

# UTA Board of Trustees Meeting

August 9, 2023



# Call to Order and Opening Remarks



# **My BeUTAHful Community Student Art Competition**

2023 Winning Art



## *Personal Growth and Change – Valentina Payne – 12<sup>th</sup> Grade*



“This is a self-portrait of me with flowers like a mask. I was inspired during the pandemic to create this work since I really connected with nature during those months. This theme is important because in my pieces, I want to create a feeling of change. A lot of my pieces are centered around activism. That was the main inspiration for my piece.”

# Pledge of Allegiance



# Safety First Minute



# Public Comment

- Live comments are limited to 3 minutes per commenter
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make a comment
- Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website
- Any comments received through alternate means were distributed to the board for review in advance of the meeting



# Consent Agenda

- a. Approval of July 26, 2023, Board Meeting Minutes





# Recommended Action (by acclamation)

Motion to approve consent agenda



# Reports



# Executive Director's Report

- Team Award – S-Curve Replacement Team
- FTA Visit
- OGX – August 26 Event



# Team Award

## S-Curve Replacement Team



# UNIVERSITY “S-CURVE” RAIL REPLACEMENT

Board of Trustees

August 9, 2023



Photo Courtesy Collin Christensen

Agenda Item 6.a.



# “S-CURVE” RAIL REPLACEMENT- WHAT & WHERE

## ■What

- State of Good Repair- “S-Curve” Rail Replacement

## ■Where

- University Trax Red Line between 900 East and 1100 East: Salt Lake City

## ■Why

- Replace severely worn rail infrastructure and provide ease of replacement efforts and costs in the future

## ■How

- Demolish embedded track section and install direct fixation track section

## ■When

- May 22-July 11, 2023

## ■Who

- #OneUTA



# “S-CURVE” RAIL REPLACEMENT- WHY

## ■ Why

- Replace severely worn rail infrastructure and provide ease of replacement efforts and costs in the future



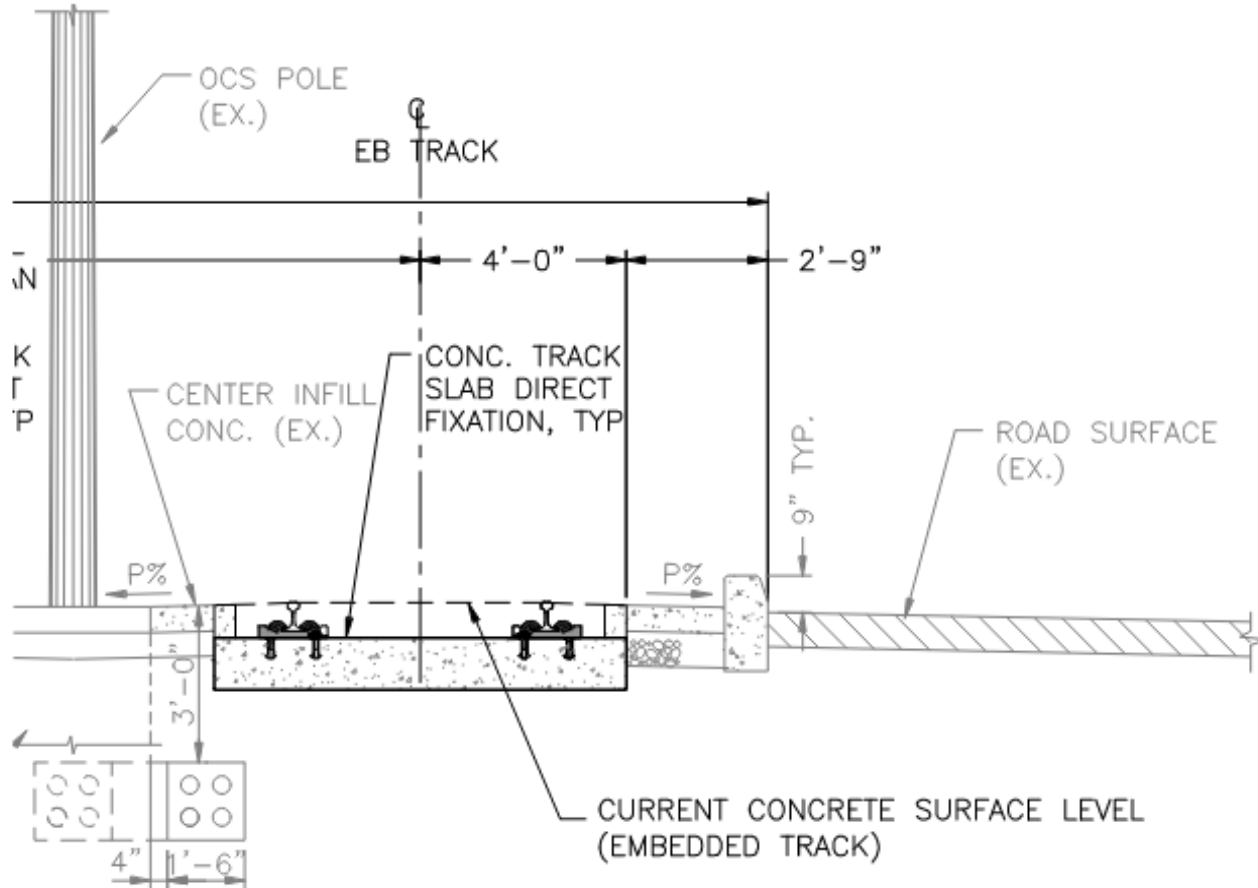
Agenda Item 6.a.



# “S-CURVE” RAIL REPLACEMENT- HOW

- **EXISTING (2001) TRACK SECTION**
  - EMBEDDED TRACK DESIGN

- **NEW (2023) TRACK SECTION**
  - DIRECT FIXATION TRACK DESIGN

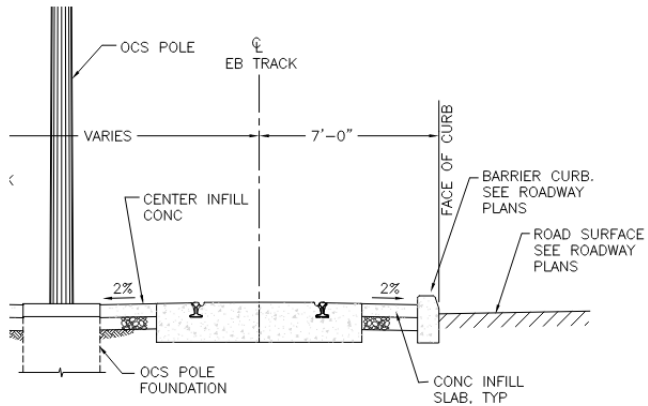




# “S-CURVE” RAIL REPLACEMENT- HOW

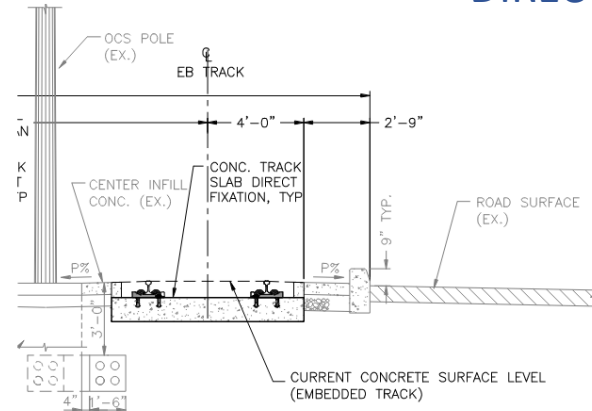
- EXISTING (2001) TRACK SECTION

- EMBEDDED TRACK DESIGN

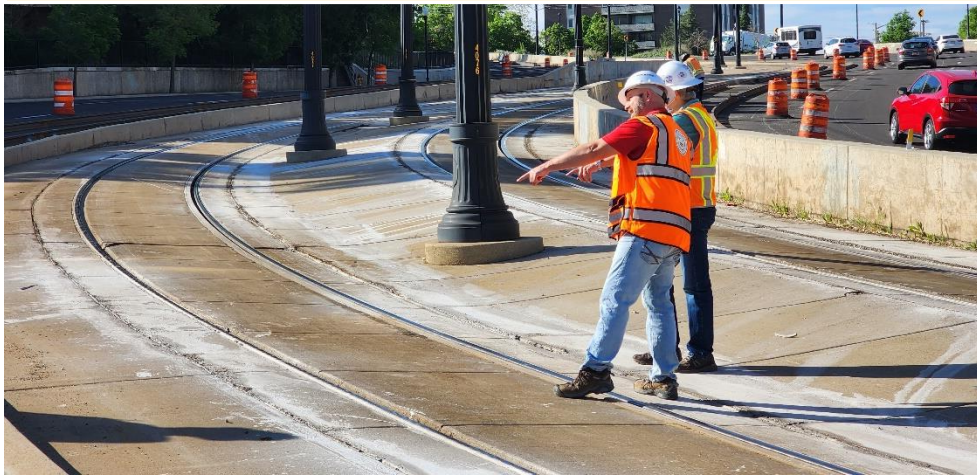


- NEW (2023) TRACK SECTION

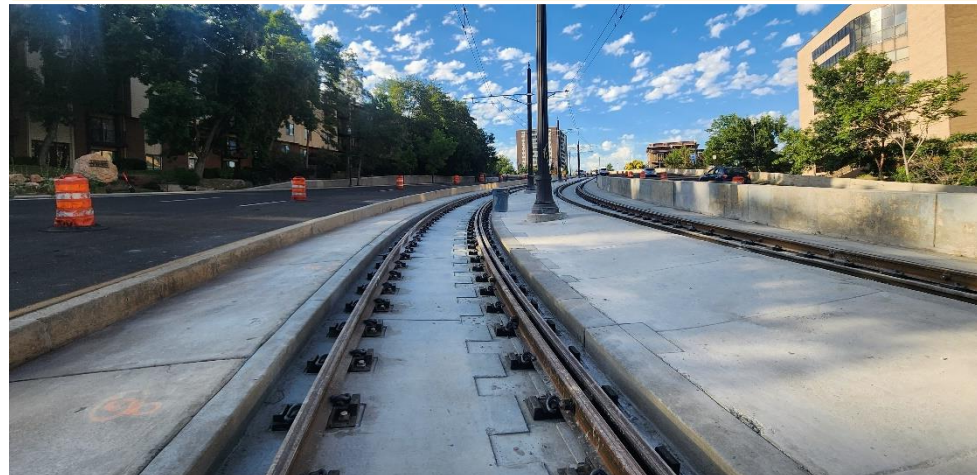
- DIRECT FIXATION TRACK DESIGN



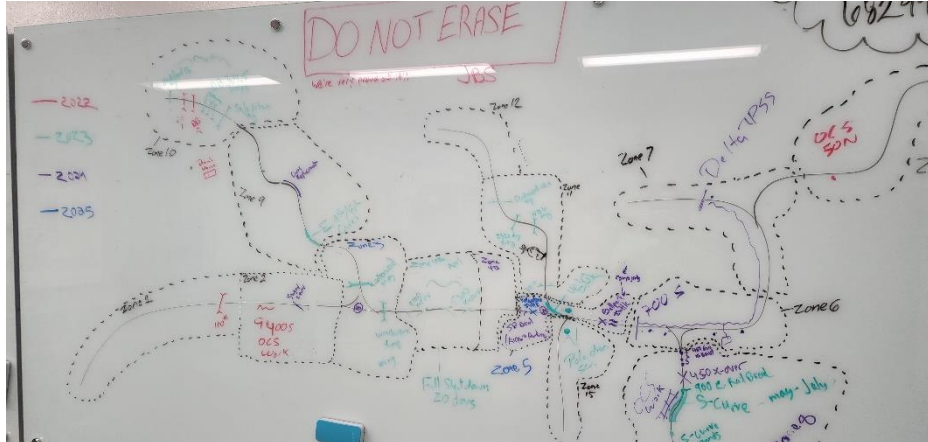
BEFORE



AFTER



# “S-CURVE” RAIL REPLACEMENT- HOW & WHEN



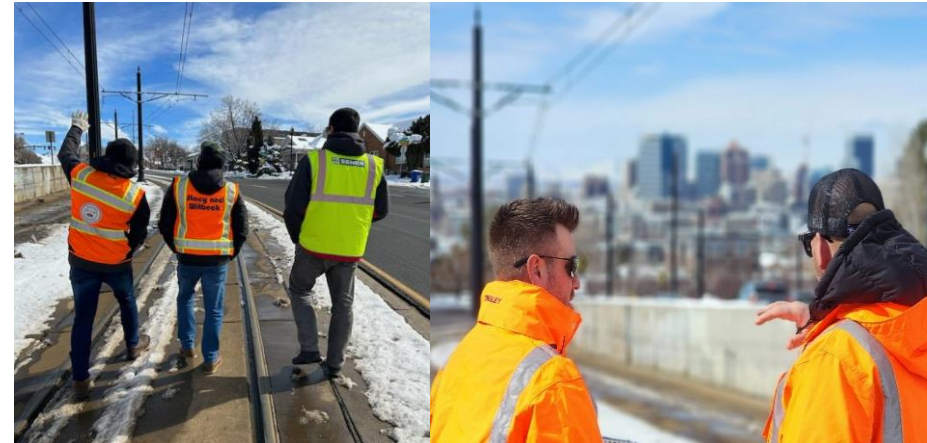
PLANNING BEGAN IN 2021



BI-WEEKLY COORDINATION



FINAL DESIGN BEGAN JAN 2023

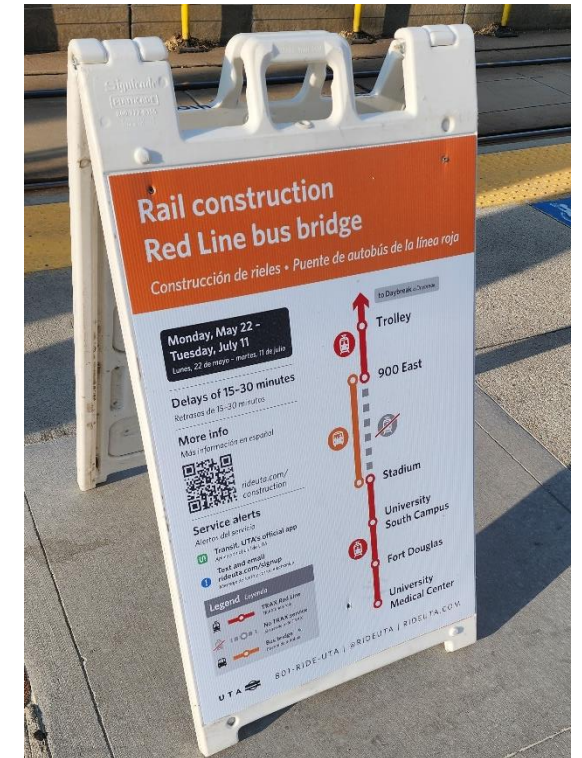
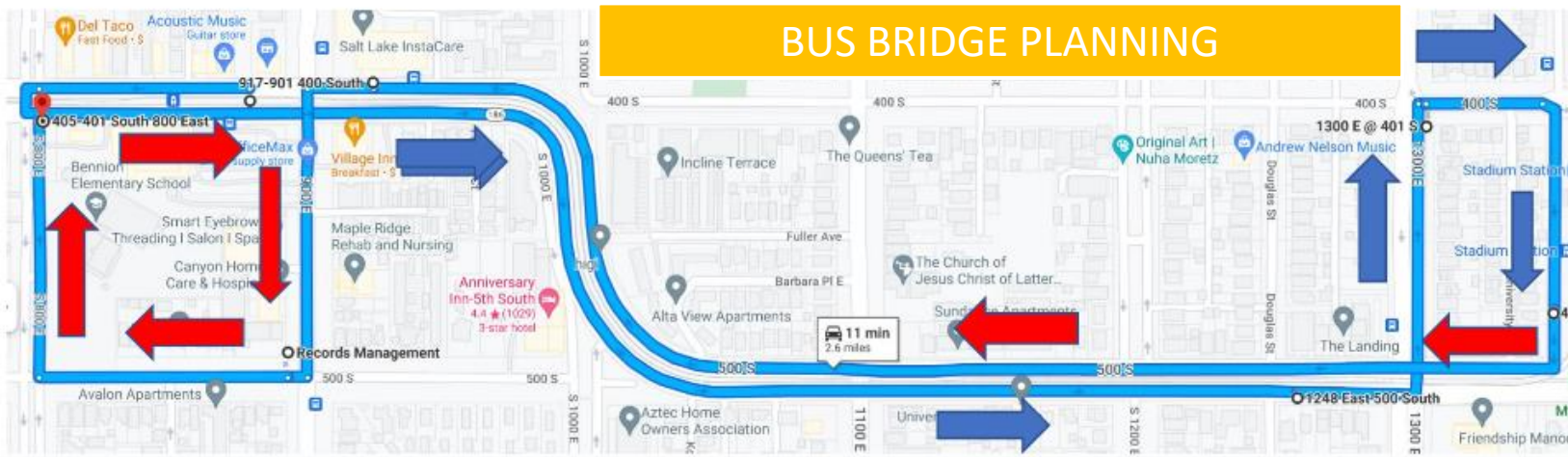


CONSTRUCTABILTY REVIEWS



# “S-CURVE” RAIL REPLACEMENT- HOW

S – Curve Bus Bridge Routing – 900 East to Stadium Station



UTAH TRANSIT AUTHORITY



STAKEHOLDER ENGAGEMENT

LANE CLOSURES AND DRAINAGE TIE-INS



Agenda Item 6.a.

# “S-CURVE” RAIL REPLACEMENT- HOW



PRE-WORK: STAGING & WELDING



CONCRETE CUTTING & DEMOLITION



REMOVAL OF OLD TRACK SECTION



PREPARING SUBGRADE



# “S-CURVE” RAIL REPLACEMENT- HOW



HANGING RAIL



POURING TRACK SECTION



CONCRETE INSERTS



INSTALLATION OF REBAR



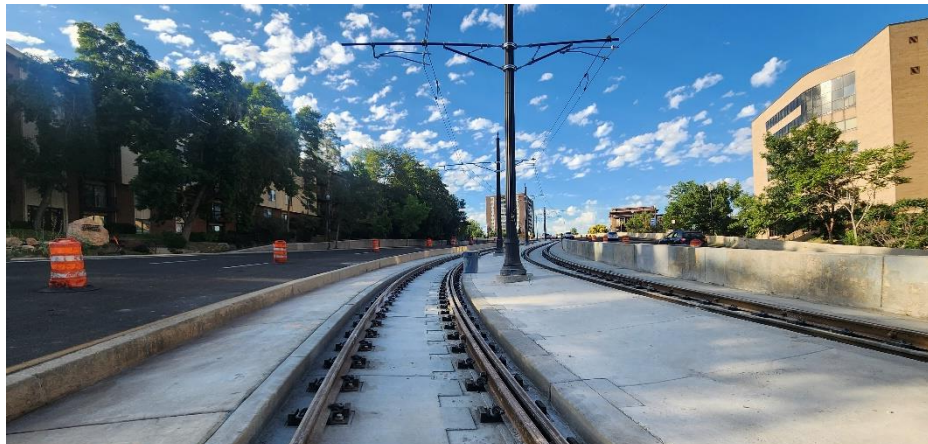
# “S-CURVE” RAIL REPLACEMENT- HOW



FINAL WELDS AND DESTRESSING



RESTRAINING RAIL INSTALLATION



FINISHED PRODUCT



# “S-CURVE” RAIL REPLACEMENT- WHO

## Who

- BOARD OF TRUSTEES AND EXECUTIVE TEAM
- OPERATIONS TEAMS (RAIL AND BUS)
- MOW INFRASTRUCTURE AND LINE & SIGNAL
- UTA SAFETY
- UTA POLICE
- UNIVERSITY OF UTAH
- UDOT
- UTA PLANNING AND ENGAGEMENT
- UTA ASSET MANAGEMENT/SGR
- UTA SGR AMBASSADORS/CUSTOMER SERVICE
- UTA CAPITAL CONSTRUCTION TEAM
  - CONSULTANTS
  - QUALITY
  - SYSTEMS ENGINEERING
  - INFRASTRUCTURE
  - STACY & WITBECK, INC.
  - SENER

Agenda Item 6.a.



UTAH TRANSIT AUTHORITY

# QUESTIONS?

## “S-CURVE” BY NUMBERS

- 51 DAYS: TOTAL DURATION OF SHUTDOWN (MAY 22-JULY 11, 2023)
- 3,029 LF: LINEAR FEET OF TRACK SECTION REPLACED
- 5,502 LF: LINEAR FEET OF CONCRETE CUTTING (24 HOURS A DAY FOR 9 DAYS)
- 910 EA: NUMBER OF RAIL CUTS PERFORMED
- 11,595 HOURS: CONSTRUCTION MHs WORKED
- 2,634 EA: FASTENER PLATES
- 5268: NUMBER OF CONCRETE INSERTS INSTALLED (TO FASTEN RAIL TO CONCRETE)
- 95,158 LBS: AMOUNT OF REBAR INSTALLED
- 3,020 HOURS: VOLUNTEER HOURS WORKED TO SUPPORT MOVEMENT OF PASSENGERS
- 2,366 HOURS: LABOR HOURS OF BUS OPERATORS DURING BUS BRIDGE
- 274: NUMBER OF BUSES USED TO BRIDGE RAIL SERVICE
- 969 HOURS: NUMBER OF HOURS MOW MANUALLY TENDED TO SWITCHES TO ROUTE TRAINS
- 3: NUMBER OF HOLIDAYS TEAM WORKED DURING PROJECT
- 0: NUMBER OF SAFETY INCIDENTS DURING ENTIRE PROJECT**
- COUNTLESS: NUMBER OF PEOPLE INVOLVED TO MAKE THIS PROJECT A SUCCESS





# FTA Visit



# OGX – August 26 Event



# Financial Report – June 2023



# Monthly Operating Financial Report June 2023

August 9, 2023



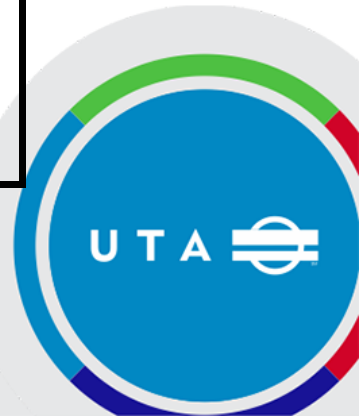
# Utah Transit Authority

Board Dashboard: June 30, 2023

<b>Financial Metrics</b>	Jun Actual	Jun Budget	Fav/ (Unfav)	%	YTD Actual	YTD Budget	Fav/ (Unfav)	%
Sales Tax (May '23 mm \$)	\$ 39.6	\$ 36.2	\$ 3.40	● 9.4%	\$ 189.7	\$ 182.1	\$ 7.68	● 4.2%
Fare Revenue (mm)	\$ 2.9	\$ 3.0	\$ (0.09)	● -3.0%	\$ 18.1	\$ 17.5	\$ 0.61	● 3.5%
Operating Exp (mm)*	\$ 34.2	\$ 39.6	5.32	● 13.4%	\$ 189.1	\$ 204.6	\$ 15.50	● 7.6%
Subsidy Per Rider (SPR)*	\$ 11.57	\$ 11.18	\$ (0.39)	● -3.5%	\$ 10.18	\$ 11.18	\$ 1.00	● 8.9%
UTA Diesel Price (\$/gal)	\$ 2.74	\$ 3.90	\$ 1.16	● 29.6%	\$ 3.07	\$ 3.90	\$ 0.83	● 21.3%
<b>Operating Metrics</b>	Jun Actual	Jun-22	F/ (UF)	%	YTD Actual	YTD 2022	F/ (UF)	%
Ridership (mm)	2.71	2.71	0.0	● 0.1%	16.79	15.16	1.6	● 10.8%
<b>Energy Cost by Type (Three Month Average)</b>								
<b>Diesel Bus</b> (Cost per Mile)					\$ 0.51			
<b>Unleaded Gas</b> (Cost per Mile)					\$ 0.47			
<b>CNG</b> (Cost per Mile)					\$ 0.82			
<b>Bus Propulsion Power</b> (Cost per Mile)					\$ 1.13			
<b>TRAX Propulsion Power</b> (Cost per Mile)					\$ 0.98			

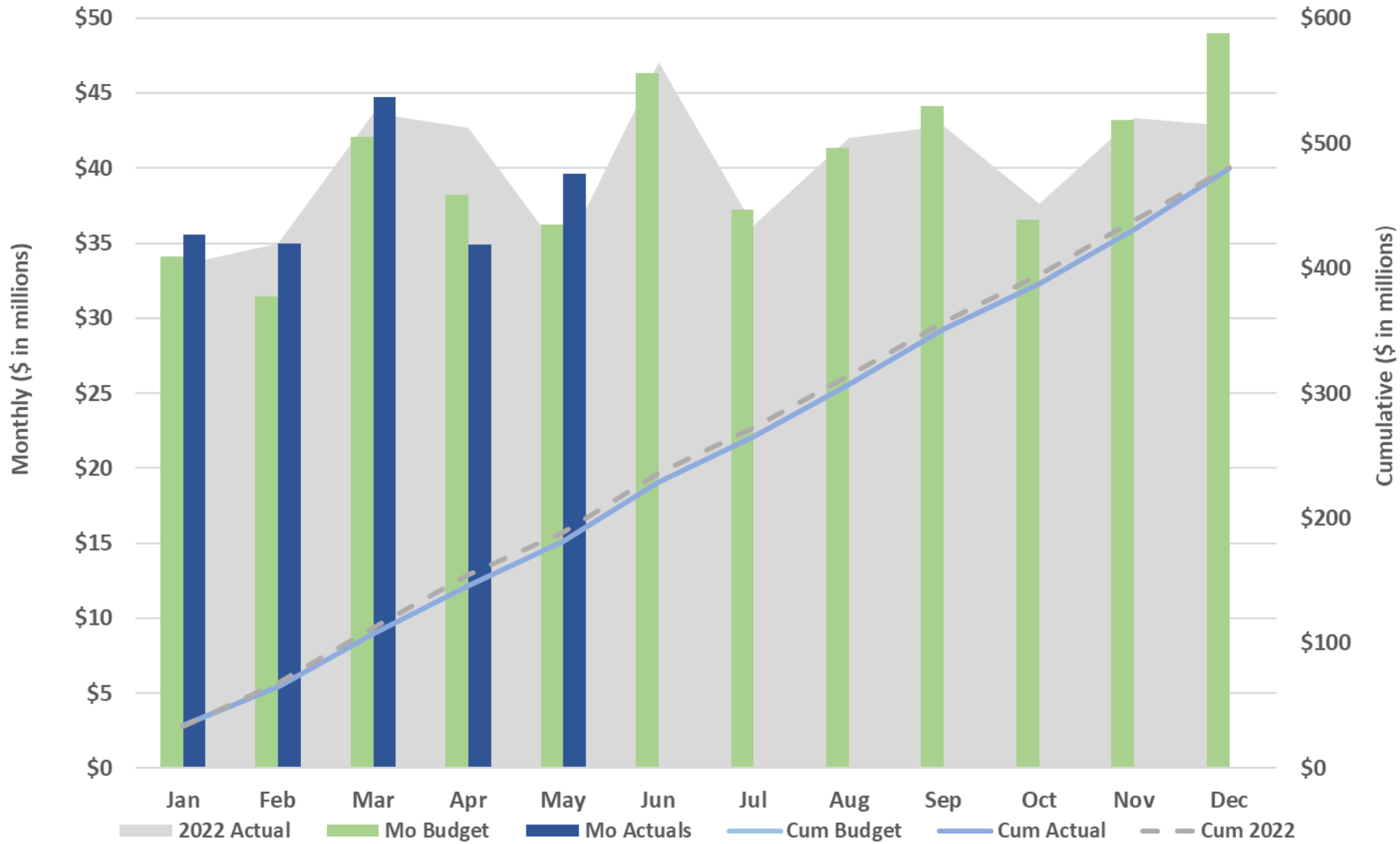
\*Amended 2023 Budget

Agenda Item 6.b.



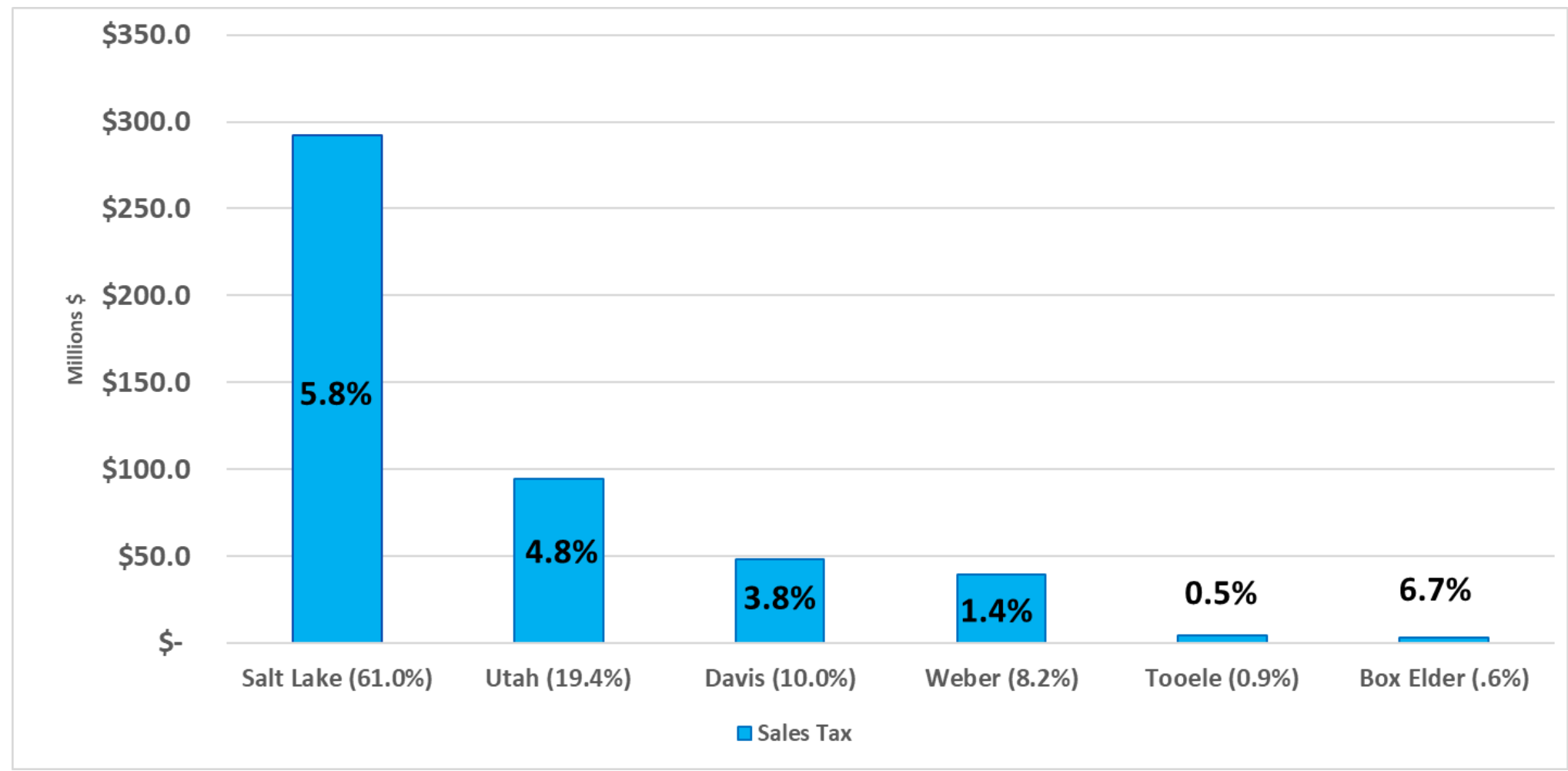
# 2023 Sales Tax

May YTD Variance \$7.68 million



# Sales Tax Collections

(Percentage Growth for 12 months ended May 31, 2023)



# National Retail Sales Trends

## Weekly Retail Sales (Redbook same store sales)



TRADINGECONOMICS.COM | REDBOOK RESEARCH INC.



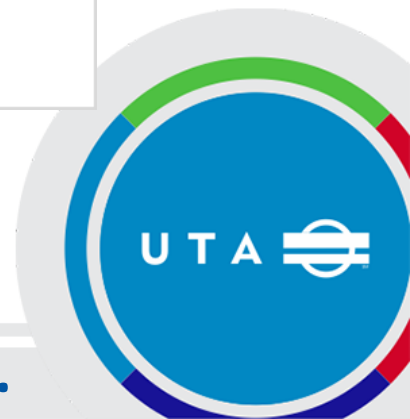
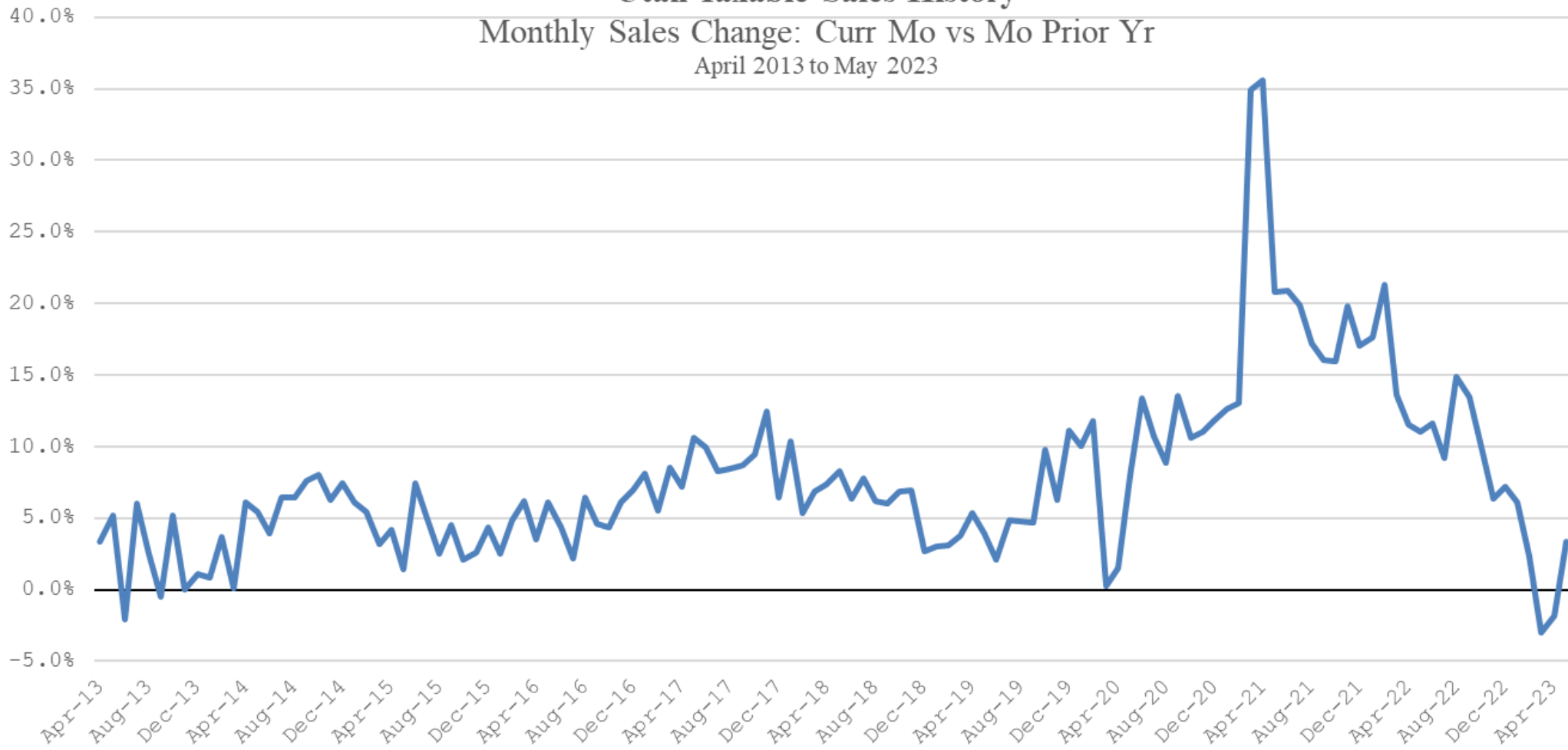
Agenda Item 6.b.



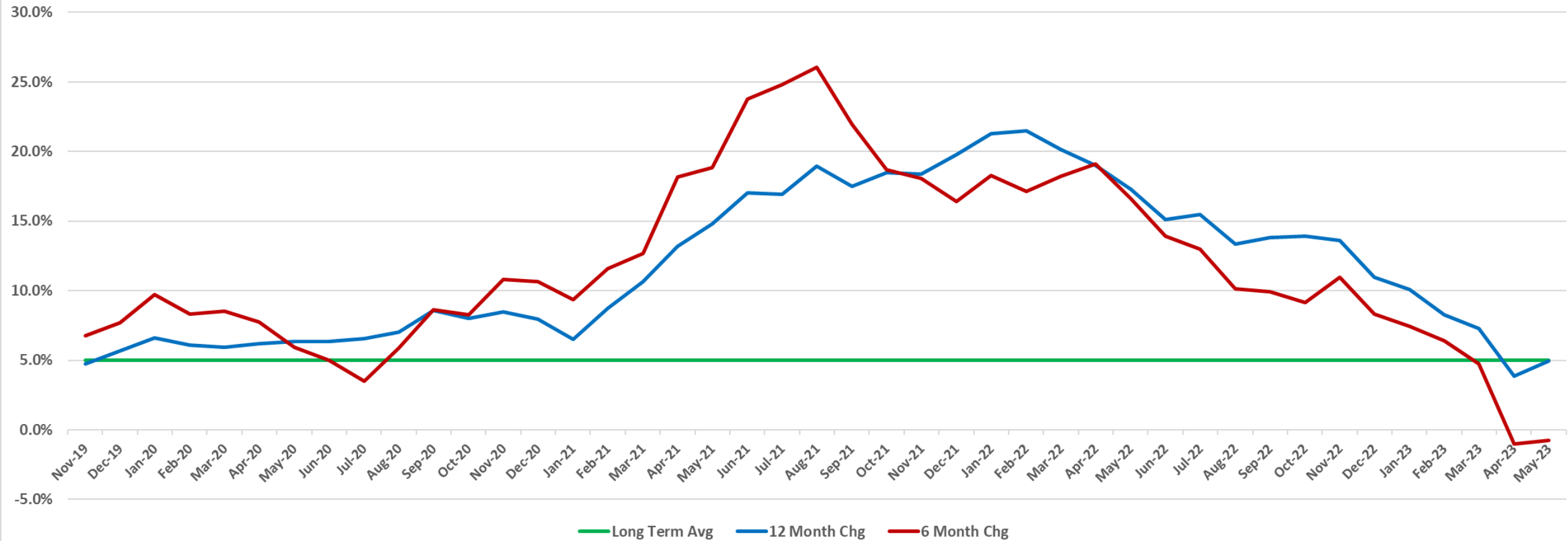
# Utah Taxable Sales History

Monthly Sales Change: Curr Mo vs Mo Prior Yr

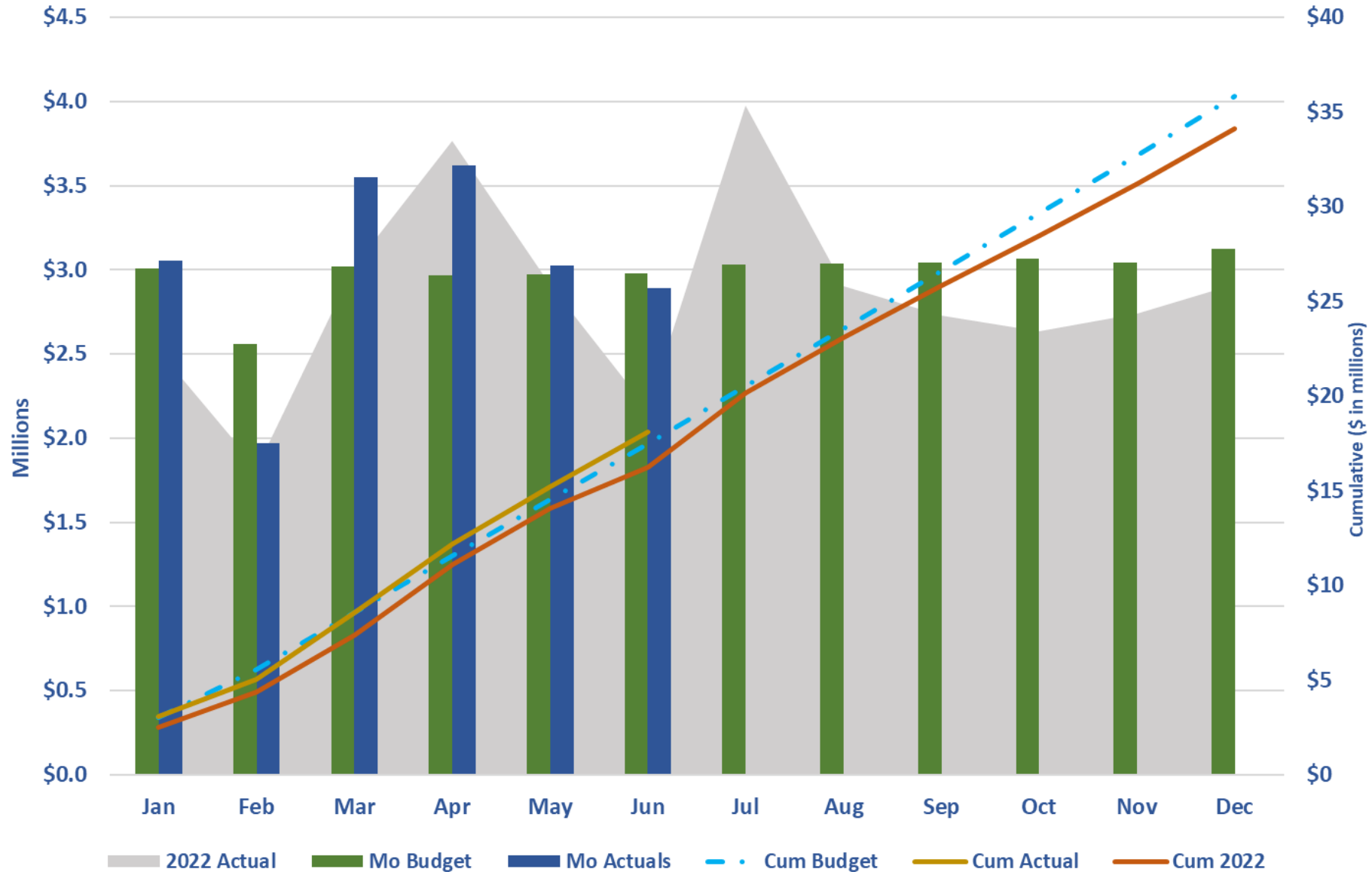
April 2013 to May 2023



### UTA Sales Tax Growth (2019 to 2023)



### 2023 Passenger Revenue June YTD \$611K > Budget



Agenda Item 6.b.



# FTE Report - June 2023

Administrative FTEs	Jun-22	June 2023		Variance '23	
	Actual	Actual	Amended Budget	Var	Percent
<i>Admin Depts</i>	504.3	565.5	619.8	54.3	8.8%
<i>Operating Depts</i>	359.0	364.0	384.5	20.5	5.3%
<b>Total FTE</b>	<b>863.3</b>	<b>929.5</b>	<b>1,004.3</b>	<b>74.8</b>	<b>7.4%</b>

Bargaining Unit FTEs	Jun-22	June 2023		Variance '23	
	Actual	Actual	Amended Budget	Var	Percent
<i>Admin Depts</i>	50.0	106.1	42.0	(64.1)	-152.6%
<i>Operating Modes</i>					
<i>Bus</i>	942.5	965.6	1,101.0	135.4	12.3%
<i>Light Rail</i>	264.0	265.0	285.0	20.0	7.0%
<i>Commuter Rail</i>	104.0	107.0	103.0	(4.0)	-3.9%
<i>Riverside</i>	143.0	146.0	159.0	13.0	8.2%
<i>Asset Mgt</i>	164.0	163.0	184.0	21.0	11.4%
<b>Total FTE</b>	<b>1,667.5</b>	<b>1,752.7</b>	<b>1,874.0</b>	<b>121.3</b>	<b>6.5%</b>

Agenda Item 6.b.



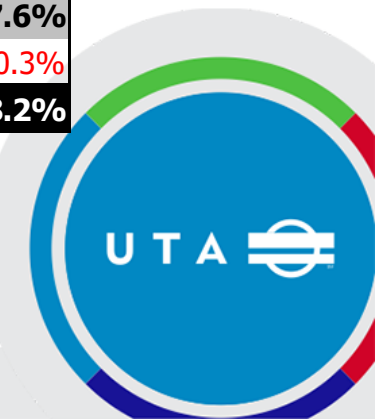
# June 2023 monthly and year to date Financial Results

MONTHLY RESULTS					FISCAL YEAR 2023 Dollars in Millions	YEAR-TO-DATE RESULTS				
Prior Year Actual	Current Year					Prior Year Actual	Current Year			
	Actual	A Budget	Variance				Actual	A Budget	Variance	
					<b>Revenue</b>					
\$ 51.3	\$ 43.0	\$ 46.4	\$ (3.4)	-7.2%	Sales Tax (Jun accrual)	\$ 234.0	232.7	\$ 228.4	\$ 4.3	1.9%
2.2	2.9	3.0	(0.1)	-3.0%	Fares	28.5	18.1	17.5	0.6	3.5%
11.6	0.2	-	0.2	0.0%	Federal	130.6	0.3	-	0.3	0.0%
1.6	3.7	1.8	1.9	108.6%	Other *	30.1	25.8	10.6	15.2	143.4%
<b>\$ 66.6</b>	<b>\$ 49.8</b>	<b>\$ 51.1</b>	<b>\$ (1.3)</b>	<b>-2.6%</b>	<b>TOTAL REVENUE</b>	<b>\$ 423.2</b>	<b>\$ 277.0</b>	<b>\$ 256.5</b>	<b>\$ 20.4</b>	<b>8.0%</b>
					<b>Expense</b>					
\$ 12.8	\$ 16.3	\$ 18.2	\$ 1.9	10.6%	Salary/Wages	\$ 75.9	\$ 86.7	\$ 91.3	\$ 4.6	5.0%
1.2	1.4	1.1	(0.3)	-30.8%	Overtime	7.1	7.5	5.4	(2.2)	-40.2%
8.3	8.1	9.5	1.4	14.8%	Fringe Benefits	41.8	44.0	48.8	4.8	9.9%
3.6	4.1	4.2	0.0	0.9%	Services	14.5	19.0	21.4	2.3	11.0%
1.0	1.7	1.9	0.3	13.2%	Parts	8.0	12.5	11.6	(0.8)	-7.3%
4.0	2.2	2.9	0.7	23.1%	Fuel	14.3	15.1	17.9	2.8	15.8%
0.5	0.3	0.5	0.2	45.3%	Utilities	3.1	4.6	3.1	(1.5)	-47.3%
1.7	1.2	2.3	1.1	48.0%	Other	6.2	6.2	11.0	4.8	43.5%
(0.3)	(1.1)	(1.1)	(0.0)	0.5%	Capitalized Cost	(3.3)	(6.5)	(5.9)	(0.6)	10.1%
<b>\$ 32.8</b>	<b>\$ 34.2</b>	<b>\$ 39.6</b>	<b>\$ 5.3</b>	<b>13.4%</b>	<b>TOTAL EXPENSE</b>	<b>\$ 167.5</b>	<b>\$ 189.1</b>	<b>\$ 204.6</b>	<b>\$ 15.5</b>	<b>7.6%</b>
7.6	6.4	6.6	0.2	3.7%	Debt Service	41.8	40.0	39.9	(0.1)	-0.3%
<b>\$ 26.2</b>	<b>\$ 9.1</b>	<b>\$ 4.9</b>	<b>\$ 4.2</b>	<b>86.5%</b>	<b>Contrib. Capital/Reserves</b>	<b>\$ 221.6</b>	<b>\$ 47.8</b>	<b>\$ 12.0</b>	<b>\$ 35.8</b>	<b>298.2%</b>

\*Does not include Sale of Assets

Favorable/(Unfavorable)

\*Does not include Sale of Assets: \$5.14 M Favorable/(Unfavorable)



# Questions?



# Capital Program Update- January – June, 2023

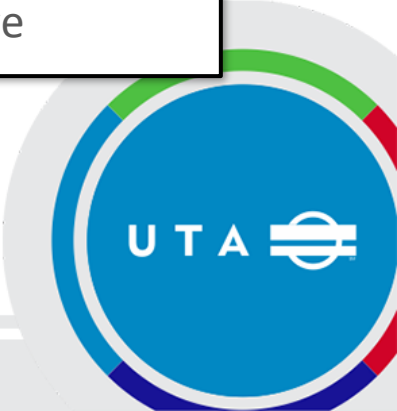
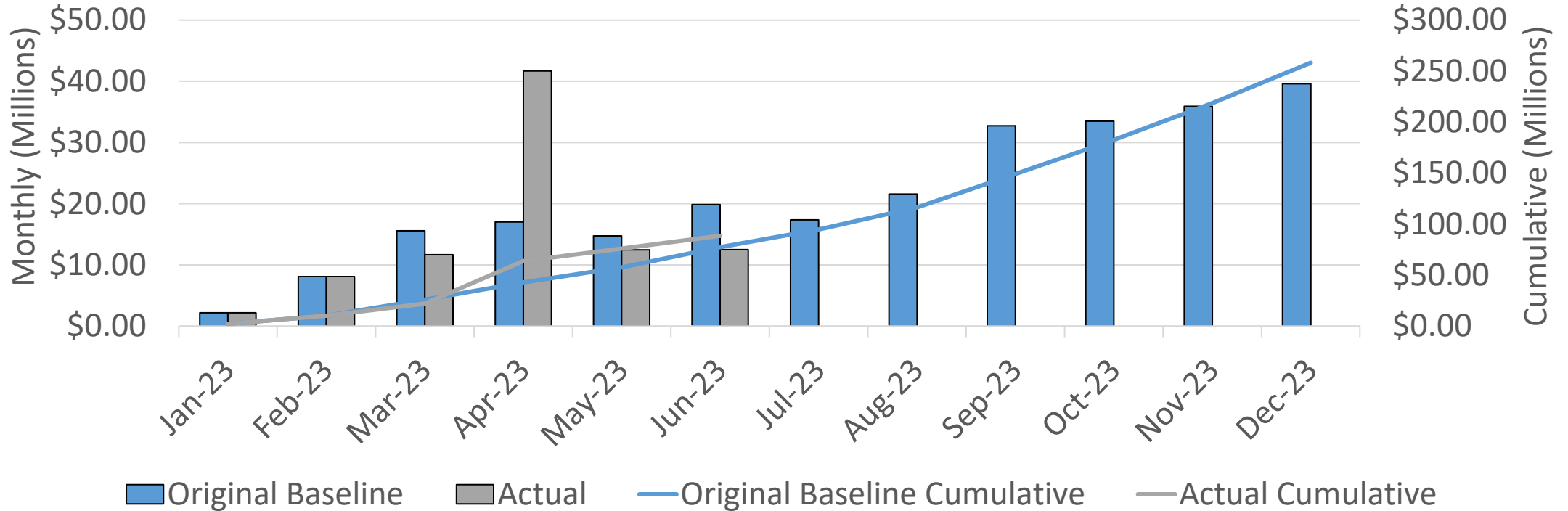
August 9, 2023



Agenda Item 6.b.

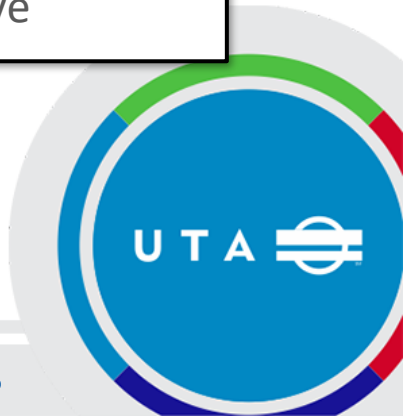
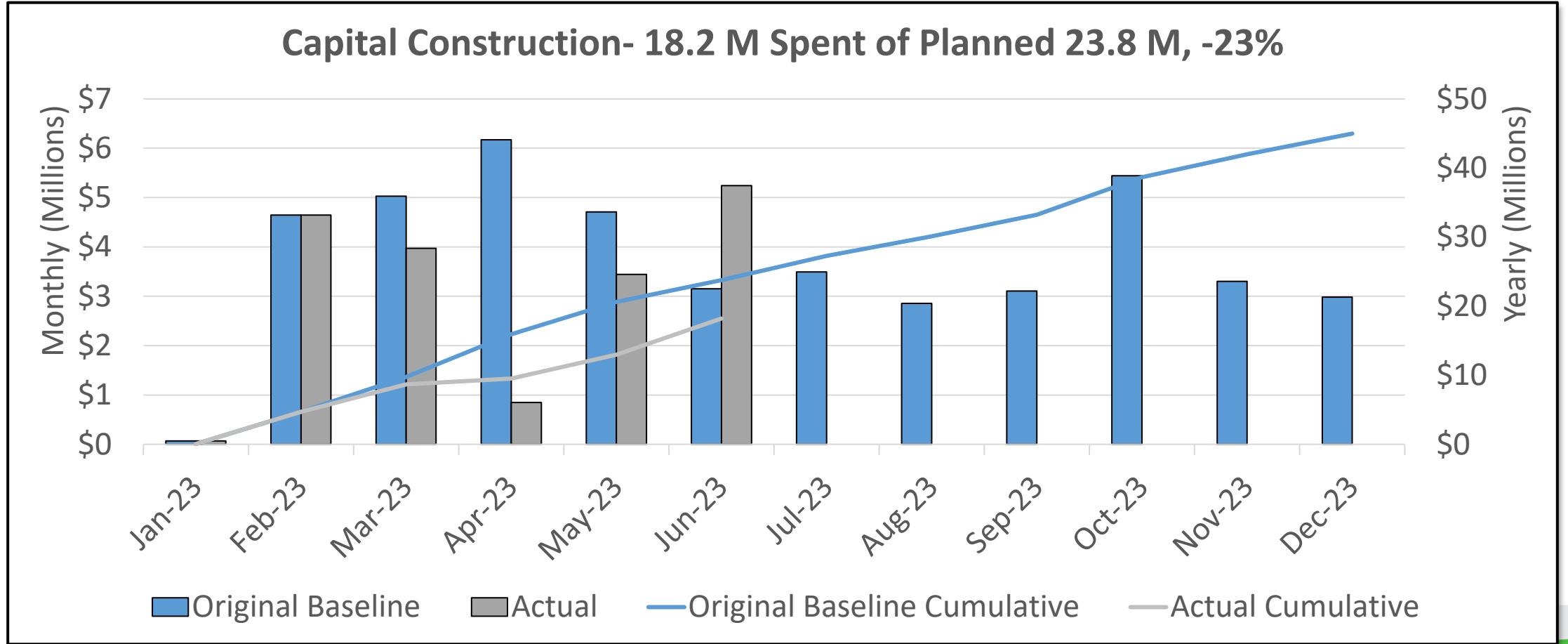
# Program Summary

2023 Capital Spending Program Summary- 88.6 M Spent of Planned 77.5 M, 14%





# Capital Construction

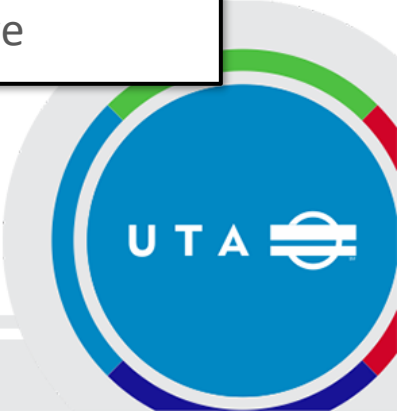
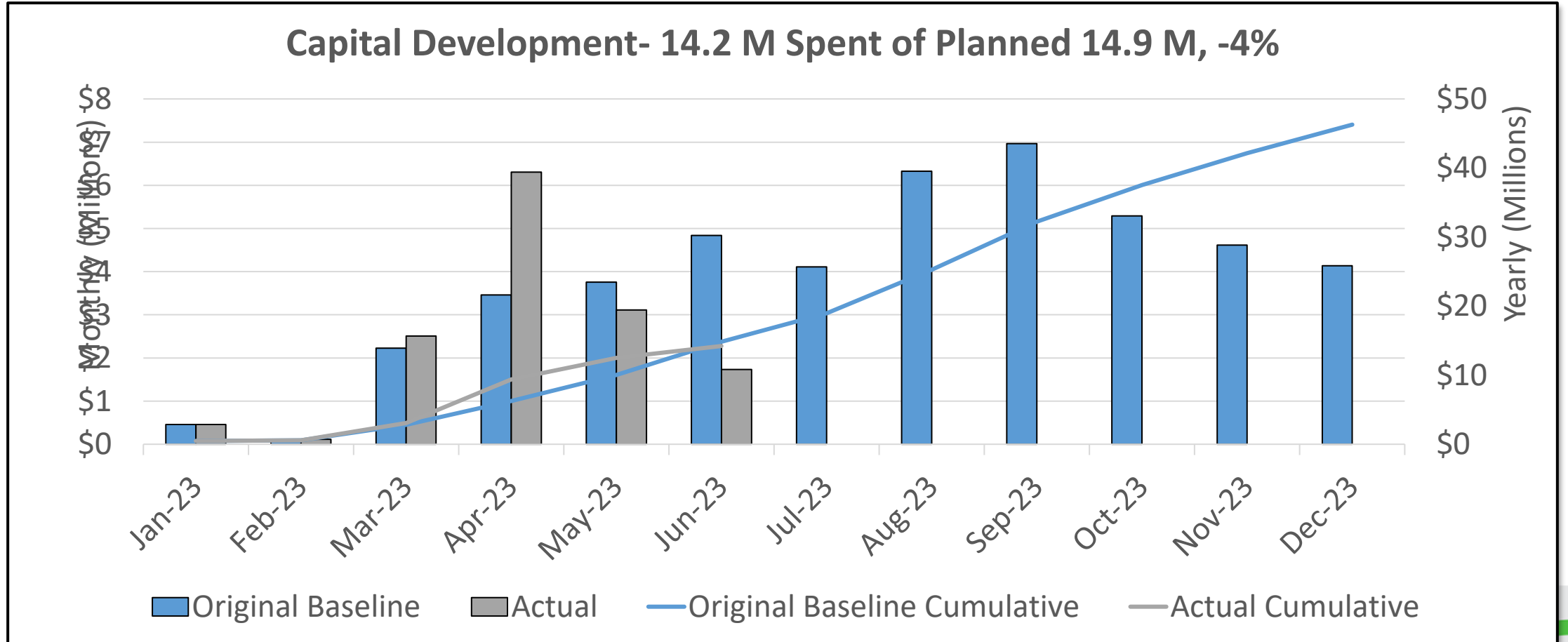


# Capital Construction - Project Variance

<b>UTA Capital Program Delivery</b>	<b>YTD Current Plan</b>	<b>YTD Actual Expend</b>	<b>YTD Variance \$</b>	<b>YTD Variance %</b>
MSP102- Depot District	8,791,000	7,499,000	(1,293,000)	-15%
MSP185- Ogden/Weber State University BRT	13,752,000	10,215,000	(3,537,000)	-26%
MSP271- MOW Training Yard	640,000	152,000	(487,000)	-76%
MSP272- Trax Operational Simulator	465,000	318,000	(147,000)	-32%

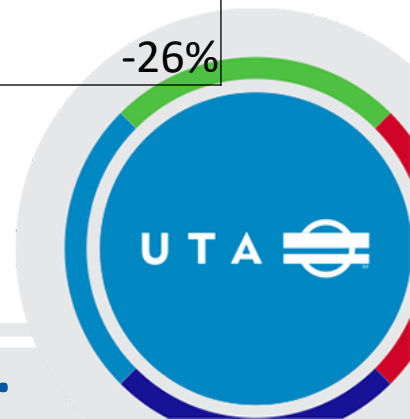


# Capital Development



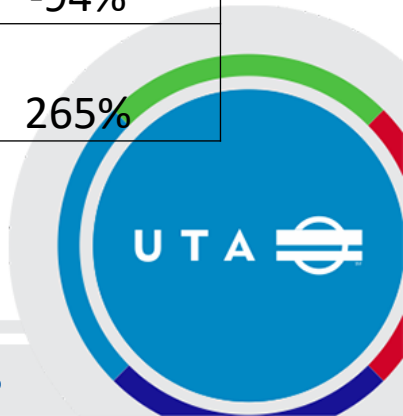
# Capital Development - Project Variance

<b>UTA Capital Program Delivery</b>	<b>YTD Current Plan</b>	<b>YTD Actual Expend</b>	<b>YTD Variance \$</b>	<b>YTD Variance %</b>
MSP140- Box Elder County Corridor Preservation	381,000	1,712,000	1,332,000	350%
MSP193- Weber County Corridor Preservation	520,000	23,000	(497,000)	-96%
MSP205- TIGER Program of Projects	3,026,000	3,839,000	813,000	27%
MSP207- 3300/3500 South MAX Exp/Optimization	510,000	65,000	(446,000)	-87%
MSP216- Point of the Mountain Transit	731,000	606,000	(125,000)	-17%
MSP229- Bus Stop Imp/signage - SL County	461,000	147,000	(314,000)	-68%
MSP252- FrontRunner Forward	(3,928,000)	(2,901,000)	1,027,000	-26%

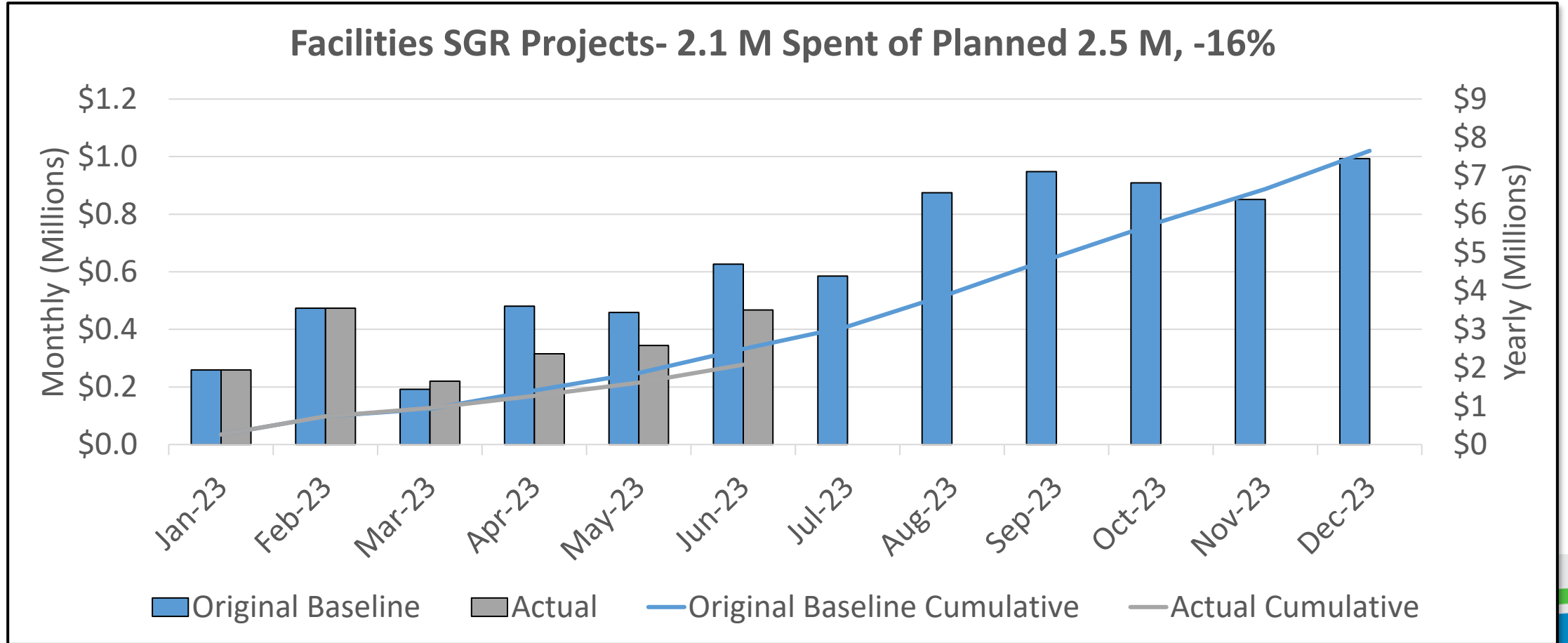


# Capital Development Cont'd- Project Variance

<b>UTA Capital Program Delivery</b>	<b>YTD Current Plan</b>	<b>YTD Actual Expend</b>	<b>YTD Variance \$</b>	<b>YTD Variance %</b>
MSP253- MSP253 Mid-Valley Connector	2,035,000	2,521,000	486,000	24%
MSP254- TechLink Corridor	350,000	6,000	(344,000)	-98%
MSP259- S-Line Extension	1,432,000	51,000	(1,381,000)	-96%
MSP264- South Valley Transit	698,000	11,000	(686,000)	-98%
MSP265- Program Management Support	1,439,000	1,950,000	511,000	35%
MSP267- New Maintenance Training Facility	200,000	12,000	(188,000)	-94%
SGR407- Bus Stop Enhancements	100,000	365,000	265,000	265%



# Facilities/SGR – Projects



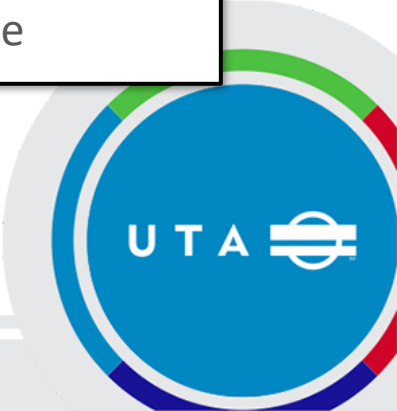
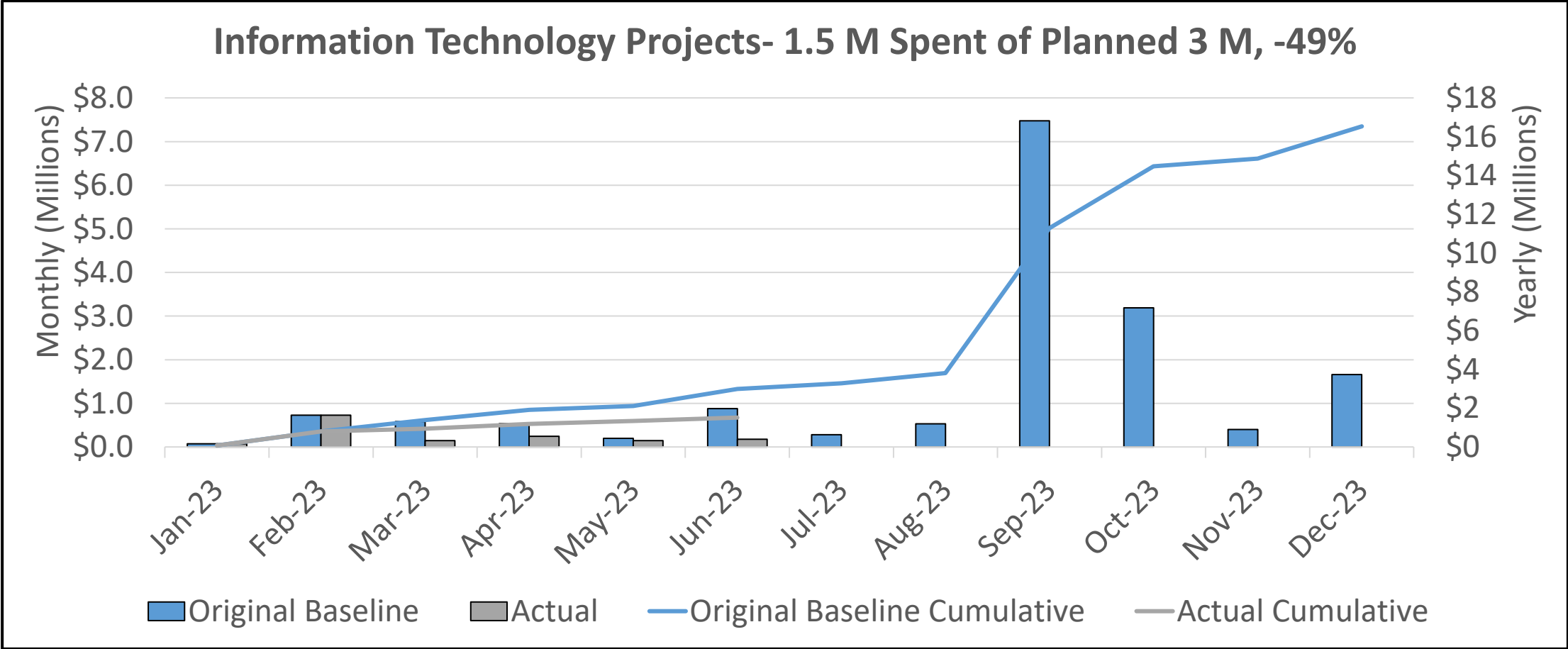
# Facilities/SGR - Project Variance

<b>UTA Capital Program Delivery</b>	<b>YTD Current Plan</b>	<b>YTD Actual Expend</b>	<b>YTD Variance \$</b>	<b>YTD Variance %</b>
FMA678- Meadowbrook Flooring/Lighting	293,000	183,000	(110,000)	-37%
FMA679- Building Remodels/Reconfiguration	880,000	590,000	(290,000)	-33%



# Information Technology Projects

UTAH TRANSIT AUTHORITY





# Information Technology Project Variance Table

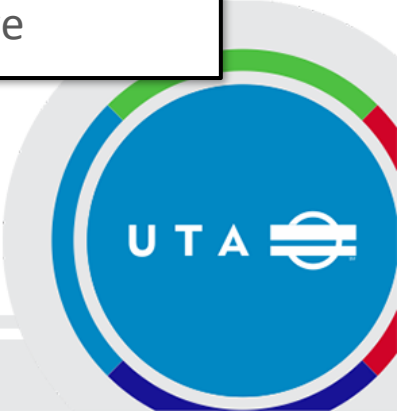
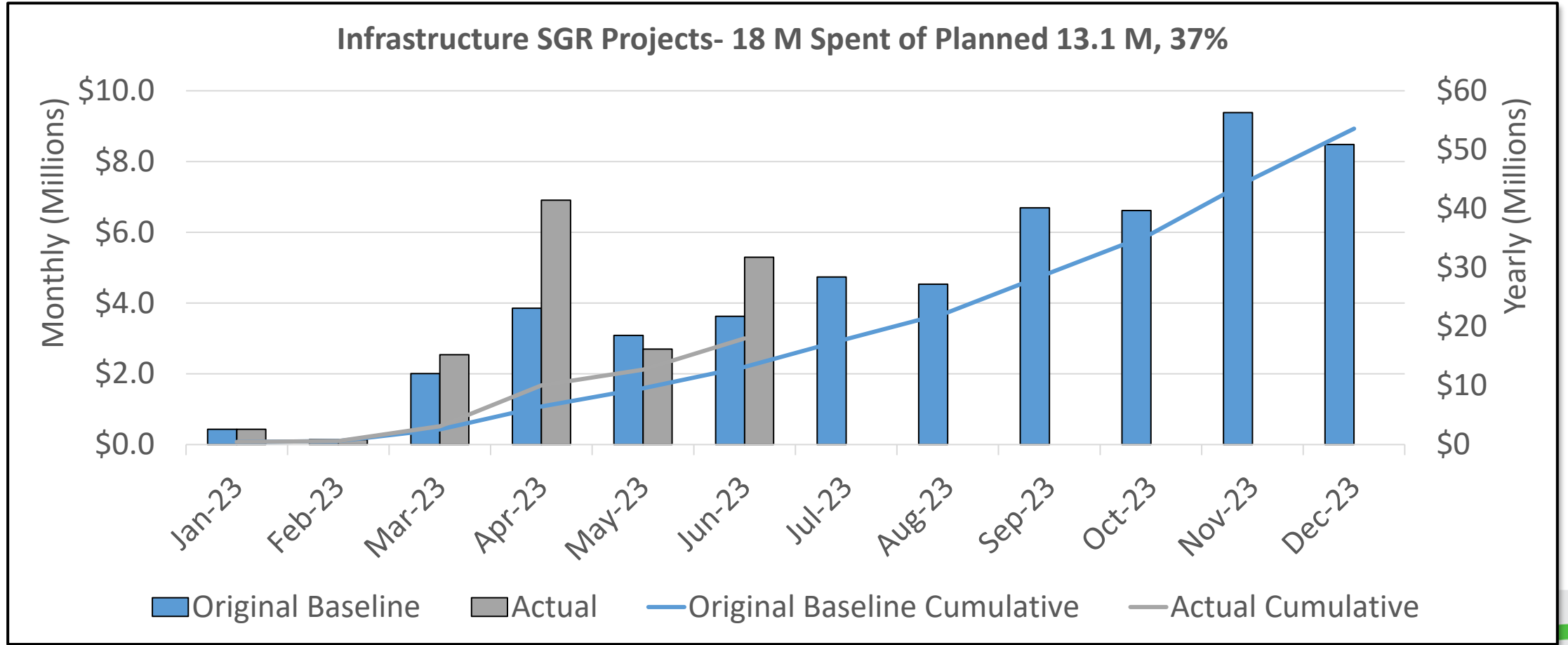
UTAH TRANSIT AUTHORITY

<b>UTA Capital Program Delivery</b>	<b>YTD Current Plan</b>	<b>YTD Actual Expend</b>	<b>YTD Variance \$</b>	<b>YTD Variance %</b>
ICI146- FrontRunner WiFi Enhancements	370,000	6,000	(364,000)	-98%
ICI191- IT Managed Reserves	8,000	119,000	111,000	1396%
ICI201- Server, Storage Infrastructure Equipment & Software	997,000	322,000	(675,000)	-68%
ICI217- Transit Management System	588,000	376,000	(212,000)	-36%



# Infrastructure SGR Projects

UTAH TRANSIT AUTHORITY



# Infrastructure SGR - Project Variance

UTAH TRANSIT AUTHORITY

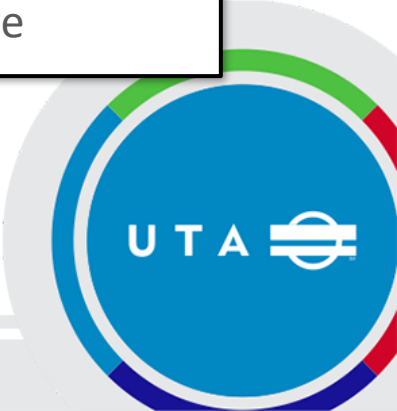
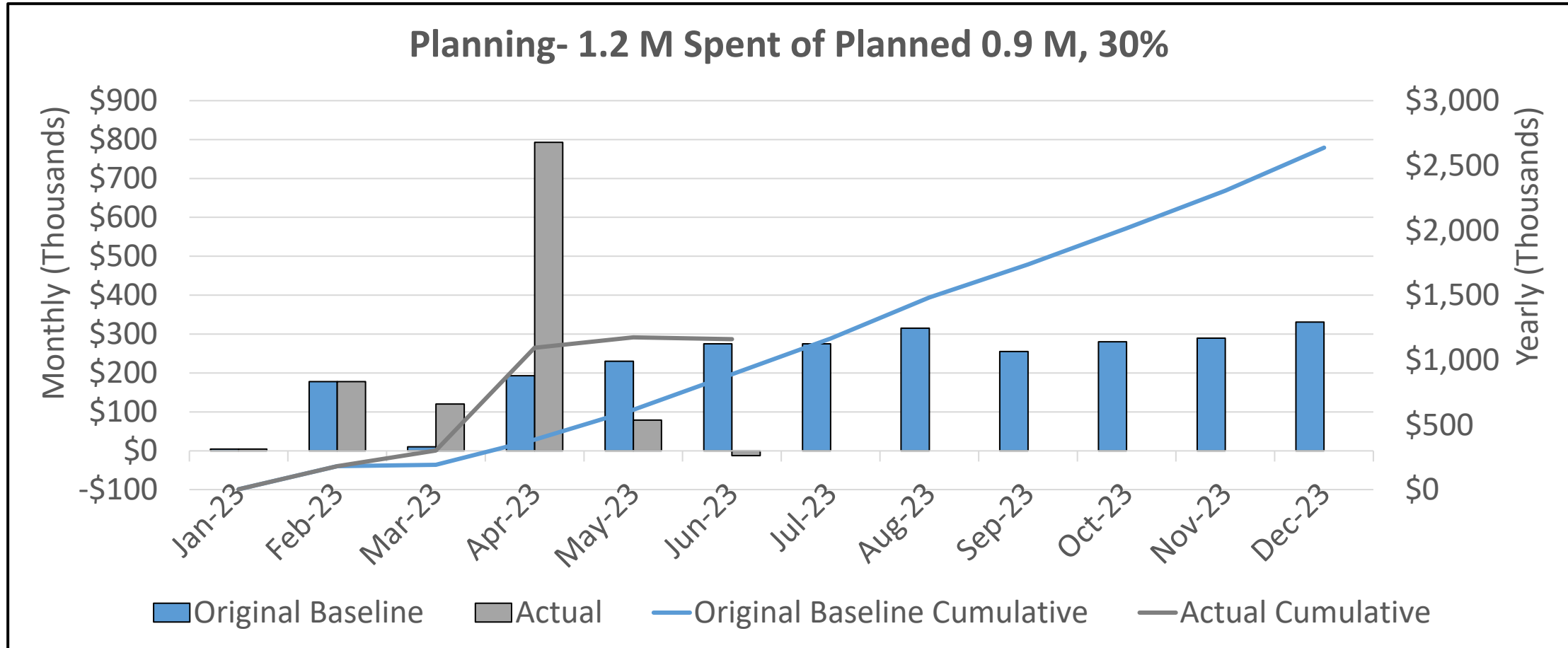
<b>UTA Capital Program Delivery</b>	<b>YTD Current Plan</b>	<b>YTD Actual Expend</b>	<b>YTD Variance \$</b>	<b>YTD Variance %</b>
SGR359- Bridge Rehabilitation & Maintenance	39,000	144,000	105,000	271%
SGR370- Light Rail Red Signal Enforcement	227,000	124,000	(104,000)	-46%
SGR385- Rail Rehab and Replacement	1,188,000	5,468,000	4,280,000	360%
SGR397- Traction Power Rehab/Replacement	6,858,000	8,884,000	2,026,000	30%
SGR403- Train Control Rehab/Replacement	972,000	656,000	(316,000)	-33%
SGR410- Fiber Rehab/Replacement	1,700,000	538,000	(1,162,000)	-68%

Agenda Item 6.b.



# Planning- 2023 Plan

UTAH TRANSIT AUTHORITY



# Planning Variance Table

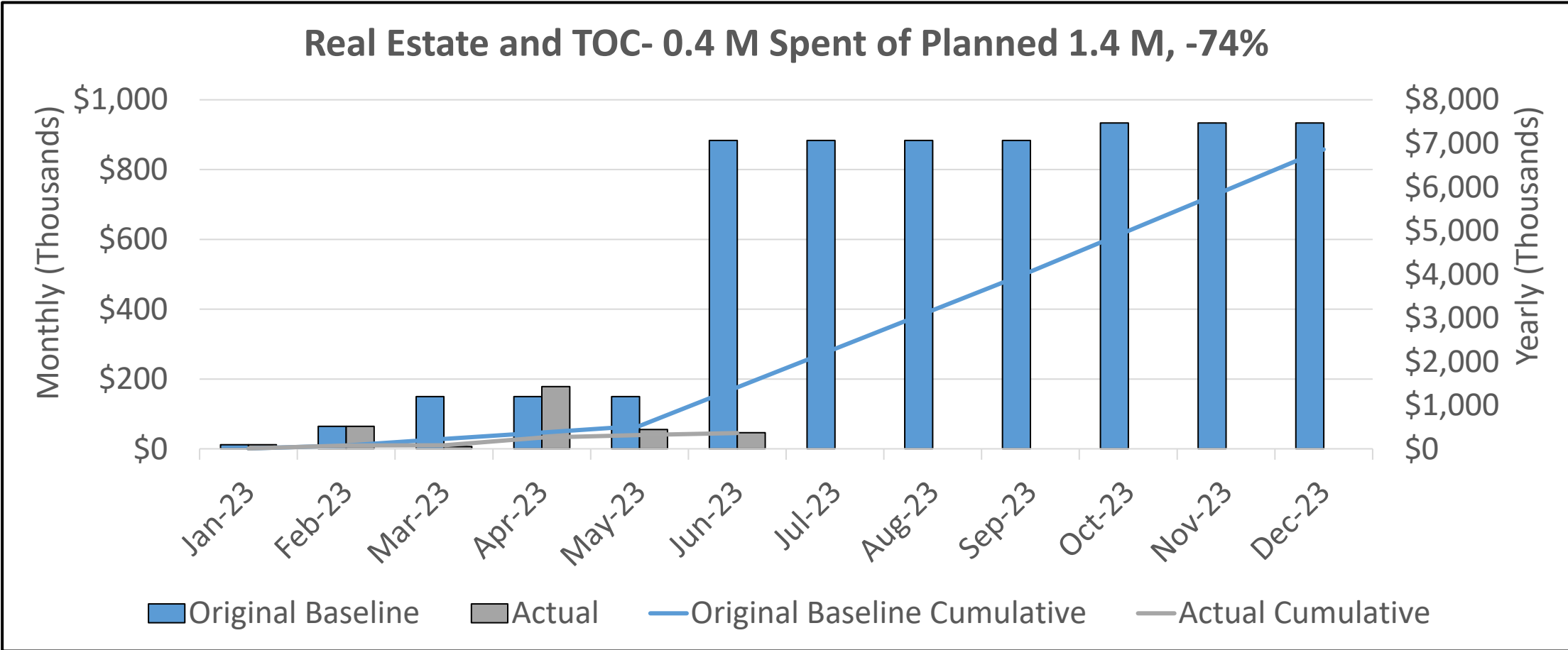
UTAH TRANSIT AUTHORITY

<b>UTA Capital Program Delivery</b>	<b>YTD Current Plan</b>	<b>YTD Actual Expend</b>	<b>YTD Variance \$</b>	<b>YTD Variance %</b>
MSP198- Wayfinding Plan	465,000	29,000	(436,000)	-94%
MSP292- AOPP: Paratransit Forward Study	128,000	-	(128,000)	-100%
REV234- Tooele County Microtransit & Vehicle Electrification	177,000	1,006,000	829,000	469%



# Real Estate and TOC- 2023 Plans

UTAH TRANSIT AUTHORITY



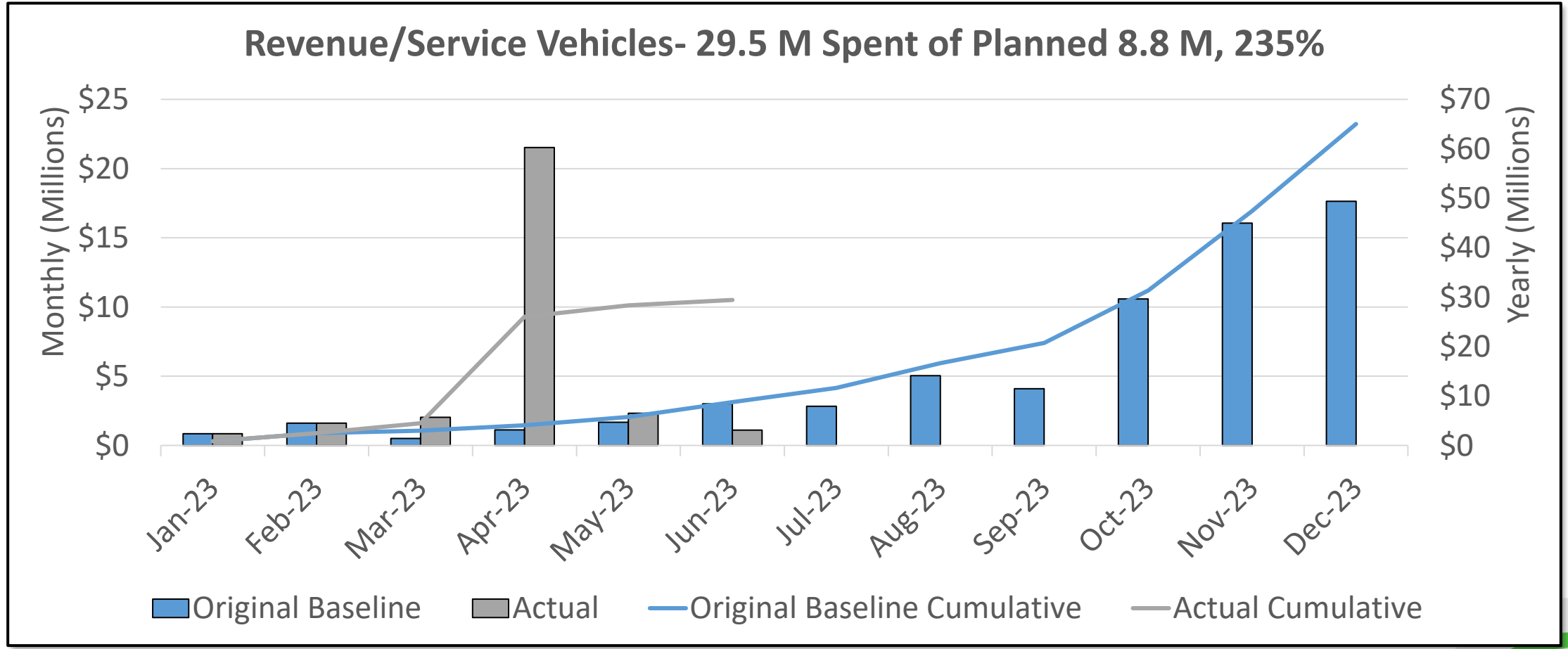
# Real Estate and TOC Variance Table

<b>UTA Capital Program Delivery</b>	<b>YTD Current Plan</b>	<b>YTD Actual Expend</b>	<b>YTD Variance \$</b>	<b>YTD Variance %</b>
MSP262- SLCentral HQ Office	608,000	99,000	(509,000)	-84%
MSP283- ROW & Facility Property Opportunity Buy	536,000	-	(536,000)	-100%

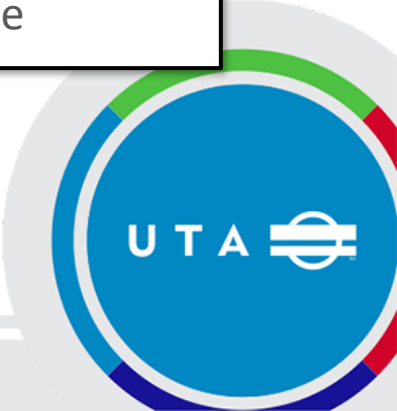


# Revenue Service Vehicles

UTAH TRANSIT AUTHORITY



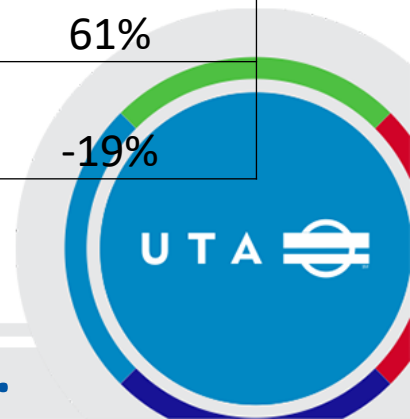
Agenda Item 6.b.



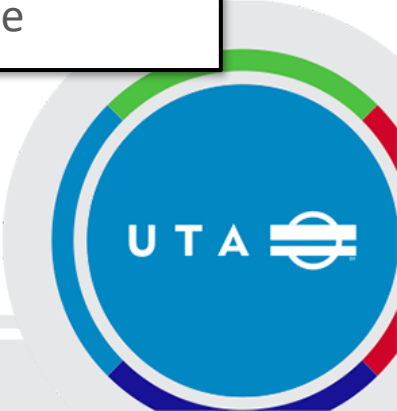
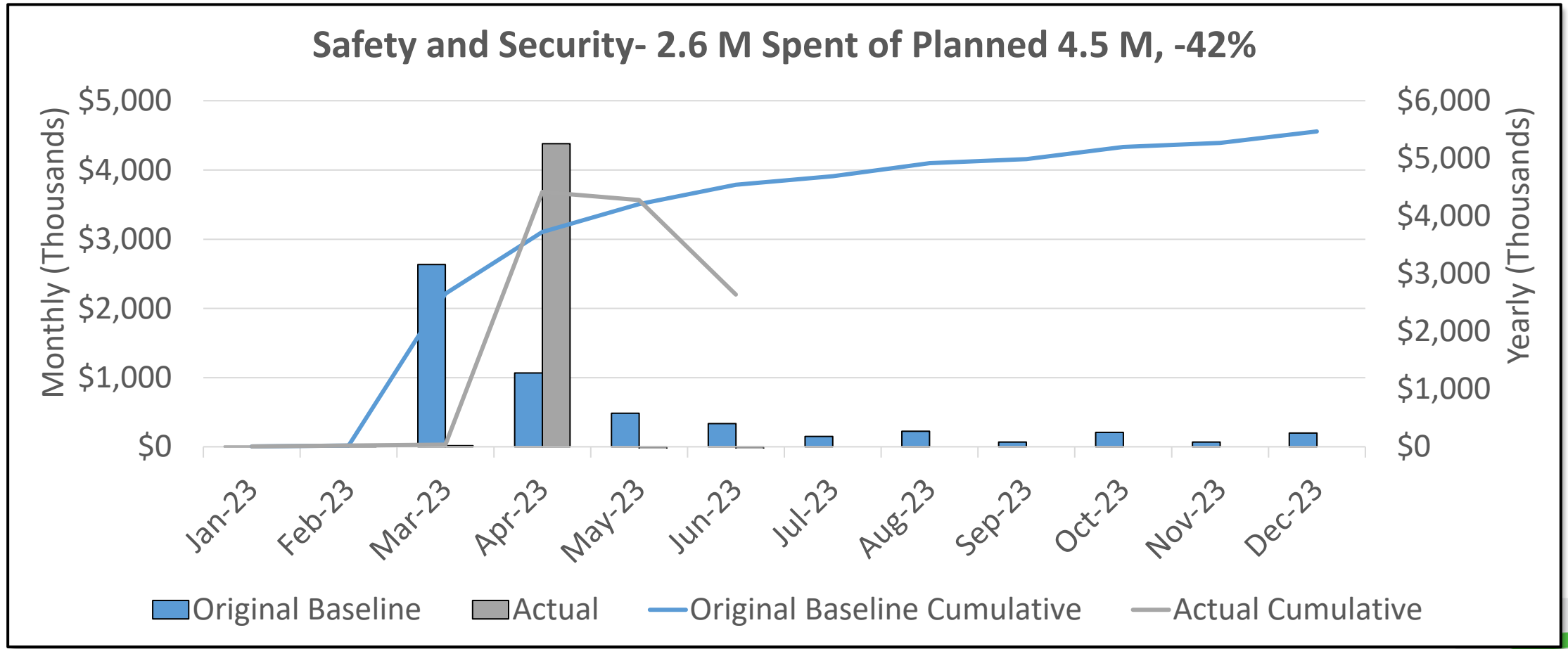


# Revenue Service Vehicles – Project Variance

UTA Capital Program Delivery	YTD Current Plan	YTD Actual Expend	YTD Variance \$	YTD Variance %
MSP247- Light Rail Seat Replacement	1,501,000	1,009,000	(492,000)	-33%
REV205- Replacement Non-Revenue Support Vehicles	115,000	4,000	(111,000)	-97%
REV209- Paratransit Replacements	1,664,000	21,000	(1,643,000)	-99%
REV224- Bus Overhaul	371,000	630,000	260,000	70%
REV232- Van Pool Van Replacements	825,000	714,000	(111,000)	-13%
REV236- VW Battery Buses	88,000	20,933,000	20,845,000	23,633%
SGR040- Light Rail Vehicle Rehab	2,684,000	4,310,000	1,626,000	61%
SGR353- Commuter Rail Engine Overhaul	1,131,000	921,000	(210,000)	-19%



# Safety and Security



# Safety and Security - Project Variance

<b>UTA Capital Program Delivery</b>	<b>YTD Current Plan</b>	<b>YTD Actual Expend</b>	<b>YTD Variance \$</b>	<b>YTD Variance %</b>
FMA645- Camera Sustainability	272,000	98,000	(174,000)	-64%
FMA658- Bus Replacement Camera System	2,625,000	2,039,000*	(586,000)	-22%
FMA681- Arc Flash Analysis	260,000	32,000	(228,000)	-88%
FMA684- Police Managed Reserve	155,000	24,000	(131,000)	-85%
ICI229- Red/Blue/Green/Frontrunner Camera Systems	779,000	8,000	(771,000)	-99%

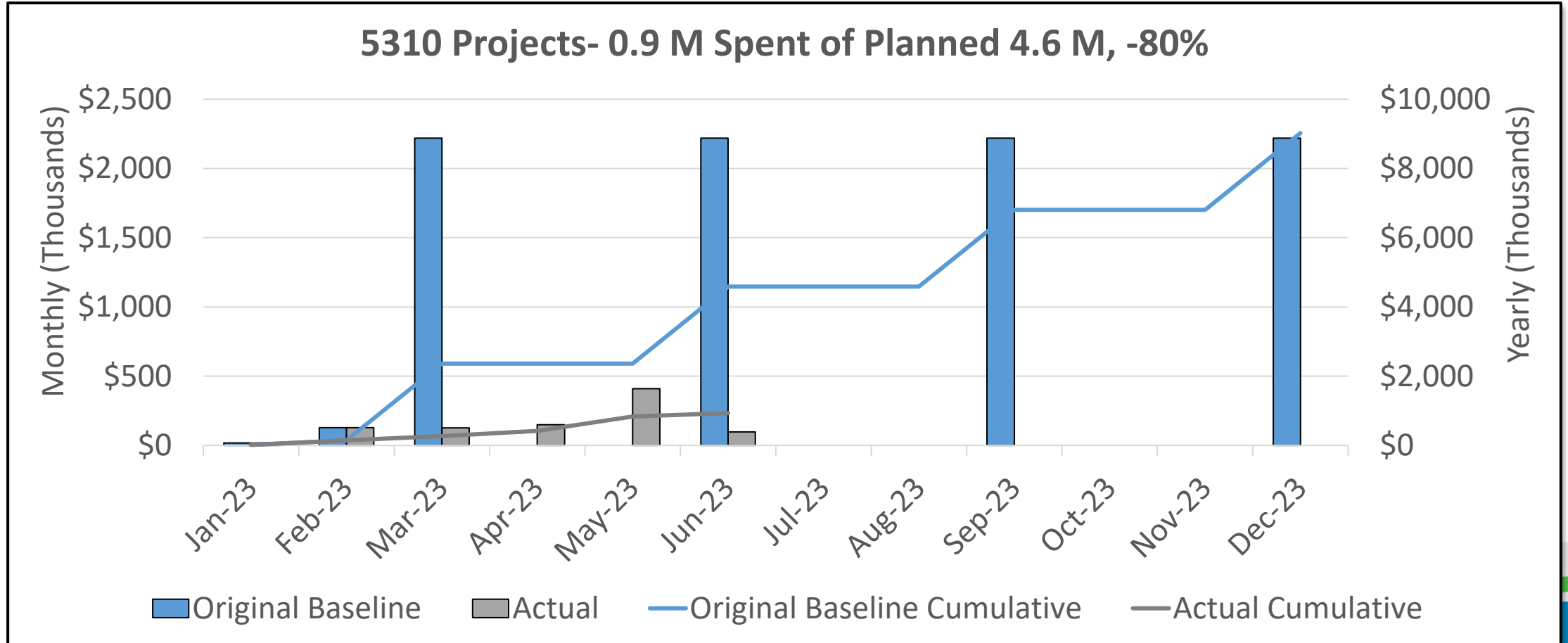
\* Project budget is now corrected and aligned within existing budget authority



# 5310 Projects- 2023 Plans

(Highly dependent on sub-recipient activity)

UTAH TRANSIT AUTHORITY



# Questions?

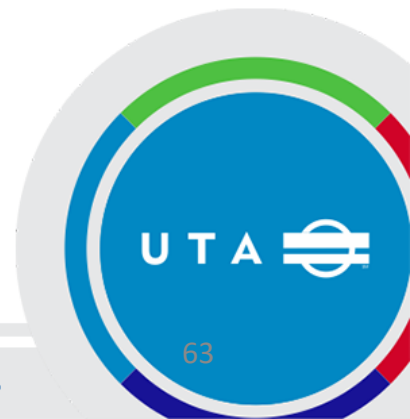


# Investment Report – Second Quarter 2023



# Investments as of Second Quarter 2023

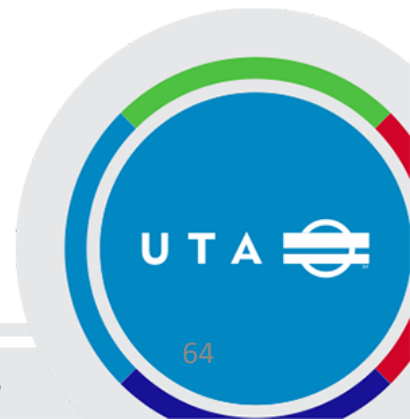
Institution	Amount	Yield
PTIF	\$264,192,208	5.08%
Chandler Asset Management	\$219,837,274	2.18%
Zions Corporate Trust	\$44,406,935	5.08%
Zions Bank	\$23,304,392	4.77%
Totals	\$551,740,809	3.91%



## Benchmark Comparisons Second Quarter 2023

Institution	April	May	June
PTIF	5.01%	5.06%	5.18%
Chandler Asset Management	2.16%	2.13%	2.24%
Zions Bank	4.61%	4.86%	4.85%
Benchmark Returns*	4.83%	5.08%	5.08%

\* Benchmark return is Fed Funds rate.





# Questions?



# Contracts, Disbursements, and Grants



# **Contract: Purchase Five Used Bi-Level Commuter Rail Passenger Vehicles (North County Transit District)**

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## **Recommended Action (by acclamation)**

Motion to approve the contract with North County Transit District for the purchase of five used Bi-Level Commuter Rail Passenger Vehicles, as presented



# **Change Order: Traction Power Substations (TPSS) Rehabilitation Change Order #012 - New HVAC Systems (C3M Power Systems, LLC)**

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## **Recommended Action (by acclamation)**

Motion to approve Traction Power Substations Rehabilitation Change Order #012 with C3M Power Systems, LLC for new HVAC Systems, as presented



# Budget and Other Approvals

- a. TBA2023-08-01 Technical Budget Adjustment for Economic Impact Study



# **TBA2023-08-01 Technical Budget Adjustment for Economic Impact Study**



# Technical Budget Adjustment

## Technical Budget Adjustment: Services: Professional Attachment A

28-Jul-23

### Request

Expense Item	Office	Department	FTE	2023 Cost	2024 Cost	Funding Program	Information
Services: Professional	Planning & Engagement	Planning	-	\$ 275,000	\$ -	Operating Budget	Support for UTA Economic Impact study. This study is a cornerstone of UTA's new strategic plan adopted in December 2023. Will provide resources to secure an economic study to set UTA baseline for Strategic Plan.
<b>Total Technical Budget Adjustment</b>			-	\$ 275,000	\$ -		Funded from UTA Operating Contingency in 2023 with no net impact to existing 2023 Operating Budget or Fund Balances. No additional funding expected to be required in 2024



# Questions?





# **Recommended Action**

## **(by acclamation)**

Motion to approve TBA2023-08-01 Technical Budget Adjustment for  
Economic Impact Study



# Discussion Items



# Utah Valley Express(UVX) Zero Fare Expiration



# History of UVX

- August 2018 – start of operations
- Boardings per day
  - Ridership quickly grew 4.5X to 9,000
  - Pre-COVID - 12-14,000
  - Rebounded to 8-9,000 (current)
- Ridership mostly students/university community
- Widely used for sports games and other major events



# Zero Fare Background

- 2014: UTA Board approved a \$2.5M loan (at 2% per year) for O&M
- 2016: Utah County issued bonds for UVX construction
- 2018: CMAQ funding through MAG
- 2018: Pass contracts signed for BYU and UVU with understanding of zero fare on UVX
- 2018: O&M costs increased to reflect experience
- 2019: Utah County passed 4th quarter cent sales tax
  - UTA/Utah County contract provides funding for UVX operations and management
- 2023: Utah County passed a sales tax increase based on the 5th 20% per cent sales tax



# Funding Zero Fare

- 2018: UTA awarded a \$1.6M CMAQ grant to offset O&M for 3 years
- 2021: UTA Board approves zero fare extension through 2023
- Understanding that O&M could be fully covered by 4th quarter cent sales tax
  - In 2022, we received \$3.078M



# Future UVX Fare Options

## Context

- By 2050, Utah County nears greater Salt Lake County population
- MAG awarded \$5M to UTA for new Provo UVX station on 9th East
- Model: 16% ridership increase expected with new UVX station
- Customer and county leadership expectations
- Encouragement of use by newcomers to transit

### **Option 1:** Continue Zero Fare

### **Option 2:** Begin Collecting Fare

- Fare revenue could increase (projected) \$696,000 and \$929,000 annually – assumes 15-20% of 2022 ridership and no drop in non-pass customers



## Next Steps

The decision-making process should consider stakeholder engagement

- BYU, UVU, and MAG Regional Planning Committee
- Fare inspection viability for multiple doors on UVX
- If fare is instituted, a communications plan to educate riders without a pass on fare payment





# Other Business

- a. Next Meeting: Wednesday, August 23, 2023, at 9:00 a.m.



# Closed Session

- a. Strategy Session to discuss Collective Bargaining



# Recommended Action

## (by acclamation)

Motion to move to closed session to discuss Collective Bargaining



# Closed Session



# Open Session



# Adjourn

