

UTA Board of Trustees Meeting

March 10, 2021



Call to Order and Opening Remarks

Electronic Meetings Determination Statement



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

All comments received through alternate means were distributed to the board before the meeting and will be attached as an appendix to the meeting minutes



Consent Agenda

- a. Approval of February 24, 2021 Board Meeting Minutes
- b. Approval of March 2, 2021 Special Board Meeting Minutes



Recommended Action (by acclamation)

Motion to approve consent agenda



Legislative Update



Agency Report

- a. Project Appropriations Update
- b. Groundbreaking for Ogden to Weber State Bus Rapid Transit (BRT) Project



Project Appropriations Update



FrontRunner Forward

Vision

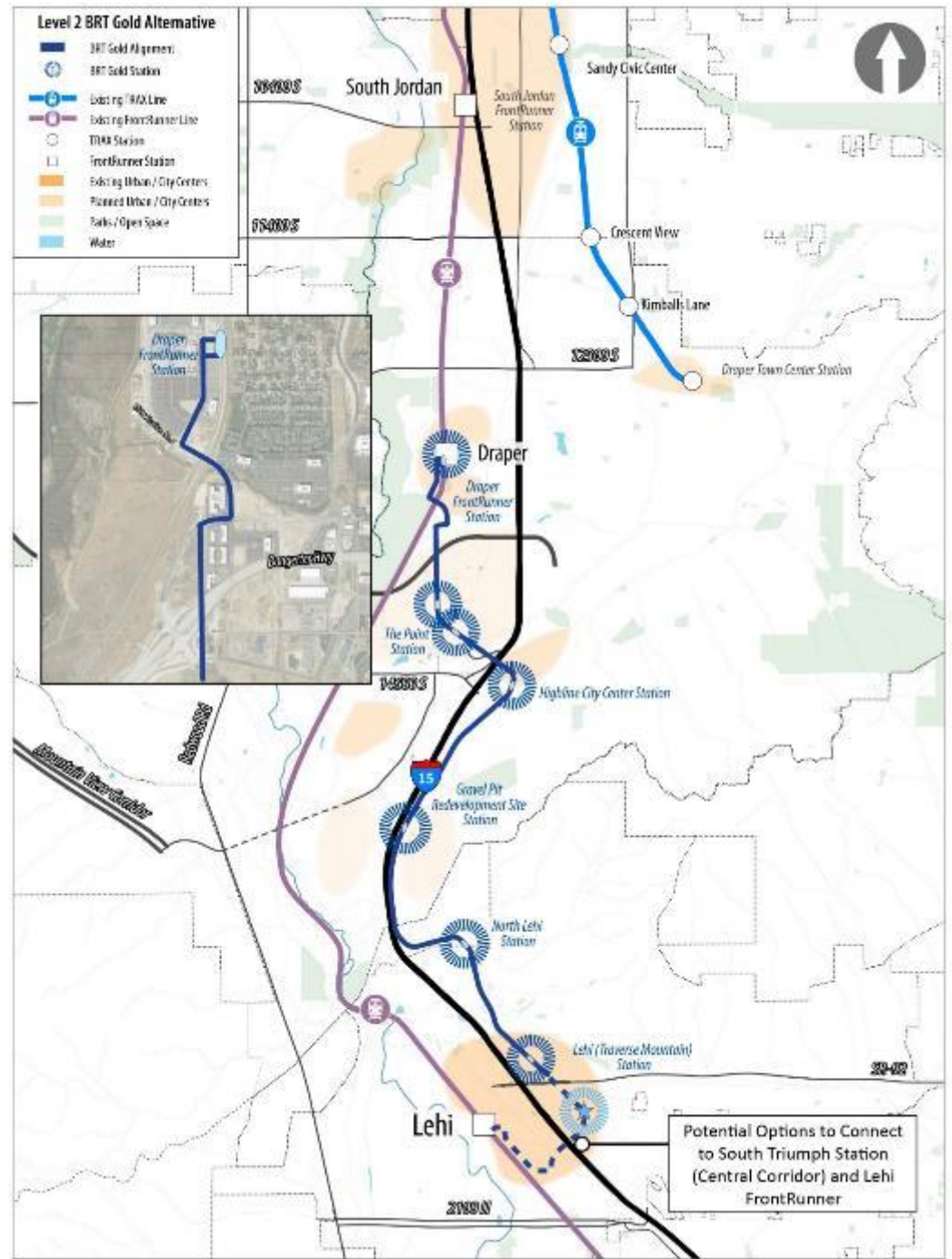
- Conceptual framework that guides the approach to preparing a strategy and work program for growing FrontRunner capacity
- Useful for communicating what UTA and project partners are seeking to accomplish to grow the capacity and reliability of FrontRunner

Legislative Funding

- \$100 million one-time / \$200 million bond
- Funding for double tracking strategic sections of FrontRunner



Point of the Mountain



Preferred Alternative - BRT

- High-quality “gold standard” BRT
- Nearly 90% exclusive operations with distinctive guideway
- 6 to 7 stations with enhanced area amenities, option for 2 more to the south

Legislative Funding

- \$5 million for the environmental study

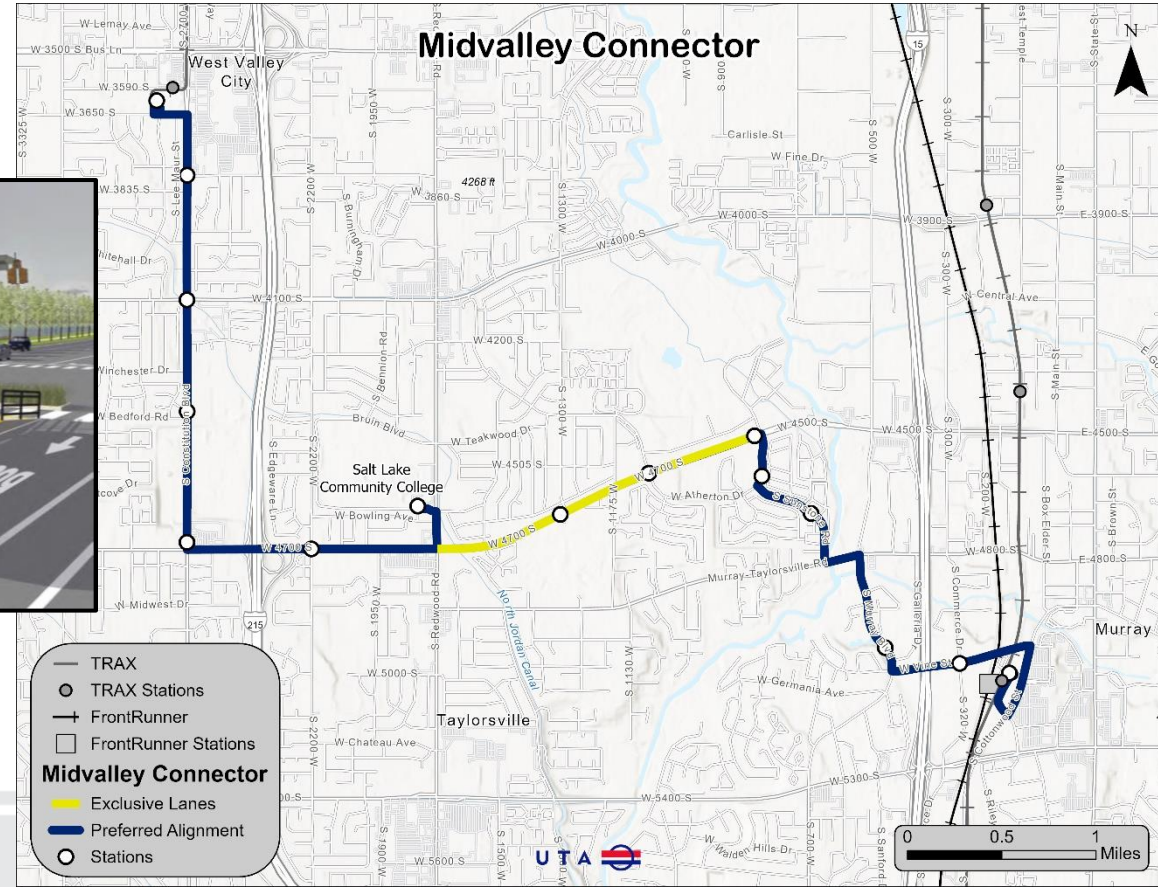


Midvalley Connector

- The Midvalley Connector is bus rapid transit route which will connect Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station

Legislative Funding

- \$11 million for the project



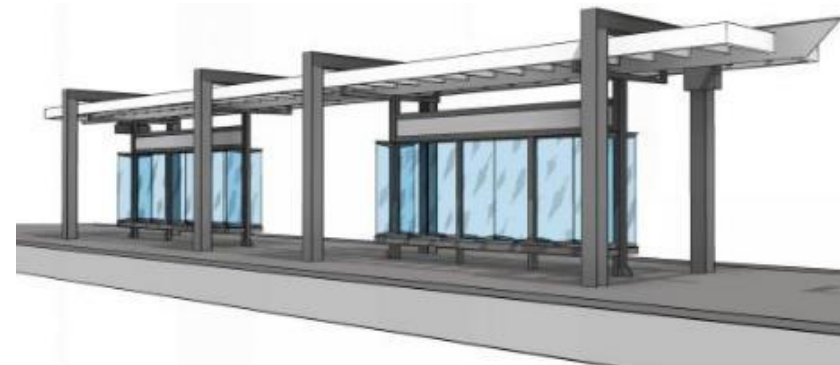
Vineyard Station and Associated Double Track

Project Progress

- Final Design – Complete
- UTA and UDOT ILA – Complete
- Schedule – Completion in late 2021

Legislative Funding

- \$1.6 million for the project

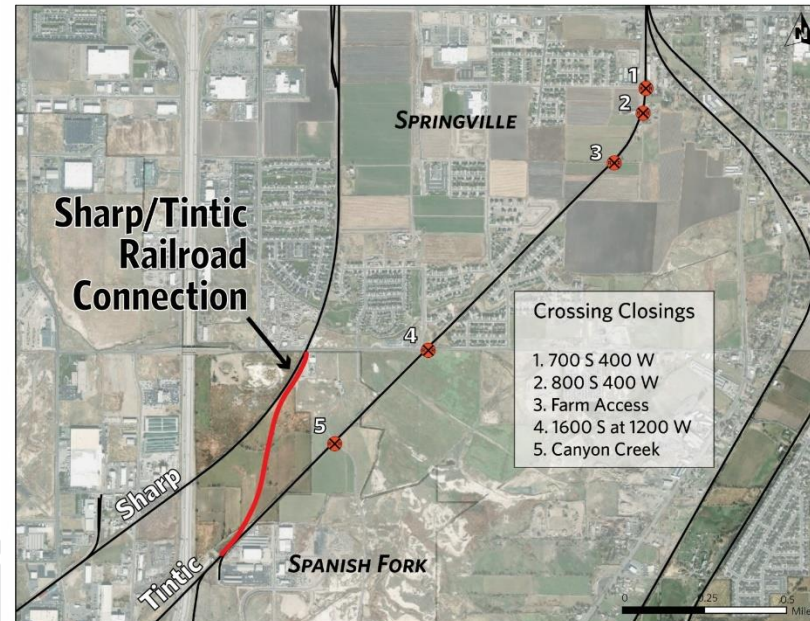
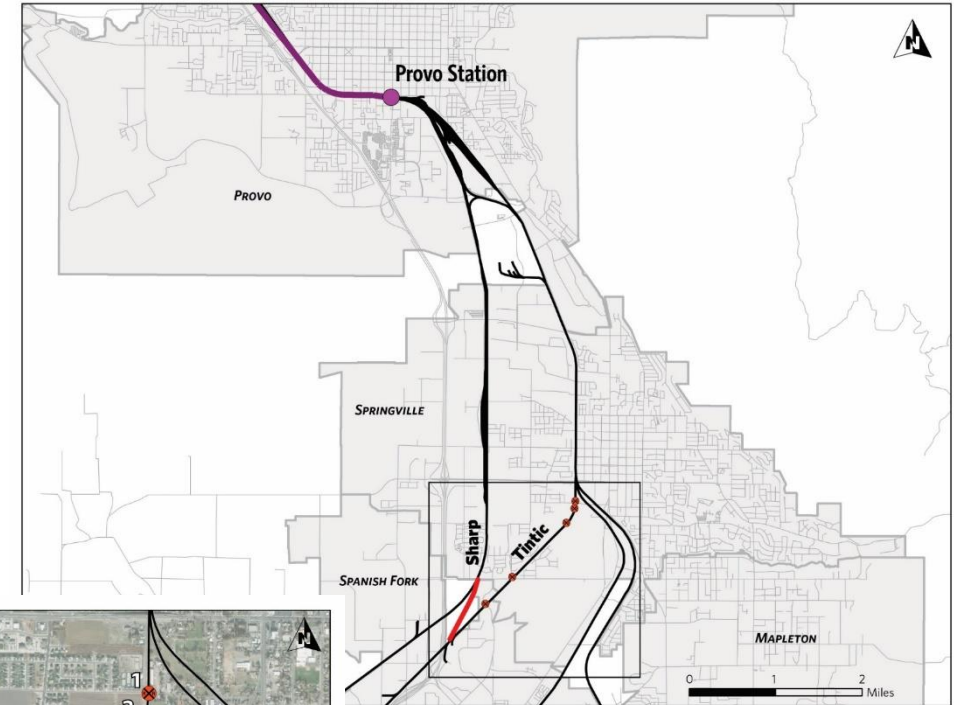


Sharp-Tintic Rail Consolidation Connection

- UTA owns portions of the Sharp Subdivision and the Tintic Industrial Lead
- Project will:
 - Eliminate five at-grade crossings
 - Facilitate future development in Springville and Spanish Fork
 - Allow for future UTA expansion to southern Utah County

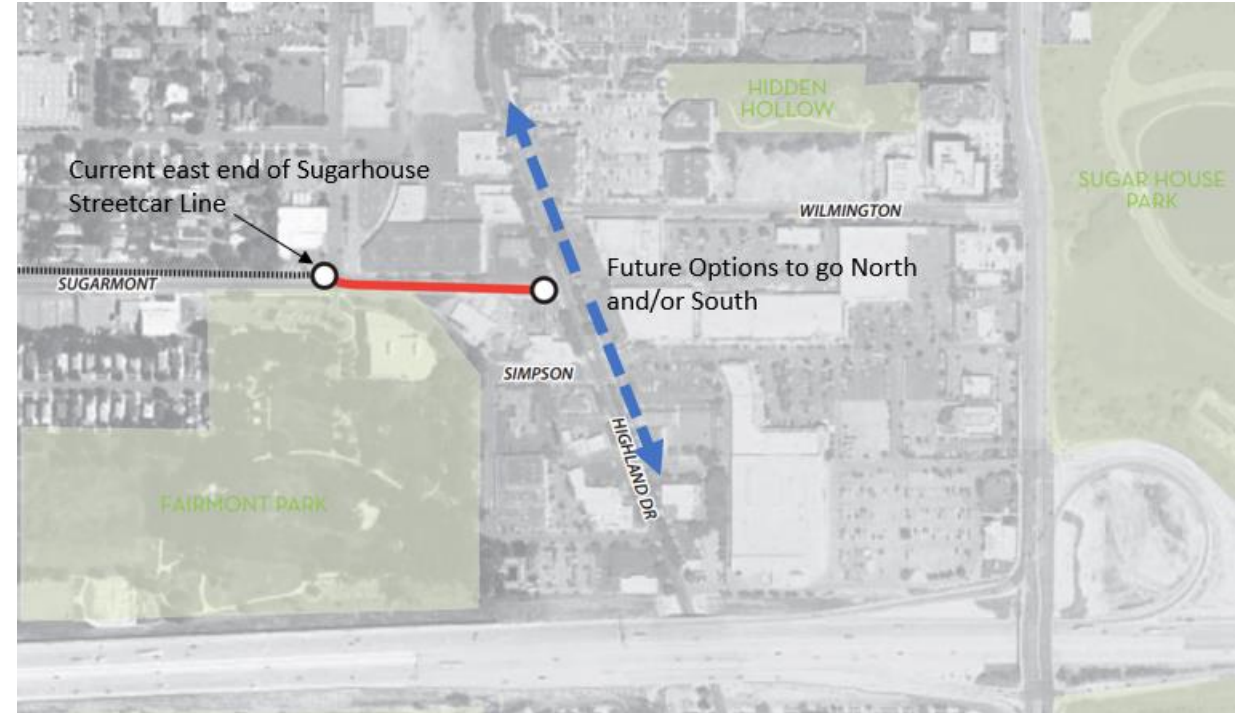
Legislative Funding

- \$4 million for the project



S-Line Extension

- Extend the Sugar House Streetcar line east to Highland Drive
- Coordination with Salt Lake City – Adopted Phase 2 LPA (2014)
- Extension to Highland Dr. will allow Future extensions to the north and/or south
- Environmental and Design will be needed



Legislative Funding

- \$12 million to pay for construction and improvements to the S-line



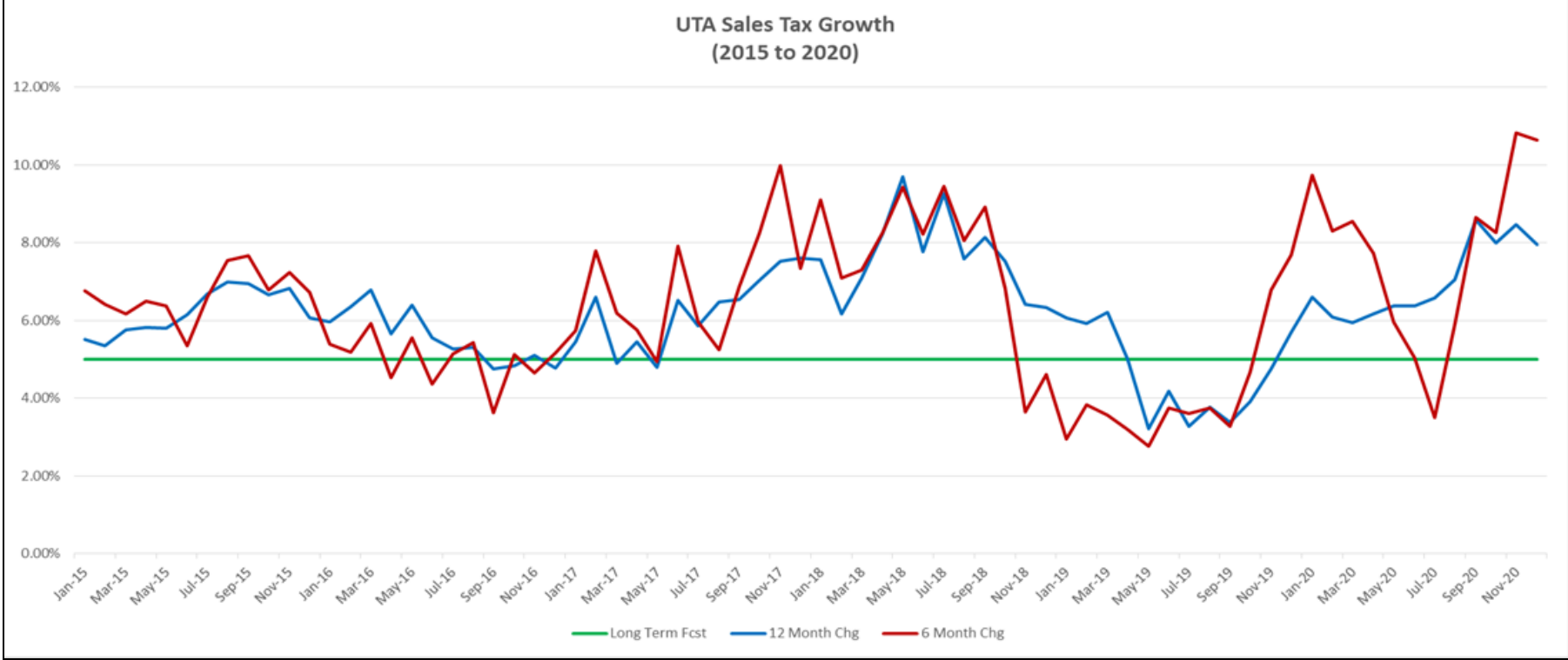
Financial Report – January 2021



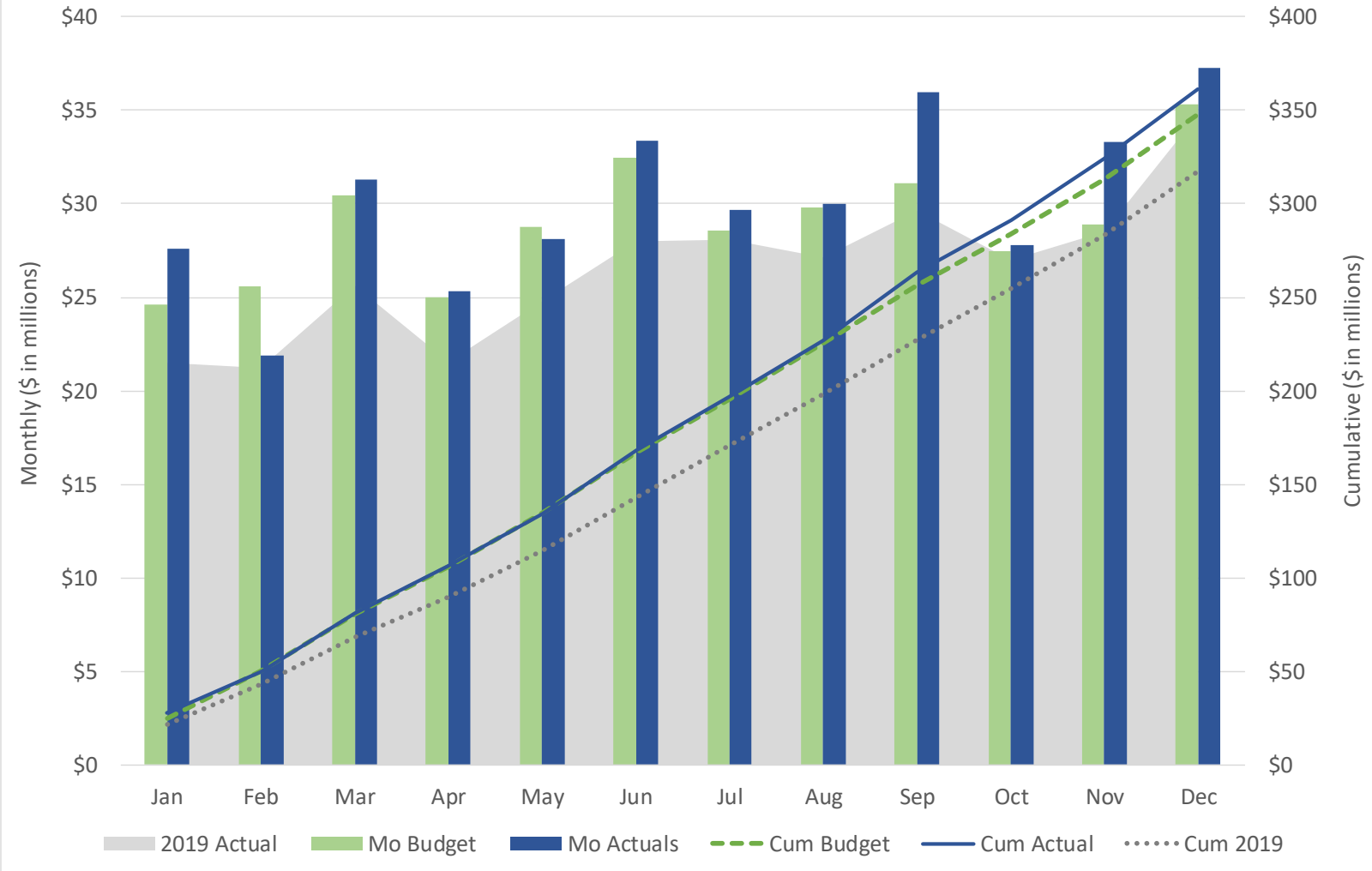
UTA Board Dashboard

January 2021

| Financial Metrics | Jan Actual | Jan Budget | Fav/ (Unfav) | % | YTD Actual | YTD Budget | Fav/ (Unfav) | % |
|---------------------------|------------------------------|------------|-----------------|----------|------------|------------|-----------------|----------|
| Sales Tax (Dec '20 mm \$) | \$ 37.3 | \$ 35.3 | \$ 1.95 | ● 5.5% | \$ 361.6 | \$ 348.0 | \$ 13.54 | ● 3.9% |
| Fare Revenue (mm) | \$ 2.7 | \$ 2.6 | \$ 0.06 | ● 2.2% | \$ 2.7 | \$ 2.6 | \$ 0.06 | ● 2.2% |
| Operating Exp (mm) | \$ 23.6 | \$ 27.5 | 3.86 | ● 14.0% | \$ 23.6 | \$ 27.5 | \$ 3.86 | ● 14.0% |
| Subsidy Per Rider (SPR) | \$ 13.06 | \$ 15.06 | \$ 2.00 | ● 13.3% | \$ 13.06 | \$ 15.06 | \$ 2.00 | ● 13.3% |
| UTA Diesel Price (\$/gal) | \$ 1.74 | \$ 2.25 | \$ 0.51 | ● 22.8% | \$ 1.74 | \$ 2.25 | \$ 0.51 | ● 22.8% |
| Operating Metrics | Jan Actual | Jan-20 | F/ (UF) | % | YTD Actual | YTD 2020 | F/ (UF) | % |
| Ridership (mm) | 1.63 | 3.87 | (2.2) | ● -57.9% | 1.63 | 3.87 | (2.2) | ● -57.9% |
| Alternative Fuels | CNG Price (Diesel Gal Equiv) | | \$ 1.73 | | | | | |

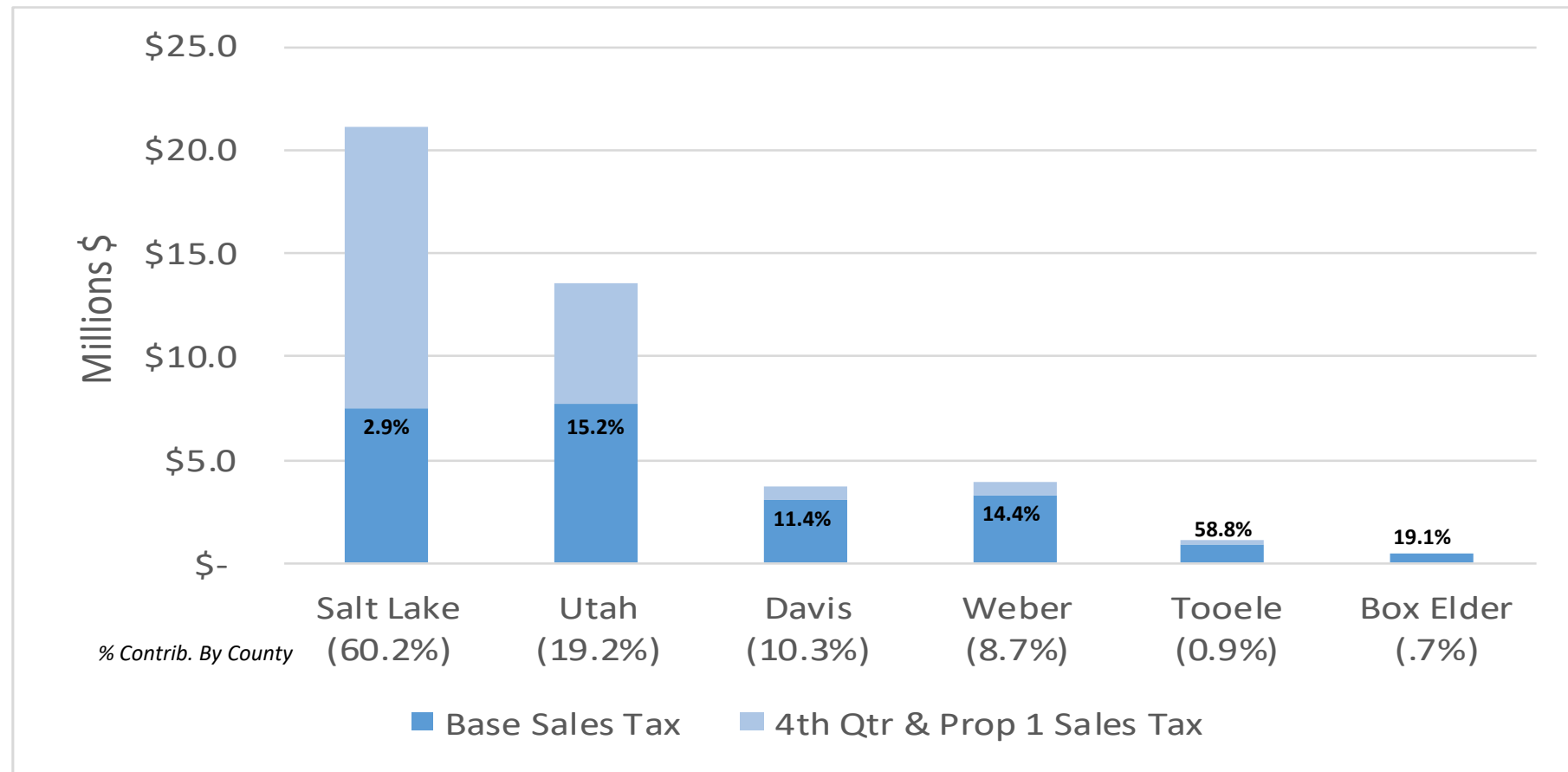


2020 Sales Tax Through December (\$362 million)



Sales Tax Collections

(Growth 2020 over 2019 for 12 months ended December 31*)

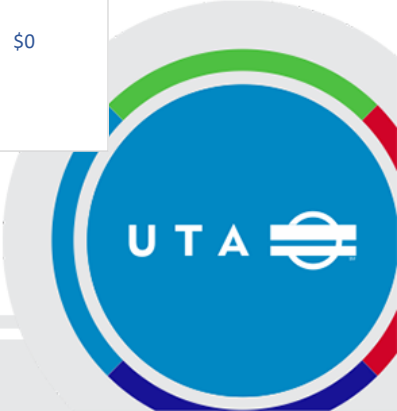
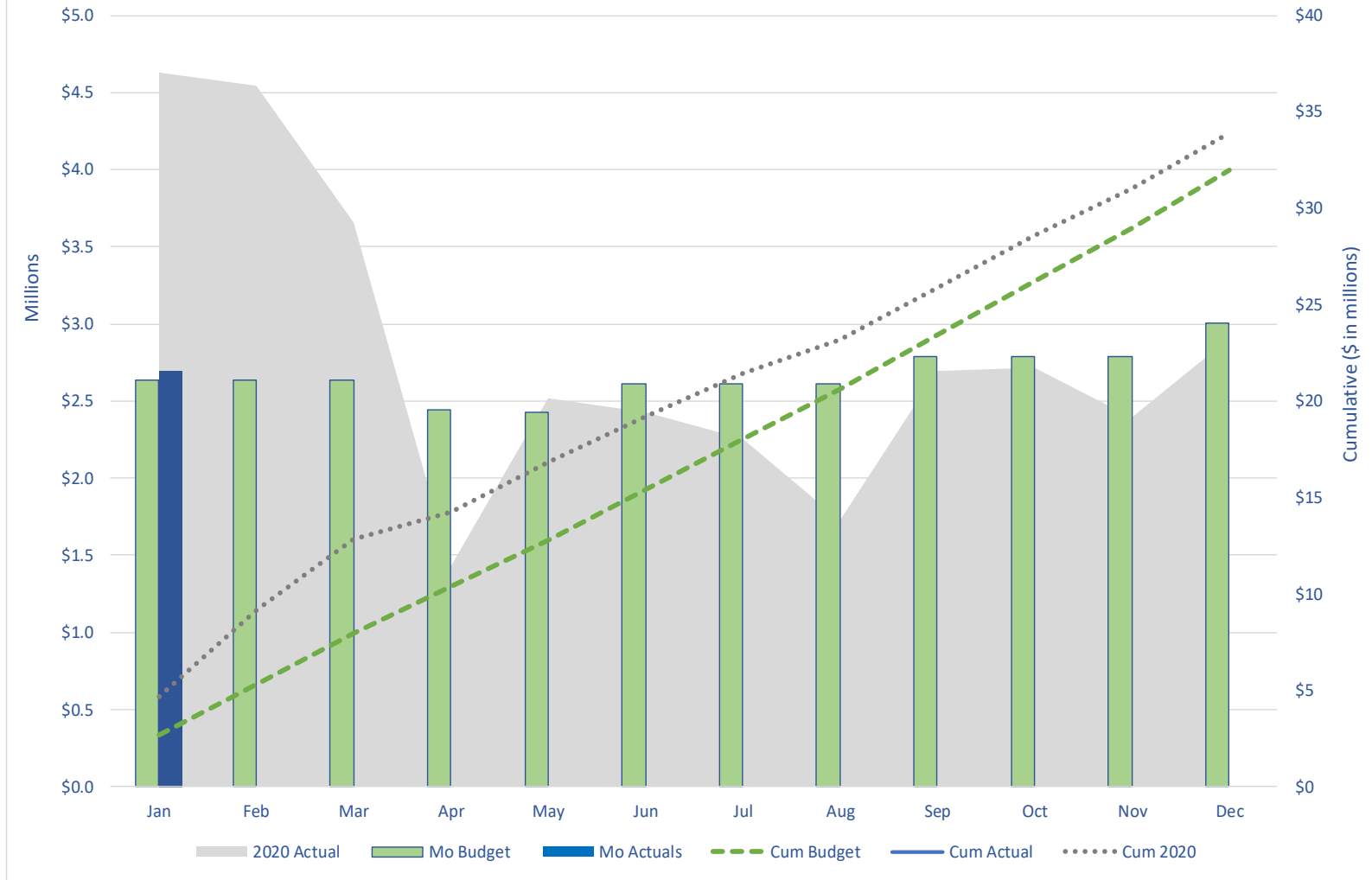


* Percentage growth in base sales tax revenues over prior year (excludes impact of Proposition 1 and 4th quarter rate changes in 2019).

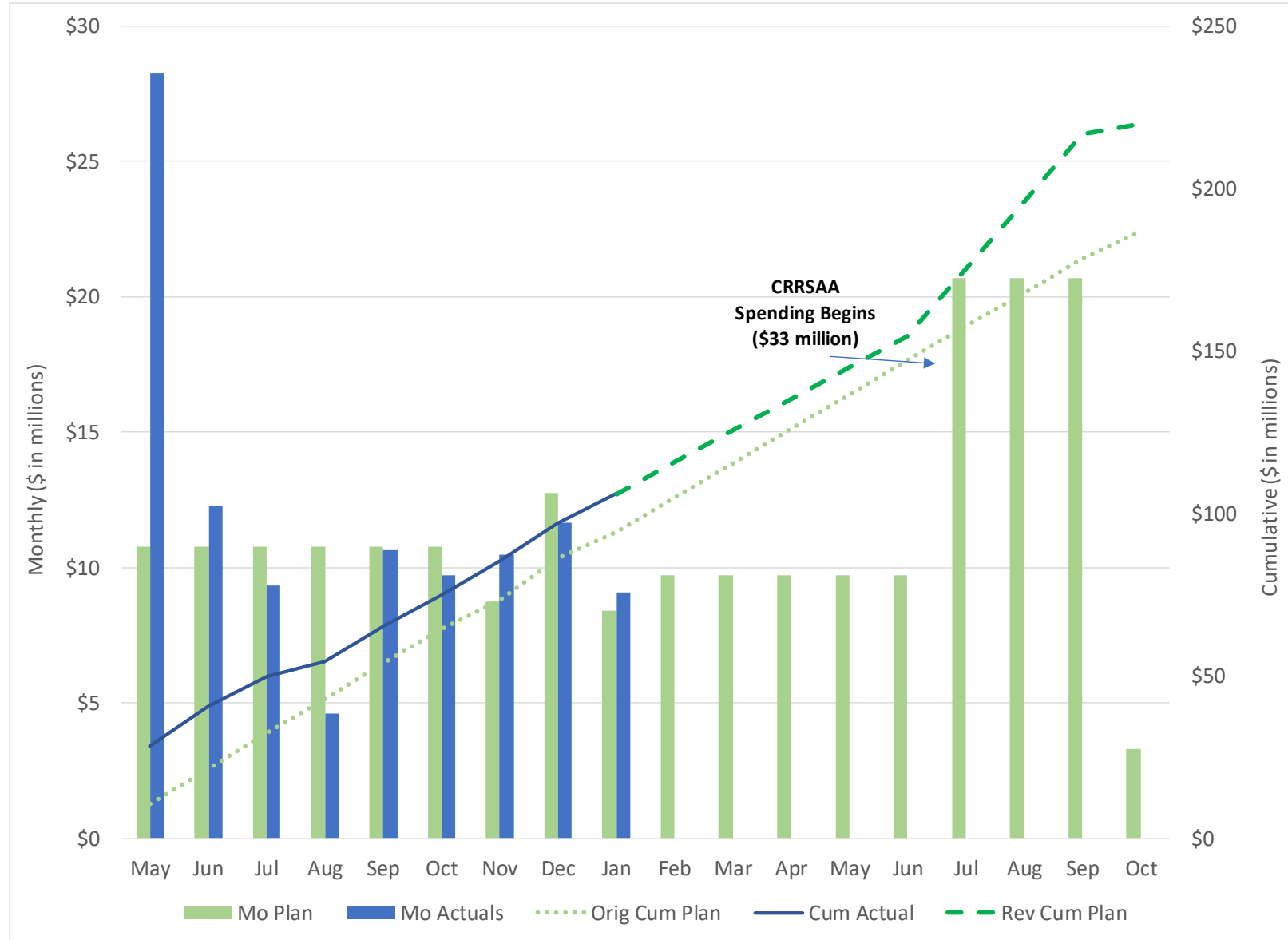


2021 Passenger Revenues

January (\$2.7 million)



2020 - 2021 Stimulus Funds



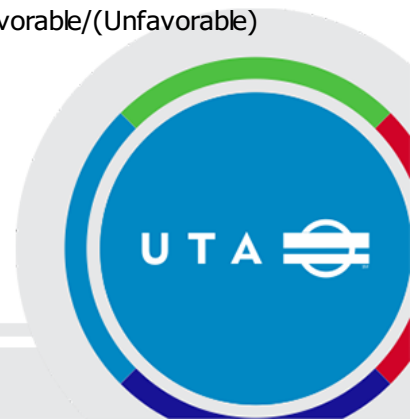
Operating Financial Results

January 2021

| MONTHLY RESULTS | | | | | | FISCAL YEAR 2021 Dollars in Millions | YEAR-TO-DATE RESULTS | | | | |
|----------------------|----------------|----------------|---------------|--------------|--|---|----------------------|----------------|----------------|---------------|--------------|
| Prior Year Actual | Current Year | | | | | | Prior Year Actual | Current Year | | | |
| | Actual | Budget | Variance | | | | Actual | Budget | Variance | | |
| | | | | | | Revenue | | | | | |
| \$ 22.8 | \$ 26.7 | \$ 26.7 | \$ 0.0 | 0.0% | | Sales Tax <i>(Jan accrual)</i> | \$ 22.8 | \$ 26.7 | \$ 26.7 | \$ 0.0 | 0.0% |
| 4.6 | 2.7 | 2.6 | 0.1 | 2.2% | | Fares | 4.6 | 2.7 | 2.6 | 0.1 | 2.2% |
| 4.8 | 15.5 | 14.3 | 1.2 | 8.3% | | Federal | 4.8 | 15.5 | 14.3 | 1.2 | 8.3% |
| 1.1 | 0.6 | 1.4 | (0.8) | -60.6% | | Other | 1.1 | 0.6 | 1.4 | (0.8) | -60.6% |
| \$ 33.4 | \$ 45.4 | \$ 45.0 | \$ 0.4 | 0.9% | | TOTAL REVENUE | \$ 33.4 | \$ 45.4 | \$ 45.0 | \$ 0.4 | 0.9% |
| | | | | | | Expense | | | | | |
| \$ 13.6 | \$ 12.5 | \$ 13.2 | \$ 0.8 | 5.7% | | Salary/Wages | \$ 13.6 | \$ 12.5 | \$ 13.2 | \$ 0.8 | 5.7% |
| 6.2 | 6.0 | 6.2 | 0.2 | 3.4% | | Fringe Benefits | 6.2 | 6.0 | 6.2 | 0.2 | 3.4% |
| 1.3 | 1.1 | 2.7 | 1.6 | 59.7% | | Services | 1.3 | 1.1 | 2.7 | 1.6 | 59.7% |
| 1.9 | 1.3 | 2.0 | 0.7 | 35.7% | | Parts | 1.9 | 1.3 | 2.0 | 0.7 | 35.7% |
| 1.8 | 1.8 | 1.8 | 0.1 | 4.1% | | Fuel | 1.8 | 1.8 | 1.8 | 0.1 | 4.1% |
| 0.5 | 0.8 | 0.5 | (0.3) | -67.5% | | Utilities | 0.5 | 0.8 | 0.5 | (0.3) | -67.5% |
| 0.6 | 0.6 | 1.8 | 1.2 | 65.7% | | Other | 0.6 | 0.6 | 1.8 | 1.2 | 65.7% |
| (0.7) | (0.4) | (0.8) | (0.3) | 41.8% | | Capitalized Cost | (0.7) | (0.4) | (0.8) | (0.3) | 41.8% |
| \$ 25.1 | \$ 23.6 | \$ 27.5 | \$ 3.9 | 14.0% | | TOTAL EXPENSE | \$ 25.1 | \$ 23.6 | \$ 27.5 | \$ 3.9 | 14.0% |
| \$ 6.7 | \$ 7.6 | \$ 7.6 | \$ - | 0.0% | | Debt Service | \$ 6.7 | \$ 7.6 | \$ 7.6 | \$ - | 0.0% |
| \$ 1.5 | \$ 14.2 | \$ 10.0 | \$ 4.2 | 42.5% | | Contrib. Capital/ Reserves | \$ 1.5 | \$ 14.2 | \$ 10.0 | \$ 4.2 | 42.5% |

Favorable/(Unfavorable)

Favorable/(Unfavorable)



2021 Operating Expense by Mode (\$3.86 million)

Operating Expense By Mode (\$ in Millions)

| MTD | Jan 2020 | | Jan 2021 | | Variance '21 | |
|--------------------------------|----------------|----------------|----------------|---------------|--------------|--|
| | Actual | Actual | Budget | \$ | Percent | |
| <i>Administrative</i> | \$ 2.5 | \$ 2.5 | \$ 4.5 | \$ 2.0 | 44.3% | |
| <i>Operating Support</i> | 4.3 | 4.0 | 4.5 | 0.5 | 11.6% | |
| <i>Bus</i> | 9.3 | 8.6 | 9.2 | 0.6 | 6.4% | |
| <i>Light Rail</i> | 3.2 | 2.7 | 3.4 | 0.7 | 21.4% | |
| <i>Commuter Rail</i> | 2.1 | 1.8 | 2.0 | 0.2 | 9.4% | |
| <i>Maintenance of Way</i> | 1.7 | 2.1 | 1.6 | (0.5) | -32.7% | |
| <i>Paratransit</i> | 1.8 | 1.7 | 2.0 | 0.3 | 13.2% | |
| <i>Special Services</i> | 0.1 | 0.2 | 0.3 | 0.1 | 35.0% | |
| Total Operating Expense | \$ 25.1 | \$ 23.6 | \$ 27.5 | \$ 3.9 | 14.0% | |



Questions?



Contracts, Disbursement, and Grants



Change Order: Ogden to Weber State (WSU) Bus Rapid Transit (BRT) Construction Manager/General Contractor (CM/GC) Phase 2 Construction Services Amendment (Stacy and Witbeck, Inc.)

Recommended Action (by acclamation)

Motion to approve change order as presented in meeting materials



**Change Order: On-Call Infrastructure Contract – Task
Order #01 Project Management/Construction
Management (PM/CM) Fees
(Stacy and Witbeck, Inc.)**

**Recommended Action
(by acclamation)**

Motion to approve change order as presented in meeting materials



Change Order: On-Call Infrastructure Contract – Task Order #03 Stadium and Mario Capecchi Rail Procurement for Curve Replacements (Stacy and Witbeck, Inc.)

Recommended Action (by acclamation)

Motion to approve change order as presented in meeting materials



Service and Fare Approvals



Free Fare for COVID-19 Vaccinations



BACKGROUND

We recommend UTA provide free fare for people traveling to and from COVID-19 vaccination appointments.

Benefits:

- Equity & Engagement
- Public Health & Safety
- Increased access to vaccines
- Logistical support for mass vaccination sites, parking concerns
- Collaboration with counties in UTA service area



DISCUSSION

Methods:

- Coordination with local health departments in service area
- All UTA modes & locations to be included
- Free fare verified through appointment confirmation, vaccination card

Timeline:

- March through June 30



FISCAL IMPACT

- **Estimated number of vaccines distributed in UTA’s service area:** ~2.5 Million (based on state goals and projections)
- **Estimated ridership utilization:** ~2-8%
- **Estimated fiscal impact of initiative:** ~\$188,000 - \$750,000

| | 2% | 4% | 6% | 8% |
|-------------------------|----------------------|----------------------|----------------------|----------------------|
| Transit Riders | 50,000 | 100,000 | 150,000 | 200,000 |
| Group Pass Rate | X \$3.75 | X \$3.75 | X \$3.75 | X \$3.75 |
| Total Fare Value | \$ 188,000.00 | \$ 375,000.00 | \$ 563,000.00 | \$ 750,000.00 |



Free Fare for COVID-19 Vaccinations

Recommended Action (by acclamation)

Motion to approve free fare initiative as presented in meeting materials



Other Business

- a. Next meeting: March 24, 2021 at 9:00 a.m.



Adjourn

