

UTA Board of Trustees Meeting

October 9, 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 25, 2024, Board Meeting Minutes



Recommended Action

(by acclamation)

Motion to approve the consent agenda



Reports



Executive Director Report



Sales Tax Revenue Refunding Bonds Issuance



Issuance of Sales Tax Revenue Refunding Bonds

■ Highlights

- On August 30, 2024, UTA successfully issued Sales Tax Revenue Refunding Bonds, Series 2024
 - \$419,365,000 - Senior Bonds, Final Maturity of June 15, 2042,
 - \$120,975,000 - Subordinate Bonds, Final Maturity of June 15, 2040
 - Interest rate of 5.0%
 - 10-year par call option on June 15, 2034

■ Benefits Achieved

- Investor orders were 2.6x oversubscribed
- Redeemed all \$461.5 million of UTA's Build America Bonds outstanding (Series 2009B & Series 2010)
- Purchased \$83 million (par amount) additional tendered bonds of various maturities
- While NPV savings of 5% target was not achieved, it removed subsidy payment risk and debt service decreased by \$85 million



Strategic Plan Minute



Agenda Item 6.b.



Strategic Plan Minute

10/09/24



Agenda Item 6.b.



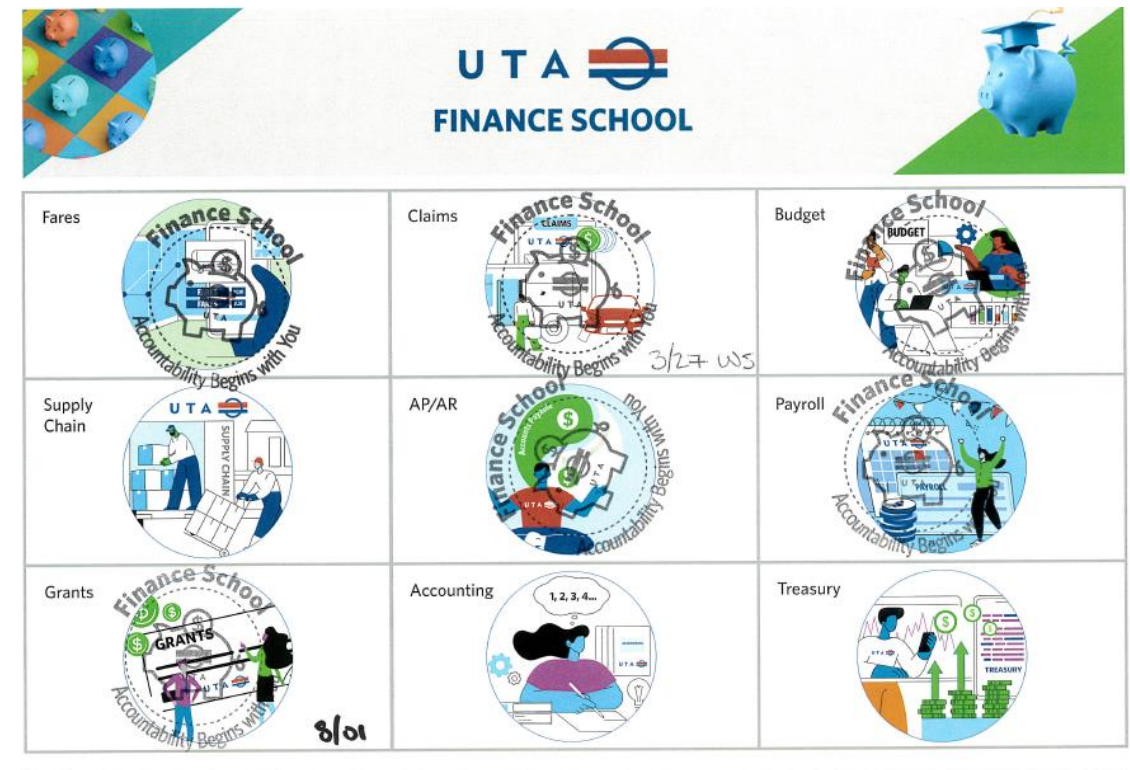
Generating Critical Economic Return



Strategic Initiative: Develop UTA Finance School

Results:

- 9 Topics Covered
- 243 Classes Offered
- 9 Different UTA Locations
- 1,801 Attendees



Monthly Operating Financial Report August 2024













October 9, 2024



Agenda Item 6.c.

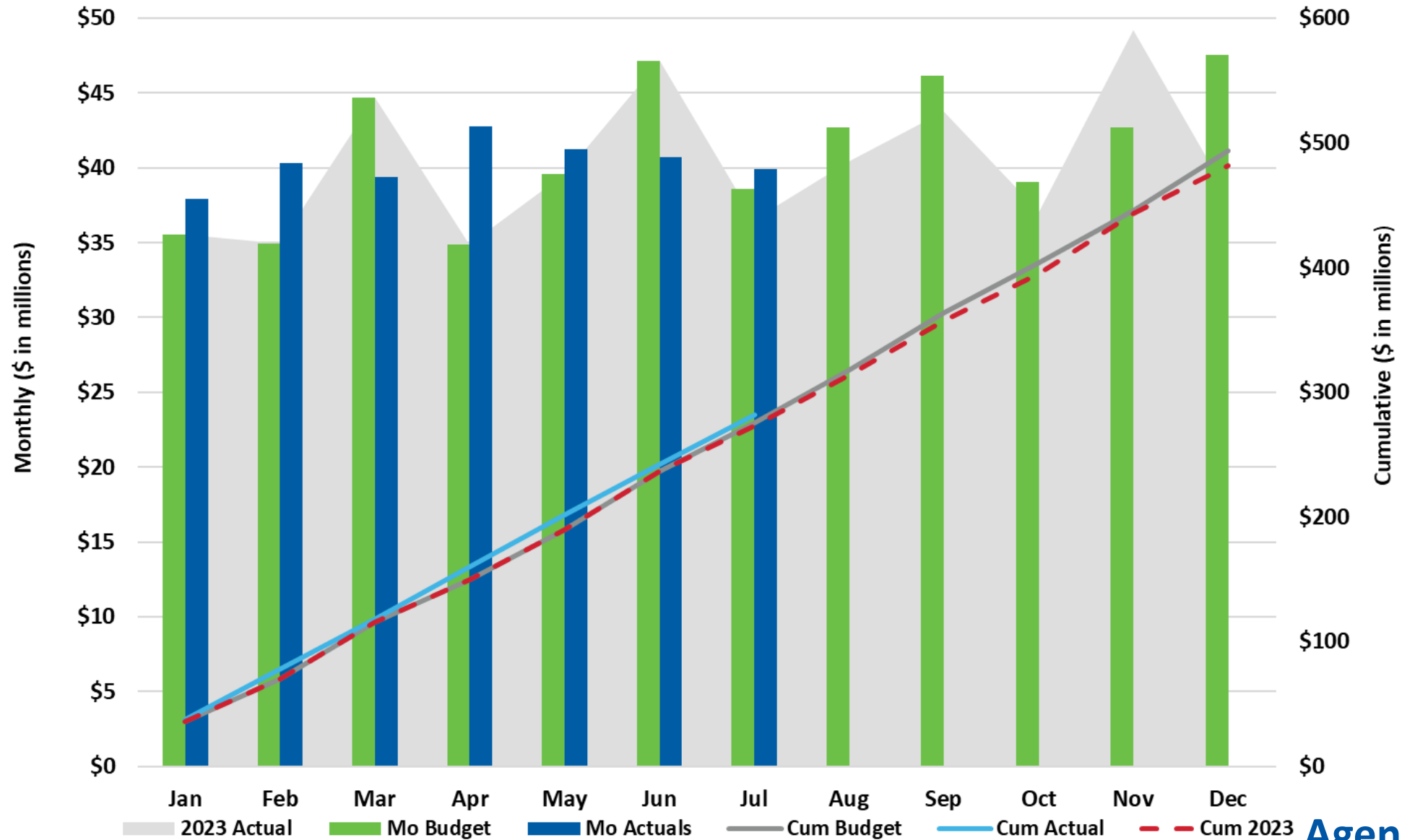
Utah Transit Authority

Board Dashboard: Aug 31, 2024

Financial Metrics	Aug Actual	Aug Budget	Fav / (Unfav)	%	YTD Actual	YTD Budget	Fav / (Unfav)	%
Sales Tax (Jul '24 mm \$)	\$ 39.9	\$ 38.6	\$ 1.35	 3.5%	\$ 282.3	\$ 275.4	\$ 6.84	 2.5%
Fare Revenue (mm)	\$ 3.0	\$ 3.5	\$ (0.48)	 -13.7%	\$ 26.4	\$ 24.0	\$ 2.41	 10.0%
Operating Exp (mm)	\$ 31.4	\$ 35.2	\$ 3.75	 10.7%	\$ 273.3	\$ 282.1	\$ 8.85	 3.1%
Subsidy Per Rider (SPR)	\$ 8.20	\$ 10.56	\$ 2.36	 22.3%	\$ 9.35	\$ 10.78	\$ 1.43	 13.3%
UTA Diesel Price (\$/gal)	\$ 2.45	\$ 4.03	\$ 1.58	 39.1%	\$ 2.64	\$ 4.03	\$ 1.39	 34.4%
Operating Metrics	Aug Actual	Aug-23	F / (UF)	%	YTD Actual	YTD 2023	F / (UF)	%
Ridership (mm)	3.46	3.01	0.5	 15.0%	26.39	22.35	4.0	 18.1%
Energy Cost by Type (Monthly Avg YTD)								
	Diesel Bus (Cost per Mile)				\$ 0.52			
	Diesel CR (Cost per Mile)				\$ 4.45			
	Unleaded Gas (Cost per Mile)				\$ 0.35			
	CNG (Cost per Mile)				\$ 0.24			
	Bus Propulsion Power (Cost per Mile)				\$ 0.93			
	TRAX Propulsion Power (Cost per Mile)				\$ 0.82			

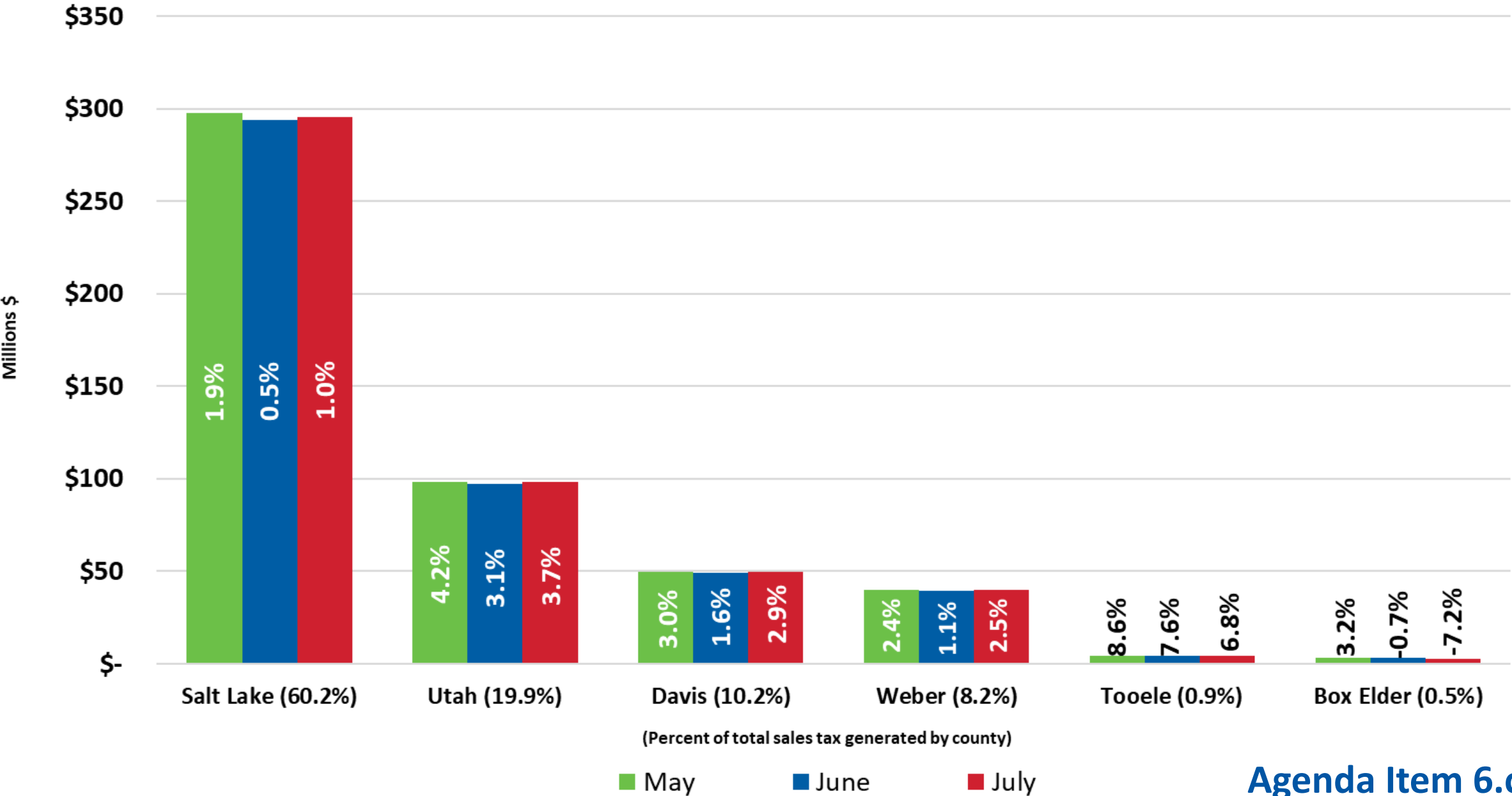
2024 Sales Tax

July YTD Variance \$6.8M / 2.5% Above Budget

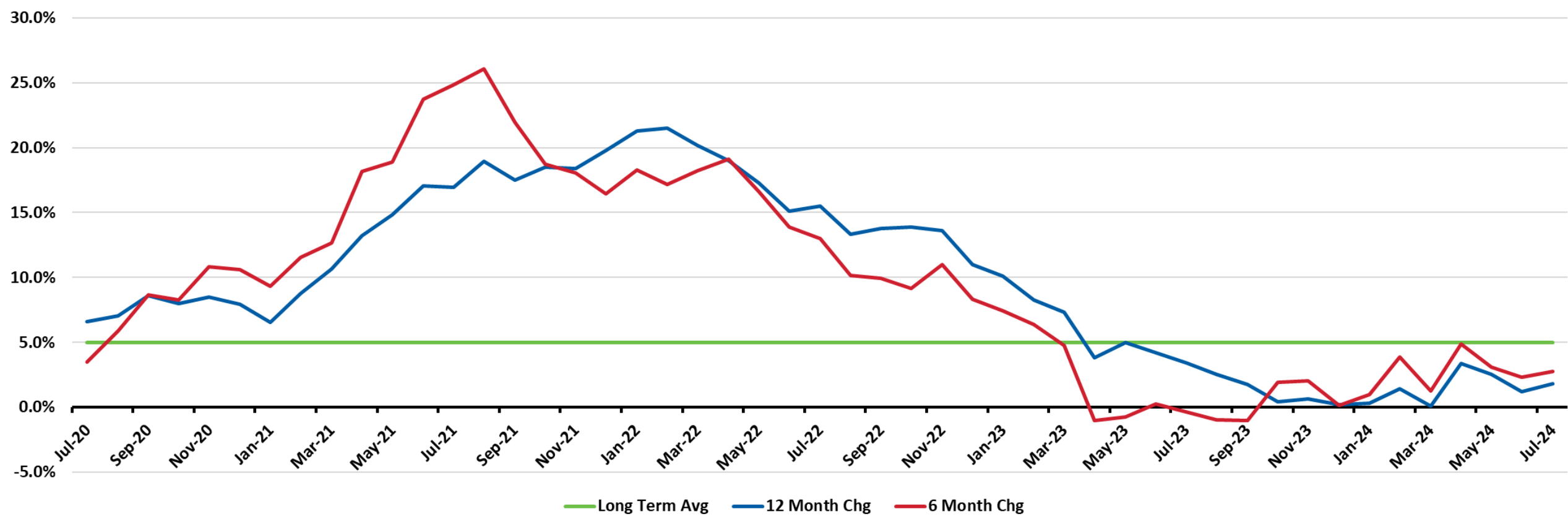


Sales Tax Collections

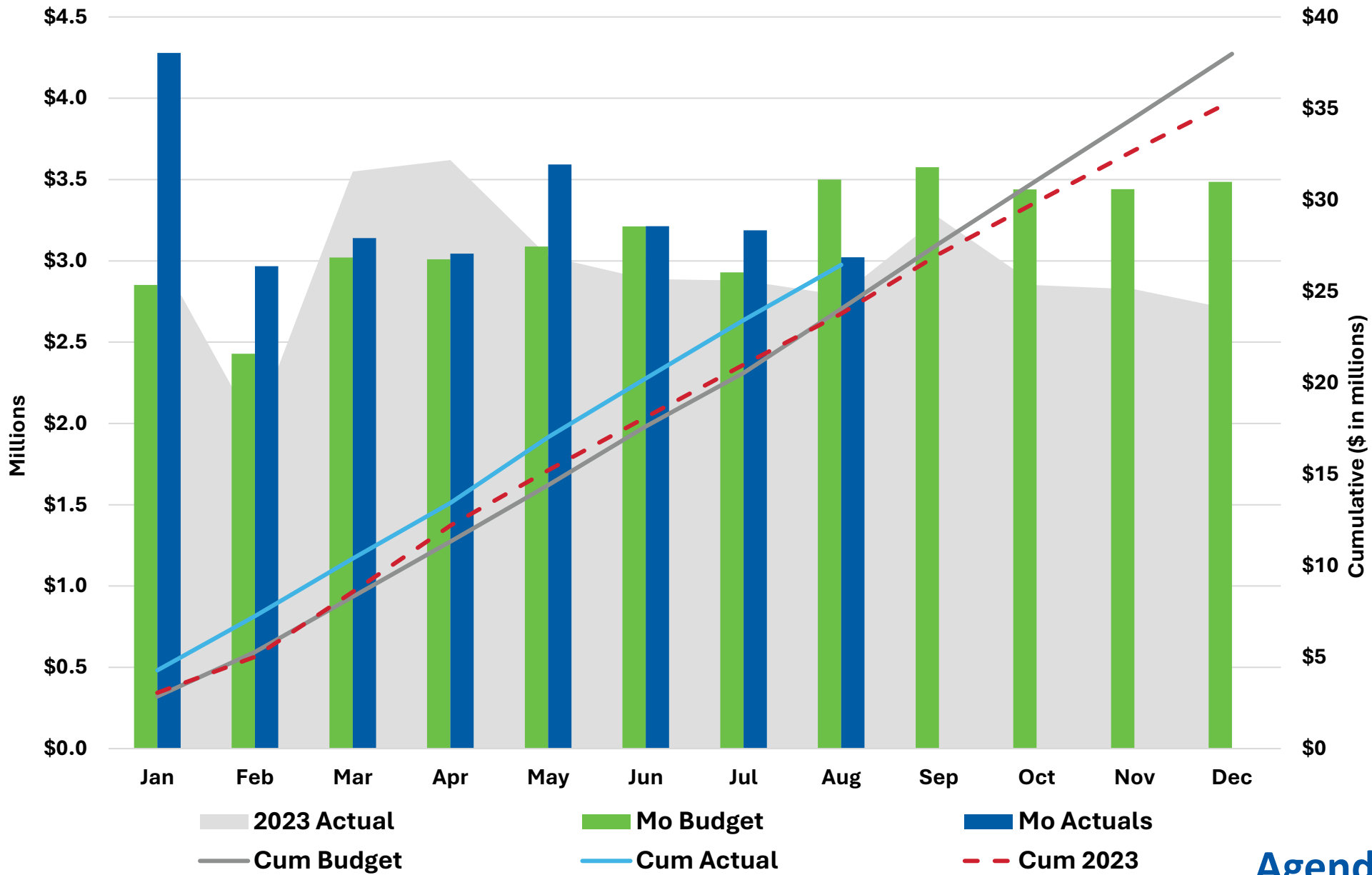
Percentage Change for 12 months ended July 31, 2024



UTA Sales Tax Growth 2020 - 2024



2024 Passenger Revenue
Aug YTD \$2.4M / 10.0% > Budget



FTE Report: August 2024

	FTE Report	Aug-24
---	------------	--------

Administrative FTE	Budget	Aug-24 Budget vs. Actual			Vacancy Rate		
		Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Admin Depts	633.9	606.5	27.4	4.3%	4.3%	7.1%	7.1%
Operating Depts	384.0	371.0	13.0	3.4%	2.1%	2.5%	3.9%
Subtotal	1,017.9	977.5	40.4	4.0%	3.5%	5.4%	5.9%

Bargaining Unit FTE	Budget	Actual	Variance	Vacancy Rate	Vacancy Rate	Start of Year	Prior Year
Admin Depts	47.0	72.0	-25.0	-53.2%	-76.6%	-54.8%	-145.2%
<i>Operating Modes</i>							
Bus	1078.0	1,128.0	-50.0	-4.6%	-4.8%	3.5%	9.6%
Light Rail	285.0	284.0	1.0	0.4%	0.4%	-4.9%	-1.1%
Commuter Rail	103.0	111.0	-8.0	-7.8%	-10.7%	3.9%	1.0%
Riverside	157.0	154.5	2.5	1.6%	2.2%	4.7%	3.5%
Asset Mgt	186.0	164.0	22.0	11.8%	10.8%	11.4%	14.1%
Subtotal	1,856.0	1,913.5	-57.5	-3.1%	-4.0%	1.8%	1.8%

Total FTE	2,873.9	2,891.0	-17.1	-0.6%	-1.3%	3.0%	3.2%
------------------	----------------	----------------	--------------	--------------	--------------	-------------	-------------

August 2024 YTD Financial Results



OPERATING FINANCIALS

August 2024 YTD

FISCAL YEAR 2024 Dollars In Millions	YEAR-TO-DATE RESULTS					
	Prior Year Actual	Current Year				
		Actual	Budget	Variance		
Revenue						
Sales Tax (Aug accrual)	\$ 315.9	\$ 320.9	\$ 318.2	\$ 2.8	0.9%	
Fares	23.8	26.4	24.0	2.4	10.0%	
Federal	57.6	5.0	56.0	(51.0)	-91.1%	
Other *	32.8	56.1	15.0	41.1	275.0%	
TOTAL REVENUE	\$ 430.1	\$ 408.4	\$ 413.1	\$ (4.7)	-1.1%	
Expense						
Salary/Wages	\$ 116.5	\$ 127.5	\$ 125.0	\$ (2.5)	-2.0%	
Overtime	10.1	9.5	9.1	(0.4)	-4.5%	
Fringe Benefits	59.2	67.1	66.7	(0.3)	-0.5%	
Total Compensation	\$ 185.9	\$ 204.1	\$ 200.8	\$ (3.3)	-1.6%	
Services	24.8	25.3	29.5	4.2	14.2%	
Parts	16.4	16.6	17.3	0.7	4.0%	
Fuel	19.3	17.5	23.7	6.2	26.2%	
Utilities	5.4	4.7	5.0	0.4	7.1%	
Other	8.4	13.2	14.3	1.0	7.3%	
Capitalized Cost	(8.2)	(8.1)	(8.4)	0.3	-3.9%	
TOTAL EXPENSE	\$ 252.0	\$ 273.3	\$ 282.1	\$ 8.8	3.1%	
Debt Service	53.2	58.8	55.6	(3.2)	-5.7%	
Contrib. Capital/Reserves	\$ 124.9	\$ 76.4	\$ 75.4	\$ 0.9	1.3%	

*Does not include Sale of Assets (\$793.2K favorable) or
Non-Cash items

Favorable/(Unfavorable)

Agenda Item 6.c.

Questions?



Capital Program Update August 2024

October 9, 2024



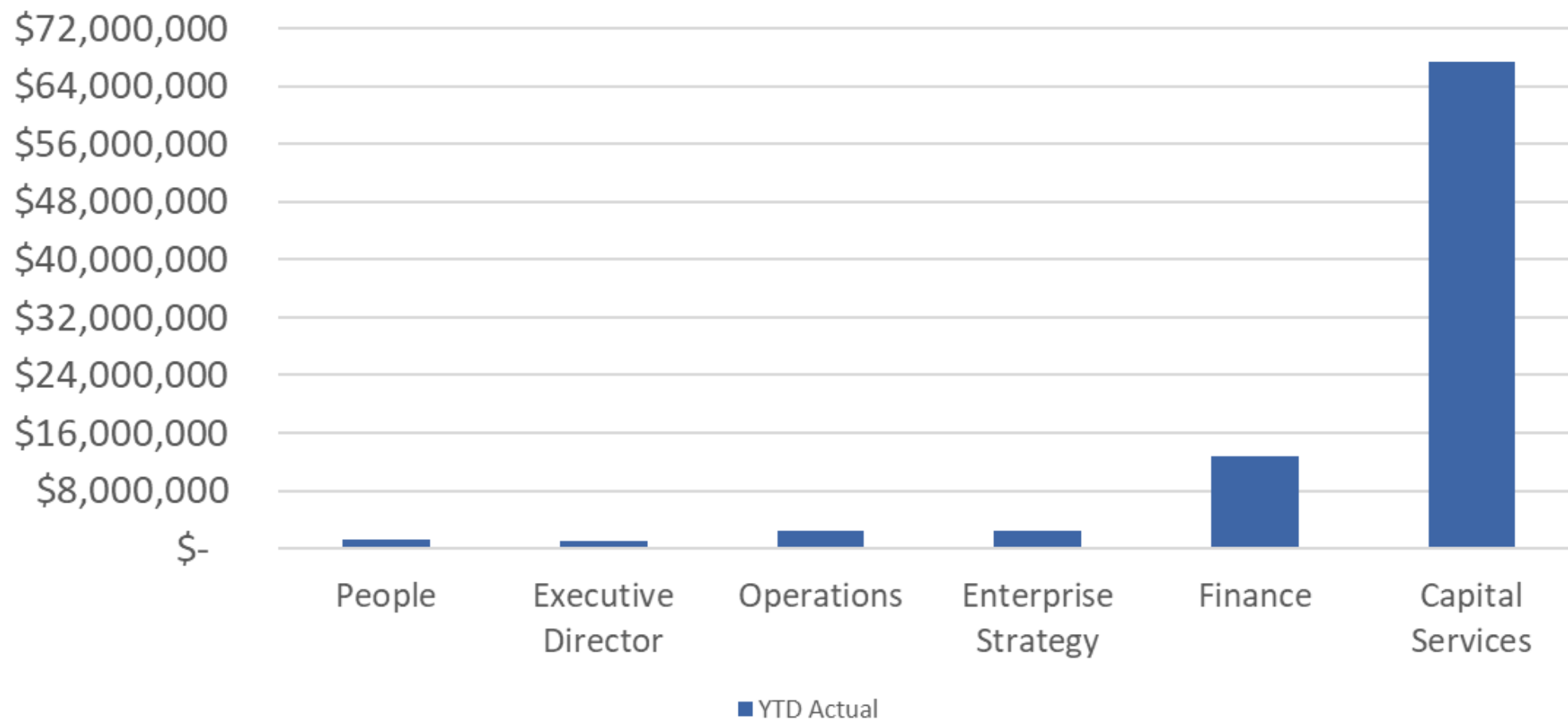
Utah Transit Authority

Capital Program: August 31, 2024

Chief Office	Aug Actual	Aug Budget	Variance	%	YTD Actual	YTD Budget	Variance	%
People	\$ 57	\$ 611,000	\$ 610,943.28	● 100.0%	\$ 1,170,183	\$ 1,349,000	\$ 178,817	● 13.3%
Executive Director	63,734	203,000	139,266	● 68.6%	985,347	1,293,000	307,653	● 23.8%
Planning & Engagement	432,316	574,000	141,684	● 24.7%	2,390,188	2,445,000	54,812	● 2.2%
Operations	158,383	265,000	106,617	● 40.2%	2,422,731	3,082,000	659,269	● 21.4%
Enterprise Strategy	425,996	475,000	49,004	● 10.3%	2,454,025	3,049,000	594,975	● 19.5%
Finance	177,923	1,887,000	1,709,077	● 90.6%	12,721,433	17,372,000	4,650,567	● 26.8%
Capital Services	13,072,769	15,683,000	2,610,232	● 16.6%	67,419,846	83,526,000	16,106,154	● 19.3%
Total	\$ 14,331,177	\$ 19,698,000	\$ 5,366,823	● 27.2%	\$ 89,563,754	\$ 112,116,000	\$ 22,552,246	● 20.1%



August YTD Capital Spend



Questions?



Resolutions

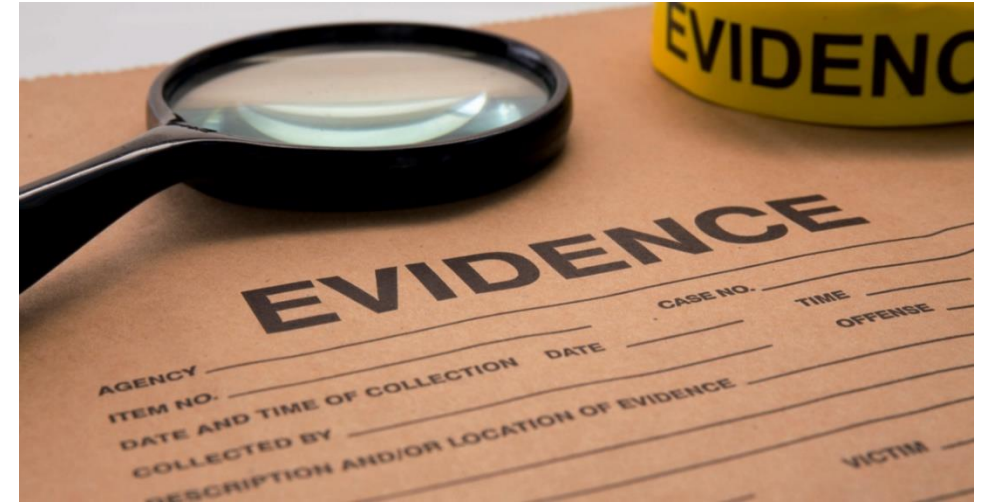


R2024-10-01 - Resolution Authorizing Execution of an Interlocal Cooperation Agreement with Salt Lake County for Evidence Management Services



Evidence Agreement with Salt Lake County

- ✓ Since 2006 we have contracted for Evidence services
- ✓ Currently, we have agreements in 3 Counties
- ✓ Over 1000 pieces of evidence (currently at S.L. Co.)
- ✓ Managing, processing, and housing evidence
 - ✓ Heavy Federal and State guidelines and regulations
- ✓ Current Agreement (why are we updating it?)
 - ✓ Expiring this month
 - ✓ S.L. Co. has separated from Unified PD
 - ✓ Previous agreement was with Unified PD
- ✓ New Interlocal Agreement with Salt Lake County
 - ✓ 4-Year agreement through 12/31/2028
 - ✓ Not to exceed value of \$35,000



Recommended Action

(by roll call)

Motion to approve R2024-10-01 – Resolution Authorizing Execution of an Interlocal Cooperation Agreement with Salt Lake County for Evidence Management Services, as presented



Contracts, Disbursements, and Grants



Contract: Police Vehicle Replacements (Young Chevrolet, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Young Chevrolet, Inc. for
Police Vehicle Replacements, as presented



Contract: Police Vehicle Upfitting (Vehicle Lighting Solutions)

Recommended Action (by acclamation)

Motion to approve the contract with Vehicle Lighting Solutions
for Police Vehicle Upfitting, as presented



Contract: Lehi Pedestrian Bridge and Mainline Path Repairs (Granite Construction Company)

Recommended Action (by acclamation)

Motion to approve the contract with Granite Construction Company for Lehi Pedestrian Bridge and Mainline Path Repairs, as presented



Contract: TRAX and FrontRunner Rail Platform Real Time Digital Signage Equipment (International Display Systems, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with International Display Systems, Inc. for TRAX and FrontRunner Rail Platform Real Time Digital Signage Equipment, as presented



Contract: Cohesity Backup and Recovery System Support Annual Subscription (CVE Technologies Group, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with CVE Technologies Group, Inc. for Cohesity Backup and Recovery System Support Annual Subscription, as presented



Contract: Automatic Passenger Counting (APC) System Upgrade for Bus and Rail (Urban Transportation Associates, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Urban Transportation Associates, Inc. for Automatic Passenger Counting (APC) System Upgrade for Bus and Rail, as presented



Contract: Procurement Consulting Services (Concordant, LLC)

Recommended Action (by acclamation)

Motion to approve the contract with Concordant, LLC for
Procurement Consulting Services, as presented



Contract: Critical Connections Study Funding Agreement (UDOT)

Recommended Action (by acclamation)

Motion to approve the funding agreement with UDOT
for the Critical Connections Study, as presented



Budget and Other Approvals



TBA2024-10-01 - Technical Budget Adjustment - 2024 Capital Program



Summary of Budget Requests

- Request is to reallocate \$6.011 M in existing 2024 Capital Budget to other projects to aid in delivery:
 - 6 Projects will receive funds to increase budgets
 - 14 Projects will have funding levels reduced



Rationale for Budget Increases

- MSP253- Mid-Valley Connector- increase of \$4.0 M
 - Work is progressing rapidly.
 - \$19.0 M burn in 2024 based on latest aging exercise
- MSP265- Program Management Support- increase of \$700,000
 - Provides funding needed to continue work thru end of year
 - Additional Program Management work thru end of year; higher than anticipated burn in July/August
 - Additional capital salaries charging to project
 - Adds contingency
- MSP252- FrontRunner 2X- increase of \$400,000
 - Additional funding needed for vehicle program management consulting



Rationale for Budget Increases

- FMA653- Facility Rehab and Replacement- increase of \$330,000
 - Meadowbrook fire system upgrades
 - Timpanogos yard concrete & tank containment rehabilitation
- SGR407- Bus Stop Enhancements- increase of \$331,000
 - Additional work in downtown Salt Lake City area
- MSP240- Operator Restrooms throughout System- increase of \$250,000
 - Each site is different
 - Change Orders
 - Contingency



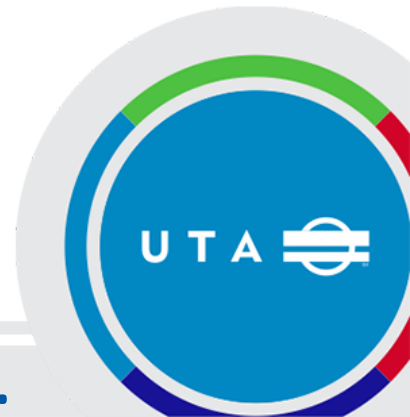
Rationale for Budget Decreases

- **Contract milestone alignment or monthly cash flow estimates:**
 - MSP229- Bus Stop Improvements- decrease of \$500,000
 - Anticipated left over amount based on 2024 planned work
 - SGR403- Train Control Rehab/Replace- decrease of \$300,000
 - Anticipated left over amount based on 2024 planned work
 - SGR404- Rail Switches & Trackwork Controls- decrease of \$1,900,000
 - Work deferred to next year due to material delay
 - REV240- Motor Pool Key Management System- decrease of \$160,000
 - Final pricing came in lower than anticipated
 - FMA685- Wheel Truing Machine- decrease of \$400,000
 - Won't be able to spend funding this year
 - FMA681- Arc Flash Study- decrease of \$300,000
 - Finishing up project soon. Funding not needed
 - MSP272- Trax Operational Simulator- decrease of \$300,000
 - Finishing up project soon. Funding not needed



Rationale for Budget Decreases

- **Contract milestone alignment or monthly cash flow estimates:**
 - FMA672- Park and Ride Rehab and Replacement- decrease of \$130,000
 - Won't be able to spend funding this year
 - FMA673- Station Rehab and Replacement- decrease of \$200,000
 - Won't be able to spend funding this year
 - SGR040- Light Rail Vehicle (LRV) Overhaul- decrease of \$400,000
 - Anticipated left over amount based on 2024 planned work
 - SGR386- Light Rail Vehicle Repairs (1137 & 1122)- decrease of \$744,000
 - Anticipated left over amount based on 2024 planned work
 - FMA687- Layton Station Improvements- decrease of \$72,000
 - Project being deferred to next year. Incorporated into draft 2025-2029 Five Year Capital Plan
 - ICI222- Fares Systems Replacement Program- decrease of \$536,000
 - Anticipated left over amount based on 2024 planned work
 - SGR409- System Restrooms- decrease of \$250,000
 - Won't be able to spend funding this year



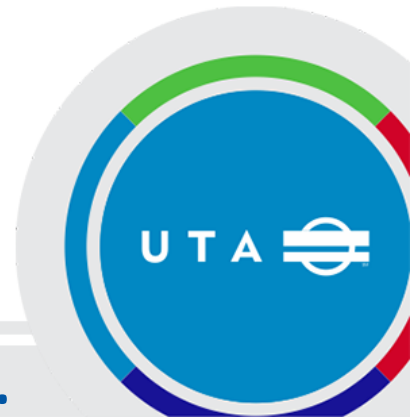
Fund Impact - Per Projects with Increases

Project Code/Name	2024 Budget	Requested Amount	2024 Adjusted Total
MSP253- Mid-Valley Connector	14,500,000	4,500,000	19,000,000
MSP265- Program Management Support	2,875,000	700,000	3,575,000
FMA653- Facility Rehab and Replace	1,141,000	330,000	1,471,000
MSP252- FrontRunner 2X	2,000,000	400,000	2,400,000
SGR407- Bus Stop Enhancements	3,049,049	331,000	3,380,000
MSP240- Operator Restrooms throughout System	2,685,000	250,000	2,935,000
	Total	\$6,011,000	



Fund Impact- Per Projects with Decreases

Project Code/Name	2024 Budget	Requested Amount	2024 Adjusted Total
MSP229- Bus Stop Improvements	1,563,000	(500,000)	1,063,000
SGR403- Train Control	4,962,000	(300,000)	4,662,000
SGR404- Rail Switches & Trackwork	3,815,000	(1,900,000)	1,915,000
REV240- Motor Pool Key Mgmt System	330,000	(150,000)	180,000
FMA685- Wheel Truing Machine	500,000	(400,000)	100,000
FMA681- Arc Flash	763,000	(300,000)	463,000



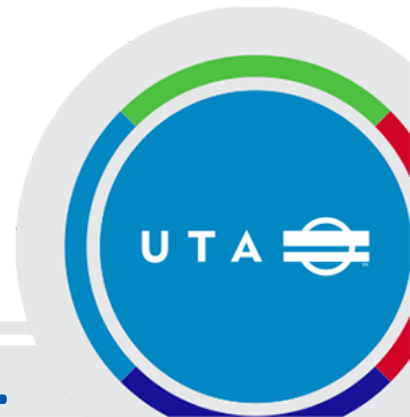
Fund Impact- Per Projects with Decreases (cont.)

Project Code/Name	2024 Budget	Requested Amount	2024 Adjusted Total
MSP272- Trax Operational Simulator	1,384,000	(300,000)	1,084,000
FMA672- Park and Ride Rehab and Replacement	450,000	(130,000)	320,000
FMA673- Station Rehab and Replacement	557,000	(200,000)	357,000
SGR040- LRV Overhaul	9,500,000	(400,000)	9,100,000
SGR386- Light Rail Vehicle Repairs (1137 & 1122)	1,344,000	(744,000)	600,000
FMA687- Layton Station Improvements	72,000	(70,000)	2,000
ICI222- Fares Systems Replacement Program	12,141,000	(536,000)	11,605,000
SGR409- System Restrooms	1,685,000	(250,000)	1,435,000
	Total	(\$6,011,000)	



Budget Authority Impact & Changes in Revenue Sources

- No change in 2024 Capital Budget Authority
- No changes to funding sources or impact to UTA fund balance



Questions?



Recommended Action

(by acclamation)

Motion to approve TBA2024-10-01 - Technical Budget Adjustment
- 2024 Capital Program, as presented



Discussion Items



2024-2025 UTA Insurance Program and Renewals



Board of Trustees Policy 2.1.II.E – Risk Management

- The Authority will maintain Public Officials Errors and Omissions Insurance in an amount determined to adequately protect the Authority.
- The Executive Director will, as necessary, procure other insurance to compensate for losses that would adversely affect the Authority.



Board of Trustees Policy 2.1.II.E – Risk Management

The Authority will maintain Public Officials Errors and Omissions Insurance in an amount determined to adequately protect the Authority.

Previous Year’s Public Officials Coverage:

This shows the \$2M Primary Policy Limit on this coverage, there is also a \$10M excess liability policy that sits on top of this coverage. Providing \$12M coverage.

Insurance Company:	RSUI Indemnity Company
AM Best Rating:	A++ (Superior), XIV (\$1.5B to <\$2B)
Admitted/Non-Admitted:	Admitted
Policy Term:	9/1/23 to 9/1/24
Policy Aggregate Limit:	\$2,000,000
Public Entity D&O:	\$2,000,000
Employment Practices:	\$2,000,000
Retention - D&O:	\$250,000
Retention - EPL	\$250,000
Premium:	\$128,420



Board of Trustees Policy 2.1.II.E – Risk Management

Renewed Coverage for Public Officials:

We maintained the excess umbrella coverage of \$10M on top of this policy for a combined limit of \$12M.

Insurance Company:	RSUI Indemnity Company
AM Best Rating:	A++ (Superior), XIV (\$1.5B to <\$2B)
Admitted/Non-Admitted:	Admitted
Policy Term:	9/1/24 to 9/1/25
Policy Aggregate Limit:	\$2,000,000
Public Entity D&O:	\$2,000,000
Employment Practices:	\$2,000,000
Retention - D&O:	\$250,000
Retention - EPL	\$250,000
Premium:	\$128,610 (0.15% increase)



Board Policy 2.1 – Risk Management

The Executive Director will, as necessary, procure other insurance to compensate for losses that would adversely affect the Authority.

<div> <div>Blanket Excess Liability</div> <div>Limit: \$10M</div> <div>\$471,783</div> <div>Up 6.13%</div> </div>				
<div>\$40,255</div> <div>Up 1.73%</div>	<div>\$65,984</div> <div>Down 1.73%</div>			
Premises Liability \$2M	Police Professional Liability \$2M	General Liability	Auto Liability	Public Officials E&O Employment Practices \$2M
\$2,500 Ded	\$50K Ded	\$2 M SIR	\$2 M SIR	\$250K Ded

SIR: self insured retention
Ded: deductible



Railroad Liability

\$1,326,215.00

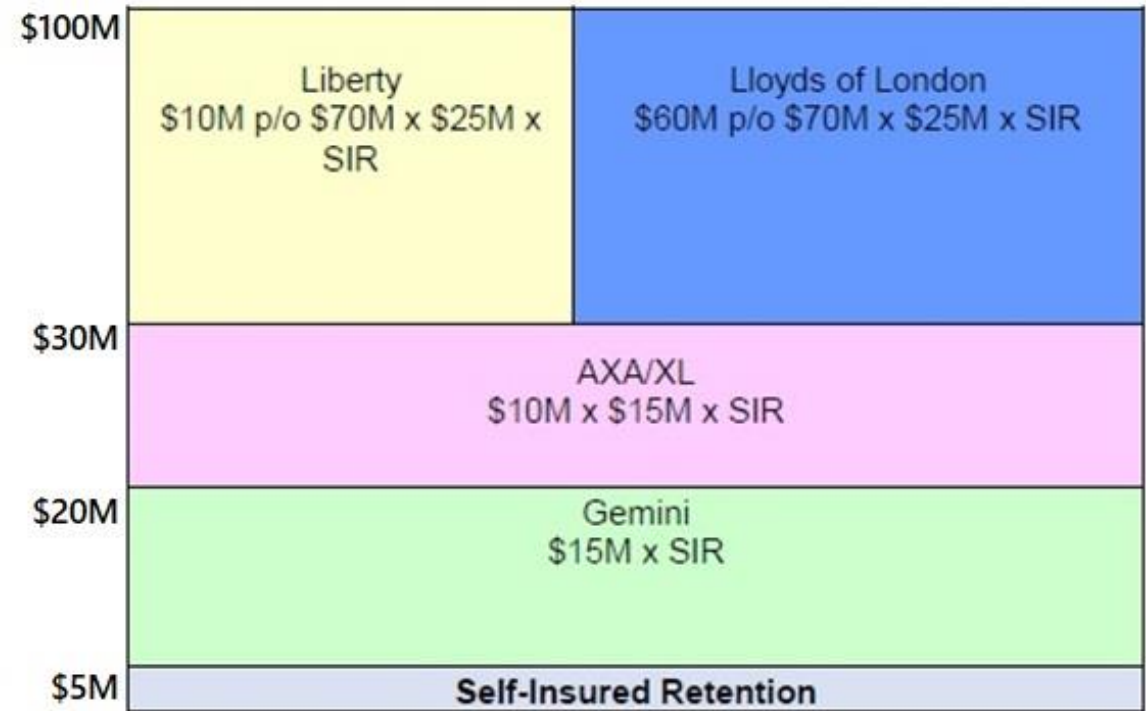
Up 5.05%

From APTA Report:

“Several factors have led to the extreme hardening in the market for excess liability insurance, including:

- Social Inflation
- Larger than anticipated losses
- Economic uncertainty
- Historically low interest rates
- Increased pricing for reinsurance treaties”

UTA has experienced relatively lower increases because of the immunity cap and safety record.



SIR: self insured retention



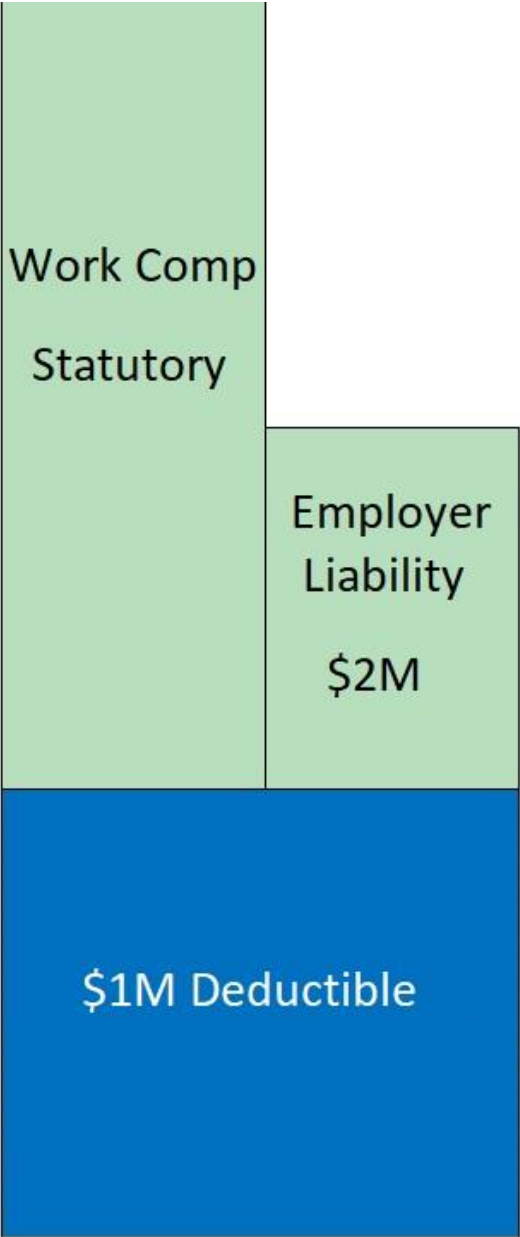
Workers Compensation

UTA moved to Utah Local Governments Trust last year.

There was no increase in premium this year.

Both of these columns are part of the same coverage. Work Comp has the statutory limits and the Employers Liability has the \$2M limit.

\$100,000
Flat



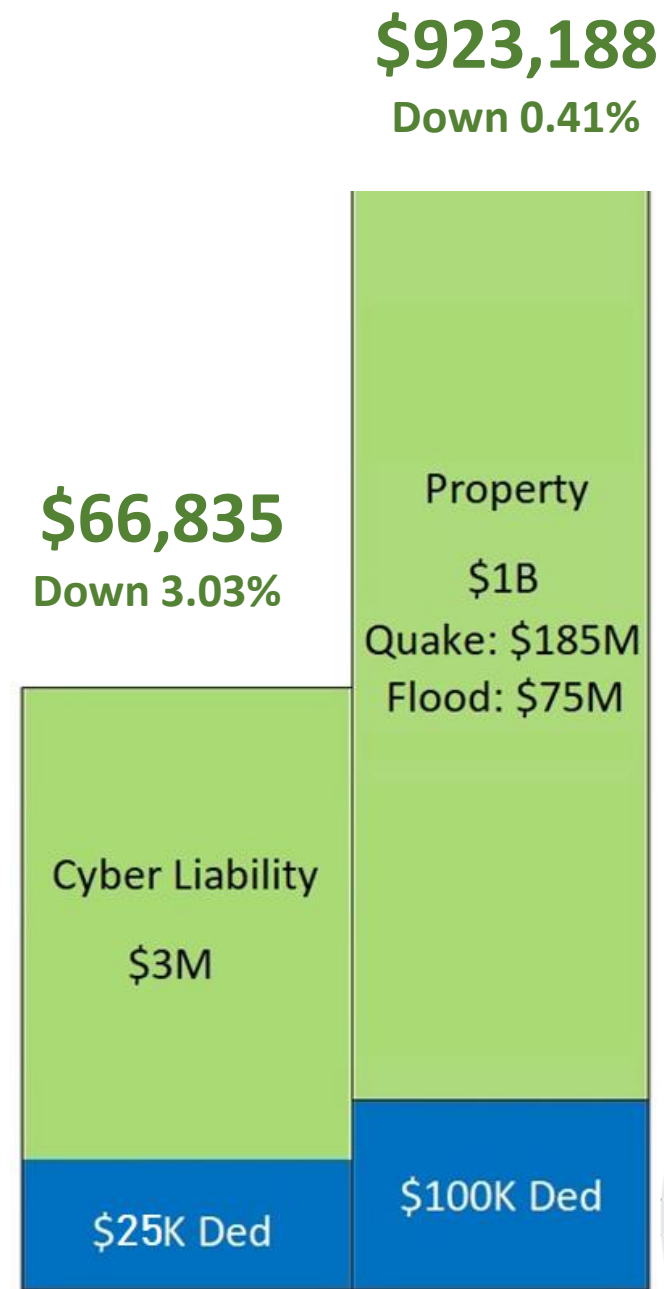
Property and Cyber

Property:

We had a big jump last year after adding the Depo District, but the property market is starting to soften and so we had a near flat renewal this year.

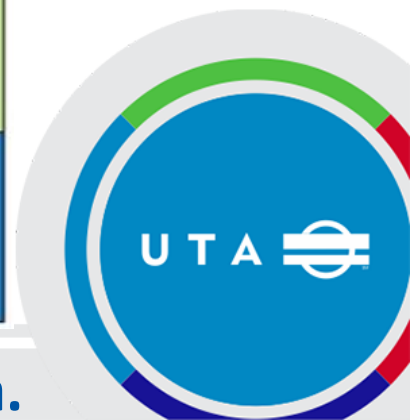
Cyber:

Policy renewed at same level of coverage, but the premiums dropped this year for the first time.



Ded: deductible

Agenda Item 10.a.



Vanpool – Railroad Protective Liability

Vanpool:

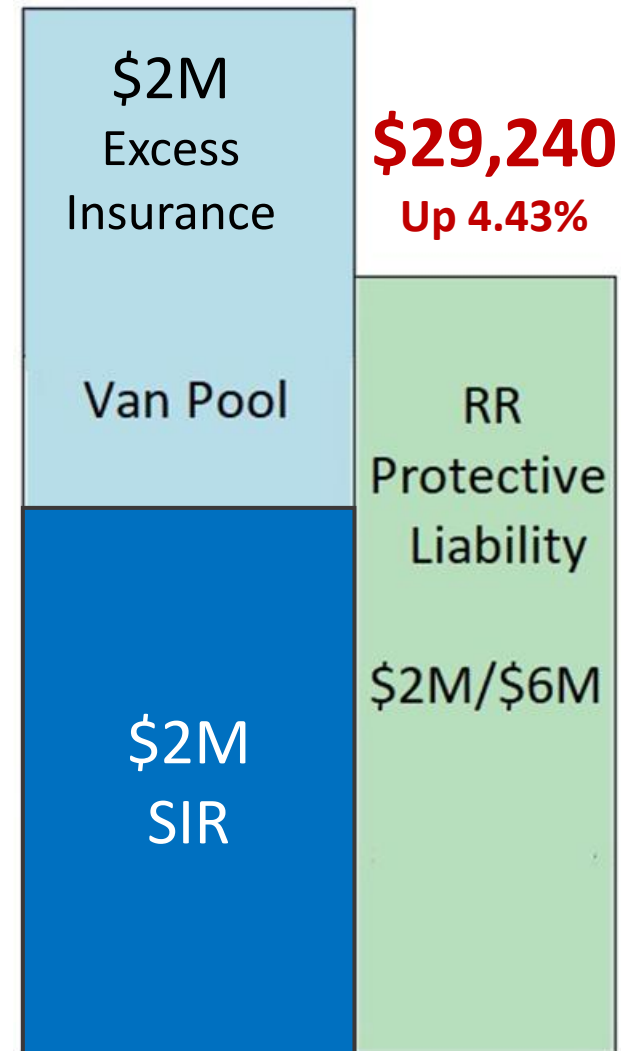
Coverage was moved to a self-insured program for the first \$2M three years ago. The excess insurance has continued to see large increases for many of the same reasons as railroad liability coverage.

Railroad Protective Liability:

This is a required coverage for contractors doing construction or maintenance within UTA ROW. If they can't purchase it themselves than they can enroll under UTA's program. This policy has dedicated limits which protects UTA exclusively. The premium is covered by the fees charged to contractors enrolling in our program.

\$483,192

Up 6.13%

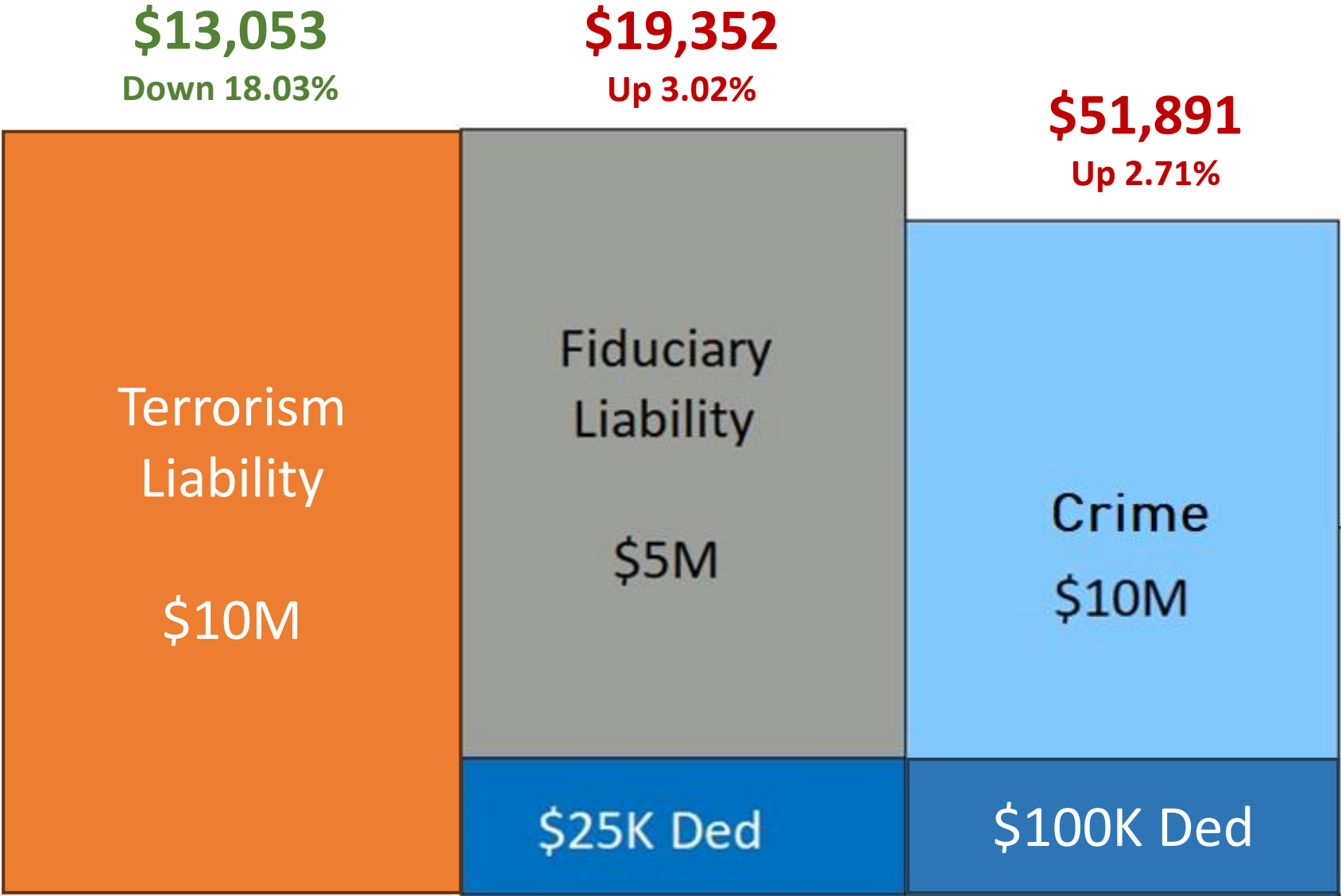


SIR: self insured retention



Fiduciary Liability and Crime

UTAH TRANSIT AUTHORITY



Ded: deductible

Agenda Item 10.a.



Premiums – 2024 and 2025

Item Description	2023-24 Premium	2024-25 Premium	% Change
Railroad Liability	\$1,262,487.00	\$1,326,215.00	5.05%
Fiduciary Liability	\$18,785.00	\$19,352.00	3.02%
Drone Liability	\$3,030.00	\$3,182.00	5.02%
Premises Liability	\$39,572.00	\$40,255.00	1.73%
Police Professional Liability	\$67,146.00	\$65,984.00	-1.73%
Public Officials	\$128,420.00	\$128,610.00	0.15%
Terrorism Liability	\$15,925.00	\$13,053.00	-18.03%
XS Workers Compensation	\$100,000.00	\$100,000.00	0.00%
Property	\$927,000.00	\$923,188.00	-0.41%
Van Pool	\$455,282.00	\$483,192.00	6.13%
Blanket Excess Liability	\$446,284.00	\$471,783.00	6.13%
Cyber Liability	\$68,923.00	\$66,835.00	-3.03%
Crime	\$50,524.00	\$51,891.00	2.71%
Railroad Protective	\$28,000.00	\$29,240.00	4.43%
Grand Total	\$3,611,378.00	\$3,722,780.00	3.08%



Insurance Broker Services Contract Expenditures

– Current Benchmark

In 2023 the Board approved projected expenditures under the Insurance Brokerage Services contract for premiums over the next five years for **\$18,487,495.00**

- Projected expenditure for 2024-25 was **\$3,631,399.50**
- Actual expenditure will be **\$3,722,780.00**
- The difference is **\$91,380.50** over the projected expenditure amount



2025-2029 Five Year Service Plan





U T A 

2025-2029 FIVE-YEAR SERVICE PLAN

Updated Draft Review
October 2024

Agenda Item 10.b.

Five-Year Service Plan Presentation Overview

- **Purpose of the Five-Year Service Plan**
- **Five-Year Service Plan Timeline**
- **Final Draft Revision Process**
- **Proposed Phased Plan for April 2025-2029 Change Day**

Purpose of the Five-Year Service Plan



Improve employee working conditions

by reducing split shifts, more consistent service throughout the day

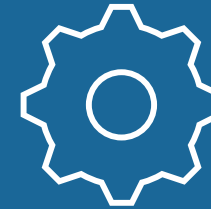


Implement Long-Range Transit Plan

and prepare for future service / projects



Respond to community feedback



Optimize the system

for more access within our current limits



Restore service

in areas where it was previously reduced



Five-Year Service Plan Timeline

**Concept
Review and
Internal
Feedback**

April/May 2024

**Draft Plan to
Board, to LAC,
Public
Engagement**

June-Sept 2024

**Final Plan
to Board
and LAC**

Oct-Nov 2024

**Plan
Adopted**

December 2024

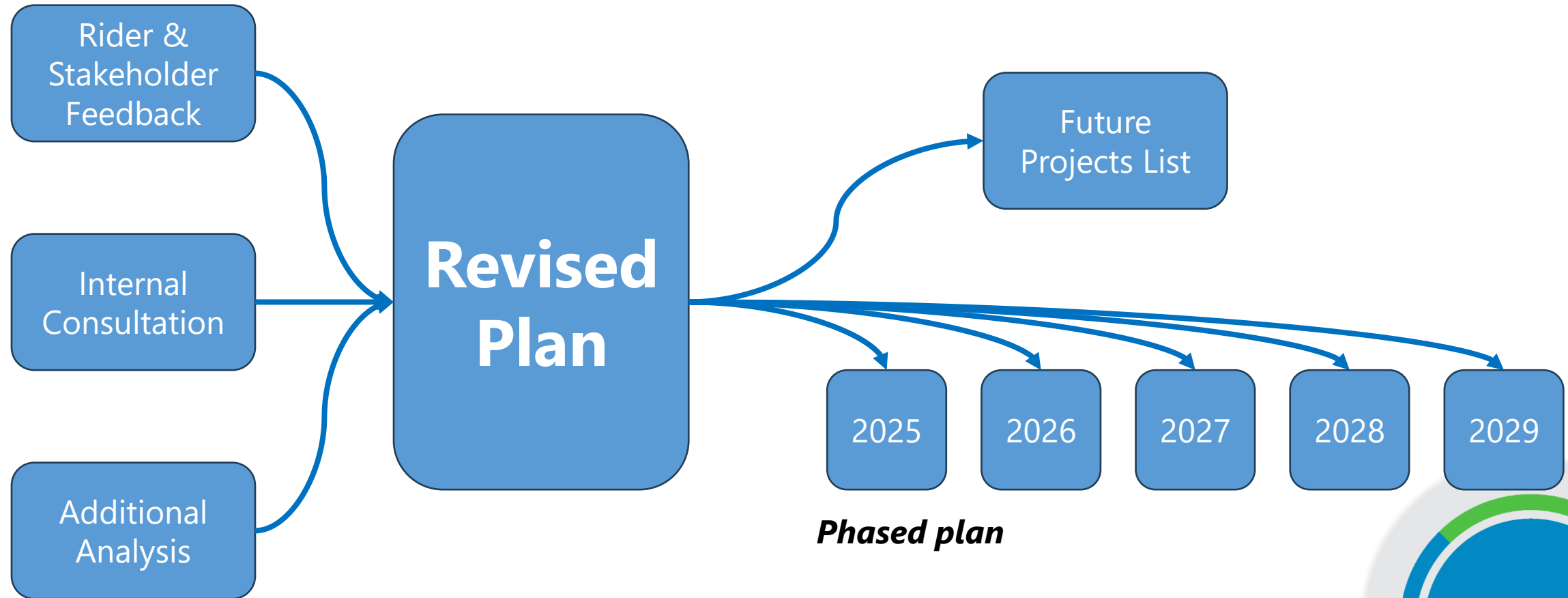
**Service
Changes
Begin**

April 2025



Agenda Item 10.b.

Final Draft Revision Process



Rider & Stakeholder Feedback

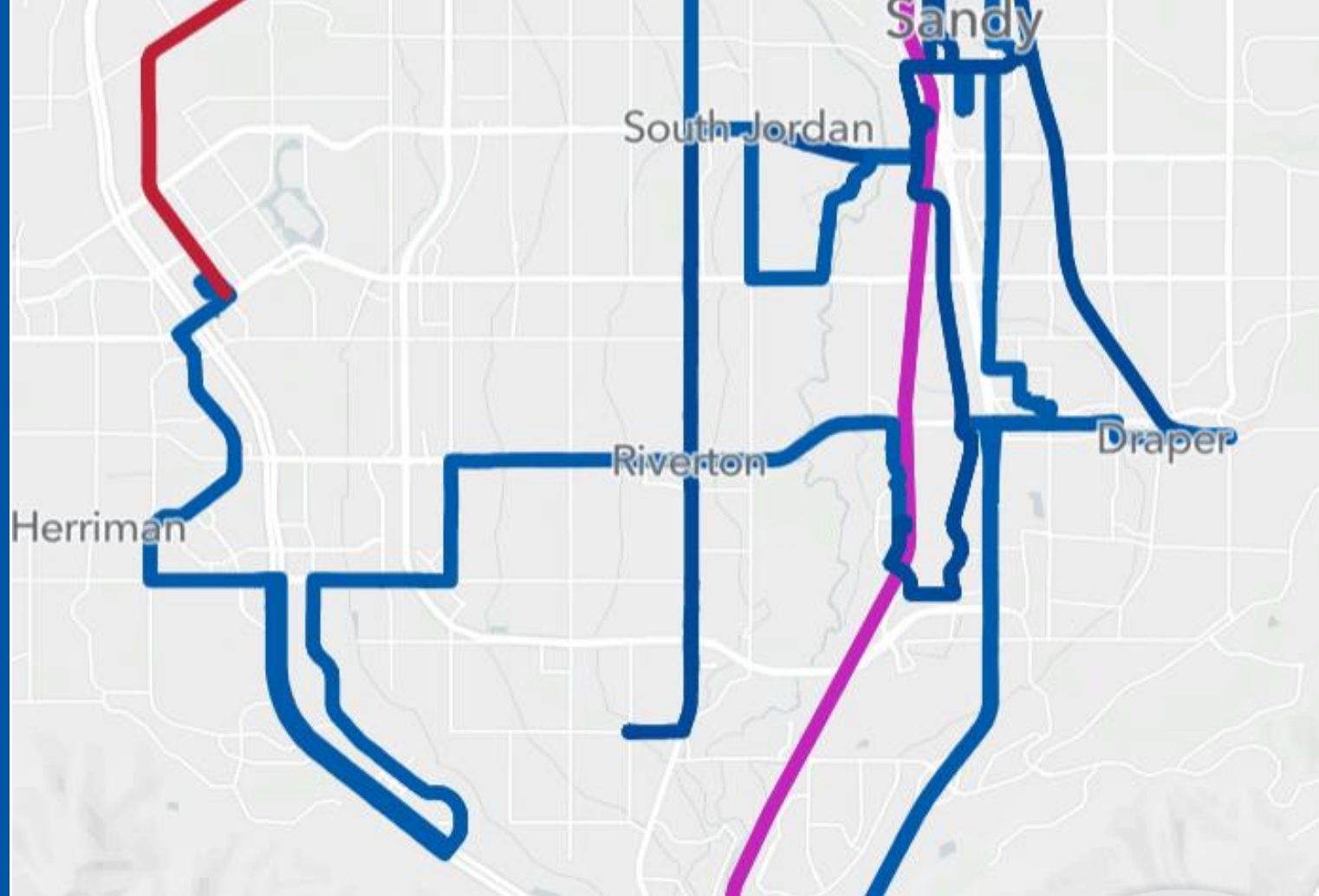
Prioritizing improvements

Routes 126, 219, 417, 823 moved to 2025

Additional connections

Route 54 to 15-min service

Route 612 continues to South Ogden



Feedback Summary – Unphased Draft

- Box Elder, Weber, Davis Counties:
 - Regional Service Changes (470X, 609, 400, 417)
 - Ogden Local Changes (600, 610, 645, 604, 612)
 - Brigham City Changes (630, IMZ)
- Salt Lake County:
 - Riverton/Herriman/Draper Changes (126, 248)
 - IMZ Changes (Cottonwood Heights, Midvale, Sandy, S. Jordan, W. Jordan, Herriman, Copperton)
 - S-Line extension
- Utah County
 - Provo Airport/West Provo Changes (833, IMZ)
 - Northwest Utah County Changes (P&R Saratoga Springs, Eagle Mountain, 860, IMZ, Paratransit)
 - South Utah County Changes (823)



Feedback Summary – Unphased Draft

- Frequency
- East-West Connections
- Span of Service, weekends
- More service, expanded service
- Specific geographic feedback
- Connections to key destinations



Internal Consultation

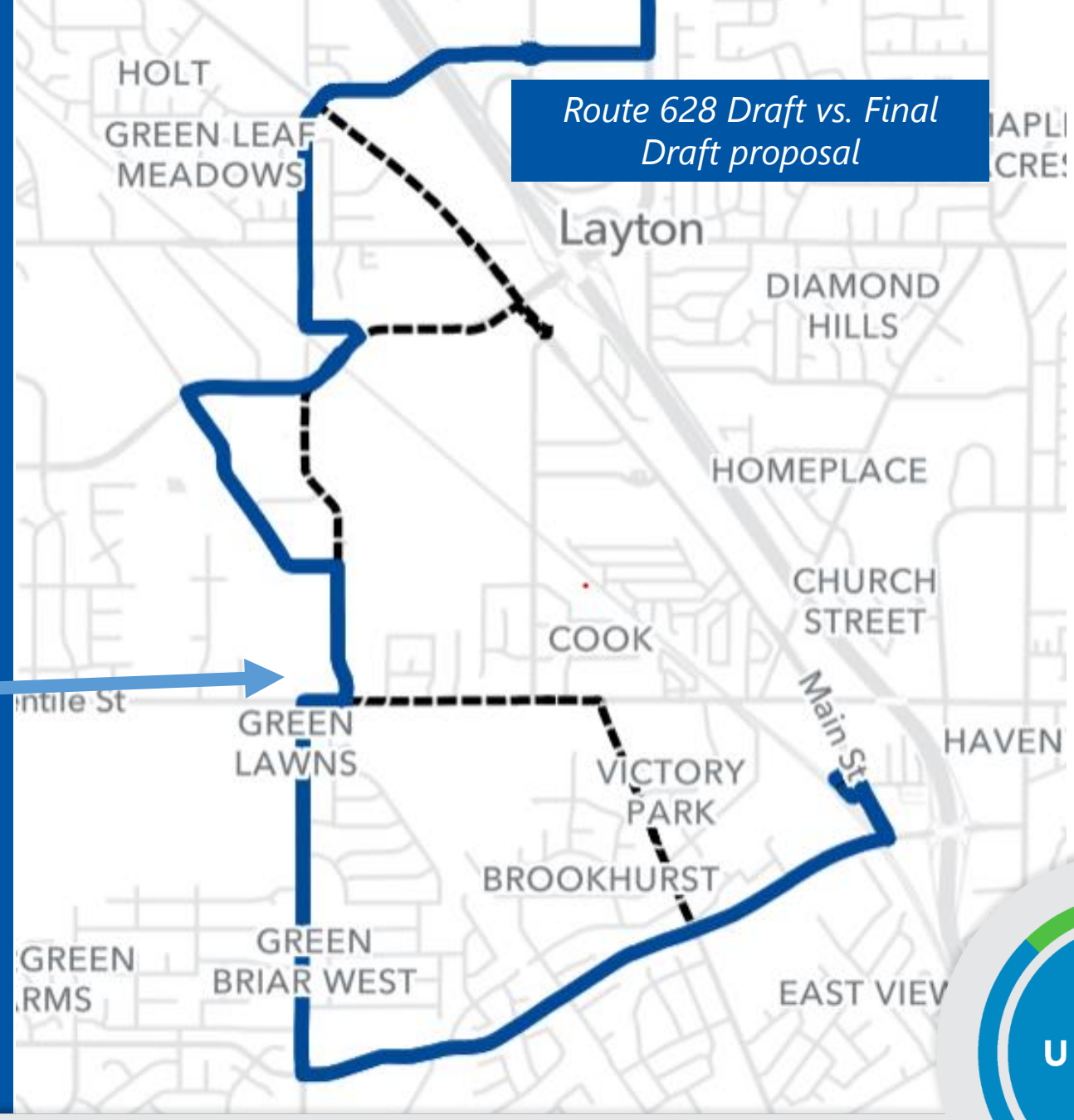
Interdepartmental
Coordination

Staffing/Fleet/Finance
Availability

Operational Feasibility

Internal Stakeholder
Feedback

Operations Open Houses



Additional Analysis

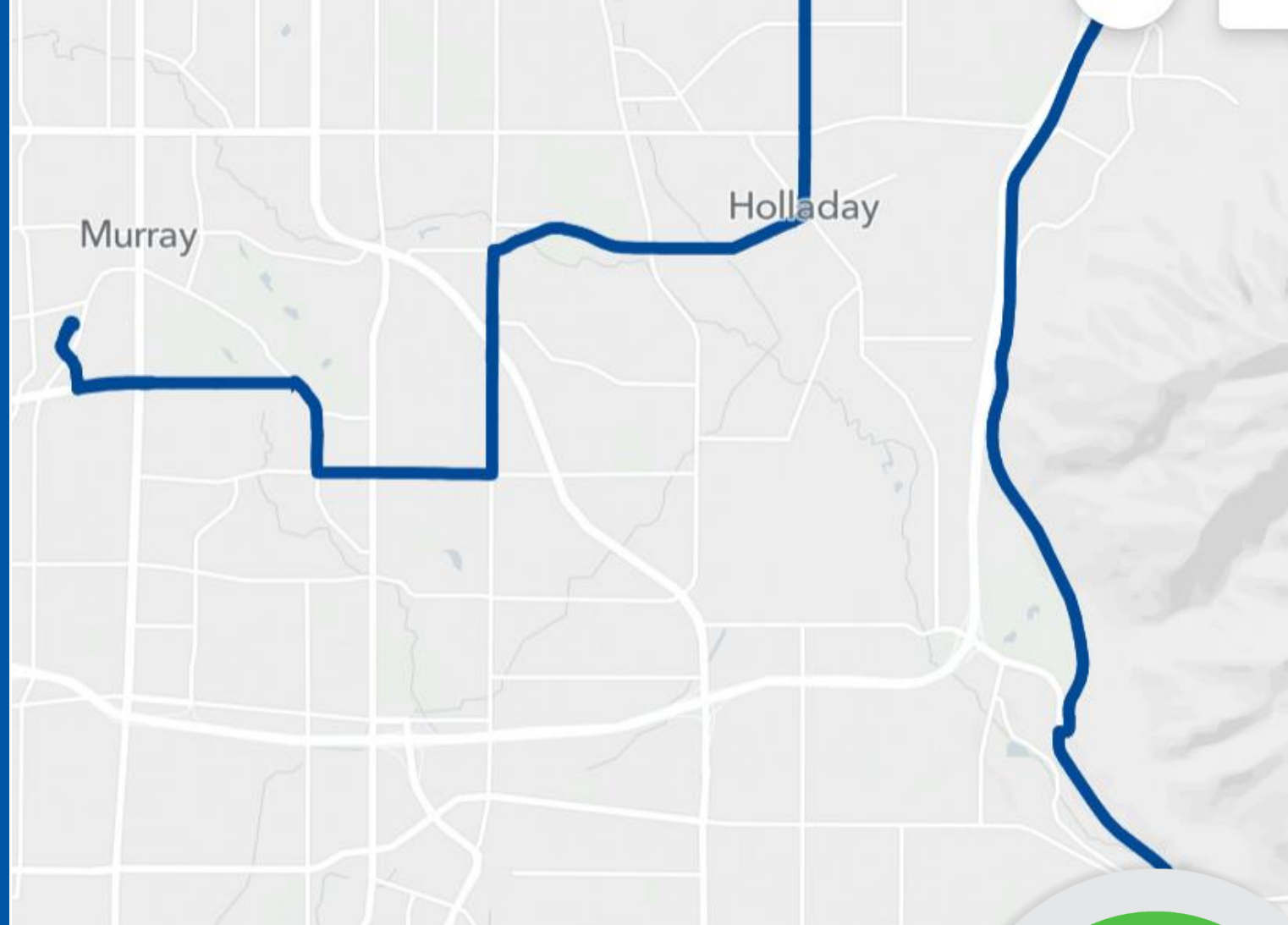
Phasing Analysis

Adjustments to routes 126, 219, 417 for faster phasing

Service Design Standards

Route 4 extension facilitates changes to low-ridership section of route 223

Ongoing analysis of Innovative Mobility Zones



Definitions

- **“HOURS”**: the additional amount of operating hours needed for the planned service annually
- **“MILES”**: the additional amount of operating miles needed for the planned service annually
- **“SHIFTS”**: the additional number of work shifts needed to operate the planned service per day
- **“PULLOUTS”**: the additional number of vehicles needed to operate the planned service per day

Change Descriptions shown in red indicate revisions



Implementation

	Hours	Miles	Pullouts (vehicles)	Shifts (work shifts)
April 2025	+125K	+1.1M	+18	+43
April 2026	+151K	+2.3M	+26	+74
April 2027	+164K	+2.1M	+33	+80
April 2028	+239K	+3.0M	+25	+110
April 2029	+26K	+440K	+5	+13



April 2025 Service Changes



Weber, Davis, Box Elder Counties

April 2025

Agenda Item 10.b.



Weber-Davis Regional Service

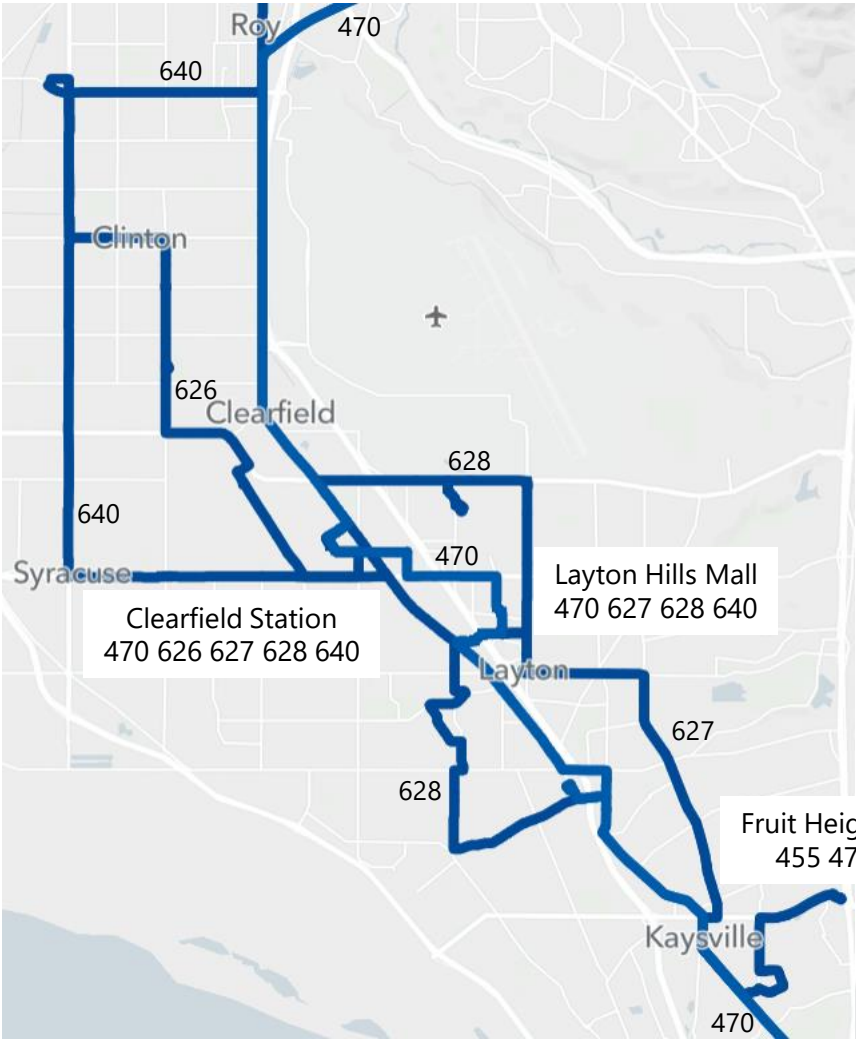
Route 470: Serve Layton Hills Mall

Route 626: Serve Freeport Center

Route 627: Extend to Fruit Heights Park & Ride, reroute to maintain coverage

Route 628: Replace trolley with local service
Reroute to serve new coverage areas in Layton

Route 640: Shorten to Clearfield Station
Reroute to 5600 South, **2000 West**



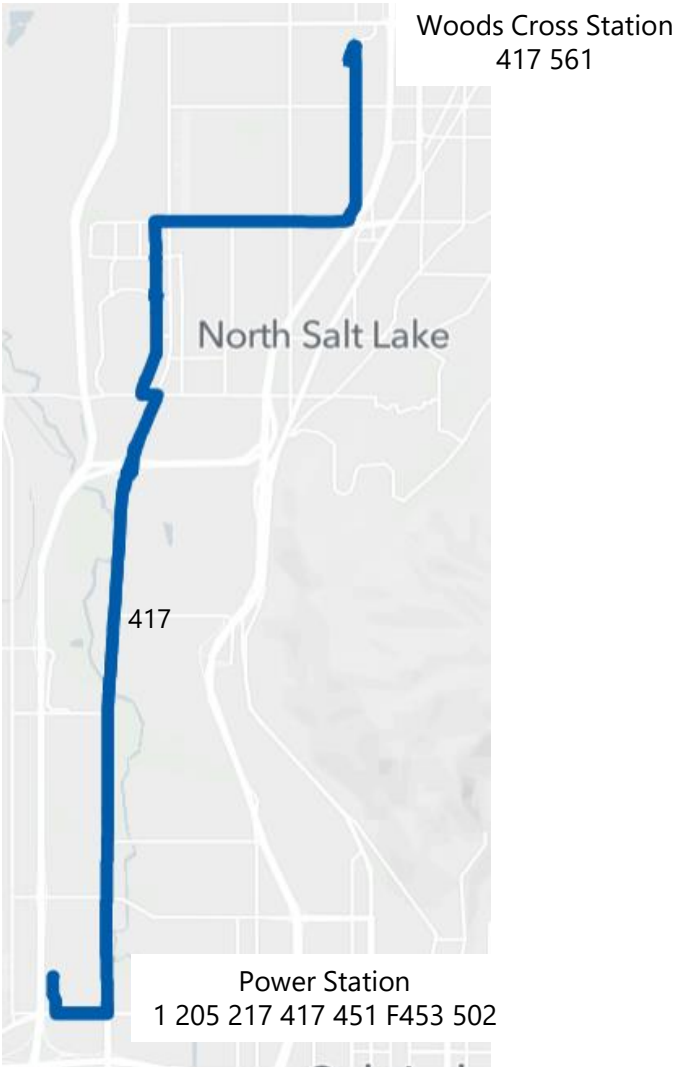
Hours	Miles	Shifts	Pullout
+5K	-1.2K	+2	-5



Weber-Davis Regional Service

Route 417: Community Priority
 New route between North Temple and
 Woods Cross Station

Route 217
 End of line adjustment



Hours	Miles	Shifts	Pullout
+19K	+206K	+9	+4



Salt Lake County

April 2025



Agenda Item 10.b.

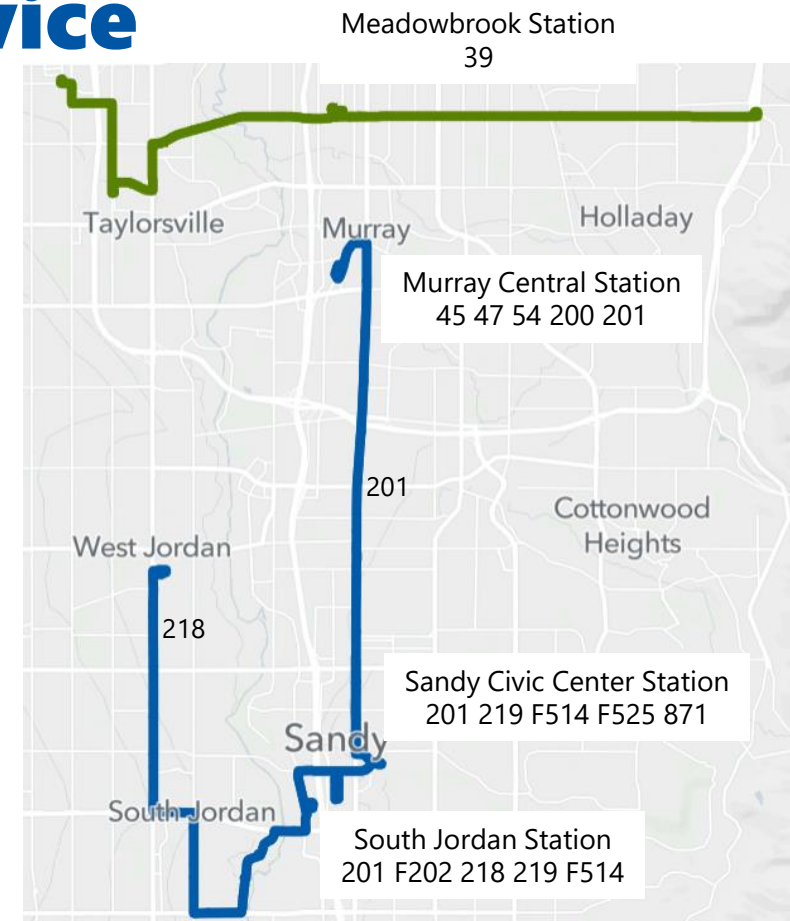
Salt Lake County Local Service

Route 39: **Frequent Bus** **Community Priority**

Increase service to 15-min

Routes 201, 218:

Increase service to 30-min



Hours	Miles	Shifts	Pullout
+21K	+264K	+9	+6

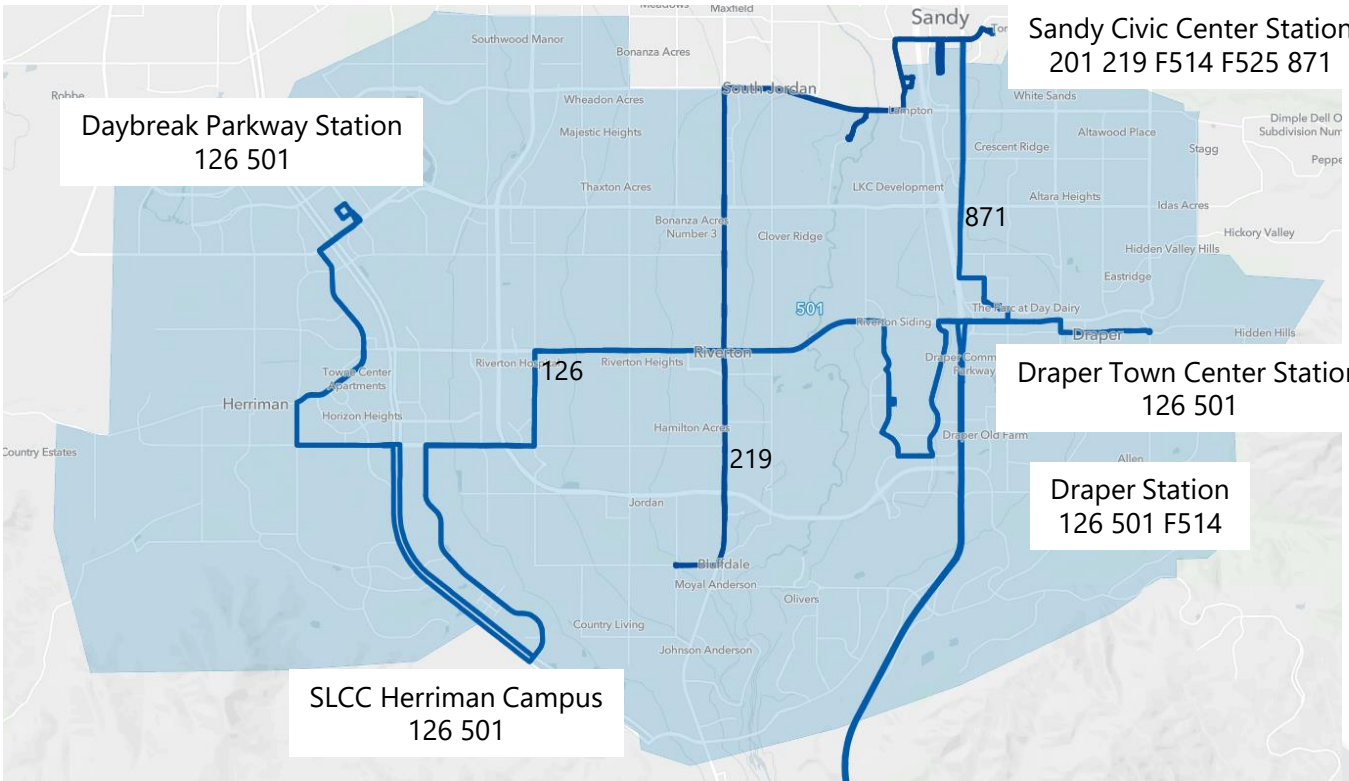


Herriman/Riverton/Draper/Bluffdale

Route 126: **Community Priority**

Implement new route Serves SLCC, Real Salt Lake Academy
 Modified alignment until street network is complete

Route 219: Implement new route
 Modified alignment until The Point station opens



Hours	Miles	Shifts	Pullout
+22K	+333K	+15	+9

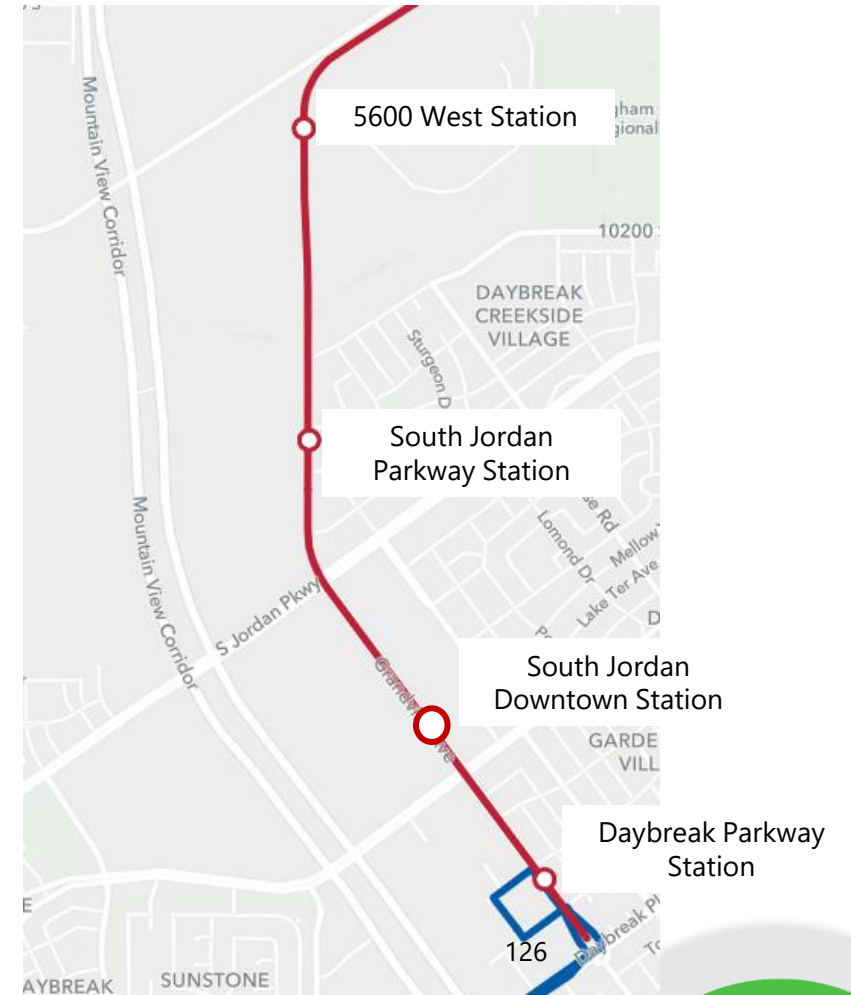
Includes +2 pullout, +4 shifts for Paratransit



South Jordan Downtown Station

Red Line:

New South Jordan Downtown Station opens



Hours	Miles	Shifts	Pullout
0	0	0	0

Agenda Item 10.b.



Utah County

April 2025



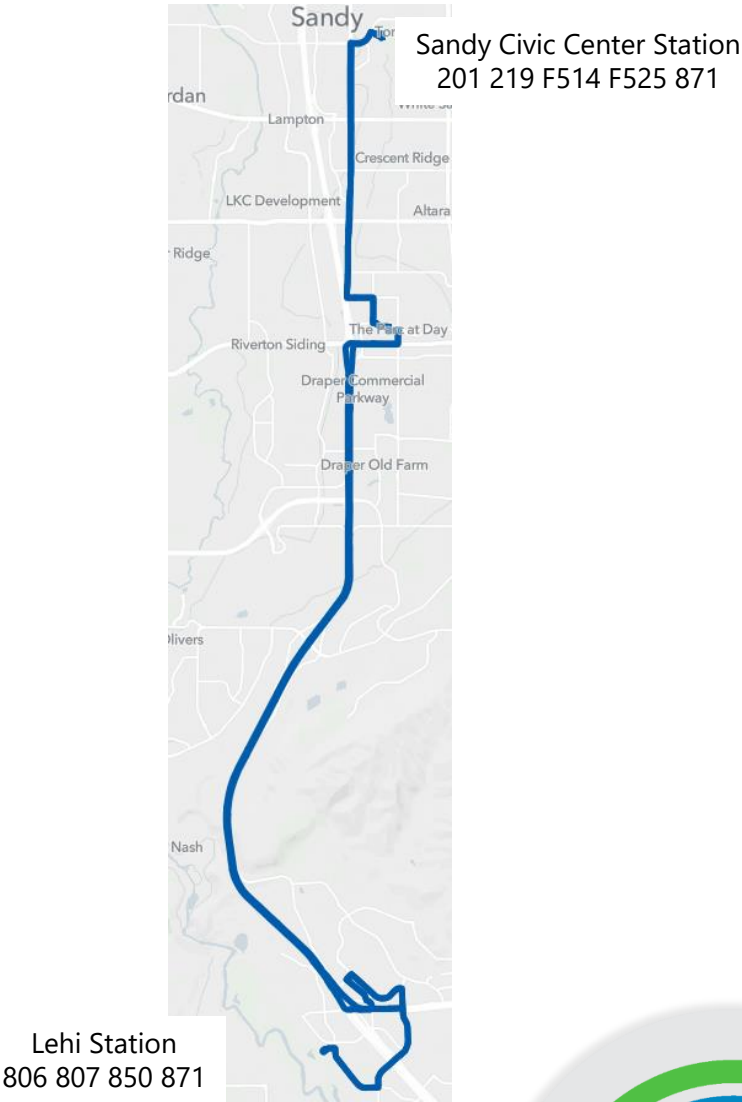
Agenda Item 10.b.

Lehi-Sandy

Route 871: Extend to Sandy Civic Center Station
201 219 F514 F525 871

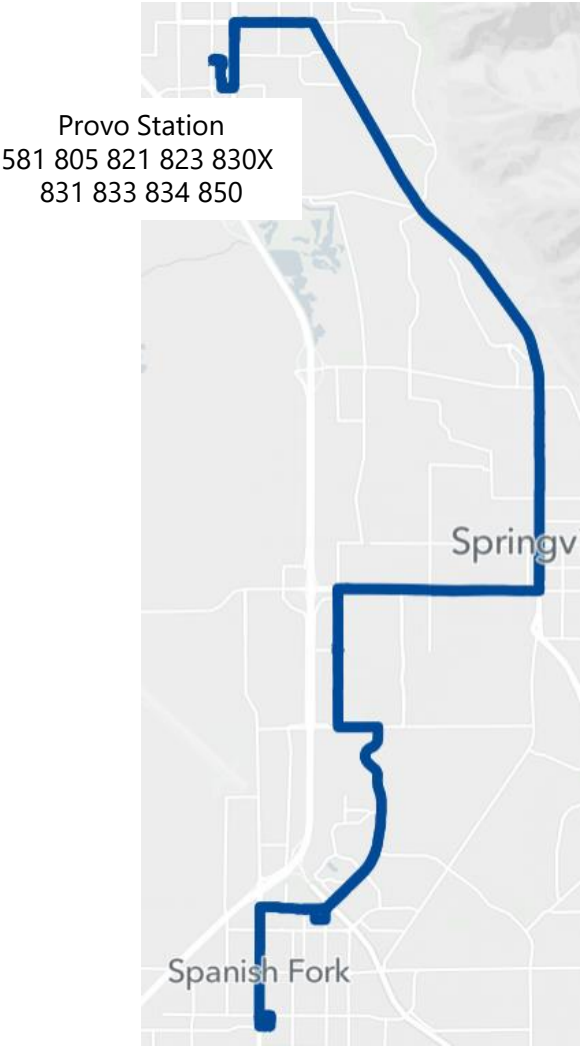


Hours	Miles	Shifts	Pullout
+3.8K	+30K	+2	+1



South Utah County

Route 823: Community Priority
New route

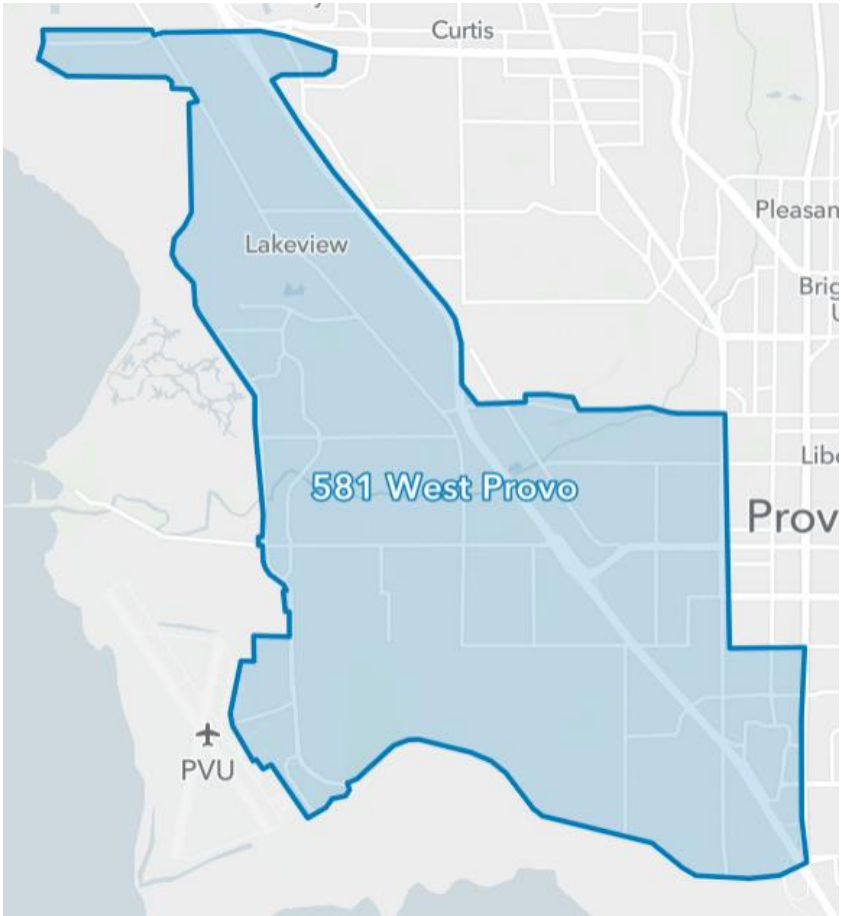


Hours	Miles	Shifts	Pullout
+20K	+276K	+10	+5



West Provo/Airport

Zone 581:
New UTA On Demand zone



Hours	Miles	Shifts	Pullout
+10K			



April 2026 Service Changes



Weber, Davis, Box Elder Counties

April 2026

Agenda Item 10.b.



Ogden Local Service

Route 455: Shorten to Dee EC

Route 604: Extend to WSU (replaces route 455)

Route 610: New local service connects destinations throughout Ogden (replaces portions of routes 612, 625)

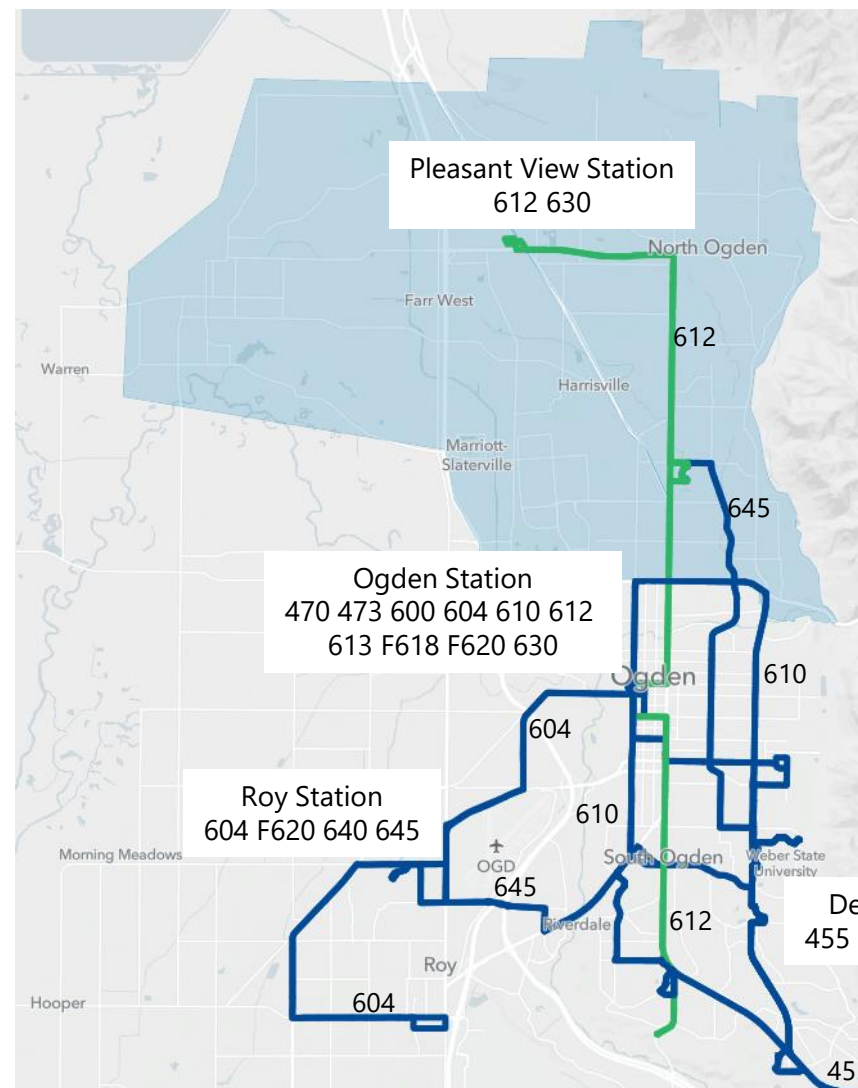
Route 612: **Community Priority**

Serve Pleasant View, Ogden Stn

Serve Washington Terrace/South Ogden via Adams Avenue Pkwy (replaces 601 trolley)

Route 645: Increase to 30-min service; reroute to avoid duplication with OGX; extend to Roy Station

New IMZ service; Ongoing Paratransit analysis



Hours	Miles	Shifts	Pullout
+37K	+614K	+20	+3

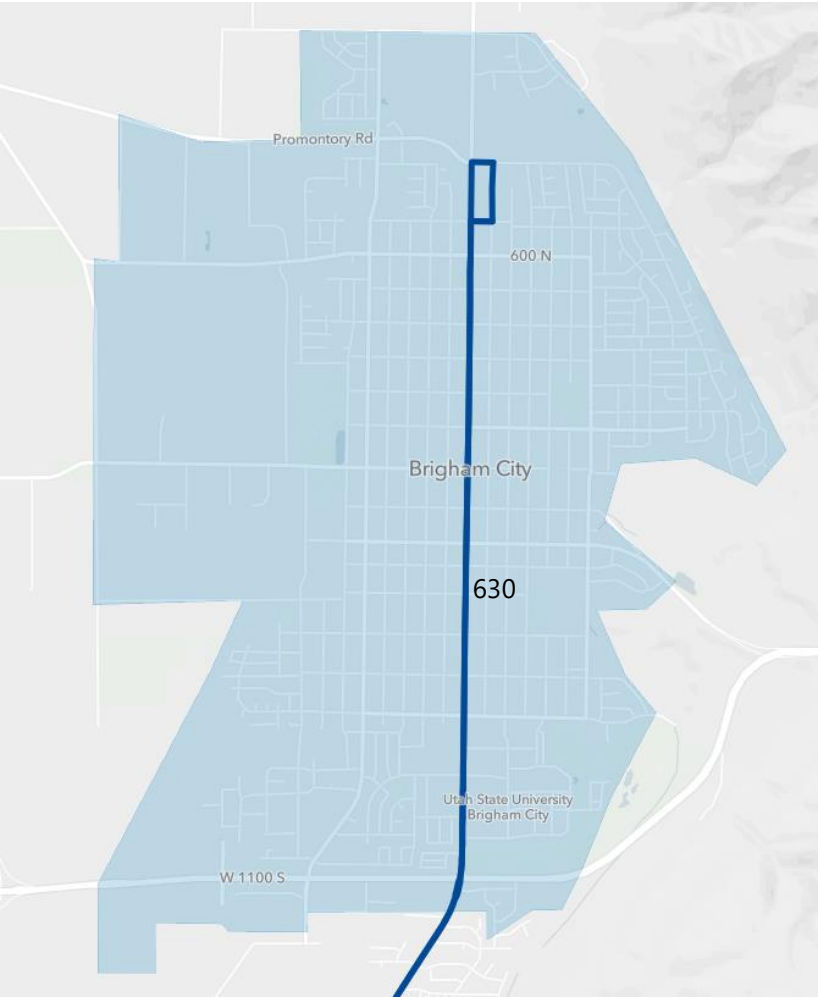


Brigham City

Route 630: Serve Pleasant View Station
Increase service to 30-min

New IMZ Service

Replaces route F638



Hours	Miles	Shifts	Pullout
+5.7K	+186K	+3	0



Salt Lake County

April 2026

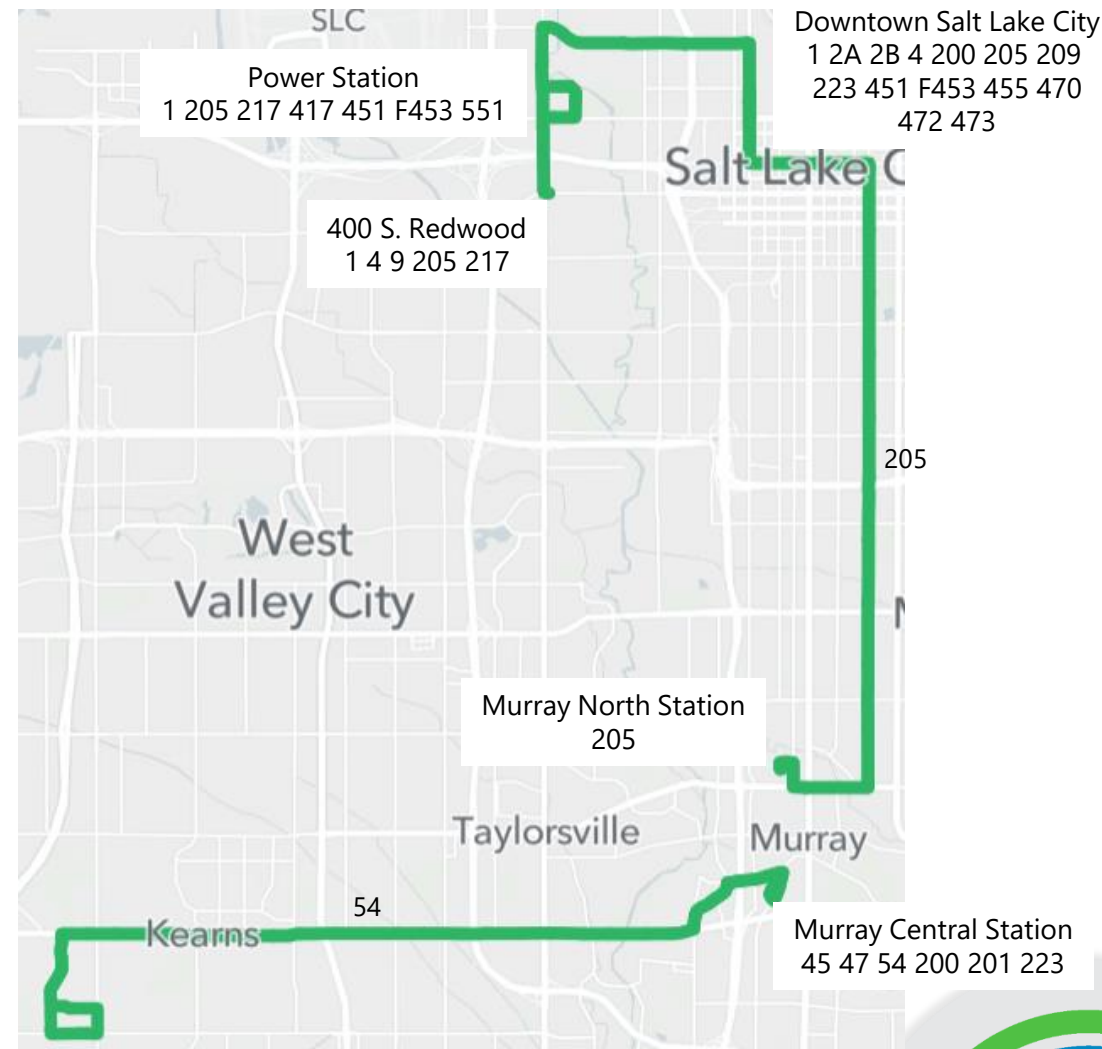


Agenda Item 10.b.

Service Restoration

Routes 54, 205: **Frequent Bus**
Increase service to 15-min

Community Priority



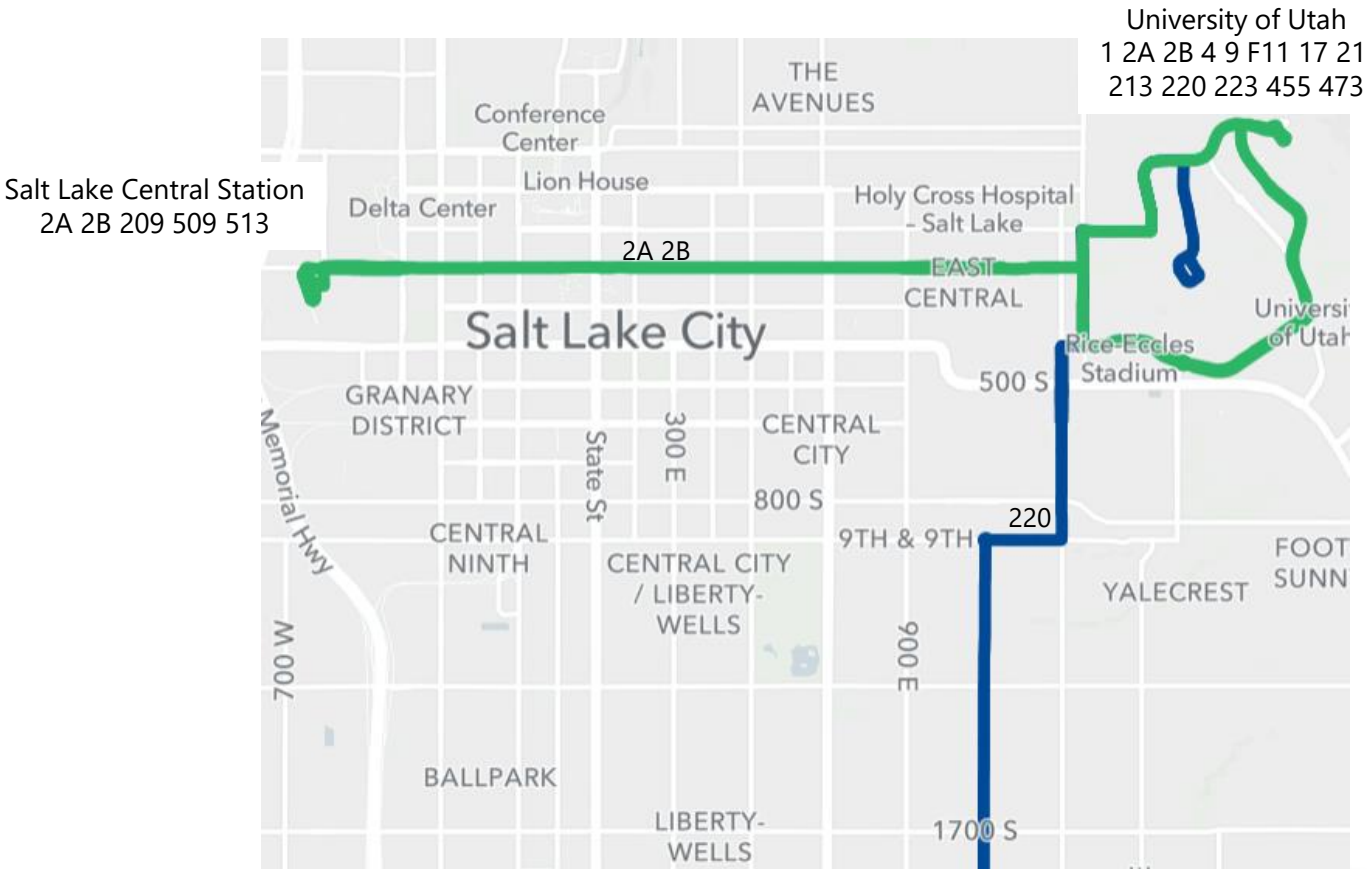
Hours	Miles	Shifts	Pullout
+45K	+645K	+22	+7



200 South

Route 2:
 Replace with 2A/2B **Frequent Bus**
 6-9 min. frequency on Weekdays

Route 220:
 Shorten to U of U Union



Hours	Miles	Shifts	Pullout
+13K	+114K	+6	+5



Canyon Connections

Route 4:

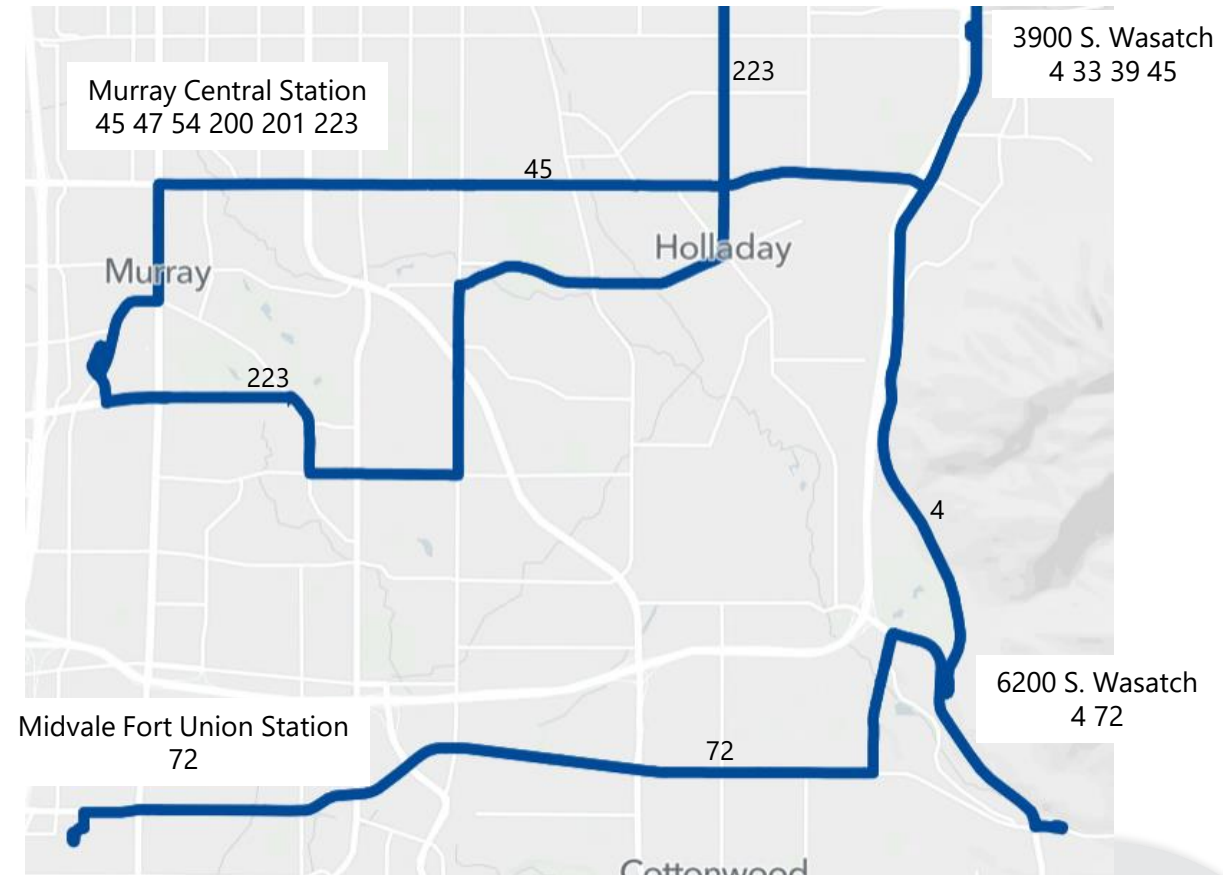
Extend to 6200 S. Wasatch Park & Ride
 Extend to LCC Park & Ride
 Evaluate routing with UDOT

Route 72:

Extend to 6200 S. Wasatch Park & Ride

Routes 45, 223:

Reroute to improve connections, increase coverage
 Increase route 223 to 30-min on Weekdays

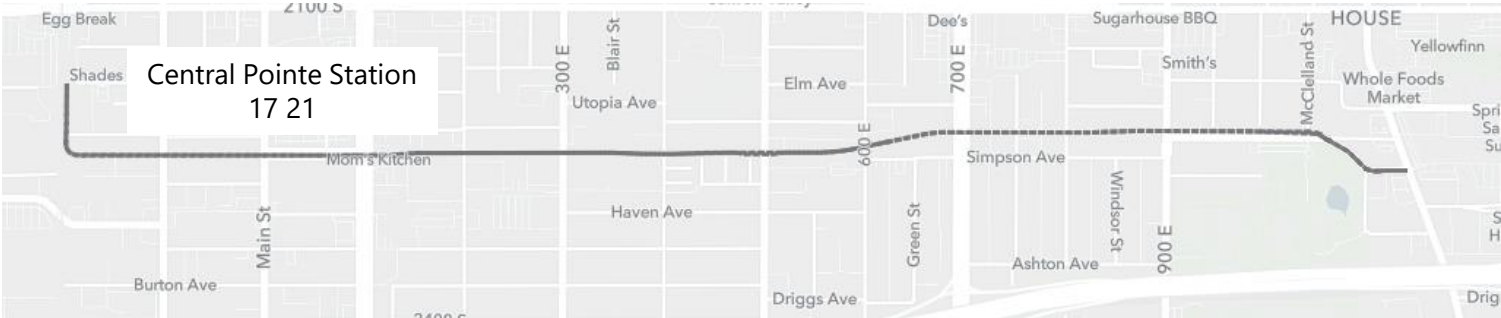


Hours	Miles	Shifts	Pullout
+11K	+308K	+4	+4



S-Line Extension

Route 720: Extend to Highland Drive



Hours	Miles	Shifts	Pullout
+2K	+24K	+2	+1



Utah County

April 2026



Agenda Item 10.b.

North Utah County

Route 850:
Serve Valley Grove development

Routes 846, 860
New routes to expand coverage, improve connections

Route 862:
Rerouted to preserve coverage, improve connections

New IMZ Service



Hours	Miles	Shifts	Pullout
+39K	+404K	+21	+8

Includes +1 pullout, +2 shifts for Paratransit



April 2027 Service Changes



Weber, Davis, Box Elder Counties

April 2027

Agenda Item 10.b.

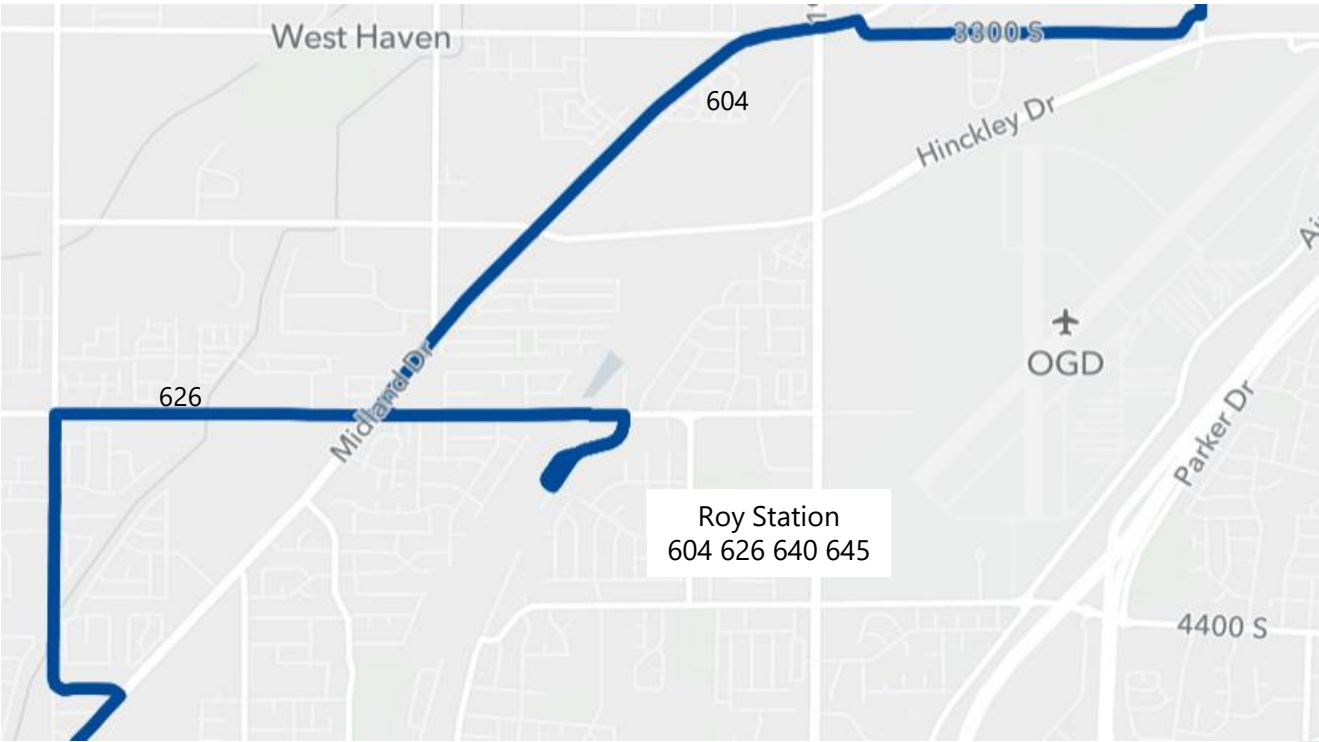


Roy Station

Route 604:
Shorten to Roy Station
Reroute to serve West Haven

Route 626:
Extend to Roy Station

Replaces route F620



Hours	Miles	Shifts	Pullout
+5.8K	+82K	+3	-1

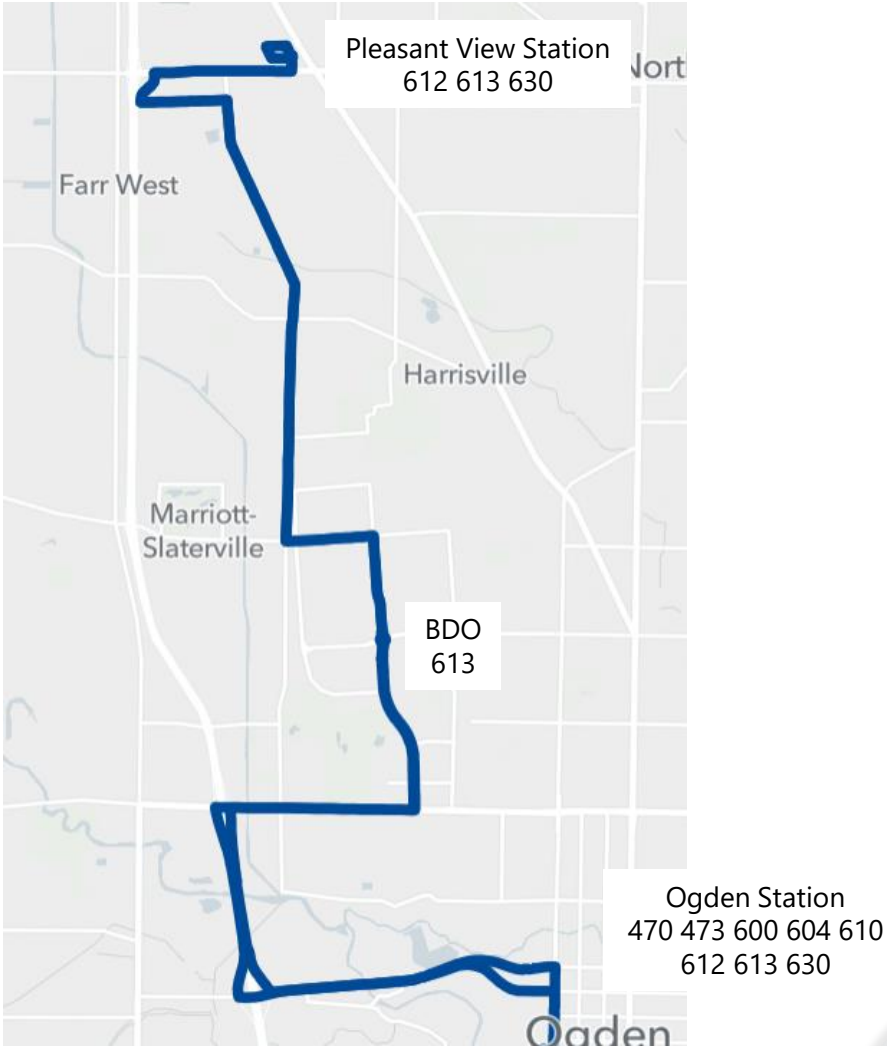


Business Depot Ogden

Route 613:

Serve BDO, Pleasant View Station
Increase service to 30-min

Replaces route F618



Hours	Miles	Shifts	Pullout
+2.1K	+26K	+1	-1



Salt Lake County

April 2027



Agenda Item 10.b.

MVX

Route 50X:

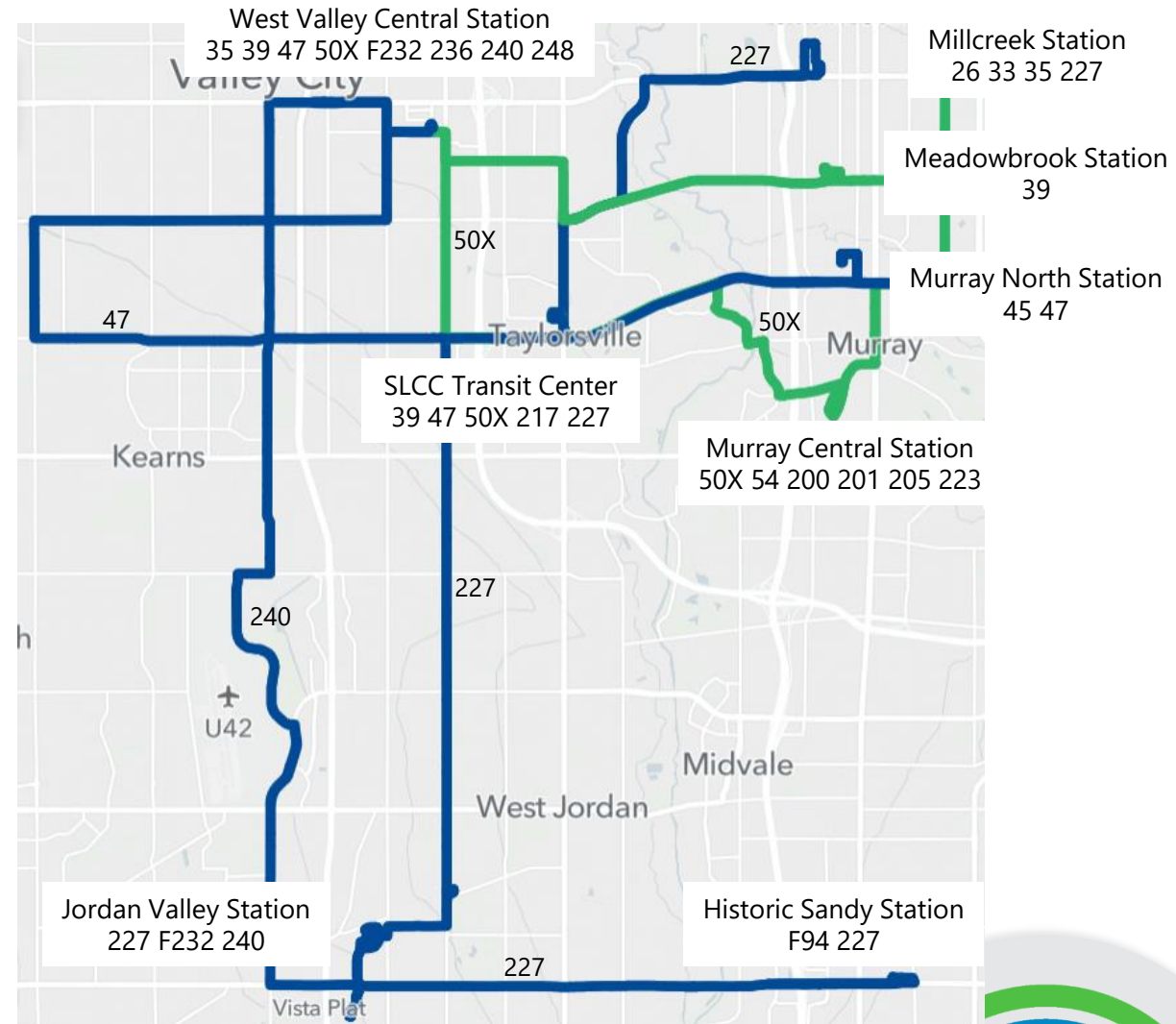
New MVX line 15-min frequency

Routes 39, 45, 47, 205, 240:

Routes adjusted to maintain coverage, improve connections

Route 227:

Route adjusted to maintain coverage,
improve connections
Service increased to 30-min on Weekdays,
add Saturdays



Hours	Miles	Shifts	Pullout
+49K	+659K	+23	+11



West Salt Lake County

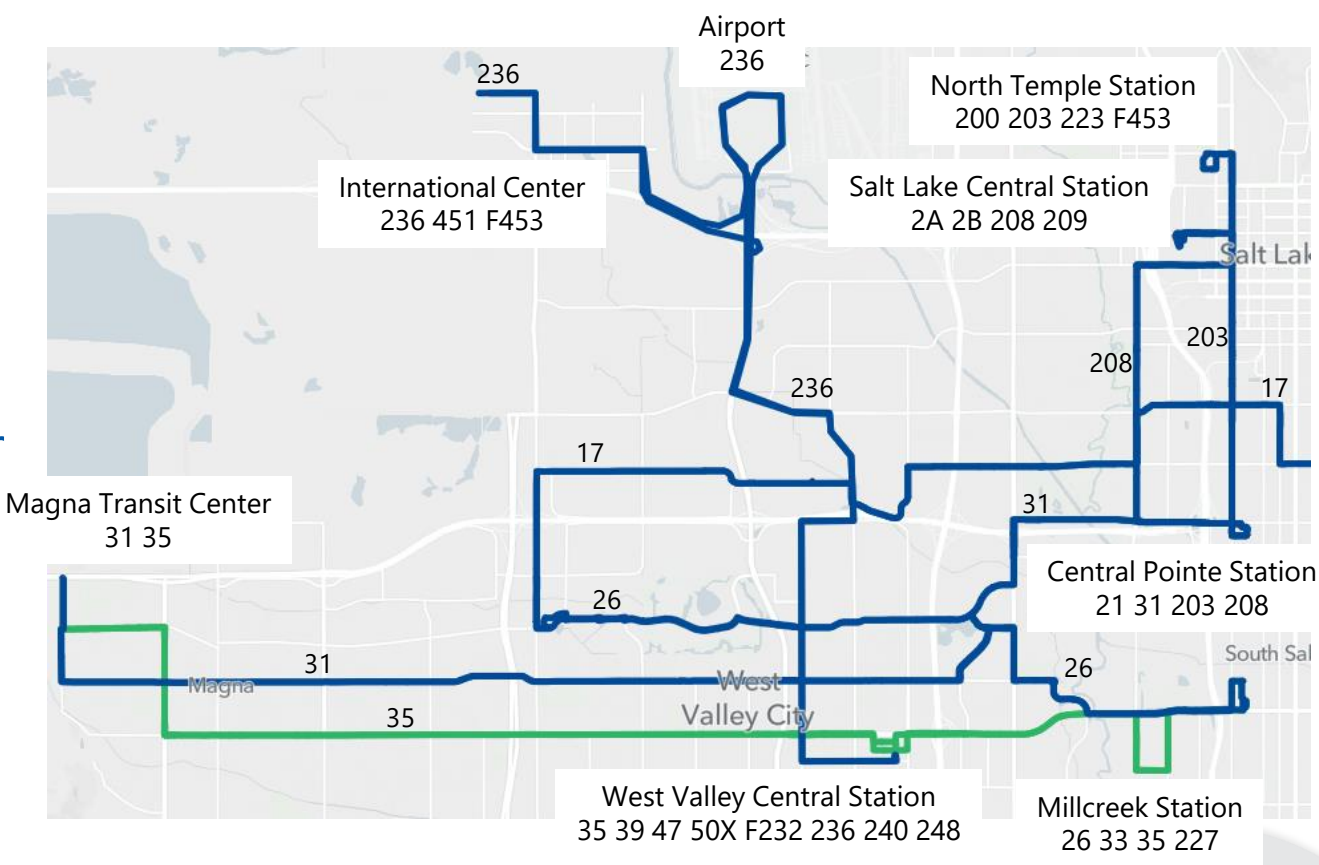
Route 17: Extend for new coverage
Increase service to 30-min.

Routes 26, 31, 203, 208: New service

Route 35: Serve new Magna Transit Center

Route 236:
New route serves Airport, Intl. Center

Replaces routes 509, 513, 551



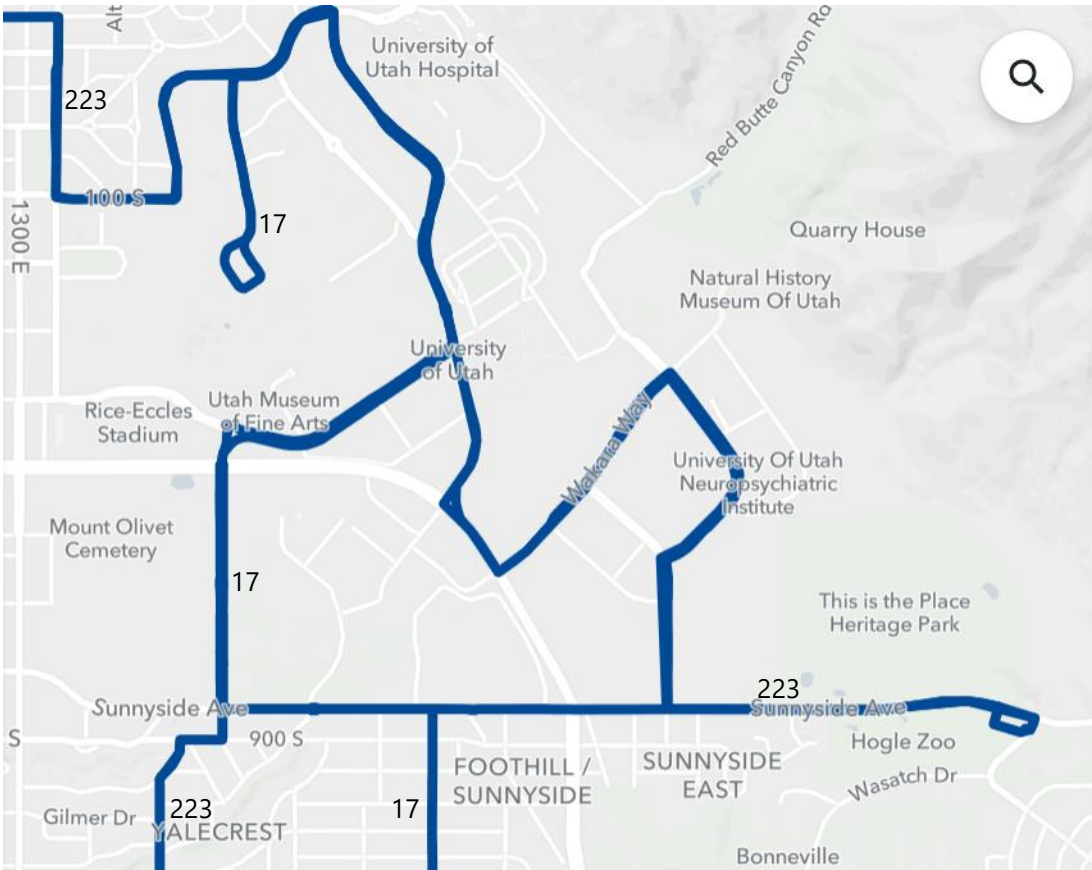
Hours	Miles	Shifts	Pullout
+95K	+1.1M	+47	+21



Hogle Zoo

Route 223: **Community Priority**
Serve new roundabout at Zoo

Route 17:
Reroute to preserve coverage
Increase service to 30-min



Hours	Miles	Shifts	Pullout
+.07K	+15K	0	0



Utah County

April 2027

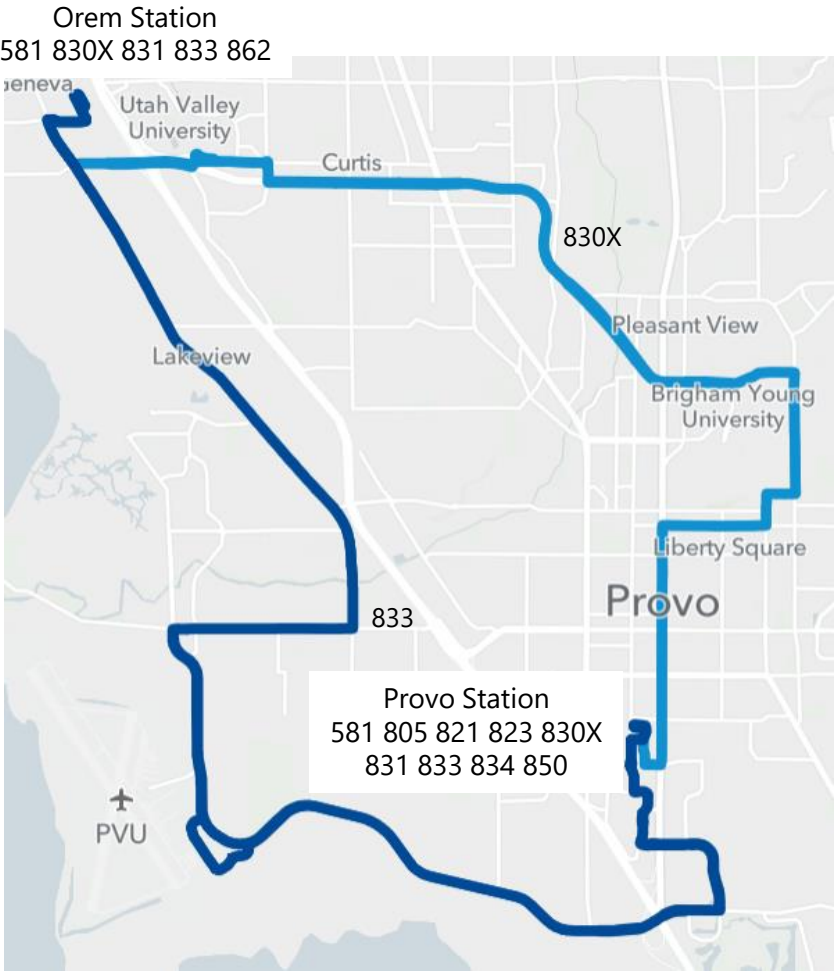


Agenda Item 10.b.

East Bay/West Provo

Route 830X:
Shorten to Provo Station

Route 833:
Reroute to serve East Bay, Provo Airport, Geneva Rd, Orem Station



Hours	Miles	Shifts	Pullout
+13K	+151K	+6	+3



April 2028 Service Changes



Weber, Davis, Box Elder Counties

April 2028



Agenda Item 10.b.

Davis-Salt Lake Community Connector

Route 400:

New route on Orchard Drive

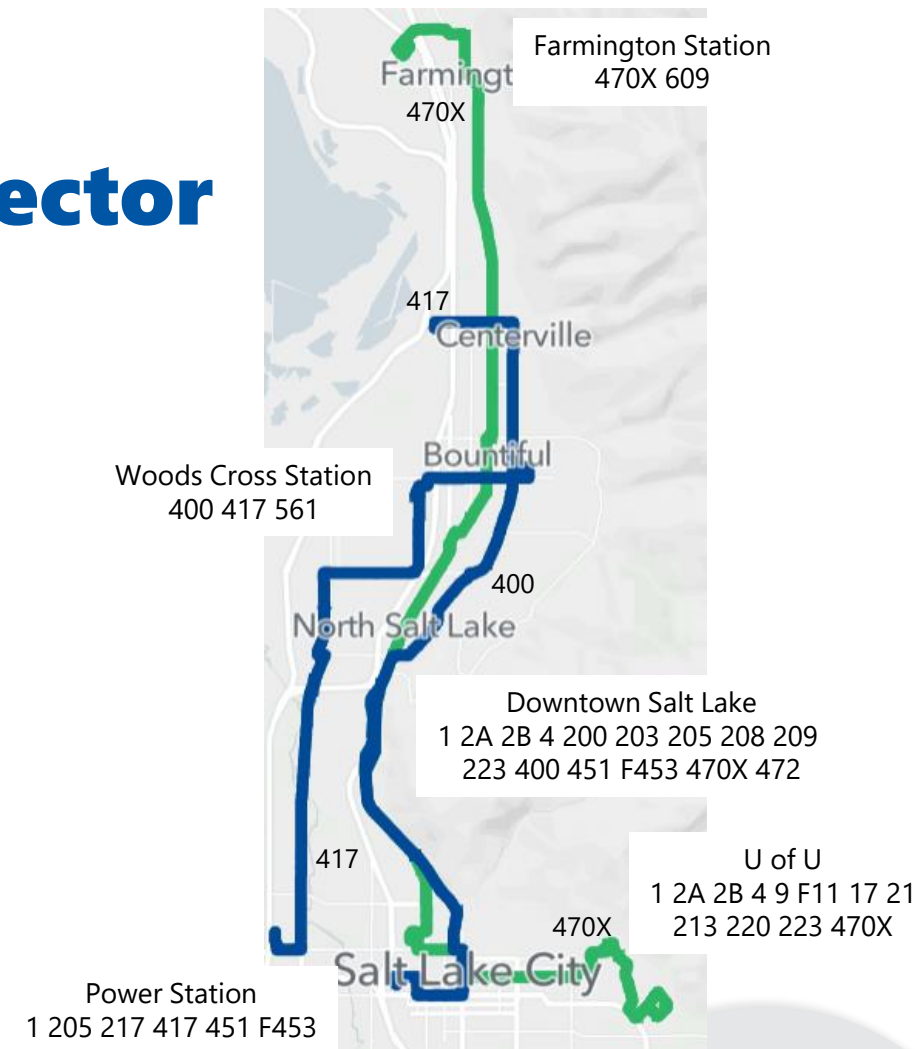
Route 417:

Extend to Legacy Crossing

Route 470X: **Enhanced Bus**

New Davis-Salt Lake Community Connector

Replaces portions of routes 455, 473, and 667 trolley



See next slide for combined impact of changes



Ogden - Farmington

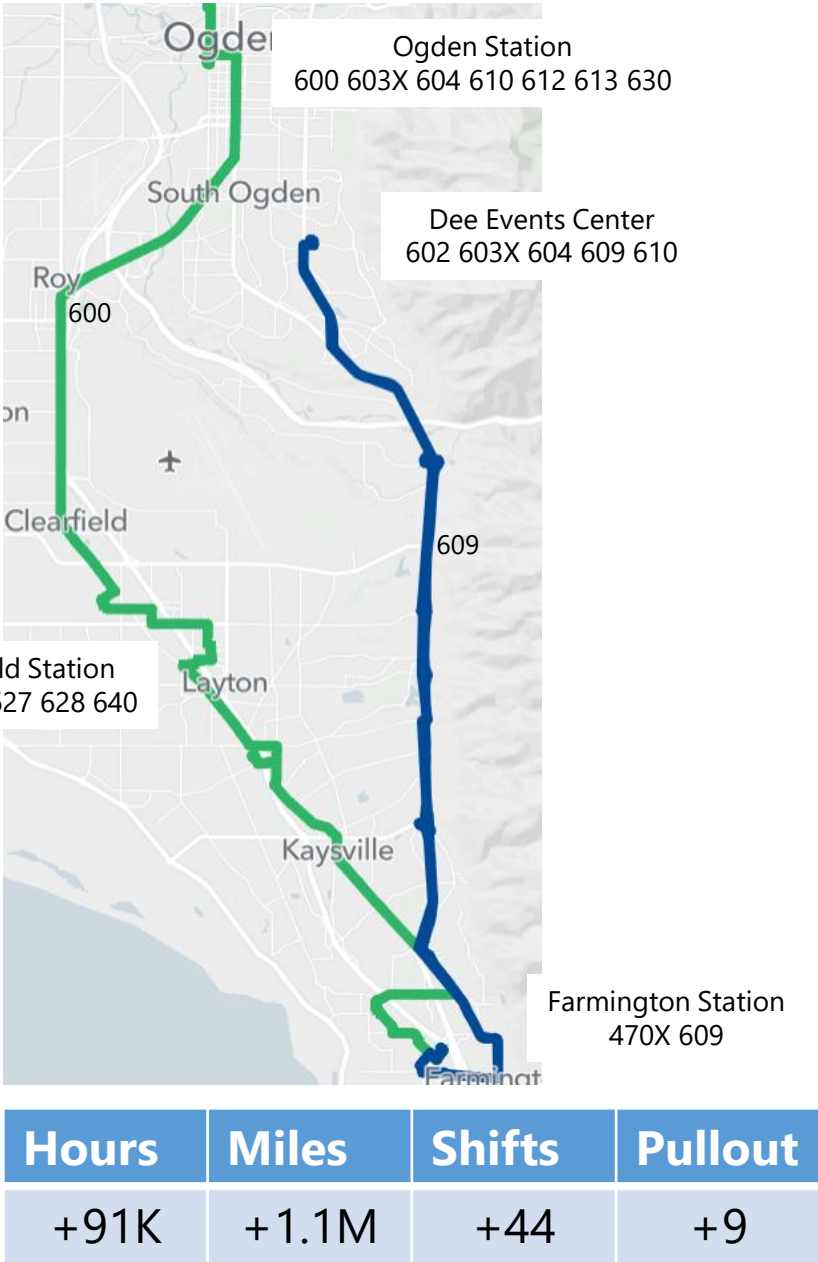
Route 600: Frequent Bus

15-minute service on route 470 corridor north of Farmington Station

Route 609:

Service to Park & Ride lots in east Davis County

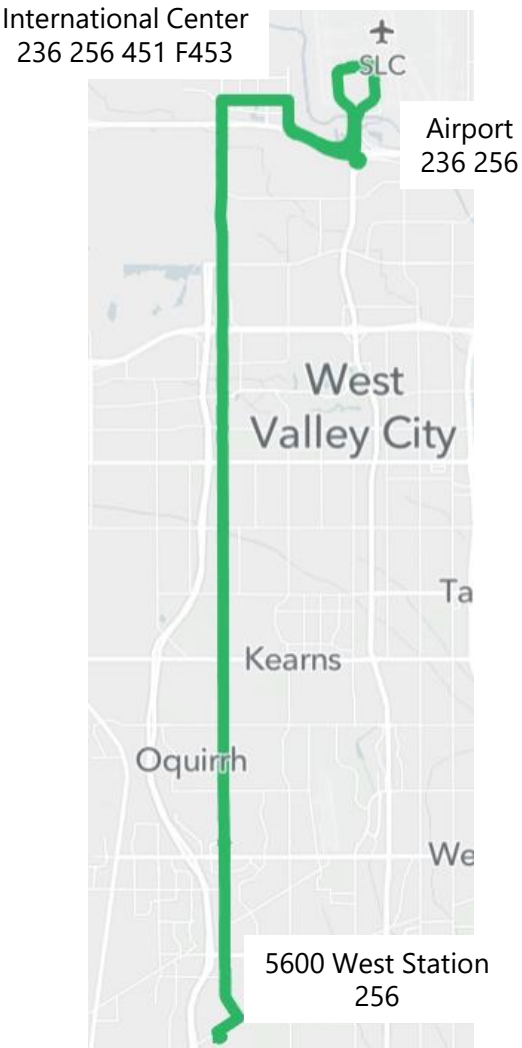
Replaces portions of routes 455, 470, and 473



5600 West

Route 256: **Enhanced Bus**
New 5600 West line

Replaces route F556



Hours	Miles	Shifts	Pullout
+68K	+730K	+33	+11



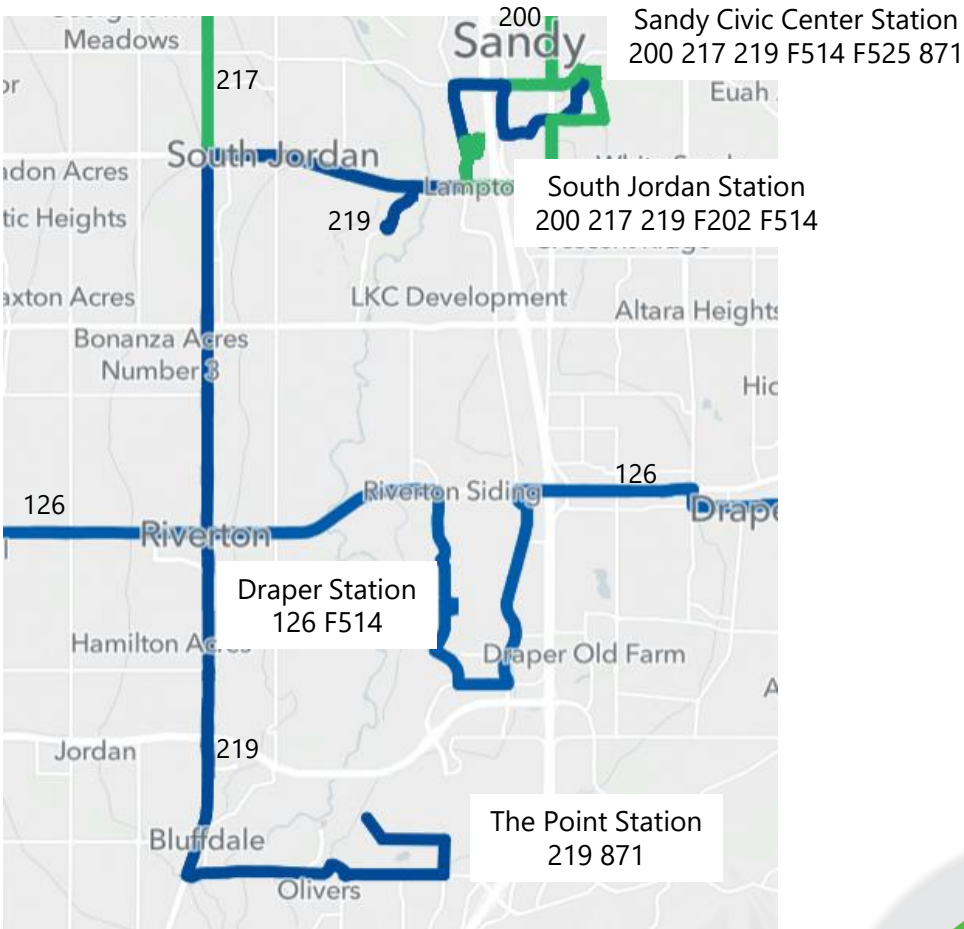
Sandy/South Jordan

Routes 200, 217: Frequent Bus Community Priority

Extend 15-minute service to Sandy Civic Center/South Jordan Stations

Routes 126, 219:

Increase service to 30-min on Weekdays
Add Saturday service
Extend route 219 to The Point station



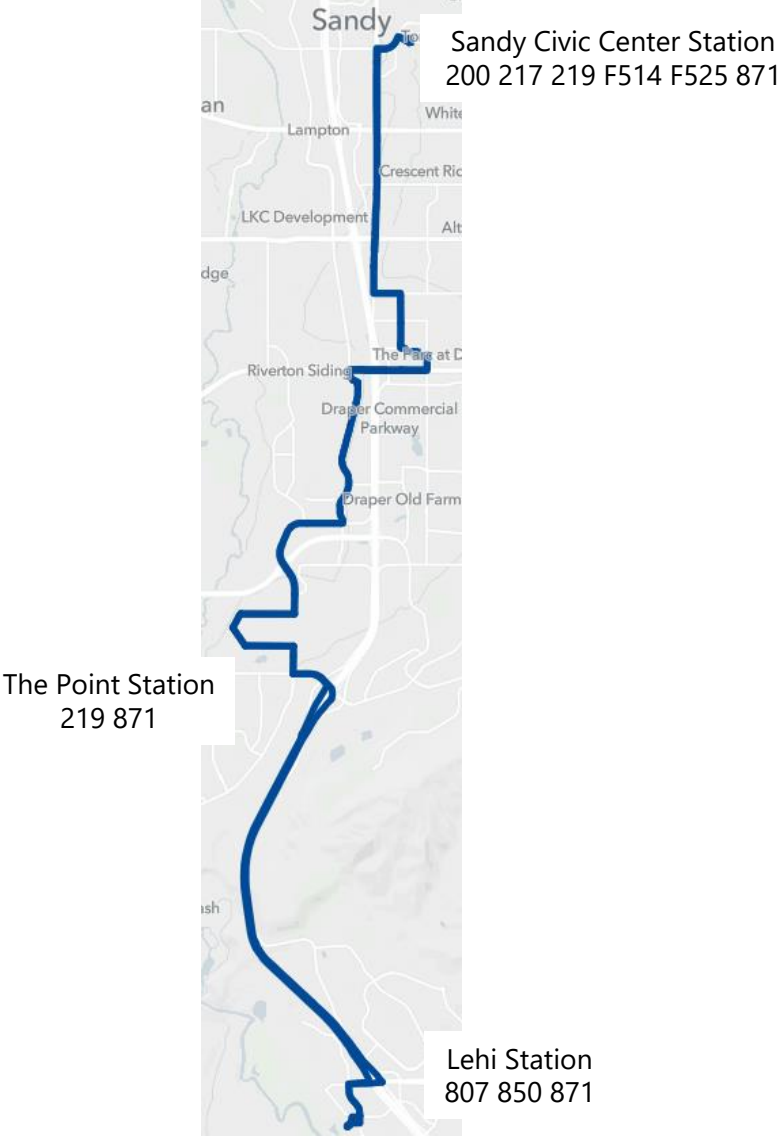
Hours	Miles	Shifts	Pullout
+64K	+943K	+25	+3



Lehi-Sandy

Route 871:

Streamline routing near Lehi Station
 Begin service to The Point Station
 Increase service to 30-min



Hours	Miles	Shifts	Pullout
+17K	+181K	+8	+2



April 2029 Service Changes



Salt Lake County

April 2029



Agenda Item 10.b.

Fort Union

Route 62:

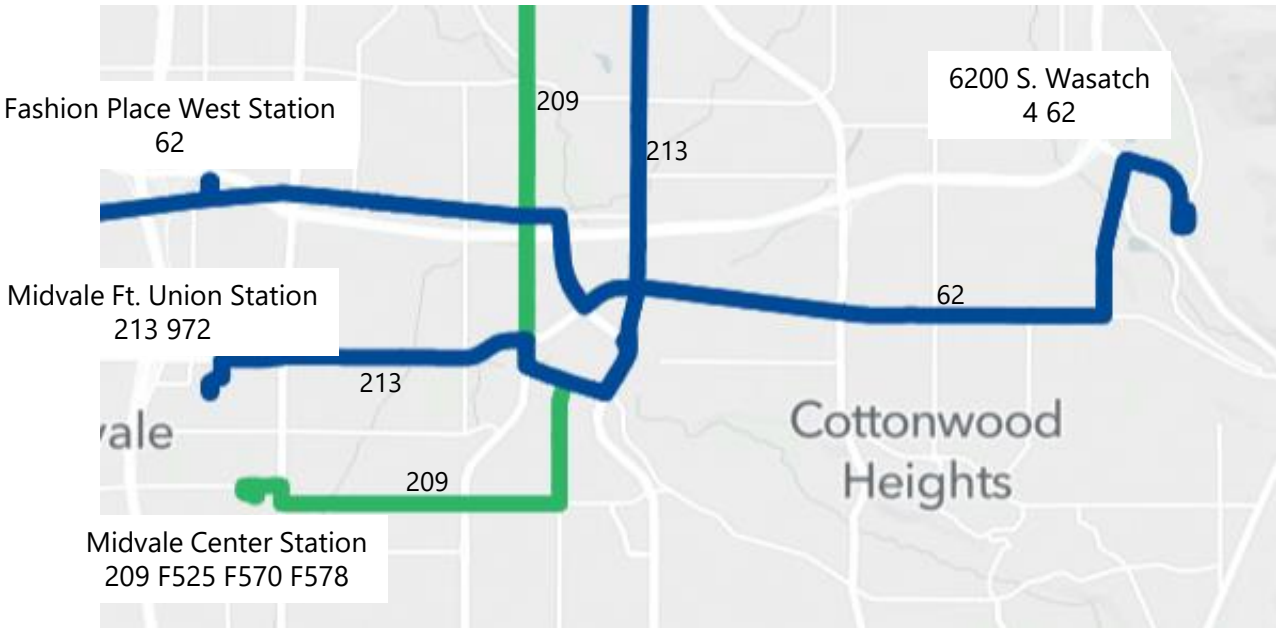
Extend to New Fort Union Transit Center,
6200 S. Wasatch Blvd. Park & Ride
Increase service to 30-min.

Route 209:

Serve New Fort Union Transit Center
Extend to Midvale Center Station

Route 213:

Reroute to Midvale Ft. Union Station

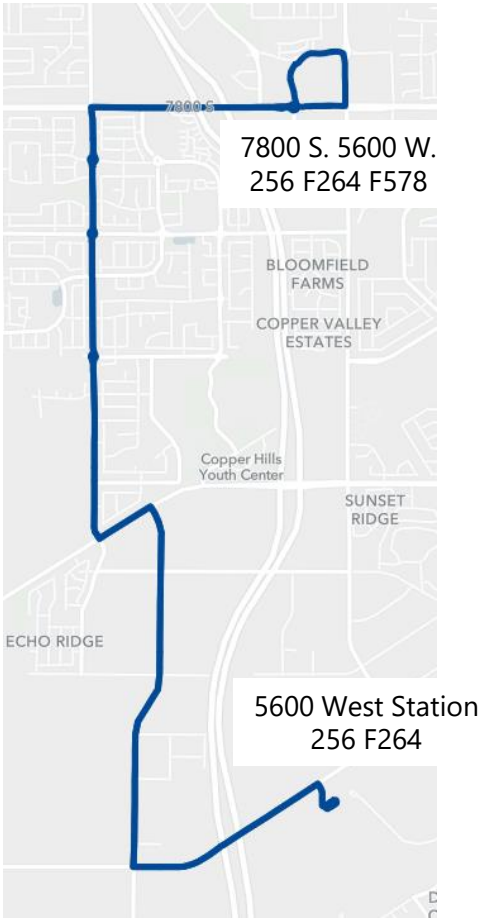


Hours	Miles	Shifts	Pullout
+17K	+338K	+8	+2



Southwest Quadrant

Route F264:
New flex route



Hours	Miles	Shifts	Pullout
+10K	+102K	+5	+3



Innovative Mobility Zones



Agenda Item 10.b.

Innovative Mobility Zones

- North Weber (2026)
- Brigham City (2026)
- Central Pointe Station (2026)
- Lehi (2026)
- Alpine/Highland (2027)
- Northwest Utah County (2028)
- West Jordan/Midvale/Cottonwood Heights (2029)



Hours/miles vary by zone and service type



Feedback Opportunities



Visit rideuta.com/FYSP for more information about the Plan, interactive map, and feedback opportunities



Completed preliminary engagement and will be seeking additional public input in September



Contact us at community@rideuta.com



Questions & Feedback



TechLink TRAX Study Update and Locally Preferred Alternative Recommendation



Study Overview

- Funded by RAISE Grant
- Study will investigate new transit connections in Salt Lake City
- Builds on previous studies
- **Study Goal: Select a Locally Preferred Alternative to advance into NEPA Environmental Review**



Background

Downtown Salt Lake City Rail Extensions and Connections Feasibility Study (2021)
 Research Park Strategic Vision (2021)
and many more!



Future of Light Rail (2022)



TechLink TRAX
 Study

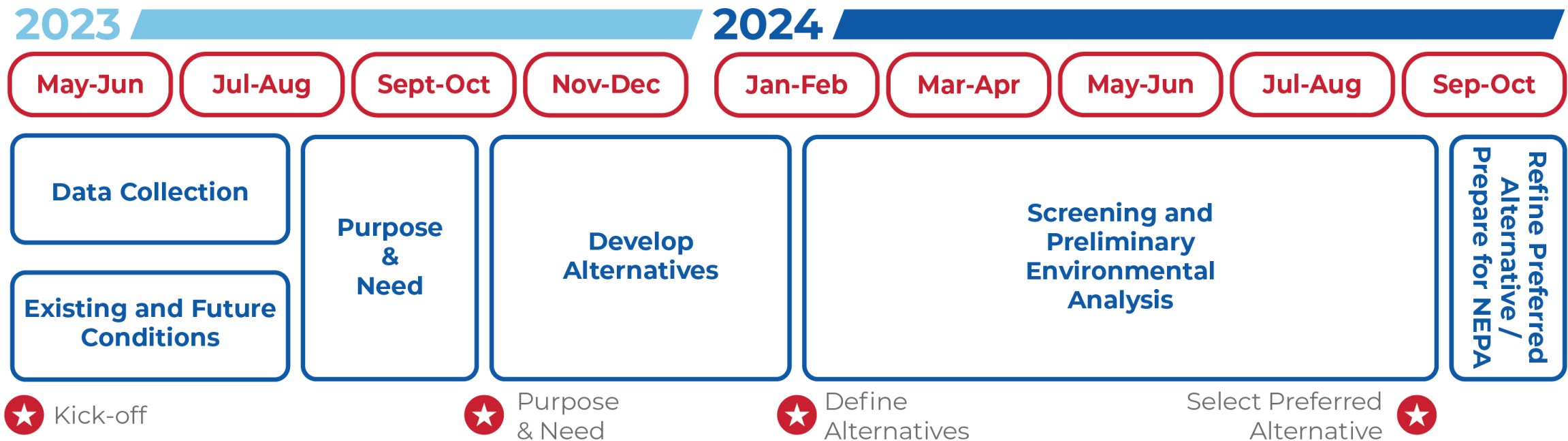


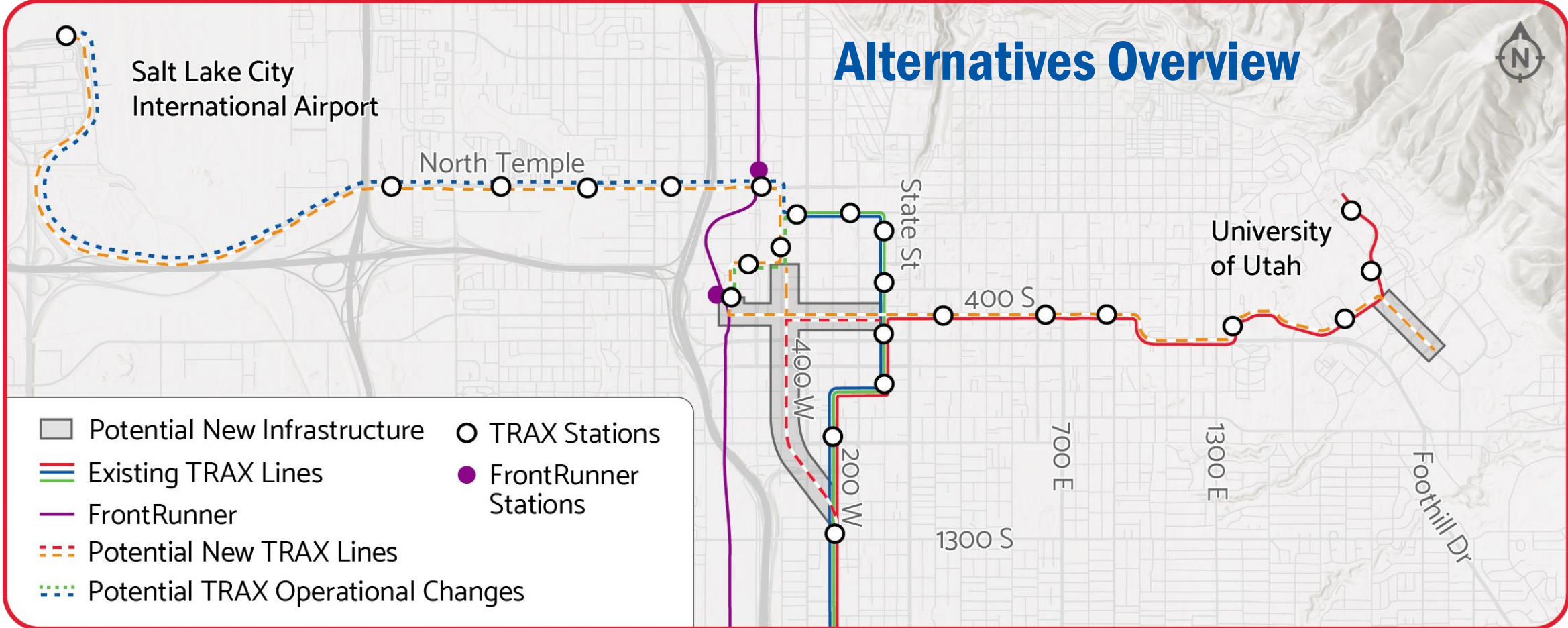
Project Goals

- Support long-range transportation growth demand
- Improve TRAX operational reliability and capacity
- Enhance access and mobility between existing and emerging areas of economic development
- Increase access to opportunities for disadvantaged populations
- Provide sustainable transportation options



Study Timeline of Key Activities



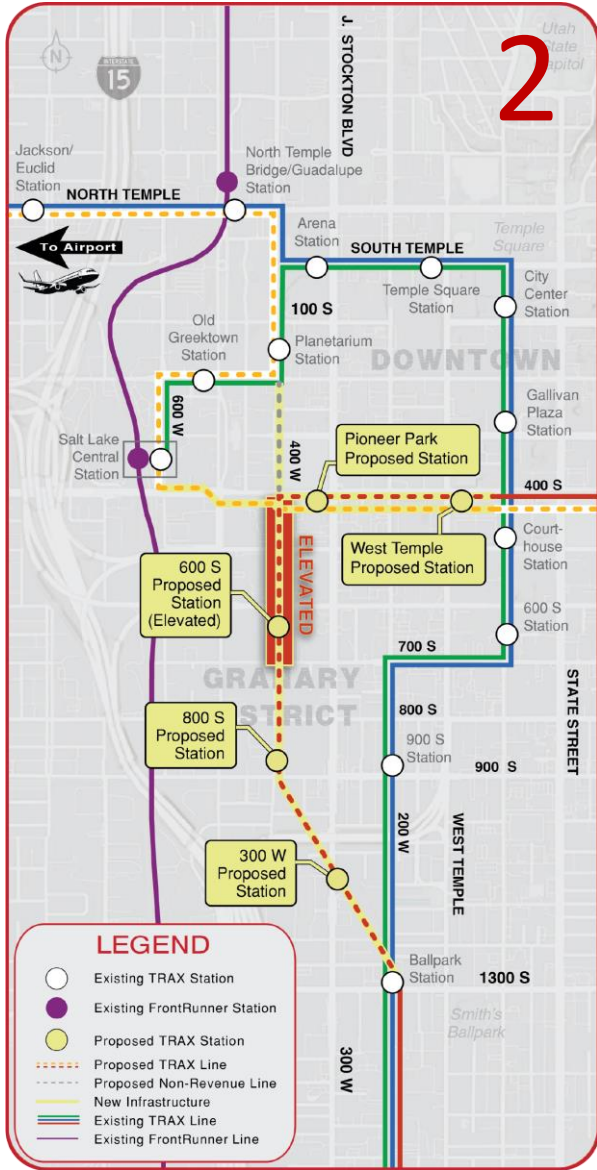
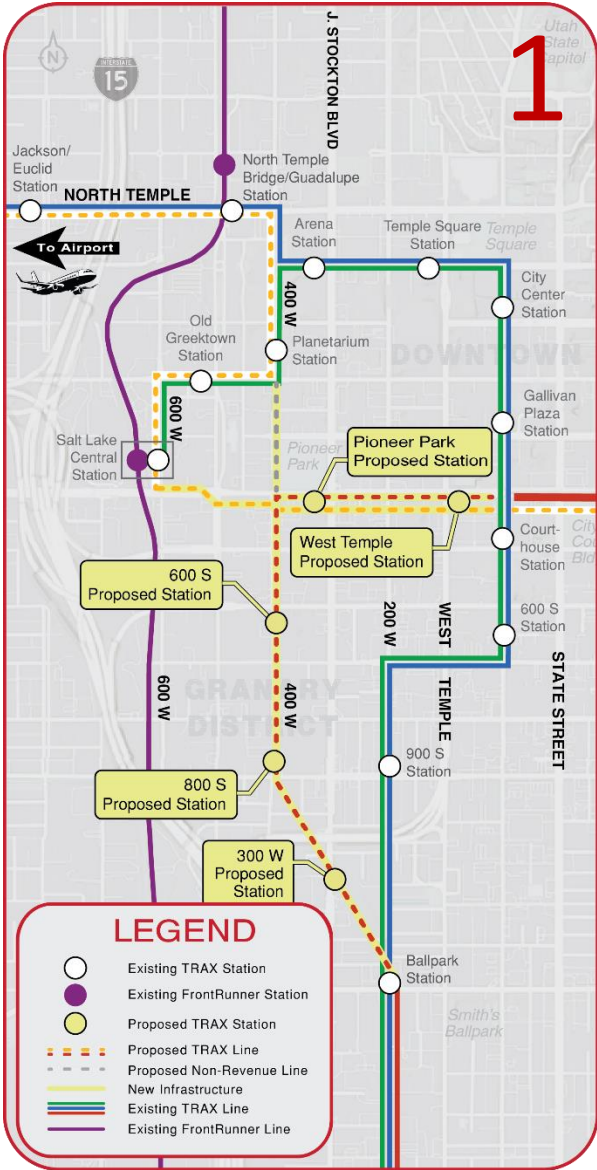








All Alternatives:

- New Orange Line from airport to Research Park
- Realigned Red Line along Ballpark Spur
- Blue and Green Line northern termini switch



Alternatives



Proposed Criteria	Alternative 1 Future of Light Rail	Alternative 2 400 West Elevated	Alternative 3 Direct on 400 West	Alternative 4 U of U Realign
Weekday Ridership 	Similar	Similar	Similar	Similar
Transit Travel Times and Reliability 	<ul style="list-style-type: none"> Orange Line travel time: 4 minutes slower Similar for other lines 	<ul style="list-style-type: none"> Orange Line travel time: 4 minutes slower Similar for other lines 	<ul style="list-style-type: none"> Orange Line travel time: 4 minutes faster Similar for other lines 	<ul style="list-style-type: none"> Orange Line travel time: 4 minutes slower Similar for other lines
Economic Development Potential 	<ul style="list-style-type: none"> Directly serves <u>potential redevelopment</u> <ul style="list-style-type: none"> Close to existing development 	<ul style="list-style-type: none"> Directly serves <u>potential redevelopment</u> <ul style="list-style-type: none"> Close to existing development 	<ul style="list-style-type: none"> Directly serves <u>existing development</u> <ul style="list-style-type: none"> Close to potential redevelopment 	<ul style="list-style-type: none"> Directly serves <u>potential redevelopment</u> <ul style="list-style-type: none"> Close to existing development
Access to Opportunity 	Similar	Similar	Similar	Similar
Potential for Environmental Impacts 	Primarily right-of-way, cultural/historic, noise/vibration	Slight increase in visual impact along 400 West	Slightly reduced impacts along 400 South	Slightly increased impacts along 500 South
Capital and Annual O&M Costs 	Capital: \$450 M Annual O&M: +26%	Capital: \$500 M Annual O&M: +26%	Capital: \$390 M Annual O&M: +25%	Capital: \$570 M Annual O&M: +26%

Technical Evaluation Recommendation

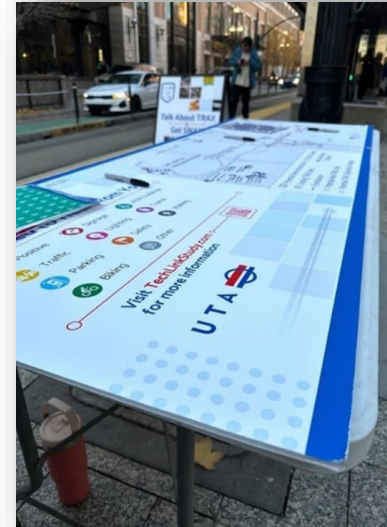
Alternative 3 performs best due to:

- Lowest cost (capital and O&M)
- Increased operational efficiency and reduced travel times
- Slightly reduced ROW and environmental impacts
- Enhanced customer experience/perception (per public comment)
- Provides similar transit connections and ridership
- Provides direct service to key economic redevelopment opportunities along 400 South and Granary; close service (up to 0.3 mile) to Rio Grande District and Salt Lake Central Redevelopment
- Does not prohibit going to Salt Lake Central in the future if desired



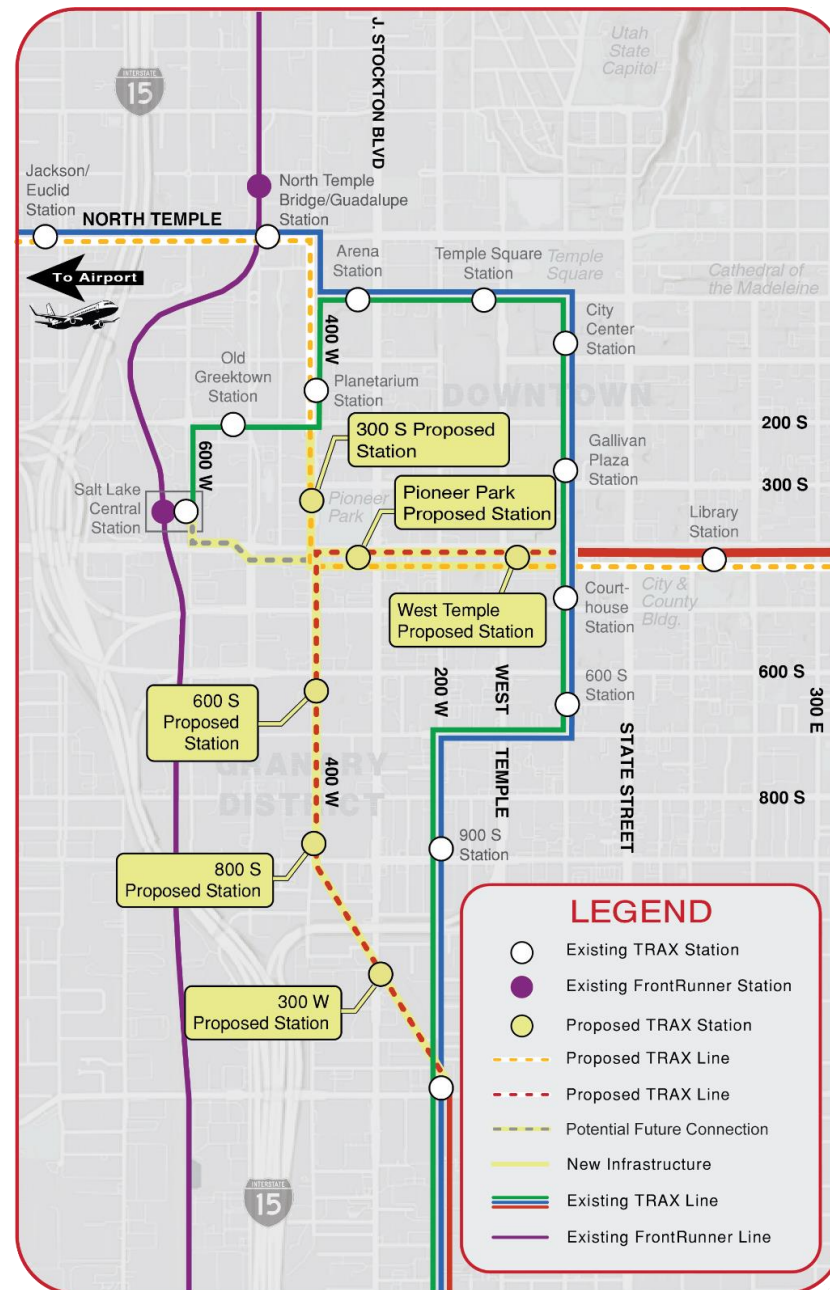
Public Feedback Summary

- Three engagement phases – Launch, Alternatives, Alternatives Screening
- More than 1,700 pieces of public feedback through Sept. 20
- Multiple in-person and online engagement opportunities
 - Snax & TRAX station pop-up events
 - Community-based organization (CBO) partnerships and sponsored events
 - Business & development meetings
 - Neighborhood Council presentations
 - Mass media, geo-targeted social media ads, on-board signage
 - Advertisement through direct mail and partner and stakeholder channels
- Majority support for Alternative 3 due to lower cost and faster service



Locally Preferred Alternative Recommendation

- Alternative 3 – direct connection on 400 West
- Potential future connection to Salt Lake Central for operational redundancy or future revenue service



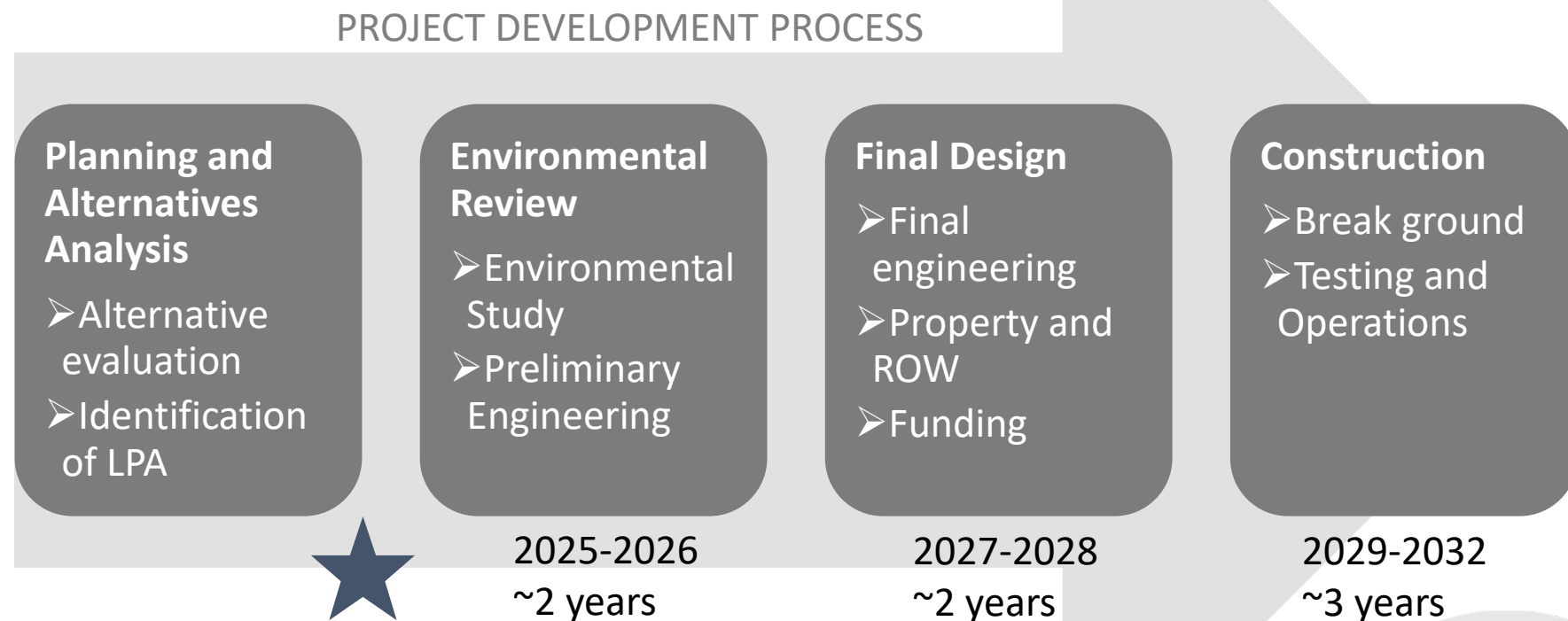
Next Steps

- ✓ Share key findings with Project Partners and public – August/September
- ✓ Review and refine recommendations, as needed – August/September
- ✓ Present recommended LPA to UTA Executive Team and Steering Committee – September
 - Informational update on LPA to Board of Trustees – October 9
 - UTA Board of Trustees approves and adopts LPA – TBD



Next Steps

Long-term
implementation:
exact timing
based on funding



UTA Economic Value Study



Overview

- Study Purpose:
Describe and quantify the contribution UTA's transit services make to Utah's Economy
- Conducted by Metro Analytics from Fall 2023-Summer 2024



In 2023, UTA's transit services enabled...

\$1/\$1.27 return in transportation savings

\$717M in travel efficiency savings

\$595M in household income because of household and business travel savings combined

\$2.9B in household income earned from all effects of transit including reduced travel costs, increased productivity, workforce participation, and UTA spending

\$1/\$5.11 ROI (value of goods and services produced per dollar of transit outlay)

\$9.6B a year in goods and services enabled by time and mileage savings

\$377M in state, federal, and local tax revenue generated in Utah

79,000 total jobs created



Key Findings:

- Investing in UTA benefits Utah's economy
 - UTA generates jobs, spending, travel savings, and tax revenue that benefits individuals, businesses, and the entire state of Utah.
- Most of the benefits of transit occur to non-users
 - UTA's economic impact benefits all Utahns, whether they ride transit or not.
- Existing transit results in mileage and time cost savings to Utah Households and Businesses beyond what the service costs.
 - UTA services reduce road traffic congestion- resulting in lower VMTs, less hours on the road, fewer car expenses, faster travels times, and cleaner air.
- The positive impacts of transit performance greatly outweigh the adverse impacts of taxes and fares taken to support the system.
 - Investment in transit services yields a higher net impact than if that funding was returned to its sources in Utah's economy



Other Business

- a. Next Meeting: Wednesday, October 23, 2024, at 9:00 a.m.



Adjourn

