

UTA Board of Trustees Meeting

December 18, 2019



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute



Public Comment Period



Public Comment Guidelines

- Each comment will be limited to two minutes per citizen or five minutes per group representative
- No handouts allowed



Consent Agenda

- a. Approval of November 19, 2019 Budget Hearing Minutes
- b. Approval of December 11, 2019 Board Meeting Minutes



Recommended Action (by acclamation)

Motion to approve

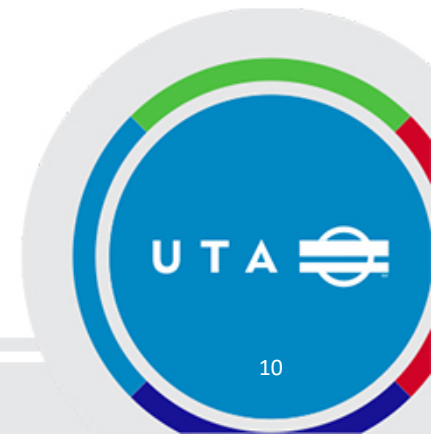


Agency Report

- a. Update on South Salt Lake County Microtransit Pilot

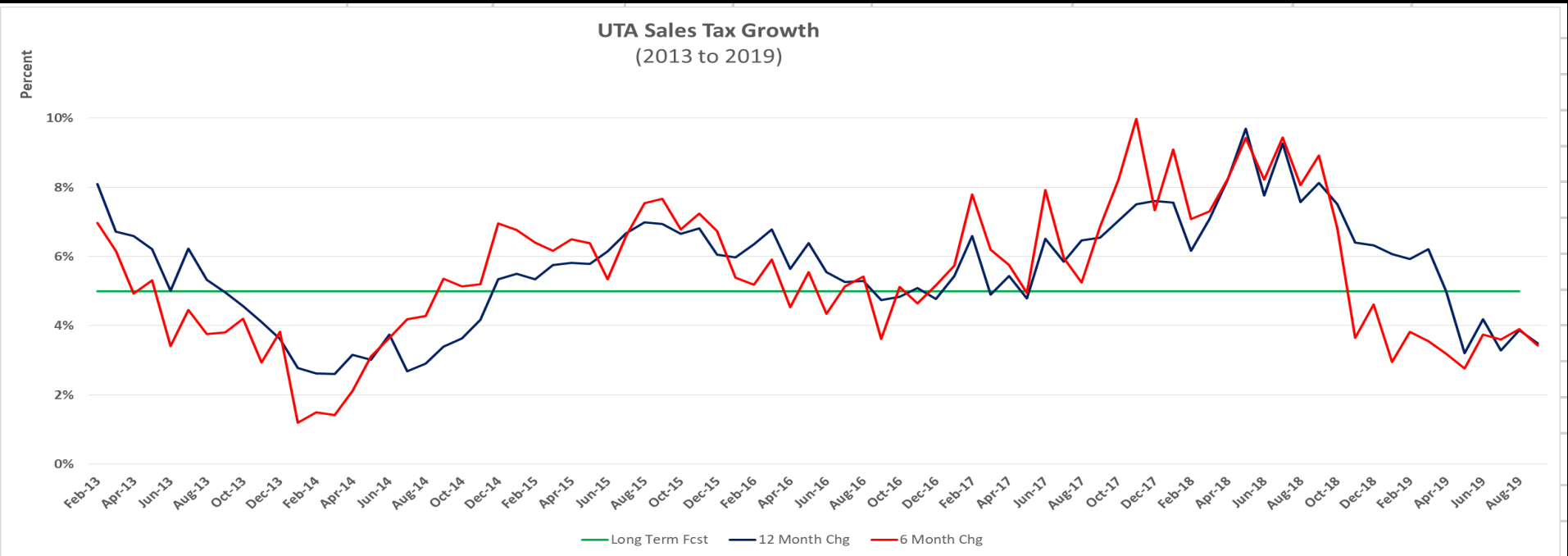


Financial Report – November 2019



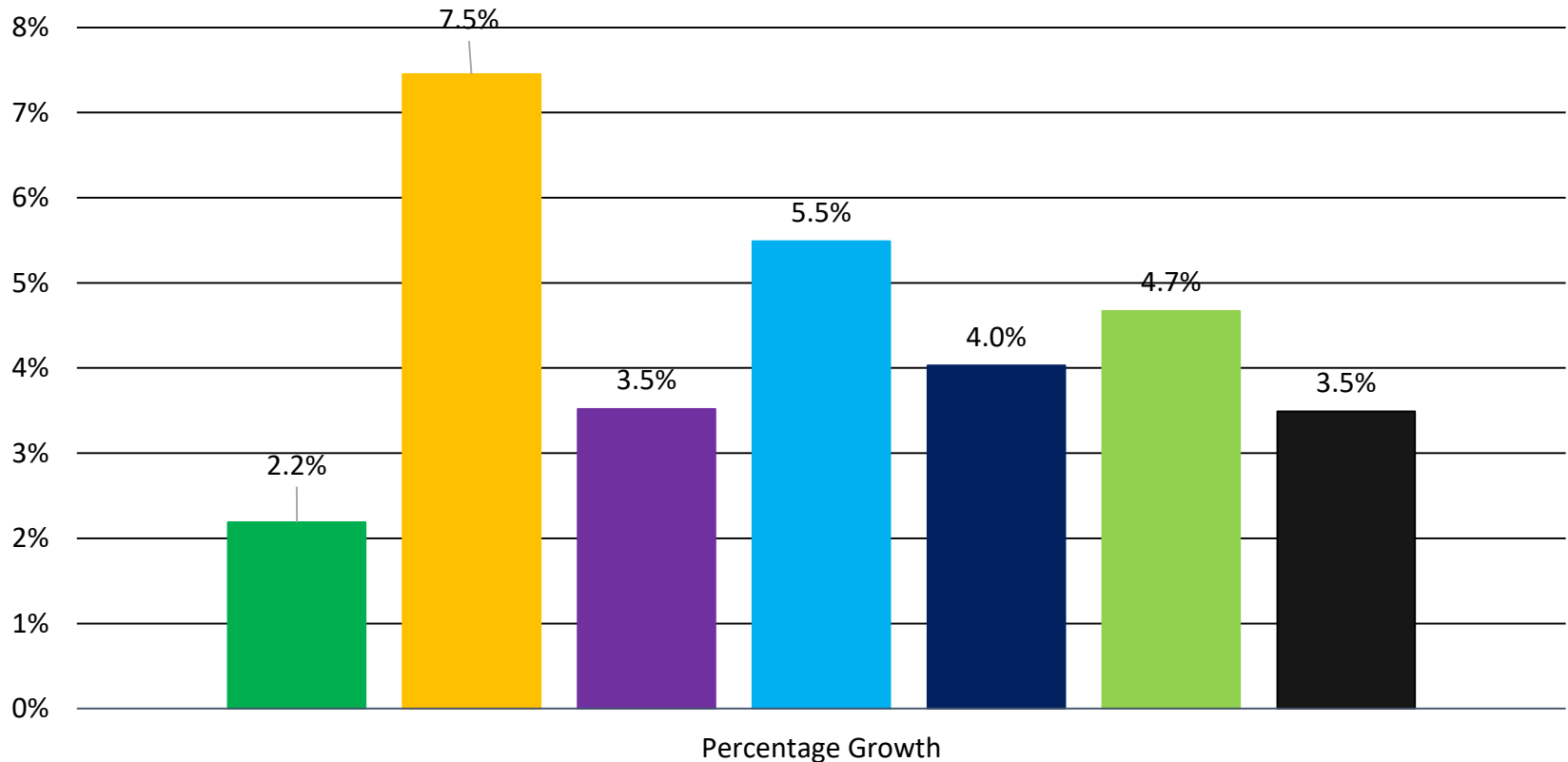
November 2019 Dashboard

Financial Metrics	Fav/ (Unfav)				Fav/ (Unfav)			
	Nov Actual	Nov Budget		%	YTD Actual	YTD Budget		%
Sales Tax (Sep '19 mm \$)	\$ 29.7	\$ 29.9	\$ (0.18)	● -0.6%	\$ 227.8	\$ 226.6	\$ 1.22	● 0.5%
Fare Revenue (mm)	\$ 4.4	\$ 4.4	\$ 0.01	● 0.3%	\$ 48.9	\$ 48.8	\$ 0.05	● 0.1%
Operating Exp (mm)	\$ 23.7	\$ 24.8	\$ 1.07	● 4.3%	\$ 259.1	\$ 269.8	\$ 10.65	● 3.9%
Subsidy Per Rider (SPR)	\$ 5.30	\$ 5.50	\$ 0.20	● 3.6%	\$ 5.16	\$ 5.50	\$ 0.34	● 6.2%
UTA Diesel Price (\$/gal)	\$ 2.63	\$ 2.50	\$ (0.13)	● -5.1%	\$ 2.11	\$ 2.50	\$ 0.39	● 15.4%
Operating Metrics	Nov Actual	Nov-18	F/ (UF)	%	YTD Actual	YTD 2018	F/ (UF)	%
Ridership (mm)	3.64	3.76	(0.1)	● -3.1%	40.75	40.80	(0.1)	● -0.1%
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.05					



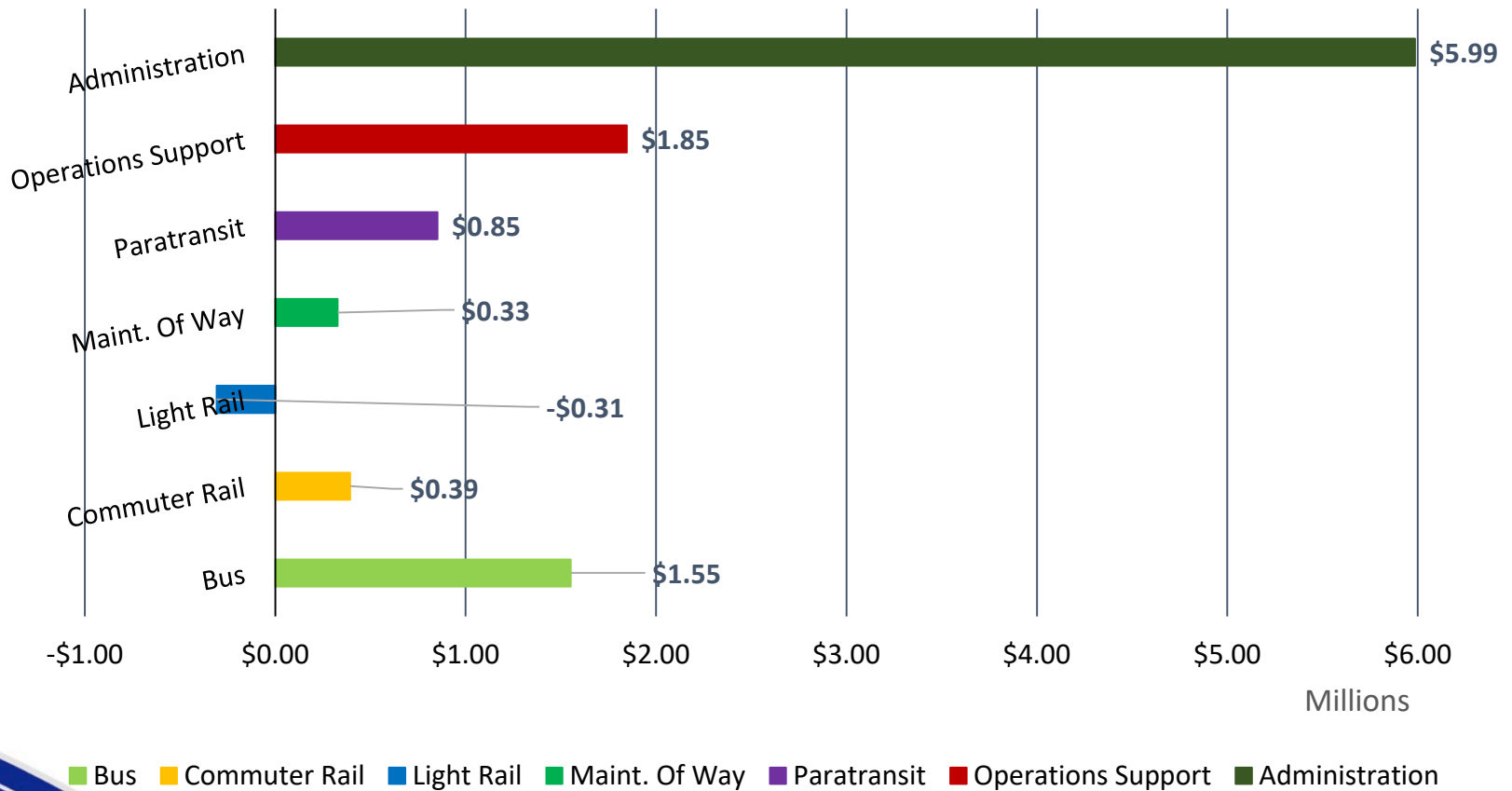
Sales Tax Collections

(2019 over 2018 for 12 months ended November 30)



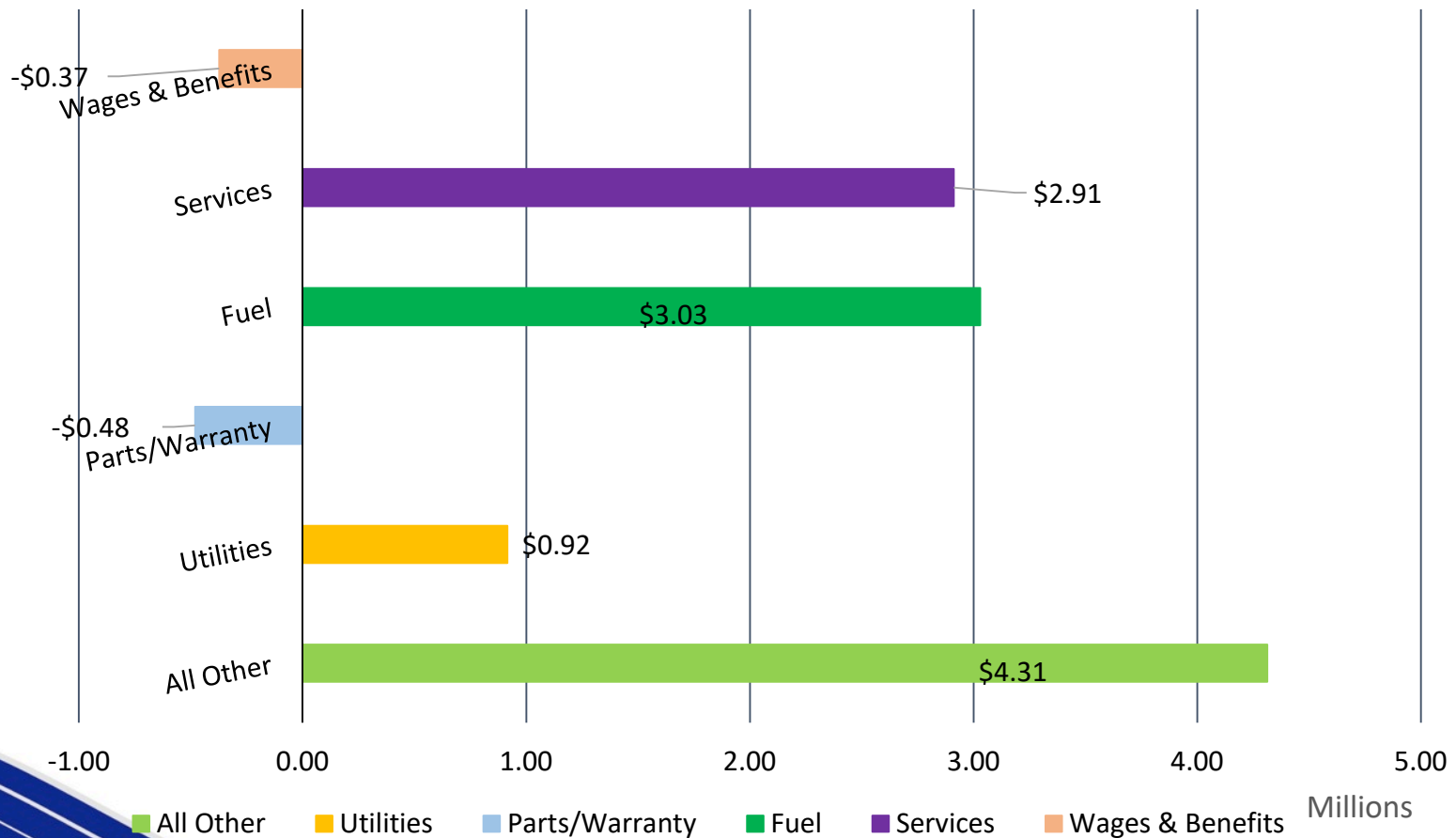
■ Salt Lake (61.5%) ■ Utah (16.4%) ■ Davis (11.3%) ■ Weber (9.2%) ■ Tooele (0.9%) ■ Box Elder (.7%) ■ Overall

YTD 2019 Expense Thru November 30 Variance by Mode



YTD 2019 Expense Thru November 30

Variance by Type



R2019-12-02

**Resolution Approving and
Authorizing the Execution of the
Authority's Amended Transit Agency
Safety Plan (TASP)**



2020 Transit Agency Safety Plan (TASP)

UTAH TRANSIT AUTHORITY
Transit Agency Safety Plan (TASP)



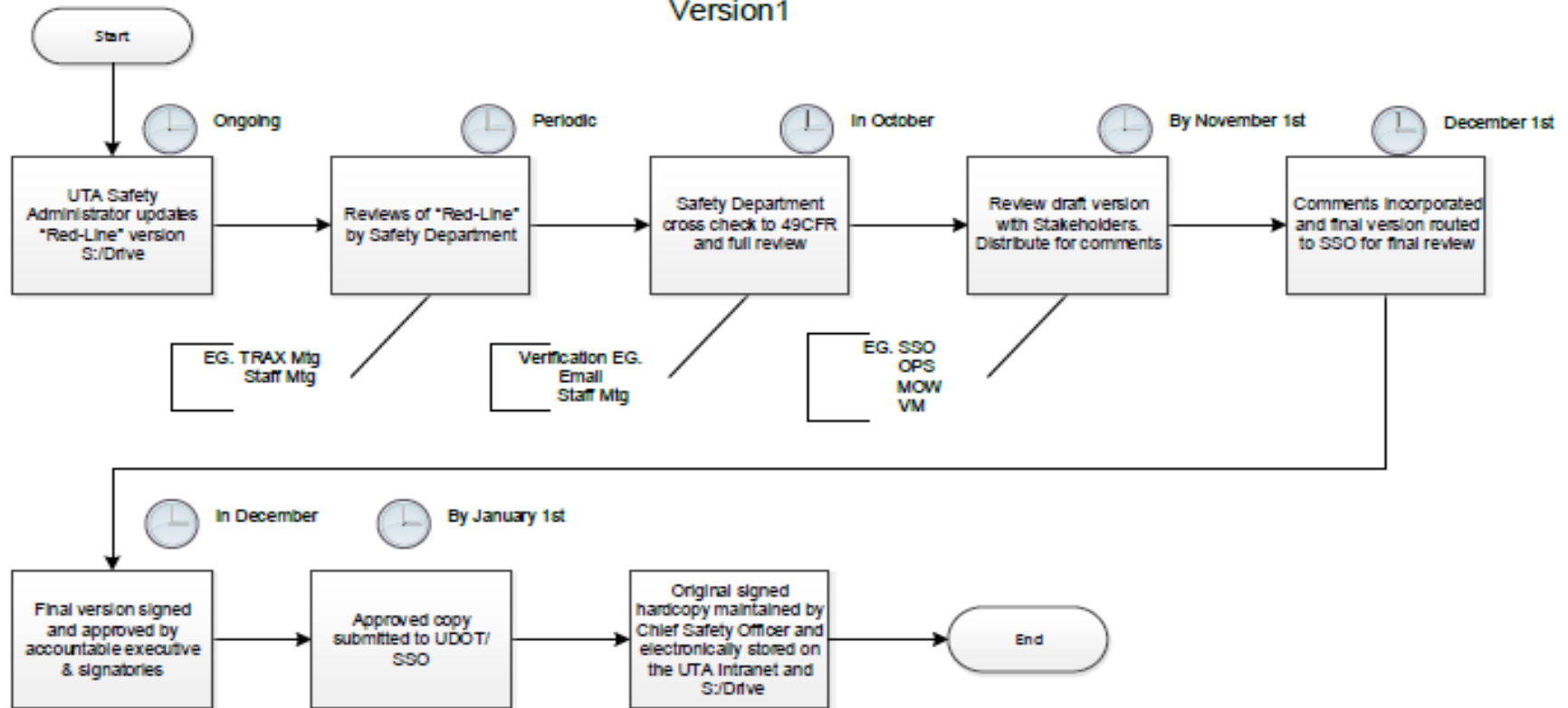
Update Process

I 4.2 TASP Annual Update Process Flow Chart

TASP Update Process

Process Number: SMS-1

Version 1



49 C.F.R. Part 673

Overview

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) requires certain operators of public transportation systems that are recipients or sub-recipients of financial assistance under 49 U.S.C. § 5307 to develop Public Transportation Agency Safety Plans, which include the processes and procedures necessary for implementing Safety Management Systems (SMS).

Effective Date

The final rule becomes effective on July 19, 2019. Each transit operator is required to certify that it has a safety plan meeting the requirements of the rule by July 20, 2020.

General Requirements for PTASPs

Each safety plan must include, at a minimum:

- An approval by the agency's Accountable Executive and Board of Directors (or an equivalent authority);
- The designation of a Chief Safety Officer;
- The documented processes of the agency's SMS, including the agency's Safety Management Policy and processes for Safety Risk Management, Safety Assurance, and Safety Promotion;
- A employee reporting program;
- Performance targets based on the safety performance measures established in FTA's National Public Transportation Safety Plan (NSP);
- Criteria to address all applicable requirements and standards set forth in FTA's Public Transportation Safety Program and the NSP; and
- A process and timeline for conducting an annual review and update of the safety plan.






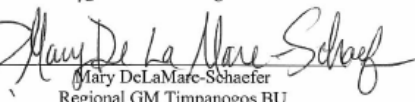

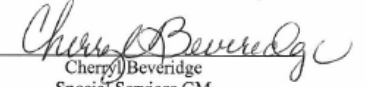
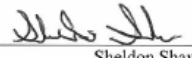
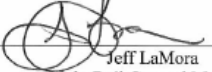
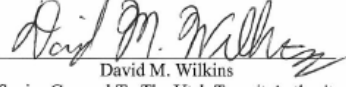
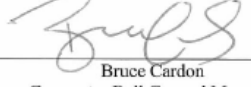


A rail transit agency's safety plan also must include or incorporate by reference an emergency preparedness and response plan or procedures.

Internal Review

1.1.4 Executive Signatures

Following general requirements and guidelines from 49 CFR 674, in compliance with the Fixing America's Surface Transportation (FAST) Act and to meet the FTA State Safety Oversight Standard, the Utah Transit Authority has developed a combined bus and rail Transit Agency Safety Plan (TASP) as our governing system safety plan.

As UTA Executives and Senior Leaders, we have reviewed and endorse the UTA Transit Agency Safety Plan. We also understand that we have the authority and responsibility for day to day implementation and operation of UTA's Safety Management System (SMS).

 D. Eddy Cumins Chief Operating Officer	 Lorin Simpson Regional GM Salt Lake BU
 Robert K. Biles Chief Financial Officer	 Andres Colman Regional GM Mt. Ogden BU
 Nichol Bourdeaux Chief Comms & Marketing Officer	 Mary DeLaMare-Schaefer Regional GM Timpanogos BU
 Kim Ulibarri Chief People Officer	 Cheryl Beveridge Special Services GM
 Sheldon Shaw Director of Safety and Security	 Jeff LaMora Light Rail General Manager
 David M. Wilkins Senior Counsel To The Utah Transit Authority	 Bruce Cardon Commuter Rail General Manager
 Mary DeLoretto Acting Chief Svc Dev Ofc	 Dave Hancock Director of Asset Management

External Review



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

JASON E. DAVIS, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

November 25, 2019

Mr. Sheldon Shaw
Director of Safety and Security
Utah Transit Authority (UTA)
669 West 200 South
Salt Lake City, UT 84101

Re: UDOT Review of 2020 UTA TASP

Dear Mr. Shaw:

Thank you for your submission of the Utah Transit Authority (UTA) Transit Agency Safety Plan (TASP) dated January 2020. The Utah Department of Transportation (UDOT) commends UTA on its expedient attempts to achieve compliance with new Federal Transit Authority (FTA) requirements for a Public Transportation Agency Safety Plan (PTASP) under 49 Code of Federal Regulations (CFR) Part 673.

UDOT has performed its annual review of UTA's proposed 2020 TASP according to the presently standing regulations, under 49 CFR Parts 673 and 674 in accordance with the requirements of the UDOT Procedures and Standards mandated by the FTA.

As indicated on the attached checklist, UDOT *conditionally approves* the contents of the January 2020 TASP under 49 CFR Part 673 and 674. Final, official approval will be granted once UDOT receives confirmation of UTA Board of Trustees approval of the TASP, which is a requirement for Part 673 approval. 49 CFR Part 659 will remain in effect for UTA until UDOT issues final approval of the TASP under Part 673.

Safety Policy Statement

Presents the Organization's commitment to:

- Safety objectives
- Resourcing of the SMS
- Clearly defined SMS roles, responsibilities and accountabilities
- An Employee Safety Reporting Program
- Continuous improvement

UTA Safety Policy

To: All UTA Employees

Utah Transit Authority (UTA) is committed to promoting a positive safety culture and creating a workplace that is safe, healthy and injury free. Our employees are our most valuable asset and the safety and health of each employee is our first priority. This policy applies to all personnel and every aspect of the company's activities. Having a positive safety culture must include ownership by each employee, willingness to identify and correct safety deficiencies, and effective communication.

UTA utilizes a **Safety Management System (SMS) to prevent accidents and reduce risk of injury and minimize damage to property and equipment.** We work proactively towards identifying and reducing the existence of hazards and risks in the workplace and in our system. As the Accountable Executive for all operations and activities, I will ensure that resources are available to ensure our SMS is robust and successful. The SMS Program is managed under my authority by the Director of Safety and Security.

UTA management will take steps to prevent workplace incidents, injuries and illnesses and will provide support of safety program initiatives. They will utilize the employee reporting program to achieving a safer, healthier workplace; keep informed about workplace safety and health hazards; and regularly review the company safety and health program.

UTA supervisors are responsible for supervising and training workers in safe work practices. They are expected to enforce company safety rules and work to eliminate hazardous conditions. Supervisors will lead safety efforts by example.

All UTA employees are expected and encouraged to participate in safety and health program activities which includes reporting hazards, reporting unsafe work practices, reporting near misses and accidents immediately to their supervisor or a safety committee representative. All employees will wear required personal protective equipment (PPE) and participate in and support safety activities. Employees will serve as Safety Ambassadors by working safely, complying with requirements and serving as an example to others.

Disciplinary action will not be taken against an employee who acts to prevent an injury or who reports any incident, close call or hazard. All employees are required to abide by the standards and procedures set forth in the Transit Agency Safety Plan (TASP). Elements such as illegal activity, negligence, acts of willful misconduct, or undue care and attention shall be considered outside the scope of this policy.


 Carolyn Gohot Date
 Executive Director
 Utah Transit Authority


 Sheldon Shaw Date
 Director of Safety and Security
 Utah Transit Authority

Board Expectations

- Endorse the Safety Management Policy Statement
- Support resourcing of the SMS
- Support the Accountable Executive
- Review and approve the Public Transportation Agency Safety Plan (this document is where the “policy” portion of SMS resides)

Requesting Approval

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY APPROVING AND AUTHORIZING THE EXECUTION OF THE AUTHORITY'S AMENDED TRANSIT AGENCY SAFETY PLAN

R2019-12-02

December 18, 2019

WHEREAS, 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 Authority operates a light rail system known as TRAX (the "TRAX System"); and

WHEREAS, the TRAX System is a rail fixed guideway public transit system, the safety of which is regulated by the Utah Department of Transportation under the Federal Transit Administration's state safety oversight laws and regulations (collectively the "SSO Rules"); and

WHEREAS, pursuant to the SSO Rules, the Authority is required to develop a comprehensive public transit agency safety plan (the "TASP") to: (i) identify and evaluate safety risks related to the TRAX System; (ii) implement strategies mitigating such risks; (iii) establish a process for annual reviews of the safety plan; (iv) set safety performance targets; (v) assign safety responsibilities; and (v) establish a staff safety training program; and

WHEREAS, the SSO Rules require that the TASP, and any updates to the TASP, be approved by the Board of Trustees for the Authority (the "Board") and executed by a single executive who has ultimate responsibility for implementing the TASP (the "Accountable Executive"); and

WHEREAS, the Authority has prepared a revised TASP in the form attached as Exhibit A, which revised TASP has been presented to the Board for review and approval.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves the TASP attached as Exhibit A.
2. That the Board hereby designates the Authority's Executive Director as the Accountable Executive who shall execute and deliver the TASP on behalf of the Authority.
3. That the Board hereby authorizes the Authority's Executive Director to execute and deliver the TASP on behalf of the Authority.

4. That the Board hereby ratifies any and all actions previously taken by the Authority's management and staff to prepare the TASP.
5. That the corporate seal be attached hereto.

Approved and adopted this 18th day of December, 2019.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Robert K. Biles, Secretary/Treasurer

(Corporate Seal)

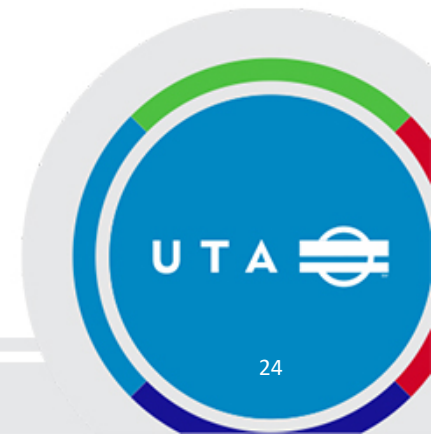
Approved As To Form:

Legal Counsel

Recommended Action (by roll call)

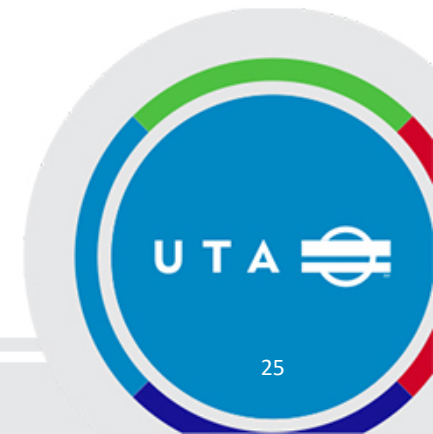
Motion to approve R2019-12-02:

Resolution Approving and Authorizing the Execution of the Authority's
Amended Transit Agency Safety Plan (TASP)



R2019-12-03

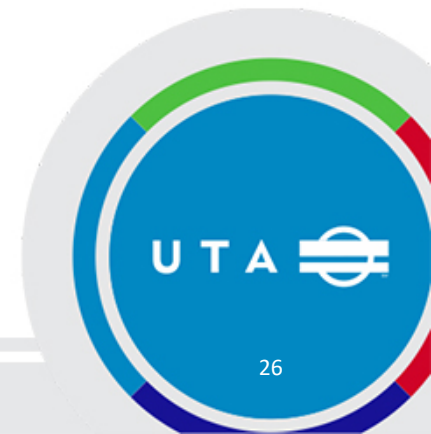
Resolution Approving an Interlocal Agreement with Sandy City for Provision of Additional Funds to Supplement the Existing TIGER Stakeholder Agreement



Recommended Action (by roll call)

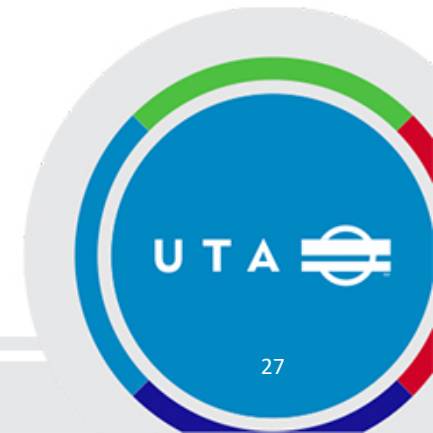
Motion to approve R2019-12-03:

Resolution Approving an Interlocal Agreement with Sandy City for
Provision of Additional Funds to Supplement the Existing TIGER
Stakeholder Agreement



R2019-12-04

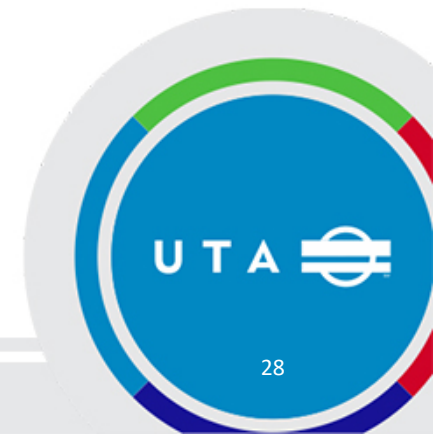
**Resolution Approving a Sixth
Amendment of the Authority's 2019
Budget**



Recommended Action (by roll call)

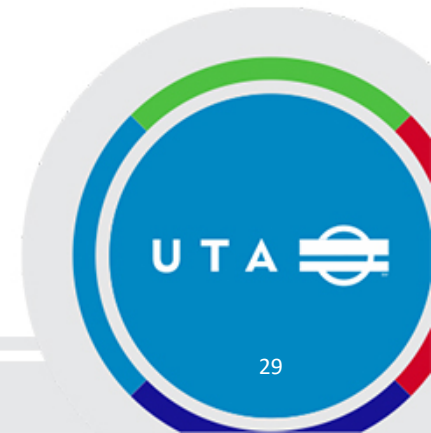
Motion to approve R2019-12-04:

Resolution Approving a Sixth Amendment of the Authority's 2019
Budget



R2019-12-05

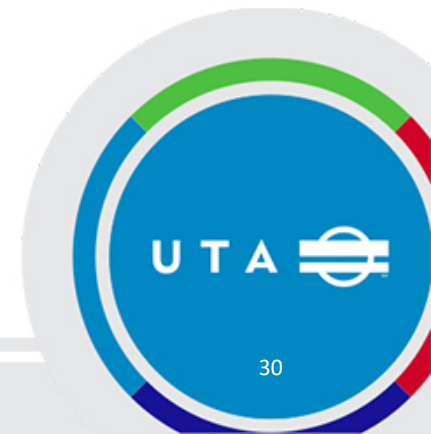
**Resolution Ratifying the Adoption of the
Authority's 2020 Final Budget**



Recommended Action (by roll call)

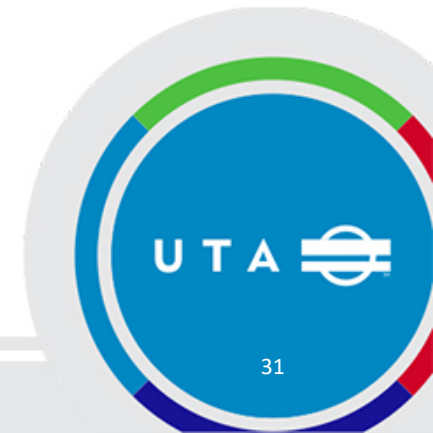
Motion to approve R2019-12-05:

Resolution Ratifying the Adoption of the Authority's 2020 Final Budget



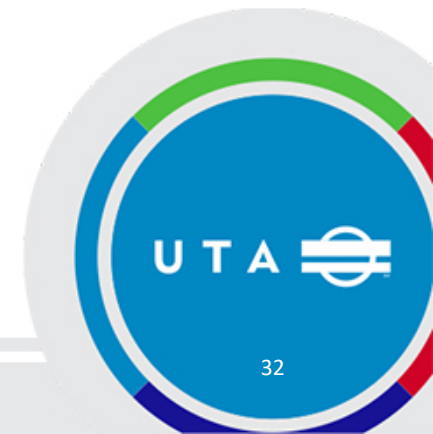
Contracts, Disbursements, and Grants

- a. Change Order: Independent Monitoring Services Phase 2 Contract Modification (Coblentz Patch Duffy & Bass LLP)
- b. Change Order: ADA Paratransit Services Contract Extension (Tooele County Health and Aging Services)
- c. Change Order: On-Call Maintenance Contract Extension (Stacy and Witbeck)
- d. Contract: Track Driver Extra (TDX) System Maintenance (Modern Communication Systems)



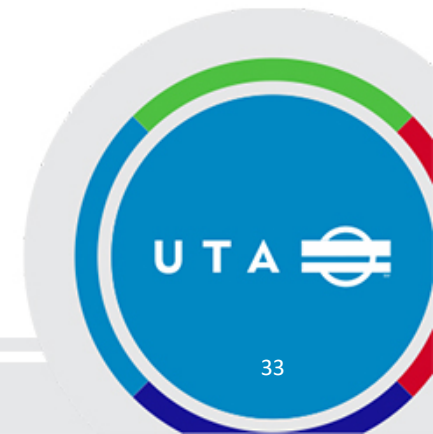
Contracts, Disbursements, and Grants (continued)

- e. Contract: Provo Intermodal Center Construction of Canopies and Customer Service and Police Buildings (Paulsen Construction)
- f. Contract: Ogden-Weber State University Bus Rapid Transit Construction Manager/General Contractor Pre-Construction Services (Stacy and Witbeck)
- g. Grant Opportunity: Provo to Payson High-Capacity Transit Analysis
- h. Grant Opportunity: Transit Transportation Investment Fund (TTIF) UTA Project Proposals

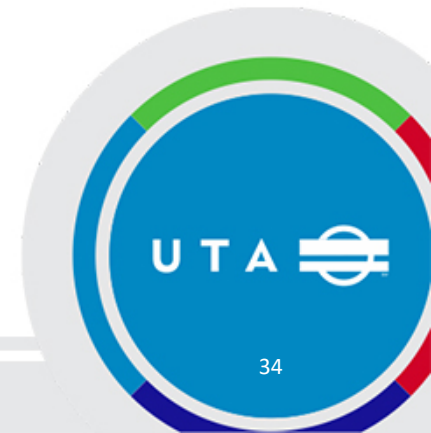


Service and Fare Approvals

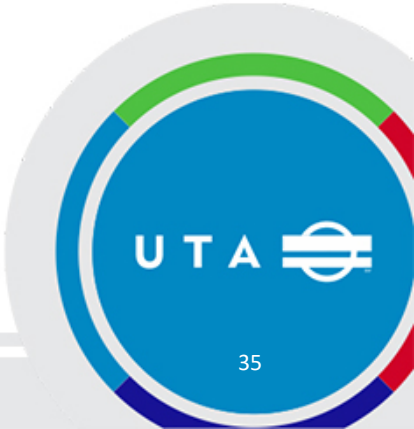
- a. Fare Contract: Intermountain Health Care ECO Trip Rewards Contract
- b. Complimentary Service: North Ogden Holiday Festival



Discussion Items



Rocky Mountain Power Partnership



Presentation Outline



- ▶ Big Picture overview: Why partner with RMP?
- ▶ Details

SLC and Rocky Mountain Power

- ▶ In 2017, Salt Lake City and Rocky Mountain Power partnered together to make a Clean Energy Implementation Plan
- ▶ This plan set clean energy goals that the two entities can achieve together
- ▶ UTA, Like Salt Lake City, is a major customer of Rocky Mountain Power



Clean Energy Implementation Plan



Salt Lake City Corporation
Department of Sustainability

Rocky Mountain Power

Published March 28, 2017

Big Picture

- ▶ Similar environmental goals between RMP and UTA
- ▶ Rapid electric vehicle adoption of all types (cars, trains, buses)
- ▶ The Wasatch Front has a growing collection of “smart cities” seeking energy and transportation solutions
- ▶ Infrastructure demands



Areas of Cooperation

▶ UTA and Rocky Mountain Power have proposed a draft vision document outlining goals and actions in areas suitable for interagency partnership



Energy
Efficiency



Electric
Vehicles



Electrical
Infrastructure
and
funding
financing



Grid
Resilience



Research
and
Grants



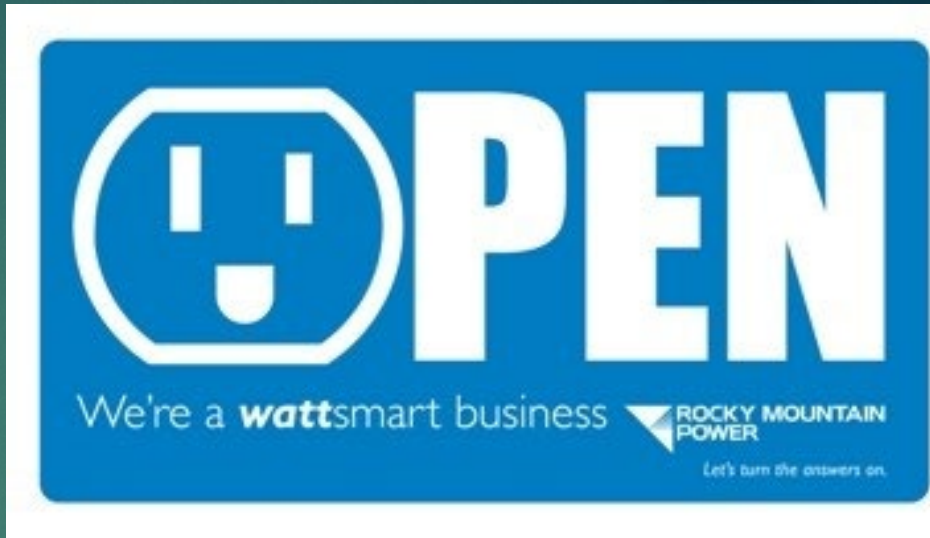
Draft Vision



Utah Transit Authority (UTA) and Rocky Mountain Power are continually making major investments in Utah's transportation and power infrastructure. A partnership between these two agencies could lead to the discovery of innovative solutions to their shared concerns of public safety, equal access and opportunity, air quality, and the demands of population growth. By presenting a range of joint projects and opportunities, this Partnership Vision displays the enormous potential that a long-lasting partnership will provide.

Energy Efficiency

- ▶ Continue using the Wattsmart program
- ▶ Perform a power usage evaluation for UTA facilities and operations
- ▶ When systems become outdated, they can be upgraded to more energy efficient systems
- ▶ UTA has already done a number of project with this program and received funding and energy savings



<https://www.rockymountainpower.net/env/ws/bawb.html>

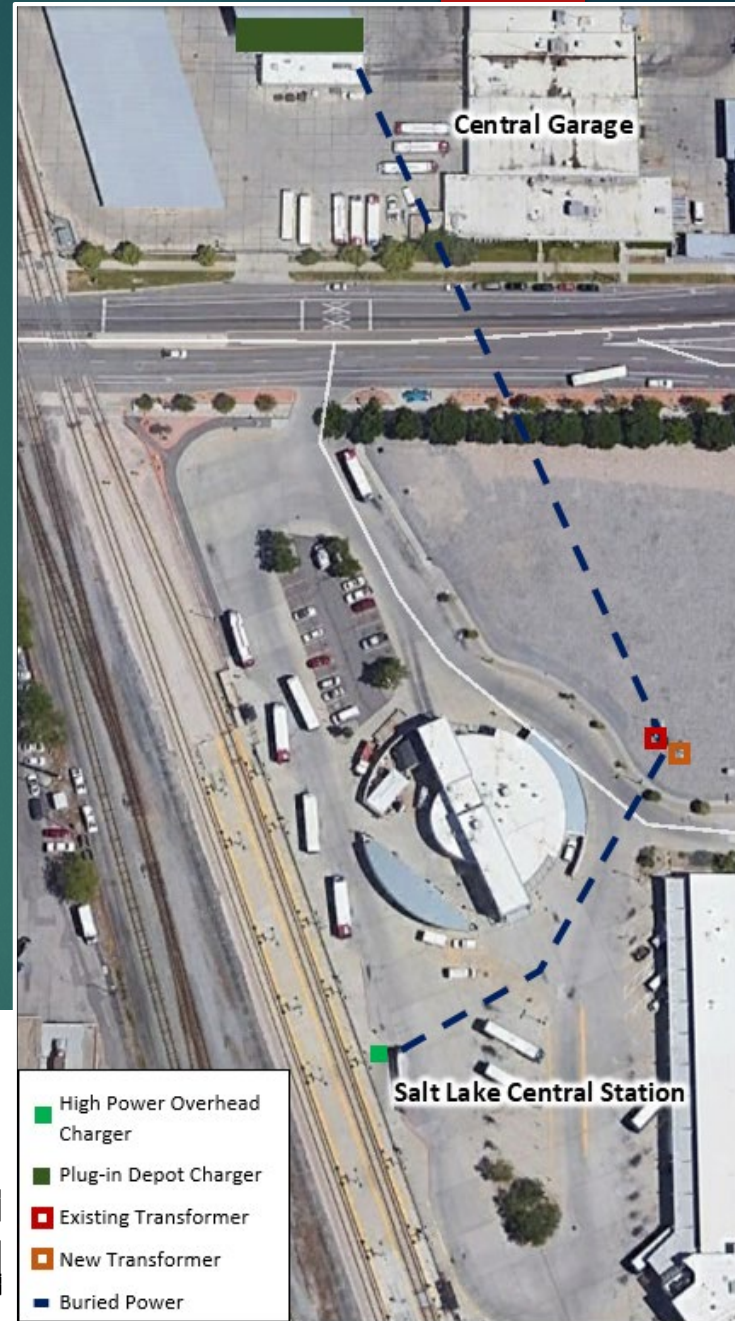
Electric Vehicles

- ▶ UTA has acquired 5 electric buses, with up to 22 more on the way
- ▶ The Future of FrontRunner study presents the possibility of electrifying FrontRunner
- ▶ UTA is experimenting with electric, autonomous vehicles
- ▶ RMP is very interested in electric vehicle infrastructure expansion



Electrical Infrastructure

- ▶ Intermodal Hub Project
- ▶ Future transit hubs
- ▶ Financing/programming Power storage and substations
- ▶ Joint funding agreements for bus and car charging infrastructure
- ▶ Rail expansion and electrification will require infrastructure improvements



Transit Authority
 200 South
 Salt Lake City, UT 84101
 313-7-2400



11/792161036-483426925***317,226.49

CHECK NO. 00342692

ZIONS FIRST NATIONAL BANK
 ONE SOUTH MAIN
 SALT LAKE CITY, UT 84111

31-5 1240	DATE	1/17/2019
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VOID AFTER 90 DAYS

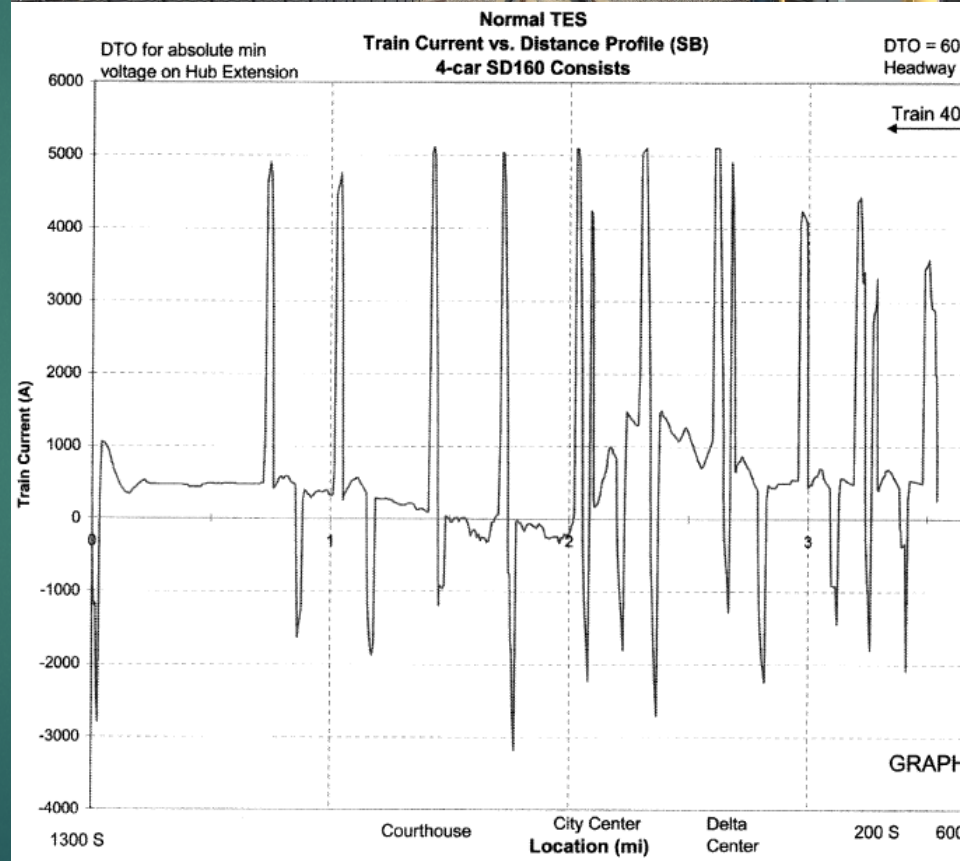
\$***317,226.49

HUNDRED SEVENTEEN THOUSAND TWO HUNDRED TWENTY SIX AND 49/100*****

UTAH TRANSIT AUTHORITY * GENERAL ACCOUNT

Grid Resilience

- ▶ Solar-supplemented grid
 - ▶ TRAX station solar panels through the Blue Sky Program?
- ▶ Implementing system redundancy to prepare for emergencies
- ▶ Smart grid capability through real-time power usage data
- ▶ Evaluate grid impact from the rail system
- ▶ Work to develop ways to even out the grid impact

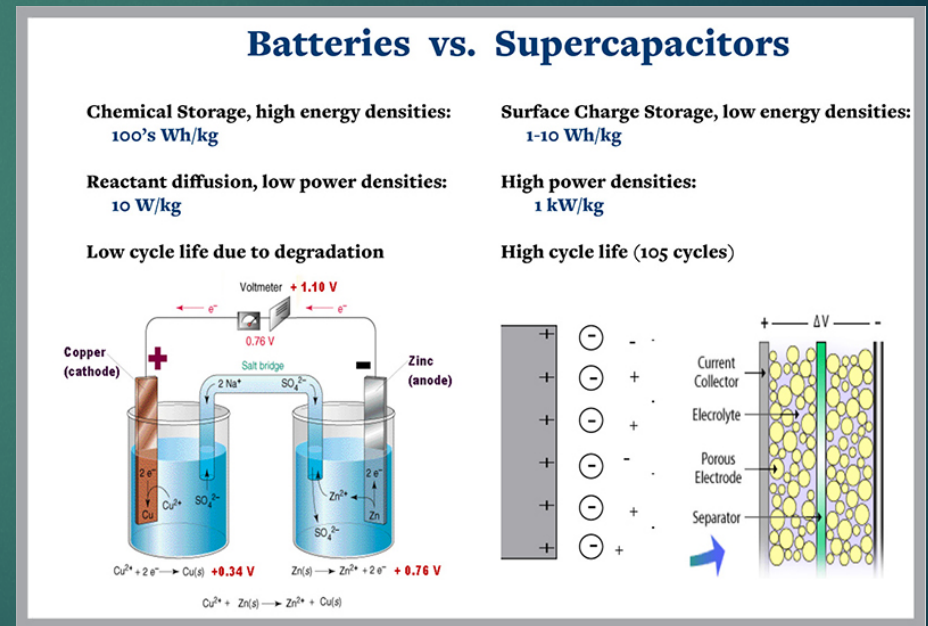


An Errant Knight

(https://commons.wikimedia.org/wiki/File:Northbound_Blue_Line_TRAX_approaching_Midvale_Fort_Union_Station.JPG),
(<https://creativecommons.org/licenses/by-sa/4.0/legalcode>)

Research and Grants

- ▶ Advanced vehicle drive systems
- ▶ Batteries and peak demand management
 - ▶ Onboard supercapacitors
- ▶ Other research
 - ▶ Grid optimization, autonomous vehicles, land use studies, etc.
- ▶ Grant initiatives
 - ▶ Low-No, CMAQ, UCAIR, etc.



<https://www.nanalyze.com/app/uploads/2017/03/UC-Berkeley-Supercapacitor->

Intermodal Hub Pilot Project

2x actively controlled 450 kW overhead bus chargers (additional chargers planned)



3x actively controlled 100 kW bus depot chargers (additional chargers planned)
(TBD) actively controlled public DC fast and L2 EV



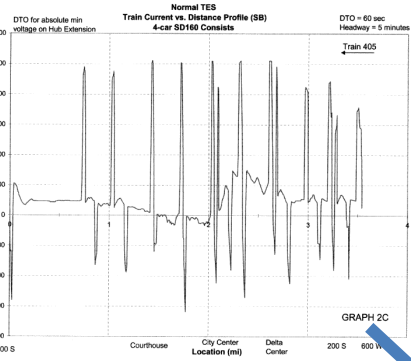
RMP funded Study: \$2M so far

Intermodal Hub Site-level Energy Management System



Project does not impact substations or feeder circuits

- **Develop control system tools**
- **Increase utilization**
- **Evaluate potential for utility demand response program or other solutions**
- **Conduct cost benefit evaluation**



TRAX line, predictable MW-level pulsed load



Intermodal Hub facility variable demand due to electric snowmelt system

Details: Potential Projects

Utah Transit Authority—Rocky Mountain Power
Clean Energy Implementation Map
DRAFT - 5/30/2019

Target / Goal

Pilot Program

Targeted Capital Construction

Study / Report

Full Program

Targeted Implementation

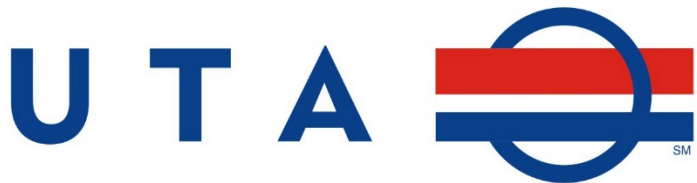
2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035

Action Area: Energy Efficiency																			
Walmart Program	Project Selection		Purchase New Equipment									Future Planning and Implementation							
Power Usage Evaluation	Conduct Evaluation		Create Energy Management Plan		Program Implementation				Evaluate		Future Planning and Implementation								
Upgrading Old Systems	Evaluate Current Equipment		Create Equipment Update Plan		Program Implementation				Evaluate		Future Planning and Implementation								
Action Area: Electric Vehicles																			
Electric Buses	Finish New Flyer	Procure Proterras	Proterra Testing	Proterra Implementation									Future Planning and Implementation						33% Electric
Frontrunner Electrification	Future of FrontRunner Next Steps Study				FrontRunner Pilot Electrification			Evaluate		Planning and Funding			Full Implementation						100% Electric
Autonomous Vehicles	Planning and Research Design		Procure Test Vehicles		Autonomous Vehicle Pilot Program		Evaluate		Planning and Funding			Full Implementation				100% Electric			
Action Area: Electrical Infrastructure																			
Bus and Car Charging Stations	Bus and Car Charging at Pilot Locations		Evaluate		Planning and Funding			Full Implementation						Bus and Car Charging at all Intermodal Hubs					
Power Storage and Substations	Assessment of Future Needs		Targeted Implementation			Evaluate		Future Planning and Implementation											
Rail Expansion and Electrification	Future of TRAX and Future of Fronrunner Studies				Project Selection		Construction			Evaluate		Future Planning and Implementation							
North Temple Transit Hub	Land Use Study		Land Lease/Purchase Agreement		Transit Oriented Development Implementation				Evaluate		Future Planning and Implementation								
Intermodal Transit Hub	Planning and Funding		Construction		Evaluate		Future Planning and Implementation												
Action Area: Grid Resilience																			
Solar Studies	Study scaling and location options		Implement at a Pilot Location				Evaluate		Future Planning and Implementation										
Grid Resilience Studies	Study Locations and Methods		Resilience Actions at Pilot Locations		Evaluate		Targeted Implementation			Evaluate		Future Planning and Implementation							
Depot District Micro Grid Analysis	Planning and Funding			Installation and Construction			Data Collection and Evaluation				Future Planning and Implementation								
Subscriber Solar And Blue Sky	Ongoing Implementation and Support of the Programs						Future Planning and Implementation												
Action Area: Research and Grants																			
Vehicle Drive System	Evaluate New Technologies		Pilot the New Technologies				Evaluate		Targeted Implementation			Evaluate		Future Planning and Implementation					
Batteries and Peak Demand Management	Analyze methods and select locations		Targeted Implementation			Evaluate		Future Planning and Implementation											
Grant Initiatives	Ongoing Cooperation to Seek Grant Funding						Future Planning and Implementation												

Building our Partnership

- ▶ Potential Next Steps:

- ▶ Review and approve the UTA/Rocky Mountain Power Interagency Partnership Vision
- ▶ Review and approve a partnership agreement
- ▶ Implement the plan by partnering together on current and future projects



Benefits

UTA

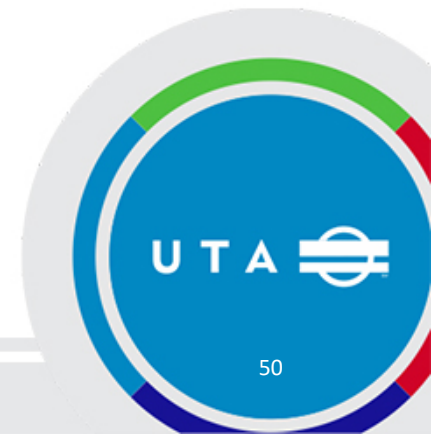
- ▶ Potentially reduced or consolidated rates
- ▶ Demand charge reduction or waiver
- ▶ Infrastructure funding or financing
- ▶ Additional support from RMP for projects
- ▶ Joint infrastructure projects
- ▶ Political support
- ▶ Purchase cleaner energy?

RMP

- ▶ Infrastructure right sizing
- ▶ Grid maximization
- ▶ Increased customer base
- ▶ Partnership on location for electrical utilities

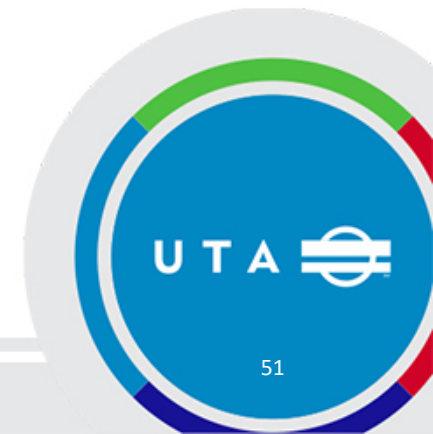
Other Business

- a. Next meeting: January 15, 2020 at 9:00 a.m.

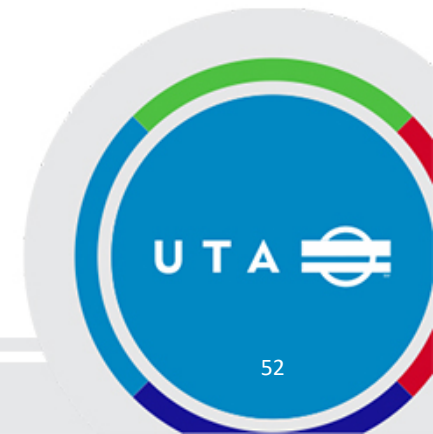


Closed Session

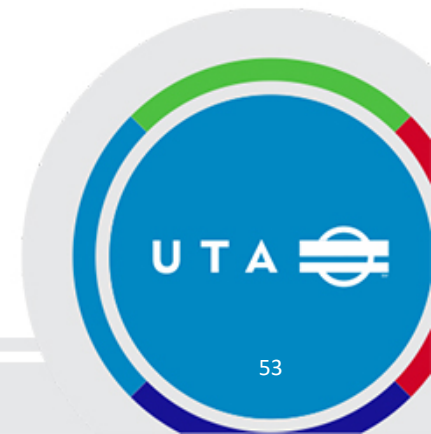
- a. Strategy Session to Discuss Pending or Reasonably Imminent Litigation
- b. Strategy Session to Discuss Collective Bargaining



Closed Session



Open Session



Adjourn

