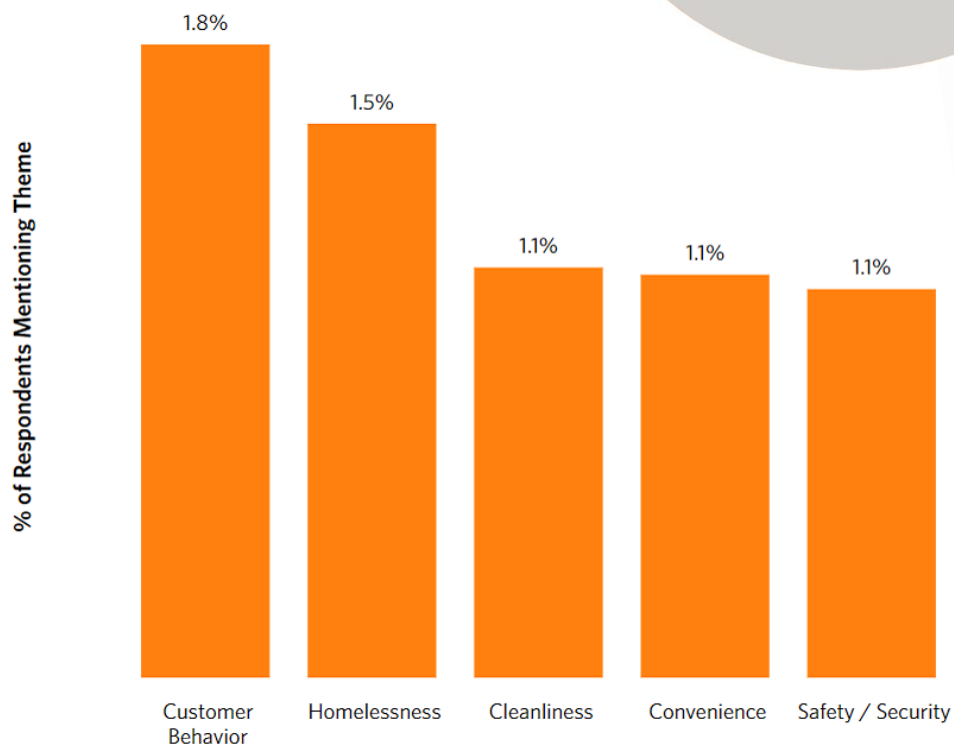
7.4% of the comments were negative in nature. The top 5 negative themes included:

- 1) Customer behavior
- 2) Homelessness
- 3) Cleanliness
- 4) Convenience
- 5) Safety/security

Negative Comments



Top Five Negative Themes

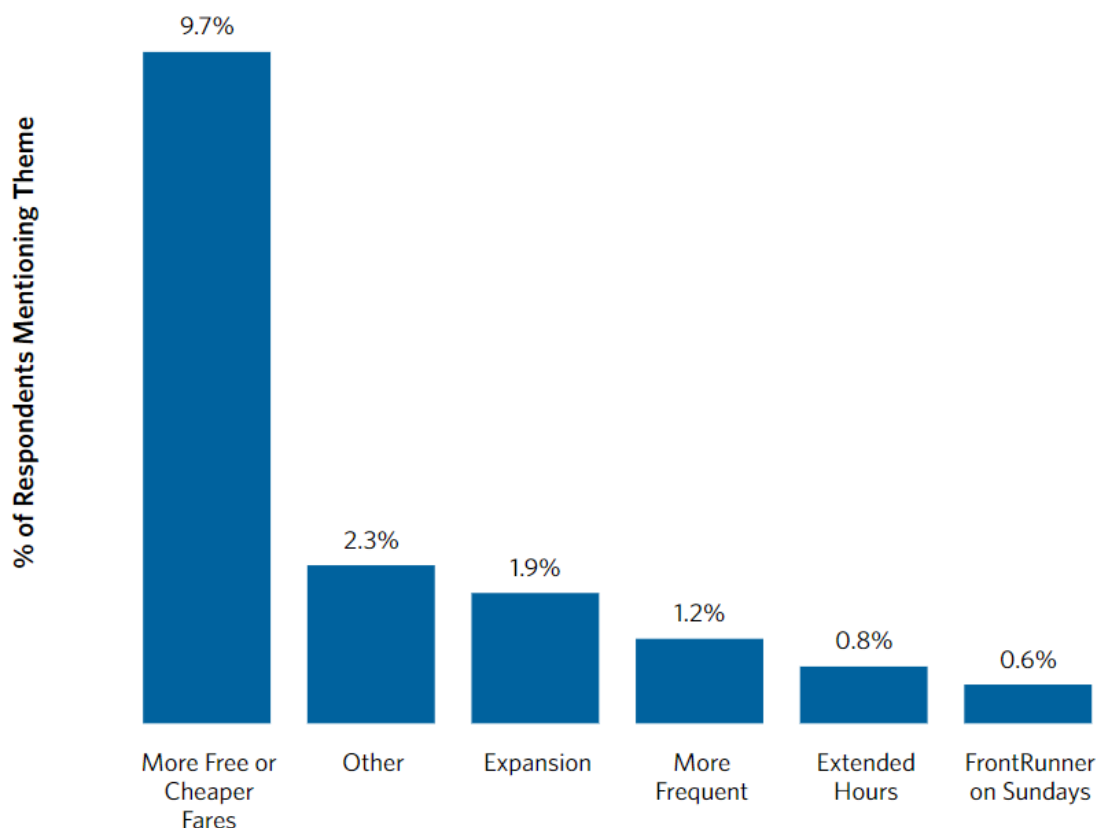


Negative Theme	Description
Customer Behavior	These comments mentioned customer behavior, rider rules (including violations of rider rules), drug or mental health issues causing disruptions, and other disruptive behaviors by fellow riders.
Homelessness	These comment mention people experiencing homelessness.
Cleanliness	These comments mentioned the cleanliness (and lack of cleanliness) of vehicles including trash, odors, spills, etc.
Convenience	These comments that mention convenience negatively, including delays, reliability, frustrations with service, and more.
Safety/Security	These comments mentioned perceived safety, perceived security on transit, and police presence.

Service Suggestions

Service suggestions appeared in the comments frequently, mostly as neutral comments or as additional ideas on other themes. These comments mentioned service suggestions such as more free or cheaper fares, expansion of service to new areas, more frequent service, increased span of service, including extended hours and days of service.

UTA FFF Rider Survey Comments: Service Suggestions



Customer Service

Customer Service Calls

UTA's Customer Service consistently tracks and follows up with customer comments. In February, Customer Service received fewer calls compared to January. A 17% decrease was observed in Customer Service call volume from 14,068 in January 2022 to 11,709 in February 2022.

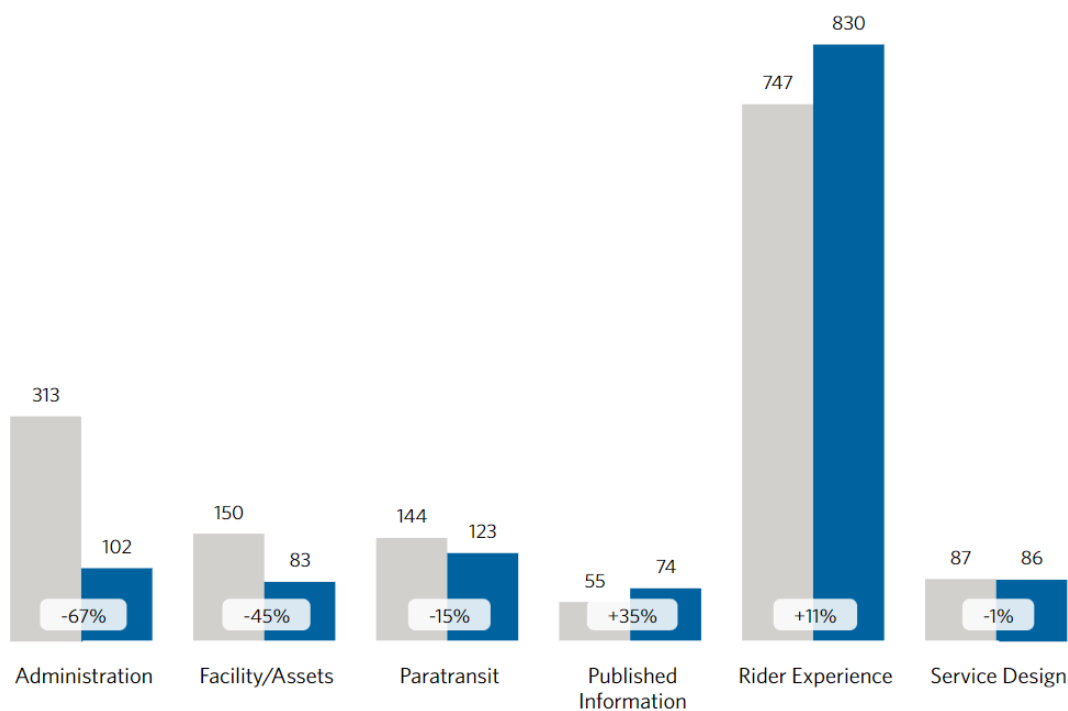
Month ● Jan 2022 ● Feb 2022



Customer Service Comments by Category

Calls made to UTA Customer Service are categorized and tracked. The above chart shows the top categories of customer comments. Both the categories of "published information" and "rider experience" had increases in call volume during February compared to January. Rider experience comments relate to customer service, transit service issues (early, late, no show, pass-by, and servicing stops), driving habits, customer behavior, and commendations. Decreases were seen in administration-related comments, as well as facility/assets, and Paratransit.

Month ● Jan 2022 ● Feb 2022

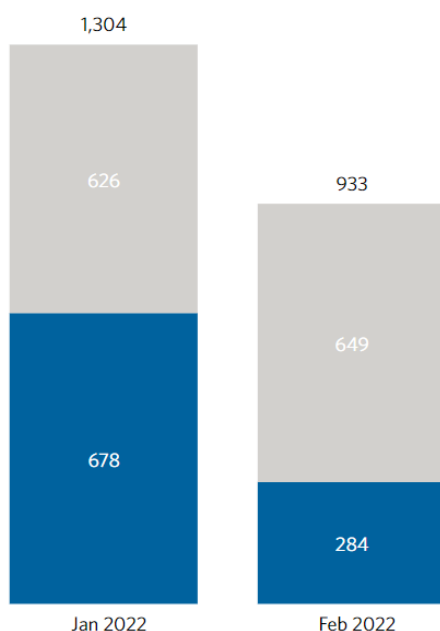


UTA Police

The UTA Police track calls for service on the transit system. Calls for service decreased in February compared to January.

Calls for UTA Police Service by Type

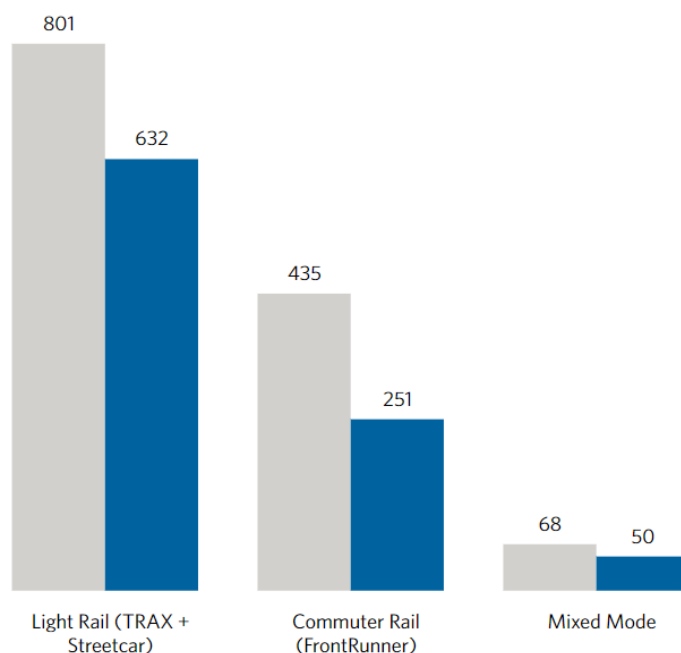
Type ● Officer Initiated Calls ● Other Calls for Service



Overall calls for service were down for February compared to January. Officer initiated calls decreased from 678 in January 2022 to 284 in February 2022. Other calls for service generated through dispatch increased slightly from 626 in January to 649 in February.

Calls for UTA Police Service by Mode

Month ● Jan 2022 ● Feb 2022



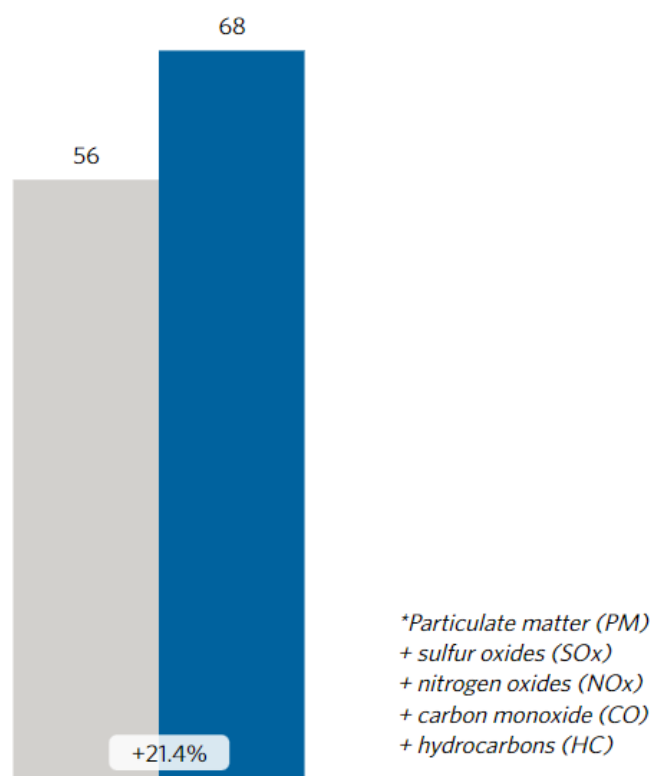
Total calls for police service varied by mode, but followed a similar trend compared to January 2022. Light rail (TRAX & S-Line) had the highest volume of calls for service; followed by FrontRunner and mixed modes (including bus).

Estimated Environmental Impact

The following figure is an estimate of the environmental impact of Free Fare February transit ridership. Due to numerous other factors impacting air quality in February, no conclusions about February 2022 air quality can be made related to public transit use. The estimate below shows pollution savings due to individuals riding transit who may have otherwise driven. UTA estimates that about 47% of riders have a choice to drive over riding transit; this is used to estimate the pollution saved by riding transit (UTA's 2019 OnBoard Survey). Simply put, more people riding transit equates to fewer car trips taken and less production of air pollution.

EPA Criteria Air Pollutants* Reduced by UTA Transit Ridership, Tons per Month

Month ● Jan 2022 ● Feb 2022



February 2022 saw an estimated savings of 68 tons of criteria air pollutant generation due to transit ridership (this is the amount of air pollutants that would have been generated had 47% of riders driven instead). February ridership saved approximately 21.4% more in pollution, or about 12 tons, compared to January ridership.

Notes:

Criteria air pollutants are identified by the Environmental Protection Agency (EPA) for air quality monitoring and include the combined emissions of nitrogen oxides (NOx), hydrocarbons (HC), carbon monoxide (CO), particulate matter (PM), and sulfur oxides (SOx).

Vanpool is not included in these estimates.

Summary & Key Findings

The implementation and analysis of Free Fare February provides a great deal of information to UTA and other stakeholders interested in better understanding zero fare efforts.

Ridership

Ridership increases were observed across the UTA transit system, including on weekdays (+16.2%), Saturdays (+58.1%), and Sundays (+32.5%). Nearly all modes experienced increased ridership in February compared to January. The large increases observed on weekends correlate to findings from the rider survey, indicating entertainment as a top trip purpose.

System Considerations

In the preliminary observations, a free fare system requires a shift in work. While fare collection and fare inspection are removed, additional customer and rider support may be required in multiple forms, including supporting new riders navigating the system, supporting disadvantaged riders, as well as ensuring rider rules and standards for customer behavior are clear. While we do not have budgetary or workforce related data, such as cleaning, to share at this stage, these may be two additional areas of consideration.

Community Feedback

Many riders opted to take the rider survey. Their feedback, while a limited sample, provides valuable insights into motivations for riding, particularly riders who were new to the system during Free Fare February. The reasons for riding are mirrored in the open-ended responses, where positive comments were shared relating to quality of life – these comments suggest that Free Fare February was helpful in creating opportunities for community members to take trips for activities they want to do, not just what they need to do. Additional benefits highlighted by the riding community include access to transportation, particularly for those with limited options, as well as environmental benefits. Access issues are reflected in the ridership numbers, as well as the focus areas of UTA On Demand and Paratransit service. Cost effectiveness was the most common theme mentioned and the cost barriers people face relative to transportation should not be underestimated. Affordable access to transit can equate to improved freedom of mobility and greater quality of life, providing the ability to increase travel for work, school, social and community connection, healthcare, and entertainment.

Limitations

Some data relevant to the implementation of Free Fare February was not available at the time of reporting. Additionally, community feedback provides us valuable insights, but must be understood as a convenience sample of individuals who self-selected into the survey and may not provide complete representation of the riding population. That said, the wide geographic distribution of responses provides increased confidence in consideration of this rider feedback.

Attachment 1 – Pass Partner Program Contributors

The following pass and service partners contributed to Free Fare February.

University of Utah
Solitude
Brigham Young University
Utah Valley University
Snowbird
Fidelity
Weber State University
The Church of Jesus Christ of Latter-day Saints
High Valley Transit
State of Utah
Brighton
Salt Lake City (Hive Pass)
Salt Lake Community College
Intermountain Healthcare
Alta
Utah Association of Public Charter Schools
Powder Mountain
Snowbasin Resort
Lucid Software
Zions Bank
ARUP
Work Activity Center
And more!

Attachment 2 – Ridership Report Detail

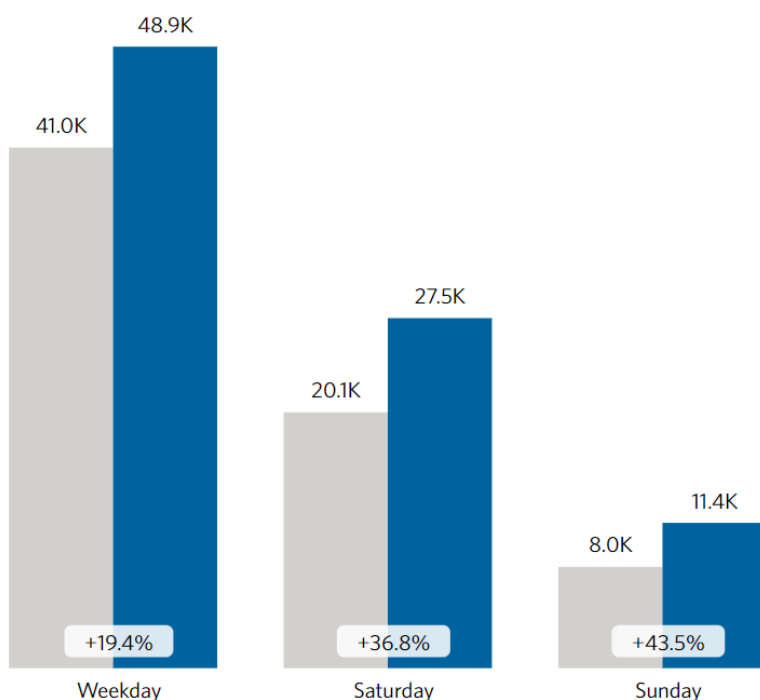
February ridership numbers are displayed in comparison to January 2022. Weekdays are compared to the last five weekdays in January 2022; Saturday and Sunday average ridership in February is compared to the average of the last two Saturdays and Sundays in January.

Note: The methods used for comparison are to minimize the impact of seasonal adjustments caused by holidays.

Average Ridership by Mode

Fixed Route Bus & Flex Route Bus - Average Daily Ridership

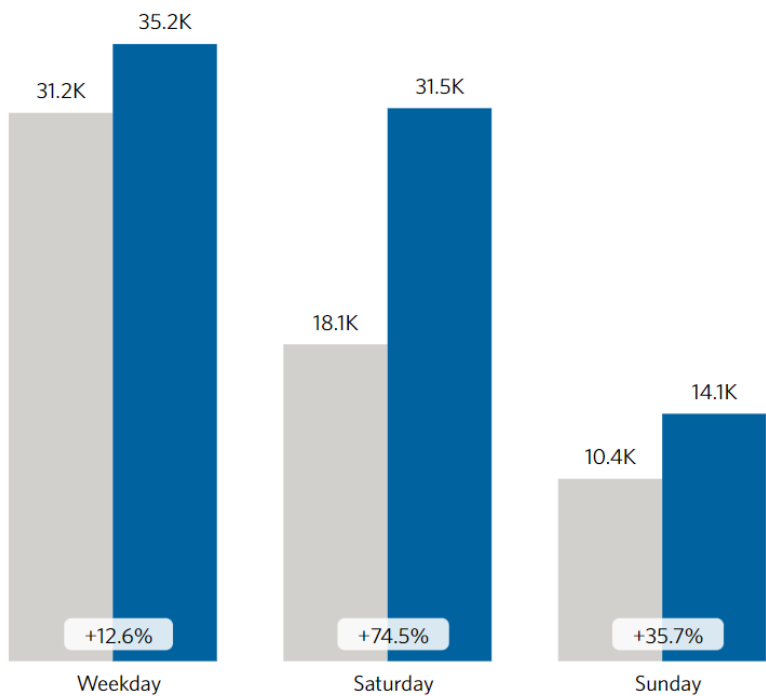
Month ● Jan 2022 ● Feb 2022



Both fixed and flex route bus experienced increased ridership during February. Sundays saw the greatest increase in average February ridership over January at 43.5%.

Light Rail (TRAX & Streetcar) - Average Daily Ridership

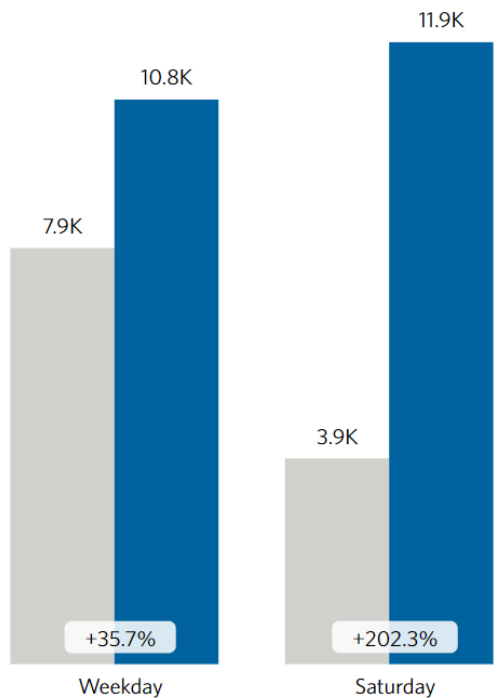
Month ● Jan 2022 ● Feb 2022



Light rail also experienced increased ridership, with the largest increases observed on Saturdays. Saturday ridership in February was 74.5% greater than in January.

FrontRunner - Average Daily Ridership

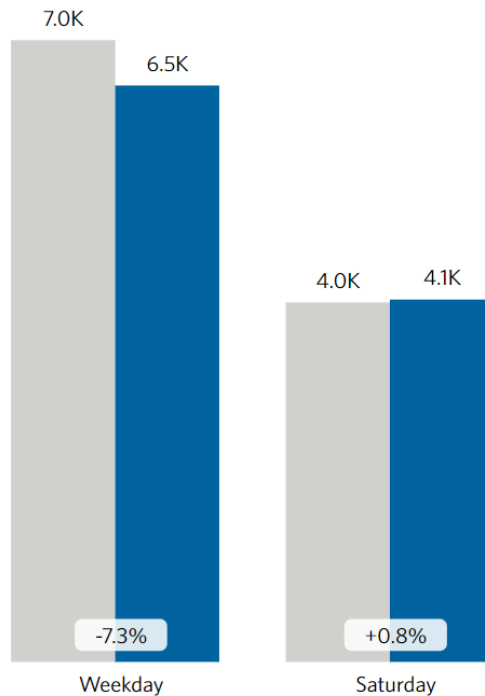
Month ● Jan 2022 ● Feb 2022



FrontRunner experienced increased ridership on both weekdays and Saturdays. Large increases in ridership were observed on Saturdays at a 202.3% increase over January. (FrontRunner does not operate on Sundays.)

UVX - Average Daily Ridership

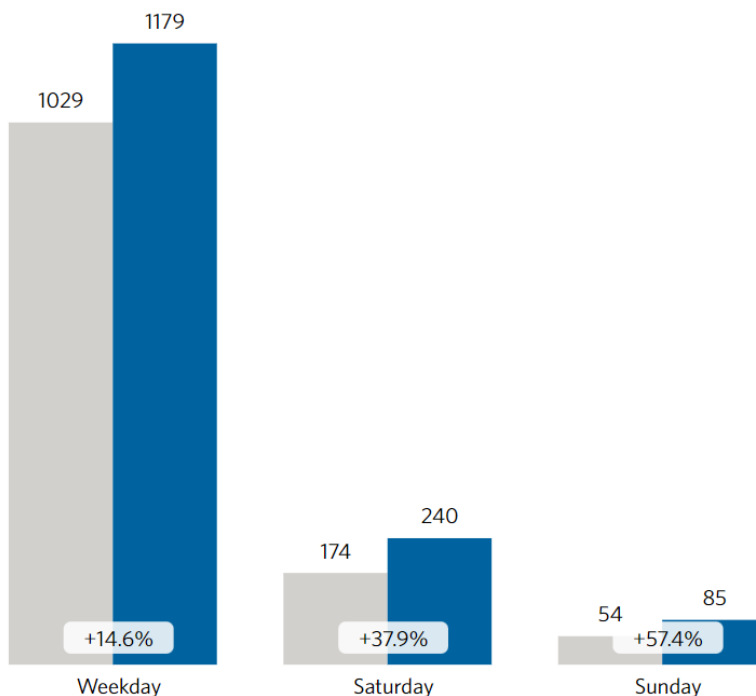
Month ● Jan 2022 ● Feb 2022



UVX (Utah Valley Express bus rapid transit) was the only UTA service that experienced declines in ridership during February. (UVX does not currently charge fares and does not operate on Sundays.)

Paratransit - Average Daily Ridership

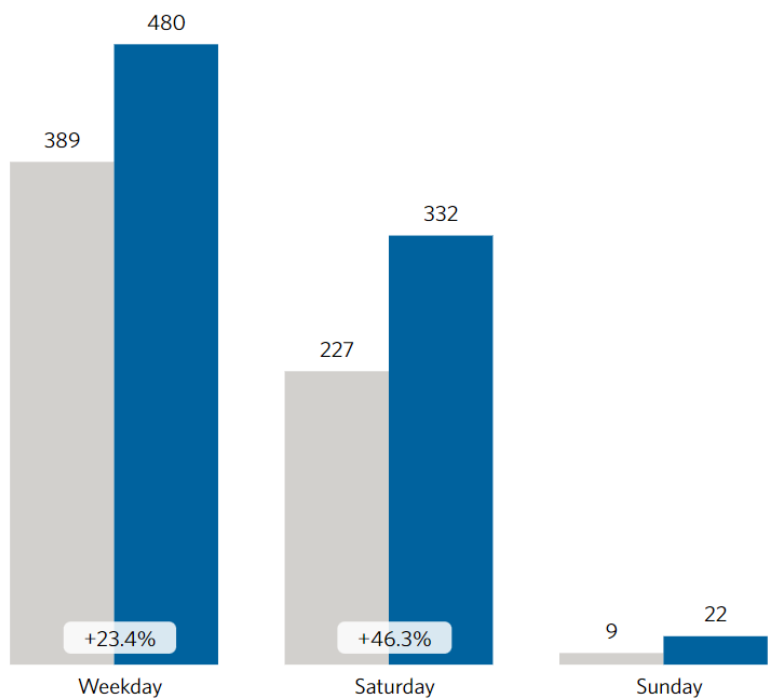
Month ● Jan 2022 ● Feb 2022



Paratransit service experienced ridership increases on all days, with the largest increases observed on Sundays at a 57.4% increase over January.

UTA On Demand – Average Daily Ridership

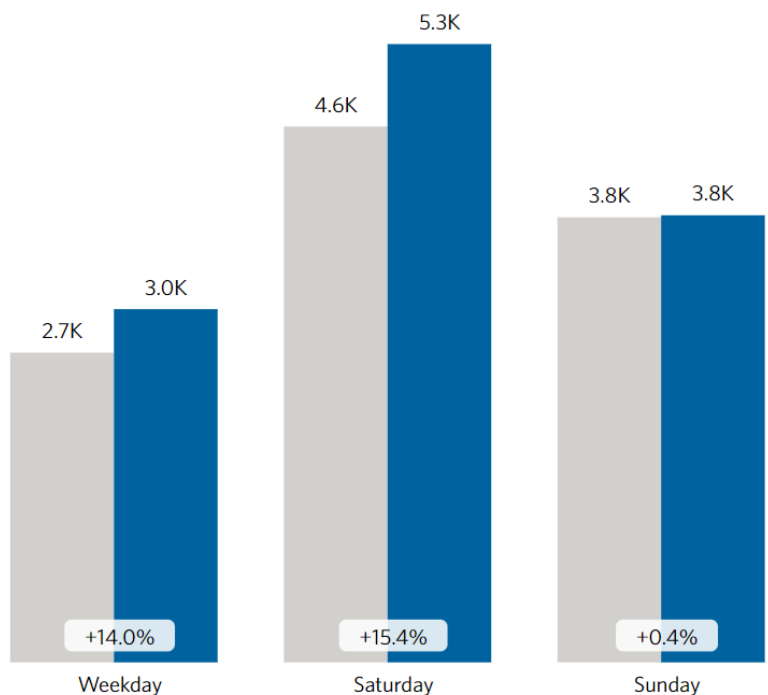
Month ● Jan 2022 ● Feb 2022



UTA On Demand experienced ridership increases on all days. The average ridership for UTA On Demand includes two service zones, including South Salt Lake County and Salt Lake City Westside zones. The largest ridership increases were observed on Saturdays with a 46.3% increase over January.

Ski Bus – Average Daily Ridership

Month ● Jan 2022 ● Feb 2022



Ski bus service experienced moderate increases in ridership on weekdays and Saturdays during February.

Trip Length Trends by Mode

Average Passenger Trip Length (by miles) - FrontRunner

Small increases were observed in the length of passenger trips on FrontRunner for both weekdays and Saturdays.

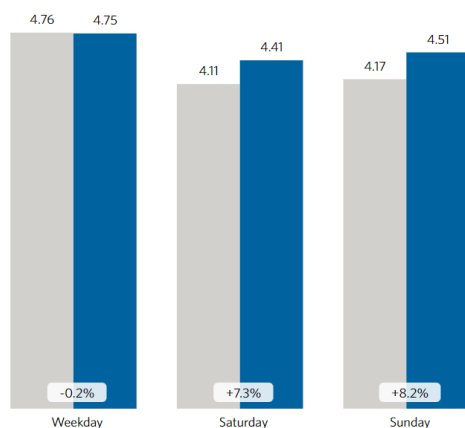
Average Trip Length - FrontRunner

Month ● Jan 2022 ● Feb 2022



Average Trip Length - Light Rail

Month ● Jan 2022 ● Feb 2022



Average Passenger Trip Length (by miles) - Light Rail

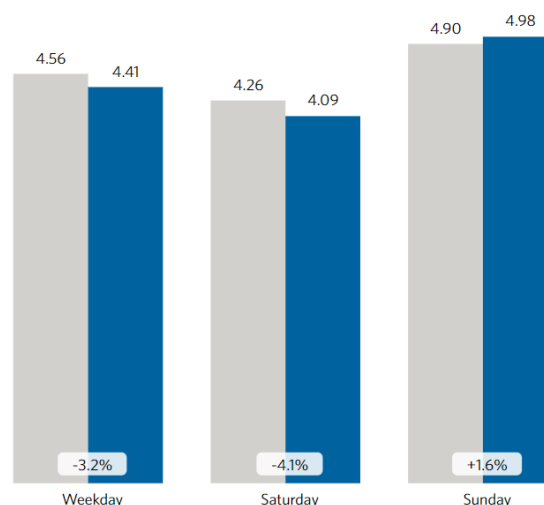
Increases in passenger trip length were observed on Saturdays and Sundays on light rail (TRAX & S-Line).

Average Passenger Trip Length (by miles) - Bus

Slight decreases in trip length were observed on fixed and flex route buses on weekdays and Saturdays. A slight uptick in trip length was noticed on Sundays.

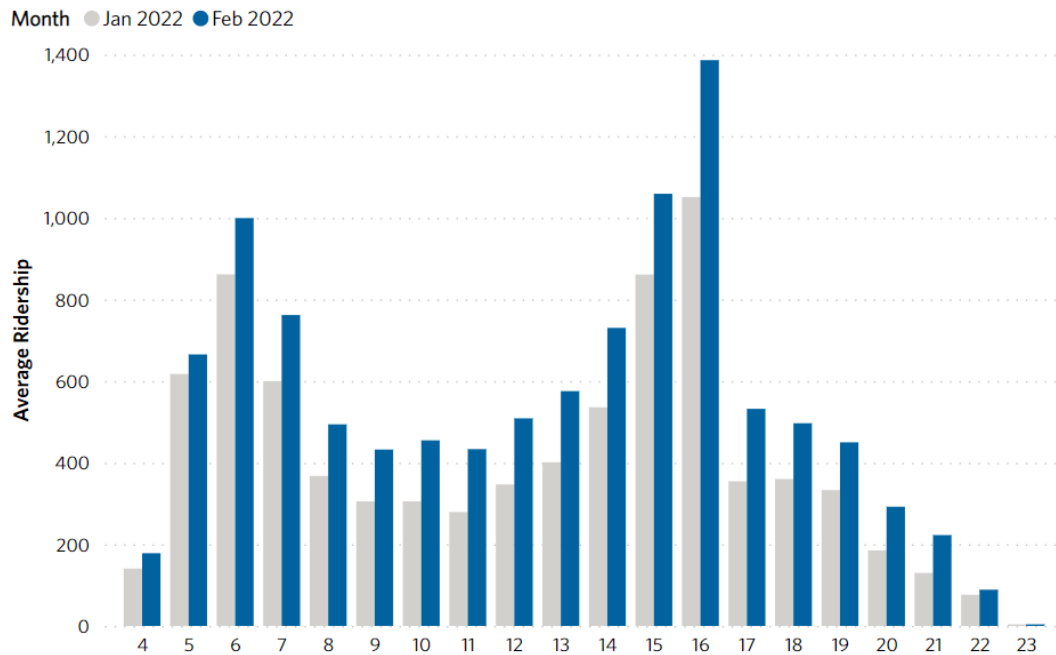
Average Trip Length - Bus

Month ● Jan 2022 ● Feb 2022

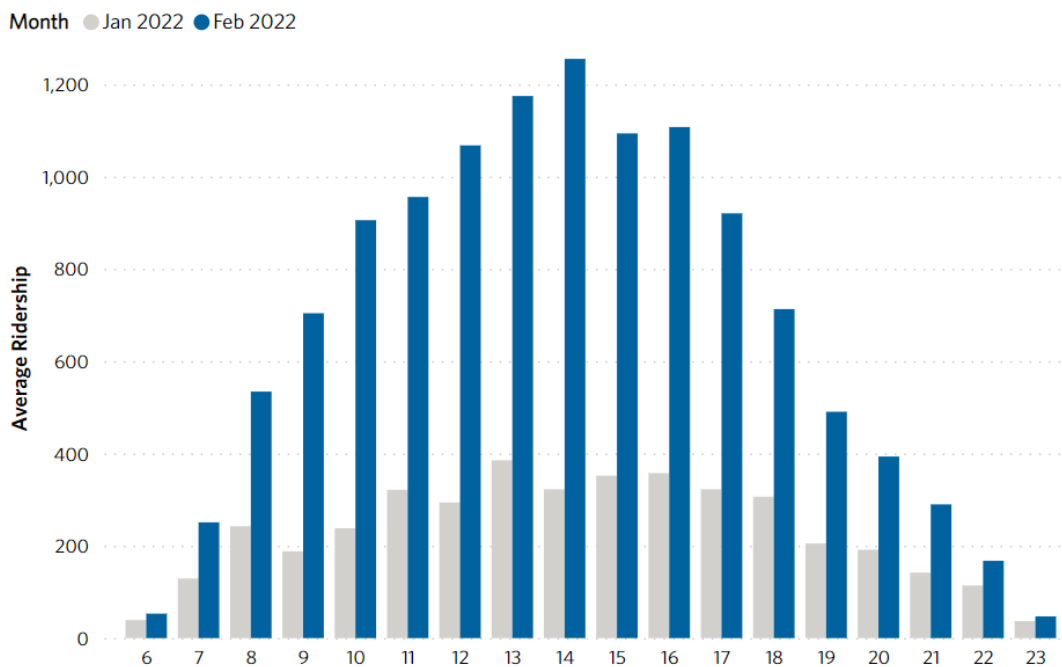


Ridership by Time of Day

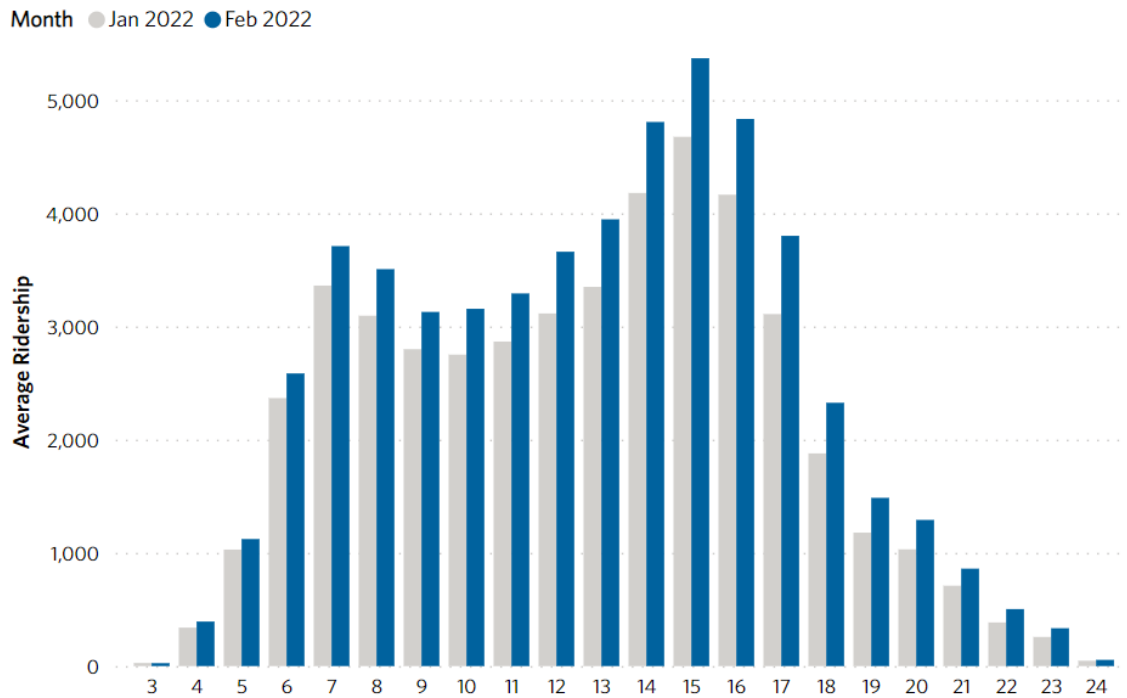
Average Ridership by Time of Day – FrontRunner, Weekdays



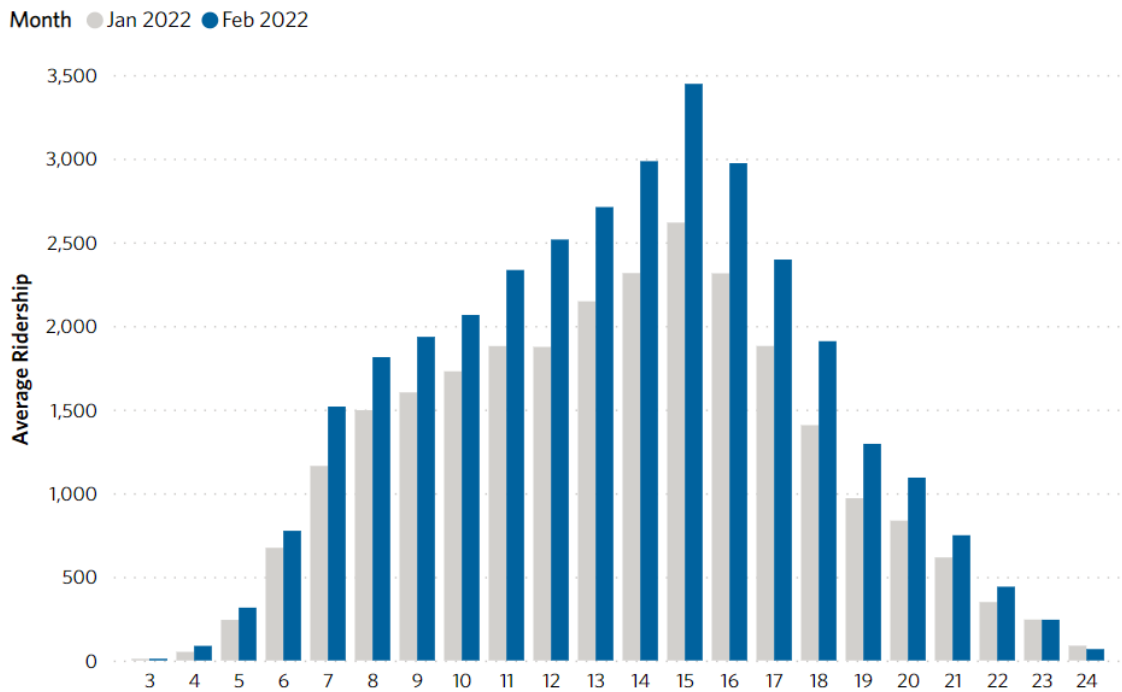
Average Ridership by Time of Day – FrontRunner, Saturdays



Average Ridership by Time of Day – Bus, Weekdays

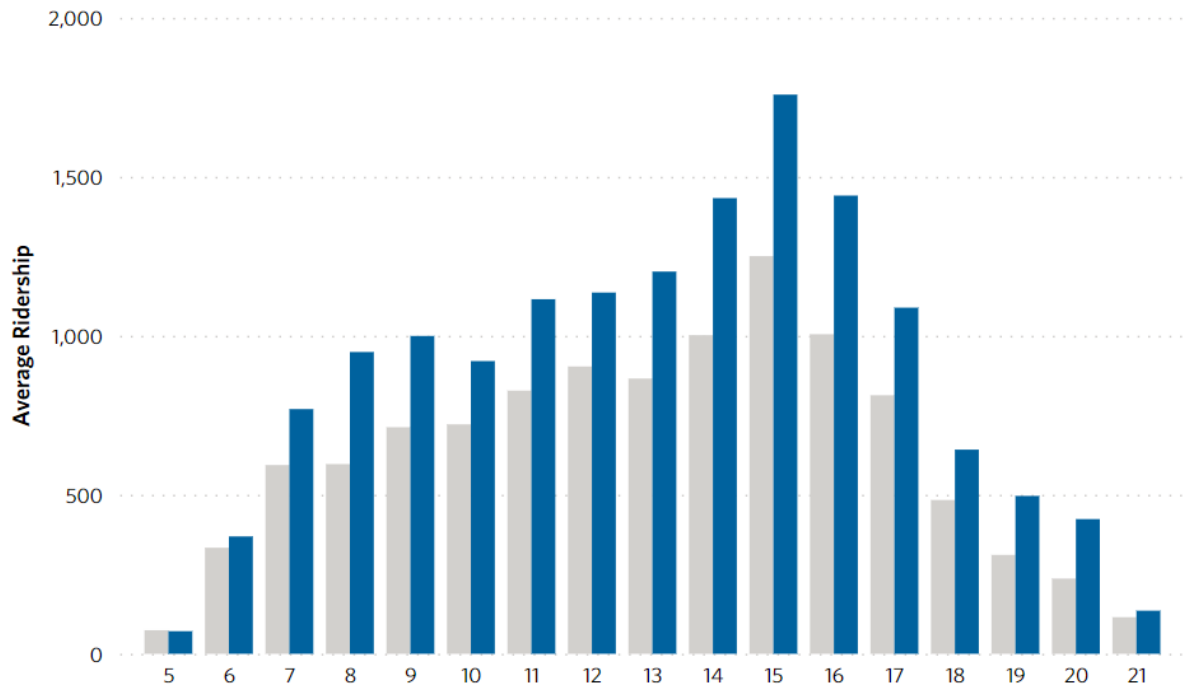


Average Ridership by Time of Day – Bus, Saturdays



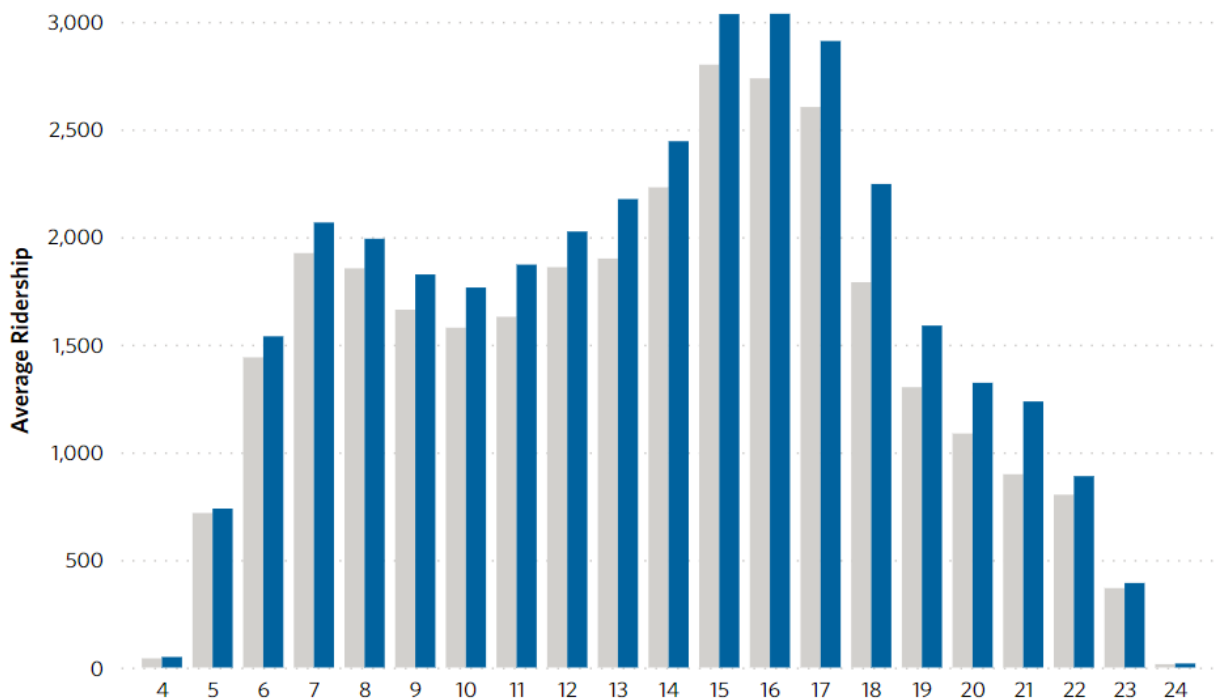
Average Ridership by Time of Day - Bus, Sundays

Month ● Jan 2022 ● Feb 2022

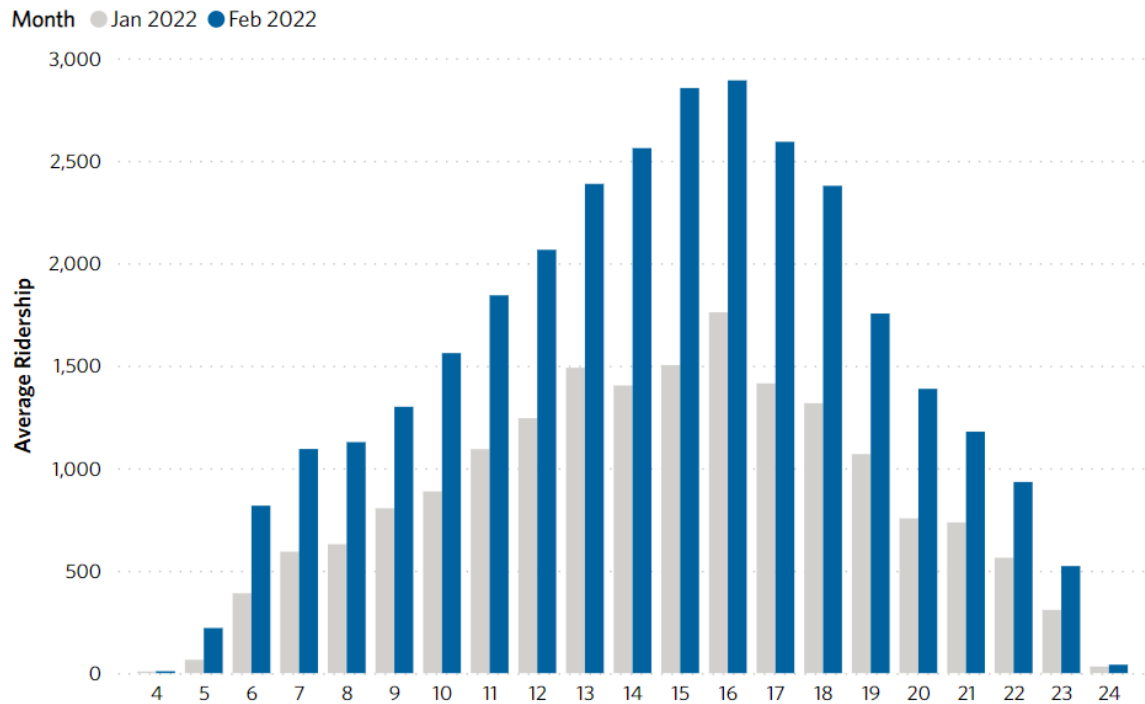


Average Ridership by Time of Day - Light Rail, Weekdays

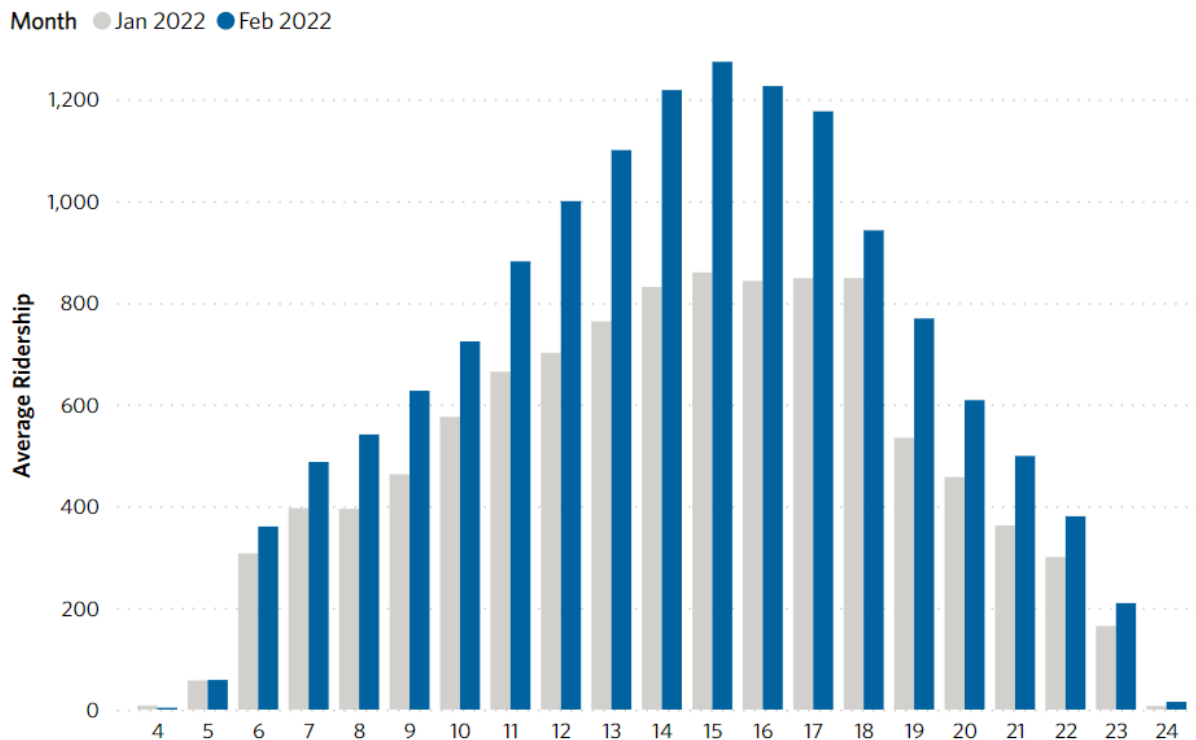
Month ● Jan 2022 ● Feb 2022



Average Ridership by Time of Day – Light Rail, Saturdays



Average Ridership by Time of Day – Light Rail, Sundays



Ridership by Station Locations

The majority of UTA's station locations saw increased ridership (with a few exceptions); several locations stood out with particularly high ridership increases.

FrontRunner Stations Ridership - Weekdays

FrontRunner Station	January 2022 Ridership	February 2022 Ridership	Percent Change
Farmington Station	209	364	74%
Ogden Station	685	1,010	48%
Salt Lake Central Departure	603	873	45%
Layton Station	315	445	41%
Roy Station	229	321	40%
American Fork Station	316	432	37%
Clearfield Station	326	436	34%
Woods Cross Station	269	359	34%
Murray Central Station	803	1,059	32%
Lehi Station	544	710	31%
South Jordan Station	340	442	30%
North Temple Station Departure	1,140	1,472	29%
Provo Central Station	1,112	1,424	28%
Orem Central Station	906	1,063	17%
Draper Station	317	352	11%

FrontRunner Stations Ridership - Saturdays

FrontRunner Station	January 2022 Ridership	February 2022 Ridership	Percent Change
Ogden Station	444	1,627	267%
Farmington Station	232	814	250%
Clearfield Station	147	486	230%
Roy Station	124	388	213%
Salt Lake Central Departure	420	1,309	211%
Woods Cross Station	165	470	185%
American Fork Station	139	392	183%
Lehi Station	226	620	175%
South Jordan Station	146	397	172%
Murray Central Station	402	1,079	169%
North Temple Station Departure	472	1,259	167%
Draper Station	110	288	163%
Provo Central Station	564	1,434	154%
Layton Station	261	574	120%
Orem Central Station	357	719	101%

Light Rail Station Top Ridership

TRAX and S-Line ridership by station was variable during February. Most stations experienced increases in ridership, but some did experience declines. The top five stations for weekdays, Saturdays, and Sundays are included below. Higher increases in ridership were observed on Saturdays. Percentage increases below are compared to January 2022.

Weekday - Ridership Percentage Increase		Saturday - Ridership Percentage Increase		Sunday - Ridership Percentage Increase	
Temple Square - Blue Line	50%	Historic Gardner Station - Red Line	271%	Temple Square - Green Line	138%
Temple Square - Green Line	38%	5600 W.Old Bingham Hwy Station - Red Line	221%	Historic Gardner Station - Red Line	108%
South Jordan Pkwy - Red Line	34%	Temple Square - Blue Line	204%	Kimballs Lane Station - Blue Line	104%
North Temple Bridge - Green Line	33%	North Temple Bridge - Green Line	194%	South Jordan Pkwy - Red Line	75%
Gallivan Plaza - Green Line	32%	Salt Lake Central - Blue Line	178%	West Jordan City Center Station - Red Line	74%

Top Bus Boarding Increases by Stop

	January 2022	February 2022	% Change
Wasatch Blvd / 6200 S	262	424	62%
Brighton Resort	172	244	42%
Ogden Station Bay 7	211	275	30%
U Kennecott Building	30	37	21%
West Valley Central Station	272	316	16%
West Jordan City Center	317	369	16%
University Hospital	226	262	16%
Millcreek Station Bay	280	322	15%
Salt Lake Central Station	379	434	15%
Center Street Station	225	251	12%

Note: January average was calculated using the last 5 weekdays

Attachment 3 - Free Fare February Rider Survey

The survey was made available online in English & Spanish.

In an effort supported by numerous local governments and private businesses, UTA fares are free during the month of February on all UTA bus and rail services!

Please provide us feedback about Free Fare February by completing the survey and enter for a chance to win a prize. The survey closes February 28!

1. Do you know that all UTA services are free during the month of February?
 - a. Yes
 - b. No
2. Which UTA services have you used, or do you plan to use in February? (Select all that apply)
 - a. FrontRunner (commuter rail)
 - b. TRAX (light rail)
 - c. Bus services
 - d. Ski Bus
 - e. Paratransit
 - f. UTA On Demand
3. What are the reasons you are riding UTA services in February? (Select all that apply)
 - a. School
 - b. Work
 - c. Health care visits
 - d. Run errands
 - e. Visit family/friends
 - f. Entertainment
 - g. Other (specify)
4. Are you new to riding UTA?
 - a. Yes
 - b. No
5. Are you riding this month because it is free?
 - a. Yes
 - b. No
6. Would you ride more frequently if all UTA services were free?
 - a. Very Likely
 - b. Somewhat Likely
 - c. Neutral
 - d. Somewhat Unlikely

- e. Very Unlikely
7. How do you typically get to transit?
- a. Drive
 - b. Dropped off
 - c. Walk
 - d. Bike
 - e. Other
8. Zip code of where you currently reside (if available):
9. Please specify any comments you would like to share with us about Free Fare February:
10. Thanks for completing the survey! Please leave your email address below if you'd like to be entered into a drawing for prizes. Email:

Attachment 4 – Data Sources

Funding

All information pertaining to funding for Free Fare February, including sponsor and pass partner entities, has been provided by UTA Finance Department.

Ridership

Automatic Passenger Counting (APC):

Ridership data on bus (including fixed route, flex route, UVX, Ski Bus), TRAX and FrontRunner is collected using Automatic Passenger Counting (APC) systems installed on vehicles that automatically monitor passenger flow through optical sensors mounted above the doors. UTA uses two APC systems across different modes – 1) Urban Transportation Associate Automatic Passenger Counting system and 2) INIT Automatic Passenger Counting system.

Trapeze Pass System:

Ridership on Paratransit services is tracked via the Trapeze Pass System.

Via:

Via is UTA's contracted service provider for UTA On Demand services. Via provides UTA with data related to ridership on UTA On Demand.

Rider Survey

Information from the rider survey was collected via the Free Fare February Rider Survey distributed in February 2022. This survey was conducted as a convenience sample using in-person distribution of fliers at transit stations and stops across the service area. The survey was 10 questions and available on Microsoft Forms in English & Spanish. 5,238 surveys were submitted.

Customer Service

UTA Customer Service Department receives, tracks, and follows up on comments and questions submitted by customers via email, website, and phone. These comments are tracked and categorized in a database (TransTrack Systems).

UTA Police

UTA Police Department tracks calls for service and police responses (including police-initiated) for incidents on the transit system using individual officer reporting, along with Computer Aided Dispatch (CAD). Data in this report has been provided by UTA Police Department.

Estimated Environmental Impact

UTA utilizes information from the Environmental Protection Agency (EPA) and the American Public Transportation Association (APTA) Emissions Quantifier Tool to calculate estimated environmental impact.

Access UTA's Open Data Portal for additional ridership data and more at rideuta.com/data.

ACKNOWLEDGEMENTS

UTA would like to thank the community for riding public transit, as well as partners for their generous support of Free Fare February. A special thanks is owed to:

Wasatch Front Regional Council

Mountainland Association of Governments

Salt Lake City

Salt Lake County

Utah Division of Air Quality

Pass Program Partners

MORE INFORMATION

Utah Transit Authority

www.rideuta.com

rideuta@rideuta.com

801-RIDE-UTA (801-743-3882)

@rideuta



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Nichol Bourdeaux, Chief Planning and Engagement Officer
Russ Fox, Director of Planning

TITLE:

Small Area Studies

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

Beginning in 2020, UTA began scoping and conducting Small Area Studies with the following objectives:

- Evaluate current service performance
- Determine where additional service may be needed
- Develop recommendations, including increased transit service, travel demand management, first/last mile improvements, microtransit, or other solutions
- Share information with and get input from the communities involved.

DISCUSSION:

UTA Planning is providing an update to the Local Advisory Council on completed, current, and upcoming Small Area Studies.

- Northwest Utah County Transit Study: Completed 2021. Although not conducted as part of the same process, we consider this study similar in scope and outputs to the other small area studies.

- South Davis Small Area Study: Completed existing conditions analysis, presented recommendations to Technical Advisory Committee. Preparing for broader community outreach; study to be completed in May 2022.
 - Falcon Hill Small Area Study: Completed kickoff, currently in technical analysis; study to be completed in July 2022.
 - West Bench Small Area Study: Scoping and developing study area; study to be completed in November 2022.
 - Upcoming studies:
 - o Sandy/South Jordan Circulator Small Area Study
 - o Southwest Salt Lake County Connector Small Area Study
 - o Provo Airport/Westside Small Area Study
-

ALTERNATIVES:

N/A

FISCAL IMPACT:

N/A

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): William Greene, Chief Financial Officer
Dan Hofer, Capital Assets and Project Controls Manager

TITLE:

2022 Capital Budget Amendment

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

Consult on the proposed 2022 Capital Budget Amendment and provide advice to the Board of Trustees.

BACKGROUND:

In accordance with Board of Trustee Policy Number 2.1, Financial Management, the Board of Trustees may amend or supplement the budget at any time after its adoption. Consultation with the Local Advisory Council (LAC) is required prior to final Board action on a budget amendment. A proposed amendment to the Authority's 2022 Capital Budget is being presented today for discussion with the LAC.

Budget Amendment

This proposed \$4,211,000 amendment to the 2022 Capital Budget recognizes new Congestion Mitigation and Air Quality (CMAQ) funding awarded for the Utah County Bus Stop Improvements Project, adds three (3) new projects to the capital program, and seeks to restore the Capital Contingency reserve to its original authorized level of \$5,000,000.

DISCUSSION:

MSP224- UTA ADA Bus Stop Improvements- Utah County

Adding a new project #1. This project is an existing 2021 project that was not funded in 2022. Subsequently,

UTA was awarded CMAQ funding and would like to recognize new budget authority for construction activities in 2022. This request would restore this project to the 2022 Capital Plan and Budget and recognize the CMAQ funding that has been programmed for this project and the necessary match. CMAQ Funding amount is \$268,500 and UTA's match is \$19,500 for a total of \$288,000.

MSPXX1- Station Area Planning

Adding a new project #2. In an effort to catalyze real estate development around UTA stations, the Utah Legislature recently passed a bill (HB462) requiring every municipality with a fixed guideway transit station to complete a Station Area Plan (SAP) by 2026. As the principal organization in the state specializing in Station Area Planning, UTA has assured the Legislature, the Metropolitan Planning Organizations, and our city partners that the agency will meet this increased demand with additional technical assistance and expertise.

This budget request covers the cost of initiating that effort in 2022, either through consultants, contractors, additional UTA staff, or a combination of the three. The TOD group, in close coordination with UTA's Strategic Planning team, will determine how best to meet the legislative requirements to create development-focused plans that are responsive to the market realities surrounding transit stations.

The 2022 amount for this new project is \$120,000.

SGRXX1- Fiber Rehab and Replacement Project

Adding a new project #3. UTA has an opportunity to realize economies of scale and accelerate fiber technology throughout the system by advancing material purchases to this year. These fiber purchases will support substation rehabilitation and other fiber installation projects throughout the system next year. By advancing this purchase, installation and project completion will be expedited on projects sharing the fiber network.

This request will cover design and material costs with anticipated fiber delivery this year. The installation and construction costs are anticipated to occur next year. This construction acceleration will be addressed in the 2023-2027 5-year Capital Plan update later this year.

Materials currently have a six-month lead time. This cost for this project is \$750,000.

MSP999- Capital Contingency

During 2022, the contingency has been depleted from \$5 million to \$1.947 million to address funding gaps on several projects year to date. This request is to restore the Capital Contingency to the original authorized level of \$5 million dollars to address emerging needs, potential cost overruns and allow UTA to take advantage of unanticipated opportunities to improve the system.

ALTERNATIVES:

The Advisory Council is encouraged to provide their feedback to the Board of Trustees on this budget amendment and any additional considerations that should be discussed.

FISCAL IMPACT:

The proposed amendment will impact UTA's 2022 budget by adding \$4,211,000 in budget authority. Funding will be provided as follows - \$268,500 would be from CMAQ funding (which will be recognized as revenue) and

\$3,542,500 being added from UTA's fund balances. In addition, UTA received an additional \$400,000 in grant funding and private match earlier this year in support of Project MSP 268 that is being recognized in this update.

ATTACHMENTS:

Budget Amendment (Exhibit A)

UTAH TRANSIT AUTHORITY
Exhibit A - 2022 Budget Amendment
Local Advisory Council Consultation 6/1/2022

Funding Sources		2022 Adopted Budget	Transfer From Contingency	Other Adjustments	Proposed Amendments	Amended 2022 Budget
1	UTA Current Year Funding	\$ 123,886,000	\$ -	\$ -	\$ 3,542,500	\$ 127,428,500
2	Grants	44,291,000	-	310,000	268,500	44,869,500
3	Local Partner Contributions	10,603,000	-	90,000	-	10,693,000
4	State Contribution	33,446,000	-	-	-	33,446,000
5	Leasing	15,832,000	-	-	-	15,832,000
6	Total Funding Sources	228,058,000	-	400,000	3,811,000	232,269,000
Expense						
7	State of Good Repair	70,588,000	-	-	-	70,588,000
8	Depot District	32,562,000	-	-	-	32,562,000
9	Ogden/Weber BRT	25,465,000	-	-	-	25,465,000
10	Front Runner Forward	15,000,000	-	-	-	15,000,000
11	Mid Valley Connector	10,000,000	-	-	-	10,000,000
12	TIGER Program of Projects	8,206,000	-	300,000	-	8,506,000
13	Public Partnership Projects	10,000,000	-	(300,000)	-	9,700,000
14	Optical Detection Next Steps	75,000	400,000	-	-	475,000
15	Meadowbrook Expansion	250,000	216,000	-	-	466,000
16	Tooele Bus Facility	-	684,000	-	-	684,000
17	Route End of Line Enhancements	500,000	1,000,000	-	-	1,500,000
18	TRAX Operational Simulator	1,000,000	700,000	-	-	1,700,000
19	Transit Signal Priority On-board Units	57,200	53,000	-	-	110,200
20	MSP 254 Techlink Corridor Study	-	-	450,000	-	450,000
21	NP-69 Techlink Corridor Study	450,000	-	(450,000)	-	-
22	Gap Filler on FR Stations	750,000	-	-	-	750,000
23	Bus Stop Improvements Utah Co.	-	-	-	288,000	288,000
24	Station Area Planning	-	-	-	120,000	120,000
25	Fiber Rehab and Replacement	-	-	-	750,000	750,000
26	Capital Contingency	5,000,000	(3,053,000)	-	3,053,000	5,000,000
27	Other Capital Projects	48,154,800	-	-	-	48,154,800
28	Total Budget	\$ 228,058,000	\$ -	\$ -	\$ 4,211,000	\$ 232,269,000



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Bill Greene, Chief Financial Officer
Daniel Hofer, Manager, Capital Assets and Project Controls

TITLE:

AR2022-06-01 - Resolution Approving the Proposed Amendment 1 to the Authority's 2022-2026 Capital Plan and Recommending Approval by the Authority's Board of Trustees

AGENDA ITEM TYPE:

LAC - Resolution

RECOMMENDATION:

The Local Advisory Council approve the modified Five-Year Capital Plan as presented and forward it to the Board of Trustees with a recommendation for approval.

BACKGROUND:

The Utah Public District Transit Act (UCA17B-2a-808.2) gives the Local Advisory Council the responsibility to review, approve, and recommend for adoption by the Board of Trustees "project development plans, including funding, of all new capital development projects."

A Five-Year Capital Plan for the years 2022 through 2026 (the "Plan") was previously adopted in Resolution R2021-12-06. That plan contains a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis.

The Authority has prepared an amendment to the approved Five-Year Capital Plan and is submitting its proposed Amendment No. 1 to the Local Advisory Council seeking its review, approval, and recommendation for adoption by the Board of Trustees.

DISCUSSION:

Amendment

The proposed amendment to the 2022-2026 Capital Plan recognizes new CMAQ funding for the Utah County Bus Stop Improvements Project and adds three (3) new projects to the capital program. It also incorporates the proposed Budget Amendment #1 being considered by the Board (which is presented as a separate item on the LAC's June 1, 2022 agenda).

MSP224- UTA ADA Bus Stop Improvements- Utah County

Adding a new project #1. This project is an existing 2021 project that was not funded in 2022. Subsequently, UTA was awarded CMAQ funding and would like to recognize authority for construction activities in 2022. If approved, this request would restore the project to the 2022 Capital Plan and recognize the CMAQ funding that has been programmed for this project and the necessary match. CMAQ Funding amount is \$268,500 and UTA's match is \$19,500 for a total of \$288,000.

MSPXX1- Station Area Planning

Adding a new project #2. In an effort to catalyze real estate development around UTA stations, the Utah Legislature recently passed a bill (HB462) requiring every municipality with a fixed guideway transit station to complete a Station Area Plan (SAP) by 2026. As the principal organization in the state specializing in Station Area Planning, UTA has assured the Legislature, the Metropolitan Planning Organizations, and our city partners that the agency will meet this increased demand with additional technical assistance and expertise.

If approved, this request would allow UTA to initiate that effort in 2022, either through consultants, contractors, additional UTA staff, or a combination of the three. The TOD group, in close coordination with UTA's Strategic Planning team, will determine how best to meet the legislative requirements to create development-focused plans that are responsive to the market realities surrounding transit stations.

The 2022 amount for this new project is \$120,000.

SGRXX1- Fiber Rehab and Replacement Project

Adding a new project #3. UTA has an opportunity to realize economies of scale and accelerate fiber technology throughout the system by advancing material purchases to this year. These fiber purchases will support substation rehabilitation and other fiber installation projects throughout the system next year. By advancing this purchase, installation and project completion will be expedited on projects sharing the fiber network.

This request will cover design and material costs with anticipated fiber delivery this year. The installation and construction costs are anticipated to occur next year. This construction acceleration will be addressed in the 2023-2027 Capital Plan update later this year.

Materials currently have a six-month lead time. The 2022 capital cost is \$750,000.

ALTERNATIVES:

The LAC may suggest revisions to the proposed amendment in their recommendation to the Board of Trustees.

FISCAL IMPACT:

This request will add \$1,158,000 worth of new capital projects to UTA's 2022-2026 Capital Plan. Once approved by the Board of Trustees, funding will be provided as follows - \$268,500 from CMAQ funding (which will be recognized as revenue), and the remaining from UTA's fund balance.

ATTACHMENTS:

Resolution AR2022-06-01

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE
UTAH TRANSIT AUTHORITY APPROVING THE PROPOSED
AMENDMENT NO. 1 TO THE 2022-2026 CAPITAL PLAN AND
RECOMMENDING APPROVAL BY THE AUTHORITY'S
BOARD OF TRUSTEES**

AR2022-06-01

June 1, 2022

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

WHEREAS, the Utah Public Transit District Act (UTAH CODE § 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of project development plans, including funding, of all new capital projects; and

WHEREAS, the Authority adopted by Resolution R2021-12-06 a Five-Year Capital Plan for the years 2022 through 2026 (the "Plan") which contains a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis; and

WHEREAS, the Authority has developed an Amendment No. 1 to the approved Five-Year Capital Plan and has submitted its proposed Amendment No. 1 to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Amendment No. 1 and believes it is in the best interest of the Authority and all constituents to approve Amendment No. 1 to the Five-Year Capital Budget Plan and to forward it to the Board of Trustees with a recommendation for approval.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority

1. That the Local Advisory Council hereby approves the proposed Amendment No. 1 to the 2022-2026 Capital Plan, attached hereto as Exhibit A.

2. That the Local Advisory Council forwards Amendment No. 1 to the 2022-2026 Capital Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 1st day of June 2022

Julie Fullmer, Chair
Local Advisory Council

ATTEST:

Vice-Chair or Second Vice-Chair
Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:

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Legal Counsel

Exhibit A
2022-2026 Capital Plan Amendment #1

UTA 5-Year Capital Plan - 2022-2026 Summary - Amendment #1

Programs/Projects	Amended 2022 Budget	2023 Proposed Budget	2024 Proposed Budget	2025 Proposed Budget	2026 Proposed Budget
5310 Project	1,762,653	306,420	-	-	-
CDA006- 5310 Admin Funds	294,522	306,420	-	-	-
ICI213- E Voucher Phase 2	538,200	-	-	-	-
MSP249- FY19/20 - 5310 Funds - SL/WV	479,576	-	-	-	-
MSP250- FY19/20 - 5310 Funds - O/L	269,175	-	-	-	-
MSP251- FY19/20 - 5310 Funds - P/O	181,180	-	-	-	-
Asset Management- Facilities	4,600,000	7,450,000	6,700,000	4,450,000	1,850,000
FMA559- Office Equipment Reserve	100,000	100,000	100,000	100,000	100,000
FMA652- Equipment Managed Reserve	1,000,000	500,000	500,000	1,000,000	500,000
FMA653- Facilities Rehab and Replacement	1,500,000	1,000,000	1,000,000	2,000,000	-
FMA672- Park and Ride Rehab/Replacement	750,000	500,000	750,000	1,000,000	500,000
FMA673- Stations and Platforms Rehab/Replace	500,000	250,000	250,000	250,000	500,000
FMA679- Building Remodels/Reconfiguration	250,000	100,000	100,000	100,000	250,000
MSP269- Warm Springs Sewer Line Relocation	500,000	-	-	-	-
SGR392- FR Snow Melt System Replacement	-	5,000,000	4,000,000	-	-
Asset Management- Rail Infrastructure	9,300,000	4,075,000	3,300,000	6,650,000	4,900,000
MSP257- Gap filler on FR stations	750,000	-	-	-	-
SGR359- Bridge Rehabilitation & Maintenance	300,000	450,000	300,000	400,000	400,000
SGR385- Rail Rehab and Replacement	5,500,000	1,375,000	750,000	4,000,000	2,000,000
SGR393- Grade Crossings Rehab/Replacement	2,500,000	2,000,000	2,000,000	2,000,000	2,500,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	250,000	250,000	250,000	-
Asset Management- Rail Systems	19,340,000	22,875,000	17,966,500	9,687,500	5,525,000
MSP189- Signal Pre-emption Projects w/UDOT	365,000	-	-	-	-
SGR047- Stray Current Mitigation	525,000	525,000	462,500	462,500	525,000
SGR397- Traction Power Rehab/Replacement	10,000,000	17,400,000	13,100,000	5,000,000	750,000
SGR398- OCS Wire Survey	2,700,000	950,000	904,000	925,000	925,000
SGR403- Train Control Rehab/Replacement	3,000,000	2,000,000	1,500,000	1,300,000	1,325,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
SGRXX1- Fiber Rehab and Replacement	750,000	-	-	-	-
Asset Management- Vehicle New Purchase	23,625,911	66,993,075	55,148,832	48,700,000	26,050,000
REV205- Non-Rev Service Vehicle Replace	650,000	750,000	350,000	500,000	750,000
REV209- Paratransit Vehicle Replacment	3,125,376	3,199,593	3,275,592	3,400,000	3,400,000
REV211- Bus Replacement	11,307,289	35,200,000	50,100,000	43,000,000	20,200,000
REV212- Park City Lo/No Grant	-	4,542,522	-	-	-
REV232- Van Pool Replacement	1,424,498	1,270,960	1,423,240	1,800,000	1,700,000
REV236- VW battery buses	7,118,748	22,030,000	-	-	-
Asset Management- Vehicle Rehabilitation	15,221,775	16,149,275	16,685,150	18,581,775	21,000,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,000,000	3,000,000	3,000,000	3,000,000	3,000,000
REV233- Comet Car Replacement	-	2,250,000	3,000,000	3,000,000	7,500,000
REV237- GPS Telemetrics System	440,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	7,181,775	7,699,275	8,285,150	10,581,775	10,500,000
SGR353- Commuter Rail Engine Overhaul	3,250,000	1,500,000	-	-	-
SGR386- LRV Accident Repair	1,600,000	700,000	400,000	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	750,000	1,000,000	2,000,000	2,000,000	-
Information Technology	13,614,900	23,057,654	25,184,865	10,831,069	4,821,676
ICI001- Passenger Information	750,000	2,000,000	350,000	-	-
ICI005- EFC Rehab and Replacement	225,000	300,000	-	-	-
ICI146- FrontRunner WiFi Enhancements	350,000	50,000	50,000	50,000	350,000
ICI173- JDE System Enhancement	50,000	50,000	50,000	50,000	-
ICI179- Network & Infrastructure Equipment	398,900	278,404	296,740	280,704	278,716
ICI183- Legal SW	30,000	-	-	-	-
ICI186- In-house App Dev. & Enhancements	50,000	200,000	200,000	200,000	200,000
ICI191- IT Managed Reserved (formerly IT Pool)	300,000	350,000	400,000	400,000	400,000
ICI197- Bus Communication On-Board Tech	85,000	100,000	100,000	100,000	200,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	410,000	445,000	210,000	260,000	475,000

UTA 5-Year Capital Plan - 2022-2026 Summary - Amendment #1

Programs/Projects	Amended 2022 Budget	2023 Proposed Budget	2024 Proposed Budget	2025 Proposed Budget	2026 Proposed Budget
ICI199- Rail Communication On-Board Tech	80,000	100,000	100,000	100,000	100,000
ICI201- Server, Storage Infrastructure Eq & SW	556,000	594,000	473,000	165,000	186,000
ICI202- Radio Communication Infrastructure	100,000	100,000	100,000	100,000	100,000
ICI214- Init APC Upgrade	-	335,500	243,000	243,000	262,600
ICI217- Transit Management Sytem	2,400,000	950,000	-	-	-
ICI221- Customer Relations Software Replacement	370,000	-	-	-	270,000
ICI222- Fares Systems Replacement Program	7,000,000	15,054,750	14,612,125	8,382,365	1,999,360
ICI223- ERP / HCM and Maintenance System External Needs Review	150,000	150,000	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	250,000	-	-	-	-
ICI225- SharePoint 2016 Migration to SharePoint Online Support	60,000	-	-	-	-
ICI226- New Radio Communication System	-	2,000,000	8,000,000	500,000	-
Major Capital Project	99,172,107	169,847,501	112,323,299	112,500,000	61,500,000
MSP102- Depot District	32,562,000	12,000,000	-	-	-
MSP185- Ogden/Weber State University BRT	25,465,107	17,402,501	-	-	-
MSP205- TIGER Program of Projects	8,506,000	2,500,000	-	-	-
MSP215- Sharp-Tintic Rail Connection	1,439,000	8,695,000	123,299	-	-
MSP216- Point of Mountain AA/EIS	3,000,000	3,000,000	-	-	-
MSP252- FrontRunner Double Tracking	15,000,000	47,250,000	86,000,000	112,500,000	61,500,000
MSP253- Mid-Valley Connector	10,000,000	70,000,000	25,000,000	-	-
MSP259- S-Line Extension	1,200,000	9,000,000	1,200,000	-	-
MSP260- 5600 West/Mountain View Corridor Transit Project	2,000,000	-	-	-	-
Other Capital Projects	40,153,341	47,279,200	31,021,600	25,426,600	20,600,000
FMA683- Apprenticeship Training Aids	200,000	-	-	-	-
MSP081- Tooele Bus Facility	684,000	-	-	-	-
MSP122- Positive Train Control	302,000	-	-	-	-
MSP132- Technical Support for IPCS Maintenance and Enhancements	85,000	85,000	-	-	-
MSP140- Box Elder Right of Way Preservation	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
MSP194- 650 South Station	894,146	-	-	-	-
MSP198- Wayfinding Signage	300,000	300,000	300,000	300,000	300,000
MSP202- Davis-SLC Community Connector	300,000	-	-	-	-
MSP224- UTA ADA Bus Stop Imp Utah Cnty	288,000	-	-	-	-
MSP227- Meadowbrook Expansion	466,000	-	-	-	-
MSP233- North Temple EOL (SLC CMAQ grant)	-	-	-	3,936,600	-
MSP248- Capital Planning/Env Analysis	500,000	500,000	500,000	500,000	500,000
MSP254- TechLink Corridor Study	450,000	2,450,000	-	-	-
MSP255- Central Corridor Transit	500,000	-	-	-	-
MSP258- Mt Ogden Admin Bldg expansion	500,000	5,000,000	4,000,000	-	-
MSP264- South Valley Transit (formerly known as Provo to Payson Transit)	1,500,000	1,500,000	2,000,000	-	-
MSP265- Program Management Support	4,000,000	3,300,000	3,300,000	3,300,000	3,300,000
MSP266- 3500 South TSP Upgrade	288,000	-	-	-	-
MSP267- New Maintenance Training Facility	480,000	4,320,000	2,300,000	-	-
MSP268- Optical Detection Next Steps	475,000	75,000	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	110,200	499,200	821,600	390,000	-
MSP271- MOW Training Yard	1,000,000	1,500,000	500,000	500,000	500,000
MSP272- Trax Operational Simulator	1,700,000	-	-	-	-
MSP273- Public Partnership Projects	9,700,000	10,000,000	-	-	-
MSP274- Historic Utah Southern Rail Trail	22,000	-	300,000	-	-
MSP999- Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
REV234- Tooele County Microtransit & Vehicle Electrification	1,608,995	-	-	-	-
SGR358- Fronrunner Paint Booth	150,000	-	-	-	-
SGR370- Light Rail Red Signal Enforcement	300,000	5,000,000	3,500,000	3,000,000	2,500,000
SGR390- OK Manufacturing Building	1,350,000	750,000	-	-	-
SGR407- Bus Stop Enhancements	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
SGR408- Route End of Line (EOL) Enhancements	1,500,000	1,500,000	3,000,000	3,000,000	3,000,000
SGR409- System Restrooms	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

UTA 5-Year Capital Plan - 2022-2026 Summary - Amendment #1

Programs/Projects	Amended 2022 Budget	2023 Proposed Budget	2024 Proposed Budget	2025 Proposed Budget	2026 Proposed Budget
Property/TOD/Real Estate	3,410,000	727,500	727,500	727,500	727,500
MSP261- Property Management - Capital Repairs	40,000	40,000	40,000	40,000	40,000
MSP262- SLCentral HQ Office	1,000,000	-	-	-	-
MSP263- TOD Working Capital	2,250,000	687,500	687,500	687,500	687,500
MSPXX1- Station Area Planning	120,000	-	-	-	-
Safety & Security/Police	2,068,061	1,487,476	1,233,224	1,100,000	795,000
FMA516- Corridor Fencing	50,000	50,000	50,000	50,000	-
FMA535- Ballistic Vest Replacement	15,000	15,000	15,000	25,000	25,000
FMA538- Police Radio Replacements	56,000	56,000	56,000	-	-
FMA539- Tasers	100,000	-	-	-	-
FMA543- Vehicle Replacement/Expansion	370,000	350,000	350,000	350,000	350,000
FMA557- Bus Safety and Security	30,000	30,000	30,000	30,000	-
FMA604- Safety General Projects	100,000	100,000	100,000	100,000	-
FMA645- Camera Sustainability	470,000	420,000	420,000	420,000	420,000
FMA656- Facility Security	50,000	50,000	50,000	50,000	-
FMA658- Bus Camera Overhaul/Replacement	40,000	-	-	-	-
FMA659- Emergency Operations Training	15,000	15,000	15,000	15,000	-
FMA676- Security General Projects	20,000	20,000	20,000	20,000	-
FMA681- Arc Flash Analysis	362,061	341,476	87,224	-	-
FMA682- Police CAD/RMS w Optional Taser/Body Cams	350,000	-	-	-	-
ICI140- Next Crossing Camera Installation	40,000	40,000	40,000	40,000	-
Grand Total	232,268,748	360,248,101	270,290,970	238,654,444	147,769,176



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Mary DeLoretto, Chief Service Development Officer

TITLE:

UDOT Partnership on Capital Projects

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

During the 2022 legislative session, House Bill 322 - Public Transit Capital Development Modifications, was passed. This bill transfers oversight of fixed guideway transit capital development projects that increase capacity and receive state funding, to UDOT. The bill specifically mentions, but is not limited to, the doubletracking of FrontRunner and public transit at the Point of the Mountain. The bill also requires UDOT, in consultation with UTA, to develop a written plan for how they will manage these types of projects.

DISCUSSION:

UTA staff will discuss the requirements and implications of HB322. They will also discuss the status of the management plan development, as well as the 2022 legislative funding appropriations for transit.

Current projects that are anticipated to be impacted by this legislation include:

- **Front Runner Forward**
- **Point of the Mountain**
- **S-Line Extension**

- **Midvalley BRT**

ALTERNATIVES:

N/A

FISCAL IMPACT:

These projects are included in UTA's approved 5-year capital plan. Revisions to the 5-year plan may be required based on the management plan procedures that are being developed and who will manage the various design and construction contracts (UDOT or UTA).

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Cherryl Beveridge, Acting Chief Operating Officer
PRESENTER(S): Cherryl Beveridge, Acting Chief Operating Officer,
Dalan Taylor, Acting Chief of Police

TITLE:

Annual Safety and Security Update

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

The Utah Public Transit District Act §17B-2a-808.2(4)(e) directs the Local Advisory Council to engage at least annually with the safety and security team of the agency to ensure coordination with local municipalities and counties.

DISCUSSION:

The 2022 Safety and Security presentation focuses on the UTA Police Department and Emergency Management. This presentation highlights UTA Police Department Staffing, 2020/2021 crime statistics, coordination efforts with local municipalities, key events, and emergency management incidents and activities.

ALTERNATIVES:

N/A

FISCAL IMPACT:

N/A

ATTACHMENTS:

None



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
PRESENTER(S): Chair Julie Fullmer
Chair Carlton Christensen

TITLE:

Open Dialogue with the Board of Trustees

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational discussion with UTA Board of Trustees

DISCUSSION:

Local Advisory Council and Board of Trustees will engage in discussion on topics concerning the Utah Transit Authority. No action will be taken.

ATTACHMENTS:

None



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
FROM: Jay Fox, Executive Director
PRESENTER(S): Mary DeLoretto, Acting Executive Director

TITLE:

Executive Director Report

- Grants Update
- Ridership Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Mary DeLoretto, Acting Executive Director will report on recent activities of the agency and other items of interest including:

- Grants Update - Patti Garver
- Ridership Report - Cherryl Beveridge



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 6/1/2022

TO: Local Advisory Council
FROM: Utah Transit Authority Audit Committee
PRESENTER(S): Julie Fullmer, Local Advisory Council Chair
Mark Johnson, Local Advisory Council Vice-Chair

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The UTA Audit Committee met on April 18, 2022 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Julie Fullmer, Local Advisory Council Chair, and Mark Johnson, Local Advisory Council Vice-Chair, participated as Audit Committee members along with Trustees Carlton Christensen, Jeff Acerson, and Beth Holbrook.

DISCUSSION:

Chair Fullmer and Vice-Chair Johnson will give a report on the activities of the UTA Audit Committee.

ATTACHMENTS:

None