

UTA Board of Trustees Meeting

May 6, 2020



Call to Order and Opening Remarks



Public Comment

Due to the format of the meeting, no in-person comment will be taken

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

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



Safety First Minute



Be Proactive. Report Hazards.



UTA 
SAFETY & SECURITY

MAY 2020



Consent Agenda

- a. Approval of April 29, 2020 Board Meeting Minutes



Recommended Action (by acclamation)

Motion to approve



Agency Report

a. Ridership



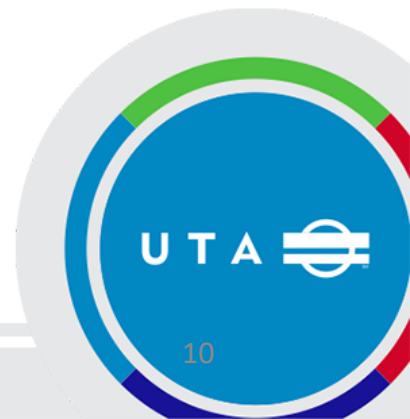
Service Update

During Covid-19 Pandemic

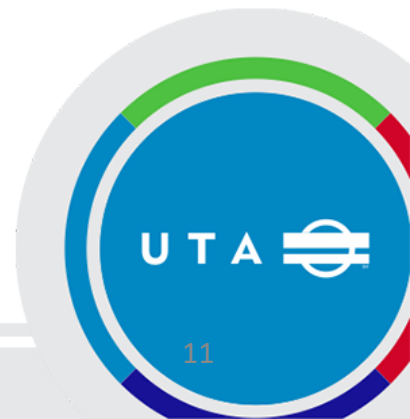


Service Modifications (April 5, 2020)

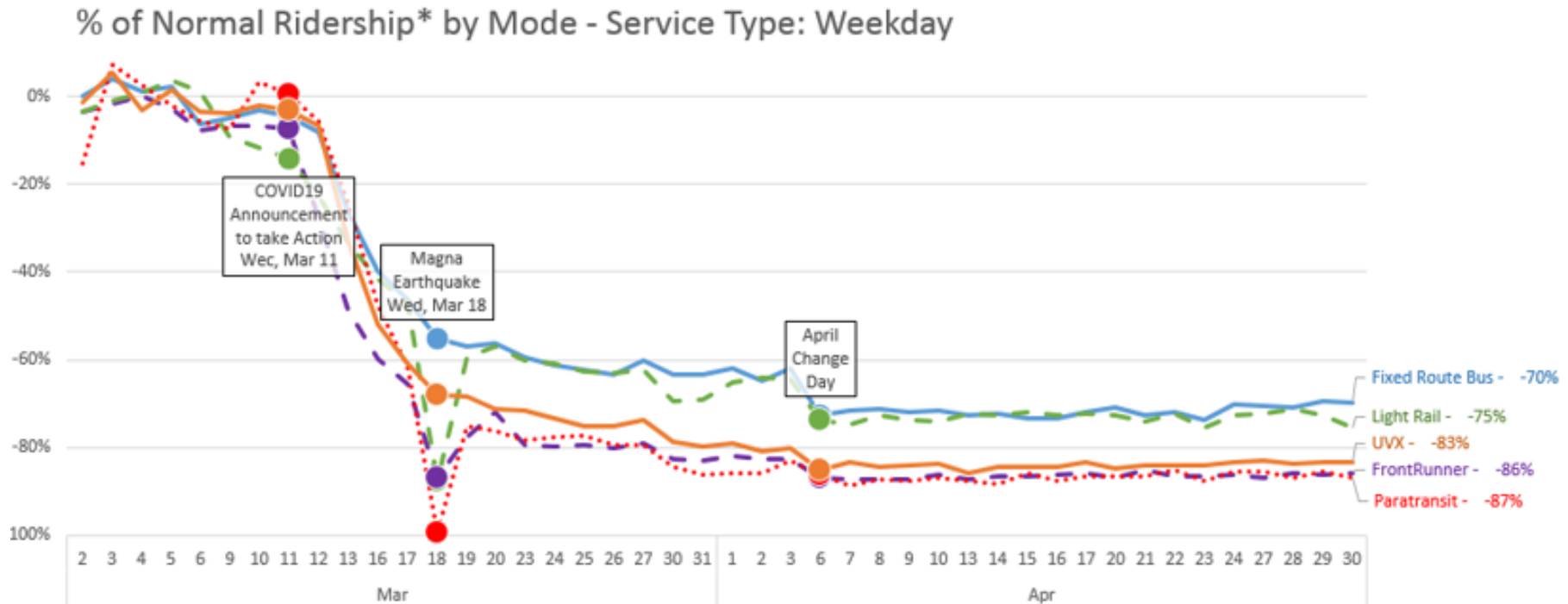
- **Fixed Route Bus**
 - Maintained span of service on most routes
 - Adjusted frequency of service on most 15 and 30 minute bus routes
 - Adjusted UVX service from 6 to 15 minute service
 - Added additional trips on Routes 33, 35, 200, and 217 to enable social distancing
 - Suspended some commuter bus routes where alternative service is available
- **Light Rail**
 - Adjusted frequency from 15 to 30 minute service
- **Commuter Rail**
 - Adjusted frequency from 30 to 60 minute service (Mon-Sat)



COVID 19 Effects on Ridership



Weekday Ridership Update

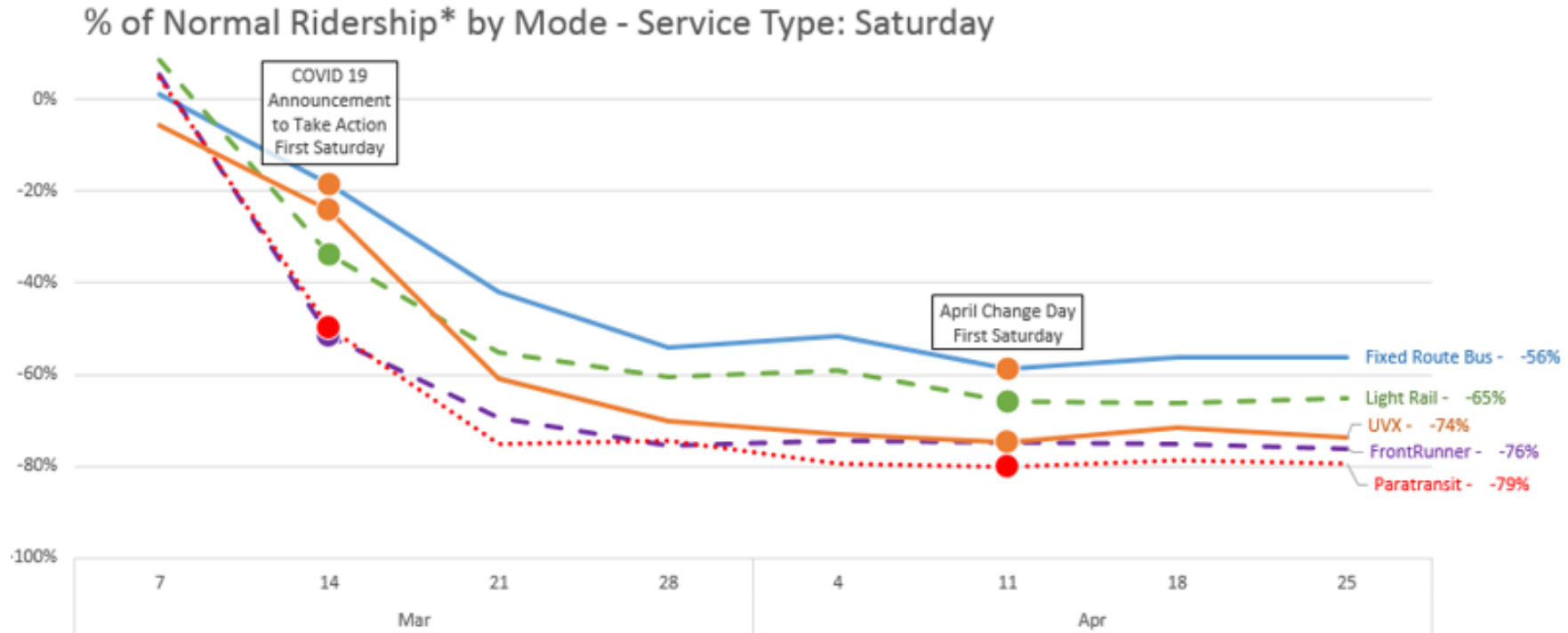


- **Weekday Ridership – 41,715**

- Fixed Route Bus – 24,324
- Light Rail – 14,554
- UVX – 2,110 (incl. in fixed route total)
- FrontRunner – 2,615
- Paratransit - 222

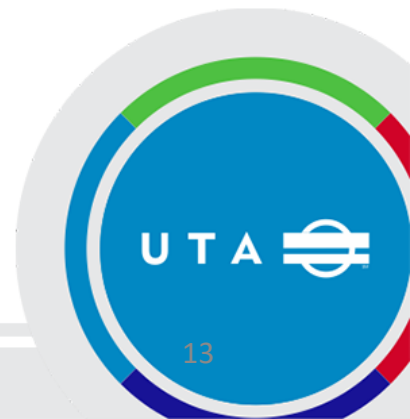


Saturday Ridership Update

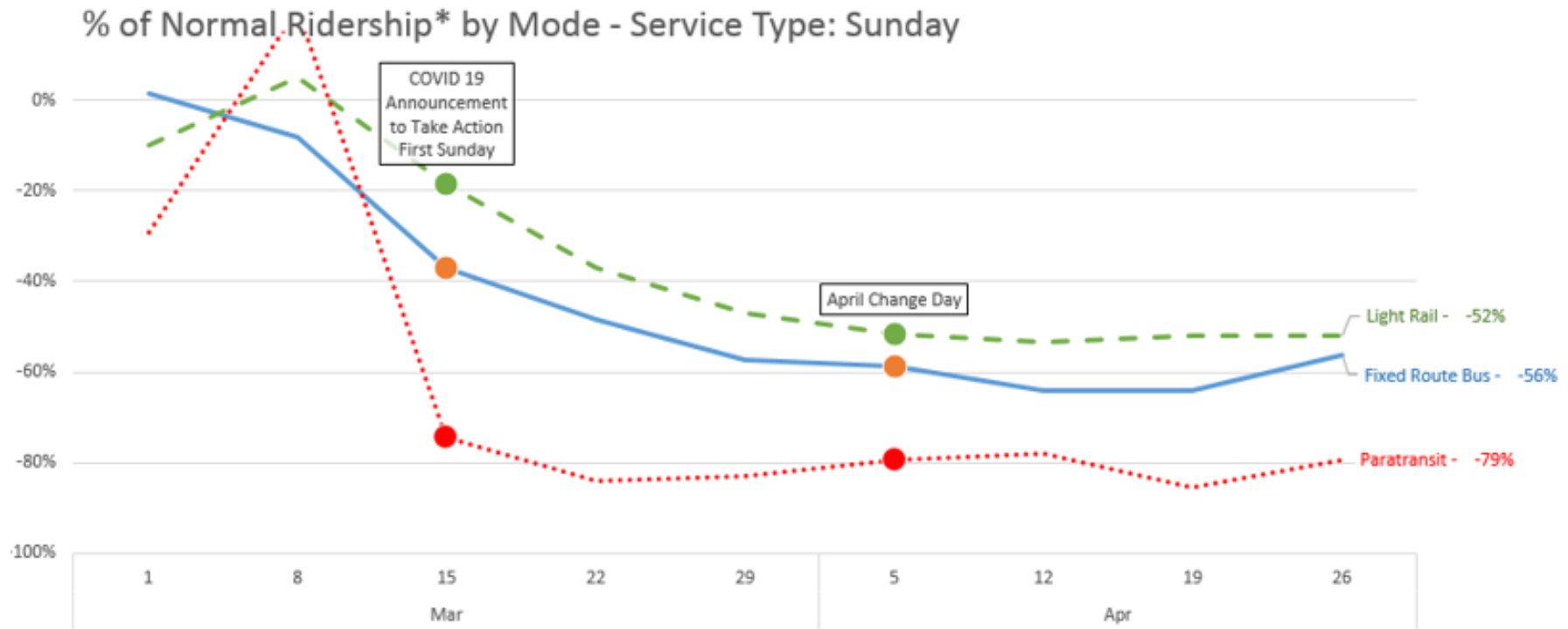


- **Saturday Ridership – 28,730**

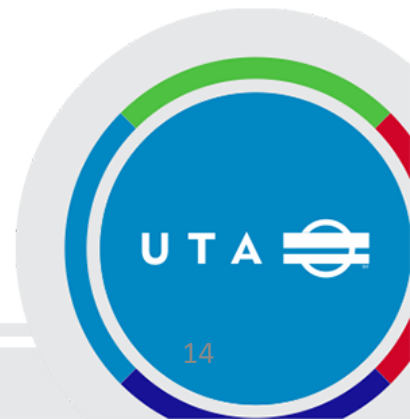
- Fixed Route Bus – 15,794
- Light Rail – 10,988
- UVX – 1,589 (incl. in fixed route total)
- FrontRunner – 1,888
- Paratransit - 60



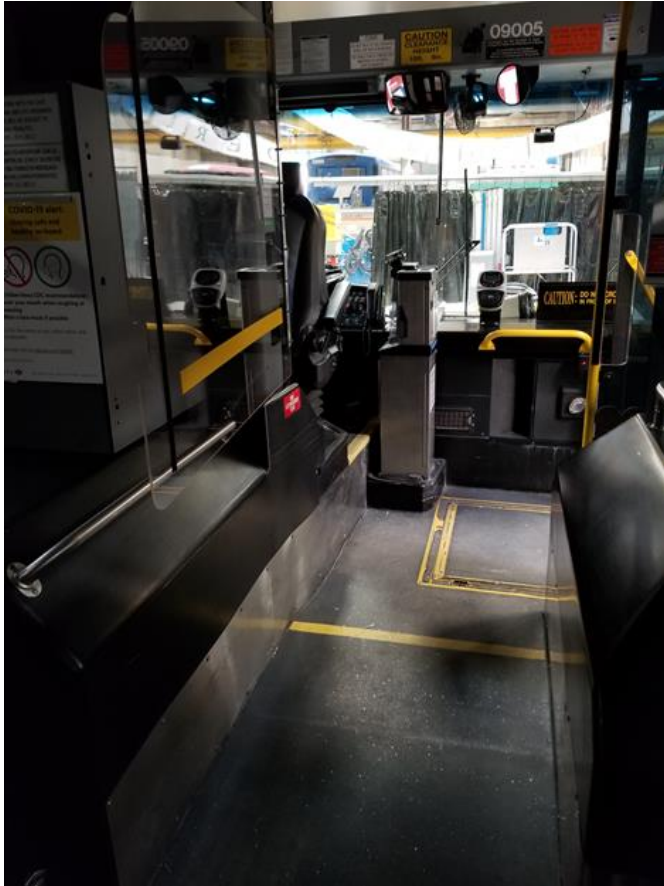
Sunday Ridership Update



- **Sunday Ridership – 13,672**
 - Fixed Route Bus – 5,380
 - Light Rail – 8,278
 - UVX – No Service
 - FrontRunner – No Service
 - Paratransit - 15

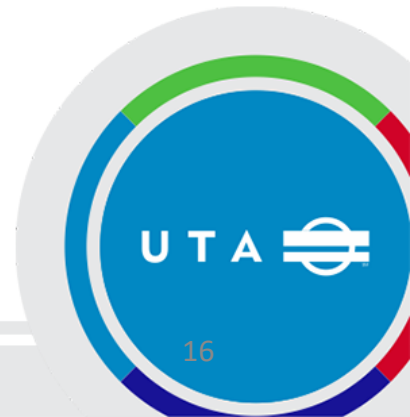


Temporary Driver Shield

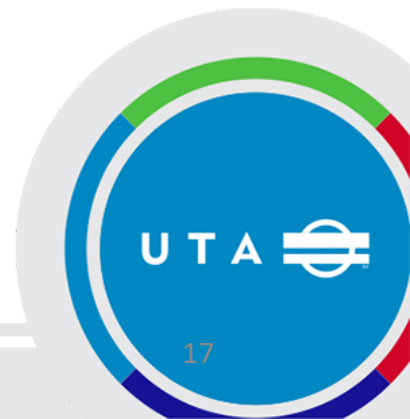


Moving Forward

- **Recovery team focus areas**
 - Ridership, financial stability, and rebuilding community confidence
- **Implement strategy mirroring state's recovery plan**
 - Develop actions for each risk level
- **Collect data through customer survey**
 - Determine changes in customer expectations, behaviors, and travel patterns
- **Monitor ridership and make targeted service adjustments**
 - Establish route/mode-based passenger load thresholds
 - Demand vs. financial constraints
 - Long-term service design remains top priority
- **Standardize enhanced cleaning practices**
 - Daily disinfecting of vehicles, stations, and facilities



Questions?



Financial Report – March 2020



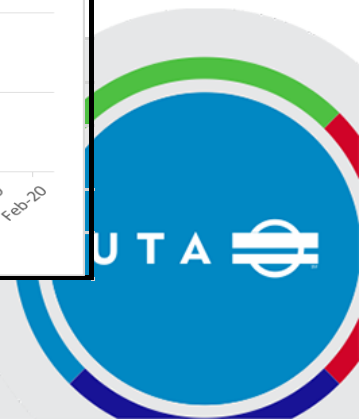
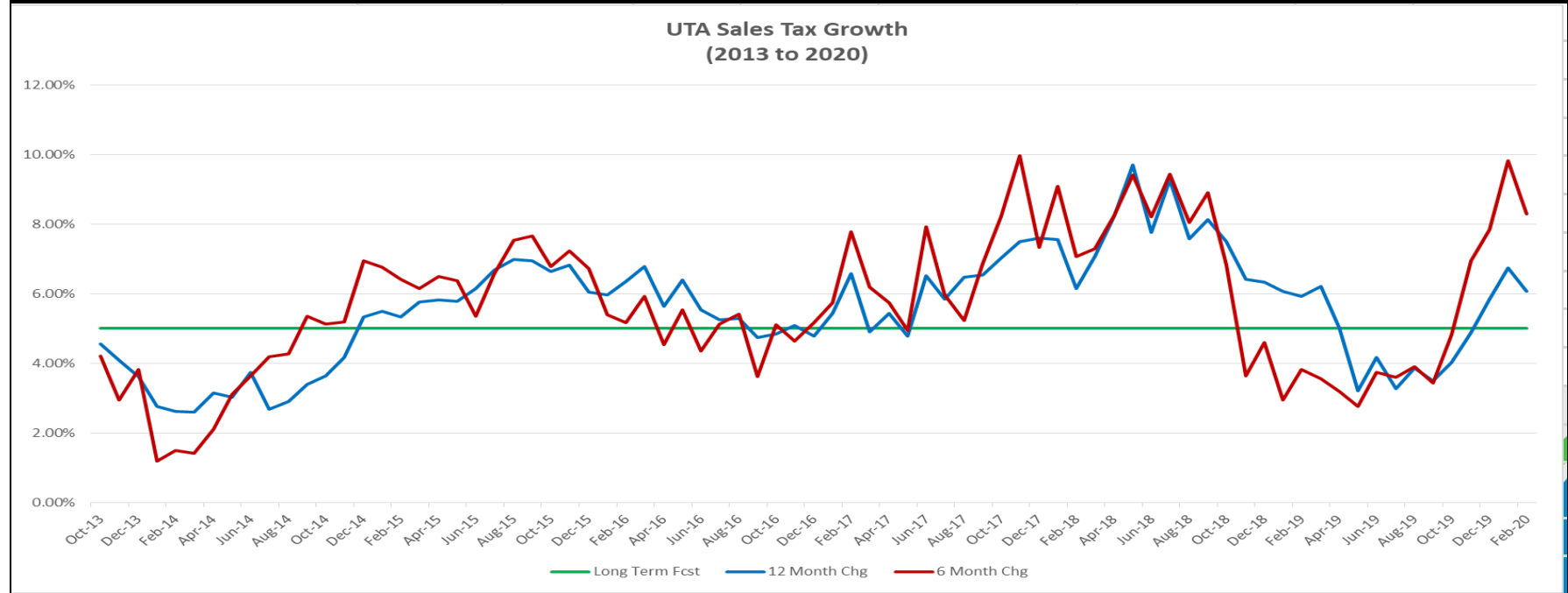
Monthly Financial Report

May 6, 2020



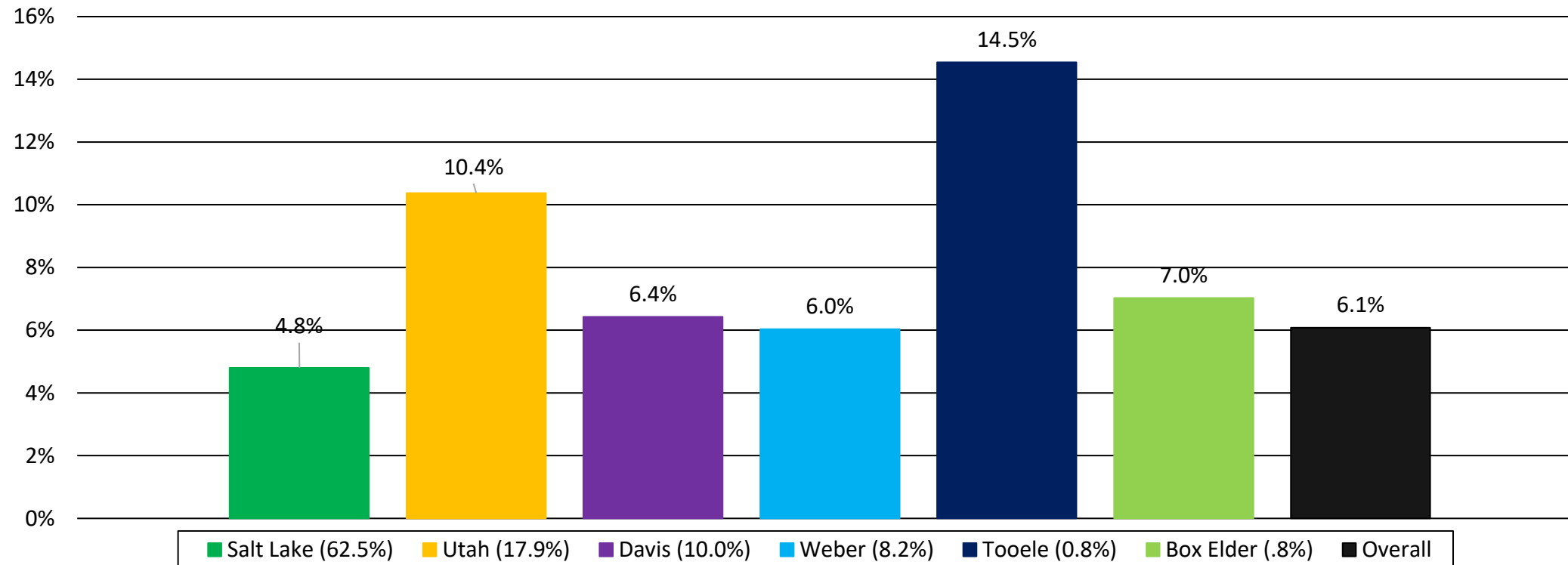
March 2020 Dashboard

| Financial Metrics | Fav/ (Unfav) % | | | | Fav/ (Unfav) % | | | |
|---------------------------|------------------------------|------------|-----------|--------|----------------|------------|-----------|-------|
| | Mar Actual | Mar Budget | | | YTD Actual | YTD Budget | | |
| Sales Tax (Feb '20 mm \$) | \$ 22.0 | \$ 23.3 | \$ (1.32) | -5.7% | \$ 50.4 | \$ 46.2 | \$ 4.28 | 9.3% |
| Fare Revenue (mm) | \$ 3.7 | \$ 4.9 | \$ (1.20) | -24.7% | \$ 12.8 | \$ 13.8 | \$ (0.98) | -7.1% |
| Operating Exp (mm) | \$ 24.1 | \$ 26.0 | \$ 1.98 | 7.6% | \$ 72.4 | \$ 78.9 | \$ 6.51 | 8.3% |
| Subsidy Per Rider (SPR) | \$ 7.80 | \$ 5.88 | \$ (1.92) | -32.7% | \$ 5.84 | \$ 5.88 | \$ 0.04 | 0.7% |
| UTA Diesel Price (\$/gal) | \$ 1.59 | \$ 2.50 | \$ 0.91 | 36.4% | \$ 1.77 | \$ 2.50 | \$ 0.73 | 29.1% |
| Operating Metrics | Mar Actual | Mar-20 | F/ (UF) | % | YTD Actual | YTD 2018 | F/ (UF) | % |
| Ridership (mm) | 2.62 | 3.76 | (1.1) | -30.4% | 10.19 | 11.04 | (0.8) | -7.7% |
| Alternative Fuels | CNG Price (Diesel Gal Equiv) | | \$ 1.85 | | | | | |

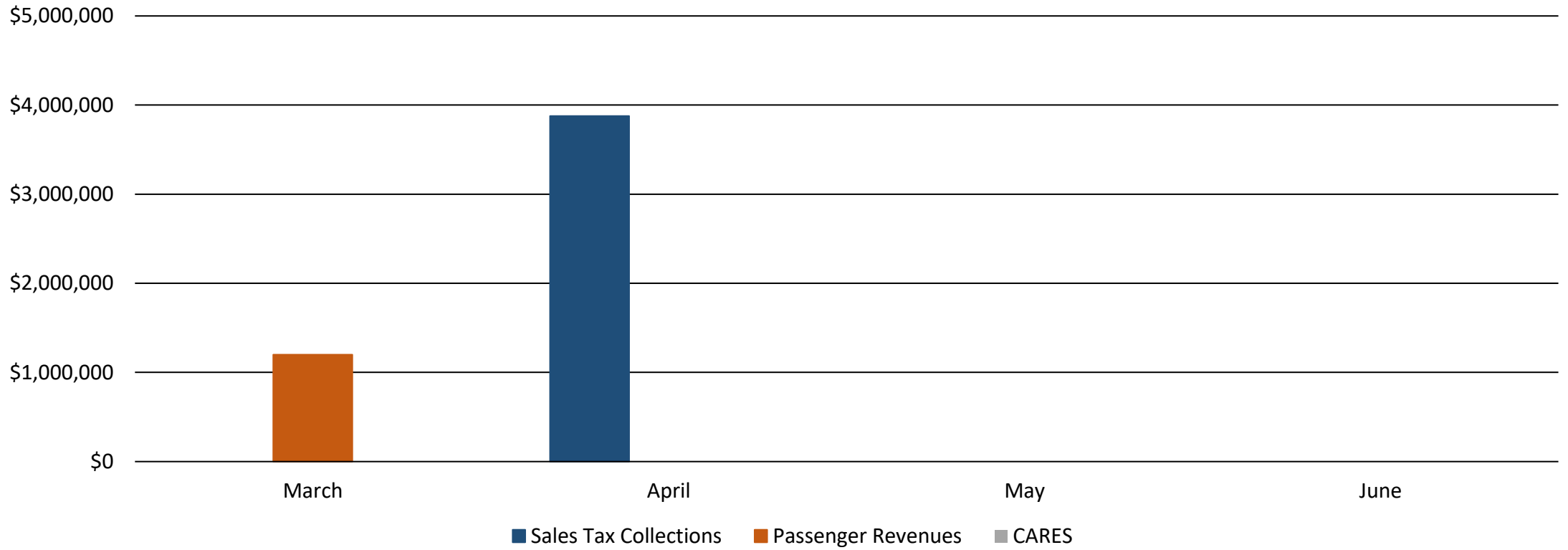


Sales Tax Collections

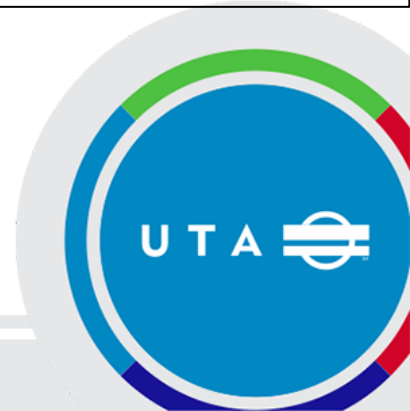
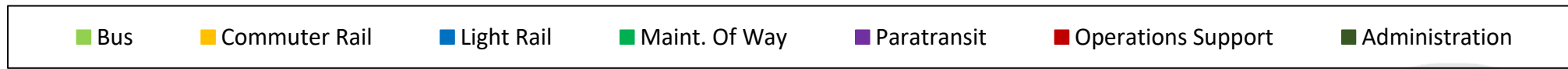
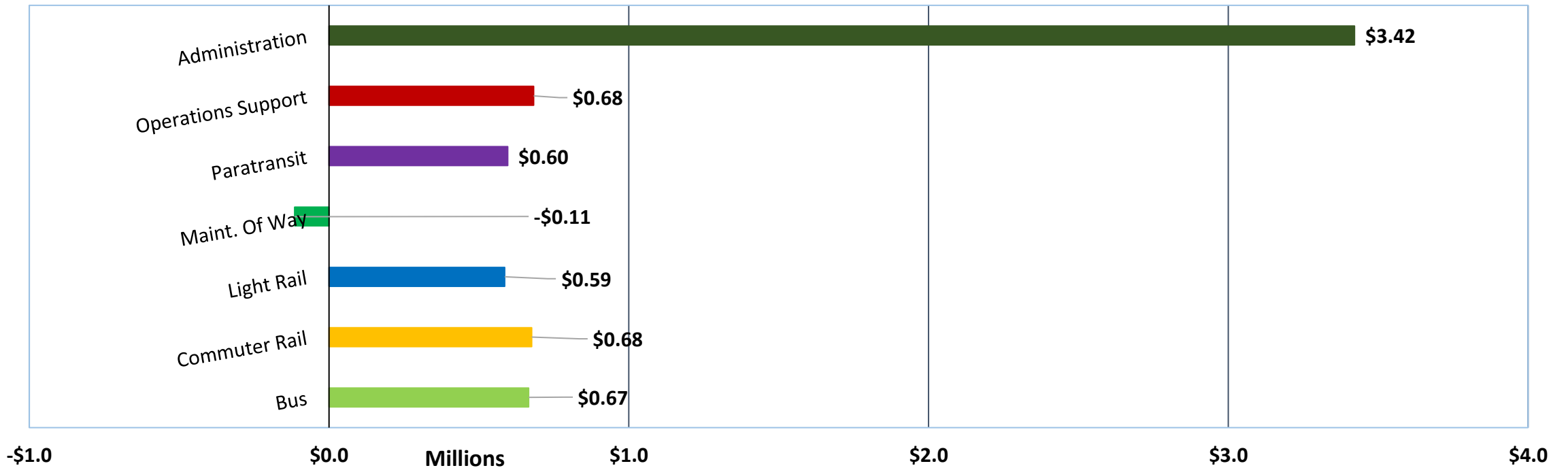
(Percentage Growth 2020 over 2019 for 12 months ended April 30)



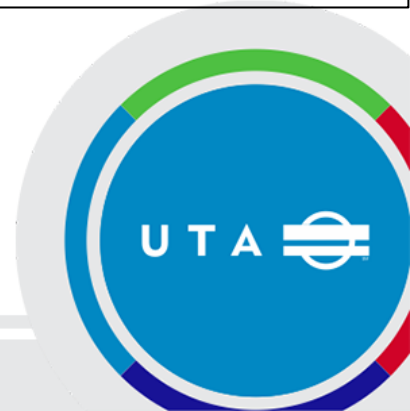
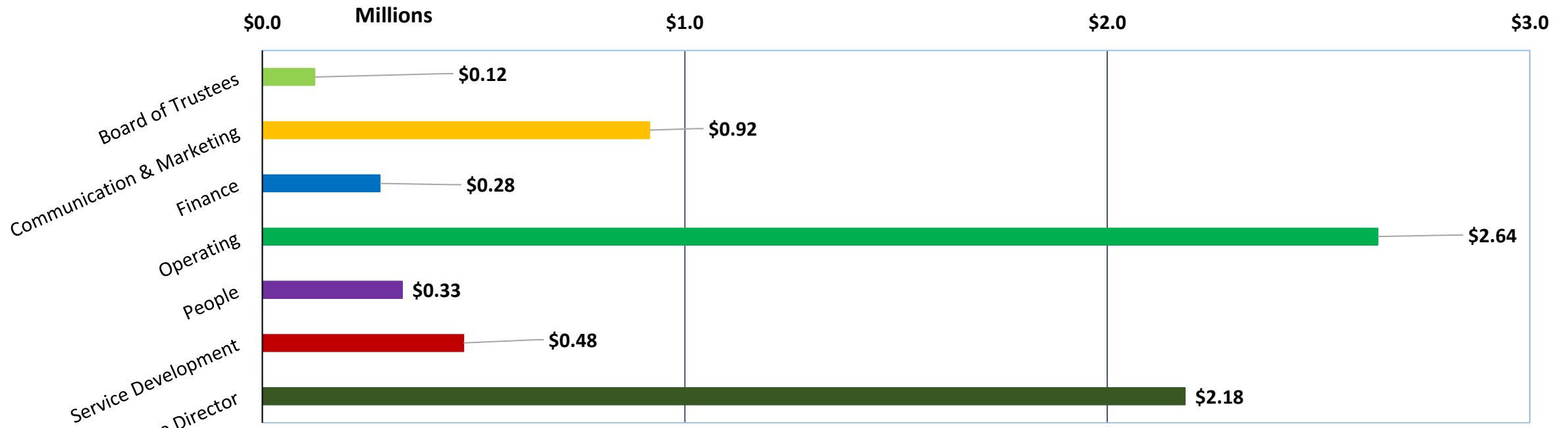
Cumulative Revenue Loss and CARES Drawdown



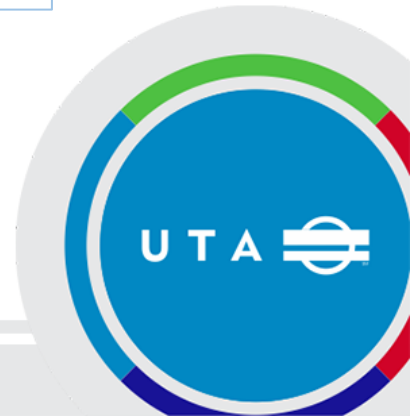
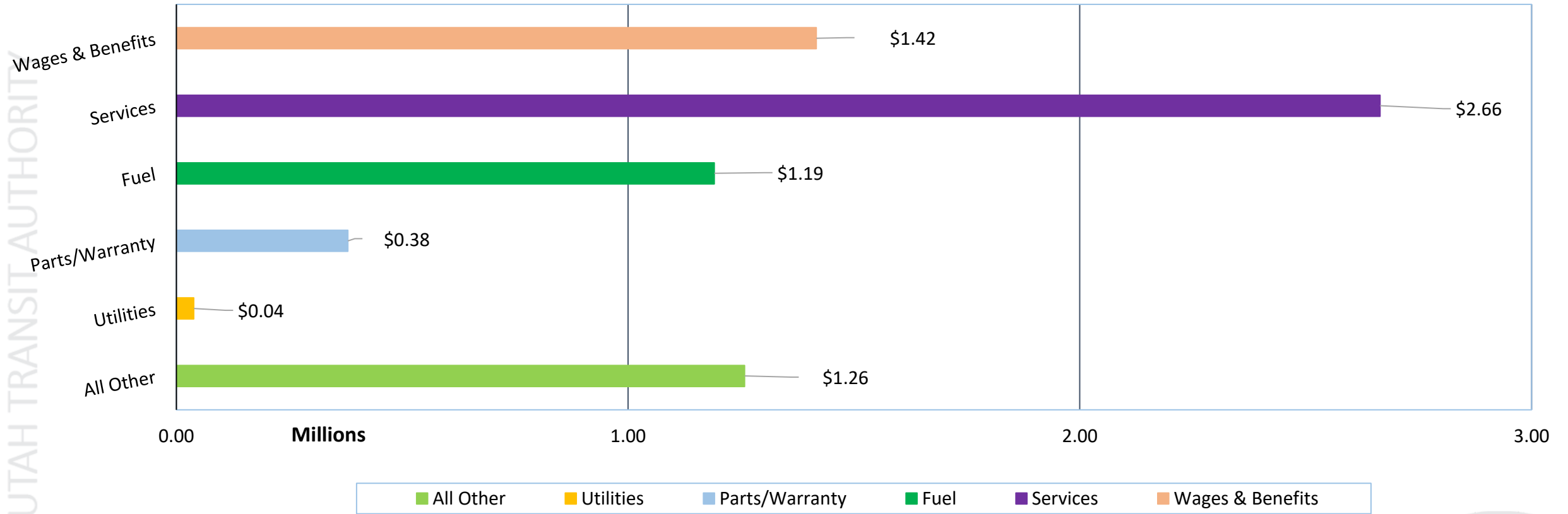
2020 Expense Thru March 31 – Variance by Mode



2020 Expense Thru March 31 - Variance by Chief Officer



2020 Expense Thru March 31 - Variance by Type



Resolutions



R2020-05-01

**Resolution Authorizing the Request of Emergency Funding
Reimbursement for Coronavirus Aid Relief Through the
Federal Emergency Management Agency (FEMA) Public
Assistance (PA) Program**



Recommended Action (by roll call)

Motion to approve R2020-05-01

Resolution Authorizing the Request of Emergency Funding Reimbursement for
Coronavirus Aid Relief Through the Federal Emergency Management Agency (FEMA)
Public Assistance (PA) Program



Contracts, Disbursements, and Grants

- a. Change Order: Actuarial Services (Milliman)
- b. Change Order: Employer Health Insurance Agreement – Administrative Employees (Public Employers Health Plan)
- c. Change Order: Employer Health Insurance Agreement – Bargaining Employees (Public Employers Health Plan)
- d. Change Order: Employer Health Insurance Agreement – Administrative Employees (Select Health)
- e. Change Order: Employer Health Insurance Agreement – Bargaining Employees (Select Health)

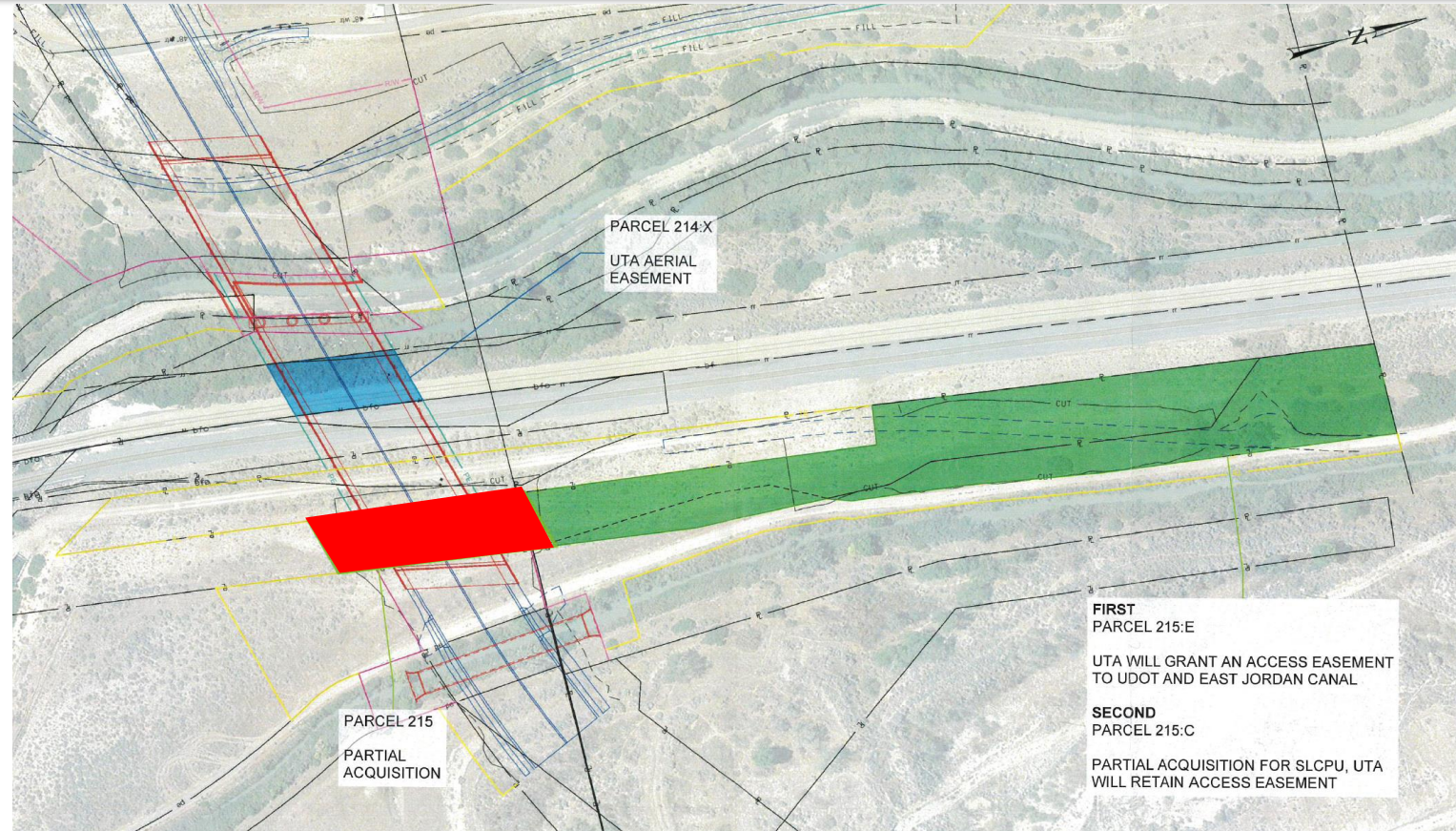





Contracts, Disbursements, and Grants (continued)

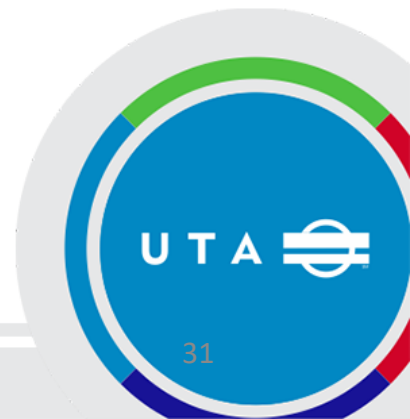
- f. Real Estate Contract: Disposition of Real Property for Porter Rockwell Bridge Project – Parcels 215:B, 215:C, and 215:E (Utah Department of Transportation)



Property Context Map



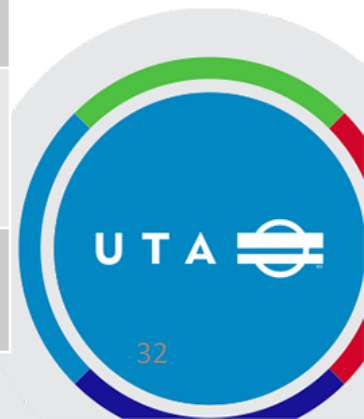
-  **Fee Disposition to UDOT**
-  **East Jordan Easement & Disposition to SLC**
-  **Aerial License to UDOT**



Property Overview



| | |
|---|---|
| Buyer | Utah Department of Transportation |
| Purpose | Porter Rockwell Boulevard Project |
| Location | 15702 S Pony Express Rd, Bluffdale |
| Fee Disposition (UDOT) | 15,129 square feet |
| Perpetual Easement (East Jordan Irrigation Co) | 82,248 square feet |
| Fee Disposition (Salt Lake City) | 82,248 square feet (UTA retains access rights) |
| Total Property Cost | \$457,300 |



Recommended Action (by acclamation)

Motion to

- 1) Declare property as surplus
- 2) Approve disposition of the property
- 3) Authorize Executive Director to execute contract and related documents



Service and Fare Approvals

- a. Fare Approval: Ogden Twilight Concert Series Tickets for Transit Agreement (Ogden City)
- b. Fare Approval: Salt Lake Twilights Concert Series Tickets for Transit Agreement (S&S Presents)



Discussion Items



Rocky Mountain Power Memorandum of Understanding (MOU)





UTA – Rocky Mountain Power Partnership Vision

Big Opportunities

- ▶ Similar environmental goals
- ▶ Rapid electric vehicle adoption of all types (cars, trains, buses)
- ▶ The Wasatch Front has a growing collection of “smart cities” seeking energy and transportation solutions



SLC and Rocky Mountain Power

- ▶ In 2017, Salt Lake City and Rocky Mountain Power partnered together to make a Clean Energy Implementation Plan
- ▶ This plan set clean energy goals that the two entities can achieve together
- ▶ UTA, Like Salt Lake City, is a major customer of Rocky Mountain Power



Clean Energy Implementation Plan



Salt Lake City Corporation
Department of Sustainability

Rocky Mountain Power

Published March 28, 2017

The Vision

Utah Transit Authority (UTA) and Rocky Mountain Power are continually making major investments in Utah's transportation and power infrastructure. A partnership between these two agencies could lead to the discovery of innovative solutions to their shared concerns of public safety, equal access and opportunity, air quality, and the demands of population growth. UTA and Rocky Mountain Power are both committed to responsibly using clean energy to power Utah's future. By presenting a range of joint projects and opportunities, this Partnership Vision displays the enormous potential that a long-lasting partnership will provide.

Powering Utah Forward

- ▶ UTA and Rocky Mountain Power have proposed a draft vision document outlining goals and actions in areas suitable for interagency partnership



Energy
Efficiency



Electric
Vehicles



Electrical
Infrastructure



Grid
Resilience



Research
and Grants



Clean Energy Focus Areas

Energy Efficiency

- ▶ Continue using the wattsmart program
- ▶ Perform a power usage evaluation for UTA facilities and operations
- ▶ When systems become outdated, they can be upgraded to more energy efficient systems



<https://www.rockymountainpower.net/env/ws/bawb.html>

Electric Vehicles

- ▶ UTA has acquired 5 electric buses, with more on the way
- ▶ The Future of FrontRunner study presents the possibility of electrifying FrontRunner
- ▶ UTA is experimenting with electric, autonomous vehicles



Electrical Infrastructure

- ▶ Intermodal Hub Project
- ▶ North Temple transit hub
- ▶ Financing/programming Power storage and substations
- ▶ Joint funding agreements for bus and car charging infrastructure
- ▶ Rail expansion and electrification will require infrastructure improvements



Grid Resilience

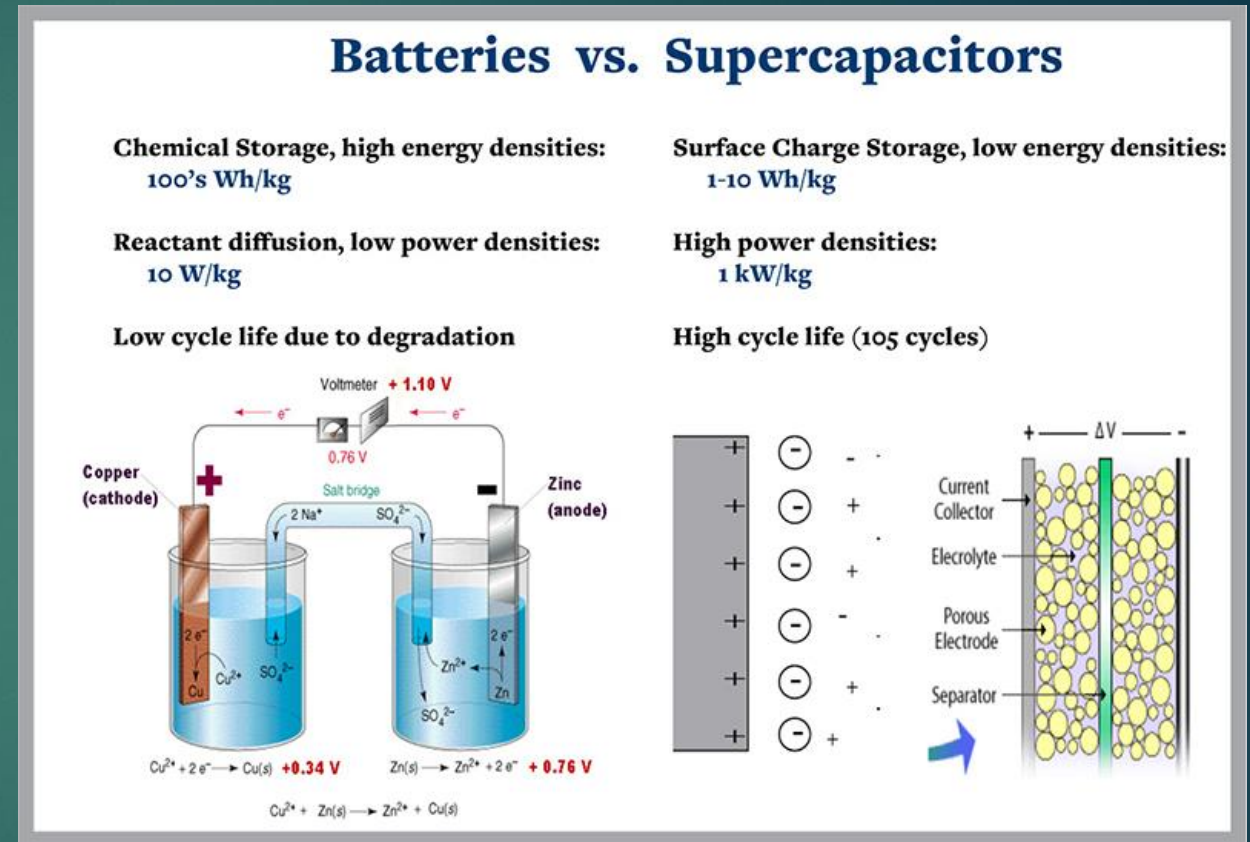
- ▶ Solar-supplemented grid
 - ▶ TRAX station solar panels through the Blue Sky Program
- ▶ Implementing system redundancy to prepare for emergencies
- ▶ Smart grid capability through real-time power usage data



An Errant Knight
(https://commons.wikimedia.org/wiki/File:Northbound_Blue_Line_TRAX_approaching_Midvale_Fort_Union_Station.JPG), <https://creativecommons.org/licenses/by-sa/4.0/legalcode>

Research and Grants

- ▶ Advanced vehicle drive systems
- ▶ Batteries and peak demand management
 - ▶ Onboard supercapacitors
- ▶ Other research
 - ▶ Grid optimization, autonomous vehicles, land use studies, etc.
- ▶ Grant initiatives
 - ▶ Low-No, CMAQ, UCAIR, etc.



<https://www.nanalyze.com/app/uploads/2017/03/UC-Berkeley-Supercapacitor-vs-Battery-Diagram.jpg>

Building our Partnership

- ▶ Next Steps:
 - ▶ Approve the UTA/Rocky Mountain Power Interagency Partnership Vision deal points
 - ▶ Implement the plan by partnering together on current and future projects

U T A



Proposed 2020 Budget Amendment Number 2



Proposed 2020 Budget Amendment Number 2

**UTA Board Meeting
May 6, 2020**

SM

Proposed Operating Budget Changes

- Increase other revenues and paratransit expense by \$250,000
- Reallocation from contingency to Facilities for park and ride maintenance costs (\$22,000)
- Transfer of Operating contingency (\$638,000) to Capital Contingency.

| | 2020 Budget after Budget Amendment #1 | Operating Budget Changes | 2020 Budget after Budget Amendment #2 |
|----------------------------|--|-----------------------------|--|
| Other Revenues | \$3,640,000 | \$250,000 | \$3,890,000 |
| Total Revenues | 492,354,000 | 250,000 | 492,604,000 |
| Paratransit Service | 24,637,000 | 250,000 | 24,887,000 |
| Operations Support | 50,331,000 | 22,000 | 50,353,000 |
| Contingency | 1,660,000 | (660,000) | 1,000,000 |
| Transfer to Capital | 18,427,000 | 638,000 | 19,065,000 |
| Total Expense | \$492,354,000 | \$250,000 | \$492,604,000 |

Proposed Capital Budget Changes

| | |
|---|-----------------------------|
| 2020 Budget After Amendment #1 | \$196,034,000 |
| 2019 Capital Carryforward Projects | 49,398,300 |
| Project Reductions | (36,196,800) |
| FrontRunner & Light Rail SOGR Projects | 4,250,000 |
| New Projects | 9,086,900 |
| Reallocations | <u>638,000</u> |
| 2020 Budget After Proposed Amendment #2 | <u><u>\$223,210,400</u></u> |

2020 Capital Expense Budget Amendment #2 Summary

| | 2020 Budget after Budget Amendment #1 | Proposed Amendment #2 | 2020 Budget after Proposed Budget Amendment #2 |
|-----------------------------------|---|--------------------------|--|
| Depot District | \$40,937,000 | \$(15,937,000) | \$25,000,000 |
| Ogden/Weber BRT | 28,197,000 | (12,947,000) | 15,250,000 |
| Airport Station Relocation | 13,000,000 | (2,000,000) | 11,000,000 |
| Provo-Orem TRIP | | 5,211,000 | 5,211,000 |
| State of Good Repair | 59,898,000 | 15,069,500 | 74,967,500 |
| Other Capital Projects | 53,062,000 | 37,751,900 | 90,813,900 |
| Contingency | <u>940,000</u> | <u>28,000</u> | <u>968,000</u> |
| Totals | <u>\$196,034,000</u> | <u>\$27,176,400</u> | <u>\$223,210,400</u> |

2020 Capital Revenue Budget Amendment #2 Summary

| | 2020 Budget after Budget Amendment #1 | Proposed Amendment #2 | 2020 Budget after Proposed Budget Amendment #2 |
|------------------------------------|---|--------------------------|--|
| UTA Current Year Funding | \$24,732,000 | \$18,200,000 | \$42,932,000 |
| Transfer from Operations | 18,427,000 | 638,000 | 19,065,000 |
| 2018/2019 Bond Proceeds | 61,611,000 | (28,751,500) | 32,859,500 |
| Grants | 39,787,030 | 25,254,600 | 65,041,630 |
| Local Partner Contributions | 13,936,970 | 7,199,900 | 21,136,870 |
| State Contribution | 7,200,000 | 1,850,000 | 9,050,000 |
| Leasing | <u>30,340,000</u> | <u>2,785,400</u> | <u>33,125,400</u> |
| Totals | <u>\$196,034,000</u> | <u>\$27,176,400</u> | <u>\$223,210,400</u> |

Next Steps

May 27 – Local Advisory Council

June 3 – Board considers resolution approving
2020 Budget Amendment #2

SM

Other Business

- a. Next meeting on May 20, 2020 at 9:00 a.m.



Adjourn

