

UTA Board of Trustees Meeting

November 13, 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 October 23, 2024, Board Meeting Minutes



Recommended Action

(by acclamation)

Motion to approve the consent agenda



Reports



Executive Director Report

- Recognition - UTA and Clearfield City Station Area Planning Award



Strategic Plan Minute: Moving Utahns to a Better Quality of Life – Establish TRAX Modernization Plan





Strategic Plan Minute

11/13/24



Agenda Item 6.b.



Moving Utahns to a Better Quality of Life



UTAH TRANSIT AUTHORITY

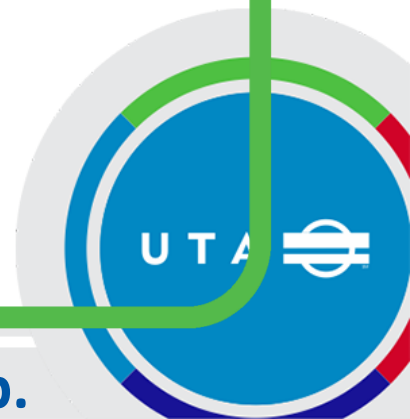
Strategic Initiative: Establish TRAX Modernization Plan

2 Major Milestones:

- Techlink Study
- Light Rail Replacement Vehicle Contract



Provide Your Feedback!



Financial Report - September 2024



Monthly Operating Financial Report September 2024

November 13, 2024



Utah Transit Authority

Board Dashboard: Sep 30, 2024

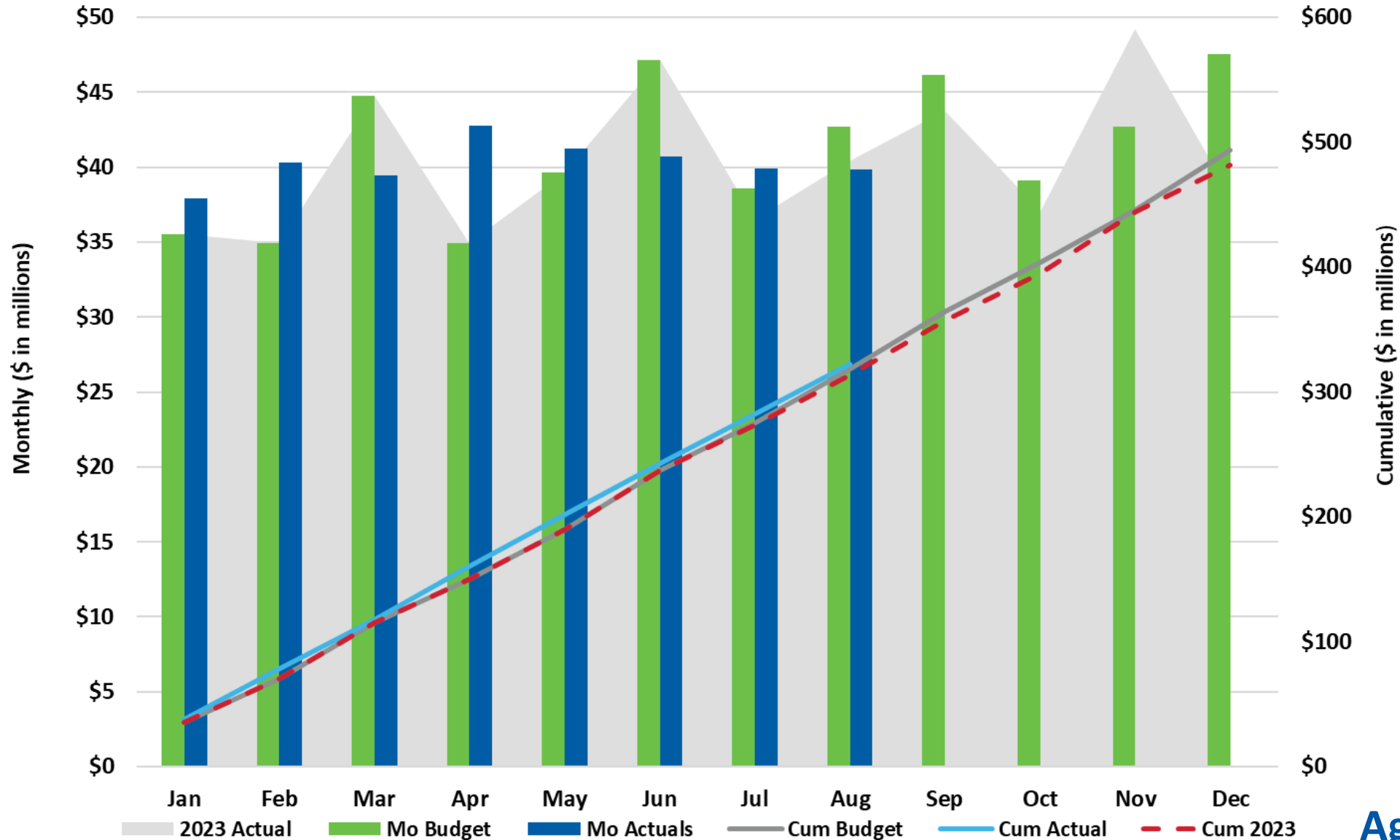
Financial Metrics	Sep Actual	Sep Budget	Fav / (Unfav)	%	YTD Actual	YTD Budget	Fav / (Unfav)	%
Sales Tax (Aug '24 mm \$)	\$ 39.8	\$ 42.7	\$ (2.87)	-6.7%	\$ 322.1	\$ 318.2	\$ 3.97	1.2%
Fare Revenue (mm)	\$ 3.4	\$ 3.6	\$ (0.21)	-5.9%	\$ 29.8	\$ 27.6	\$ 2.20	8.0%
Operating Exp (mm)	\$ 35.3	\$ 35.5	\$ 0.22	0.6%	\$ 308.6	\$ 317.6	\$ 9.07	2.9%
Subsidy Per Rider (SPR)	\$ 8.54	\$ 9.66	\$ 1.12	11.6%	\$ 9.25	\$ 10.78	\$ 1.53	14.2%
UTA Diesel Price (\$/gal)	\$ 2.59	\$ 4.03	\$ 1.44	35.8%	\$ 2.64	\$ 4.03	\$ 1.39	34.6%
Operating Metrics	Sep Actual	Sep-23	F / (UF)	%	YTD Actual	YTD 2023	F / (UF)	%
Ridership (mm)	3.74	3.42	0.3	9.3%	30.13	25.77	4.4	16.9%
Energy Cost by Type (Monthly Avg YTD)								
	Diesel Bus (Cost per Mile)				\$ 0.54			
	Diesel CR (Cost per Mile)				\$ 4.69			
	Unleaded Gas (Cost per Mile)				\$ 0.39			
	CNG (Cost per Mile)				\$ 0.37			
	Bus Propulsion Power (Cost per Mile)				\$ 0.59			
	TRAX Propulsion Power (Cost per Mile)				\$ 0.83			

"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed in the table title.

Agenda Item 6.c.

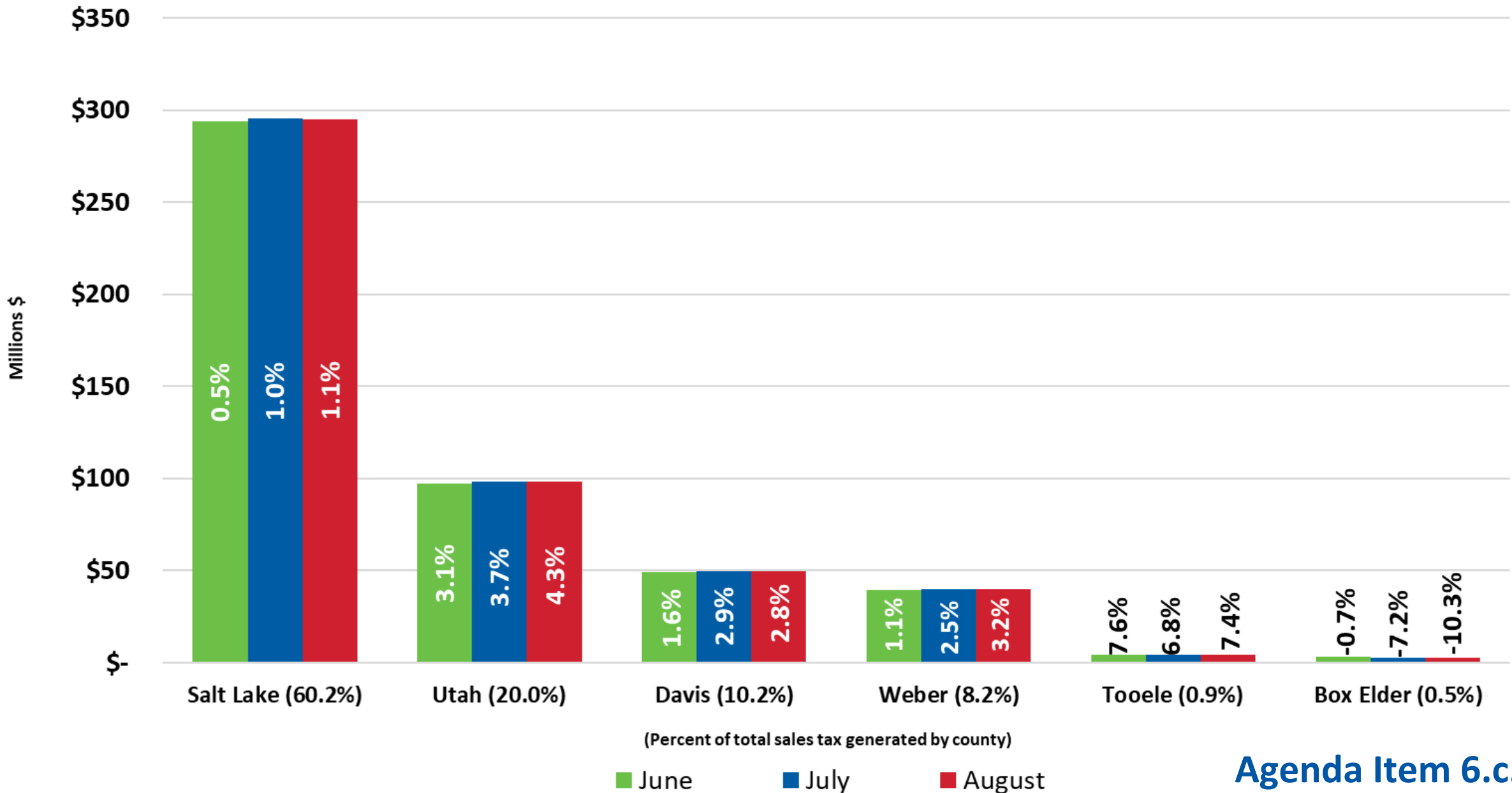
2024 Sales Tax

Aug YTD Variance \$4.0M / 1.4% Above Budget

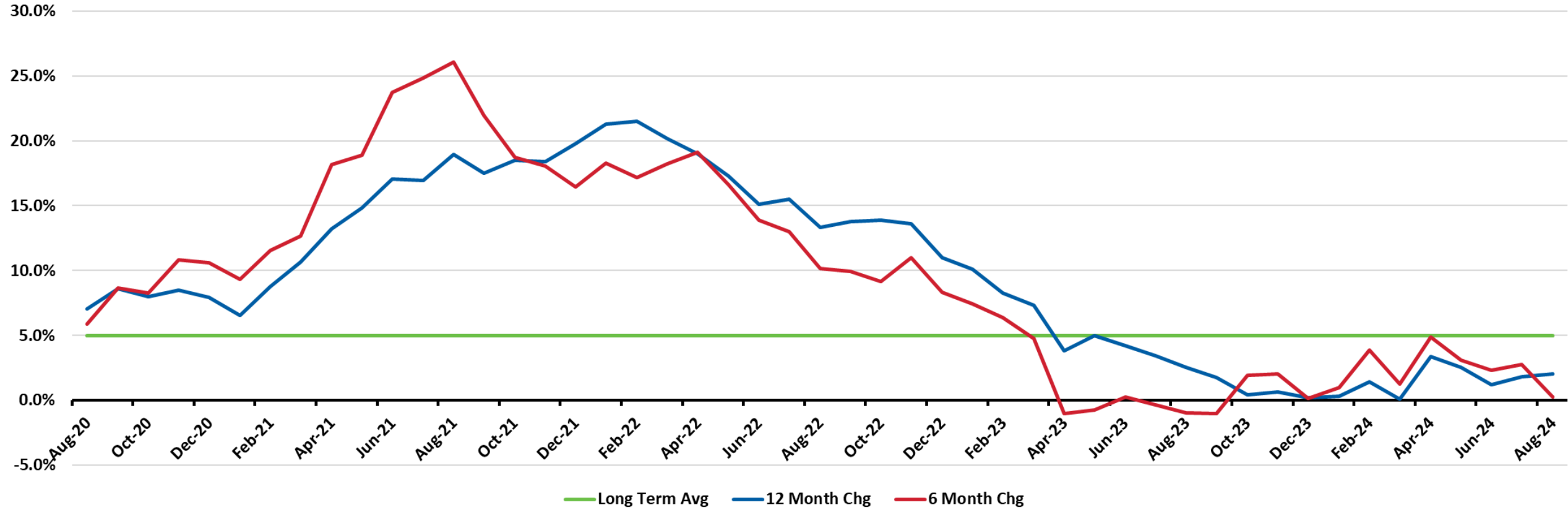


Sales Tax Collections

Percentage Change for 12 months ended August 31, 2024

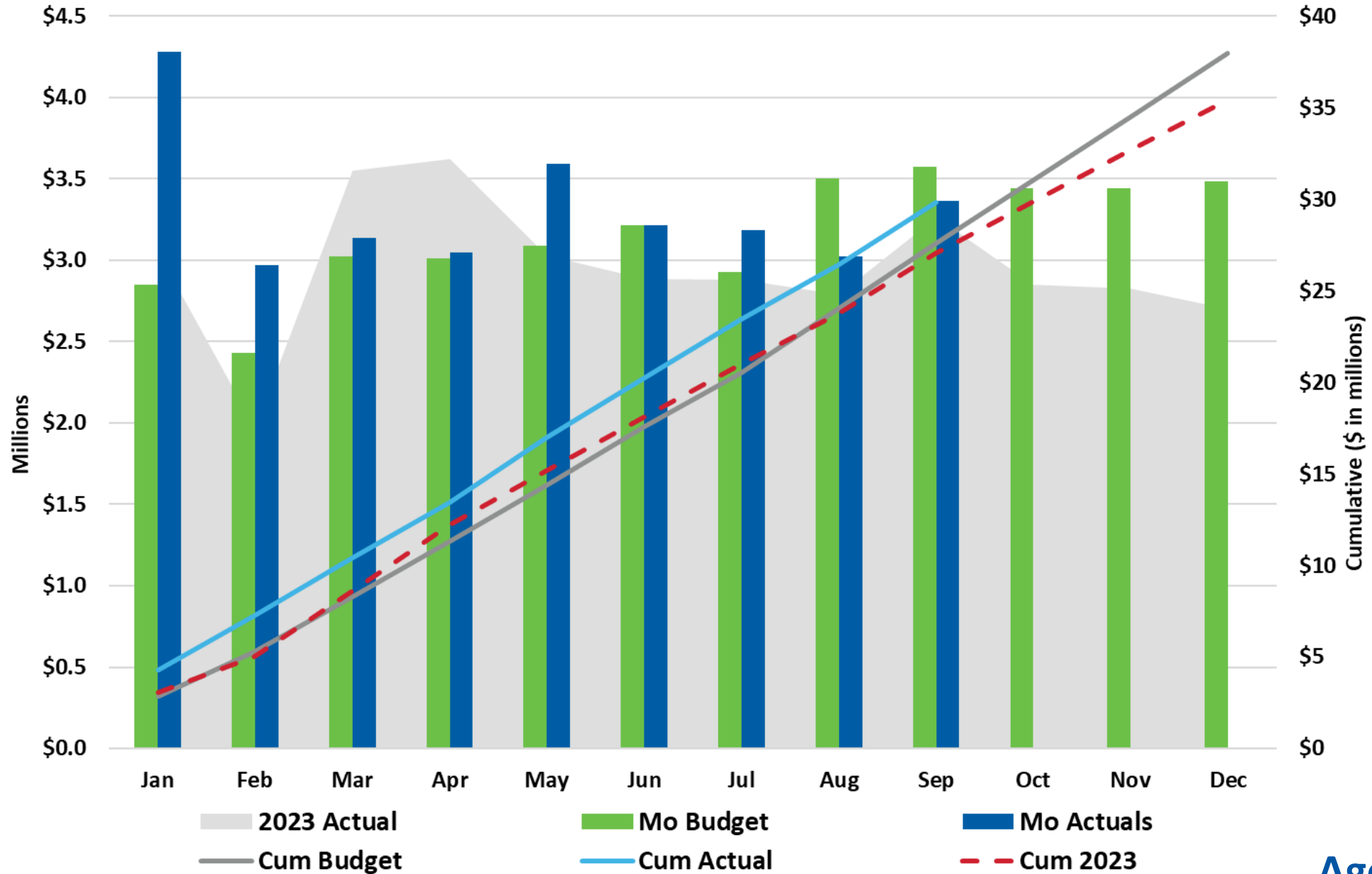


UTA Sales Tax Growth 2020 - 2024



2024 Passenger Revenue

Sep YTD \$2.2M / 8.0% > Budget



FTE Report - September 2024



FTE Report

Sep-24

	Budget	Sep-24 Budget vs. Actual			Vacancy Rate		
		Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Administrative FTE							
Admin Depts	633.9	602.0	31.9	5.0%	4.3%	7.1%	6.7%
Operating Depts	384.0	372.5	11.5	3.0%	3.4%	2.5%	3.4%
Subtotal	1,017.9	974.5	43.4	4.3%	4.0%	5.4%	5.5%

Bargaining Unit FTE	Budget	Vacancy			Vacancy Rate	Start of Year	Prior Year
		Actual	Variance	Rate			
Admin Depts	47.0	76.0	-29.0	-61.7%	-53.2%	-54.8%	-123.8%
<i>Operating Modes</i>							
Bus	1078.0	1,144.0	-66.0	-6.1%	-4.6%	3.5%	7.5%
Light Rail	285.0	286.0	-1.0	-0.4%	0.4%	-4.9%	-0.7%
Commuter Rail	103.0	108.0	-5.0	-4.9%	-7.8%	3.9%	1.9%
Riverside	157.0	152.5	4.5	2.9%	1.6%	4.7%	6.6%
Asset Mgt	186.0	160.0	26.0	14.0%	11.8%	11.4%	12.5%
Subtotal	1,856.0	1,926.5	-70.5	-3.8%	-3.1%	1.8%	1.2%

Total FTE	2,873.9	2,901.0	-27.1	-0.9%	-0.6%	3.0%	2.7%
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Agenda Item 6.c.

September 2024 YTD Financial Results



OPERATING FINANCIALS

September 2024 YTD

FISCAL YEAR 2024 Dollars In Millions	YEAR-TO-DATE RESULTS					
	Prior Year Actual	Current Year				
		Actual	Budget	Variance		
Revenue						
Sales Tax (Sep accrual)	\$ 359.4	\$ 368.5	\$ 364.3	\$ 4.1	1.1%	
Fares	27.0	29.8	27.6	2.2	8.0%	
Federal	59.5	38.0	64.0	(26.0)	-40.6%	
Other *	36.2	61.9	16.8	45.0	267.8%	
TOTAL REVENUE	\$ 482.2	\$ 498.1	\$ 472.7	\$ 25.4	5.4%	
Expense						
Salary/Wages	\$ 131.0	\$ 143.8	\$ 140.7	\$ (3.1)	-2.2%	
Overtime	11.3	10.7	10.2	(0.6)	-5.7%	
Fringe Benefits	68.7	76.6	75.2	(1.4)	-1.9%	
Total Compensation	\$ 211.0	\$ 231.2	\$ 226.0	\$ (5.2)	-2.3%	
Services	27.7	28.1	33.6	5.4	16.2%	
Parts	18.2	18.6	19.4	0.8	4.0%	
Fuel	22.8	20.3	26.7	6.4	23.9%	
Utilities	5.9	5.1	5.5	0.4	7.2%	
Other	10.3	14.4	15.9	1.4	9.1%	
Capitalized Cost	(9.1)	(9.2)	(9.5)	0.2	-2.4%	
TOTAL EXPENSE	\$ 286.7	\$ 308.6	\$ 317.6	\$ 9.1	2.9%	
Debt Service	59.8	66.5	62.5	(4.0)	-6.4%	
Contrib. Capital/Reserves	\$ 135.7	\$ 123.0	\$ 92.6	\$ 30.4	32.9%	

*Does not include Sale of Assets (\$801.7K favorable) or Non-Cash items

Favorable/(Unfavorable)

Agenda Item 6.c.

Questions?



Capital Program Update September 2024

November 13, 2024

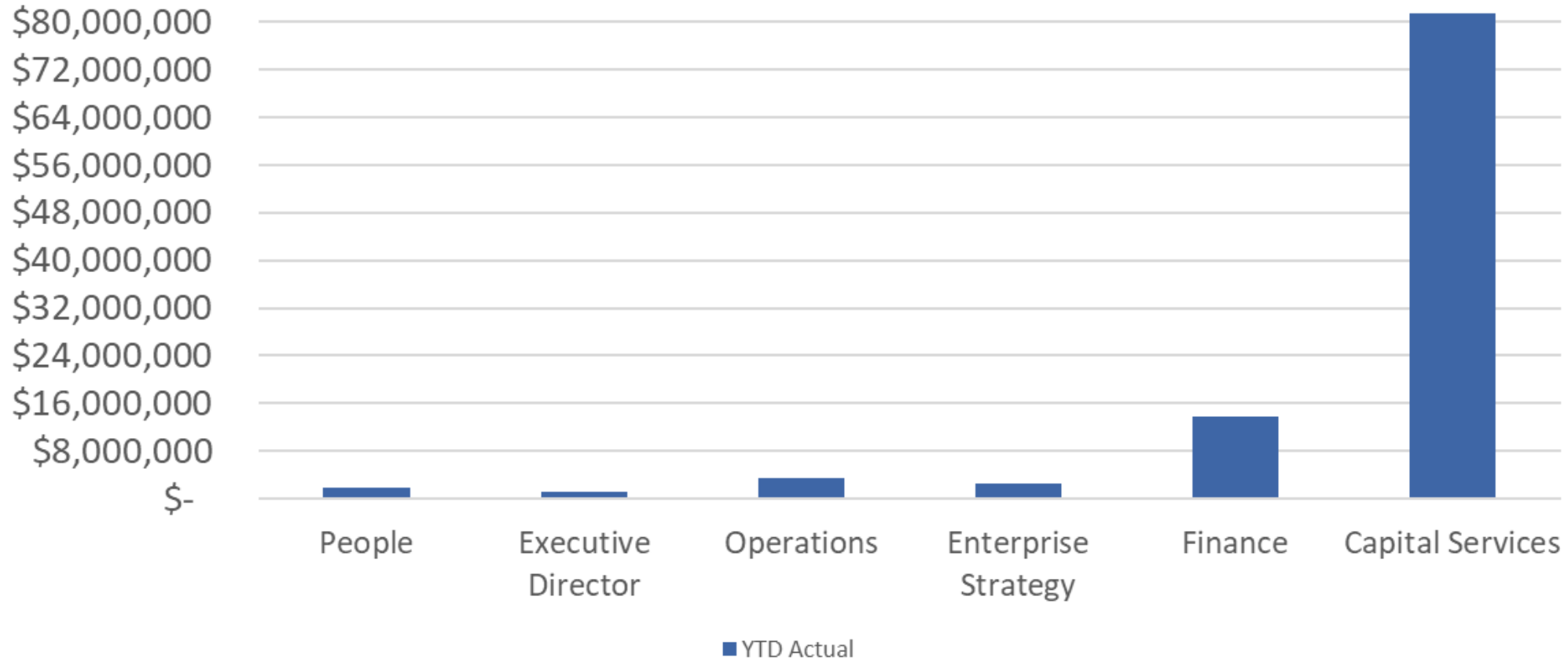


Utah Transit Authority Capital Program: September 30, 2024

Chief Office	Sept Actual	Sept Budget	Variance	%	YTD Actual	YTD Budget	Variance	%
People	\$ 685,305	\$ 591,000	\$ (94,305)	● -16.0%	\$ 1,855,488	\$ 2,053,000	\$ 197,512	● 9.6%
Executive Director	275,857	277,000	1,143	● 0.4%	1,261,204	1,773,000	511,796	● 28.9%
Planning & Engagement	242,291	1,145,000	902,709	● 78.8%	2,632,479	4,165,000	1,532,521	● 36.8%
Operations	147,758	496,000	348,242	● 70.2%	2,570,490	3,843,000	1,272,510	● 33.1%
Enterprise Strategy	964,334	992,000	27,666	● 2.8%	3,418,359	4,356,000	937,641	● 21.5%
Finance	972,327	3,093,000	2,120,673	● 68.6%	13,693,760	22,352,000	8,658,240	● 38.7%
Capital Services	14,031,221	17,806,000	3,774,779	● 21.2%	81,451,067	97,798,000	16,346,933	● 16.7%
Total	\$17,319,093	\$ 24,400,000	\$ 7,080,907	● 29.0%	\$ 106,882,847	\$ 136,340,000	\$ 29,457,153	● 21.6%



September YTD Capital Spend



Top 10 Project Spend YTD September 2024

Project	YTD Actual Cost
Mid-Valley Connector	\$ 10,560,000
Paratransit Replacements	9,915,000
Fares Systems Replacement Program	6,888,000
Light Rail Vehicle Rehab	6,804,000
Replacement Non-Revenue Support Vehic	5,686,000
Rail Car Purchase	5,000,000
Replacement Buses	4,544,000
PSS Component Replacement	4,393,000
Rail Replacement Program	3,479,000
Train Control Rehab & Replacement	2,901,000
Total	\$ 60,170,000



Questions

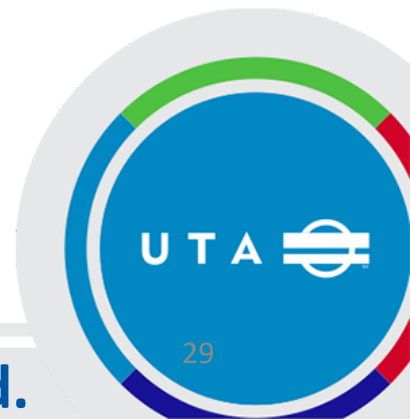


Investment Report - Third Quarter 2024



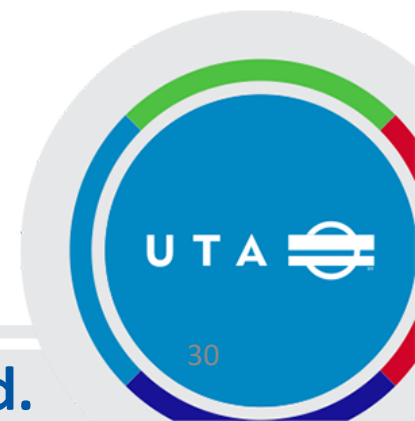
Investments as of Third Quarter 2024

Institution	Amount	Yield
Chandler Asset Management	\$240,971,896	4.20%
PTIF	\$199,838,646	5.39%
Zions Bank	\$37,069,735	4.75%
Zions Corporate Trust	\$53,462,616	5.39%
Totals	\$494,273,158	4.81%



Interest Earned as of Third Quarter 2024

Institution	Q3	YTD
Chandler Asset Management	\$1,361,473	\$3,927,430
PTIF	\$2,596,666	\$9,594,119
Zions Bank	\$200,810	\$563,631
Zions Corporate Trust	\$932,648	\$2,569,803
Totals	\$5,091,597	\$16,654,982



Benchmark Comparisons Third Quarter 2024

Institution	July	August	September
PTIF/Zions Corporate Trust	5.45%	5.43%	5.44%
Chandler Asset Management	5.05%	4.87%	4.82%
Zions Bank	4.95%	4.95%	4.94%
Benchmark Returns*	5.33%	5.33%	4.83%

* Benchmark Returns are the Effective Fed Funds rate.



UTA Strategic Plan Performance Report





UTA Strategic Plan Performance Report

November 13, 2024



Agenda Item 6.e.



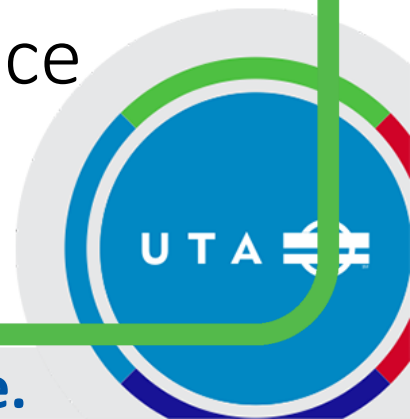
Moving Utahns to a Better Quality of Life



Success Statement: UTA supports community development and sustainability, connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.

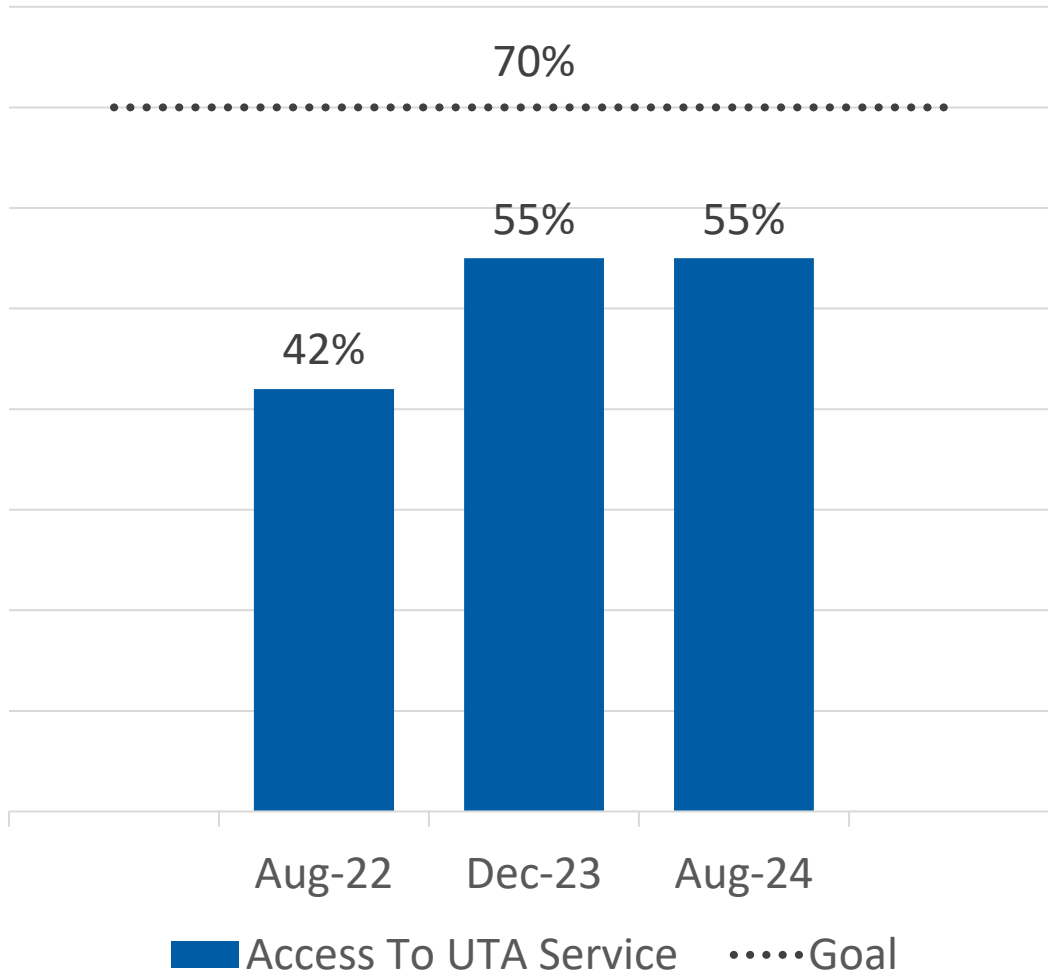
Goals:

- 1 - 70% of population resides within ½ mile of UTA's service
- 2 - Reduce UTA's carbon footprint by 25%





Moving Utahns to a Better Quality of Life



Measure: Percent of Utah population that resides within 1/2 mile of UTA's service

Currently **20% of state population** has access to a frequent service





Moving Utahns to a Better Quality of Life

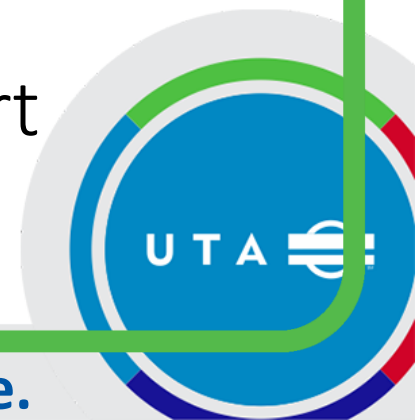


Measure: Carbon footprint of UTA vehicles and facilities reduced by 25%

Consultant developing UTA's sustainability measures focusing in two identified areas:

- Carbon footprint
- Water usage

Final report baseline report expected Spring 2025

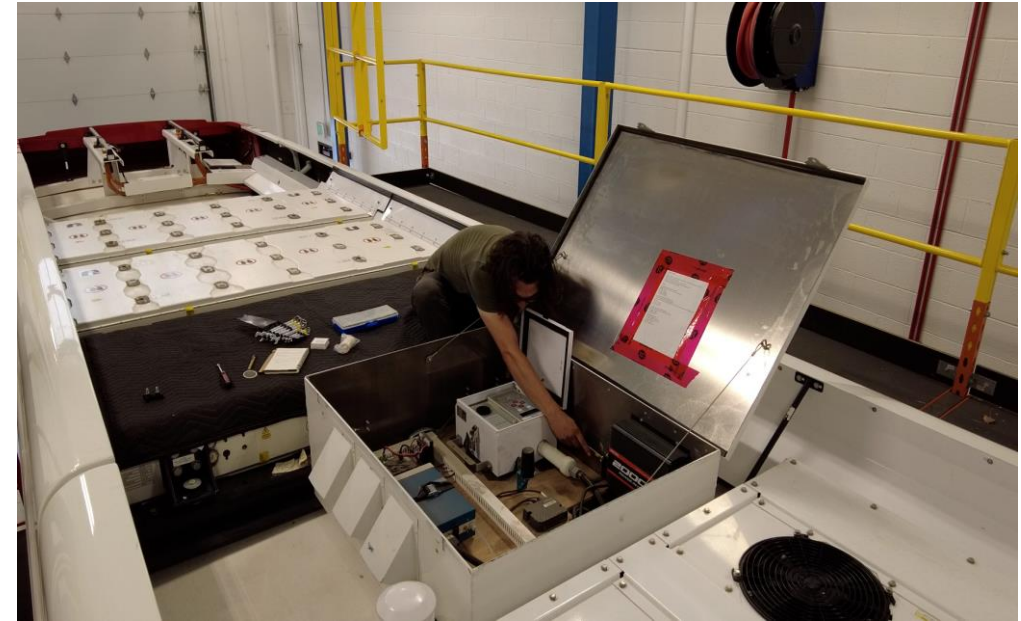




Moving Utahns to a Better Quality of Life



It's Electric!: Charging Forward with Electrification Partnership



Monitoring Air Quality Using TRAX and Electric Buses





Exceeding Customer Expectations



Success Statement: UTA puts its customers first by providing an easy, enjoyable and accessible transit experience where customers feel engaged, safe and cared about.

Goal: Increase Net Promoter Score by 45%





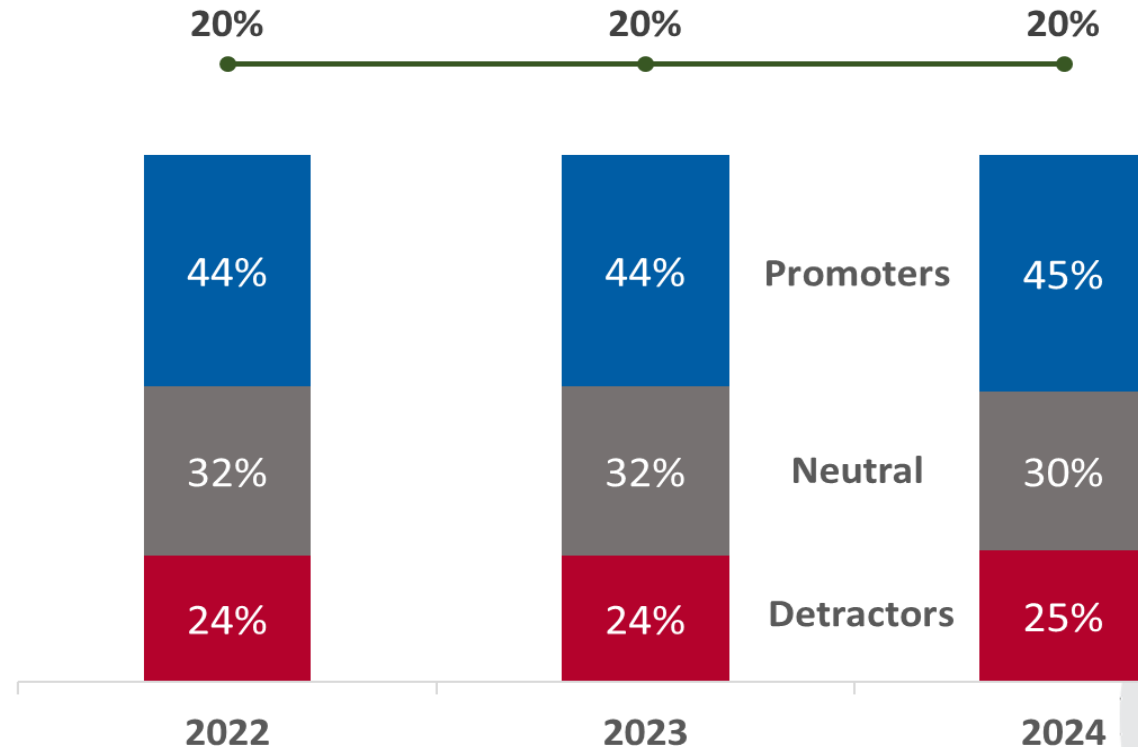
Exceeding Customer Expectations



Measure: Net Promoter Score (NPS)

UTA riders' response: "How likely would you be to recommend UTA to your friends and family?"

UTA 2023 NPS Score = 20.
Benchmarking Peer Composite NPS = -1%





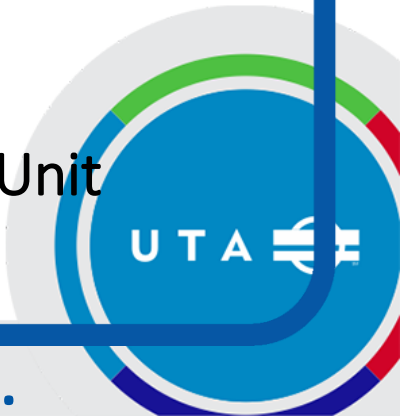
Exceeding Customer Expectations



A Day in the Life of an FR Train Host



UTA Police Department K-9 Unit





Achieving Organizational Excellence



Success Statement: UTA's well-resourced workforce excels, innovates and demonstrates empowerment.

Goal: Receive industry recognition for operating a dynamic and forward-thinking public enterprise - a nimble, innovative, thriving environment for professional achievement

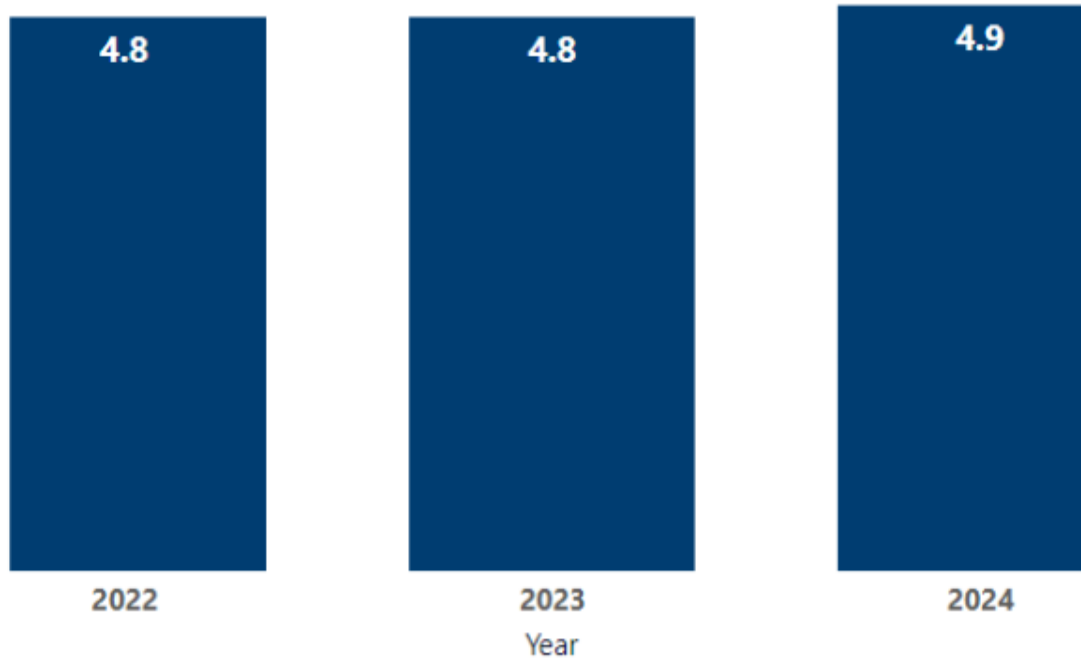




Achieving Organizational Excellence



Measure: Organizational Improvement Score – Employee Engagement



Composite score that reflects employees' beliefs that UTA is getting better and that changes that have impacted them are beneficial





Achieving Organizational Excellence



UTA Drives Innovation with 3D Printing



Youth Mentor Day





Building Community Support



Success Statement: UTA's communities tell our story and transit is recognized as a keystone to Utah's future growth.

Goal: More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes.

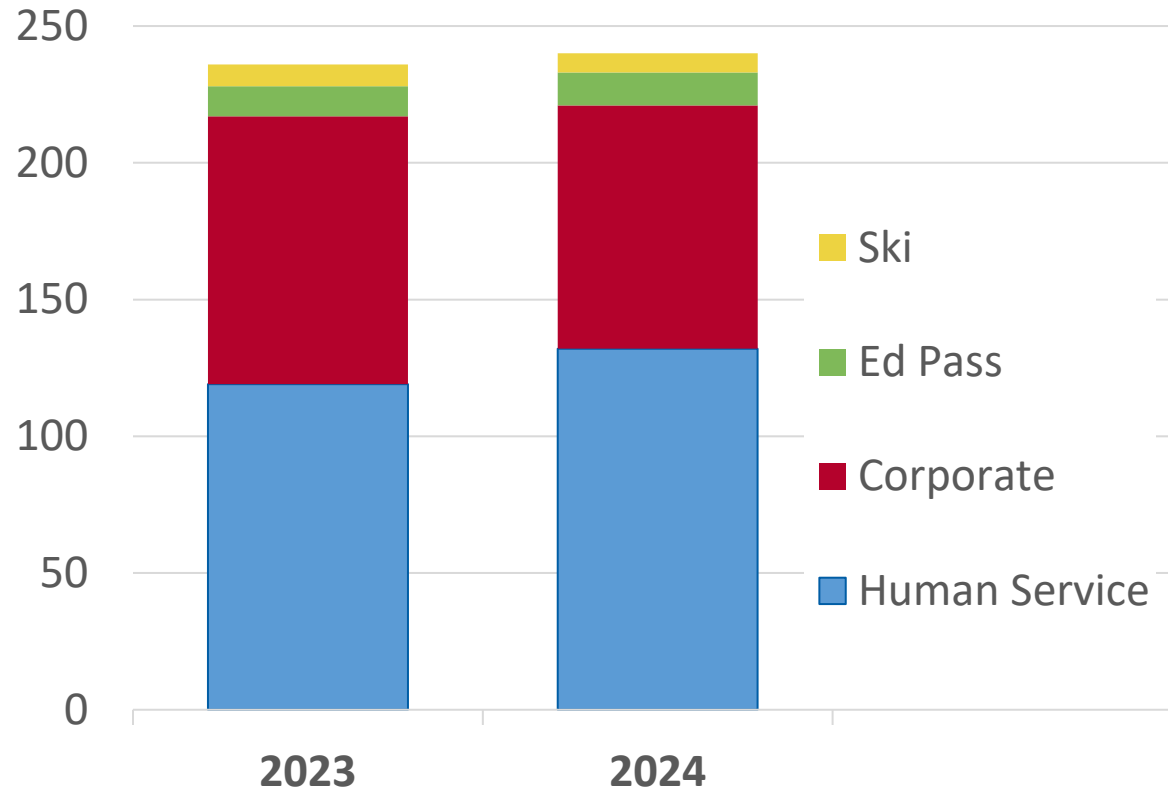




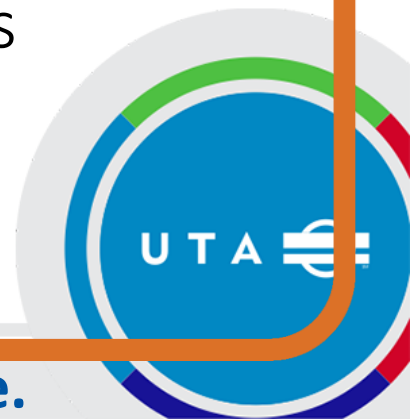
Building Community Support



Measure: UTA Transit Pass Partners



- 240 Total Pass Partners YTD 2024
- UTA Pass Partners +4 YTD 2024
- 12 ED Pass Partners





Building Community Support



Vehicle-to-Everything (V2X)
Technology



United Way of Salt Lake
Day of Caring 2024





Generating Critical Economic Return



Success Statement: UTA is an economic engine that positively impacts Utah's statewide economy, benefiting every Utahn.

Goal: Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide.





Generating Critical Economic Return



Current Public Sentiment of UTA's Value to the State

critical component of Utah's continued growth and planning



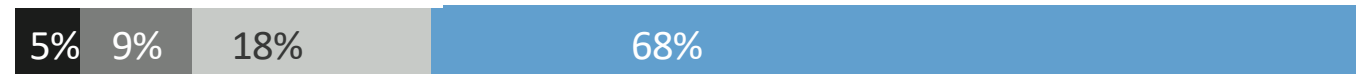
good value for riders



forward-thinking, focus on new/advanced ways to move Utahns



also a benefit to those who do not ride it



positive impact on the state's economy



■ Don't Know ■ Disagree ■ Neutral ■ Agree





Generating Critical Economic Return

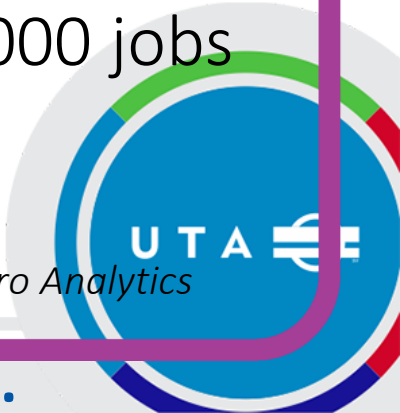


Measure: UTA's return on investment to the state



UTA also adds
\$9.6B to the
state economy
and 79,000 jobs

Source: Metro Analytics

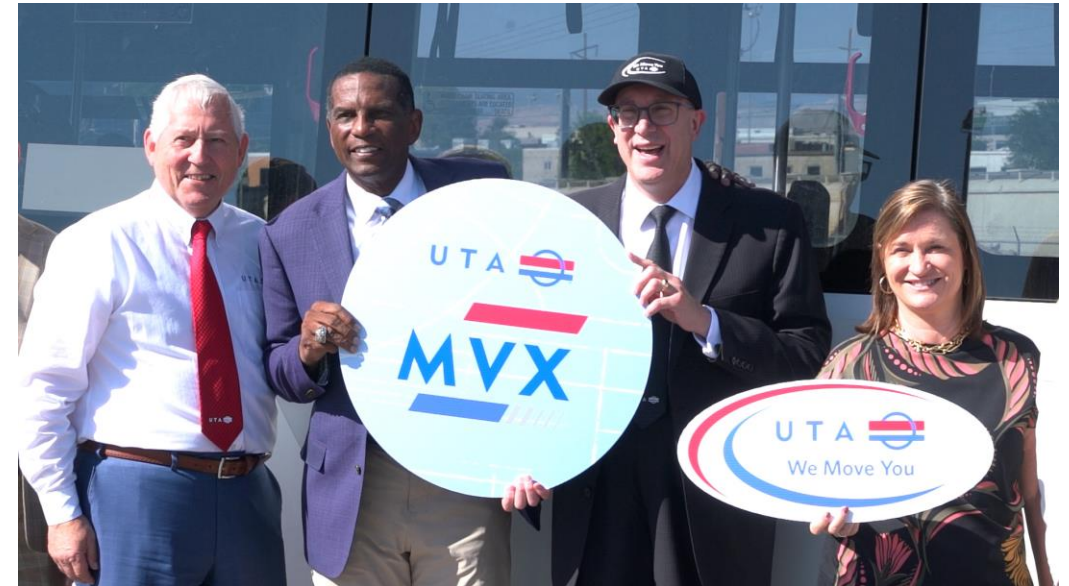




Generating Critical Economic Return



Ready to Move the World Again!



Midvalley Express (MVX) Construction

Agenda Item 6.e.





What's Next

- Website enhanced presence of results, stories under each priority
- Strategic Plan results business card, presentations
- Report outs of 2024 one-pager metrics – capture impact and results
- 2025 strategic one-pagers and Leadership Summit
- Trustees review of strategic plan and metrics
- Next update Q1 - other surveys coming, CX Action Plan



Agenda Item 6.e.

Resolutions



R2024-11-01

**Resolution Setting Compensation for
District Officers & Employees**



Jobs Added to Structure

- Job(s) added to the structure that require adoption by the Board of Trustees
 - Data Analyst Supervisor (SU3055)



Recommended Action

(by roll call)

Motion to approve R2024-11-01 - Resolution Setting Compensation for District Officers & Employees, as presented



Budget and Other Approvals



TBA2024-11-01
Technical Budget Adjustment
2024 Capital Program



Summary of Budget Requests

- Request is to reallocate \$350,000 in existing 2024 Capital Budget to other projects to aid in delivery:
 - 1 project will have budget increased
 - 1 project will have budget decreased



Rationale for Budget Increases

- MSP263- ROW and Facility Property Opportunity Buy- increase of \$350,000
 - To cover remaining expenses through end of year
 - Joint Venture contributions per operating agreement
 - Loan servicing obligations
 - Costs associated with vacant land
 - Property Tax, Extension Fees, etc.
 - Staff and consultant time



Rationale for Budget Decreases

- MSP283- ROW and Facility Property Opportunity Buy
 - Reduction of \$350,000
 - Coming from anticipated remaining unused funds



Fund Impact - Per Project

Project Code/Name	2024 Budget	Requested Amount	2024 Adjusted Total
MSP263- TOD Opportunity Buy	394,000	350,000	744,000
MSP283- ROW and Facility Property Opportunity Buy	1,000,000	-350,000	650,000
	Total	\$0	



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



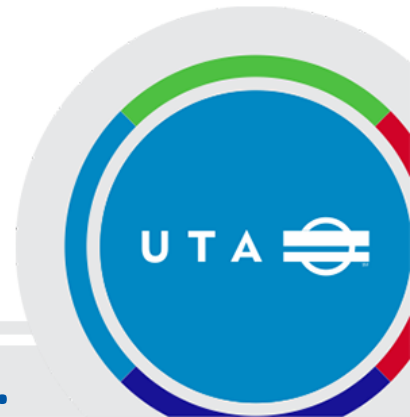
Questions?



Recommended Action

(by acclamation)

Motion to approve TBA2024-11-01 - Technical Budget Adjustment
- Capital Program, as presented



Contracts, Disbursements, and Grants



Contract: Auction Services for Disposal of UTA Equipment and Vehicles (JJ Kane Auctions)



JJ Kane Auction Services Revenue Contract Ratification Request

November 13, 2024



Auction Background

- Federal Transit Administration regulations require UTA to establish a fair market value for disposition of assets.
 - Applies to equipment and vehicles
 - Auction is UTA's preferred method for value determination
 - State of Utah contracted with TNT Auctions, now JJ Kane, to perform third-party auction activities
 - Real Estate and Real Property follow a different process
- JJ Kane conducts auctions, takes a percentage of the sales or pre-determined amount, and returns the rest to UTA



Status of 2024 Auction Activity

- Estimating a total of 139 items to be auctioned
 - Non-Revenue Vehicles
 - Revenue Vehicles
 - Special maintenance equipment
- 112 vehicles and equipment pieces have been auctioned in 2024
 - Consists of trailers, ATV's, buses, non-revenue service vehicles, and a switcher locomotive
 - Amounts received to date (2024 only): \$522,147.50



JJ Kane Auction History Contract Totals - 2023 To Date

Year	JJ Kane Total Sales	JJ Kane Revenue	UTA Revenue
2023	\$ 278,200.00	\$ 21,230.00	\$ 256,970.00
2024 to Date	\$ 549,825.00	\$ 27,677.51	\$ 522,147.49
Total	\$ 828,025.00	\$ 48,907.51	\$779,117.49



Projected Estimated Revenue

Category	Amount
Current Revenue (2023 & 2024 Year to Date)	\$779,117.49
Remaining Estimate	\$336,050
Total Sum	\$1,115,167.49
Total Contract Period Estimate (+10% Contingency)	\$1,227,000



Current Request and Moving Forward

- Seeking ratification of a State Contract AR3466 with JJ Kane which has provided auction proceeds to UTA since June 23, 2023 and continues until April 13, 2025
- Staff will bring future auction services contracts over \$200,000 for board approval
- Staff will provide annual update on auction revenues to Board of Trustees



Questions?



Contract: Auction Services for Disposal of UTA Equipment and Vehicles (JJ Kane Auctions)

Recommended Action (by acclamation)

Motion to approve the contract with JJ Kane Auctions for Auction Services for Disposal of UTA Equipment and Vehicles, as presented



Contract: 25 CNG Buses through Washington State Contract Assignment of Options (Gillig LLC)

Recommended Action (by acclamation)

Motion to approve the contract with Gillig LLC for 25 CNG Buses through Washington State Contract Assignment of Options, as presented



Contract: Qualtrics Software Services (Carahsoft)

Recommended Action (by acclamation)

Motion to approve the contract with Carahsoft for Qualtrics Software Services, as presented



Disbursement: Bangerter Station LLC Additional Capital Contribution



Bangerter Station LLC

Additional Capital Contribution

November 13, 2024



Context

- **UTA is 50% partner in Jordan Valley TOD joint venture**
- **Vacant land secures loan needed for infrastructure**
- **Parcels are removed from land loan when developed**
- **Funding is required to service land loan and maintain vacant property**
- **Operating agreement contemplates payments by either partner as member contributions**
- **Joint venture partner has been fronting costs and has requested that UTA share in costs**

Loan Information

Land Loan Principal	\$12,705,985
Interest Rate	10.5%
Lender	University First Federal Credit Union
Collateral Land	15.3 acres
Initial Deposit	\$250,000

Questions

Disbursement: Bangerter Station LLC Additional Capital Contribution

Recommended Action (by acclamation)

Motion to approve the Disbursement for Bangerter Station LLC
Additional Capital Contribution, as presented



Pre-Procurements

- 900 E UVX Station Construction
- Bus Simulator



Service and Fare Approvals



Fare Agreement: 2024/2025 Ski Bus Pass Agreement (Brighton Resort)

Recommended Action (by acclamation)

Motion to approve the 2024/2025 Ski Bus Pass Agreement
with Brighton Resort, as presented



Fare Agreement: 2024/2025 Ski Bus Pass Agreement (Solitude Mountain Ski Area, LLC)

Recommended Action (by acclamation)

Motion to approve the 2024/2025 Ski Bus Pass Agreement
with Solitude Mountain Ski Area, LLC, as presented



Fare Agreement: 2024/2025 Ski Bus Pass Agreement (Alta Ski Area)

Recommended Action (by acclamation)

Motion to approve the 2024/2025 Ski Bus Pass Agreement
with Alta Ski Area, as presented



Fare Agreement: 2024/2025 Ski Bus Pass Agreement (Snowbird Resort)

Recommended Action (by acclamation)

Motion to approve the 2024/2025 Ski Bus Pass Agreement
with Snowbird Resort, as presented



Fare Agreement: 2024/2025 Ski Bus Pass Agreement (Sundance Ski Resort)

Recommended Action (by acclamation)

Motion to approve the 2024/2025 Ski Bus Pass Agreement
with Sundance Ski Resort, as presented



Discussion Items



Proposed UTA 2025 Final Budget





2025 Final Budget & Public Engagement Report

November 13, 2024



Tentative to Final Operating Budget Changes

		FTEs	Expense
Additional Staffing Request	• Operator Trainees	8.8	\$ 525,000
	• Communications reorganization	1.5	30,000
Other Changes	• Electric rate increases	-	1,838,000
	• Vanpool insurance	-	80,000
	• Grants expense update	-	87,000
	• Accounting capitalization	-	(267,000)
	• Fares TVM reorganization	-	53,000
	• Board reorganization	-	110,000
	• Holiday card distribution	-	112,000
Net-Zero Moves	• Operations service add detail	16.0	-
	• Attorney General office staffing	-	-
	• Microtransit fuel cost shift	-	-
TOTAL		26.3	\$ 2,568,000



Agenda Item 11.a.

UTAH TRANSIT AUTHORITY 2025 Operating Budget Exhibit A

	<u>Revenue</u>	<u>2025 Budget</u>
1	Sales Tax	\$ 505,193,000
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	14,826,000
7	Total Revenue	638,486,000
	<u>Operating Expense</u>	
8	Bus	160,507,000
9	Commuter Rail	37,959,000
10	Light Rail	67,779,000
11	Paratransit	29,991,000
12	Rideshare/Vanpool	4,034,000
13	Microtransit	16,811,000
14	Operations Support	68,850,000
15	Administration	63,286,000
16	Planning/Capital Support	14,292,000
17	Non-Departmental	1,000,000
18	Total Operating Expense	464,509,000
	<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>	
19	Principal and Interest	161,849,000
20	Bond Service Utah County for UVX BRT program	3,378,000
21	Contribution to Reserves	15,576,000
22	Transfer to/(from) UTA Fund Balance	(6,826,000)
23	Total Debt Service, Reserves, Transfers	173,977,000
24	Total Expense	\$ 638,486,000



Agenda Item 11.a.

UTAH TRANSIT
 AUTHORITY
 2025 Capital Budget
 Exhibit A-1

<u>Funding Sources</u>		<u>2025 Budget</u>
1	UTA Current Year Funding	\$ 96,314,000
2	Grants	127,571,000
3	Local Partner Contributions	5,020,000
4	State Contribution	45,619,000
5	Leasing	32,652,000
6	Bonds	23,055,000
7	Total Funding Sources	330,231,000

<u>Expense</u>		
8	State of Good Repair	158,820,000
9	Mid-Valley Connector	45,000,000
10	Westside Express (5600 West)	23,498,000
11	S-Line Extension	11,746,000
12	Davis-SLC Community Connector	6,790,000
13	Utah County Park & Ride Lots	6,185,000
14	Other Capital Projects	78,192,000
15	Total Expense	\$ 330,231,000



Agenda Item 11.a.

	<u>Revenue</u>	<u>2025 Budget</u>
1	Sales Tax	\$ 505,193,000
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	14,826,000
7	Total Revenue	<u><u>\$638,486,000</u></u>

**UTAH TRANSIT
 AUTHORITY**
 2025 Operating Budget
Exhibit A-2

	<u>Operating Expense</u>	<u>FTE</u>
9	Board of Trustees	\$ 3,627,000 15.0
10	Executive Director	7,539,000 32.5
11	Communications	4,842,000 19.0
12	Operations	345,218,000 2,366.7
13	Finance	21,568,000 140.0
14	Service Development	8,183,000 64.0
15	Planning & Engagement	27,397,000 100.6
16	Enterprise Strategy	31,267,000 131.0
17	People Office	13,868,000 105.8
18	Non-Departmental	1,000,000 -
19	Total Operating	<u><u>464,509,000</u></u> 2,974.6
20	Debt Service	165,227,000
21	Contribution to Reserves	15,576,000
22	Transfer to/(from) UTA Fund Balance	(6,826,000)
23	Total Tentative Operating Budget	<u><u>\$ 638,486,000</u></u> 2,974.6



Agenda Item 11.a.

UTAH TRANSIT AUTHORITY 2025 Operating Budget Exhibit A-3

<u>Revenue</u>	<u>2025 Budget</u>	
1 Sales Tax	\$505,193,000	
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	14,826,000	
7 Total Revenue	638,486,000	
<u>Operating Expense</u>		<u>FTE</u>
8 Bus	160,507,000	1,271.0
9 Commuter Rail	37,959,000	201.5
10 Light Rail	67,779,000	446.0
11 Paratransit	29,991,000	203.0
12 Rideshare/Vanpool	4,034,000	11.0
13 Microtransit	16,811,000	6.0
14 Operations Support	68,850,000	502.2
15 Administration	63,286,000	228.5
16 Planning/Capital Support	14,292,000	105.3
17 Non-Departmental	1,000,000	-
18 Total Operating	464,509,000	2,974.6
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>		
19 Principal and Interest	161,849,000	-
20 Bond Service Utah County for UVX BRT program	3,378,000	-
21 Contribution to Reserves	15,576,000	-
22 Transfer to/(from) UTA Fund Balance	(6,826,000)	-
23 Total Debt Service, Reserves, Transfers	173,977,000	-
24 Total Tentative Operating Budget	\$638,486,000	2,974.6



Agenda Item 11.a.

UTAH TRANSIT AUTHORITY 2025 Tentative to Final Operating Budget Exhibit B

	2025 Tentative	Budget	Budget	2025 Final
	Budget	Changes	Moves	Budget
Revenue				
1 Sales Tax	\$ 516,856,000	\$ (11,663,000)	\$ -	\$ 505,193,000
2 Federal Preventative Maintenance	72,411,000	-	-	72,411,000
3 Passenger Revenue	38,620,000	-	-	38,620,000
4 Advertising	2,351,000	-	-	2,351,000
5 Investment Income	5,085,000	-	-	5,085,000
6 Other Revenues	15,043,000	(217,000)	-	14,826,000
7 Total Revenue	650,367,000	(11,880,000)	-	638,486,000
Operating Expense				
8 Bus	160,181,000	326,000	-	160,507,000
9 Commuter Rail	37,674,000	285,000	-	37,959,000
10 Light Rail	66,925,000	854,000	-	67,779,000
11 Paratransit	29,991,000	-	-	29,991,000
12 Rideshare/Vanpool	3,954,000	80,000	-	4,034,000
13 Microtransit	16,811,000	-	-	16,811,000
14 Operations Support	67,899,000	951,000	-	68,850,000
15 Administration	63,214,000	72,000	-	63,286,000
16 Planning/Capital Support	14,292,000	-	-	14,292,000
17 Non-Departmental	1,000,000	-	-	1,000,000
18 Total Operating Expense	461,941,000	2,568,000	-	464,509,000
Debt Service, Contribution to Reserves, and Transfer to Capital				
19 Principal and Interest	167,099,000	(5,250,000)	-	161,849,000
20 Bond Service Utah County for UVX BRT program	3,378,000	-	-	3,378,000
21 Contribution to Reserves	16,128,000	(552,000)	-	15,576,000
22 Transfer to/(from) UTA Fund Balance	1,821,000	(8,647,000)	-	(6,826,000)
23 Total Debt Service, Reserves, Transfers	188,426,000	(14,449,000)	-	173,977,000
24 Total Expense	\$ 650,367,000	\$ (11,881,000)	\$ -	\$ 638,486,000



Agenda Item 11.a.

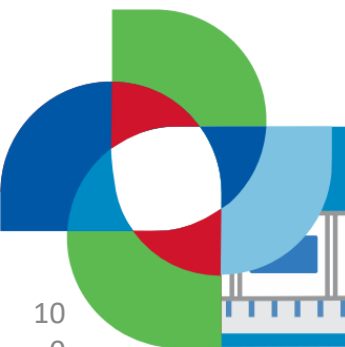
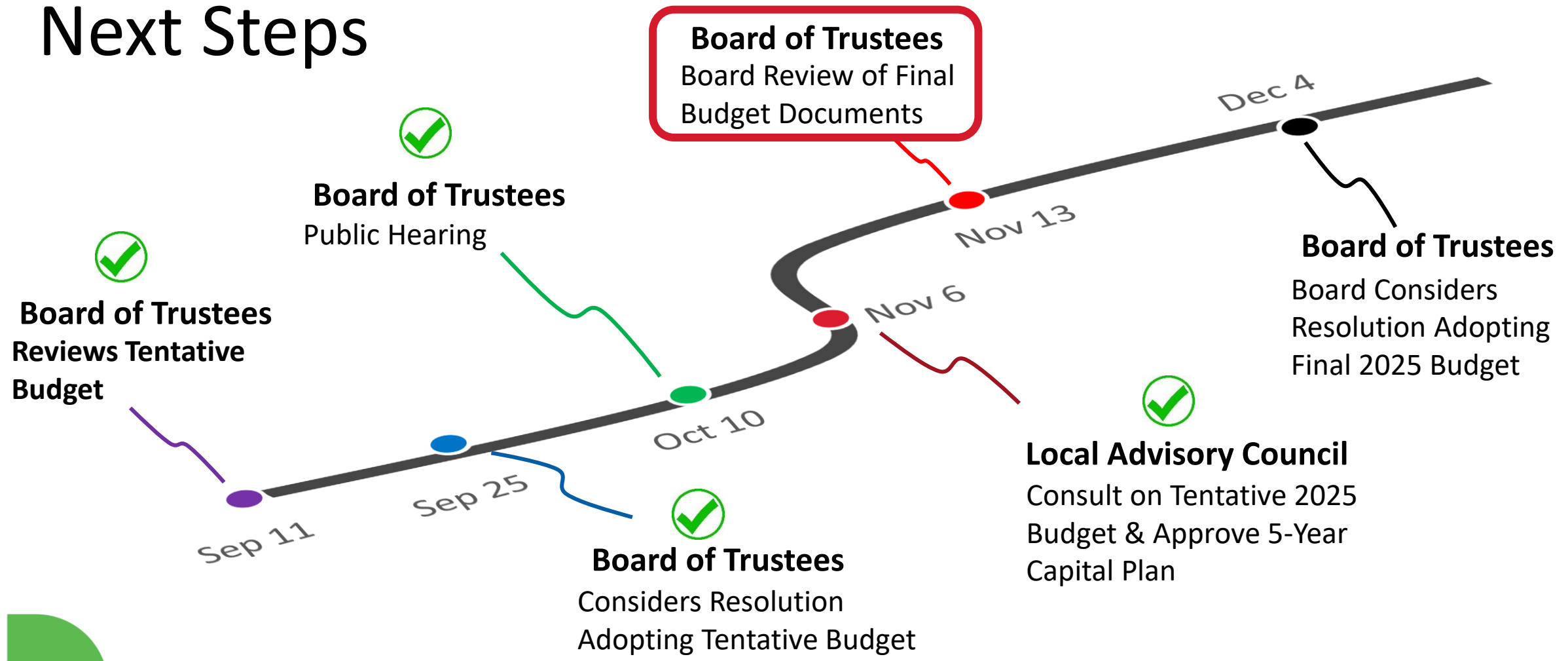
UTAH TRANSIT AUTHORITY

2025 Tentative to Final Capital Budget Exhibit B-1

<u>Funding Sources</u>		<u>2025 Tentative Budget</u>	<u>Budget Changes</u>	<u>Budget Moves</u>	<u>2025 Final Budget</u>
1	UTA Current Year Funding	\$ 96,314,000	\$ -	\$ -	\$ 96,314,000
2	Grants	127,571,000	-	-	127,571,000
3	Local Partner Contributions	5,020,000	-	-	5,020,000
4	State Contribution	45,619,000	-	-	45,619,000
5	Leasing	32,652,000	-	-	32,652,000
6	Bonds	23,055,000	-	-	23,055,000
7	Total Funding Sources	330,231,000	-	-	330,231,000
<u>Expense</u>					
8	State of Good Repair	158,820,000	-	-	158,820,000
9	Mid-Valley Connector	45,000,000	-	-	45,000,000
10	Westside Express (5600 West)	23,498,000	-	-	23,498,000
11	S-Line Extension	11,746,000	-	-	11,746,000
12	Davis-SLC Community Connector	6,790,000	-	-	6,790,000
13	Utah County Park & Ride Lots	6,185,000	-	-	6,185,000
14	Other Capital Projects	78,192,000	-	-	78,192,000
15	Total Expense	\$ 330,231,000	\$ -	\$ -	\$ 330,231,000



Next Steps



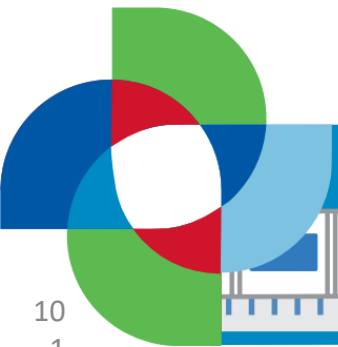
Public Engagement

Public Comment Period: **October 7 – November 6**

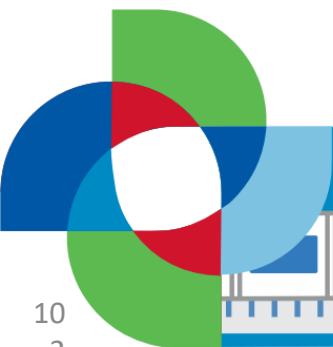
Public Hearing & Open House: October 10

Preliminary Comment Report

- Stakeholder Signature Sheets
- Public Comments
- Presentation to Salt Lake City Council
- Rideuta.com/Budget



Questions?



Proposed 10 Year Capital Plan (2024-2033)



Background

- 10 Year Span (2024-2033)
- Preparatory for 5 Year Capital Plan (5YCP)
 - Matches Currently Adopted 5YCP (2024-2028)
- Unconstrained (2029-2033)
- Plan Owner Centric Approach



November 2024 Updates

- UDOT FrontRunner program addition
- Alignment with discrete funding opportunities
- Limited definition project explanatory content



18 Program Groupings

Customer Experience

Facilities, Real Estate & TOD

Finance
(Includes 5310)

Information Technology

Innovative Mobility
(Includes Charging)

Non-Revenue Vehicles

Operations

Revenue Vehicles

Safety and Security

Studies & Programmatic Efforts

Systems

Track, Bus Lane & Bridge Rehabilitation

Transit Centers
(Includes Bathrooms)

Enhanced Bus

Bus Rapid Transit (BRT)

Light Rail

FrontRunner (UTA)

FrontRunner (UDOT)





5YCP
Fiscally Constrained

10YCP
Fiscally Unconstrained

By Program	5YCP Fiscally Constrained		10YCP Fiscally Unconstrained
	FY 2024-2028	FY 2029-2033	FY 2024-2033
1 Customer Experience	\$11,777,000	\$15,788,447	\$27,565,447
2 Facilities, Real Estate, TOD	\$83,636,000	\$894,595,676	\$978,231,676
3 Finance	\$47,202,000	\$52,162,354	\$99,364,354
4 Information Technology	\$69,521,000	\$19,857,000	\$89,378,000
5 Innovative Mobility	\$17,526,000	\$34,060,000	\$51,586,000
6 Non-Revenue Fleet	\$23,330,000	\$34,409,807	\$57,739,807
7 Operations	\$28,850,000	\$53,565,631	\$82,415,631



By Program	5YCP Fiscally Constrained		10YCP Fiscally Unconstrained
	FY 2024-2028	FY 2029-2033	FY 2024-2033
8 Revenue Vehicles	\$519,375,000	\$582,986,273	\$1,102,361,273
<i>Revenue Vehicles: Bus and Paratransit</i>	\$171,550,000	\$196,986,273	\$368,536,273
<i>Revenue Vehicles: Light Rail</i>	\$292,125,000	\$281,000,000	\$573,125,000
<i>Revenue Vehicles: FrontRunner</i>	\$55,700,000	\$105,000,000	\$160,700,000
9 Safety and Security	\$11,881,000	\$4,635,236	\$16,516,236
10 Studies and Programmatic Efforts	\$19,100,000	\$3,243,316	\$22,343,316
11 Systems	\$174,116,000	\$336,175,000	\$510,291,000
12 Track, Bus Lanes, and Bridge Rehabilitation	\$43,467,000	\$29,500,000	\$72,967,000
13 Transit Centers	\$20,494,000	\$335,200,000	\$355,694,000



5YCP
Fiscally Constrained **10YCP**
Fiscally Unconstrained

By Program	5YCP Fiscally Constrained		10YCP Fiscally Unconstrained
	FY 2024-2028	FY 2029-2033	FY 2024-2033
14 Enhanced Bus	\$47,383,000	\$262,997,600	\$310,380,600
15 Bus Rapid Transit (BRT)	\$109,757,000	\$654,000,000	\$763,757,000
16 Light Rail	\$26,996,000	\$444,693,316	\$486,689,316
17 FrontRunner UTA	\$40,080,000	\$4,700,000,000	\$4,740,080,000
18 FrontRunner UDOT	\$1,349,592,299	\$11,000,000	\$1,390,592,299



Next Focus

- Timespan extension (2026-2035)
- Matching upcoming 5YCP (2025-2029)
- Inter-year prioritization (2026, 2030)



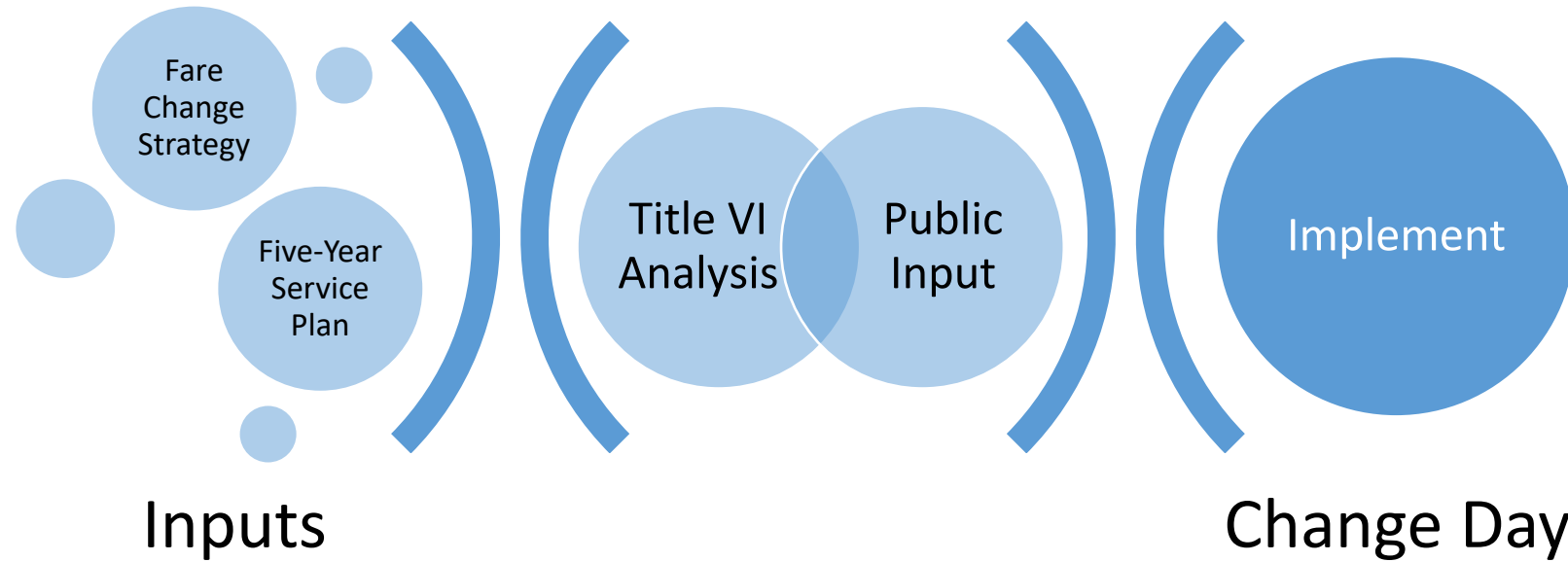
Questions & Feedback



Service and Fare April Change Day Proposals 2025 & 2026: Overview for Public Engagement



Process



Proposed Service Changes



Purpose of the Five-Year Service Plan



Improve employee working conditions

by reducing split shifts, more consistent service throughout the day

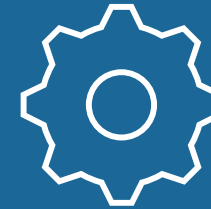


Implement Long-Range Transit Plan

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 → Change Day

UTA Five-Year Service Plan Final Draft – At a Glance				
				<i>Modified</i> New Discontinued
April 2025	April 2026	April 2027	April 2028	April 2029
Weber/Davis/Box Elder 417 470 626 627 628 640 642 Salt Lake 39 126 201 217 218 219 703 Utah 581 823 871	Weber/Davis/Box Elder 455 562 563 601 604 610 612 625 628 630 F638 640 645 Salt Lake 2 2A 2B 4 45 54 62 72 205 220 223 502 720 Utah 582 583 806 846 850 860 862	Weber/Davis/Box Elder 604 613 F618 F620 Salt Lake 17 26 31 35 39 45 47 50X 203 205 208 223 227 236 240 509 513 551 F590 Utah 584 830X 833	Weber/Davis/Box Elder 400 417 455 470 473 470X 600 609 667 Salt Lake 126 200 201 217 218 219 256 F556 Utah 585 871	Salt Lake 62 72 209 213 F264 503 504



April 2025 Service Changes

** denotes major change*



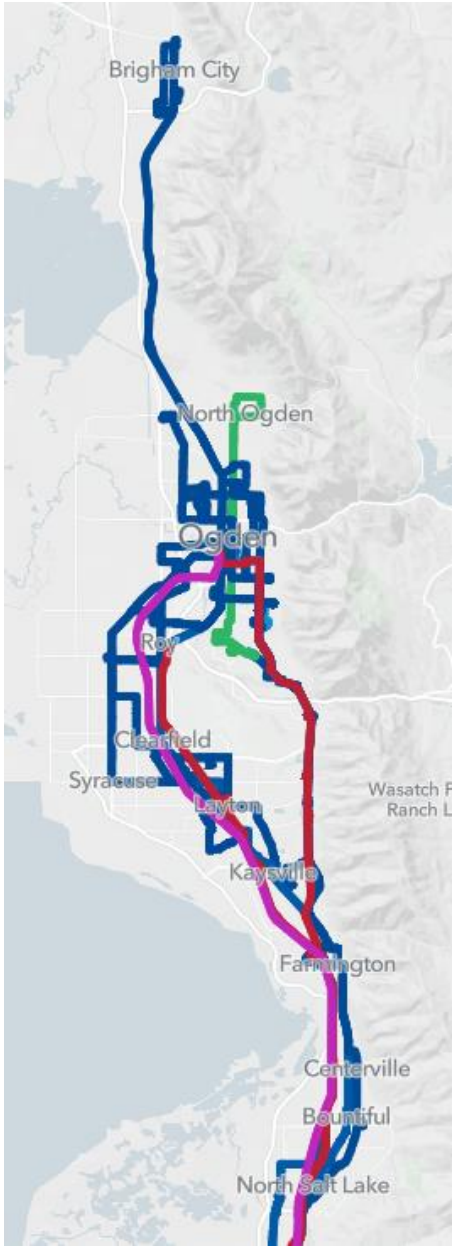
Weber/Davis/Box Elder

New Routes: 417*, 642*

Modified Routes: 470, 627*, 628*, 640*

Discontinued/Modified Routes: 626*

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

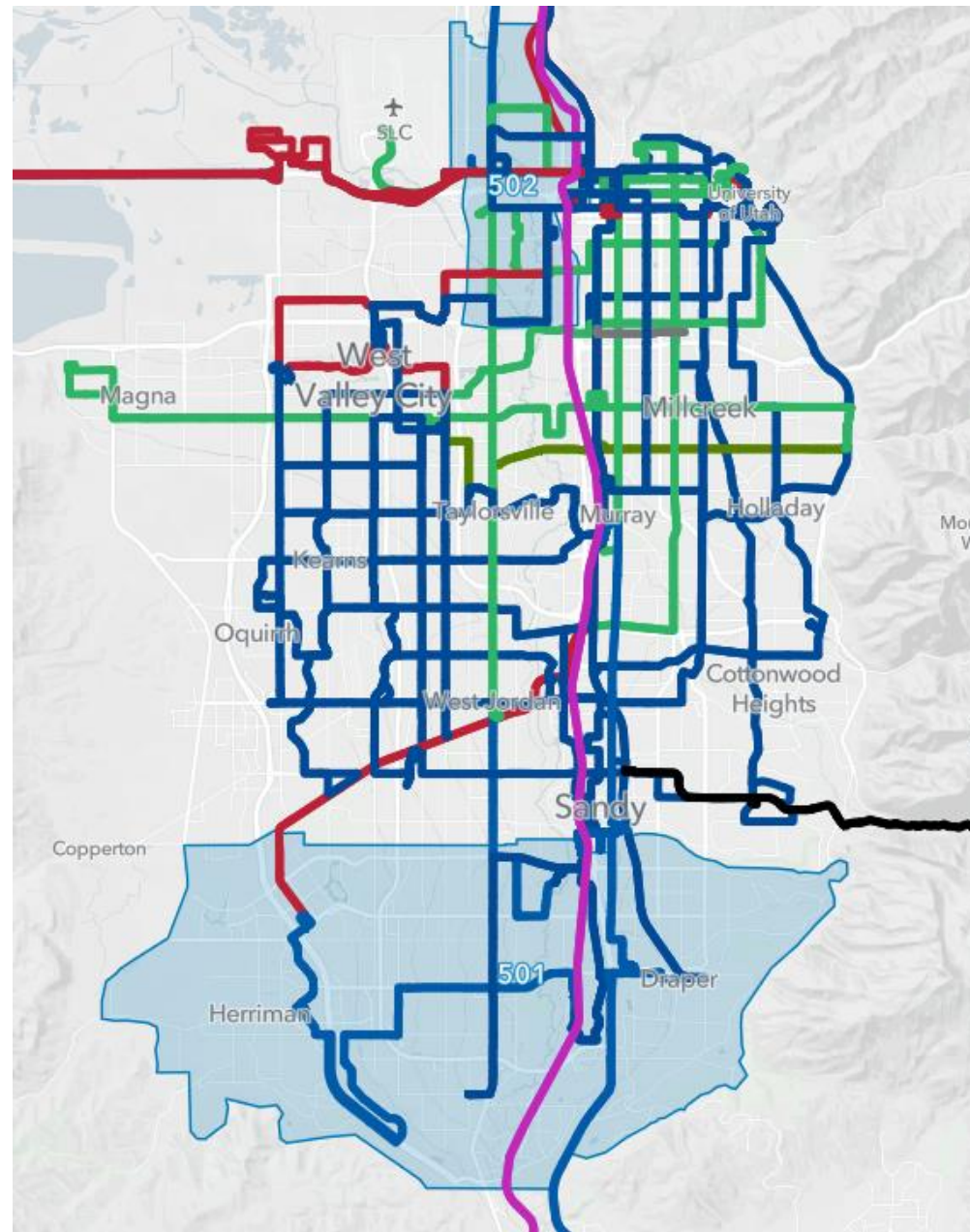


Salt Lake County

New Routes: 126*, 219*

Modified Routes: 39, 201, 217, 218, Red Line

Hours	Miles	Shifts	Pullout
+62K	+804K	+33	+19

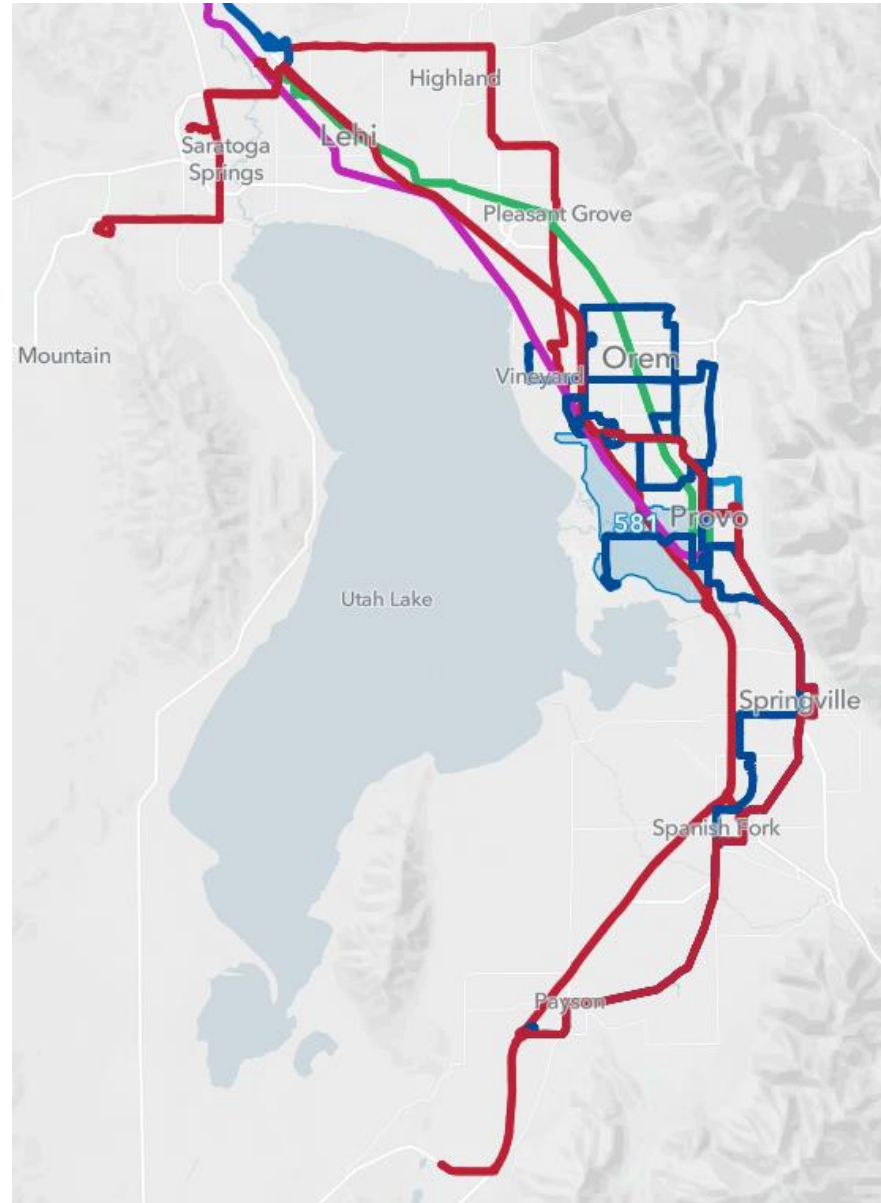


Utah County

New Services: 581*, 823*

Modified Routes: 871

Hours	Miles	Shifts	Pullout
+34K	+307K	+12	+6



April 2026 Service Changes

** denotes major change*



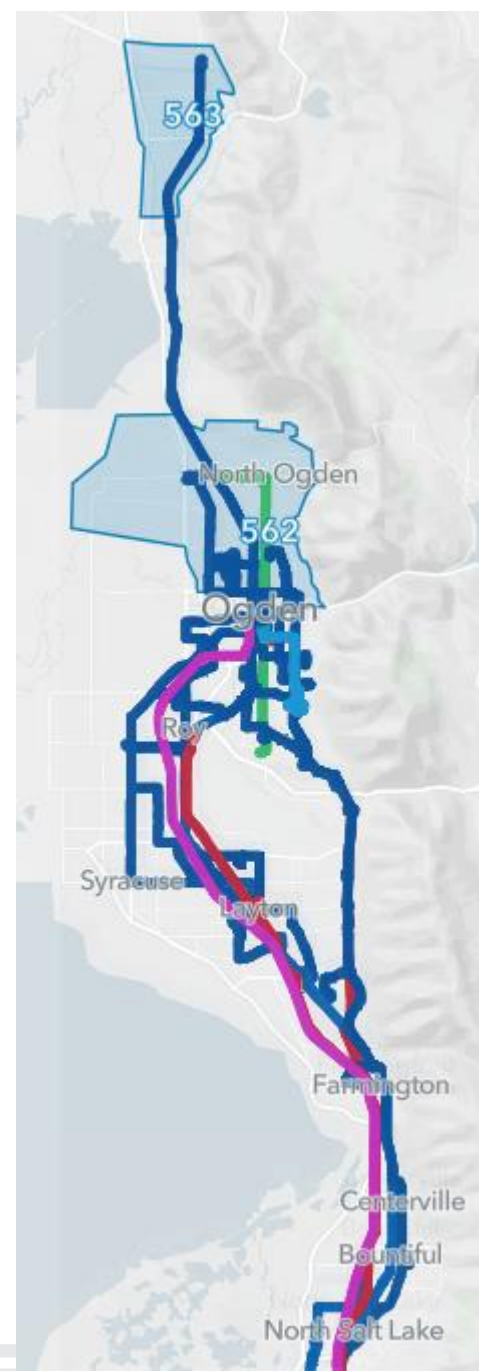
Weber/Davis/Box Elder

New Services: 562*, 563*, 610*

Modified Routes: 455, 604*, 612, 630*, 640*, 645*

Discontinued/Modified Routes: 601*, 625*, 628*, F638*

Hours	Miles	Shifts	Pullout
+43K	+801K	+23	+3



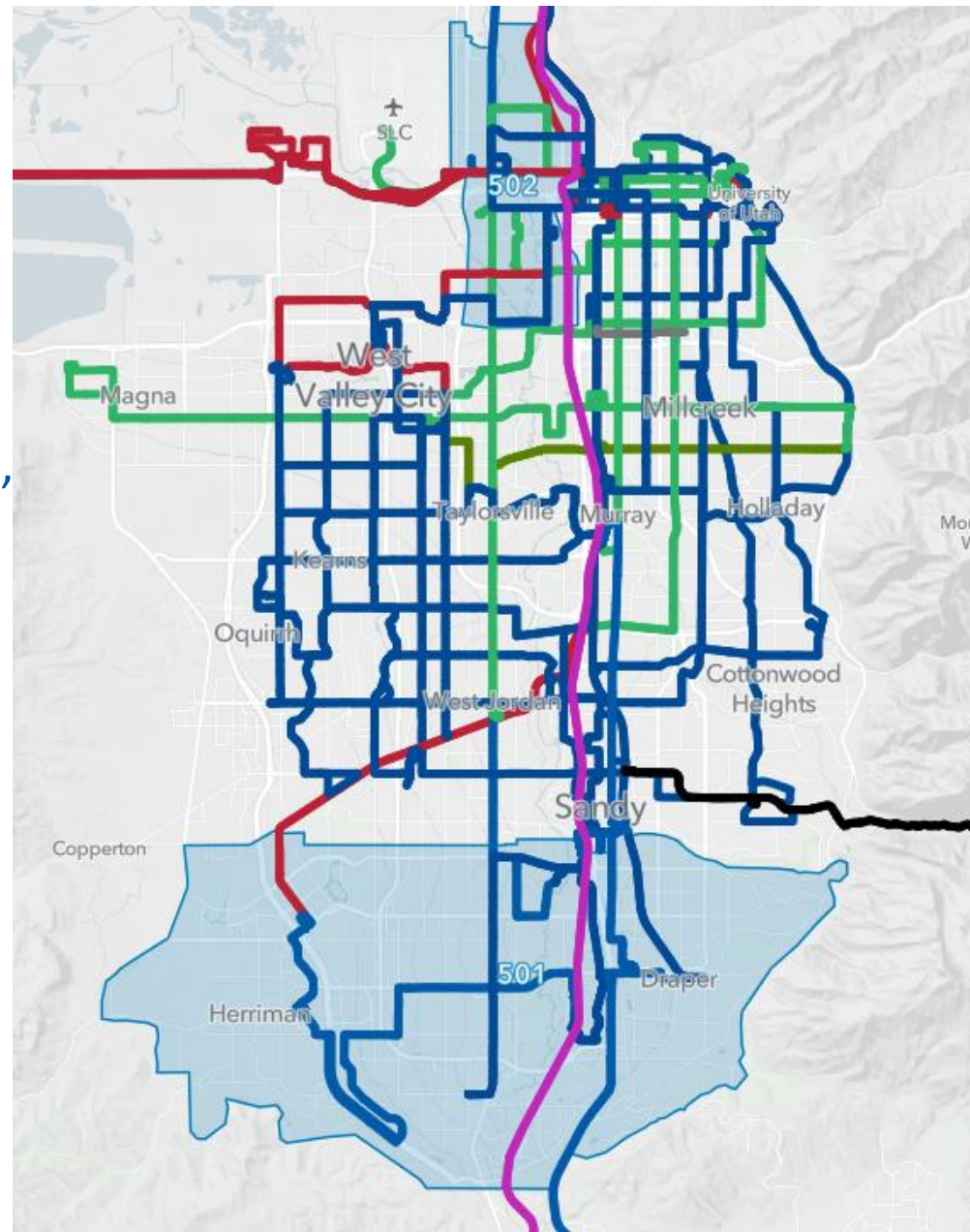
Salt Lake County

New Routes: 2A*, 2B*

Modified Services: 4*, 45*, 54*, 62, 72, 205*, 220, 223*, 502*, S-Line

Discontinued/Modified Routes: 2*

Hours	Miles	Shifts	Pullout
+69K	+1.1M	+32	+16



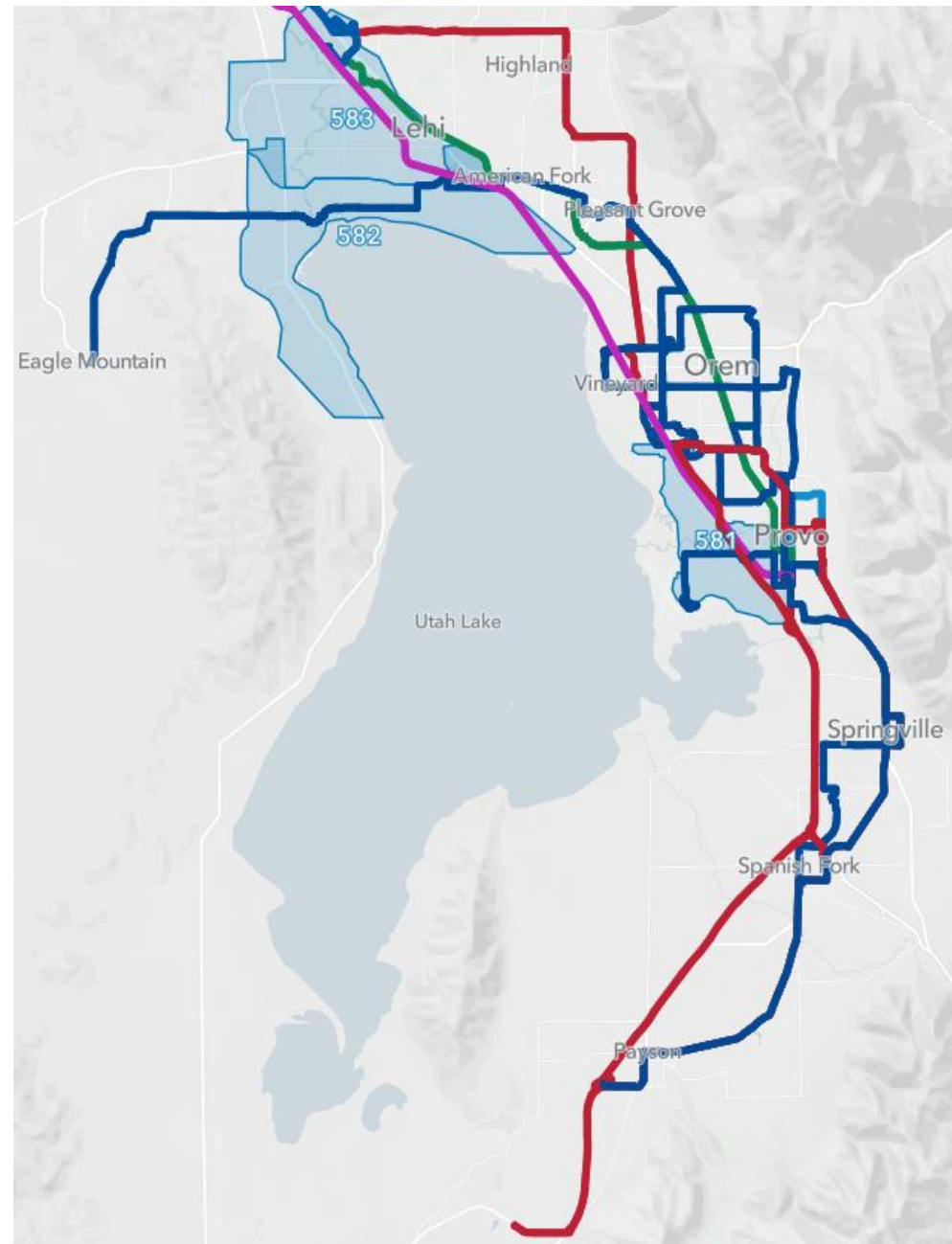
Utah County

New Services: 582*, 583*, 846*, 860*

Modified Routes: 850, 862*

Discontinued Routes: 806*

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



Proposed Fare Changes



Proposed Changes

- UTA is starting the final phases of implementation for the new fare collection system. To achieve UTA's vision of an integrated fare collection system, fare changes are being proposed.
- Exact timelines are to be determined.
- Ticket options will be phased out and replaced by pre-paid, reloadable accounts.
- Proposed changes will impact paper tickets, monthly passes, and tickets sold on the mobile app.
- Other proposed fare changes will also be included as part of this change day.



Paper Tickets – Proposed Changes

- Fares purchased at the ticket vending machines (TVMs) are being simplified. TVMs vend paper tickets with more than 13 ticket options available to purchase.
- The newly installed TVMs are being programmed with new functionality and improved screen flow. They will also vend FAREPAY cards.
- Customers will be able to purchase FAREPAY cards, load funds to their account using cash or credit payment, and check card balances at all TVMs.
- Fare pricing is automatic, and the least expensive fare rate will be charged based on customer travel patterns and eligibility for reduced fare discounts
- The following full and reduce fare tickets to be replaced include:
 - One-way
 - Round Trip
 - Upgrade Ticket
 - Group Pass
 - Day Pass



Monthly Passes – Proposed Changes

- Paper passes have slowly been phased out over the years because of low sales.
- Low sales are the result of an increased adoption of UTA’s current electronic fare payment options.
- There were over 16 paper pass options available to purchase and now there are four.
- Currently, for customers using the FAREPAY card, best fare is automatically calculated using fare capping technology. Capping is done daily and weekly.
- Fare capping will be carried over as part of the new fare collection system.
- The monthly passes being eliminated include:
 - Reduced fare monthly stickers (RFS, XRFS)
 - Reduced fare monthly pass (R, XR)
 - Full fare monthly pass (A, X)



Mobile App – Proposed Changes

- Fares purchased through the mobile app are being simplified. Currently, customers can choose from more than 15 fare products.
- UTA has not started the development of the new mobile app but proposes reducing the fare products and replacing them with pre-paid reloadable accounts.
- The best fare will automatically be calculated, and customers will not have to choose from multiple fare products. Fare products to be replaced include:
 - Day Pass
 - One-way, One-way FrontRunner (full or reduced fare)
 - Monthly Regular/Premium (full or reduced fare)
 - One-way Ski Pass, Seasonal (full or reduced fare)
 - Group Pass (premium pass for 4 people)
 - Riders License, Seasonal (discounted youth pass)
 - One-way Paratransit (passengers must pre-qualify)
 - Flex Route Deviation (flex route only)
 - Special Event Pass



Paper Transfers – Proposed Changes

- Paper transfers, a form of fare media, are currently given by bus operators to customers upon request.
- The paper transfer gives customers purchasing a single trip additional time to travel on more than one mode of transit without incurring additional fare cost.
- Currently, transfer credits are automatically applied for fare payment made with electronic fare media.
- Customers paying cash at the farebox will no longer receive a paper transfer.
- To receive a transfer credit, cash must be paid at TVMs, UTA customer service locations, or retailers by adding funds to a FAREPAY card.



Route 628– Proposed Changes

- Route 628 (Layton Trolley) will move from zero to paid fare.
- In April 2025, the regular fare of \$2.50 will be required because the service agreement with Layton City will be terminated.



Reduced Fares – Proposed Changes

- Reduced fare discounts will be managed through UTA’s new account-based ticketing (ABT) back office which is a software system that performs all the functions necessary to run the electronic fare collection.
- The ABT will bring all UTA’s current systems under one umbrella, including the reduced fare application portal.
- Reduced fare discounts will only be available for customers using electronic fare media and cash payments made through the farebox will not be eligible for a discount.
- Customers paying with cash can add funds to an electronic card at TVMs, UTA customer service locations, and retailers.
- Reduced fare plastic ID cards will be phased out because they cannot be read or validated by the electronic card readers. Since this card is not compatible with the new back office it will be retired.



Public Engagement Plan

Key Component	Dates	Additional Detail
Public Notice	November 13	A public notice will be published on the UTA website and on the Utah Public Notice Website.
Public comment period	November 13 – December 13	30-day public comment period. Comments accepted via email, online form, mail, and phone.
Public meeting (Virtual)	November 20	1 week after public comment period announced, a virtual public meeting will be held via Zoom. UTA staff will present information about proposed changes and answer questions. A recording will be made available following the event.
Virtual engagement	November 13 – December 13	Will be available throughout the comment period online.



Public Engagement Continued

- Additional Strategies:
 - Communications plan
 - Social
 - Web
 - Targeted outreach plan
 - Partners and stakeholders
 - New and discontinued routes
 - Key areas for major changes



Provide Public Comment – April Change Day 2025

November 13 – December 13, 2024

- [Rideuta.com/ChangeDay](https://rideuta.com/ChangeDay)
- Email: HearingOfficer@rideuta.com
- Phone: 801-743-3888
- Mailing: Utah Transit Authority, C/O Jolisha Branch, 669 W 200 S, Salt Lake City, UT 84101

Virtual Public Meeting: Wednesday, November 20, 5:30pm on Zoom



Next Steps

- 30 Day Public Comment Period – begins today, November 13 through December 13, 2024
- Title VI Analysis continues
- January 2025
 - Title VI analysis finalized
 - Public Comments considered
 - Plans finalized
- February 2025: Board Meeting
 - Update on public engagement, service plan, fares plan
 - Resolution approving Title VI Analysis
- February – April 2025: Inform
 - Community education, outreach, communications
 - Preparation for any planned changes
- April 13, 2025: Change Day
 - *April 12, 2026*



Questions?



Transit Education Overview



Transit Education & Information: Overview of UTA Programs Supporting Communities, Riders, & Potential Riders



Travel Training Program

- Support riders and potential riders by providing individualized and group education and hands-on experiential training on how to ride UTA independently and confidently
- Complimentary program, open to all



Ambassador Programs – TRAX, SGR/Event, CS Airport Team



- TRAX Ambassadors:
 - Addressing perceptions of safety
 - Helping people feel confident
 - Reporting system concerns and improvements
- SGR/Event Ambassadors:
 - Help navigate the system during disruption or high-traffic times
- Customer Service Airport Team:
 - Connect with potential riders at airport
 - Provide directions and information on how to ride



Customer Service & Community Engagement Support

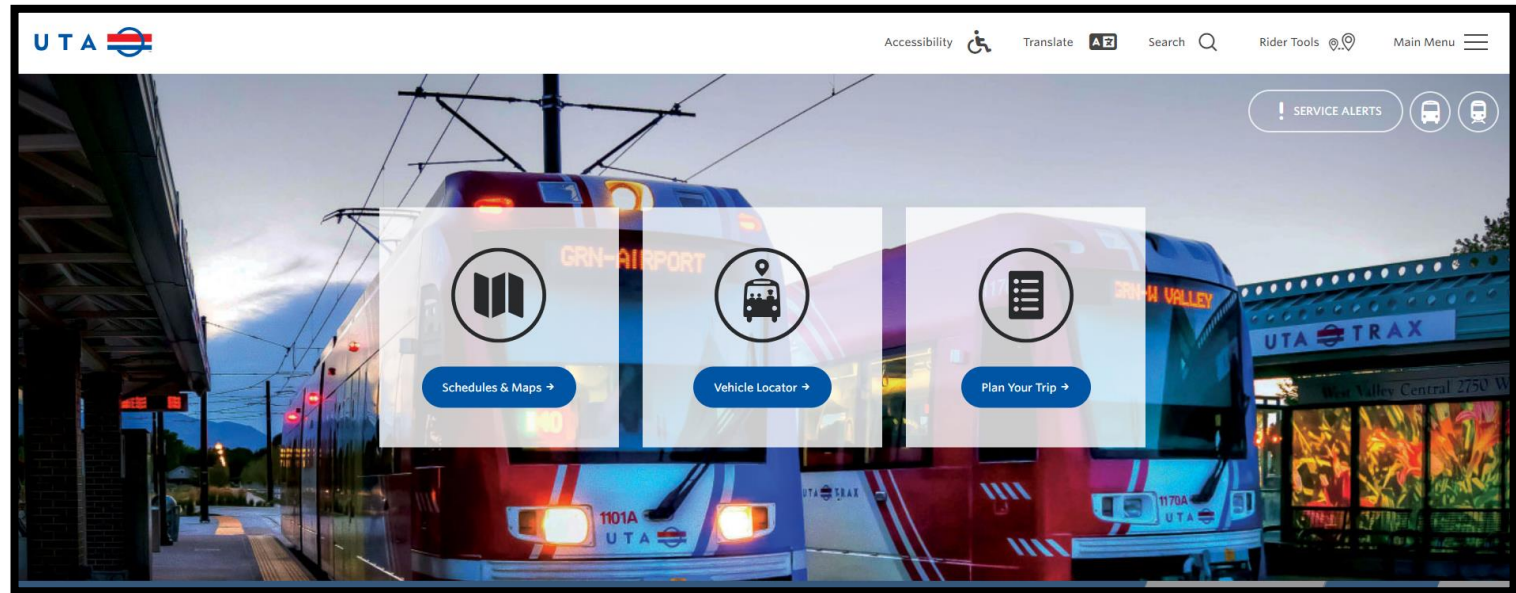


- Strategic Community Engagement Events:
 - Over 100 events in 2024, connecting with communities across the service area
 - Providing information on how to ride, what to know
 - Community Guest Pass Program
- Other Programs that Support Riders & Potential Riders:
 - Field Trip Program
 - Adopt A Stop
 - Community Advisory Committee (and CAT Committee)
 - Resource Library development
- Customer Service Support:
 - Trip Planning
 - General resource for questions, concerns



Marketing & Communications Information Sharing

- General information for the public, including potential riders
- Media channels
 - YouTube RideUTA
 - X, Facebook, Instagram, etc.
- How-to information
 - General
 - Ticket As Fare
 - User “How to” video – YouTube
- Safety Information



Fare Program Partners



- Ed & ECO Pass Partners
- Work with organizations with pass programs to educate their workforce on UTA
- Back to School events participation to support students and Ed pass users in riding UTA



Customer Experience Action Plan

- Making customer experience improvements
- Convenience
- Safety
- Addressing barriers



Questions & Discussion



Other Business

- a. Next Meeting: Wednesday, December 4, 2024, at 9:00 a.m.



Adjourn

