

UTA Board of Trustees Meeting

June 22, 2022



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute





Public Comment

Live comments are limited to 3 minutes per commenter

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

Any comments received through alternate means were distributed to the board for review in advance of the meeting



Consent Agenda

- a. Approval of June 8, 2022 Board Meeting Minutes



Recommended Action

(by acclamation)

Motion to approve consent agenda



Reports



Executive Director's Report

- UTA Tribute: Light Rail Local Rodeo
- UTA Tribute: Government Finance Officers Association (GFOA) Award
- UTA Tribute: Rail Apprenticeship Program Content Experts



UTA Tribute: Light Rail Local Roadeo



Local Rail Rodeo Events

Operator Events

Safety Test

Train Inspection

Customer Service

Operating Course

Maintainer Events

Written Test (*safety, electrical circuit calculations, mechanical systems calculations, theory of operation for LR vehicle sub-systems*)

Troubleshoot Coupler Heads

Dexterity Plate

Troubleshoot Doors

Mechanical Measuring

Measure & Inspect Gearbox

Wheels/Tires Measurements



Light Rail Local Rail Rodeo



Top UTA TRAX Operators!

**1st Place – Logan Packer
(5th Year in a Row)**

2nd Place - Hector Ledesma

3rd Place - Tyler Packer





Top UTA TRAX Maintenance Team!

1st Place – Roman Dobre

2nd Place – Jody Fairbourn (5th Year in a Row)

3rd Place – Dustin Christensen



UTA Tribute: Government Finance Officers Association (GFOA) Award



UTA Tribute: Rail Apprenticeship Program Content Experts



Content Experts

FrontRunner

Kyle James

Kerry Klarr

Derek Jones

Jose Palma

Nate Wilkinson

Jered Boatright

Light Rail

Aaron Jennings

Daniel Thomas

James Darcey

Minh Giang

Derek Kuraitis

Maintenance of Way

Robin Bedard

Brian Hansen



Pension Committee Report



Financial Report – April 2022



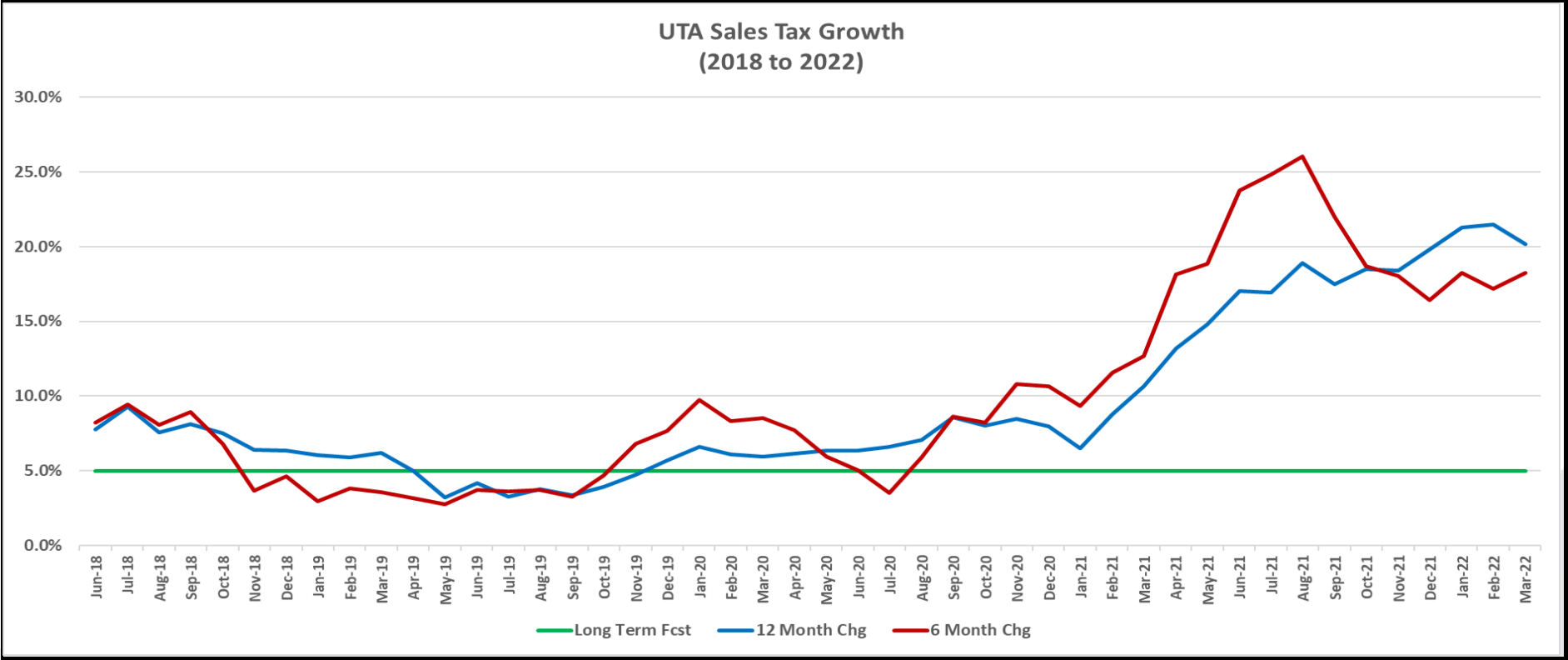
Operating



UTA Board
Dashboard
April
2022

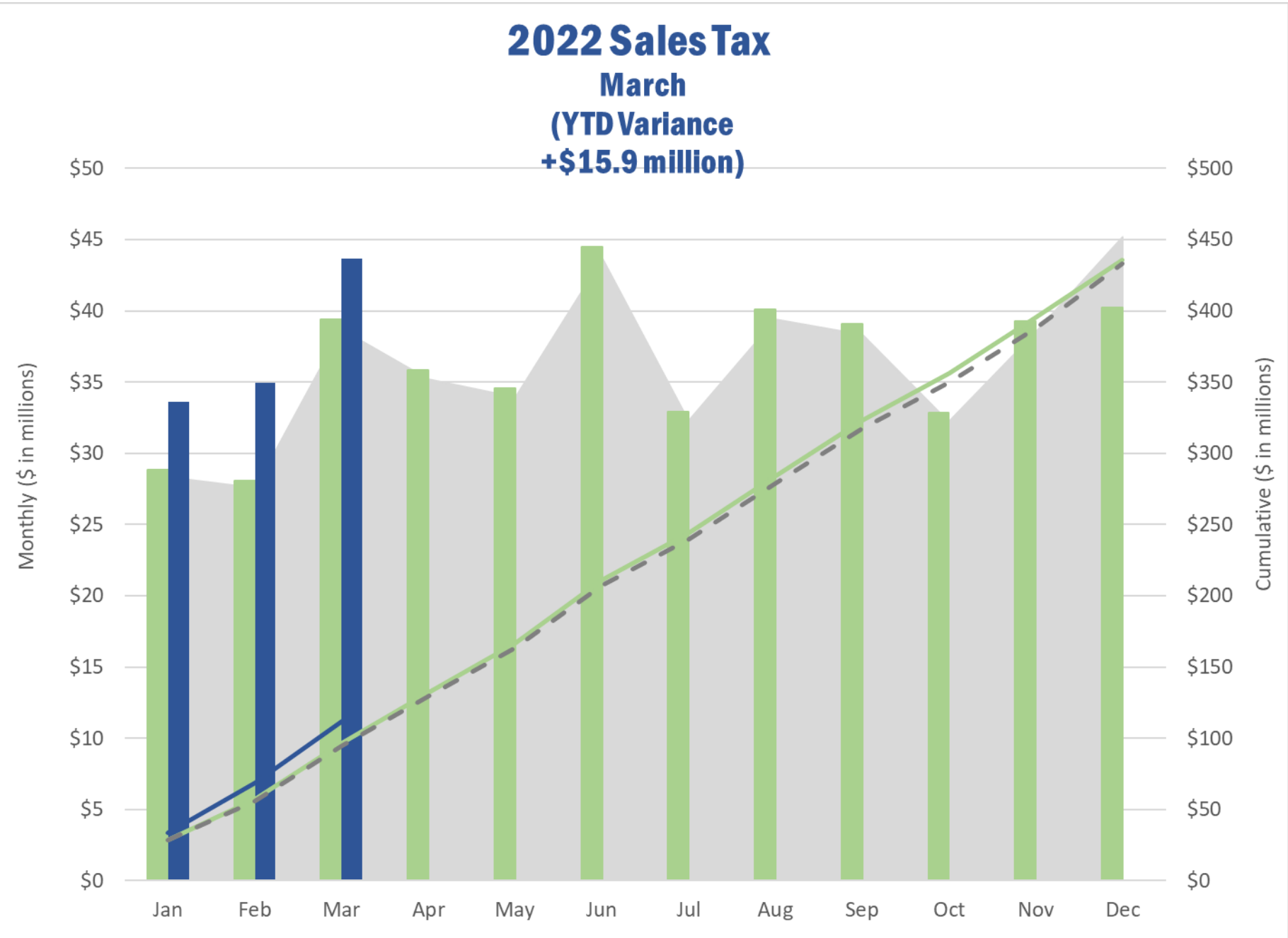
UTAH TRANSIT AUTHORITY

Financial Metrics	Fav/ (Unfav)				Fav/ (Unfav)			
	Apr Actual	Apr Budget		%	YTD Actual	YTD Budget		%
Sales Tax (Mar '22 mm \$)	\$ 43.6	\$ 39.4	\$ 4.23	10.7%	\$ 112.2	\$ 96.4	\$ 15.87	16.5%
Fare Revenue (mm)	\$ 3.8	\$ 2.8	\$ 1.00	36.3%	\$ 11.1	\$ 11.3	\$ (0.17)	-1.5%
Operating Exp (mm)	\$ 26.9	\$ 29.1	2.23	7.7%	\$ 107.4	\$ 117.9	\$ 10.55	8.9%
Subsidy Per Rider (SPR)	\$ 9.31	\$ 13.25	\$ 3.94	29.7%	\$ 9.67	\$ 13.25	\$ 3.58	27.0%
UTA Diesel Price (\$/gal)	\$ 4.28	\$ 2.75	\$ (1.53)	-55.7%	\$ 3.49	\$ 2.75	\$ (0.74)	-26.9%
Operating Metrics	Apr Actual	Apr-21	F/ (UF)	%	YTD Actual	YTD 2021	F/ (UF)	%
Ridership (mm)	2.49	1.80	0.7	37.8%	9.95	6.90	3.0	44.2%
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.48					



Sales Tax

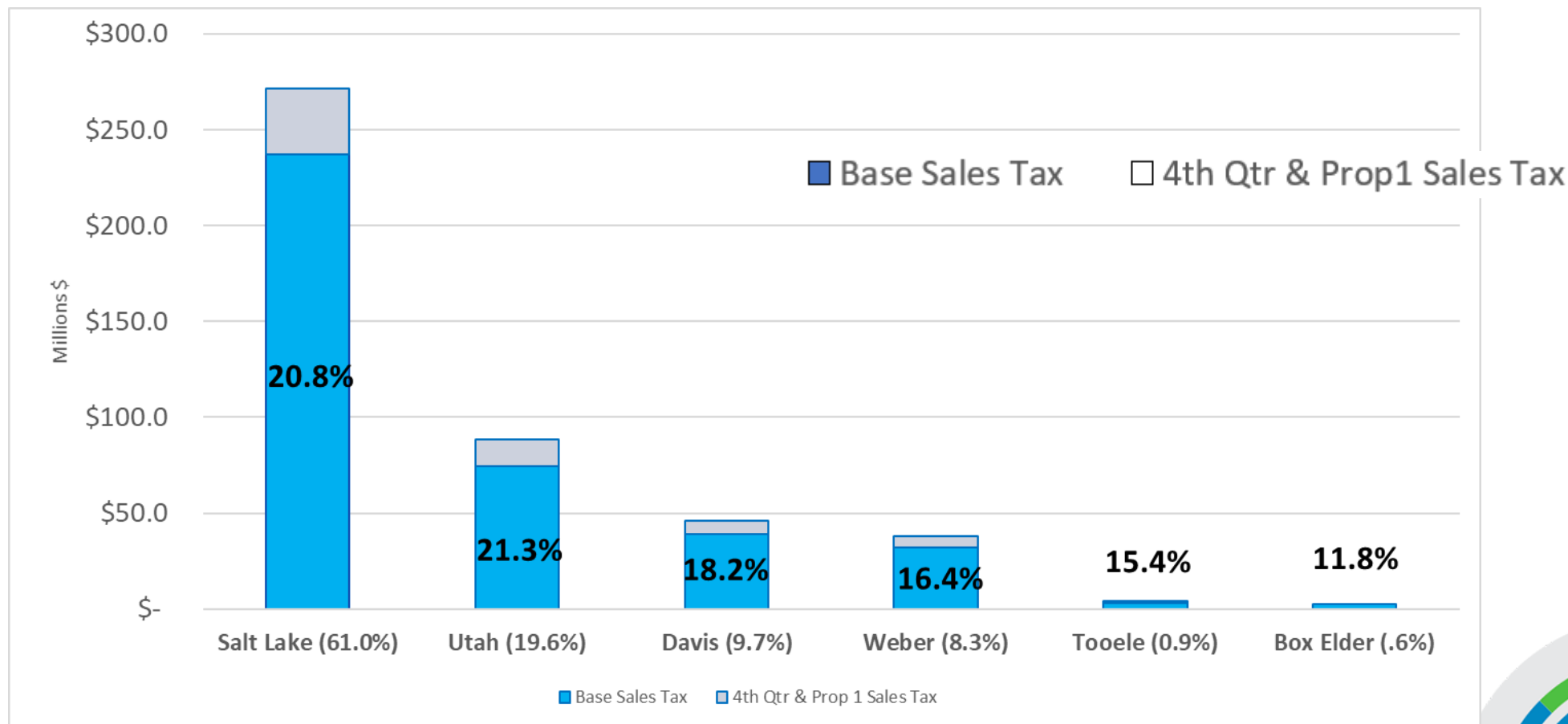
- 2021 Actual
- Mo Budget
- Mo Actuals
- Cum Budget
- Cum Actual
- Cum 2021



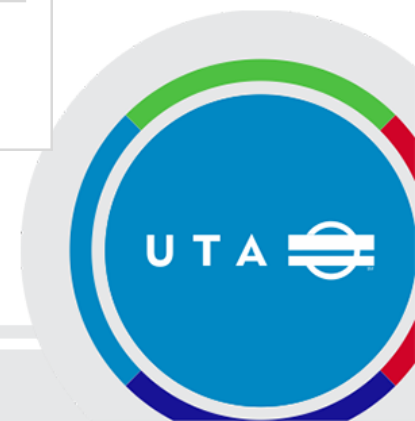
UTAH TRANSIT AUTH



Sales Tax Collections (Percentage Growth for 12 months ended March 31, 2022)



- % growth in base sales tax revenues over prior year
- (includes impact of Prop1 and 4th quarter rate changes in 2019).

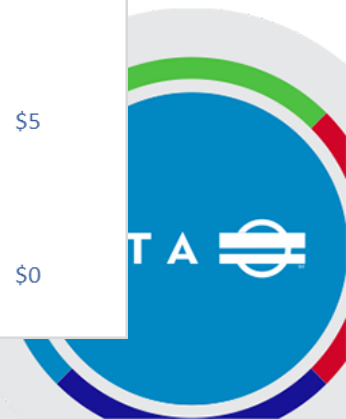
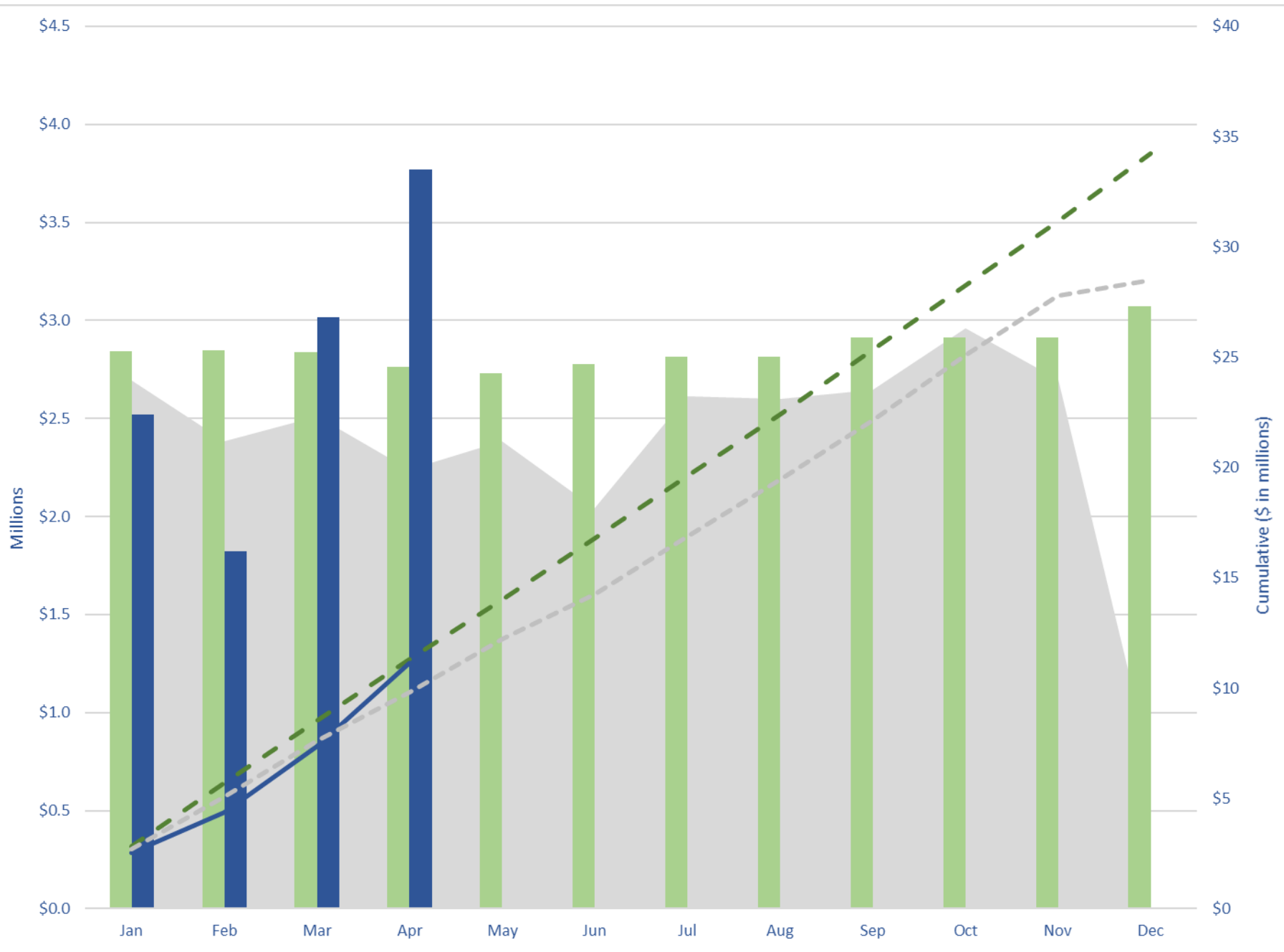


2022 Passenger Revenues

(April Variance =
(\$0.165 million)

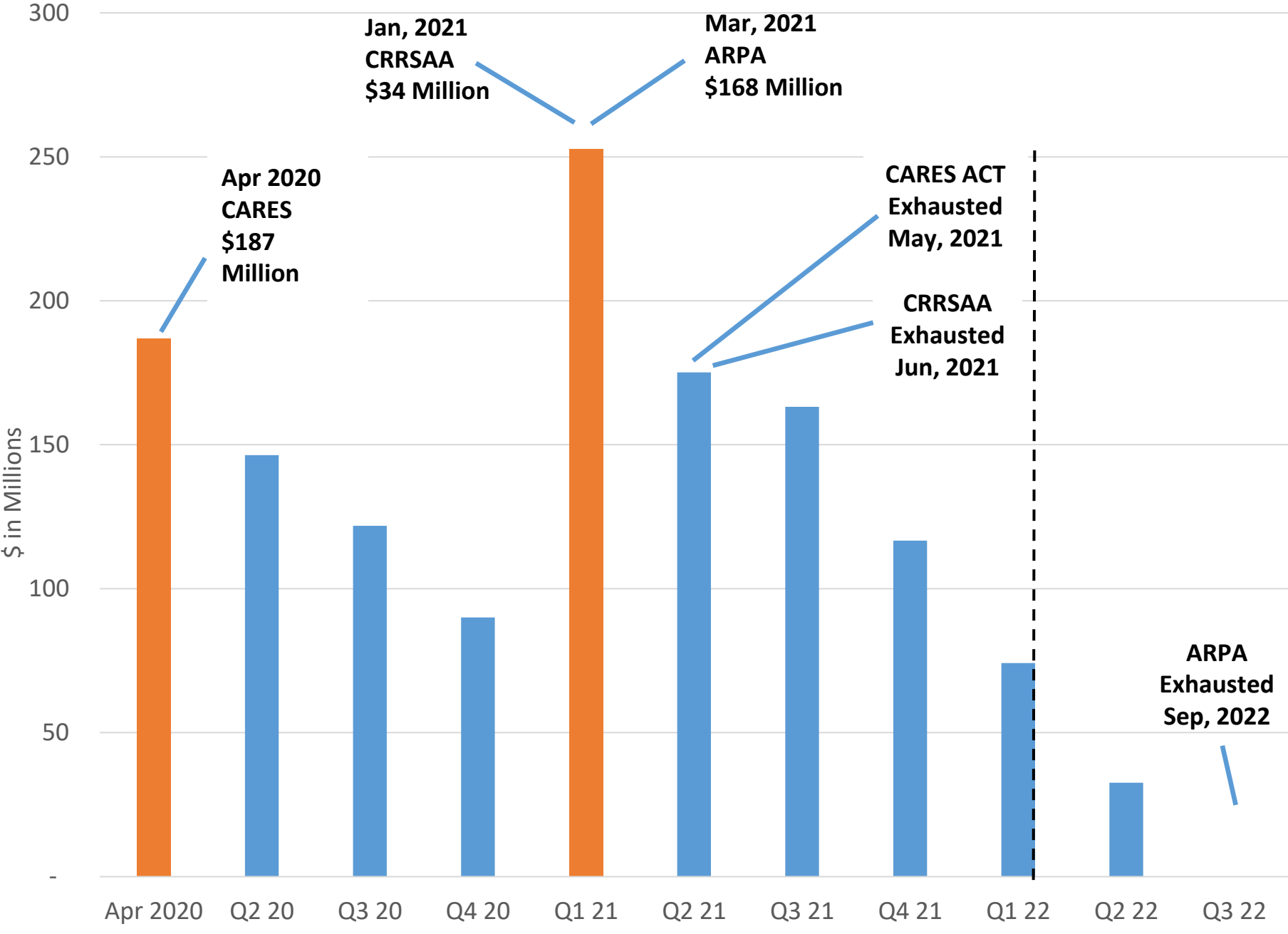
UTAH TRANSIT AUTHORITY

- 2021 Actual
- Mo Budget
- Mo Actuals
- Cum Budget
- Cum Actual
- Cum 2021



Stimulus Funding Expenditure Projections

UTAH TRANSIT AUTHORITY



April 2022

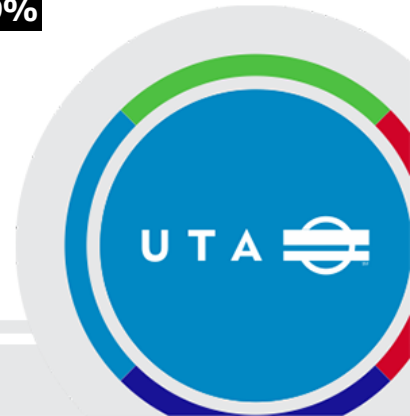
UTAH TRANSIT AUTHORITY

MONTHLY RESULTS					FISCAL YEAR 2022 Dollars in Millions	YEAR-TO-DATE RESULTS				
Prior Year	Current Year					Prior Year	Current Year			
Actual	Actual	Budget	Variance			Actual	Actual	Budget	Variance	
					Revenue					
\$ 29.0	\$ 42.8	\$ 35.9	\$ 6.9	19.2%	Sales Tax <i>(Apr accrual)</i>	\$ 112.5	143.9	\$ 132.2	\$ 11.6	8.8%
2.2	3.8	2.8	1.0	36.3%	Fares	9.8	11.1	11.3	(0.2)	-1.5%
19.5	15.4	19.7	(4.2)	-21.6%	Federal	57.9	125.4	82.7	42.7	51.6%
0.7	1.5	1.6	(0.1)	-5.3%	Other *	10.3	5.1	5.2	(0.1)	-1.5%
\$ 51.4	\$ 63.5	\$ 59.9	\$ 3.6	5.9%	TOTAL REVENUE	\$ 190.5	\$ 285.5	\$ 231.4	\$ 54.1	23.4%
					Expense					
\$ 12.9	\$ 13.4	\$ 14.3	\$ 0.9	6.3%	Salary/Wages	\$ 51.7	\$ 55.4	\$ 57.0	\$ 1.6	2.8%
5.0	6.6	7.0	0.5	6.9%	Fringe Benefits	24.8	26.9	28.3	1.4	5.1%
2.2	2.2	2.5	0.3	10.8%	Services	7.4	7.7	11.0	3.3	29.7%
2.0	2.8	1.9	(0.9)	-44.9%	Parts	6.2	5.7	7.6	1.9	24.6%
1.8	2.0	2.2	0.3	12.4%	Fuel	7.0	8.0	9.0	1.0	10.8%
0.4	0.7	0.5	(0.2)	-45.1%	Utilities	2.4	2.4	2.1	(0.3)	-12.7%
0.8	0.9	1.6	0.7	42.7%	Other	3.1	3.6	6.5	2.9	44.7%
(0.8)	(1.6)	(0.9)	(0.7)	75.0%	Capitalized Cost	(3.0)	(2.4)	(3.6)	1.2	-34.2%
\$ 24.3	\$ 26.9	\$ 29.1	\$ 2.2	7.7%	TOTAL EXPENSE	\$ 99.7	\$ 107.4	\$ 117.9	\$ 10.5	8.9%
\$ 7.7	\$ 6.8	\$ 6.8	\$ (0.0)	-0.1%	Debt Service	\$ 30.7	\$ 27.4	\$ 27.3	\$ (0.0)	-0.1%
\$ 19.3	\$ 29.7	\$ 23.9	\$ 5.8	24.2%	Contrib. Capital/Reserves	\$ 60.2	\$ 150.8	\$ 86.2	\$ 64.6	74.9%

* Does not include loss on Sale of Assets: 2021 \$7.5M & 2022 \$3.5M.

Favorable/(Unfavorable)

Favorable/(Unfavorable)



Questions?

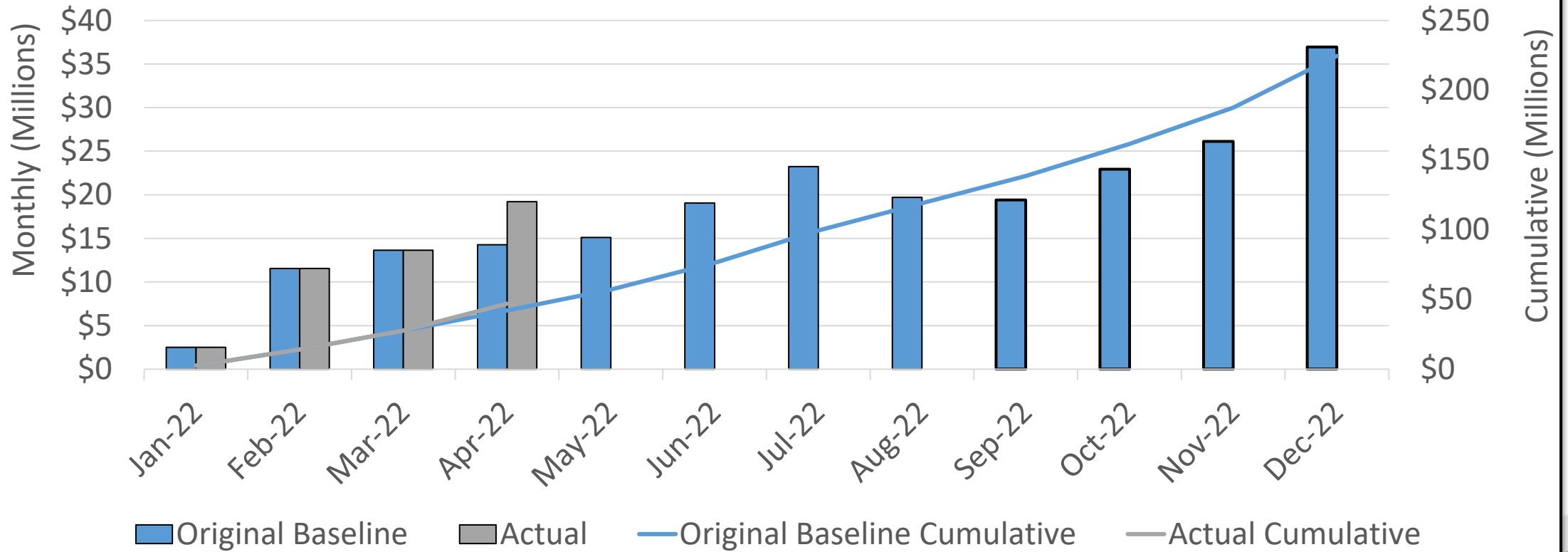


Capital



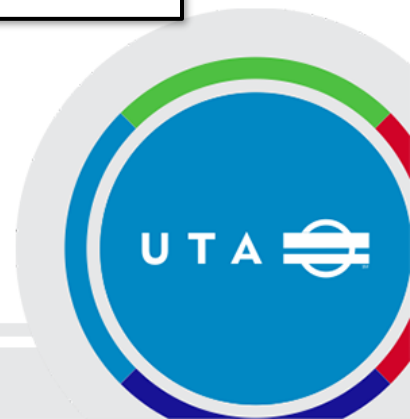
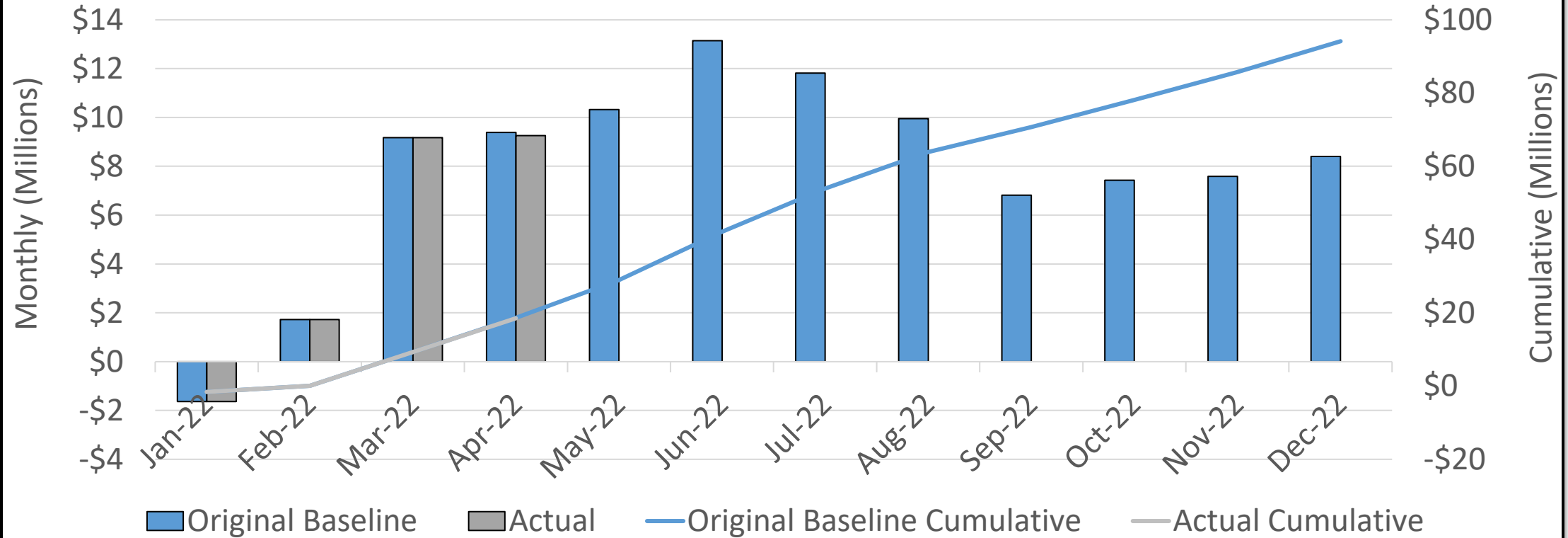
Program Summary

2022 Capital Spending Program Summary- Total Spent 46.4M of Planned \$41.5M, +12%



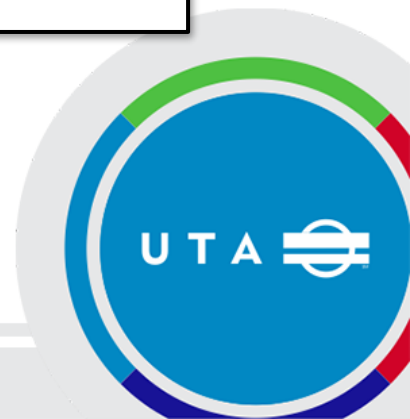
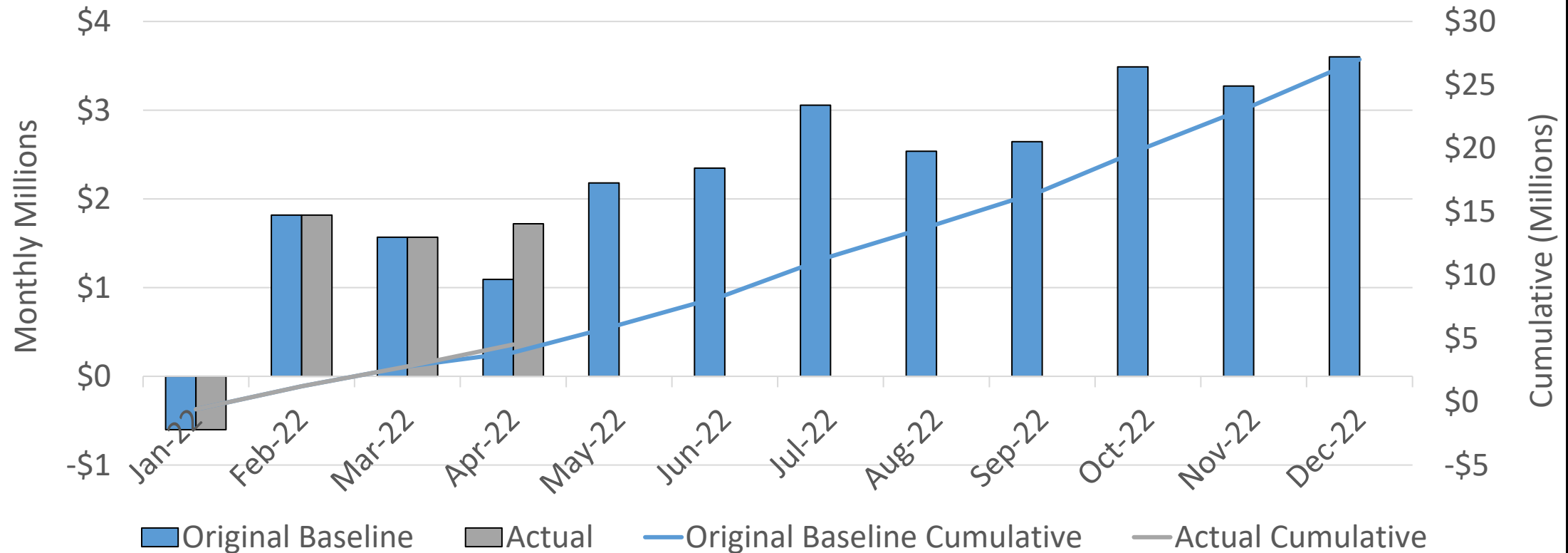
Capital Construction

Capital Construction- Total Spent- \$18.5 M of Planned 18.6M, -1%



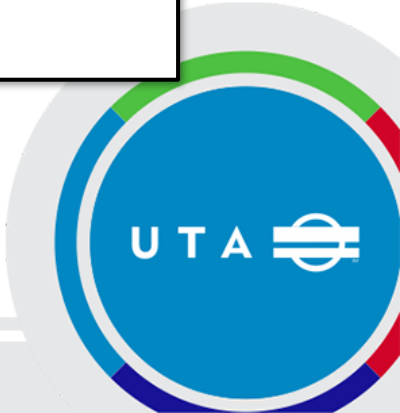
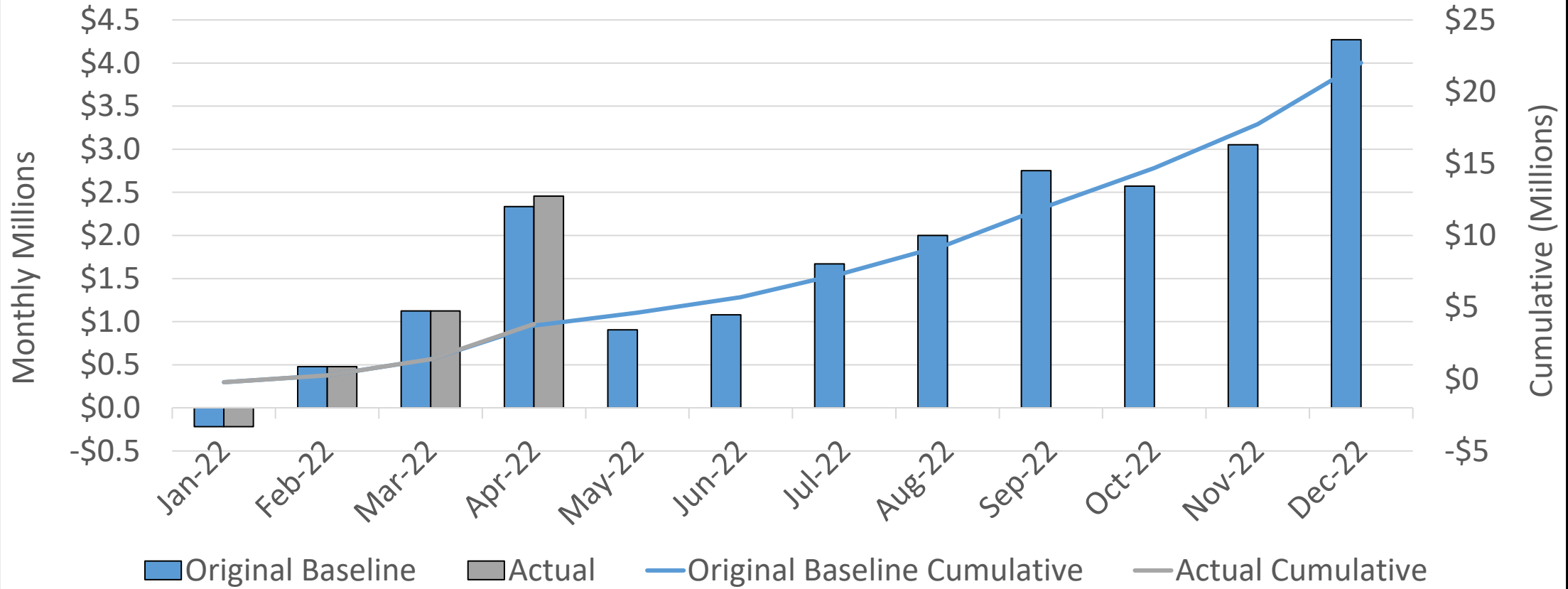
Capital Development

Capital Development- Total Spent \$4.5 M of Planned \$3.9 M, 16%



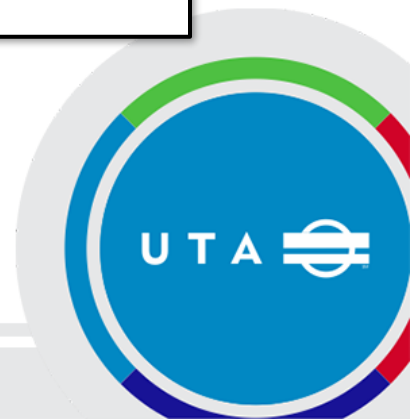
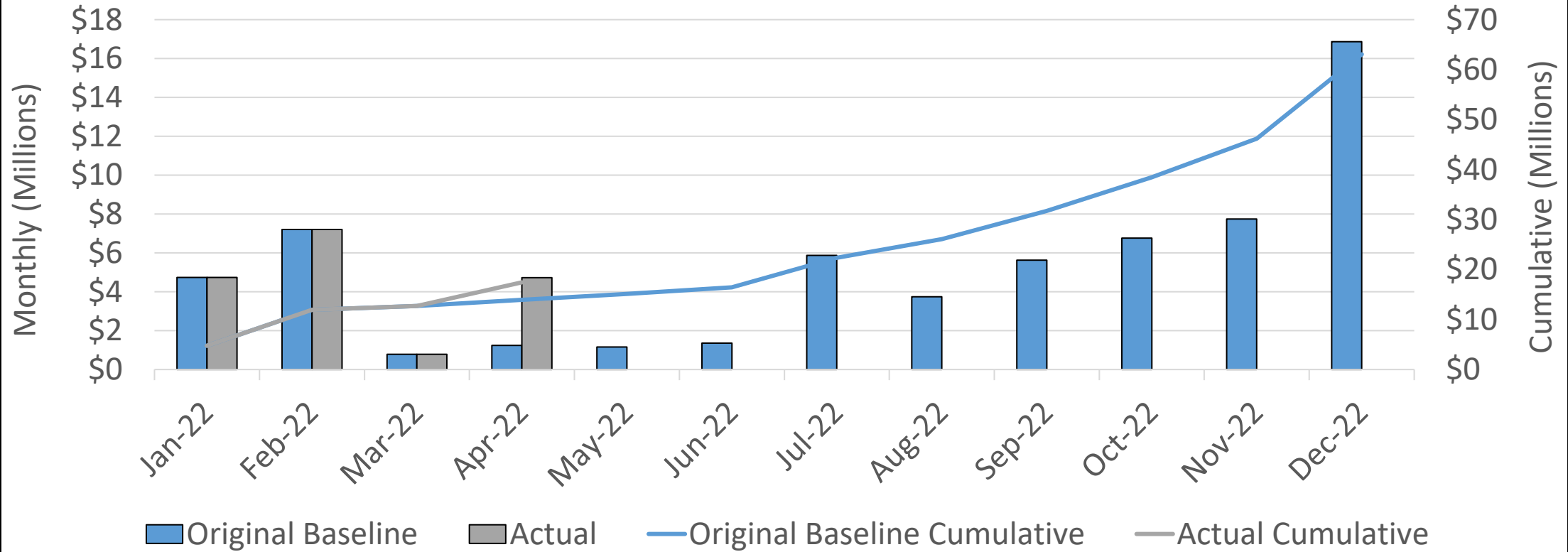
Infrastructure SGR Projects

Infrastructure SGR Projects- Total Spent \$3.8 M of Planned 3.7 M, 3%



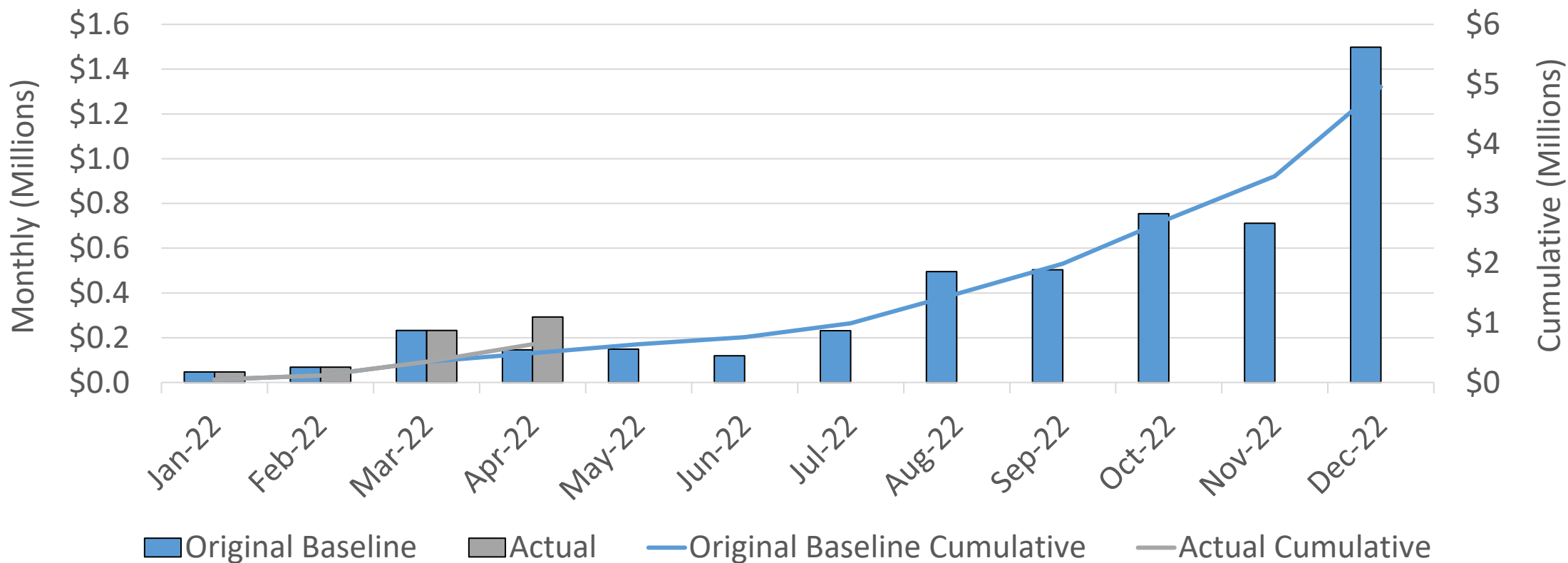
Revenue/Service Vehicles

Revenue/Service Vehicles- Total \$17.4 M Spent of Planned \$13.95 M, 25%



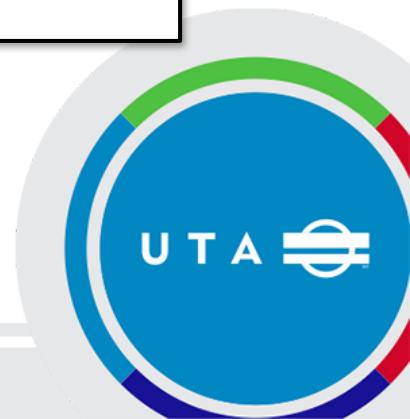
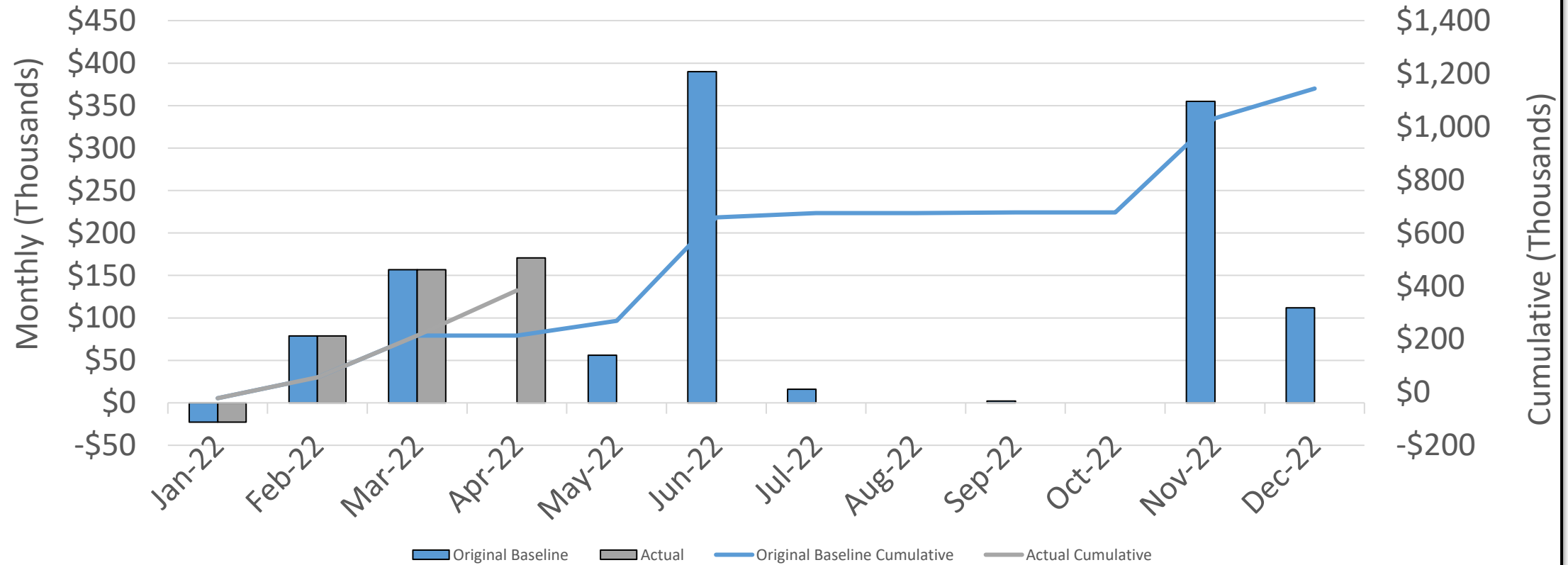
Facilities- SGR

Facilities- SGR Total Spent \$639,000 of Planned \$492,000, 30%



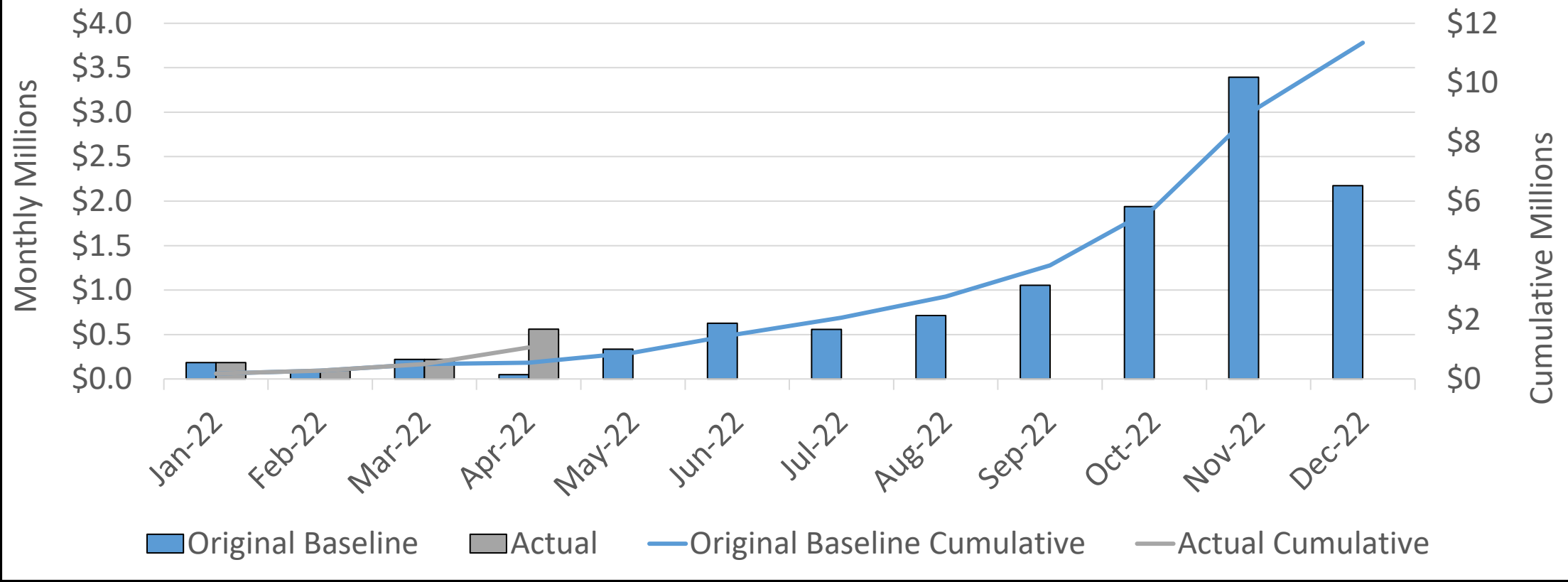
Safety and Security

Safety and Security- Total \$389,000 Spent of Planned \$213,000, 80%



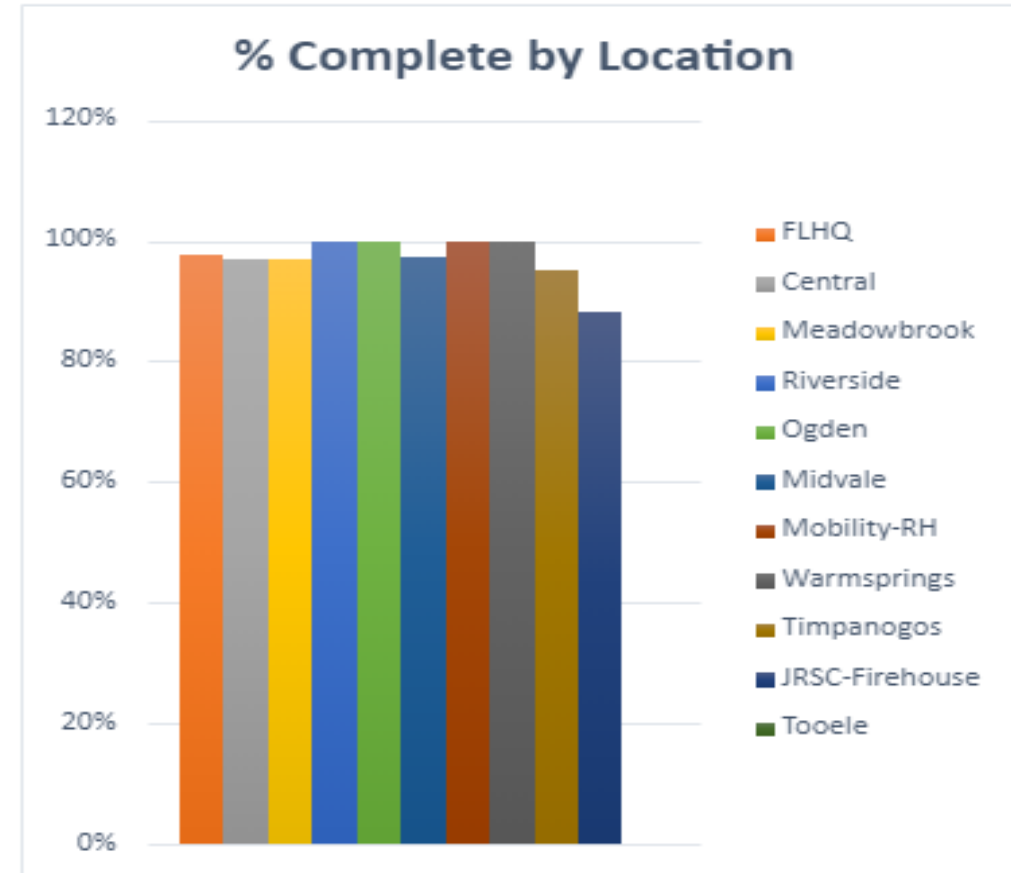
Information Technology Projects

Information Technology Projects- Total Spent \$1.1 M of Planned \$550,000, 93%



GPS Telematics System

- Project to install GPS tracking units on UTA Non-Revenue Vehicles
- Installation of units is almost complete, if not complete by time of presentation (as of 6/3)
 - 540 of 573 units
 - 94% complete



Sample Reports- Itemized Vehicle Utilization

Asset Utilization

Jun 03, 2022

Utah Transit Authority Support

Date	
From	May 01, 2022
To	May 31, 2022
Days	31
Distance Unit	miles

Device	Group	Period Start Date	Normalized Utilization	Total Driving	Total Distance
06626	4100 - Light Rail Ops Lover	May 01, 2022	45%	45:00:21	1080.25
08646	4425 - JRRSC	May 01, 2022	32%	27:15:11	558.80
09608	4425 - JRRSC	May 01, 2022	35%	36:45:19	1002.23
13512	4500 - Commuter Rail Ope	May 01, 2022	33%	24:20:37	604.95
07484	2100 - Meadowbrook Ops	May 01, 2022	55%	38:30:40	1041.11
17618	4100 - Light Rail Ops Lover	May 01, 2022	43%	39:10:38	649.16

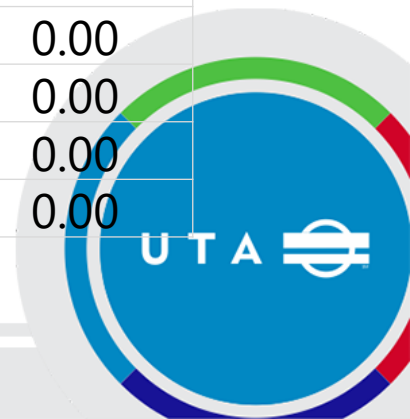
Sample Report Continued Most Utilized and Least Utilized

Most Utilized Vehicles

	Vehicle	Days Driven	Vehicle	Drive Time	Vehicle	Distance
1	07501	31	11610	87:42:34	16612	3474.08
2	08658	31	21624	86:01:55	16613	3231.80
3	11523	30	17254	77:21:51	09473	2866.77
4	12542	30	16612	72:51:31	21624	2273.09
5	17254	29	09473	68:02:22	11610	2070.79

Least Utilized Vehicles

	Vehicle	Days Driven	Vehicle	Drive Time	Vehicle	Distance
1	12604	0	12604	0:00:00	12604	0.00
2	09421	0	12602	0:00:00	12602	0.00
3	ES692140DD89	0	08635	0:00:00	08635	0.00
4	09441	0	12511	0:00:00	03603	0.00
5	06606	0	ES692140DD89	0:00:00	12512	0.00



Questions?



Resolutions



R2022-06-02
Resolution Approving the First
Amendment to the Authority's 2022
Capital Budget



Summary of Budget Request

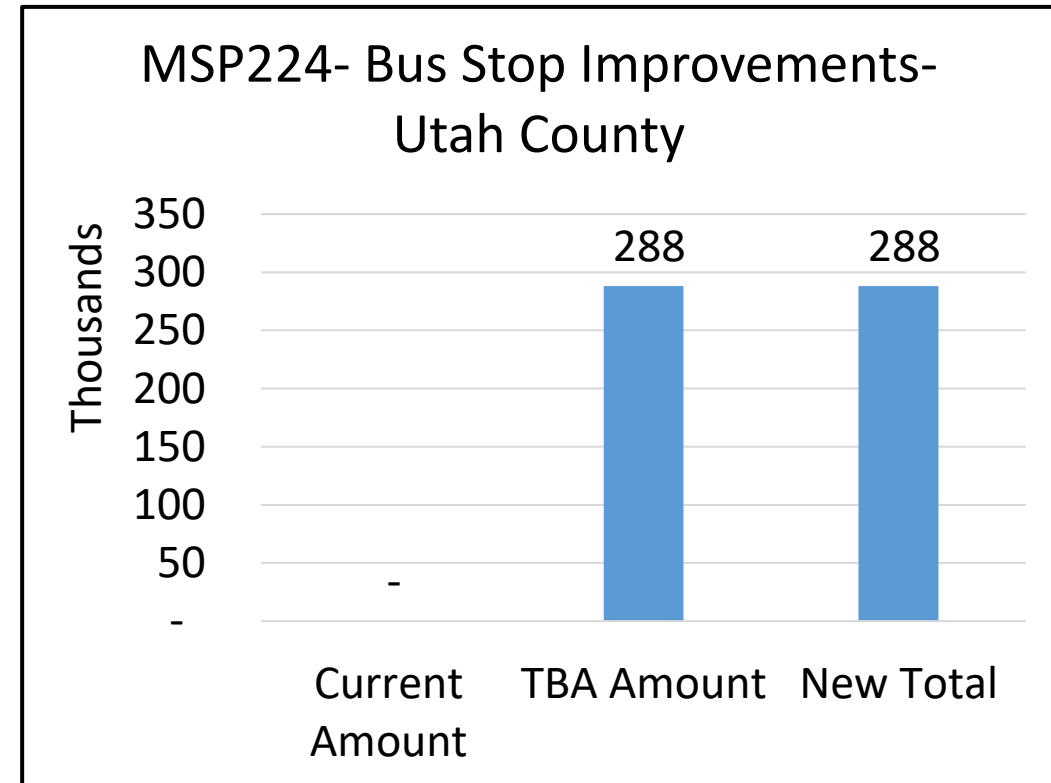
Request seeks to:

- Add three projects to the capital budget
- Restore Capital Contingency to \$5 million



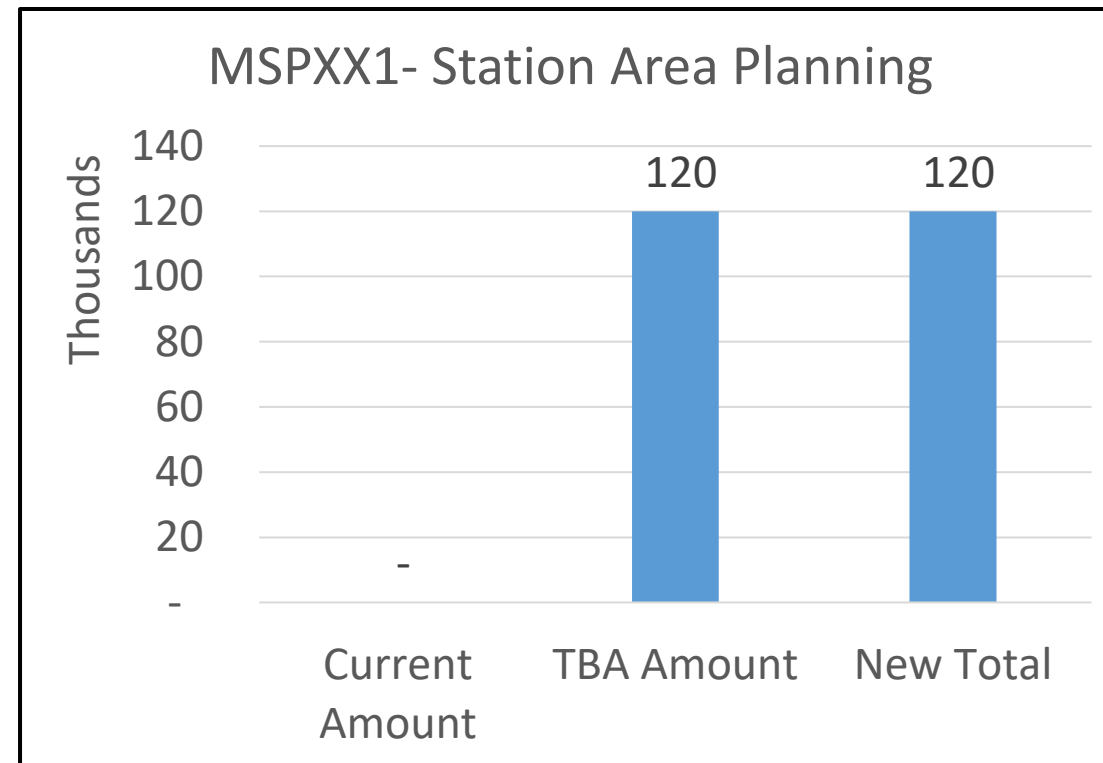
MSP224- Bus Stop Improvements- Utah County

- Request project to be added to 2022 Capital Budget
 - \$288,000
- Funding sources include CMAQ funding and UTA funds:
 - CMAQ portion is \$268,500
 - UTA portion is \$19,500
 - UTA share from fund balance



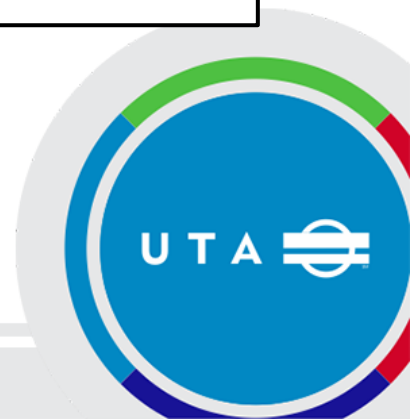
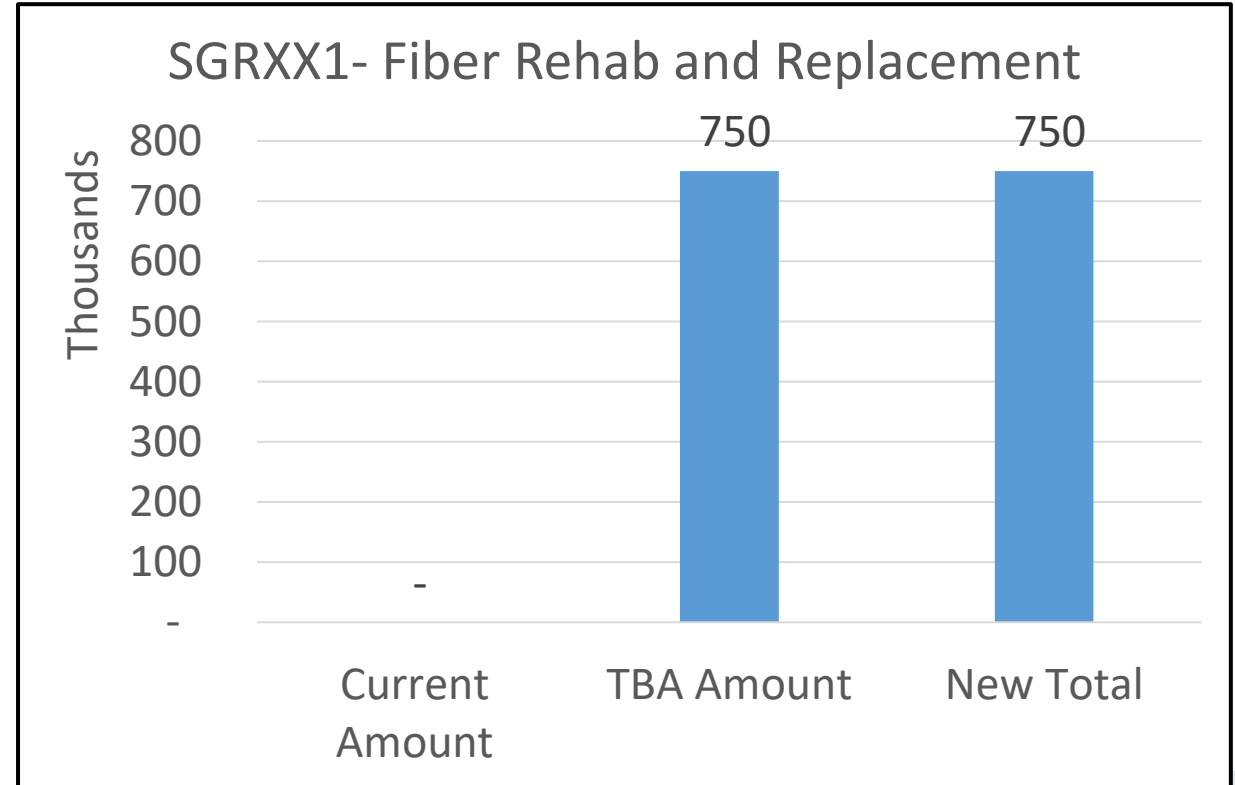
MSP275- Station Area Planning

- Project will allow UTA to begin in earnest with it's Station Area Planning (SAP) responsibilities
- SAPs required by HB462
- Funding amount covers costs to initiate effort in 2022
- Funded from fund balance



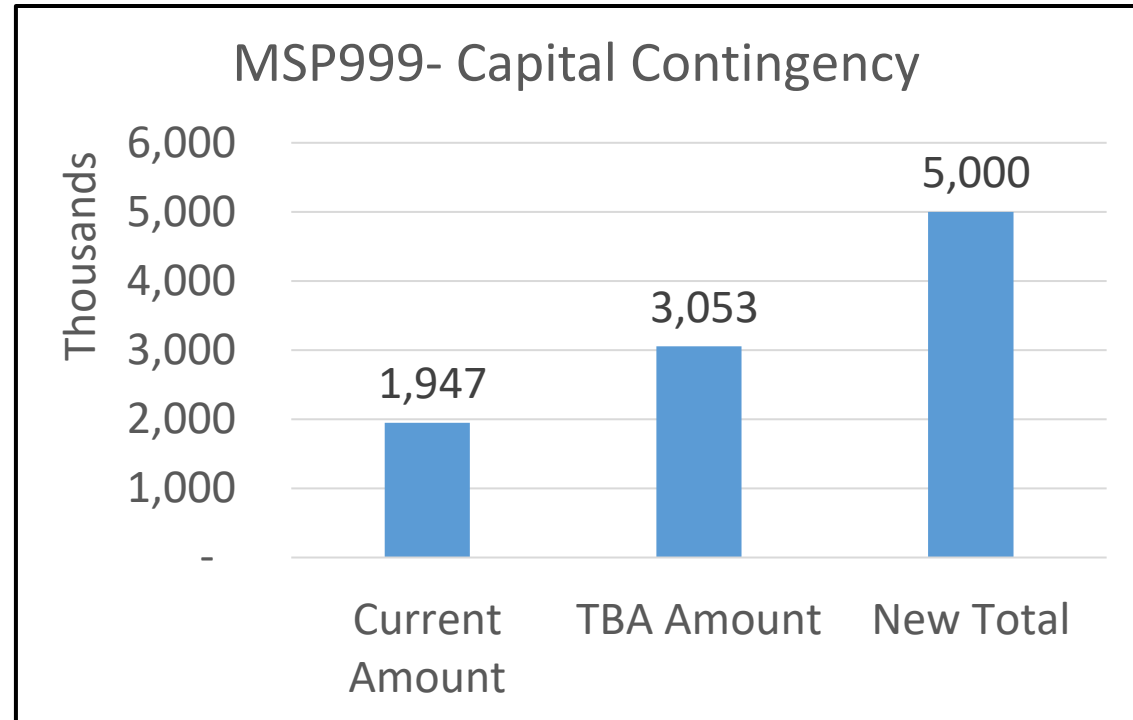
SGR410- Fiber Rehab and Replacement

- Fiber Rehab and Replacement Project would be to start replacing some of its original Fiber Optical cabling originally installed with the original North/South Trax line.
- Fiber is approximately 23 years old and is approaching the end of its useful life.
- Project is for materials and design efforts. Installation and construction would occur in 2023.
- 2023 budget to be addressed in the 2023 Capital Budget request process this summer.
- Funded from fund balance.



MSP999- Capital Contingency

- Request is to restore the Capital Contingency budget to its original \$5 million amount
- Funded from fund balance



Questions



Recommended Action

(by roll call)

Motion to approve R2022-06-02

Resolution Approving the First Amendment to the Authority's 2022 Capital Budget



R2022-06-03

**Resolution Approving the First
Amendment to the Authority's 2022-
2026 Capital Plan**



Summary of Resolution R2022-06-03

Request seeks to:

- Amend the 5-year Capital Plan, adding three projects:
 - MSP224- UTA ADA Bus Stop Improvements- Utah County
 - MSPXX1- Station Area Planning
 - SGRXX1- Fiber Rehab and Replacement Project



Recommended Action

(by roll call)

Motion to approve R2022-06-03

Resolution Approving the First Amendment to the Authority's 2022-2026 Capital Plan



R2022-06-04

**Resolution Authorizing Execution of
Amendment Number 3 to an Interlocal
Cooperation Agreement with the
Redevelopment Agency of Salt Lake City
for the Cooperative Construction of a
TRAX Station at 650 South Main Street**



Resolution Background

- **This request seeks the following action from the Board of Trustees**
 1. **Approve Amendment No. 3 for the ILA/Cooperative Construction Agreement with the Redevelopment Agency of S.L.C to extend the contract to September 30, 2022.**



Amendment No. 3- 600 South Main St. TRAX Station

- **UTA signed an Interlocal Local Agreement with the SLCRDA in December of 2020 for the construction of the 650 South Main Street TRAX Station.**
- **Continued supply chain issues have necessitated the need for additional time to complete the project.**
- **Time is added in this amendment to allow construction to be completed in September of 2022.**



Recommended Action

(by roll call)

Motion to approve R2022-06-04

Resolution Authorizing Execution of Amendment Number 3 to an Interlocal Cooperation Agreement with the Redevelopment Agency of Salt Lake City for the Cooperative Construction of a TRAX Station at 650 South Main Street



Contracts, Disbursements, and Grants



Contract: Bombardier Truck Overhaul – Parts Procurement (Gray Manufacturing and Alstom)

Recommended Action (by acclamation)

Motion to approve the contracts with Gray Manufacturing and Alstom for parts procurement for the Bombardier truck overhaul, as presented



Contract: Passenger Minivans for Vanpool (Tony Divino Toyota)

Recommended Action (by acclamation)

Motion to approve the contract with Tony Divino Toyota for passenger minivans for the vanpool, as presented



Contract: FrontRunner Station Gap Filler Material Procurement (SK Polymer Co. Ltd.)

Recommended Action (by acclamation)

Motion to approve the contract with SK Polymer Co. Ltd. for procurement of FrontRunner station gap filler material, as presented



Contract: Dental Insurance Services – Administrative and Bargaining Unit Employees (EMI Health)

Recommended Action (by acclamation)

Motion to approve the 5-year base contract with EMI Health for dental insurance services for administrative and bargaining unit employees, as presented



Contract: Life and Disability Insurance Services – Administrative and Bargaining Unit Employees (Lincoln Financial Group)

Recommended Action (by acclamation)

Motion to approve the contract with Lincoln Financial Group for life and disability insurance services for administrative and bargaining unit employees, as presented



Change Order: FAREPAY Card Program Management Modification #2 (Interactive Communications International, Inc. “InComm”)

Recommended Action (by acclamation)

Motion to approve the change order to the contract with Interactive Communications International, Inc. “InComm” for FAREPAY card program management modification #2, as presented



Change Order: Computer Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) Transit Management Systems (TMS) Modification #2 – Upgrades and Contract Extension (Talrace)

Recommended Action (by acclamation)

Motion to approve the change order to the contract with Talrace for Computer Aided Dispatch/Automatic Vehicle Location Transit Management Systems Modification #2 – Upgrades and Contract Extension, as presented



Pre-Procurements

- Meadowbrook Building 3 Restrooms and First Aid Room Remodeling
- Light Rail Vehicle 1122 Accident Repair
- Bus Stop Shelters
- Janitorial Services



Service and Fare Approvals



Sponsored Fare Agreement: Trip Reduction Program/Free Fare Days – Amendment One (Division of Air Quality)

Recommended Action (by acclamation)

Motion to approve amendment one to the sponsored fare agreement with the Division of Air Quality for trip reduction/free fare days, as presented



Fare Agreement: Hive Pass Purchase and Administration – Amendment 3 (Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve amendment three to the fare agreement with Salt Lake City Corporation for Hive Pass purchase and administration, as presented



Fare Agreement: ECO Trip Rewards Trip-Based Agreement Amendment No. 2 (Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve amendment 2 to the ECO Trip Rewards trip-based agreement with Salt Lake City Corporation, as presented



Fare Agreement: Medicaid Transportation Contract (Utah Department of Health)

Recommended Action (by acclamation)

Motion to approve years one and two of the Medicaid transportation contract with the Utah Department of Health, as presented



Discussion Items

- a. Benchmark Survey Report



Benchmark Survey Report



2021-2022 UTA Benchmark Survey

**Presented to UTA Board of Trustees
June 22, 2022**

Presented by:

- Andrea Packer, UTA Communications Director
- Mandy Walsh, R&R Partners
- Christina Lau Billings, R&R Partners



Agenda

- 01** Research Objectives
- 02** Focus Group Highlights
- 03** Survey Highlights
- 04** Messaging Strategy

Overall Research Objectives

Benchmark Survey designed to guide communications and marketing strategy by assessing:

- Overall public perception of UTA as an organization
- Public perception of UTA services
- High-level indicators of why people ride/don't ride
- Broad indicators of potential motivators to ride
- Where people look for information about riding UTA



Benchmark Survey

- **Telephone and online survey**
 - Conducted January-February 2022
- **600 surveys, margin of error +/- 4%**
 - Surveyed four counties (Davis, Salt Lake, Utah and Weber)
 - Demographics:
 - Female = 50%/Male = 49%/Non-Binary = 1%
 - Balanced mix of respondents
 - Aged 18+
 - Employment status
 - Education
 - Ethnicity



Focus Groups

Three virtual focus groups

- Conducted December 2021



1. Riders

- Have used UTA in past two years
- Mix of service use (e.g., TRAX, bus, FrontRunner)



2. Non-riders and Former/Current passholders

- Last used UTA >2 years ago
- Holds or currently held a pass



3. Non-riders and non-passholders

- Last used UTA > 2 years ago
- Has never held a pass



Research Highlights



Convenience is key

Current riders prioritize TRAX and FrontRunner over buses; they see buses as less reliable and inconvenient. Further, when evaluating the pros and cons of public transportation, cost is not a factor. Instead, riders are more concerned with whether or not the service is convenient for them.



Used for special events

UTA is often used for special events (e.g., sports, concerts). When evaluating whether to use UTA or drive, this group is driven by situational convenience. For example, if traffic and parking will be difficult, they might choose to ride UTA. Errands are left for the car.



An activity for the family.

This group primarily uses UTA for special events to avoid parking and traffic issues. Many also say their children enjoy this occasional activity – treating the ride itself as an outing. Some also worry about safety; mainly stemming from concern around “sketchy” people.



Research Highlights

Key Improvements

- During a time when most transit providers have struggled, UTA's key metrics have improved both long term (past five years) and short term (year-over-year).

Reduced Need for Public Transport

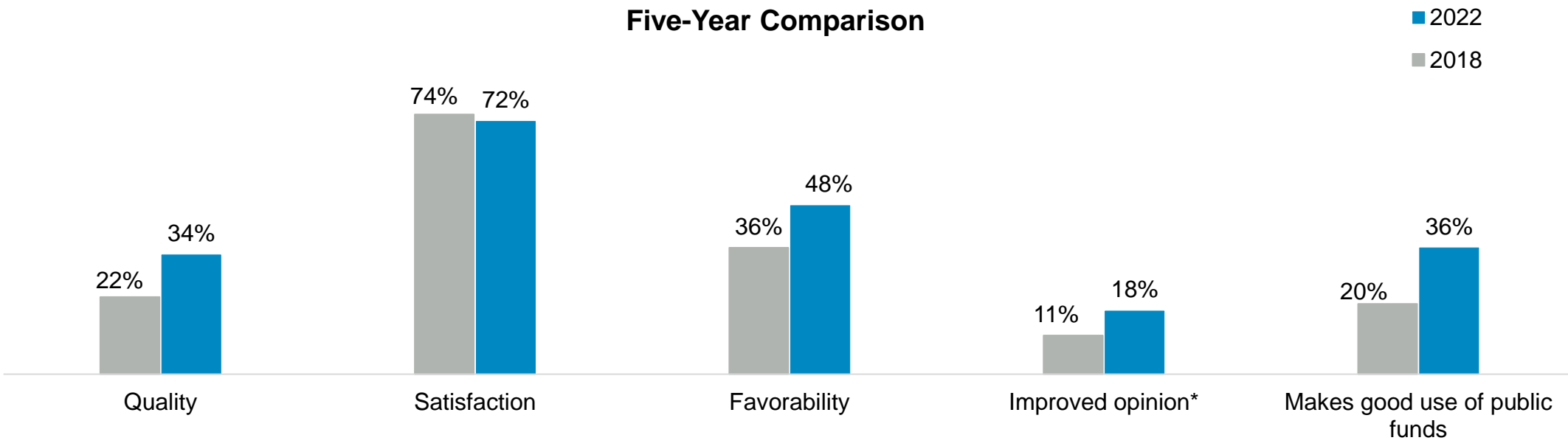
- During the pandemic, Utahns had less of a need to travel, both for work, school or entertainment.
- Preference for driving their own car is the reason most non-riders cite for not using public transit.

Barriers to Ridership

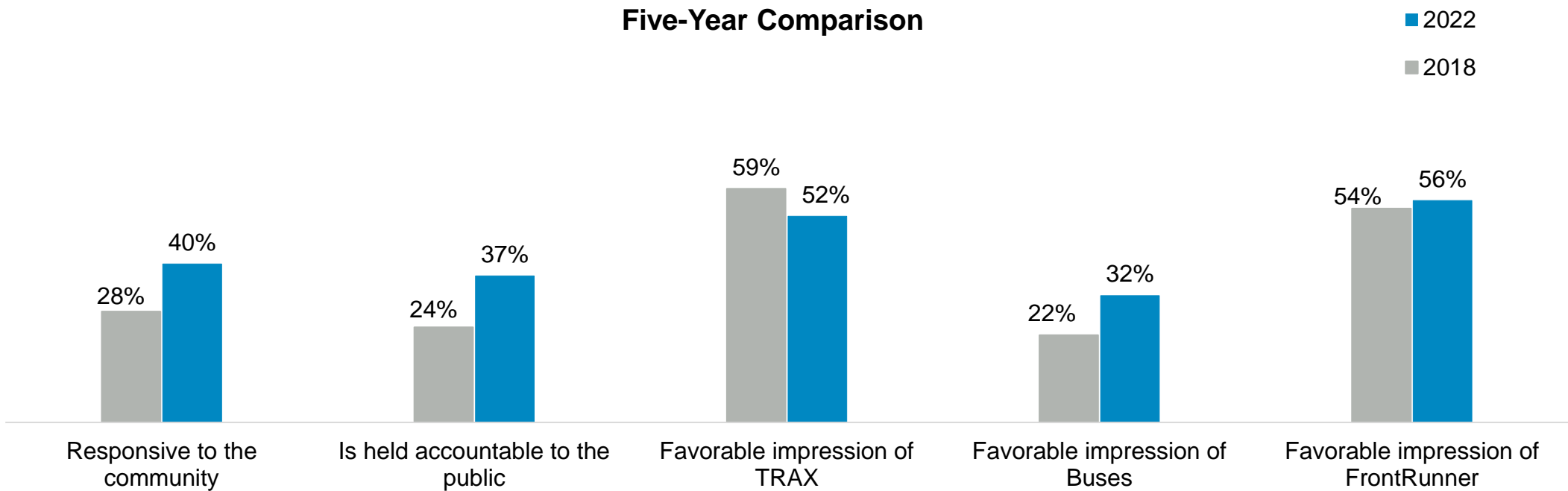
- Perception of "Inconvenient/Lack of Routes"
- Negative perceptions around cleanliness and safety



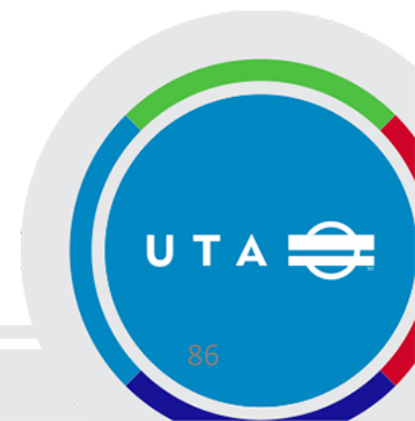
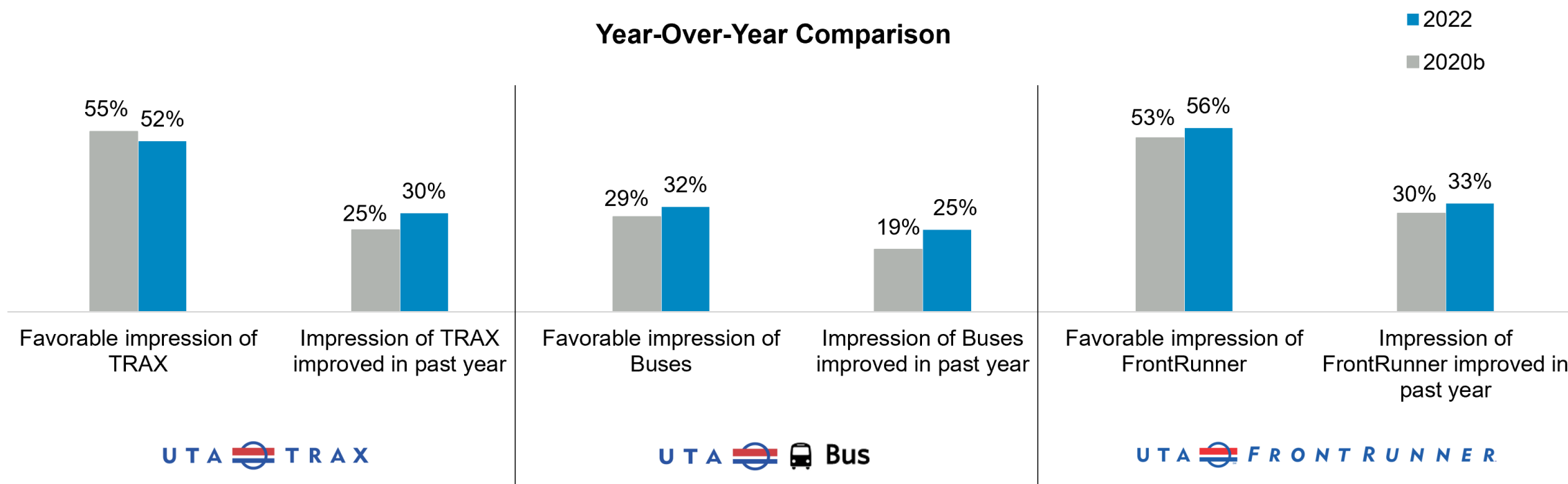
Overall, key metrics have improved over the past five years.



Key metrics have improved over the past five years.

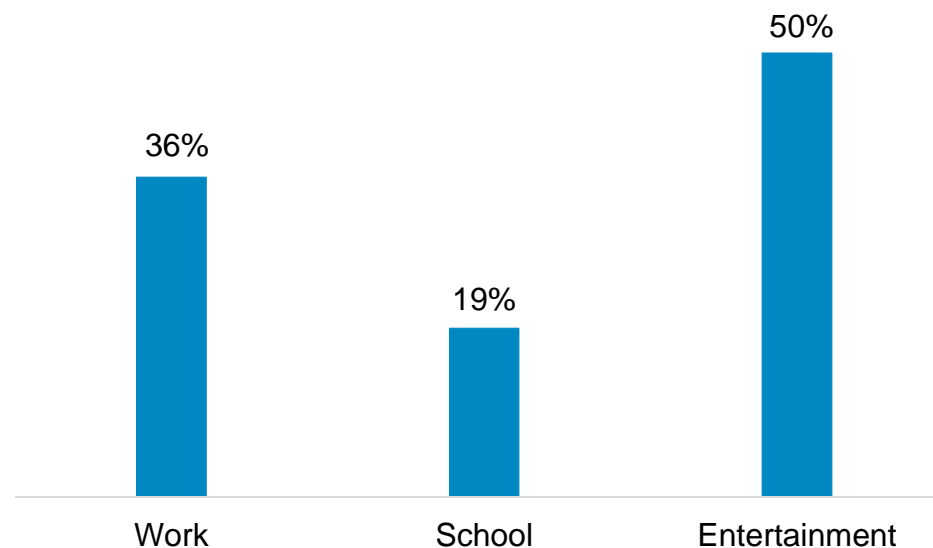


Year over year, impressions of TRAX, Bus and FrontRunner have improved.



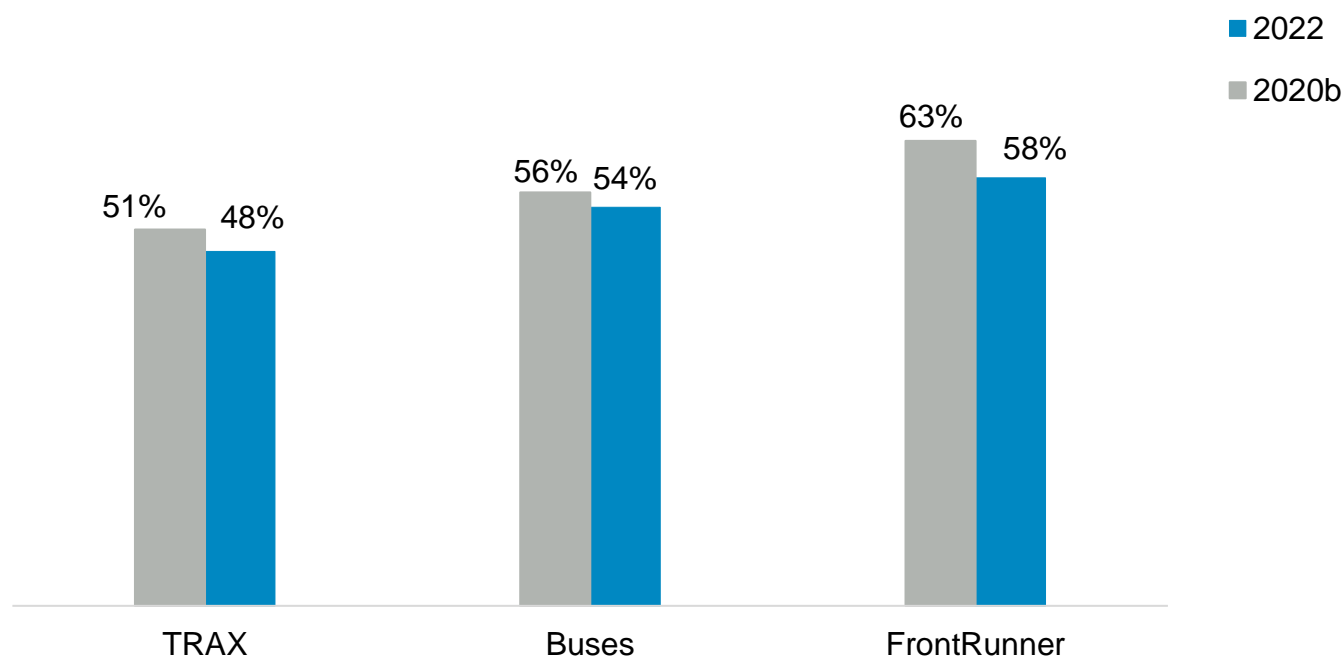
During the pandemic, many Utahns had less need to travel. About 4 in 10 say they travel less for work, and 5 in 10 say they travel less for entertainment.

Those Who Say They're Traveling "Less" for...



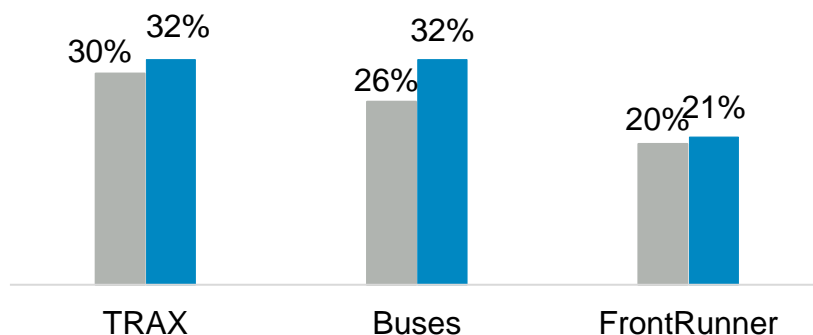
While driving their own car has decreased as a barrier, it's still the top reason non-riders cite for not using public transit.

**YOY Comparison of "Prefer Driving My Own Car"
as a Barrier to Riding**

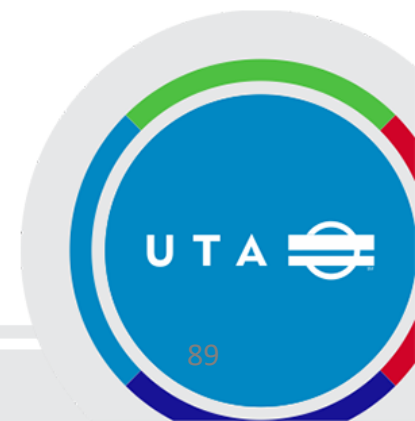
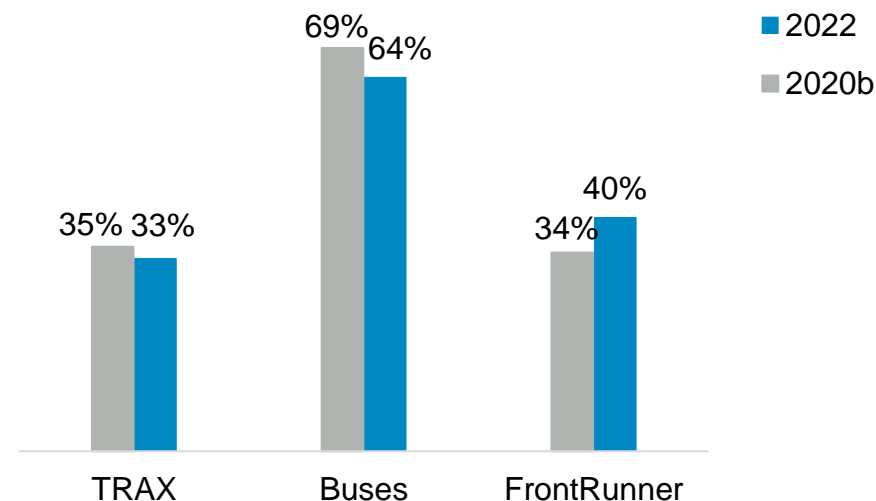


Among those who do not currently ride, “inconvenience” is a major barrier to ridership, though service is near.

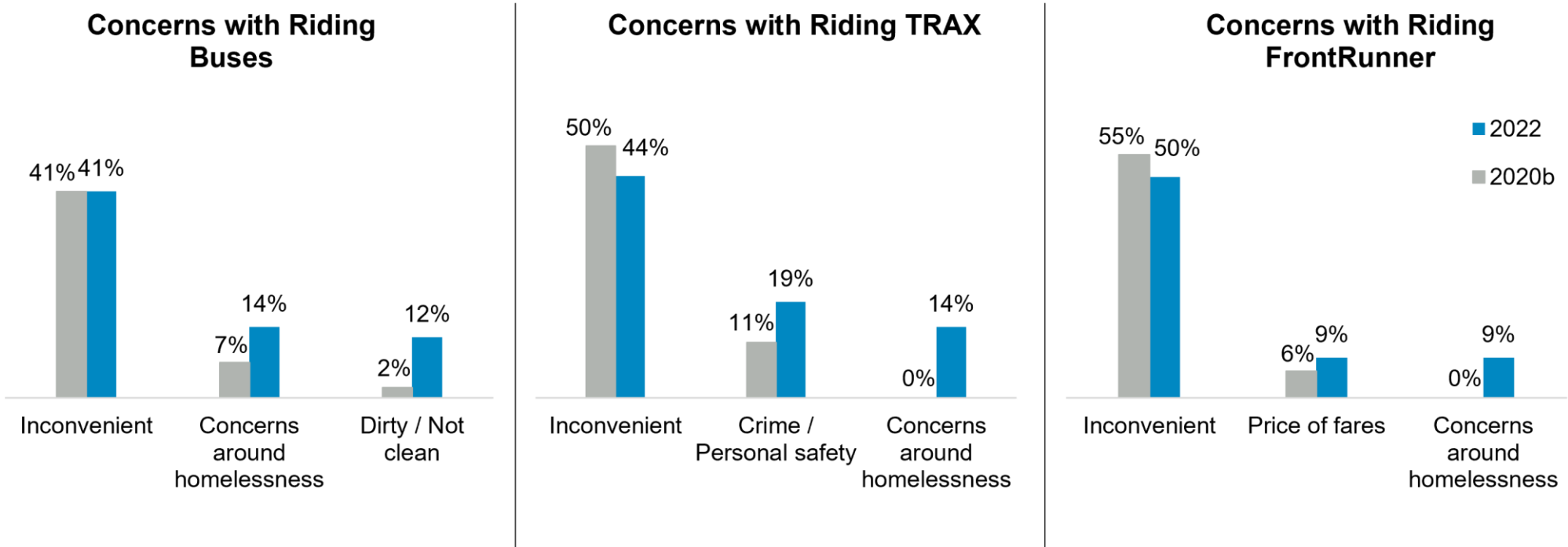
YOY Comparison of “Inconvenient” as a Barrier to Riding



YOY Comparison of “Services Near Your Work/Home”



Negative perceptions center around public transit being inconvenient, dirty, and/or unsafe.



Messaging Strategy

- **Redefine convenience** to address inconvenience perceptions
 - Include avoiding traffic and parking when traveling downtown (these are recognized motivators to ride)
- **Translate riding value** relative to driving own car
 - Potentially show a cost comparison of a fully burdened commute: include gas, wear and tear, insurance, parking, etc.
- Continue to **maintain positive perceptions** and brand attributes
- **Reinforce reasons to ride** and riding benefits
 - Connect to specific events/activities to pull in infrequent riders
 - Capture the sense of fun/enjoyment/curiosity

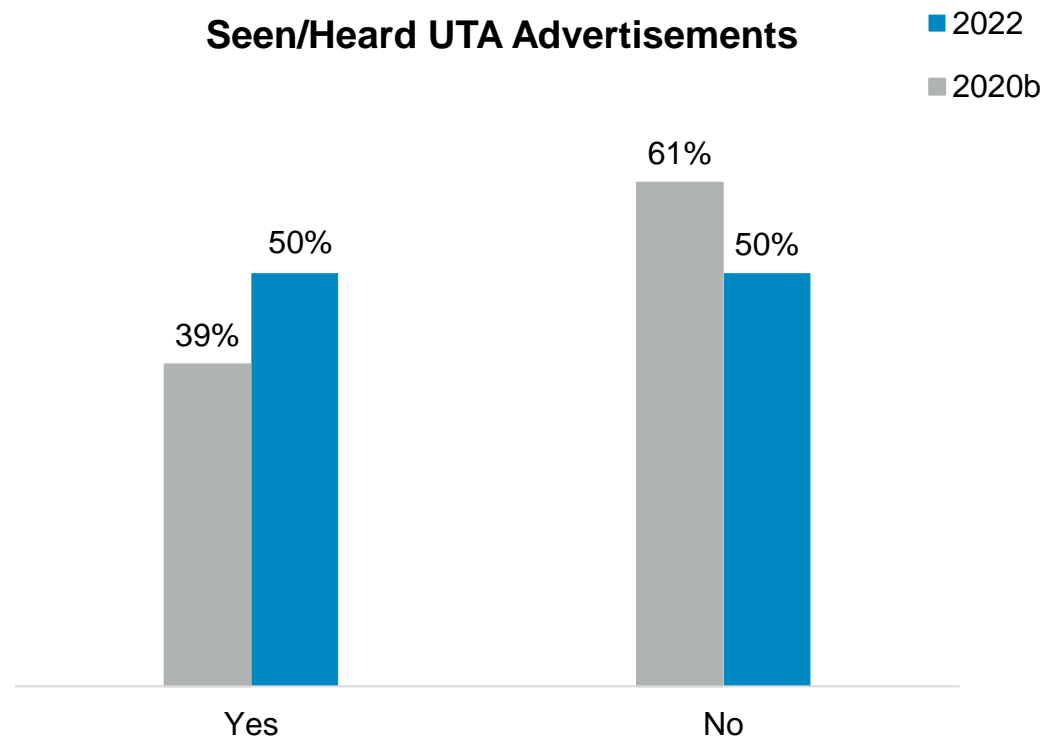


2021 “Reconnect” Campaign

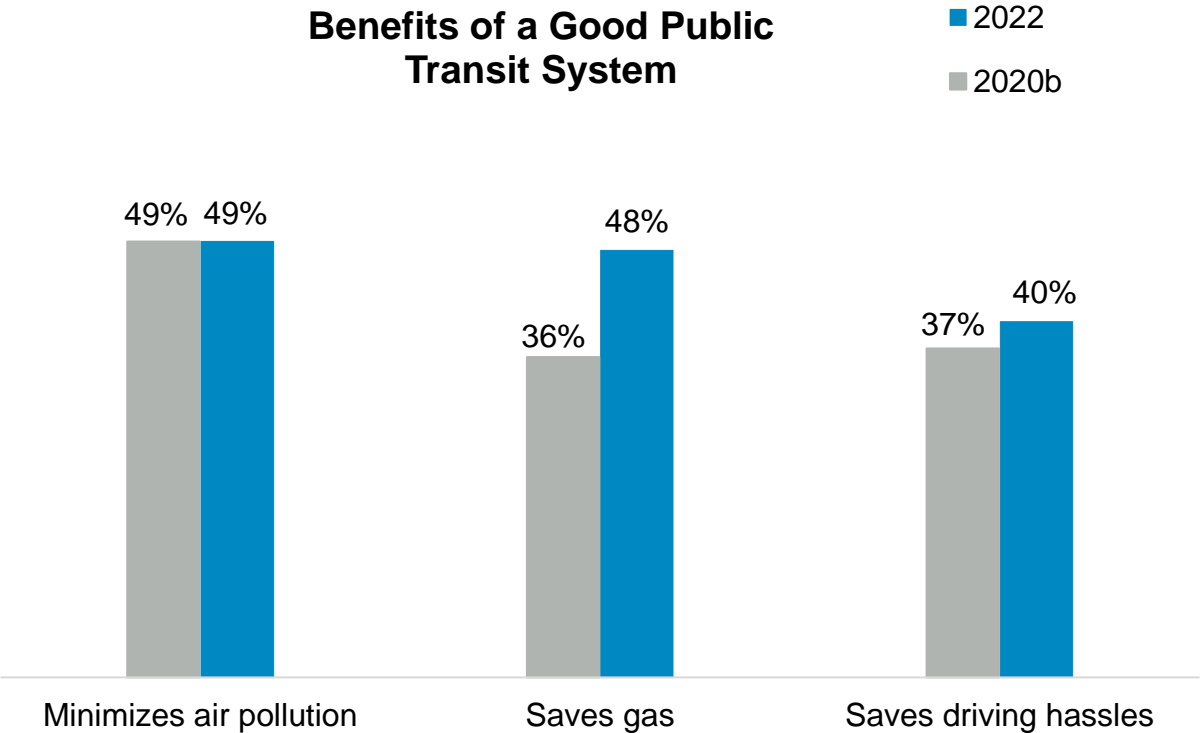
- “ReConnect” people with UTA and its continued mission to provide reliable, safe service across the Wasatch Front
- Emerging from the pandemic, re-establish UTA as an option
- Adjusted and updated tone with confidence
- Community-centric appreciation and support
- Continued safety emphasis



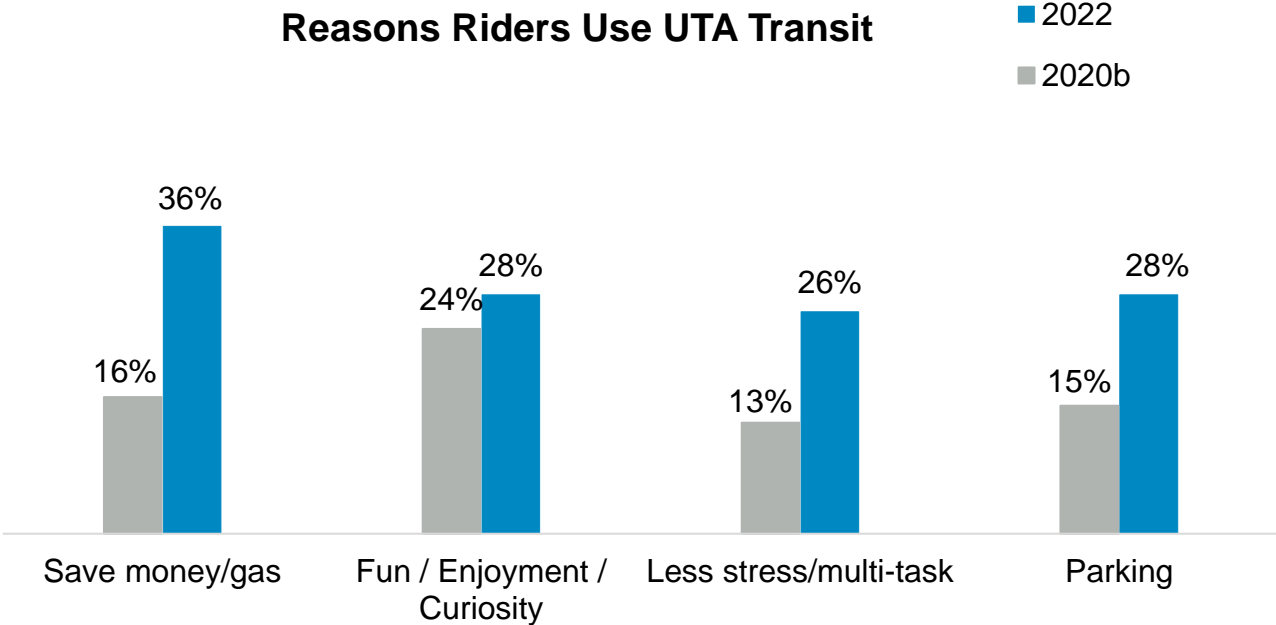
Five in 10 say they've seen and/or heard UTA advertisements – an increase of 11%



Top benefits to having a good public transit system

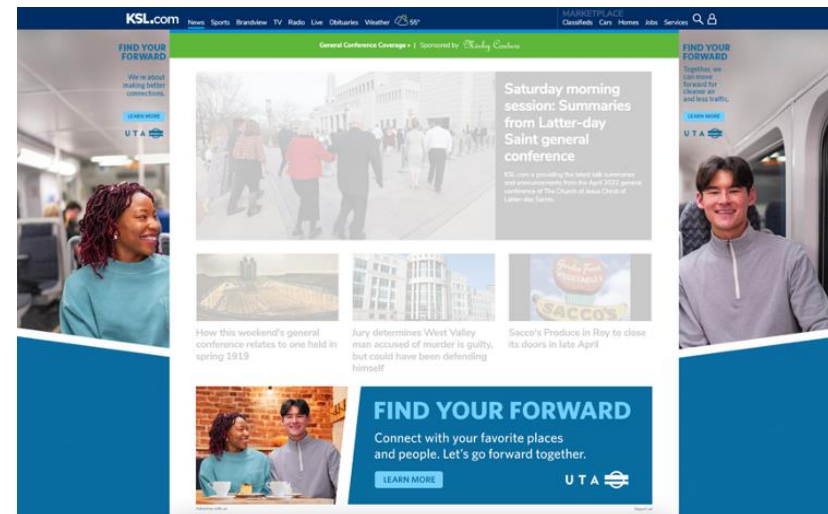
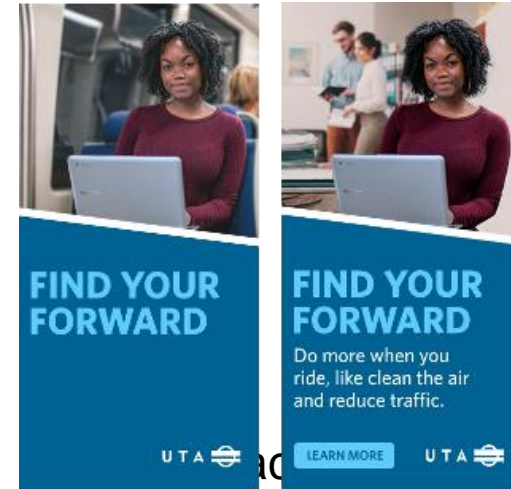


Top reasons to ride transit



“Find Your Forward” Campaign

- Launched “Find Your Forward” on April 2, 2022
- Reelevate our profile after two years of COVID-19 and fewer people having UTA top-of-mind
- Promote message of “moving forward” from the pandemic and reestablishing connections
- UTA is the answer to “find your forward” and connect with work, school, family and friends, in the community, and air quality



Thank You



Other Business

- a. Next Meeting: Wednesday, July 13th, 2022 at 9:00 a.m.



Closed Session

- Strategy Session to Discuss Pending or Reasonably Imminent Litigation



Recommended Action

(by acclamation)

Motion for a closed session to discuss pending or reasonably imminent litigation



Closed Session



Open Session



Adjourn

