

UTA Board of Trustees Meeting

May 14, 2025



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute



Public Comment

- Live comments are limited to 3 minutes per commenter
- One person's time may not be used to extend another person's time
- 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

- a. Approval of the April 23, 2025, Board Meeting Minutes
 - b. Quarterly Disbursement Report - Vehicle Parts Inventory Vendors - Q1 2025
 - c. Quarterly Disbursement Report - Non-Inventory Vendors - Q1 2025
-

Recommended Action (by acclamation)

Motion to approve the consent agenda



Reports



Executive Director Report

- Shingo Rising Star Award Recipient



Shingo Rising Star Award Recipient – Alisha Garrett





Achieving Organizational Excellence

- UTA Chief Enterprise Strategy Officer Alisha Garrett received the international Shingo Institute Rising Star award
- This award recognizes professionals who show their dedication to LEAN principles as they significantly impact their organizations
- The Shingo Institute is an international benchmarking authority on operational excellence
- This award reflects Alisha's commitment and leadership in implementing organizational excellence principles at UTA



Agenda Item 6. a.



Strategic Plan Minute: Moving Utahns to a Better Quality of Life – Operate 5-Year Service Plan





Strategic Plan Minute

May 14, 2025



Agenda Item 6. b.



Moving Utahns to a Better Quality of Life



Strategic Initiative: Operate 5-Year Service Plan

Annual Target: Achieve 54% Access to All Day Service

Results:

- Achieved **54%** Access to All Day Service
- Successfully Launched April Change Day (April 13)
- Opened South Jordan Downtown Station; all operators trained
- Route familiarization completed for new service

Financial Report – March 2025



Utah Transit Authority

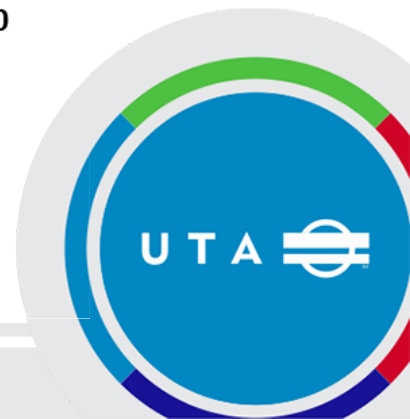
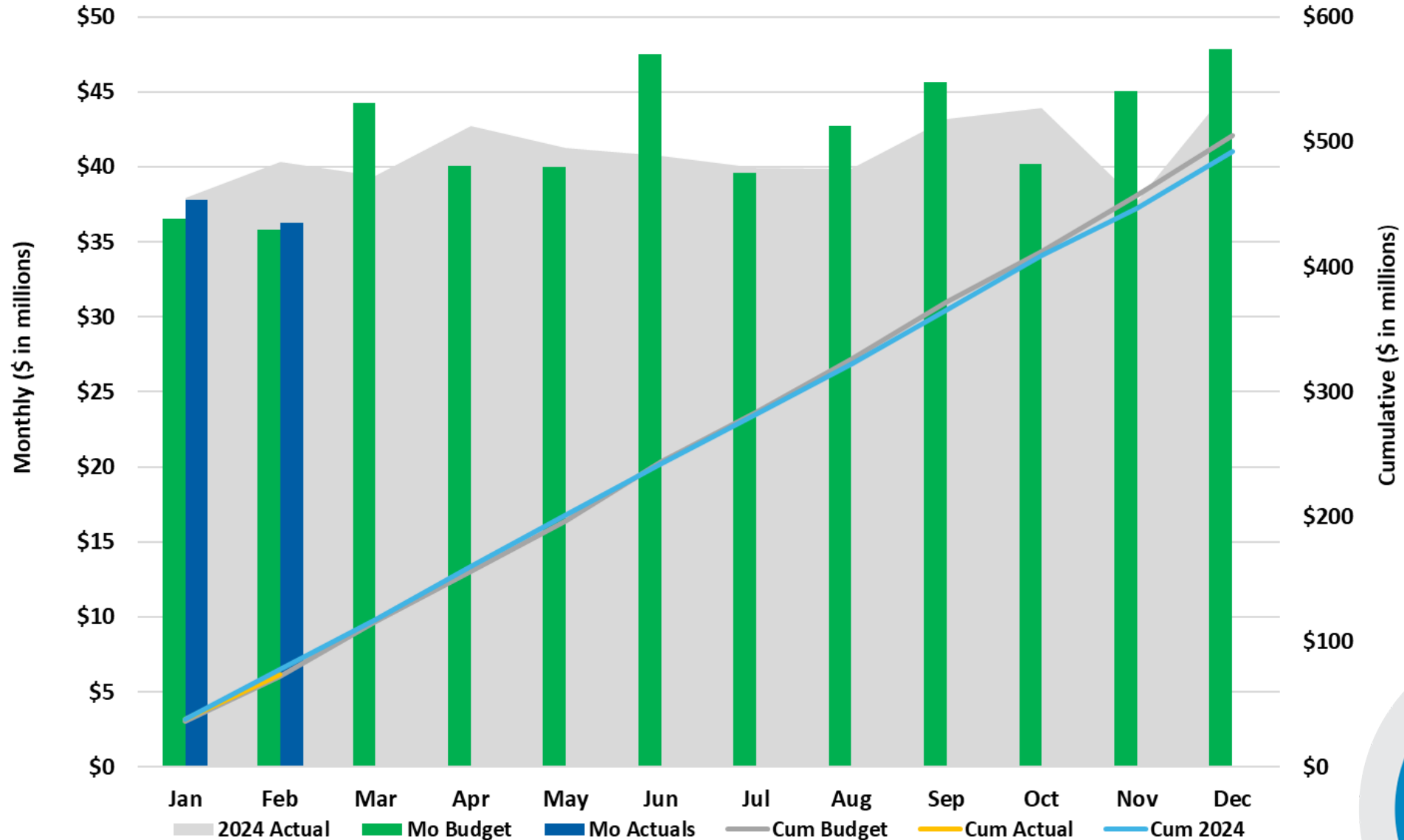
Board Dashboard: Mar 31, 2025

Financial Metrics	Mar Actual	Mar Budget	Fav / (Unfav)	%	YTD Actual	YTD Budget	Fav / (Unfav)	%
Sales Tax (Feb '25 mm \$)	\$ 36.3	\$ 35.8	\$ 0.46	<div></div> 1.3%	\$ 74.1	\$ 72.4	\$ 1.76	<div></div> 2.4%
Fare Revenue (mm)	\$ 3.0	\$ 3.2	\$ (0.17)	<div></div> -5.3%	\$ 9.6	\$ 8.7	\$ 0.85	<div></div> 9.7%
Operating Exp (mm)	\$ 33.3	\$ 39.2	\$ 5.96	<div></div> 15.2%	\$ 102.9	\$ 115.7	\$ 12.78	<div></div> 11.0%
Subsidy Per Rider (SPR)	\$ 8.53	\$ 10.21	\$ 1.68	<div></div> 16.5%	\$ 9.11	\$ 10.21	\$ 1.10	<div></div> 10.8%
UTA Diesel Price (\$/gal)	\$ 2.38	\$ 3.60	\$ 1.22	<div></div> 33.9%	\$ 2.38	\$ 3.60	\$ 1.22	<div></div> 33.9%
Operating Metrics	Mar Actual	Mar-24	F / (UF)	%	YTD Actual	YTD 2024	F / (UF)	%
Ridership (mm)	3.54	3.39	0.2	<div></div> 4.6%	10.25	9.85	0.4	<div></div> 4.0%
Energy Cost by Type (Monthly Avg YTD)								
	Diesel Bus (Cost per Mile)				\$ 0.46			
	Diesel CR (Cost per Mile)				\$ 3.25			
	Unleaded Gas (Cost per Mile)				\$ 0.62			
	CNG (Cost per Mile)				\$ 0.36			
	Bus Propulsion Power (Cost per Mile)				\$ 0.39			
	TRAX Propulsion Power (Cost per Mile)				\$ 0.73			

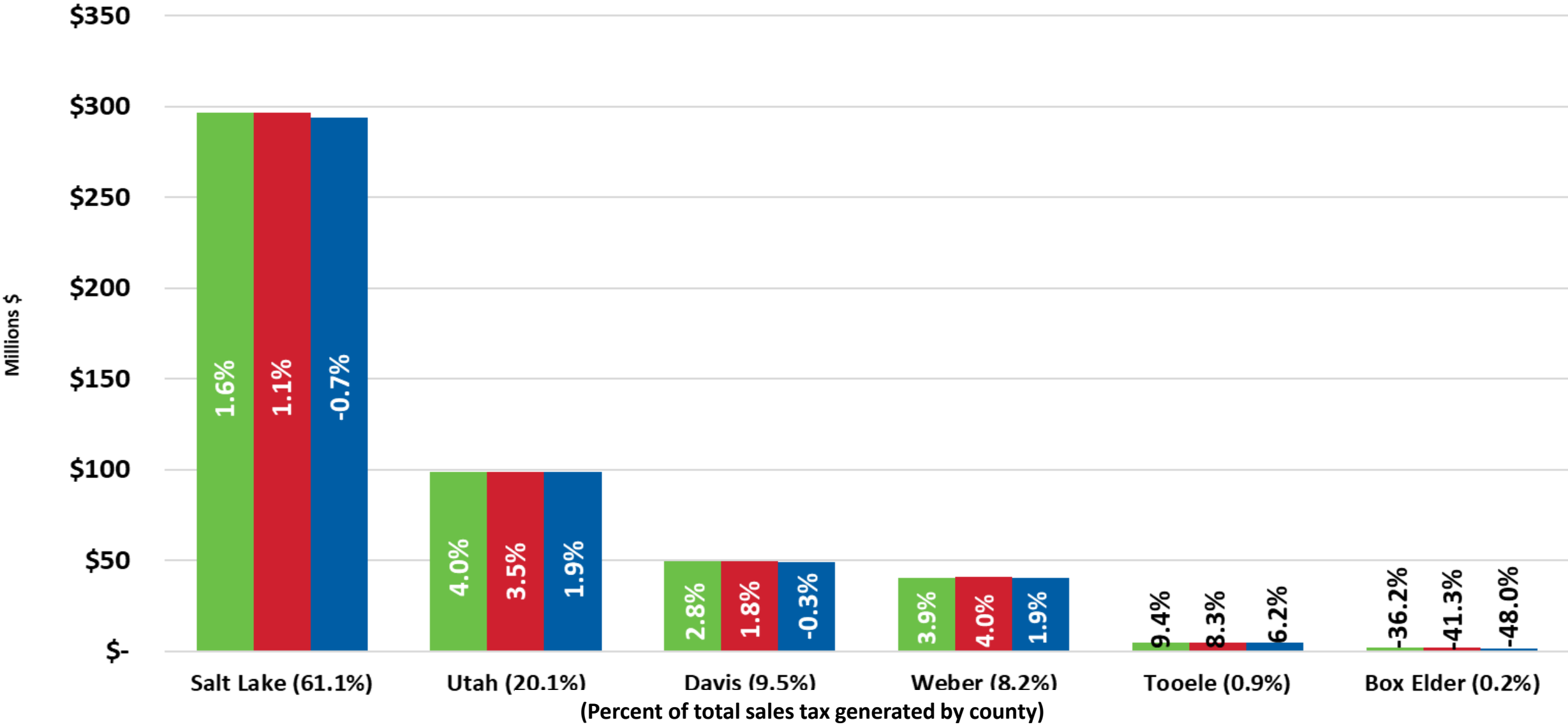
"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed in the table title.

2025 Sales Tax

February YTD Variance \$1.8M / 2.4% Above Budget



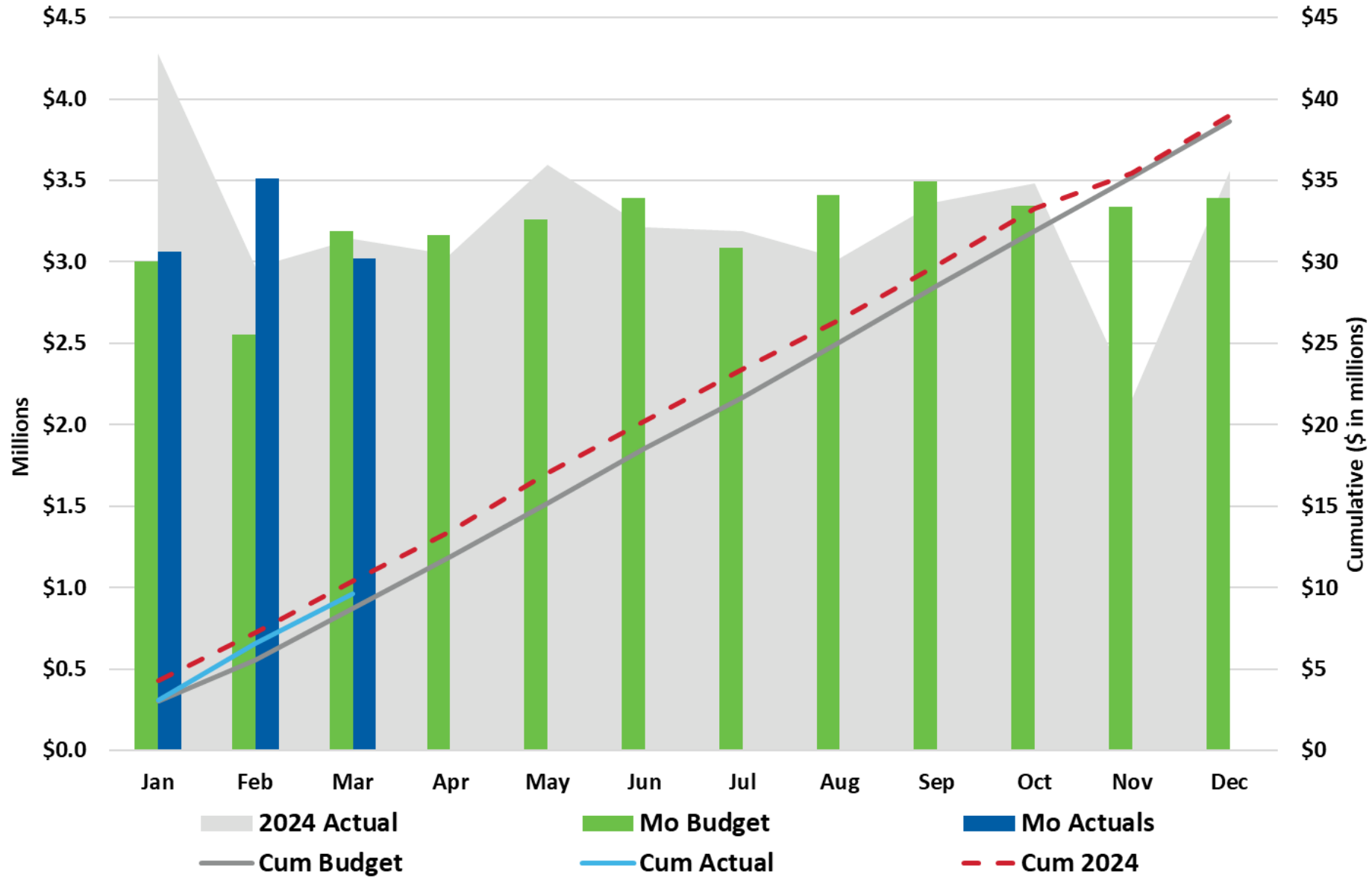
Sales Tax Collections
Percentage Change by month ended February 28, 2025



December January February

2025 Passenger Revenue

Mar YTD \$850.0K / 9.7% > Budget



FTE Report March 2025



FTE Report Mar 25

Administrative FTE	Budget	Mar-25 Budget vs. Actual			Vacancy Rate		
		Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Admin Depts	668.8	617.5	51.3	7.7%	9.5%	9.9%	6.1%
Operating Depts	401.0	365.0	36.0	9.0%	8.5%	8.0%	3.1%
Subtotal	1,069.8	982.5	87.3	8.2%	9.1%	9.2%	5.0%

Bargaining Unit FTE	Budget	Vacancy			Vacancy Rate	Vacancy Rate	Prior Year
		Actual	Variance	Vacancy Rate	Vacancy Rate	Vacancy Rate	Prior Year
Admin Depts	38.8	15.0	23.8	61.3%	76.1%	11.5%	-83.0%
<i>Operating Modes</i>							
Bus	1116.0	1,176.0	-60.0	-5.4%	-5.6%	-4.7%	1.7%
Light Rail	297.0	294.0	3.0	1.0%	3.7%	5.1%	-6.3%
Commuter Rail	108.0	105.0	3.0	2.8%	-0.9%	2.8%	-6.8%
Riverside	157.0	155.5	1.5	1.0%	1.6%	1.6%	2.2%
Asset Mgt	189.0	172.0	17.0	9.0%	6.5%	6.5%	10.8%
Subtotal	1,905.8	1,917.5	-11.7	-0.6%	-0.3%	-0.8%	-1.2%

Total FTE	2,975.59	2,900.0	75.6	2.5%	3.1%	2.8%	1.0%
------------------	-----------------	----------------	-------------	-------------	-------------	-------------	-------------

Agenda Item 6. c.



March 2025 YTD Financial Results



OPERATING FINANCIALS

March 2025 YTD

FISCAL YEAR 2025 Dollars In Millions	YEAR-TO-DATE RESULTS					
	Prior Year Actual	Current Year				
		Actual	Budget	Variance		
Revenue						
Sales Tax (Mar accrual)	\$ 117.6	\$ 117.9	\$ 116.6	\$ 1.3	1.1%	
Fares	10.4	9.6	8.7	0.8	9.7%	
Federal	(0.0)	6.4	18.1	(11.7)	-64.6%	
Other *	10.1	9.2	5.6	3.6	64.6%	
TOTAL REVENUE	\$ 138.0	\$ 143.0	\$ 149.0	\$ (6.0)	-4.0%	
Expense						
Salary/Wages	\$ 47.5	\$ 49.1	\$ 51.4	\$ 2.3	4.5%	
Overtime	3.7	3.5	2.7	(0.8)	-31.3%	
Fringe Benefits	24.6	26.0	27.4	1.4	5.0%	
Total Compensation	\$ 75.7	\$ 78.6	\$ 81.5	\$ 2.9	3.5%	
Services	7.0	8.8	13.9	5.1	36.8%	
Parts	7.3	6.1	7.5	1.4	18.7%	
Fuel	6.1	5.8	8.9	3.1	34.6%	
Utilities	2.0	1.9	2.1	0.2	8.6%	
Other	2.6	3.5	5.9	2.4	41.0%	
Capitalized Cost	(3.2)	(1.7)	(4.1)	(2.4)	57.9%	
TOTAL EXPENSE	\$ 97.6	\$ 102.9	\$ 115.7	\$ 12.8	11.1%	
Debt Service	19.2	14.8	19.4	4.6	23.7%	
Contrib. Capital/Reserves	\$ 21.2	\$ 25.2	\$ 13.8	\$ 11.3	81.9%	

*Does not include Sale of Assets (\$319.9K favorable) or
Non-Cash items

Favorable/(Unfavorable)

Agenda Item 6. c.



March 2025 Capital Sources (000's)

Capital Sources (000's)	Federal Grants	Leasing	State Funding	Local Funding	UTA Bonding	UTA Funding	Total
Year-to-Date Actual	\$ 16,386	\$ -	\$ 5,133	\$ 1,305	\$ -	\$ 4,636	\$ 27,461
FY2025 Budget	127,571	32,652	45,619	5,020	23,055	96,314	330,231
% of Budget	12.8%	0.0%	11.3%	26.0%	0.0%	4.8%	8.3%



Additional Metrics

Accounting: AP Days & Month End

Supply Chain: Contracts & Open Reqs

Fares: Farebox Recovery & SPR

Changes from Prior Period Adjustments



March 2025

Accounting Metrics:

- Days Payable: 27 Days Actual vs 30 Days Goal
- Days to Close: 12 Days. At Goal

Procurement Contractor Progress:

- March Completed Contracts/PO's: 23
- Completed Since Implementation (5 months): 105
- Average Days Requisitions Open: 70 Days Mar. '25 vs 84 Days Feb. '25

Fare Metrics:

- Farebox Recovery: Mar. '25 9.1% v Mar. '24 9.9%
- Subsidy Per Rider: Mar '25 \$8.53 vs Mar. '24 \$8.45

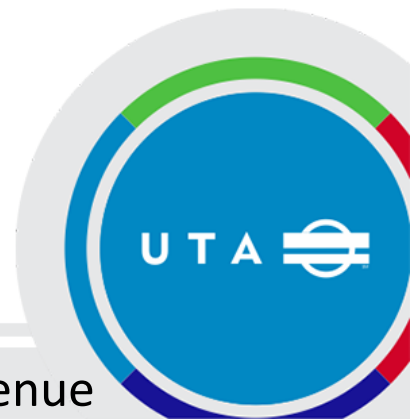


Changes from Prior Period Adjustments

REVENUE & EXPENSES

	REPORTED YTD FEB-25	ADJUSTMENTS YTD FEB-25	ADJUSTED YTD FEB-25
OPERATING REVENUE			
Passenger Revenue	\$ (6,701,111)	\$ 127,249	\$ (6,573,863)
TOTAL OPERATING REVENUE	\$ (7,059,445)	\$ 127,249	\$ (6,932,196)
OPERATING EXPENSE			
Bus Service	\$ 26,158,289	\$ 12,216	\$ 26,170,505
Paratransit Service	4,633,819	825	4,634,644
Operations Support	10,687,443	1,483	10,688,927
Administration	9,454,680	(32,100)	9,422,580
Non-Departmental	60	(60)	-
TOTAL OPERATING EXPENSE	\$ 69,692,796	\$ (17,636)	\$ 69,675,160
NET OPERATING (INCOME) LOSS	\$ 62,633,351	\$ 109,613	\$ 62,742,964
NON-OPERATING EXPENSE (REVENUE)			
Fed Operations/Preventative Maint Revenue	(6,686,489)	163,507	(6,522,982)
TOTAL NON-OPERATING EXPENSE (REVENUE)	\$ (74,384,005)	\$ 163,507	\$ (74,220,498)
CONTRIBUTION TO RESERVES	\$ 11,750,654	\$ (53,895)	\$ 11,477,534
OTHER EXPENSES (NON-CASH)			
Future Revenue Cost Amortization	-	135,152	135,152
NET OTHER EXPENSES (NON-CASH)	\$ 23,614,401	\$ 135,152	\$ 23,749,553

All adjusted totals are still favorable to budget except Fed Operations/Prev Maint Revenue



Changes from Prior Period Adjustments

BALANCE SHEET

	Reported	ADJUSTMENTS	ADJUSTED
	YTD FEB-25	YTD FEB-25	YTD FEB-25
CURRENT ASSETS			
Investments (Unrestricted)	345,110,554	2,124,344	347,234,899
Investments (Restricted)	135,309,594	3,752,859	139,062,453
Receivables	90,934,670	(395,220)	90,539,450
Receivables - Federal Grants	318,932	(72,917)	246,015
Inventories	48,063,560	(14,524)	48,049,036
TOTAL CURRENT ASSETS	\$ 645,108,019	\$ 5,394,542	\$ 650,502,561
Property, Plant & Equipment (Net)	\$ 2,950,299,167	\$ (45,589,805)	\$ 2,904,709,363
Other Assets	120,936,170	39,161,522	160,097,691
TOTAL ASSETS	\$ 3,716,343,356	\$ (1,033,741)	\$ 3,715,309,615
Current Liabilities	\$ 118,220,579	\$ (762,979)	\$ 117,457,600
Outstanding Debt	2,198,251,094	79,330,185	2,277,581,279
Net Investment in Capital Assets	859,545,803	(283,919,737)	575,626,066
Restricted Net Position	95,075,250	(2,116,227)	92,959,023
Unrestricted Net Position	302,966,961	206,435,017	509,401,978
TOTAL LIABILITIES & EQUITY	\$ 3,716,343,356	\$ (1,033,742)	\$ 3,715,309,615

Agenda Item 6. c.



Questions?



Investment Report – First Quarter 2025



Investment Review

Economic Summary Outlook

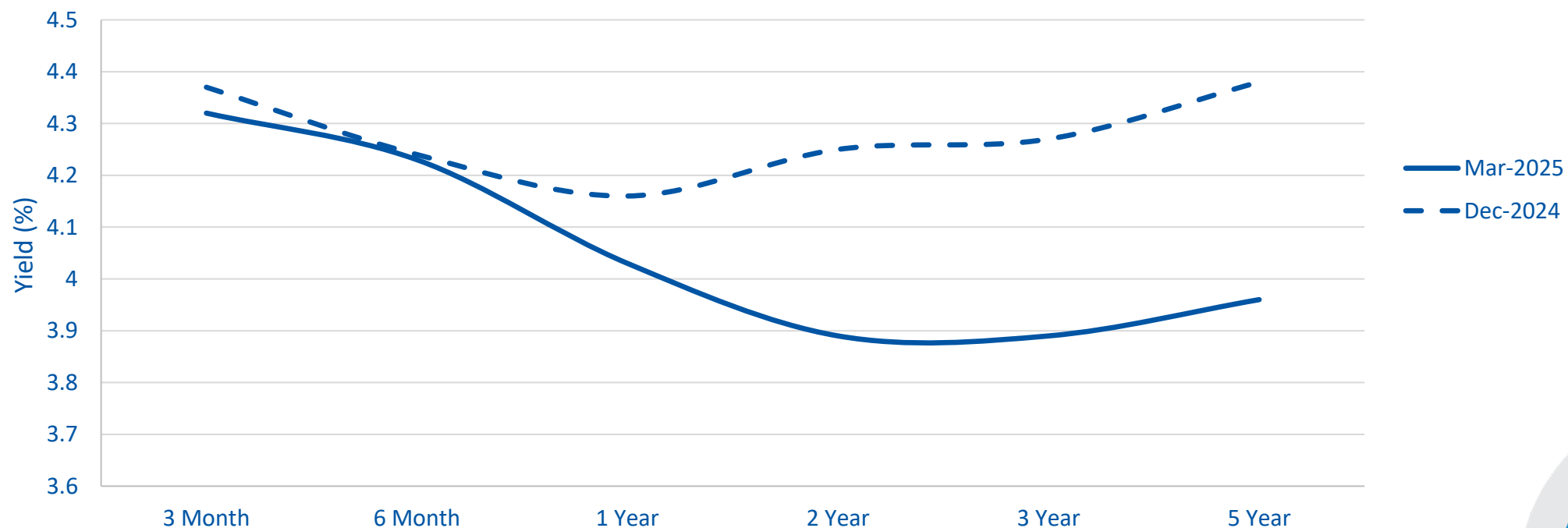
- Inflation (Consumer Price Index) reported in March rose 2.4% (year-over-year), approaching the Federal Reserve's target (2.0%)
- The labor market reflects balance between supply and demand
- Tariff considerations
- U.S. Treasury yields decreased from the 1 to 5 maturities - *inverted* yield curve
- Federal Reserve is in “wait-and-see” mode before considering rate cut in 2025
 - Current Federal Funds Target: 4.25%-4.50%

Investment Results

- Portfolio returns for quarter 1 of 2025 was an average rate of 4.29% (*annualized*).



U. S. Treasury Yield Curve



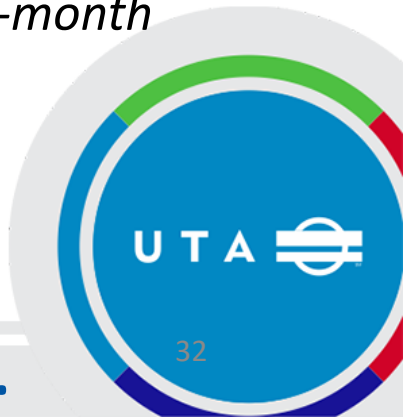
Source: U.S Federal Reserve Statistics



Investments as of First Quarter 2025

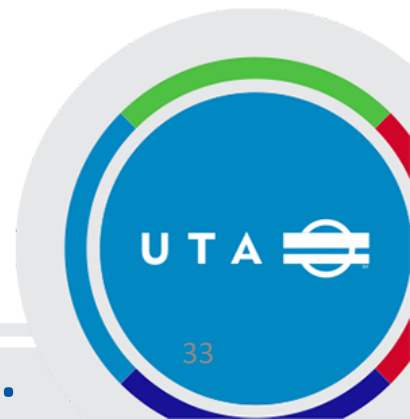
Institution	Amount	Yield
Chandler Asset Management	\$254,643,615	4.14%
Public Treasurer's Investment Fund	\$125,589,199	4.52%
Zions Bank	\$16,883,921	3.8%
Zions Corporate Trust	\$82,544,626	4.52%
Totals	\$479,661,361	4.29%

Note: Benchmark Return was 4.33%, the greater of the average rate of return of the three-month U.S. Treasury bills or the average rate of return of Federal Funds rate for the same period.



Interest Earned as of First Quarter 2025

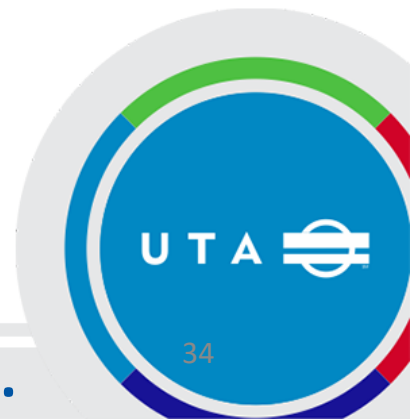
Institution	Q1	YTD
Chandler Asset Management	\$1,937,008	\$1,937,008
Public Treasurer's Investment Fund	\$1,292,066	\$1,292,066
Zions Bank	\$125,768	\$125,768
Zions Corporate Trust	\$889,114	\$889,114
Totals	\$4,243,956	\$4,243,956



Benchmark Comparisons First Quarter 2025

Institution	January	February	March
PTIF/Zions Corporate Trust	4.55%	4.53%	4.49%
Chandler Asset Management	4.26%	4.11%	4.05%
Zions Bank	3.82%	3.80%	3.76%
Benchmark Returns*	4.33%	4.33%	4.33%

** Benchmark Returns are the greater of the average rate of return of the three-month U.S. Treasury bills or the average rate of return of Federal Funds rate for the same period.*



Resolutions



R2025-05-01

**Resolution Authorizing Execution of an
Interlocal Cooperation Agreement with
Salt Lake County for Contributions to
the UTA TRAX Ambassador Program**



Salt Lake County ILA TRAX Ambassador Program



Resolution Details

- Authorizes Interlocal Agreement (ILA) with Salt Lake County
- Maximum Reimbursable Amount: Fifty Thousand Dollars (\$50,000).
- Funds may be used for operational expenses related to the UTA TRAX Ambassador Program
- Term: Effective date of this Agreement through disbursing the maximum reimbursable amount, or June 30, 2028.



Overview



- Salt Lake County support for TRAX Ambassador Program
- About the Program
 - 12 Front Line Ambassadors
 - 2 Supervisors, 1 Specialist
 - Blue Line focus
 - Monday – Friday
 - AM/PM shifts, plus presence throughout the day
 - Central Pointe to Salt Lake Central



Purpose & Goals

- Strategic Alignment: Customer Experience
- Improve Perceptions of Safety
- Increase Supportive Interactions with Riders
- Increase Supportive Interactions with Riders Experiencing Homelessness
- Improve Operations Support in Public Interactions



- Foster a welcoming atmosphere, provide resources & information, communicate service needs
- Connect – to our system services; to where they want or need to be; connect as people
- Eyes & Ears – report service concerns, facilitate intervention when needed, rule reminders, assistance during disruption



Recommended Action (by roll call)

Motion to approve R2025-05-02 - Resolution Authorizing Execution of an Interlocal Cooperation Agreement with Salt Lake County for Contributions to the UTA TRAX Ambassador Program, as presented.



Contracts, Disbursements, and Grants



Contract: Vendor Managed Inventory Supply Services (The Aftermarket Parts Company, LLC)

Recommended Action (by acclamation)

Motion to approve the contract with The Aftermarket Parts Company, LLC for Vendor Managed Inventory Supply Services, as presented.



Contract: Paratransit Vehicles for Special Services (Model 1)

Recommended Action (by acclamation)

Motion to approve the contract with Model 1 for Paratransit Vehicles for Special Services, as presented.



Contract: Jordan River Rail Service Center Wheel Truing Machine (NSH USA Corporation)

Recommended Action (by acclamation)

Motion to approve the contract with NSH USA Corporation for the Jordan River Rail Service Center Wheel Truing Machine, as presented.



Contract: Light Rail Vehicle Repair Services (Siemens Mobility Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Siemens Mobility Inc. for Light Rail Vehicle Repair Services, as presented.



Contract: Midvale Rail Service Center Flooring Restoration (CDC Restoration and Construction, L.C.)

Recommended Action (by acclamation)

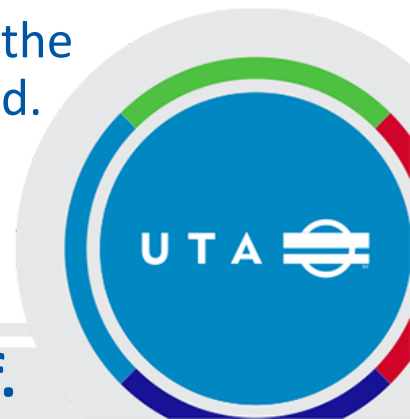
Motion to approve the contract with CDC Restoration and Construction, L.C. for the Midvale Rail Service Center Flooring Restoration, as presented.



Contract: Master Task Ordering Agreement - Bond Underwriting Services Pool (Stifel, Nicolaus & Company, Incorporated)

Recommended Action (by acclamation)

Motion to approve the contract with Stifel, Nicolaus & Company, Incorporated for the Master Task Ordering Agreement - Bond Underwriting Services Pool, as presented.



Change Order: Mid-Valley Express Bus Rapid Transit (MVX) Construction Change Order 15 - 4700 South Mill and Overlay (Stacy & Witbeck, Inc.)

Recommended Action (by acclamation)

Motion to approve Change Order 15 with Stacy & Witbeck, Inc. for the Mid-Valley Express Bus Rapid Transit Construction - 4700 South Mill and Overlay, as presented.



Change Order: Construction Services Agreement for Jordan River Bldg #2 Remodel Change Order 14 - Secure Walls and Bracing (Paulsen Construction, LLC)

Recommended Action (by acclamation)

Motion to approve Change Order 14 with Paulsen Construction, LLC to the Construction Services Agreement for Jordan River Bldg #2 Remodel - Secure Walls and Bracing, as presented.



Change Order: On-Call Infrastructure Maintenance Contract Task Order #25-002 - 450 East Interlocking Construction (Stacy and Witbeck, Inc.)

Recommended Action (by acclamation)

Motion to approve Task Order #25-002 with Stacy and Witbeck, Inc. to On-Call Infrastructure Maintenance Contract for 450 East Interlocking Construction, as presented.



Change Order: On-Call Infrastructure Maintenance Contract Task Order #25-014 - U-Line Welded to Bolted Connections (Stacy and Witbeck, Inc.)

Recommended Action (by acclamation)

Motion to approve Task Order #25-014 with Stacy and Witbeck, Inc. to On-Call Infrastructure Maintenance Contract for U-Line Welded to Bolted Connections, as presented.



Pre-Procurements

- Arctic Bearing Repair Kits
- Maintenance of Way Positive Train Control Training and Certification
- Organizational Excellence Support Services
- Locomotive Electric Wiper Upgrade



Service and Fare Approvals



Fare Agreement: Special Events Agreement for Salt Lake Twilight & Kilby Court Concert Series (Sartain and Saunders, LLC)

Recommended Action (by acclamation)

Motion to approve the special events fare agreement with Sartain and Saunders, LLC for Salt Lake Twilight and Kilby Court Concert Series, as presented.



Fare Agreement: Special Events Agreement for Western Stampede Rodeo (City of West Jordan)

Recommended Action (by acclamation)

Motion to approve the special events fare agreement with the City of West Jordan for the Western Stampede Rodeo, as presented.



Budget and Other Approvals



TBA2025-05-01 – Technical Budget Adjustments

- 2025 Capital Budget**
- 2025 Operating Budget**



Technical Budget Adjustment 2025 Capital Budget



Summary of Budget Requests

- Request to reallocate \$16.4 million in existing 2025 Capital Budget to aid in project delivery:
 - 7 projects will have budget increases
 - 3 projects, plus the Capital Contingency line, will have budget decreases



Process for Budget Adjustments

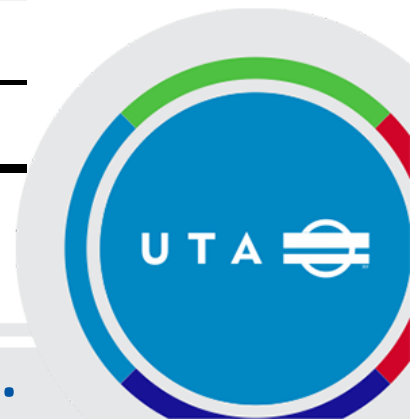
Request:

Reallocate approximately \$16.4 million in funding requests within a \$330.2 million budget in May Technical Budget Adjustments.



Overall Budget Impacts By Office

<u>Chief Office</u>	<u>2025 Adopted Budget</u>	<u>May 14th TBA</u>	<u>2025 Adjusted Budget</u>
Capital Services	\$ 268,027,000	\$ 4,736,000	\$ 272,763,000
Enterprise Strategy	18,592,000	-	18,592,000
Executive Director (Safety)	1,760,000	-	1,760,000
Finance	26,699,000	(4,948,000)	21,751,000
Operations	10,218,000	212,000	10,430,000
People	2,470,000	-	2,470,000
Planning & Engagement	2,465,000	-	2,465,000
Grand Total	\$ 330,231,000	\$ -	\$ 330,231,000



Breakdown for Project Funding Increases

<u>Project ID and Name</u>	<u>2025 Adopted Budget</u>	<u>May 14th TBA</u>	<u>2025 Adjusted Budget</u>	<u>Rationale</u>
REV238 - SD100/SD160 Light Rail Vehicle Replacement	\$ 30,000,000	\$ 13,000,000	\$ 43,000,000	Additional budget needed to match contract Milestones for 2025.
MSP271 - MOW Training Yard	\$ 2,884,000	\$ 1,809,000	\$ 4,693,000	Additional funds needed to execute signal portion of construction contract.
MSP308 - FFY 2024 SL/WV 5310	\$ 1,000,000	\$ 560,000	\$ 1,560,000	Funds needed to cover current obligations.
MSP320- TRAX Modernization Program	\$ 100,000	\$ 400,000	\$ 500,000	Additional budget needed for project study. This study will help identify and refine projects needed for TRAX
FMA685 - Wheel Truing Machine JRSC	\$ 3,150,000	\$ 212,000	\$ 3,362,000	Funds needed to align with contract Milestones for 2025.
SGR407 - Bus Stop Enhancements	\$ 1,500,000	\$ 200,000	\$ 1,700,000	Part of a collaborative effort with UDOT to design and construct two stops on a UDOT owned road at Washington and 12 street. Includes pullouts and stops.
REV232 - Van Pool Van Replacements	\$ 1,513,000	\$ 182,000	\$ 1,695,000	Additional budget to cover potential 2025 PO.



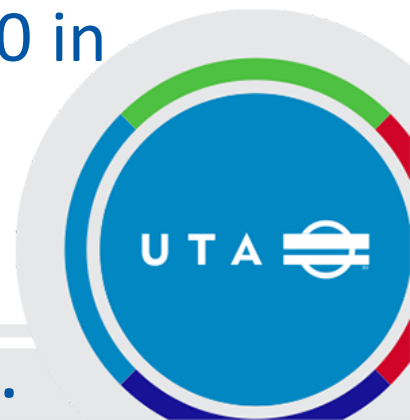
Breakdown for Project Funding Decreases

<u>Project ID and Name</u>	<u>2025 Adopted Budget</u>	<u>May 14th TBA</u>	<u>2025 Adjusted Budget</u>	<u>Rationale</u>
MSP999 - Capital Contingency	\$ 10,024,000	\$ (5,508,000)	\$ 4,516,000	Reallocating funds needed to fill gaps in other projects.
MSP258 - Mt. Ogden Amin Bldg. Expansion	\$ 6,356,000	\$ (5,356,000)	\$ 1,000,000	Funds moved to cover costs of other project needs. Sufficient funding still available to cover obligations.
MSP253 - Mid-Valley Connector	\$ 45,000,000	\$ (4,000,000)	\$ 41,000,000	Funds moved to cover costs of other project needs. Sufficient funding still available to cover obligations.
SGR040 - Light Rail Vehicle Rehab	\$ 9,200,000	\$ (1,499,000)	\$ 7,701,000	Funds moved to cover costs of other project needs. Sufficient funding still available to cover obligations.



Budget Authority Impact & Changes in Revenue Sources

- No change in 2025 Capital Budget Authority
- Contingency Summary:
 - Originally approved 2025 budget was \$5.0 million and was adjusted in TBA2025-04-01 to \$10.024 million.
 - Contingency had a net decrease of \$5.5 million for a remaining balance of \$4.5 million.
 - Funding sources for the balance remaining in the Capital Contingency are as follows: \$555,000 in Bonds, \$1,237,000 in State funds, \$296,000 in Local Partner funds, and \$2,428,000 in UTA funds.



Technical Budget Adjustment 2025 Operating Budget



Adding 0.5 FTE Board Office Assistant Position

- Request 0.5 FTE increase in 2025 budget for Board Office Assistant position to support the Board's strategies
- Net neutral to Budget, to be funded by current Board Office and Government Relations departmental savings



Creating 2.0 FTE Senior Systems Administrator Positions

- Request 2.0 FTE increase in 2025 budget for Senior Systems Administrator positions to support Asset Management System implementation
- Net neutral to Budget, to be funded by current UTA Capital Budget funding



Questions?



Recommended Action (by acclamation)

Motion to approve Technical Budget Adjustment TBA2025-05-01 - 2025 Capital Budget and 2025 Operating Budget, as presented.



Discussion Items



Paratransit Forward Study



Paratransit Forward Study

Project Goal

To evaluate UTA's existing paratransit service and the transportation needs of riders with disabilities and evaluate options for how UTA can expand or improve paratransit service, and the customer experience.

Funding

- **87.5%** - Areas of Persistent Poverty (AoPP) Grant awarded by FTA to UTA in 2023
- **12.5%** - matching contribution from University of Utah and Via Mobility, LLC



Existing Paratransit Service Performance

Ridership Trends (2022):

- Weekdays: **1,123 trips/day** | Weekends: **121 trips/day**
- **60%** of users take at least 5 trips per week
- The **top 30** most visited locations account for **25% of total trips**
- **10%** of trips are inter-county

Travel Time Performance:

- Average trip duration: **44 minutes.**
 - Generally faster than same trip by fixed-route transit
- **98%** of trips meet ADA standards.
 - Standard: comparable to fixed-route transit



Stakeholder and Community Engagement

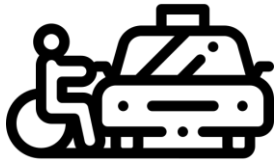


- **3** Committee on Accessible Transportation (CAT) meetings
- **3** Paratransit ride-alongs
- **16** stakeholder interviews
- **319** Completed paratransit rider surveys*
- **30** Paratransit rider interviews*

*Includes *potential* riders

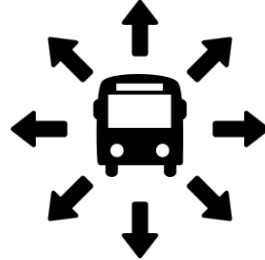
Alternatives Analysis

1



Integrate With Transportation Network Companies (TNCs)

2



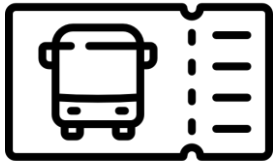
Coverage Expansion
(three approaches)

3



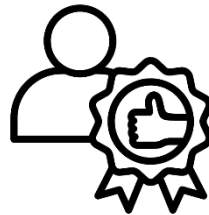
Commingle With On Demand
(three approaches)

4



Reduced Off-Peak Fare

5



Additional Eligibility Centers

6



Rider App/Web Portal and Communication

The alternatives discussed **are not formal recommendations** but **conceptual options** for UTA to consider.

Alternative 1

Integration with Transport Network Companies (TNCs)

Why Consider Integration With TNCs?

- A “pressure relief valve” to meet additional demand when **short-staffed**.
- If desired: enables real-time or same-day trip bookings, low-cost expansion option

How it Works:

- **Eligible trips:** Rider is determined able to use a TNC **without an attendant**, the trip is **casual** (not subscription), and the rider is **ambulatory**. (22% of trips meet these criteria)
- Three fare subsidy models considered in analysis
 - Most cost-efficient: **Co-pay subsidy model** (Rider pays \$4, UTA pays up to \$20 after)

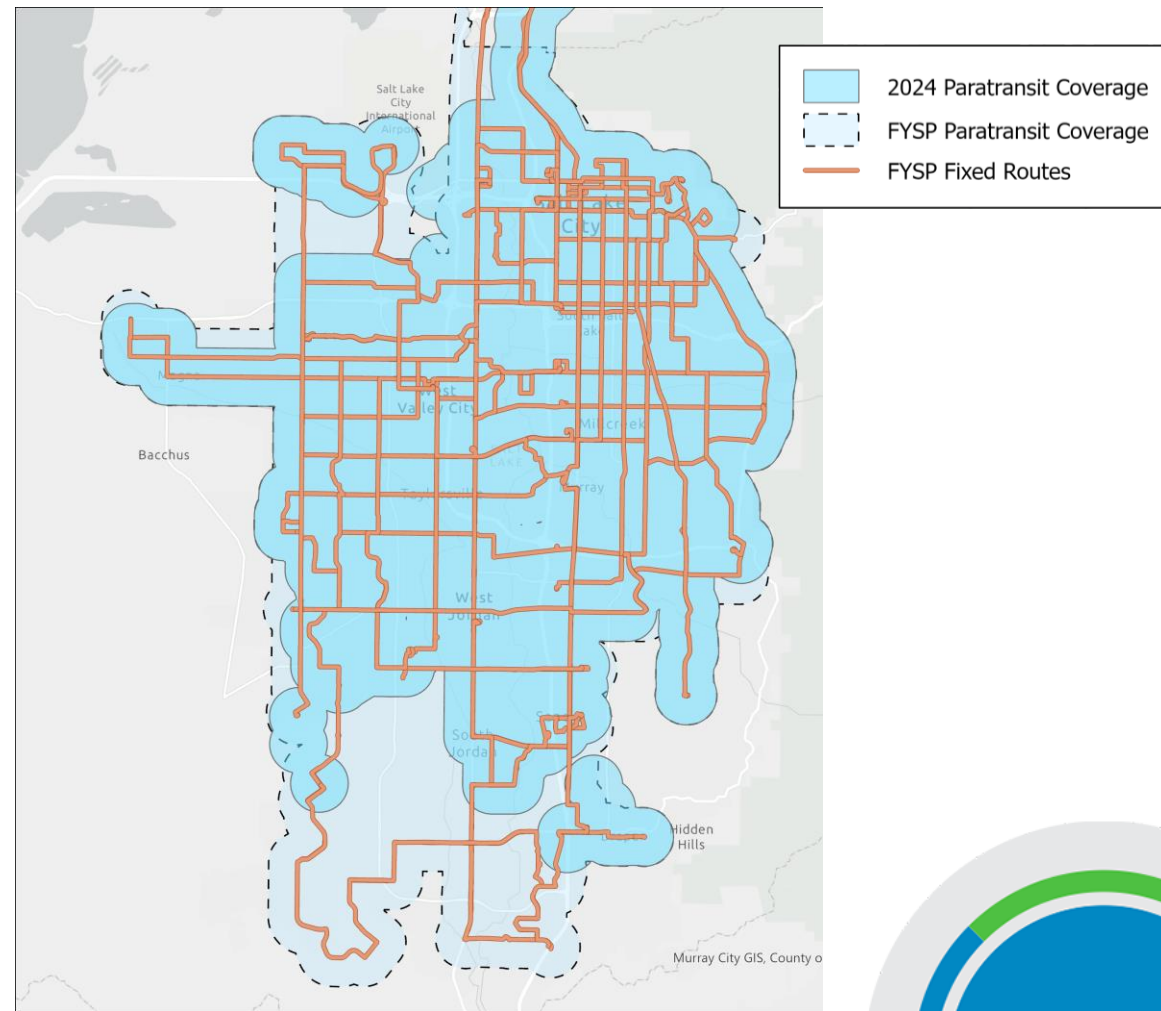


Alternative 2 Coverage Expansion

Why Consider Coverage Expansion?

- 53% of current paratransit riders reported being unable to use paratransit for some trips due to $\frac{3}{4}$ mile boundary from fixed-routes
- Expanding coverage improves **accessibility, equity, and service flexibility**

Three Expansion Approaches described in the following slides assume implementation of the Five-Year Service Plan for 2025-2029.



Existing Paratransit Coverage and proposed expansion under FYSP in Salt Lake County



Alternative 2 (continued)

Coverage Expansion Approaches – How They Work

2a: Legacy Service Continuation

- Maintains paratransit coverage that would be **otherwise removed** due to changes to fixed routes
- Ensures continuity of service for existing riders and enables greater service planning flexibility

2b: 1-Mile (or more) Premium Expansion

- Extends coverage **up to 2 miles** from fixed-route service
- Additional service not subject to fare and distance standards
- Practiced by at least a dozen peer agencies in the US

2c: Expansion into Innovative Mobility Zones (IMZs)

- Does **not commingle** paratransit with On Demand
- More scalable and adaptable than fixed-route-based expansions



Alternative 3

Commingling Paratransit with UTA On Demand

Why Consider Commingling?

- Improves service flexibility and vehicle utilization while maintaining ADA compliance
- Potential cost savings and operational efficiency

How it Works: Transfers certain paratransit trips to be served by UTA On Demand

- Does not change the existing paratransit service area or IMZ boundaries
- Requires **additional training** for On Demand operators and addressing **existing capacity issues**

Options in the Analysis:

1. Commingling **within IMZs**
2. Commingling **within IMZs and nearby catchment areas**
3. Commingling **peak hour trips less than 20 or 35 minutes in duration**



Alternative 4

Off-Peak Fare Adjustments

Why Consider Lowering Off-Peak Fares?

- **70%** of paratransit trips occur during peak hours, straining resources
- Can **shift demand** to other times through a financial incentive for riders
- Aligns with best practices from other transit agencies.

How it Works:

- The greater the fare reduction (\$1, \$2), the less revenue collected but more trips shifted
- Fleet and staffing optimization, on-time performance due to less peak-heavy ridership



Alternative 5

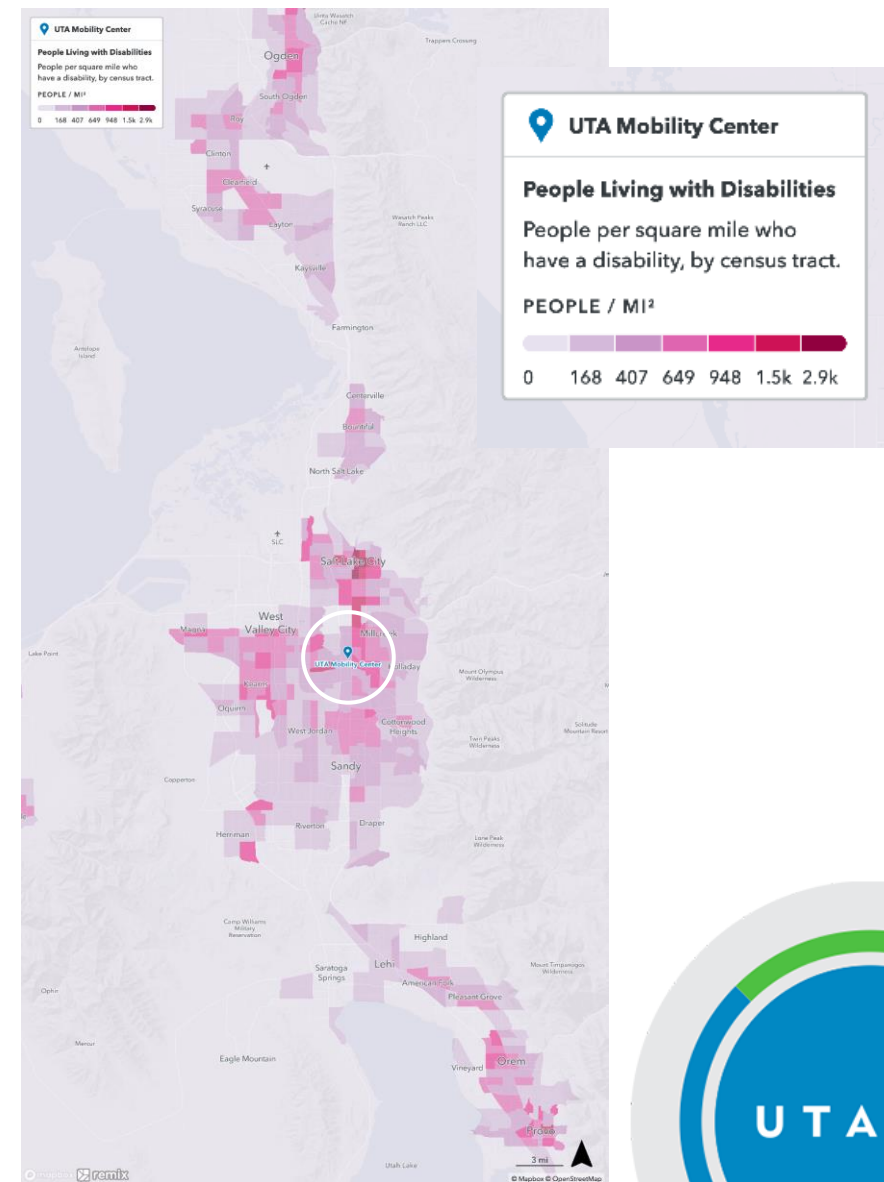
Expanding Eligibility Centers

Why Consider Expanding Eligibility Centers?

- Currently, all applicants must visit the **Mobility Center in Murray**, which is centrally located but requires applicants outside Salt Lake County to travel farther.

How it Works:

- Operate additional eligibility centers throughout the service area.
- Lower Cost Alternatives:
 - Wheelchair evaluation centers for interim evaluations
 - Partner with community organizations to use existing facilities



Alternative 6

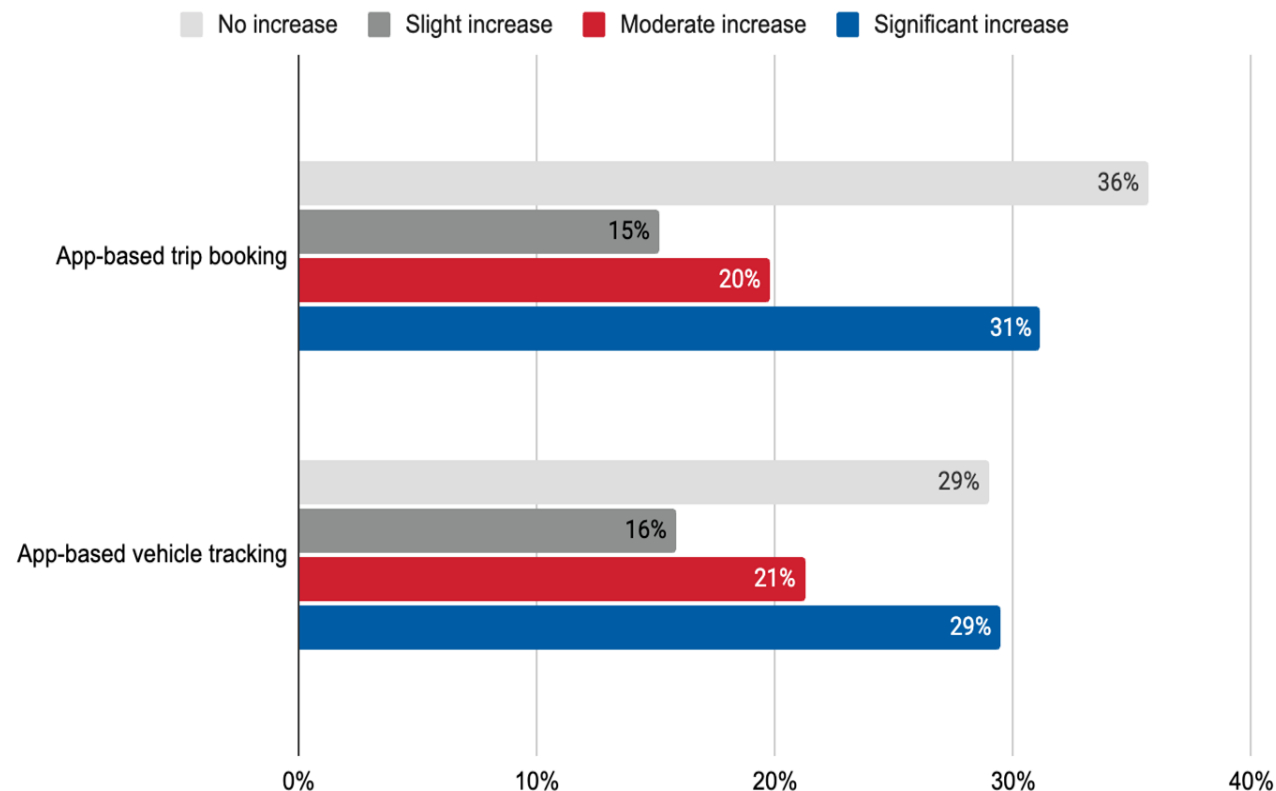
Rider App & Web Portal

Why Consider Rider App and Web Portal?

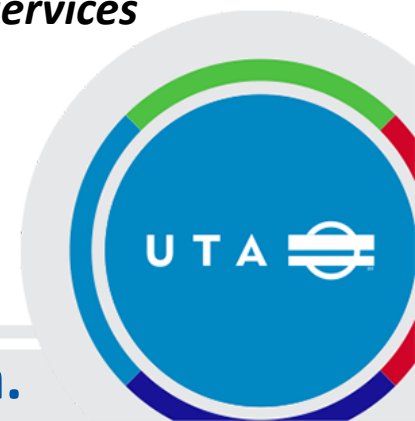
- Reducing manual processes improves **service reliability, customer satisfaction**, and can **reduce phone calls** for staff.

How it Works:

- Allows riders to book, edit, and cancel trips, and track arrival times without needing to call UTA staff.
- Requires digital accessibility considerations for all users.



Rider Survey results indicating impact on riders' likelihood to use paratransit services



Next Steps

- ✓ **Evaluate and Prioritize Alternatives** – Align with UTA's strategic goals and long-range plans.
- ✓ **Engage Stakeholders** – Ensure ADA compliance, gather feedback, and refine alternatives.
- ✓ **Long Range Transit Plan** – Incorporate alternatives (if applicable) as part of a comprehensive transit vision.

Challenges and Considerations:

- ⚠ **Cost vs. Benefit Trade-offs** – Some alternatives may require significant upfront or long-term investment.
- ⚠ **Capacity & Service Coordination** – Ensuring seamless integration with existing operations.
- ⚠ **Regulatory & Compliance Requirements** – Ensuring compliance with ADA, FTA, and local regulations.



Paratransit Forward

Transit-Oriented Communities (TOC)

Planning and Design Principles





TOD Planning & Design Principles

May 14, 2025

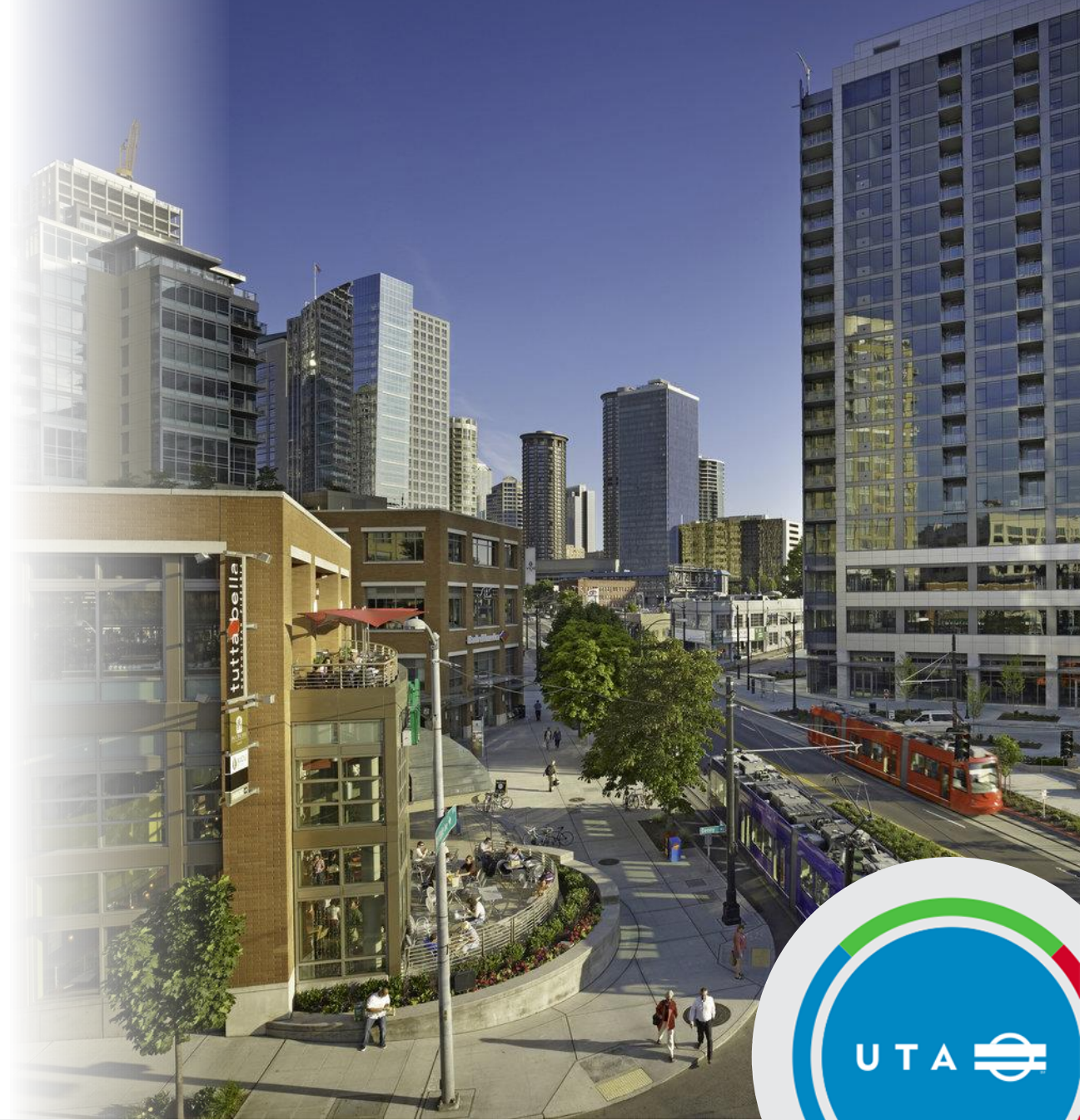
URBAN DESIGN ASSOCIATES

Agenda Item 11. b.



Objective:

Create a guiding document for multiple audiences outlining the best practices for successful Transit-Oriented Communities.



Agenda Item 11. b.



Framework:

Begins with state and regional context
Explains UTA's role and objectives
Summarizes guidelines and standards

Introduction: Purpose

TOC: A Strategy for Growth in Utah

Supporting the Regional Growth Vision

Why TOCs Matter to UTA

Guidelines and Standards:

- **Connectivity**
- **Land Use**
- **Site and Architectural Design**
- **Safe and Thriving Communities**
- **Management**

Conclusion



Agenda Item 11. b.



Connectivity:

Purpose:

Establish safe and convenient access to and from UTA's transit network and throughout the station area via multiple modes of transportation

- **Pedestrian**
- **Bicycle, Micromobility, and Other Active Transportation**
- **Bus/Transit**
- **Automobile**

Connectivity is hierarchical, with priority given to the pedestrian experience.



Connectivity:

Examples

Pedestrian

- *Traffic calming*
- *Minimizing conflict points*
- *Wayfinding*
- *Enhanced crossings*

Bike/Active Transportation

- *Short and long-term storage*
- *Bicycle-priority corridors*
- *Sharing service accommodations*

Bus/Transit

- *Coordination with UTA*
- *Adherence to adopted plans*
- *Adherence to UTA Design Criteria*

Automobile

- *Gridded street network*
- *Short blocks*
- *Reduced/shared parking*
- *Convenient drop-off locations*



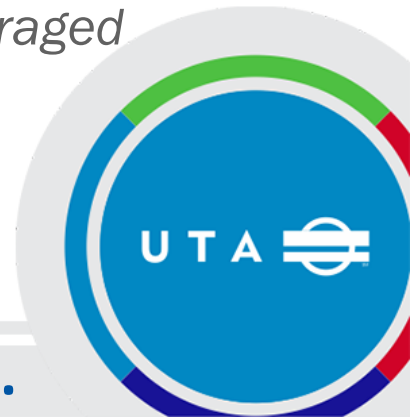
Land Use:

Purpose:

Encourage a high-intensity mix of land uses and a variety of housing types to accommodate a mix of incomes

Examples:

- *Mix of vertical and horizontal land uses*
- *50+ dwelling units per acre*
- *Big box retail, industrial, and drive-thru uses are discouraged*
- *Mixed income housing is encouraged*



Site & Architectural Design:

Purpose:

Create safe and engaging corridors and spaces through proper building orientation, visual interest, parking strategies, and open space integration.

Examples:

- Buildings oriented to the street
- Minimal setbacks
- Vertical and horizontal articulation
- Emphasis on ground floor activation
- Pedestrian access on main streets
- Automobile access from side streets
- Screened parking (preferably structured)
- Integrated, accessible, and safe open spaces



Safety:

Purpose:

Create accessible, safe, and welcoming environments that serve all users.

Examples

- *“Eyes on the street”*
- *Territorial reinforcement*
- *Access control*
- *Maintenance standards*
- *Activated public spaces*



Management:

Purpose:

Encourage management strategies to ensure long-term maintenance, reduce parking ratios, and reinforce alternative transportation modes

Examples

- *Encourage fare pass program*
- *Shared parking opportunities*
- *Shared mobility options*
- *Maintenance standards*





Next Steps:

Finalize document

Return for Board adoption

UTA 

Agenda Item 11. b.

State of Good Repair (SGR) Public Information Update



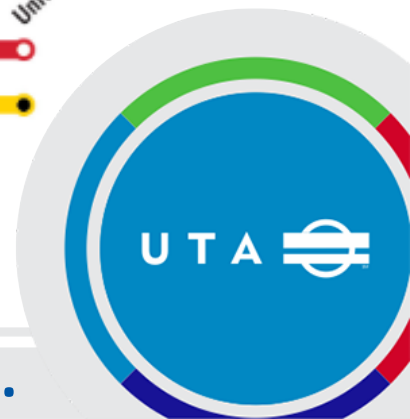
Schedule Overview

- **March 23 & 30:** TRAX 9400 South curve destressing
- **April 12-13 & 26-27:** FrontRunner rail work between Salt Lake Central and North Temple Stations
- **May 3-9:** TRAX 500 South grade crossing maintenance
- **May 24-July 2 & July 6-August 17:** 450 South S-Curve maintenance and TRAX improvements
- **August 22-24:** TRAX 5900 South grade crossing maintenance
- **September 14-22:** TRAX 9000 South grade crossing maintenance
- **October 6-11:** TRAX Fireclay/Central Avenue grade crossing maintenance





Schedule Map



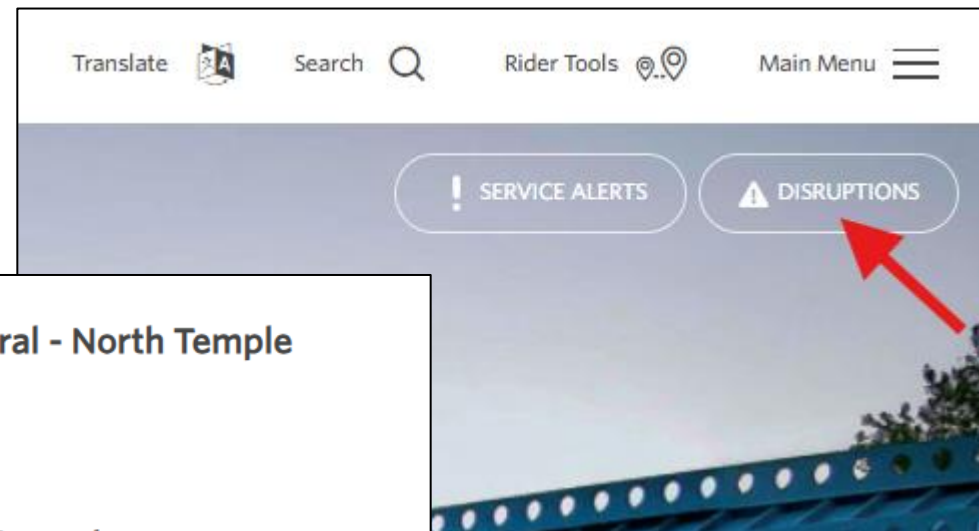
Communication Strategies

Public & Rider Communication

- Press releases (kickoff and events)
- Social media notices and education
- Online Newsroom article
- Newsletters
- Transit app banner
- Website

Internal Communication


- Weekly PI meetings
 - Coordination with Planned Service Disruption Committee
 - SGR PI Working Group
- Talking Transit and Workvivo




Salt Lake Central - North Temple

April 12 & April 26
No bus bridge


Ballpark - Gallivan Plaza

May 3 - May 9
 *Bus bridge*

Ballpark - Gallivan Plaza

May 3 - May 9
 *Bus bridge*

Ballpark - Library

May 3 - May 9
 *Bus bridge*

Courthouse - University Medical

May 24 - August 17
No bus bridge



Key Strategies – Specifics

- Customer Experience
 - Wayfinding
 - Signage
- Customer Service
 - Ambassador efforts
 - Service Alerts
- Marketing & Communications
 - Social media
 - Website
- Public Engagement
 - Stakeholder engagement planning
 - Construction PI support
 - PI Plan development and coordination

Why is there a disruption?

¿Por qué hay una interrupción?

Rail construction work in the area requires trains to only run on one side of the track at a station.

Las obras ferroviarias en la zona obligan a los trenes a circular sólo por un lado de la vía en cada estación.

Which stations will be affected? North Temple FrontRunner	¿Qué estaciones se verán afectadas? North Temple Frontrunner
How long will the disruption last? Saturday, April 12 and Saturday, April 26	¿Cuánto durará el puente de autobús? Sábado 12 de abril - sábado 26 de abril
What construction is happening? UTA is repairing the tracks between these stations.	¿Qué construcción se está llevando a cabo? UTA está reparando los rieles entre estas estaciones.

rideuta.com/construction | @RideUTA | 801-RIDE-UTA (743-3882)

Rail construction

Bus bridge • All TRAX Lines

Construcción de rieles • Ruta de apoyo para TRAX

Saturday, May 3 - Friday, May 9
Sábado 3 de mayo - Viernes 9 de mayo

Delays of 15-45 minutes
Demoras de 15-45 minutos

Service Alerts *Alertas del servicio*
Transit, UTA's official app
Aplicación oficial de UTA
Text and email
rideuta.com/signup
Mensaje de texto y correo electrónico

Legend *Referencias*

- TRAX Green Line
- TRAX Blue Line
- TRAX Red Line
- No TRAX service
Sin servicio de TRAX
- Bus bridge
Ruta de apoyo

NOT TO SCALE

UTA 801-RIDE-UTA | @RIDEUTA | RIDEUTA.COM

UTA

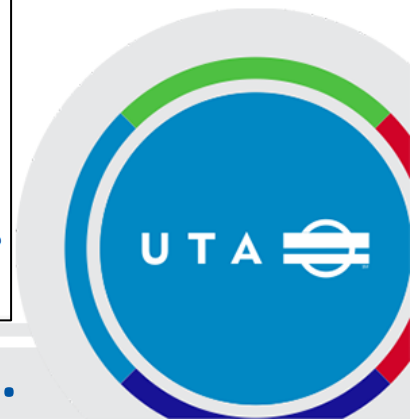
FrontRunner Construction April 26
Utah Transit Authority sent this bulletin at 04/24/2025 07:00 AM MDT

UTA will perform maintenance on FrontRunner between Salt Lake Central and North Temple Stations on Saturday, April 26. During this time, service will continue on a single track between the affected stations, with possible delays as trains yield to one another. Expect systemwide delays of up to 30 minutes for the duration of the project.

Regular service will resume Monday, April 28.

For more information call 801-743-3882, visit rideuta.com/construction, or download the Transit app to track your train.

You have received this message because you are subscribed to UTA Service Alerts for FrontRunner.



Questions?



Closed Session



Strategy Session to Discuss:

- Purchase, Exchange, or Lease of Real Property
(Utah Code 52-4-205 (1)(d))**
 - Sale of Real Property
(Utah Code 52-4-205 (1) (e))**
-

Recommended Action (by acclamation)

Motion to move into a closed session to discuss the purchase, exchange, or lease of real property and the sale of real property



In Closed Session



Open Session



Other Business

- a. Next Meeting: Wednesday, May 28, 2025, at 9:00 a.m.



Adjourn

