

UTA Board of Trustees Meeting

September 25, 2024



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute



Public Comment

- Live comments are limited to 3 minutes per commenter
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make a comment
- Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website
- Any comments received through alternate means were distributed to the board for review in advance of the meeting



Consent Agenda

- a. Approval of September 11, 2024, Board Meeting Minutes



Recommended Action

(by acclamation)

Motion to approve the consent agenda



Reports



Executive Director Report



Executive Director Team Award – Video Security



Executive Director Team Award - Digital Detectives

- UTA's Video Security Surveillance Center, in collaboration with the Transit Control Center (TCC) and the UTA Police, catches serial bike thief
- Four Felony 3 and Class MA cases were closed



Strategic Plan Minute





Strategic Plan Minute

9/25/24

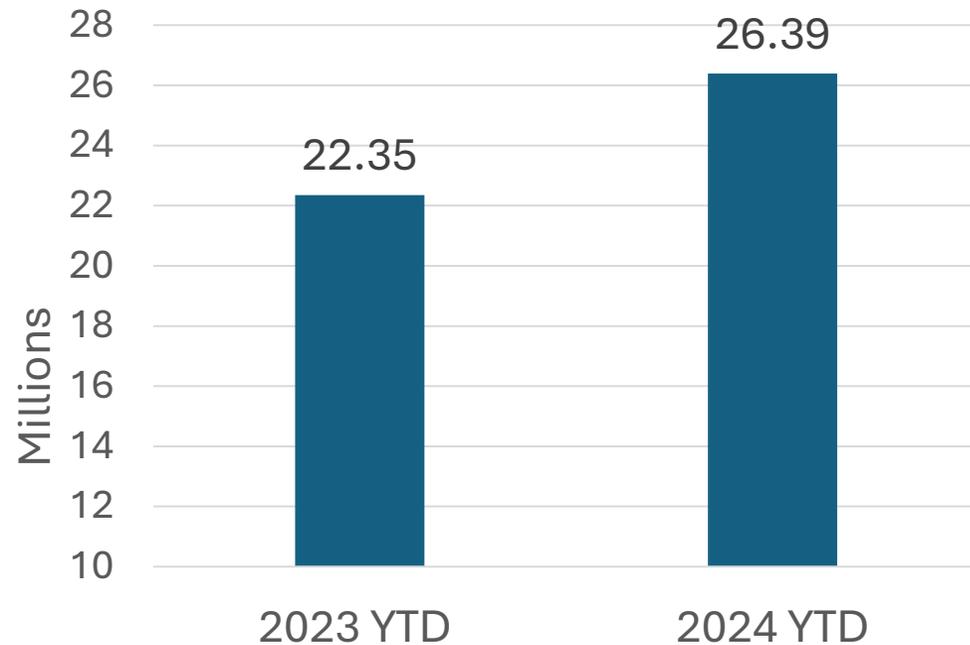




Moving Utahns to a Better Quality of Life



Ridership Annual Target: Increase Ridership 5%



Actual Performance: 18.1% YTD

Resolutions



R2024-09-02 - Resolution Adopting the Murray North Station Area Plan



Murray North Station Area Plan

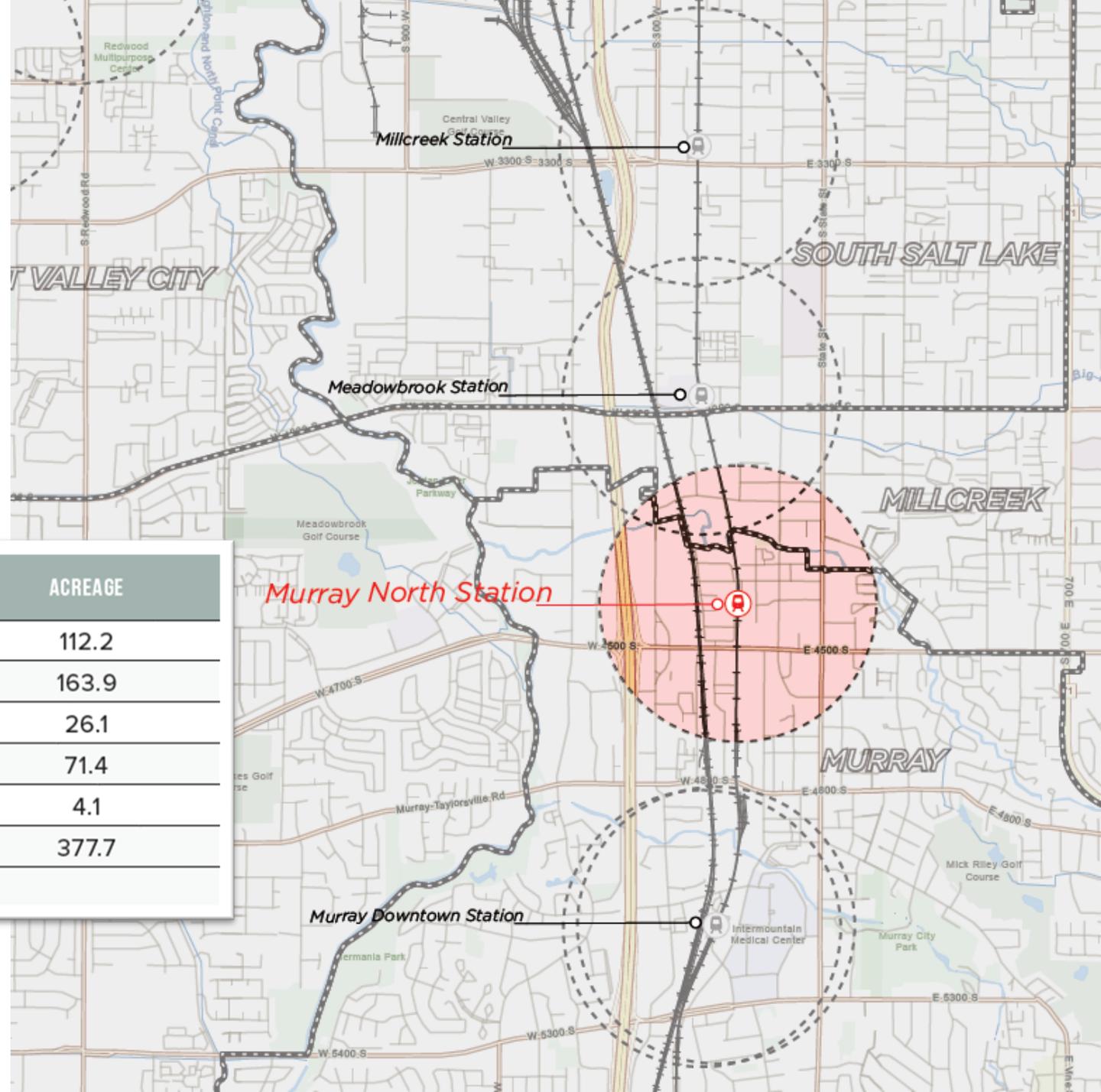
Murray North SAP Area

Station Area Plan Stakeholders

- Murray City
- Millcreek City
- UTA
- WFRC

LAND USE (EXCLUDING ROW & NON-DESIGNATED USES)	PERCENTAGE	ACREAGE
Commercial	29.7%	112.2
Industrial	43.4%	163.9
Single Family Residential	6.9%	26.1
Multi-Family	18.9%	71.4
Transit Infrastructure	1.1%	4.1
TOTAL		377.7

Source: Salt Lake County Assessor



Murray North SAP

Plan Vision & Goals

- Create mixed-use development opportunities
- Improve station access and connectivity
- Enhance community amenities
- Improve safety and high crime areas

Plan Elements

- Recommends a grocery anchor tenant
- Increase missing middle housing development
- Add park and green space amenities
- Construct transit plaza and parking structures



Murray North SAP

Approvals

- **May 13, 2024 - Millcreek City Council**
- **July 16, 2024 – Murray City Council**
- **August 28, 2024 – UTA Local Advisory Council**



Questions & Comments

Recommended Action

(by roll call)

Motion to approve R2024-09-02 – Resolution Adopting the Murray North Station Area Plan, as presented



R2024-09-03 - Resolution Adopting the Clearfield Station Area Plan

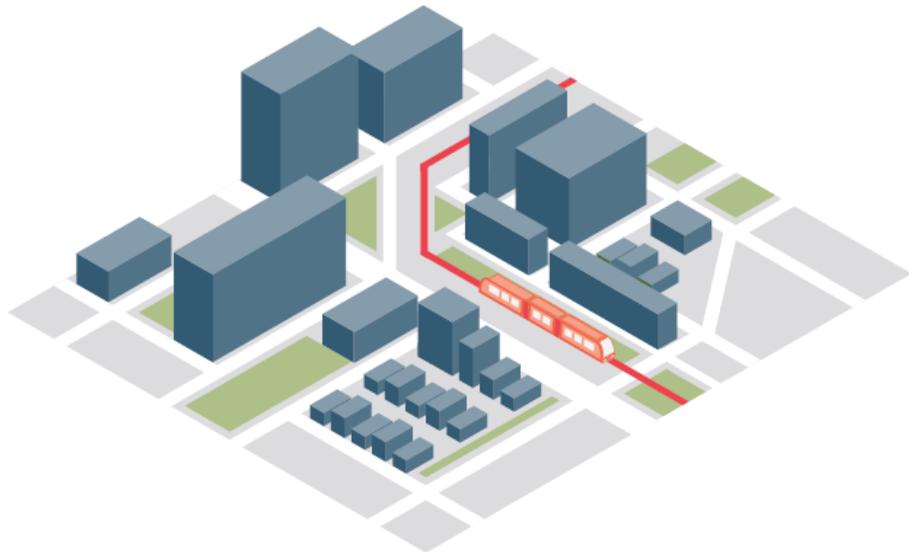


Clearfield Station Area Plan

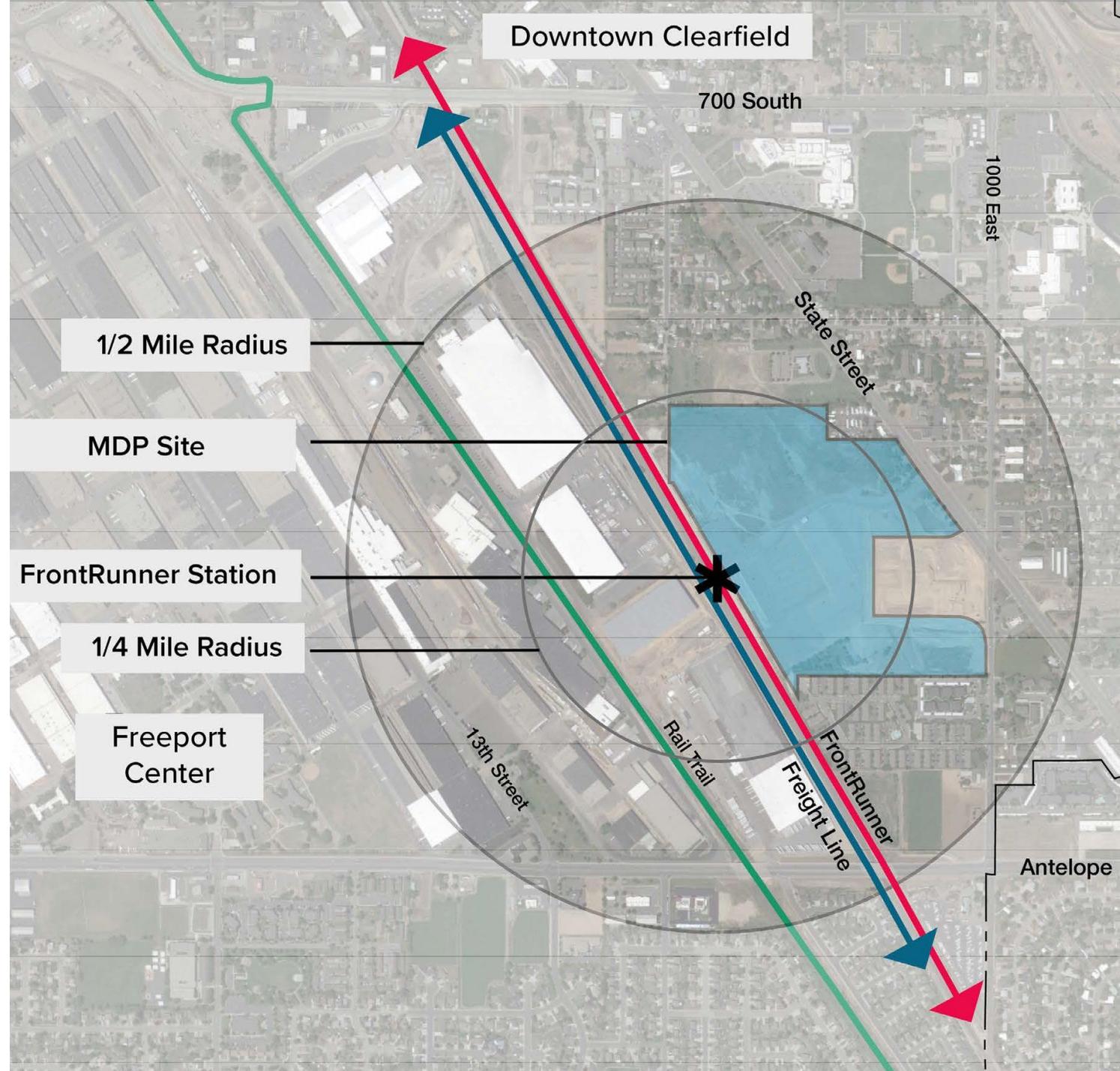
Clearfield SAP

2024 SAP Update

- **HB462 Requirements**
- **Population Growth**
- **Development Pressures**
- **Economic Incentives**
- **Design Guidelines**



Agenda Item 7.b.



Clearfield SAP

Plan Vision & Goals

- Create new destinations and amenities
- Create a complete community
- Generate transit ridership
- Promote quality urban design

Plan Elements

- Establish neighborhood districts
- Define streets and blocks framework plan
- Create a diverse future land use map
- Design an illustrative master plan

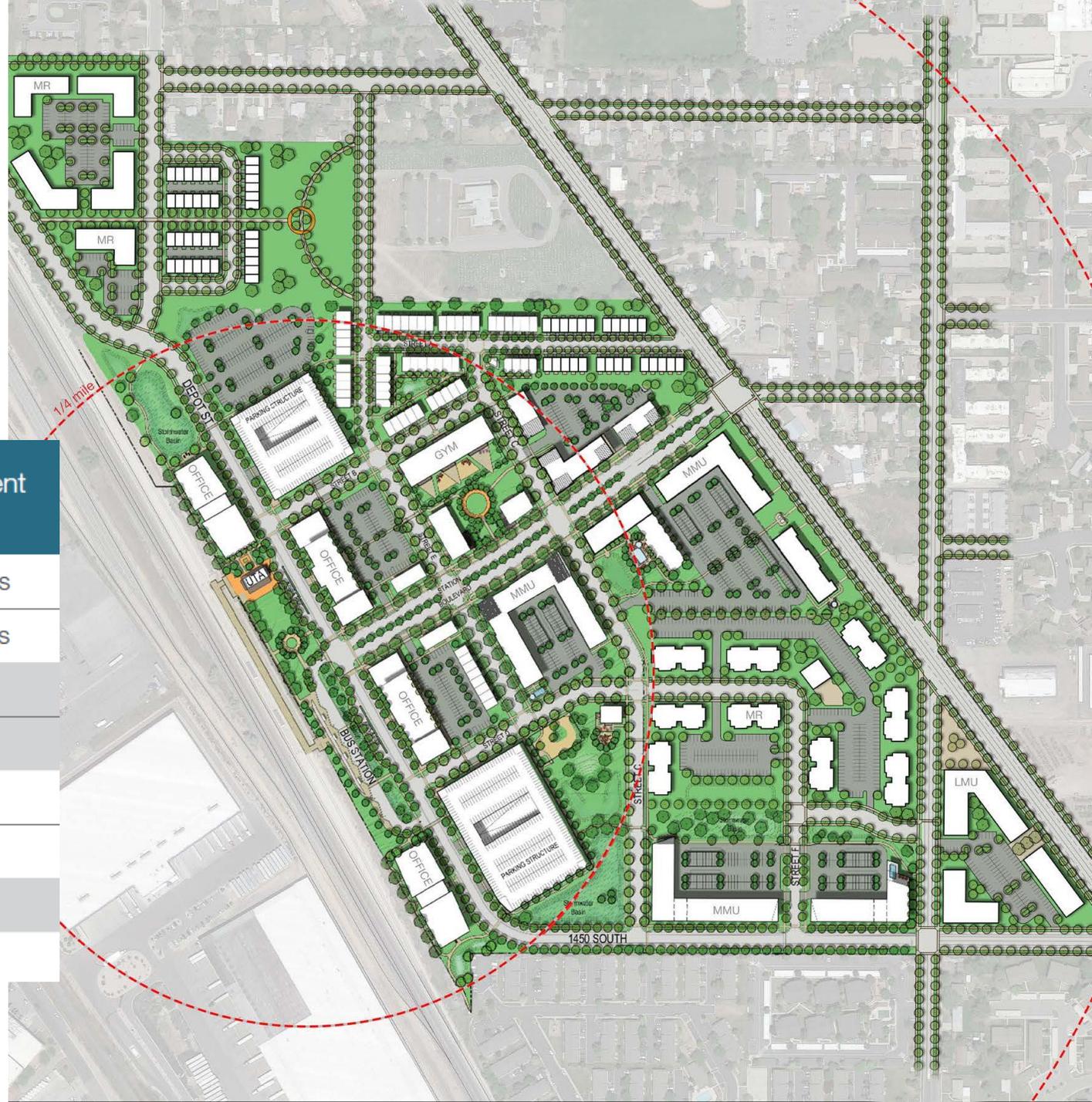


Clearfield SAP

UTA Property

- 56 Acres
- Station District Concept Plan
- Majority of proposed development

Land Use Category	Acres	Development Subtype
Medium-Density Residential	21.9	Townhomes Apartments
Low-Density Mixed-Use	4.3	Retail Office
Medium-Density Mixed-Use	11.6	Retail Office
Office	5.5	n/a
Retail	5.6	n/a



Agenda Item 7.b.

Clearfield SAP

Approvals

- **May 28, 2024 – Murray City Council**
- **August 28, 2024 – UTA Local Advisory Council**



Questions & Comments

Recommended Action

(by roll call)

Motion to approve R2024-09-03 – Resolution Adopting the Clearfield Station Area Plan, as presented



**R2024-09-04 - Resolution Adopting
Revised Board Policy –
Board Policy 3.2 - Service Planning**



Board Policy 3.2 Service Planning

- Clarifies terminology, definitions, and processes
- Defines the approved service planning process
- Adds requirements for Service Design Standards and the Long-Range Transit Plan (LRTP)
- Adds requirement for Board and Advisory Council consultation during the process
- Enhances community engagement
- Adds criteria for related UTA policy
- Clarifies that UTA does not provide Charter Service



Recommended Action

(by roll call)

Motion to approve R2024-09-04 – Resolution Adopting Revised Board Policy –
Board Policy 3.2 - Service Planning, as presented



R2024-09-05 - Resolution Adopting the Capital Project Plan for the S-Line Streetcar Extension and Double Tracking Project



RESOLUTION R2024-09-05

- Board Policy 3.3 requires the Board of the Authority to Approve and Adopt Capital Project Plans
- The S-Line Capital Project Plan:
 - Locally Preferred Alternative – Along Simpson Avenue to Highland Drive, Double Track 500 E to 700 E
 - Project Impacts – Construction, Sugarmont Closure, McClelland Street At-Grade Crossing
 - Benefits – S-Line Visibility, Improved Access to Transit
 - Capital Cost - Double Tracking & Extension and Additional Vehicle
 - Funding Plan – State Funding Sources \$21.9M



RESOLUTION R2024-09-05

- Per Utah Code 72-1-203 UDOT is responsible for oversight and supervision of fixed guideway capital development UTA projects with any state funds
- S-Line Extension and Double Tracking is:
 - Fixed Guideway Capital Development, and
 - State Funded
- By UDOT-UTA Agreement (Board of Trustees approved 5-22-24), on this project:
 - UTA performs management & construction
 - UDOT performs oversight
- UTA actively facilitates UDOT's oversight
- Additional UDOT-UTA Agreements are being developed



Recommended Action

(by roll call)

Motion to approve R2024-09-05 – Resolution Adopting the Capital Project Plan for the S-Line Streetcar Extension and Double Tracking Project, as presented



R2024-09-06 - Resolution Adopting the Authority's Tentative 2025 Budget





R2024-09-06 – Resolution Adopting
the Authority’s Tentative 2025
Budget

September 25, 2024

UTA 



UTA 

2025 Tentative Budget Overview

	FY 2024 Budget	FY 2025 Budget	Change	% Change
Operations	\$425,511,000	\$461,941,000	\$36,430,000	8.6%
Capital	264,540,000	330,231,000	65,691,000	24.8%
TOTAL	\$690,051,000	\$792,172,000	\$102,121,000	14.8%



2025 Operating Budget

Exhibit A

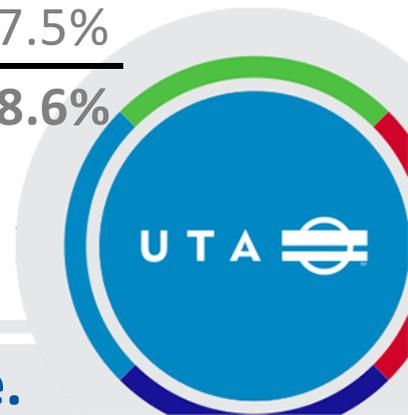
	<u>Revenue</u>	<u>2025 Budget</u>
1	Sales Tax	\$ 516,856,000
2	Federal Preventative Maintenance	72,411,000
3	Passenger Revenue	38,620,000
4	Advertising	2,351,000
5	Investment Income	5,085,000
6	Other Revenues	15,043,000
7	Total Revenue	650,367,000

	<u>Operating Expense</u>	
8	Bus	160,181,000
9	Commuter Rail	37,674,000
10	Light Rail	66,925,000
11	Paratransit	29,991,000
12	Rideshare/Vanpool	3,954,000
13	Microtransit	16,811,000
14	Operations Support	67,899,000
15	Administration	63,214,000
16	Planning/Capital Support	14,292,000
17	Non-Departmental	1,000,000
18	Total Operating Expense	461,941,000

	<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>	
19	Principal and Interest	167,099,000
20	Bond Service Utah County for UVX BRT program	3,378,000
21	Contribution to Reserves	16,128,000
22	Transfer to Capital	1,821,000
23	Total Debt Service, Reserves, Transfers	188,426,000
24	Total Expense	\$ 650,367,000

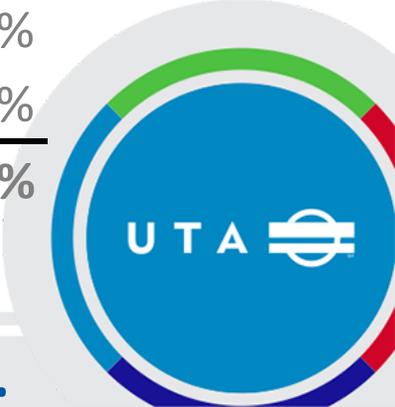
2025 UTA Operating Budget Expenses by Category

Category	FY 2024	FY 2025	Change	% Change
	Adj. Budget	Budget		
Wages	\$201,903,000	\$213,920,000	\$12,017,000	6.0%
Fringe	100,604,000	109,593,000	8,989,000	8.9%
Services	45,966,000	60,479,000	14,513,000	31.6%
Fuel/Power	35,490,000	33,711,000	(1,779,000)	-5.0%
Parts	25,904,000	29,548,000	3,644,000	14.1%
Utilities	7,373,000	7,228,000	(145,000)	-2.0%
Other O&M	20,901,000	23,562,000	2,661,000	12.7%
Capitalized Costs	(12,630,000)	(16,102,000)	(3,472,000)	27.5%
Total Budget	\$425,512,000	\$461,941,000	\$36,429,000	8.6%



2025 UTA Operating Budget Expenses by Office

Office	FY 2024	FY 2025	Change	% Change
	Adj. Budget	Budget		
Board	\$3,370,000	\$3,517,000	\$147,000	4.4%
Executive Director	6,522,000	7,595,000	1,073,000	16.5%
Operations	318,942,000	343,300,000	24,358,000	7.6%
Finance	20,287,000	21,526,000	1,239,000	6.1%
Capital Services	7,543,000	8,183,000	640,000	8.5%
Planning & Engagement	23,144,000	27,397,000	4,253,000	18.4%
Enterprise Strategy	28,645,000	31,267,000	2,622,000	9.2%
People	12,098,000	13,343,000	1,245,000	10.3%
Communication	4,279,000	4,812,000	533,000	12.5%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	\$425,512,000	\$461,941,000	\$36,429,000	8.6%



2025 UTA Operating Budget Expenses by Mode

Mode	FY 2024	FY 2025	Change	% Change
	Adj. Budget	Budget		
Bus	\$143,838,000	\$160,181,000	\$16,343,000	11.4%
Commuter Rail	38,015,000	37,674,000	(341,000)	-0.9%
Light Rail	64,499,000	66,925,000	2,426,000	3.8%
Paratransit	29,221,000	29,991,000	770,000	2.6%
Rideshare/Vanpool	4,012,000	3,954,000	(58,000)	-1.4%
Microtransit	12,949,000	16,811,000	3,862,000	29.8%
Operations Support	64,622,000	67,899,000	3,277,000	5.1%
Administration	54,050,000	63,214,000	9,164,000	17.0%
Planning/Capital Support	13,623,000	14,292,000	669,000	4.9%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	\$425,512,000	\$461,941,000	\$36,429,000	8.6%

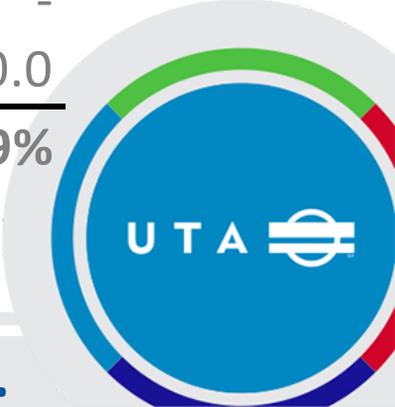


UTA FTE Summary by Office

2024 Budget and 2025 Tentative Budget

UTAH TRANSIT AUTHORITY

Office	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Board	16.0	15.0	(1.0)	(0.1)
Executive Director	32.5	33.5	1.0	0.0
Operations	2,328.7	2,350.7	22.0	0.0
Finance	136.0	139.0	3.0	0.0
Capital Services	59.0	64.0	5.0	0.1
Planning & Engagement	84.2	100.6	16.3	0.2
Enterprise Strategy	125.0	131.0	6.0	0.0
Communications	17.5	17.5	-	-
People	94.0	97.0	3.0	0.0
Total FTE	2,892.9	2,948.2	55.3	1.9%



UTA FTE Summary by Mode

2024 Budget and 2025 Tentative Budget

UTAH TRANSIT AUTHORITY

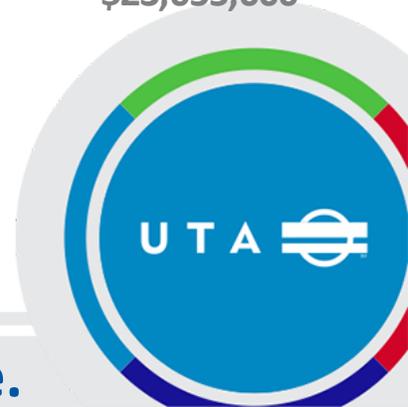
Mode	FY 2024	FY 2025	Change	% Change
	Adj. Budget	Budget		
Bus	1,233.0	1,255.0	22.0	1.8%
Commuter Rail	201.5	201.5	-	0.0%
Light Rail	446.0	446.0	-	0.0%
Paratransit	203.0	203.0	-	0.0%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	5.0	6.0	1.0	20.0%
Operations Support	489.4	493.4	4.0	0.8%
Administration	218.0	227.0	9.0	4.1%
Planning/Capital Support	86.0	105.3	19.3	22.5%
Non-Departmental	-	-	-	-
Total Division	2,892.9	2,948.2	55.3	1.9%



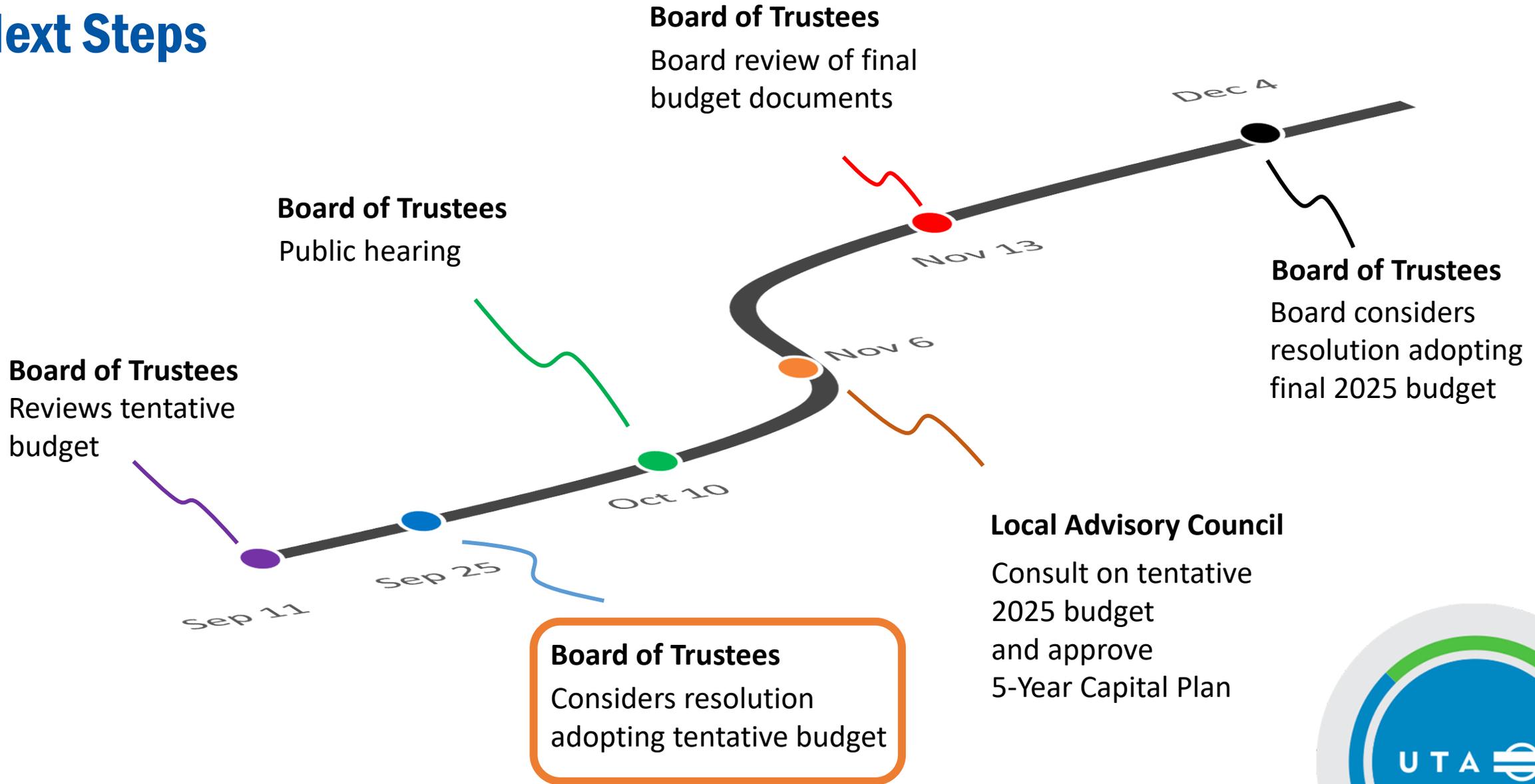
2025 Capital Budget Summary

UTAH TRANSIT AUTHORITY

Reporting Group	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease	2025 Bonds
5310 Projects	\$ 6,121,000	\$ 5,542,000	\$ 490,000	\$ 89,000	\$ -
Capital Projects	126,612,000	60,058,000	46,019,000	20,535,000	-
Charging Infrastructure	2,286,000	-	-	2,286,000	-
Facilities	44,566,000	12,846,000	4,100,000	22,265,000	5,355,000
Information Technology	22,975,000	2,400,000	-	20,575,000	-
Infrastructure SGR Projects	41,187,000	17,534,000	30,000	23,623,000	-
Planning	1,630,000	-	-	1,630,000	-
Property/TOC	4,213,000	540,000	-	3,673,000	-
Revenue/Service Vehicles	77,803,000	27,766,000	-	32,337,000	17,700,000
Safety and Security	2,838,000	885,000	-	1,953,000	-
Grand Total	\$330,231,000	\$127,571,000	\$50,639,000	\$128,966,000	\$23,055,000



Next Steps



Questions?



Recommended Action

(by roll call)

Motion to approve R2024-09-06 - Resolution Adopting the Authority's Tentative 2025 Budget, as presented



**R2024-09-07 - Resolution Authorizing
Execution of Addendum 8 to the Salt
Lake City Transit Master Plan Interlocal
Agreement for 2024-2025 Frequent
Transit Network Routes**

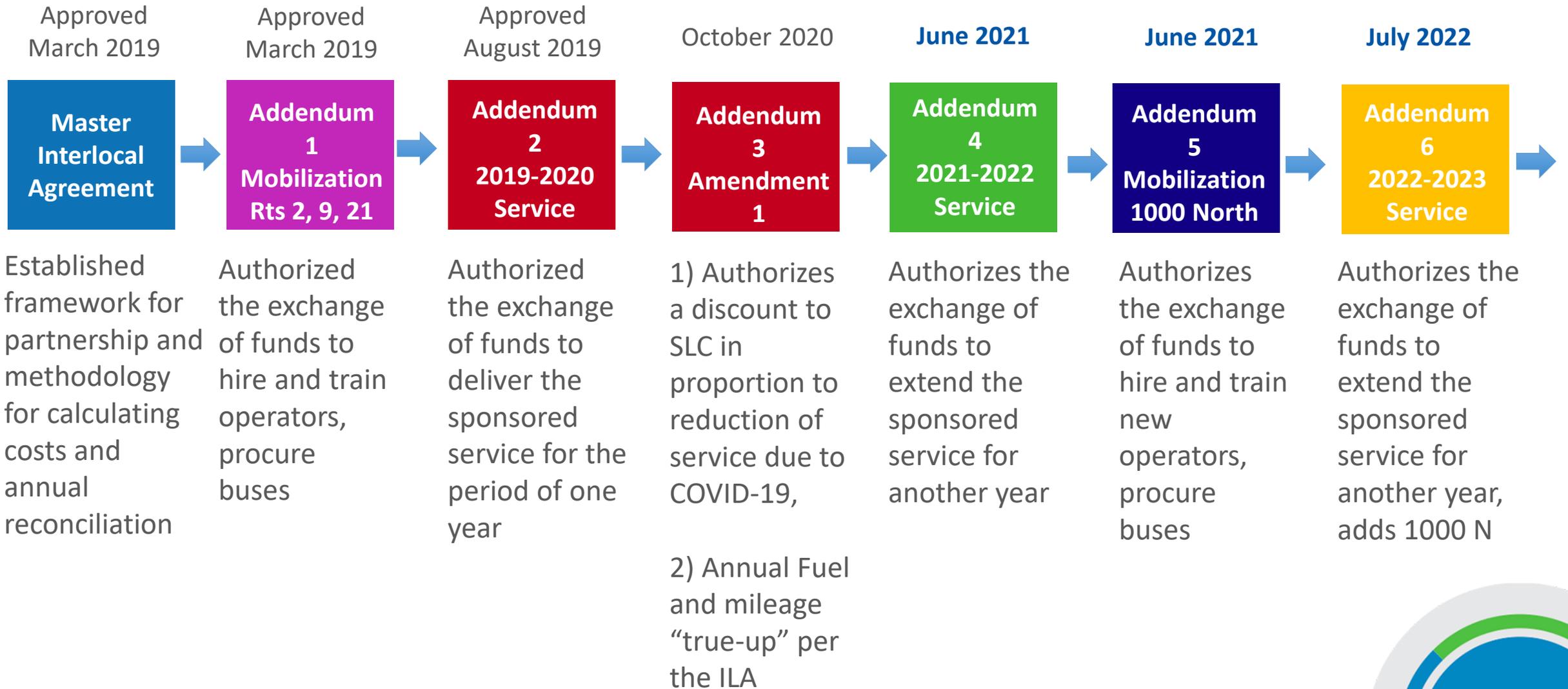


Salt Lake City Transit Master Plan Implementation Interlocal Cooperation Agreement

Addendum 8



Agenda Item 7.f.



May 2023

Today

**Addendum
7
2023-2024
Service**



**Addendum
8
2024-2025
Service**

Authorizes the exchange of funds to extend the sponsored service for another year

Authorizes the exchange of funds to extend the sponsored service for another year





Addendum 8 – 2024-2025 Service

Miles & Service

483,542 miles City Sponsored Service

Fuel

\$3.17/gallon

4.87 gallons/mile

Financial

2.2% inflation rate

Based on 2023 NTD costs/mile

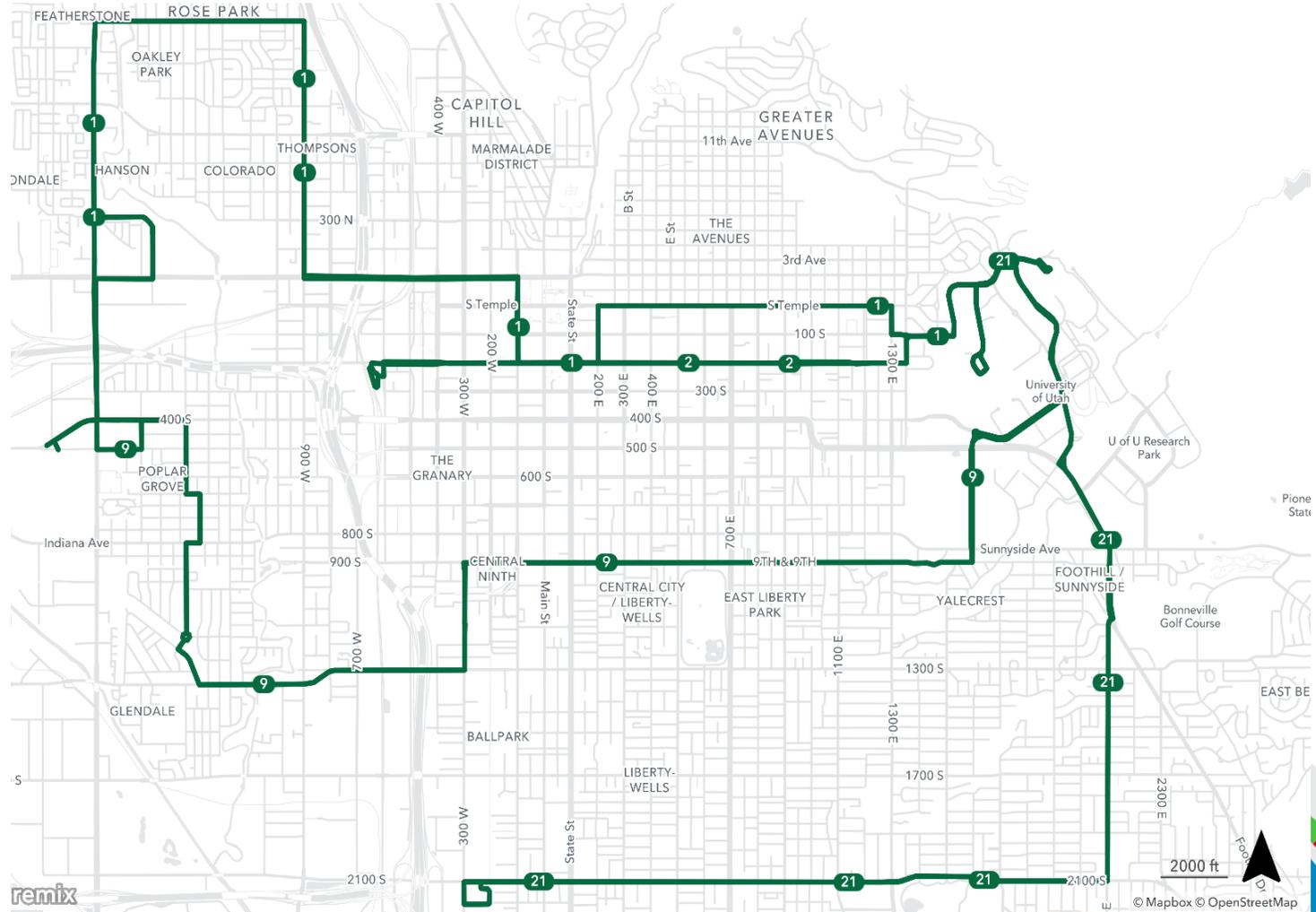
\$49,306 actual vehicle lease rate 10

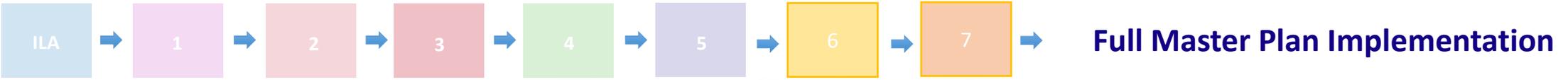
\$43,845 actual vehicle lease rate 4

\$643,787 Paratransit

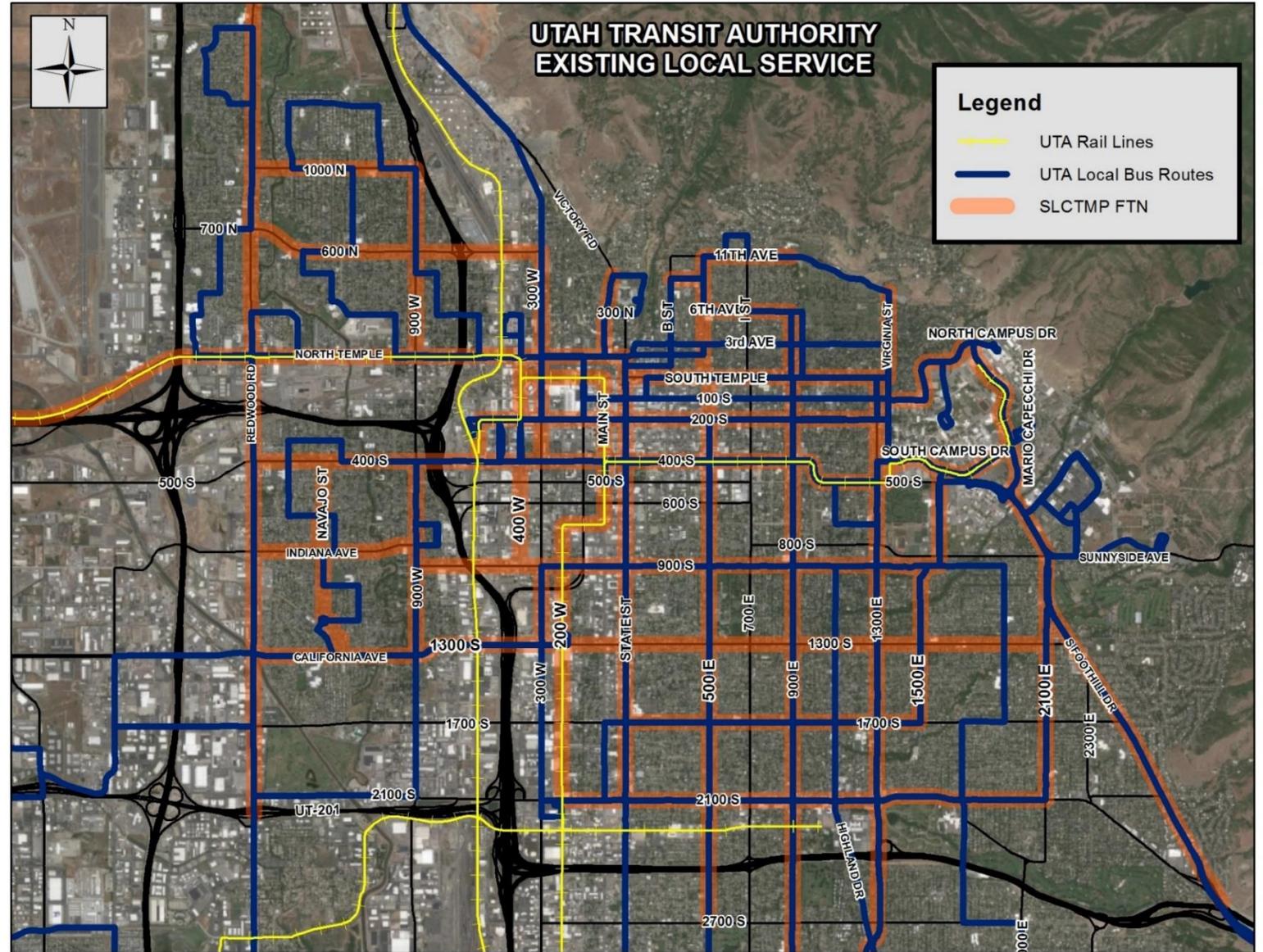
Total Amount (Addendum 8):

\$6,310,853





- Twenty-year agreement
- Goal is full implementation of the Salt Lake City Transit Master Plan



Recommended Action

(by roll call)

Motion to approve R2024-09-07 - Resolution Authorizing Execution of Addendum 8 to the Salt Lake City Transit Master Plan Interlocal Agreement for 2024-2025 Frequent Transit Network Routes, as presented

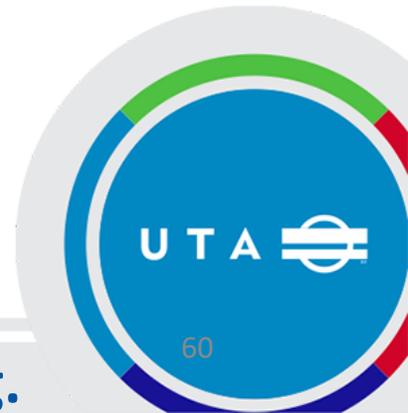


R2024-09-08 - Resolution Authorizing the Handling of Funds, and the Investment and Disbursement of Monies



Updates to Prior Resolution

- Rescinds Resolution R2023-07-07.
- Replaces the title of Assistant Treasurer with Associate Chief Financial Officer.



Areas of Authority

- Authorized to invest or reinvest, establish accounts with financial institutions, settle debts, obligations, and liabilities consistent with Board Policy.
 - Chair, Executive Director, Treasurer, Comptroller, and Associate Chief Financial Officer.
- Authorized to approve wire transfers, Automated Clearing House (ACH) payments, and sign checks. (Payments over \$5,000 require the signature of two authorized persons)
 - Chair, Executive Director, Treasurer, Associate Chief Financial Officer, Comptroller, or Deputy Comptroller.



Questions?



Recommended Action

(by roll call)

Motion to approve R2024-09-08 – Resolution Authorizing the Handling of Funds, and the Investment and Disbursement of Monies, as presented

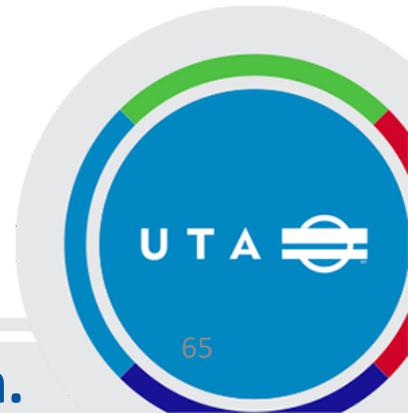


R2024-09-09 - Resolution Designating Authorized Users for the Authority's Utah Public Treasurers' Investment Fund Accounts



Updates to Prior Resolution

- Rescinds Resolution R2023-06-05.
- Lists Viola Miller, UTA Chief Finance Officer; Brian Reeves, UTA Associate Chief Financial Officer; and Robert Lamph, UTA Comptroller as designated users of the Public Treasurer Investment Fund.



Questions?



Recommended Action

(by roll call)

Motion to approve R2024-09-09 – Resolution Designating Authorized Users for the Authority’s Utah Public Treasurers’ Investment Fund Accounts, as presented



Contracts, Disbursements, and Grants



Contract: S-Line Extension Phase 1 Pre-Construction Design Services (Kiewit Infrastructure West Corporation)

Recommended Action (by acclamation)

Motion to approve the contract with Kiewit Infrastructure West Corporation for S-Line Extension Phase 1 Pre-Construction Design Services, as presented



Contract: Drug and Alcohol Third Party Administrator (WorkforceQA, LLC.)

Recommended Action (by acclamation)

Motion to approve the contract with WorkforceQA, LLC. for Drug and Alcohol Third Party Administrator Services, as presented



Contract: Occupational Medical Services (Intermountain WorkMed, LLC./ IHC Health Services, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Intermountain WorkMed, LLC./
IHC Health Services, Inc. for Occupational Medical Services, as presented



Contract: Information Technology Research and Advisory Services (Info-Tech Research Group, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Info-Tech Research Group, Inc. for Information Technology Research and Advisory Services, as presented



Contract: Timpanogos Bus Facility Used Oil and Coolant Tanks (Spackman Enterprises, L.C.)

Recommended Action (by acclamation)

Motion to approve the contract with Spackman Enterprises, L.C. for Timpanogos Bus Facility Used Oil and Coolant Tanks, as presented



Budget and Other Approvals



2024 Transit Asset Management Plan and Group Sponsor Transit Asset Management Plan



Summary of Request

- FTA Regulation requires transit agencies to plan for maintenance and rehabilitation of assets for all federal grant recipients
- UTA's Transit Asset Management (TAM) Plan meets this requirement
 - Updated every two years and presented to Board of Trustees for approval
- Staff requests that the Board of Trustees authorize the Executive Director to sign the TAM Plan update as the agency's Accountable Executive after the Board of Trustees presentation in the 11 September 2024 meeting



Questions?



Recommended Action

(by acclamation)

Motion to approve the 2024 Transit Asset Management Plan and Group Sponsor Transit Asset Management Plan, as presented



Discussion Items



Next Generation Fare Collection System Update



NEXT GENERATION FARE COLLECTION PROJECT

Phase and Project Timeline

Phase	Project	2021	2022	2023	2024	2025	2026
Phase- C	Contract Process		Complete				
Phase- 1	Program Planning and Design			Complete			
	Ticket Vending Machines "TVMs"				In-Progress		
Phase- 2	Bus and Station/Platform Validators				In-Progress		
Phase- 3	Fare Inspection Devices				In-Progress		
	Vend FAREPAY Cards at TVMs				In-Progress		
	Customer Web Portals				In-Progress		
Phase- 4	Mobile App					Not-Started	
	Other Items as Needed					Not-Started	
	Final System Acceptance						NS



PHASE 1

Replacement of 140 Ticket Vending Machines “TVMs” (Now through Q4 of 2024)

- TVMs Installation started on July 9
 - Established working group
 - Mindful of State of Good Repair projects and events
 - Weekly feedback from internal UTA
- ~44% of TVMs have been replaced, as of September 1
 - Estimated completion by the end of October 2024



Agenda Item 10.a.

PHASE 2

Bus and Station/Platform Validator Replacement (Now through Q2 of 2025)

Bus Validator



Station/Platform Validator



Acceptance Testing

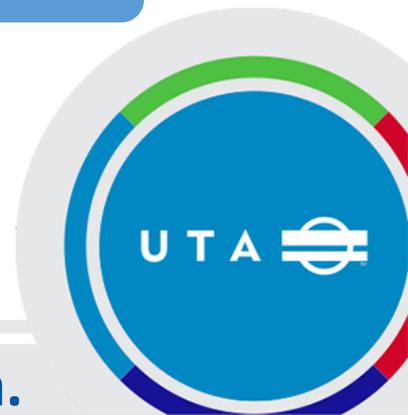
- Now through October 28

Pilot Test

- (10) Salt Lake Central
- (14) Various bus configurations

2025 Start Install

- Bus Q1
- Station/Platform Q2



PHASE 3 (Now through Q4 of 2025)

Simplified Purchasing
Experience at TVMs

Integrated Fare
Payment Platform

Inspection Devices



SIMPLIFIED PURCHASING EXPERIENCE

- FAREPAY Cards will be available at TVMs!
- Customers will have access to the following updated features:
 - Reload or check the balance on their current FAREPAY Card
 - Purchase a new FAREPAY Card
- Transition away from tickets to account based transactions with fare cap pricing



UTA CUSTOMERS MUST CURRENTLY USE MANY UNIQUE PLATFORMS TO MANAGE THEIR FARE

UNIQUE CUSTOMER PLATFORMS

FAREPAY

- FAREPAY Portal
- Managed by 3rd Party
- Add funds to FAREPAY Card
- Username and Password Req.

Pass Partners

- Partner Portal
- Managed by UTA
- Administer Cards
- Username and Password Req.

Mobile

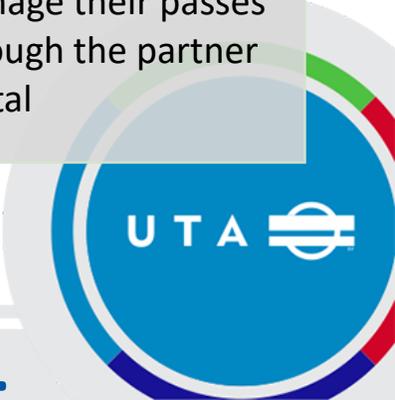
- Transit App
- Managed by a 3rd Party
- Username and Password Req.

Reduced FARE

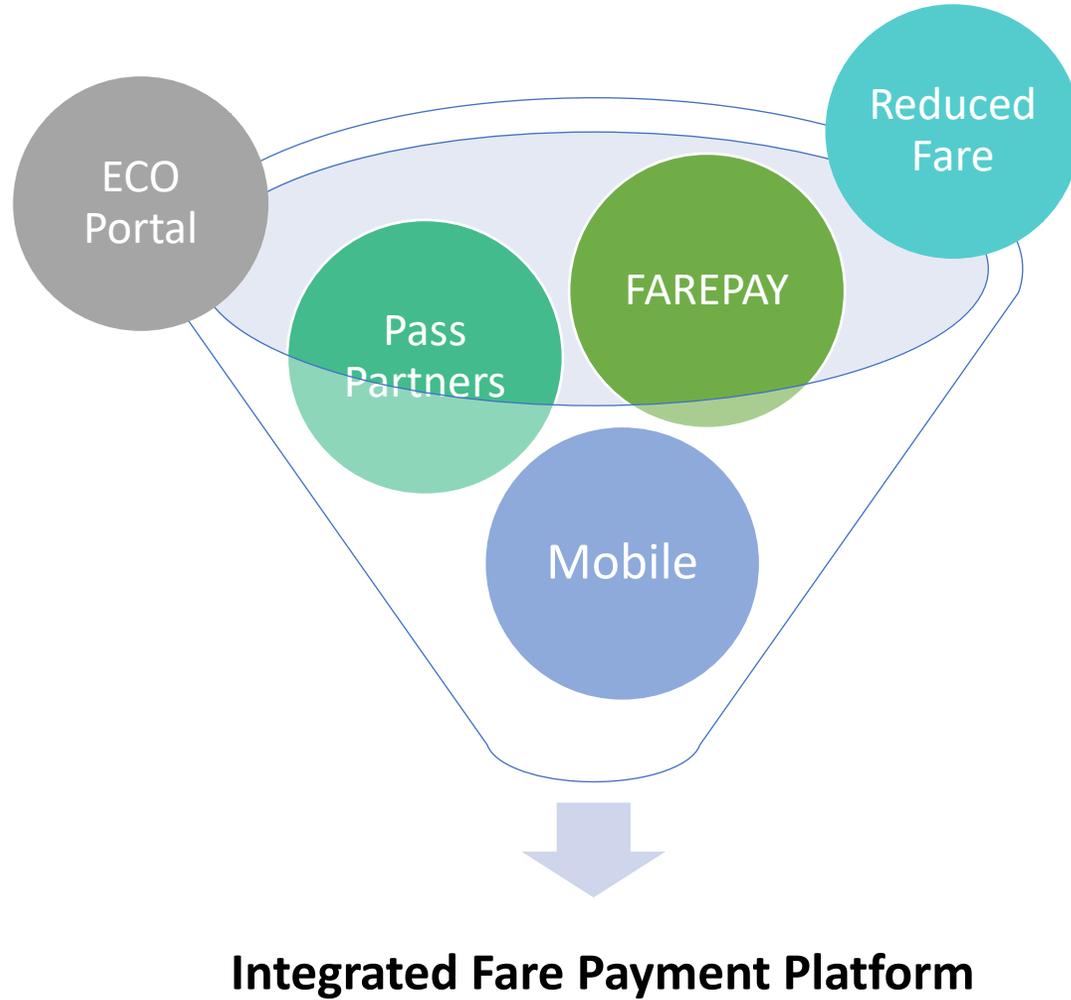
- Reduced Fare Portal
- Managed by UTA
- Reduced Fare application
 - Customer Form
 - UTA Administration
- Username and Password Req.
- **Will use the FAREPAY portal to add funds*

ECO Pass Renewals

- ECO Renewal Portal
- Managed by UTA
- Partner manages card contract using this website
- Username and Password Req.
- **Partners will manage their passes through the partner portal*



THE FUTURE VISION IS A SIMPLIFIED CUSTOMER EXPERIENCE



- All customer fare payment features will be accessible under one Integrated Fare Payment Platform
- This will provide a simplified and streamlined experience

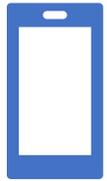


PHASE 3: Fare Inspection Devices

- Worked closely with UTA staff to gather feedback and simplify their process
 - Updated general functionality
 - New printer capability for citations



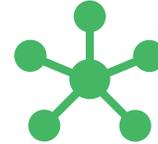
PHASE 4: Finishing Touches (Start 2025)



Mobile App



Open Payment



Paratransit
Integration

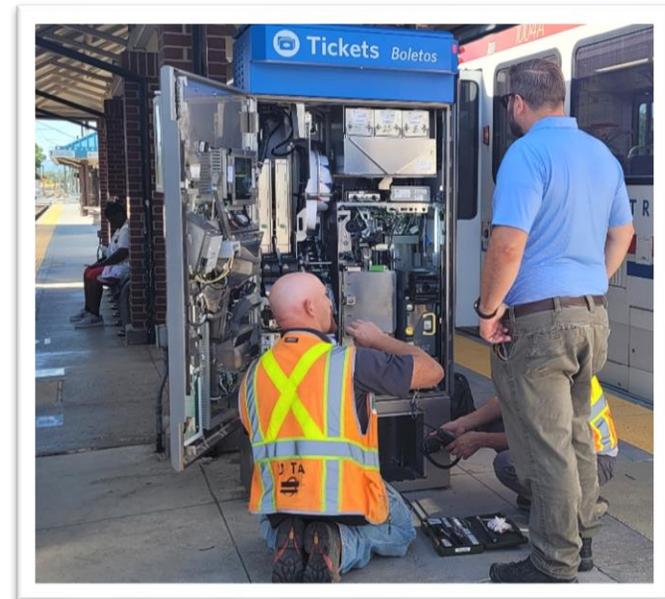
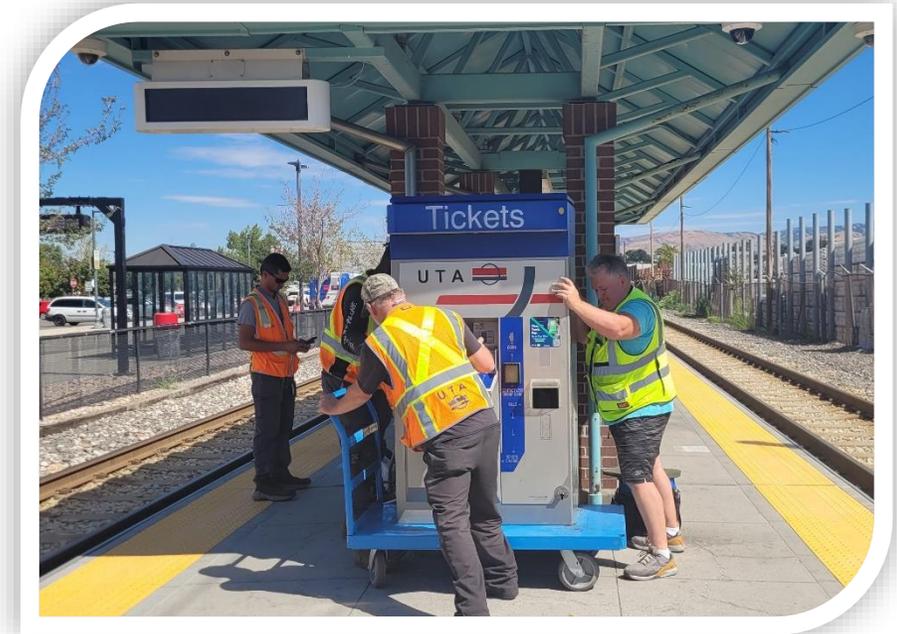


Other as needed



OTHER THINGS TO NOTE...

- This project is currently on schedule and in budget
- Potential impacts to the schedule:
 - Moving into Fall/Winter weather
 - Change Day April 2025
 - Fare policy updates are needed to support new functionality



MANY UTA DEPARTMENTS CONTRIBUTE TO THE SUCCESS OF THIS PROJECT:

FACILITIES	REVENUE PROCESSORS	TVM TECHS	FARE OPERATIONS	DATA GOVERNANCE
MARKETING/ COMMS.	INFORMATION TECHNOLOGY	CUSTOMER EXPERIENCE	CUSTOMER SERVICE	FINANCE
BUS & RAIL OPERATIONS	LEGAL	CAPITAL	TRANSIT POLICE	COMMUNITY ENGAGEMENT

Thank You



Other Business

- a. Next Meeting: Wednesday, October 9, 2024, at 9:00 a.m.



Adjourn

