

UTA Board of Trustees Meeting

December 2, 2020

This meeting will begin at 9:00 a.m.

To provide public comment live in the meeting please follow instructions on the posted agenda
(link to meetings page below).

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



UTA Board of Trustees Meeting

December 2, 2020



Call to Order and Opening Remarks

Electronic Meetings Determination Statement



Safety First Minute



Public Comment

Live comments are limited to 3 minutes per commenter.

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

All comments received were distributed to the board before the meeting and will be attached as an appendix to the meeting minutes



Oath of Office

Jeff Acerson - Trustee



Consent Agenda

- a. Approval of November 11, 2020 Board Meeting Minutes
- b. Approval of November 11, 2020 Public Hearing Meeting Minutes



Recommended Action (by acclamation)

Motion to approve consent agenda



Agency Report

- a. Ski Service Start Up
- b. FTA's Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Demonstration Program



FTA's Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Demonstration Program.

UTA Selected to Receive \$338,155



Polarized Infrared & Optical Imaging System for Transit Infrastructure Condition Assessment

The project is a collaboration/public private partnership between UTA, the University of Utah and Autofill

- The project will develop and demonstrate a system that can identify, quantify, and monitor both the internal and external defects of rail track and tie structures with the potential for high-speed full track section inspection.
- The system will employ a polarized infrared camera and a polarized optical camera.
- The cameras are envisioned to be mounted on an inspection vehicles or revenue service train and provide early warning and long-term monitoring of track and tie conditions.



How it works

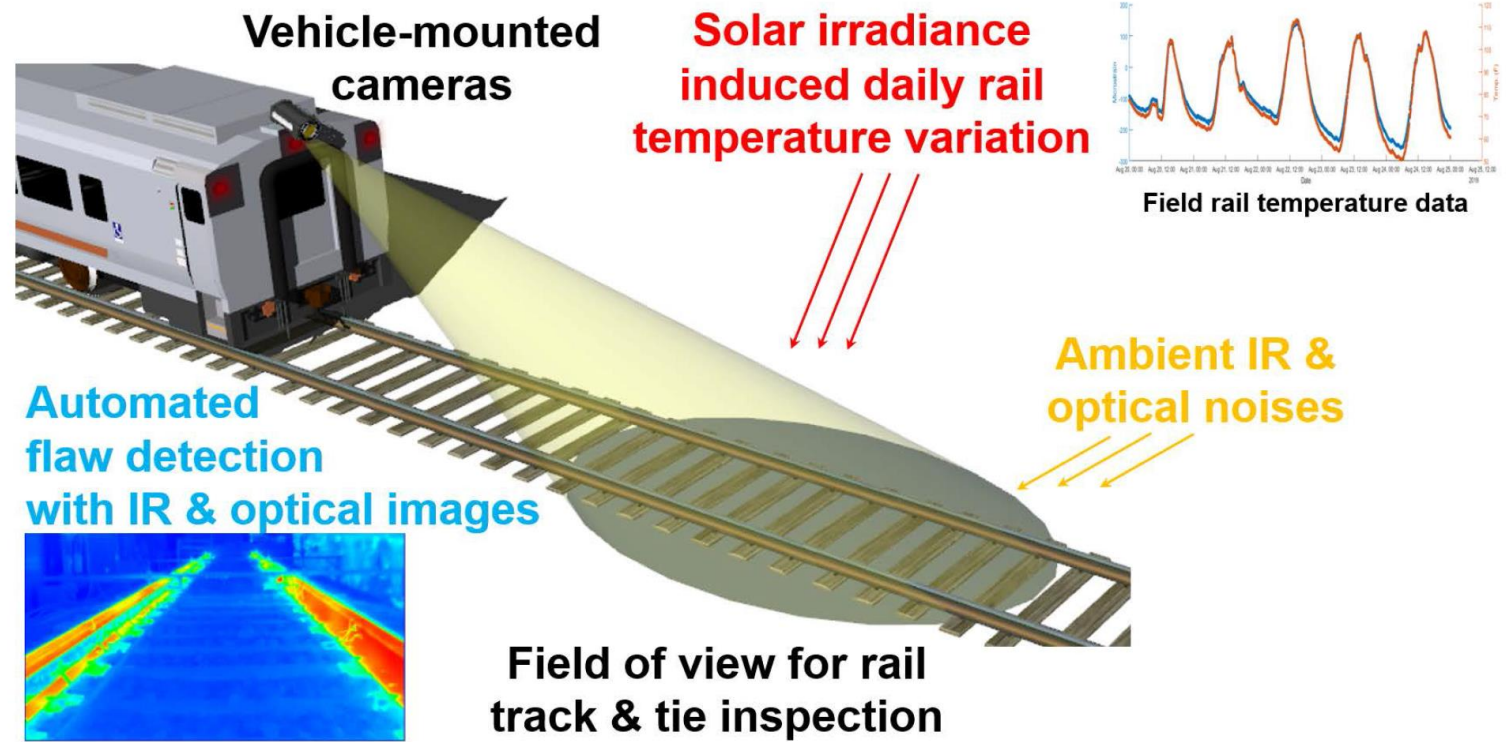


Figure 1- Concept of fully developed system for in-motion rail track and tie inspection

Project Benefits

- Improved safety for UTA's rail system to avoid catastrophic failures.
- Current detection practices require visual or sounding methods which can take days. The proposed system may be able to scan the whole system at operating speed.
- The system will employ a polarized infrared camera and a polarized optical camera which can detect both internal and external defects.
- The cameras are envisioned to be mounted on an inspection vehicles or revenue service train and provide early warning and long-term monitoring of track and tie conditions.
- National applicability.



Additional Notes

- Both the University of Utah and Autofill are providing financial match for the project.
- The University of Utah team is led by Xuan (Peter)Zhu, Ph.D., who is an assistant professor in Civil Engineering. Dr. Zhu serves as the lead on the project.
- Autofill are a private company based in the Netherlands. They are highly experienced in: 1. ComputerVision, 2. Artificial Intelligence, 3. Convolutional Neural Networks, and 4. Edge computing.
- The CEO and CTO have extensive experience and have worked with Homeland Security, The London Underground and major telecom companies.



Resolutions



R2020-12-01

**Resolution Approving the Capital Project Plan for the
Midvalley Connector Bus Rapid Transit Project**



Recommended Action (by roll call)

Motion to approve R2020-12-01

Resolution Approving the Capital Project Plan for the Midvalley Connector Bus Rapid
Transit Project



R2020-12-02

Resolution Adopting the Authority's 2021-25 Capital Plan



Recommended Action (by roll call)

Motion to approve R2020-12-02

Resolution Adopting the Authority's 2021-25 Capital Plan



R2020-12-03

**Resolution Approving the Amended Charter for the
Community Advisory Committee**



Recommended Action (by roll call)

Motion to approve R2020-12-03

Resolution Approving the Amended Charter for the Community Advisory Committee



R2020-12-04

**Resolution Adopting the 2021 ECO Pass
Fare Structure of the Agency**



Background

- Resolution R2020-10-02: Adopting the Fare Rates and Types of Fare Media of the Agency
 - Rescinded R2018-06-07 which approved Reduced Fare Contracts, including Eco Pass Programs
- Resolution R2020-12-04: Adopting the ECO Pass Fare Structure of the Agency
 - Adopt the ECO Pass Structure of the Agency



R2020-12-04

- Eco Pass Fare Structure of the Agency
 - Contract 1: Eco Pass Agreement
- Contracts over \$200,000 in revenue
 - Remain within the parameters set forth in the resolution
- Covid-19 Concessions to existing Eco Pass Agreements



Pass Fare Structure

Table 1: Eco Pass Agreement

Eco Program	Price	Notes	Minimum Requirements
Annual Preferred	\$330	Annual price per person	100 passes or 100% employee participation; whichever is greater
Annual Select	\$599	Annual price per person	30 pass purchase minimum
Monthly	\$59	Monthly price per person	10 pass purchase minimum per month (\$590)
Daily	\$6.40	Price per day, per card used	\$500 per month minimum

** Revenue Contracts over \$200,000 that follow these guidelines will be adopted under the resolution*



Concessions to Existing Eco Pass Agreements

- Existing Annual Select and Annual Preferred Partners (2020)
- 2021 Eligible Programs
 - Annual Preferred: \$275/ year per pass
 - Annual Select Pass: \$499/year per pass



Questions?

Recommended Action (by roll call)

Motion to approve R2020-12-04

Resolution Adopting the 2021 ECO Pass Fare Structure of the Agency



R2020-12-05

**Resolution Authorizing the Financing of Transit Vehicles
Through Equipment Lease-Purchase Agreements; and
Related Matters**



Recommended Action (by roll call)

Motion to approve R2020-12-05

Resolution Authorizing the Financing of Transit Vehicles Through Equipment Lease-Purchase Agreements; and Related Matters



Contracts, Disbursement, and Grants



Contract: Software Maintenance Agreement (Oracle JD Edwards/Mythics)

Recommended Action (by acclamation)

Motion to approve contract as presented in meeting materials



Contract: Merchant Services (Chase Paymentech)

Recommended Action (by acclamation)

Motion to approve contract as presented in meeting materials



Change Order: Snow Removal Services Extension (Roth Landscaping)

Recommended Action (by acclamation)

Motion to approve change order as presented in meeting materials



Change Order: TDX 3.0 Upgrade – Light Rail and Commuter Rail (Modern Communication Systems)

Recommended Action (by acclamation)

Motion to approve change order as presented in meeting materials



Pre-Procurement

- i. On-Call Infrastructure Maintenance



**Grant Application: Public Transportation COVID Research
Demonstration Grant Program – E-Vouchers
(Federal Transit Administration)**



Service and Fare Approvals



Fare Agreement: Ski Bus Agreement (SMHG Management/Powder Mountain)

Recommended Action (by acclamation)

Motion to approve fare agreement as presented in meeting materials



Fare Agreement: Ski Bus Agreement (Snowbasin)

Recommended Action (by acclamation)

Motion to approve fare agreement as presented in meeting materials



Fare Agreement: Ski Bus Agreement (Sundance)

Recommended Action (by acclamation)

Motion to approve fare agreement as presented in meeting materials



Fare Agreement: Ski Bus Agreement (Davis County)

Recommended Action (by acclamation)

Motion to approve fare agreement as presented in meeting materials



Fare Agreement: Ski Bus Agreement (Morgan County)

Recommended Action (by acclamation)

Motion to approve fare agreement as presented in meeting materials



Fare Agreement: Ski City Super Pass Agreement (Visit Salt Lake)

Recommended Action (by acclamation)

Motion to approve fare agreement as presented in meeting materials



Discussion Items



UTA Fall 2020 COVID-19 Rider Survey Report

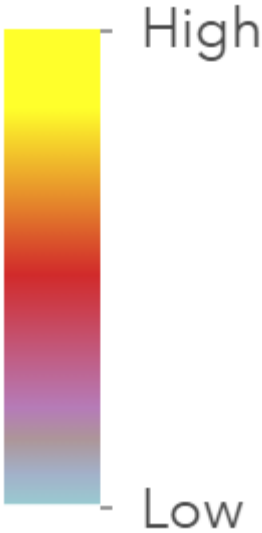
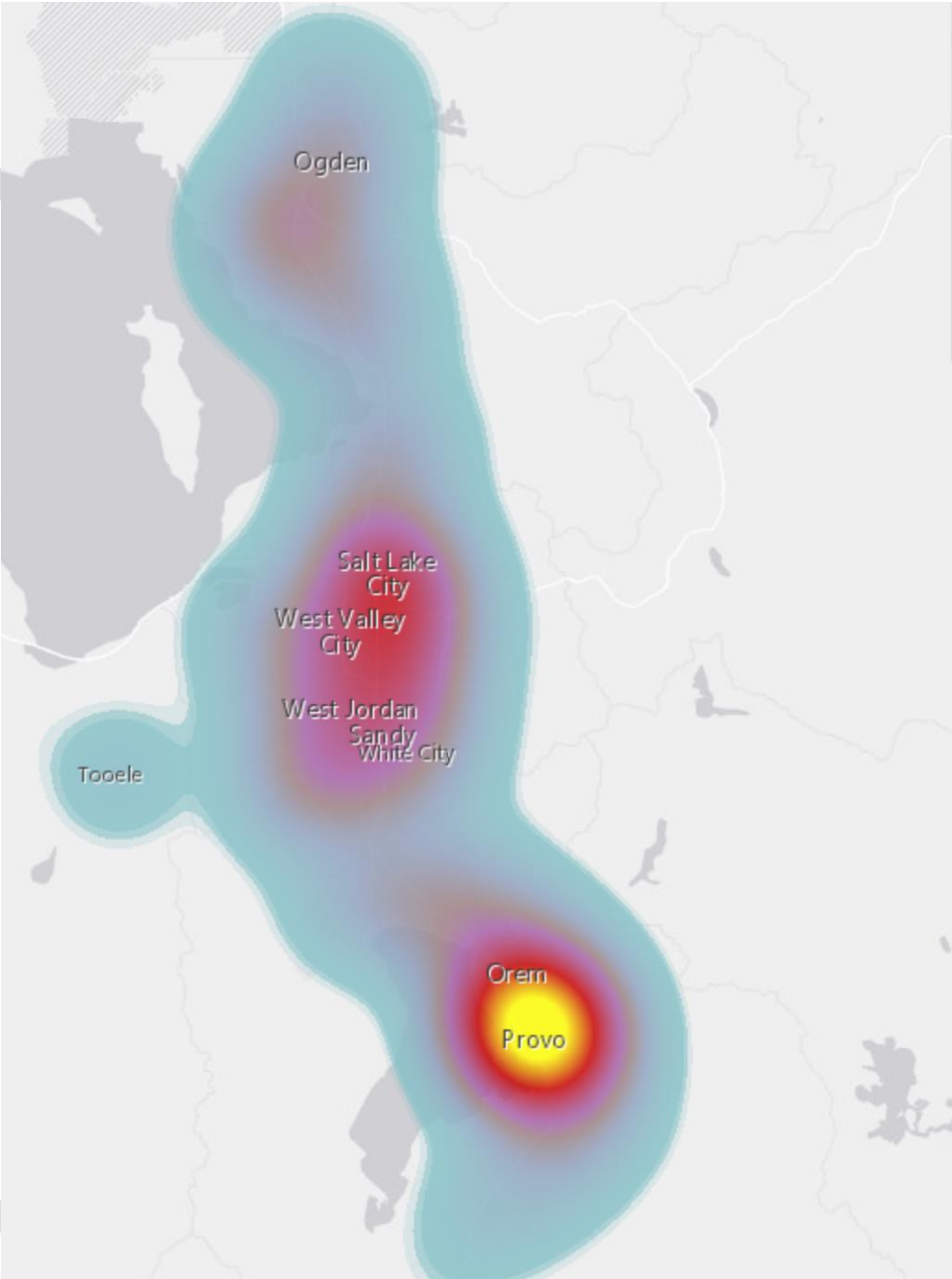


Background

- Follow up to May 2020 Rider & Pass Partner Survey, include ED Pass Partners
- Different population from Spring and from other surveys
- Outreach:
 - Social Media
 - Email Listservs through GovDelivery, including FAREPAY
 - Shared with partners through Civil Rights, Travel Training, Planning, Community Engagement
 - Business Development pushed to Pass Partners

Demographics &
Comparison w/ 2019
On Board Survey

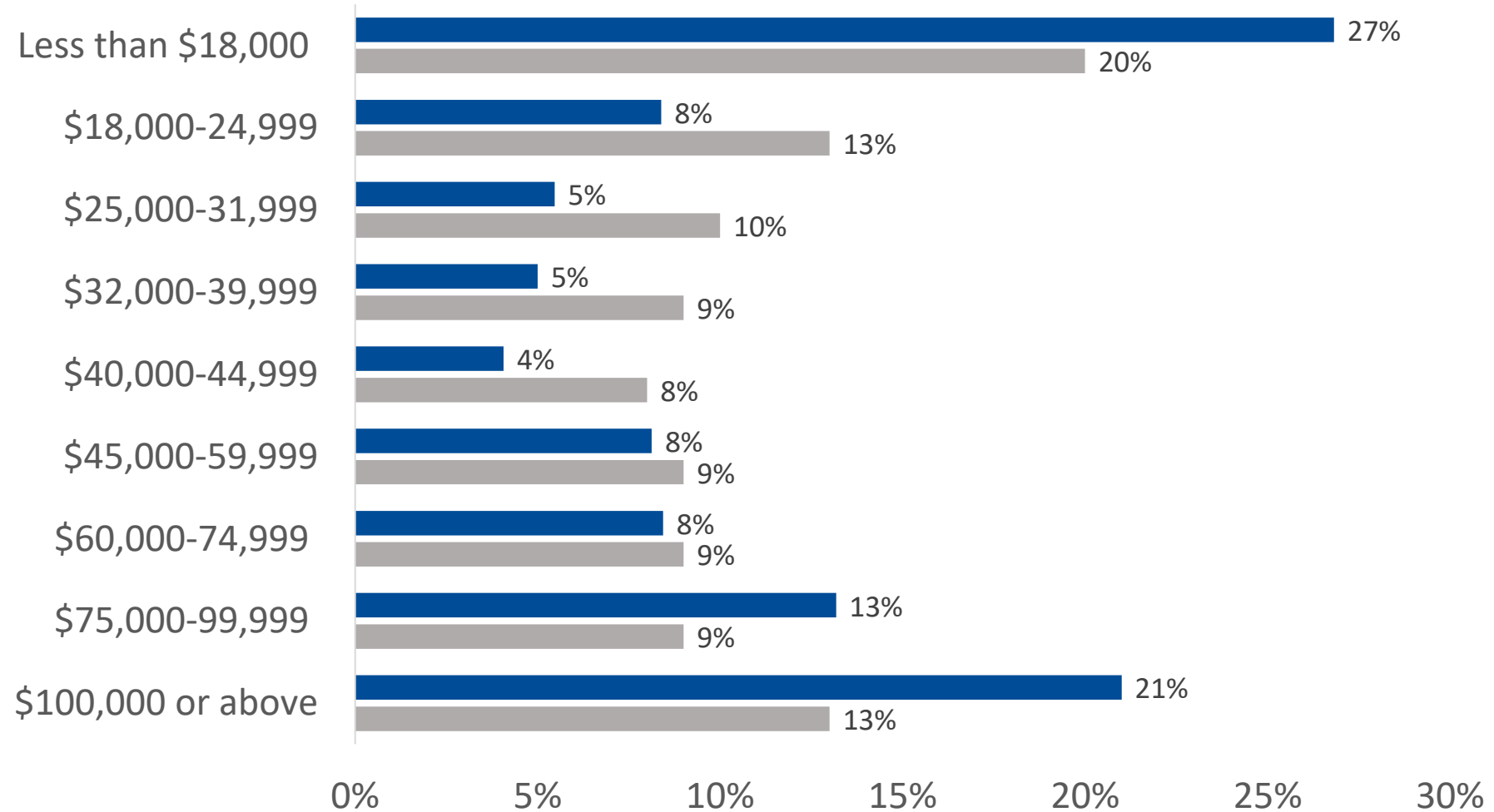
Zip Codes



Income



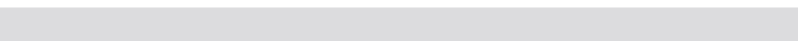
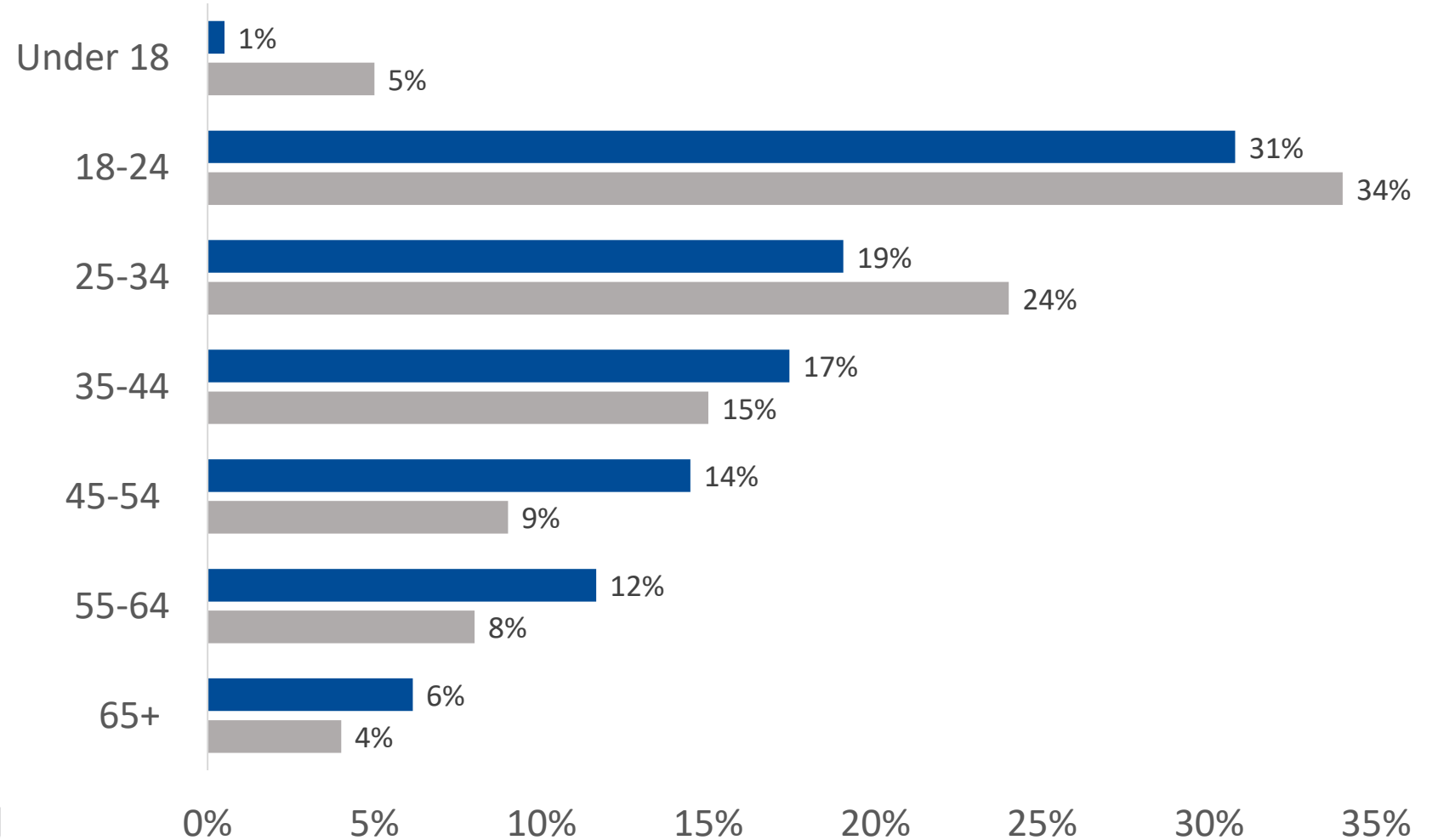
Income Levels Rider Survey vs. Onboard Survey



Age



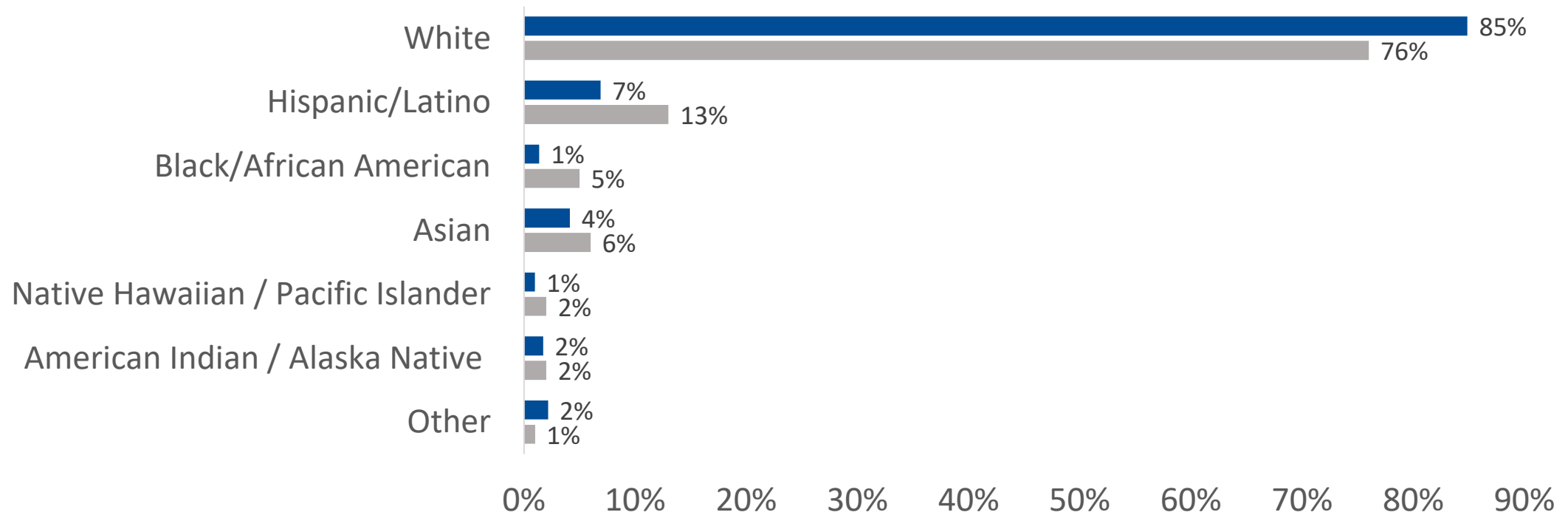
Age Rider Survey vs. Onboard Survey



Race/Ethnicity



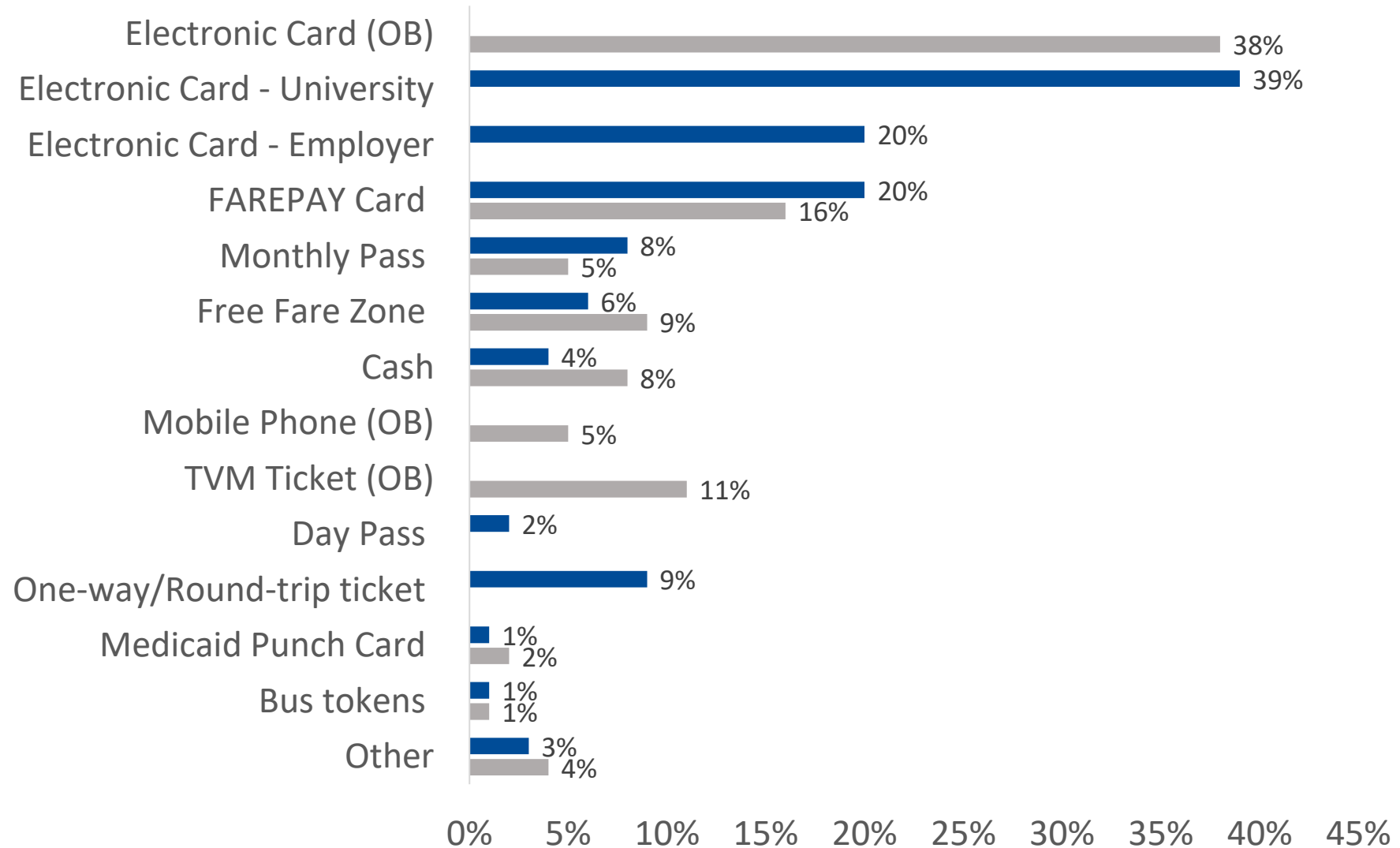
Race/Ethnicity Rider Survey vs. Onboard Survey



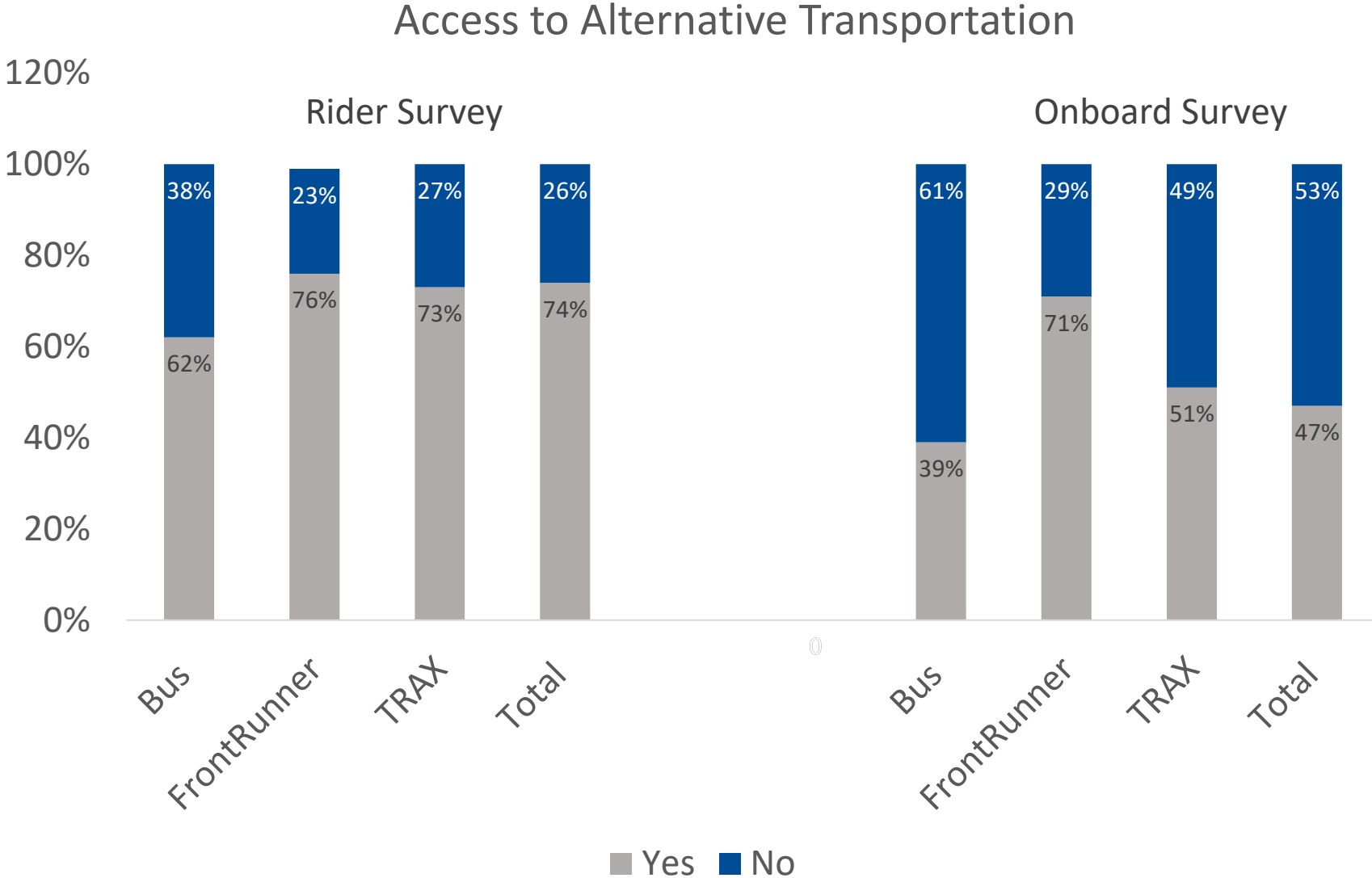
Fare Method



Fare Payment Method
Rider Survey vs. Onboard Survey



Alternative Transportation Access





**COVID RIDER SURVEY
RESULTS
FALL 2020**



Survey Participants

We received 2,029 responses from 115 unique zip codes

66%

have ridden during
COVID-19

74%

have access to
alternative
transportation

58%

use an electronic
fare card
from a university
or employer

Riding Frequency

Current Riders

64% ride at least 1 time per week

45% ride at least 3 times per week

Current Non-Riders

62% of rode at least 1 time per week prior to COVID

50% rode at least 3 times per week

Modes



Bus: 57%



TRAX: 40%



FrontRunner: 49%

UTA Response

76% of participants said they ARE aware of safety measures UTA has taken during COVID-19



Why aren't people riding?

People aren't riding for many reasons:



Work or school from home

55%



Driving personal vehicles

48%



Concern for health and safety

42%

UTA usage during COVID

UTA usage during COVID-19 Spring 2020

School:
1.7%



24%

Work:
37.5%



52%

Healthcare:
14.7%



11%

Errands:
22%



33%

Visits:
7.8%



22%

UTA usage during COVID-19 Fall 2020



Ridership Outlook

Current Work/ School Environment



School or work from home: 28%
School or work on site: 40%
A mix of home and on site: 23%

When will riders' schedules return to normal?



Later than January 1: 35%
I don't know: 33%
Has returned: 23%

When they do, will riders return?



Likely : 49%
Unlikely: 41%

Influential Factors

Factors that will increase likelihood of riding

Current Riders



1. Cleaning/
Disinfecting



2. Passenger
Loads/
Social
Distancing



3. Increased
Service
Levels



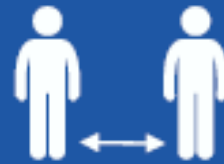
4. Reduced
Fares



Non-Riders



2. Cleaning/
Disinfecting



1. Passenger
Loads/
Social
Distancing



3. Required to
work on-site



4. Increased
Service
Levels



Outlook by Mode

Modes are not mutually exclusive, so there is overlap in the counts on each.

Outlook Measure	Bus (N=1156, 24% not riding)	TRAX (N=808, 35% not riding)	FrontRunner (N=999, 34% not riding)
Schedules	23% returned to normal 36% later than January 33% don't know	22% returned to normal 33% later than January 36% don't know	19% returned to normal 38% later than January 34% don't know
Environment	Work/School from Home: 23% Mix: 23% Work/School out of Home: 44%	Work/School from Home: 31% Mix: 22% Work/School out of Home: 36%	Work/School from Home: 29% Mix: 24% Work/School out of Home: 37%
Likelihood of returning to transit	61% are somewhat to very likely to return, 30% somewhat to very unlikely	49% are somewhat to very likely to return, 40% somewhat to very unlikely	52% are somewhat to very likely to return, 39% somewhat to very unlikely

Discussion Group Recap

- 7 discussion groups - 40 total participants
- 3 with previous survey participants (2 currently riding, 1 not riding) - 13 participants
- 4 with student and university/college affiliated - 27 participants
- Asked about:
 - Riding habits
 - Concerns re: safety, COVID
 - UTA's response
 - Ridership outlook
- Demographics: 33 responded to questions

Key Findings

- ED Pass Partners were included in this survey and almost 40% of participants said they use a university/college transit pass.
- UTA rated positively related to cleaning & disinfecting, safety, service, and communication in response to COVID.
- Social distancing, cleaning and, service remain key factors for both current riders and non-riders in maintaining and gaining ridership.
- There is still uncertainty when people will return to work or school.

Next Steps

- Finish compiling the qualitative data and final reports
- Share reports internally & externally
- Follow up with community to share results
- Continue to check in with riders and the community moving forward

Questions?



Low Income Fare Pilot Program – Part 2



Current UTA Programs

Reduced Fare Program

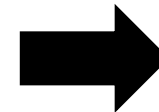
- Seniors 65 + /Medicare cardholders
- Qualified people with disabilities
- Youth (New as of Dec. 1st)
- 50% discount

Horizon Pass Program

- Customers that have been issued a horizon card through Medicaid
- 50% Discount

Homeless Program

- Qualified homeless service providers
- 50% Discount



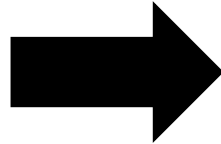
Low Income Pilot (Part 1)

- Human service organizations
- 75% Discount
- Free to end user

Revamp Reduced Fares

Reduced Fare Program

- Seniors 65 + /Medicare cardholders
- Qualified people with disabilities
- Youth (New as of Dec. 1st)
- 50% discount



Opportunities for Improvement

- Develop accessible online application
- Create database
- Single reduced fare card
- Combine paper passes



Low Income Public Pilot – (Part 2)

Horizon Pass Program

- Customers that have been issued a horizon card through Medicaid
- 50% Discount



Low Income Pilot (Part 2)

- Customers apply through UTA
- 50% Discount



Pilot Objectives

- Immediate assistance to low wage workers
- Support economic recovery during COVID-19
- Increase the use of electronic fare media
- Increase ridership
- Align with fare strategy



Current Rider Groups

Reduced Fare Program

- Seniors
- People with Disabilities
- Medicare Cardholders
- Youth

Low Income Pilot (Part 1)

- Homeless
- Refugee
- Parolees
- Addiction Recovery
- Mental Illness
- Seeking Employment

No Specific Discount

- Low Wage Worker
- Seeking Employment
- Other (Retired, Homemaker)



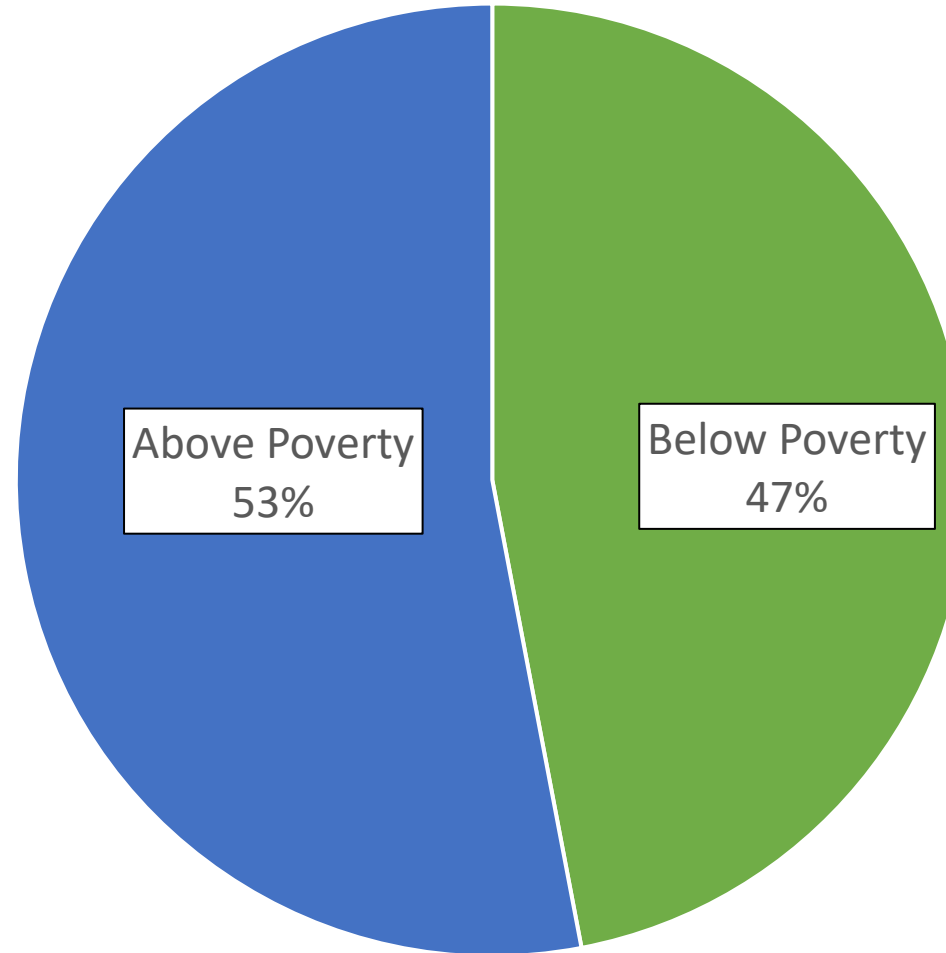
Income Levels

Poverty Guidelines per U.S. Department of Health and Human Services

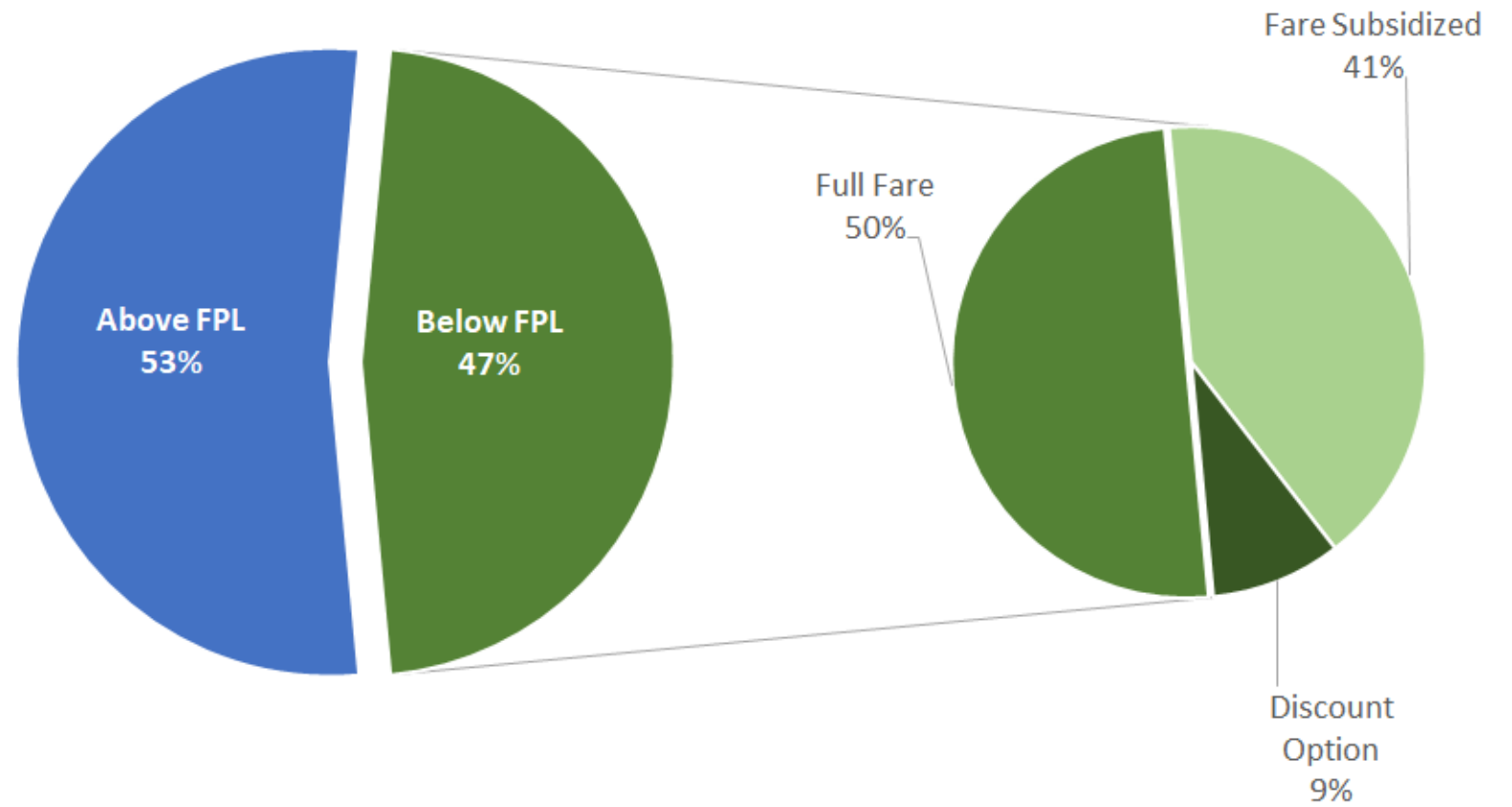
Number in Household	100%	125%	150%	175%	185%	200%
1	\$12,760.00	\$15,950.00	\$19,140.00	\$22,330.00	\$23,606.00	\$25,520.00
2	\$17,240.00	\$21,550.00	\$25,860.00	\$30,170.00	\$31,894.00	\$34,480.00
3	\$21,720.00	\$27,150.00	\$32,580.00	\$38,010.00	\$40,182.00	\$43,440.00
4	\$26,200.00	\$32,750.00	\$39,300.00	\$45,850.00	\$48,470.00	\$52,400.00
5	\$30,680.00	\$38,350.00	\$46,020.00	\$53,690.00	\$56,758.00	\$61,360.00
6	\$35,160.00	\$43,950.00	\$52,740.00	\$61,530.00	\$65,046.00	\$70,320.00
7	\$39,640.00	\$49,550.00	\$59,460.00	\$69,370.00	\$73,334.00	\$79,280.00
8	\$44,120.00	\$55,150.00	\$66,180.00	\$77,210.00	\$81,622.00	\$88,240.00



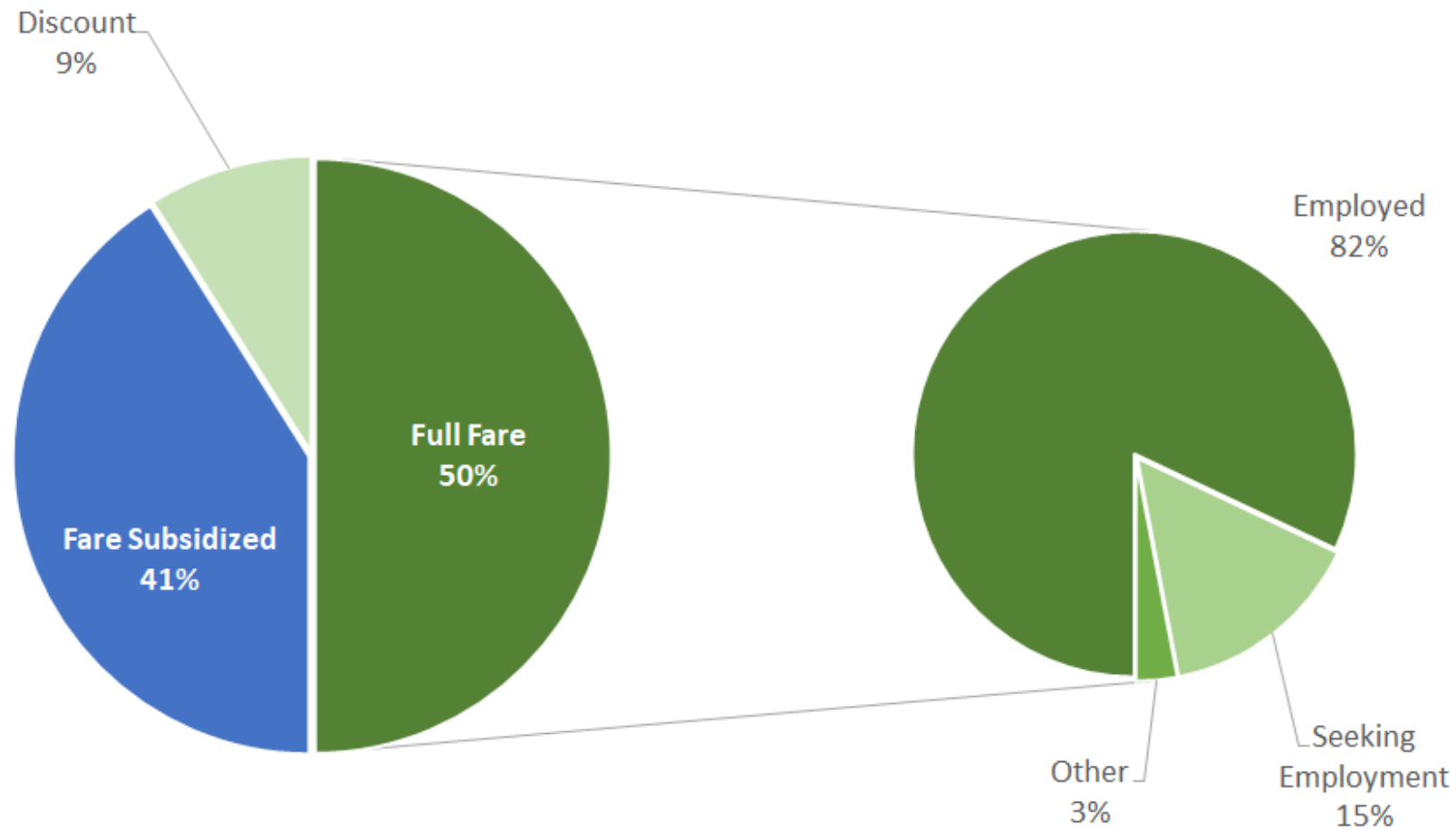
UTA Ridership by Income Level (FPL – 150%)



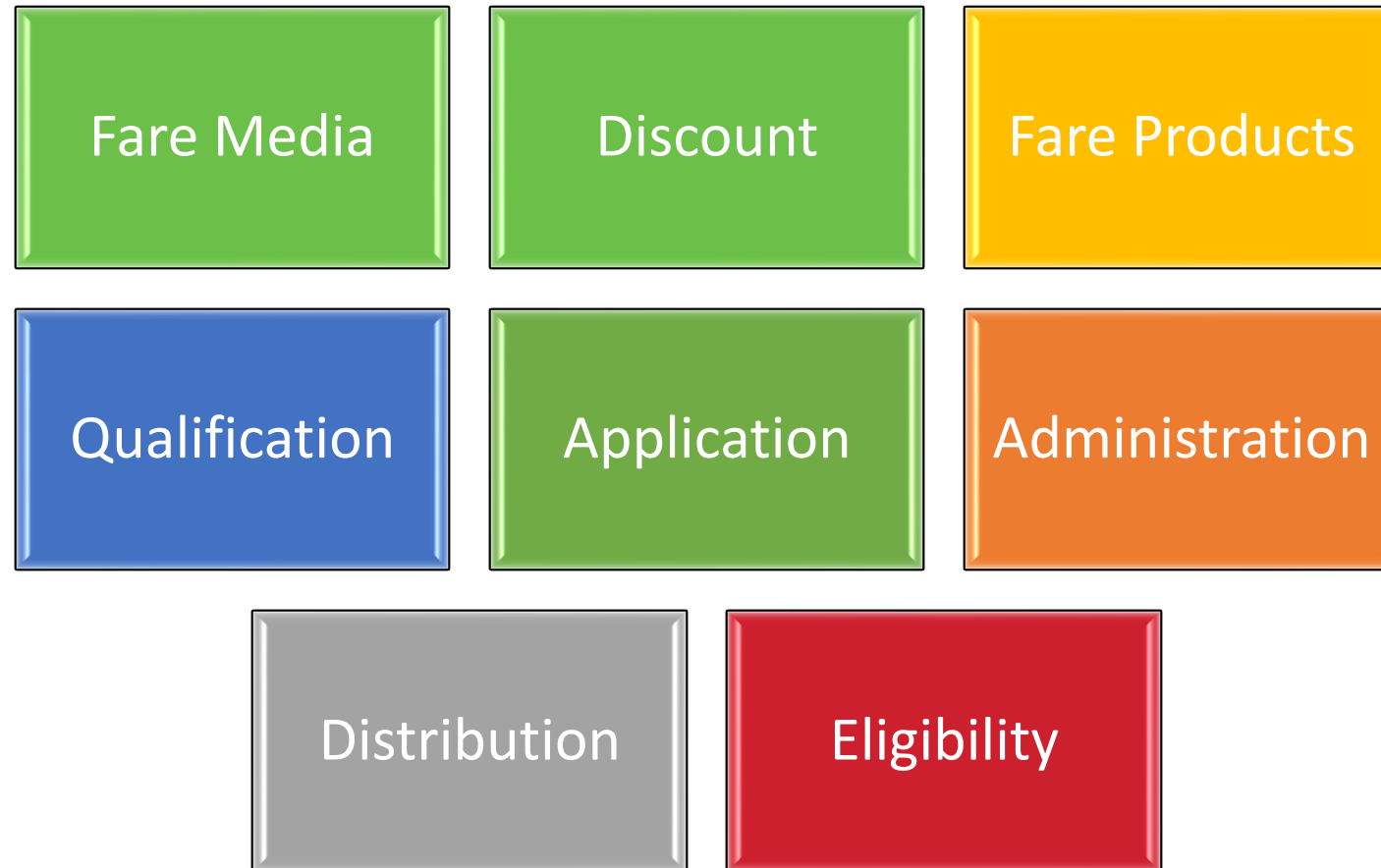
On-Board Survey Data



On-Board Survey Data



Key Pilot Considerations



Key Pilot Considerations

Element	Current	Recommended	Future Option
MEDIA	Paper	FAREPAY	Mobile Device
DISCOUNT	50%	50%	-



Key Pilot Considerations

Element	Current	Recommended	Future Option
FARE PRODUCTS	Monthly Pass	One-Way	Mirror Reduced Fare
QUALIFICATION	Horizon Card	<ul style="list-style-type: none"> • Receiving Other Aid • Income Level 150% FPL 	-



Key Pilot Considerations

Element	Current	Recommended	Future Option
APPLICATION	N/A	<ul style="list-style-type: none">• Online• Cust. Service (Tablet)	Partner Agencies
ADMINISTRATION	UTA	UTA	Partner Agencies
DISTRIBUTION	Mail & Retail Outlets	Mail & Cust. Service	-



Questions or Comments



Fare Capping Pilot Program



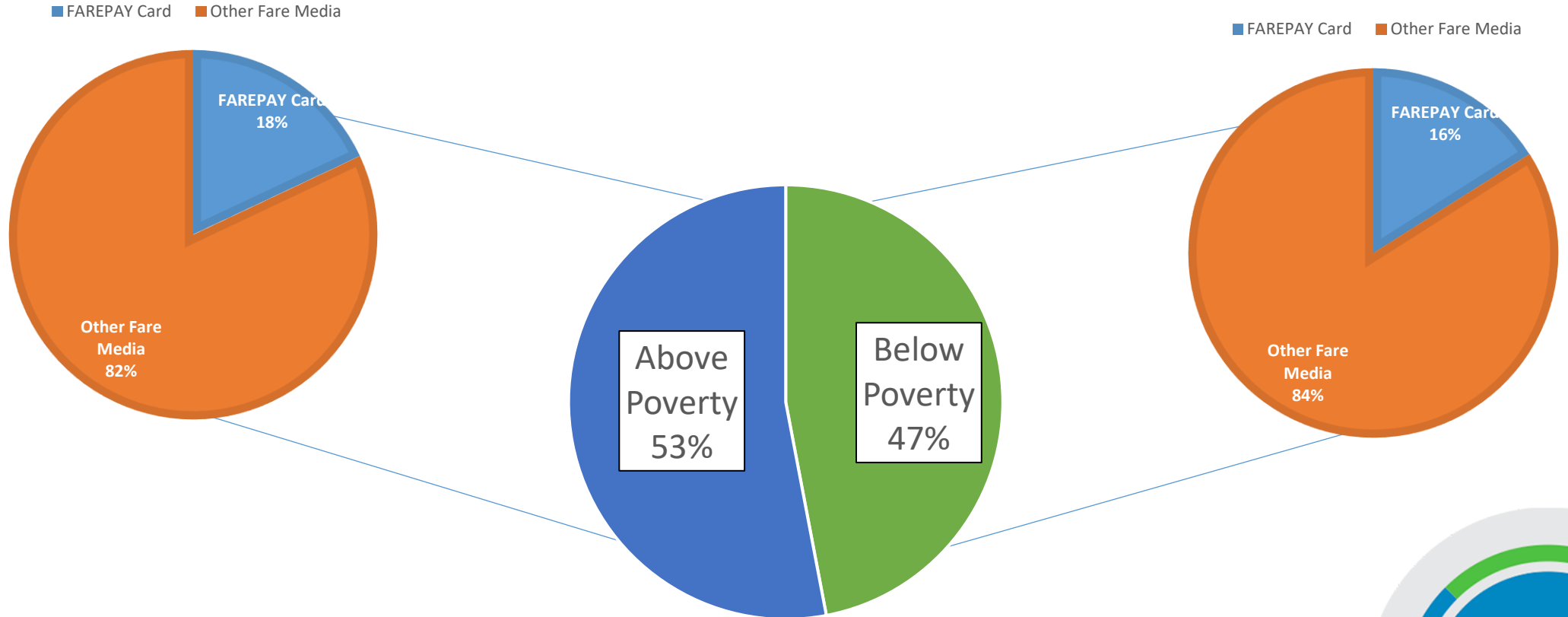
FAREPAY Today



- The UTA FAREPAY card is a reloadable, prepaid, electronic card
- Patrons can load money to use towards any UTA services
- If card has a sufficient balance, it will get a green light when tapped on an electronic reader
- FAREPAY cards receive a 20% discount
- The electronic fare collection system
 - Calculates the fare
 - Reduces the card balance
 - Automatically applies transfer credits



FAREPAY Usage



Pilot Key Elements

What decisions need to be made?

- Select cap amount
 - Regular Daily cap = \$5
 - Regular Weekly cap = \$20
 - Premium Weekly cap = \$40



How Fare Capping Works

- Functionality only works on a prepaid, reloadable card (FAREPAY)
- The current FAREPAY discount of 20% would not apply
- Day Cap – Once a customer takes two trips in a day they have earned the equivalent of a day pass. Total Fare - \$5.00
- Weekly Cap – Once a customer rides four days in the week, the remaining three days will be free. Total Fare - \$20.00 (\$40 if Premium)



Benefits of Fare Capping

- Eliminates the upfront cash burden required for a monthly pass
- Implements a pay-as-you-go infrastructure
- No need to figure out the fare product that gives the best fare possible
- No need to guess the number of trips you will make each day, week, or month



Purpose of Pilot

- Test the new functionality on a controlled group
- Confirm data from the pilot is accurate
- Obtain feedback from users
- Monitor the discount rate on the fare cap amount



Pilot Key Elements

- Select participants for a 6-month pilot program
 - Ask for volunteers from our existing registered FAREPAY customers opt in list
 - Partner with businesses and organizations that work with shift-workers and transit dependent customers



Pilot Next Steps

- Discuss with Board of Trustees
- Receive approval for pilot
- Launch pilot
- Get feedback from participants
- Monitor results
- Go/no-go decision to determine if functionality will be rolled out to all FAREPAY users
 - Title VI analysis
 - Public Outreach
 - Board approval



Questions or Comments



Other Business

- a. Next Meeting: December 9, 2020 at 9:00 a.m.



Adjourn

