

UTA Board of Trustees Meeting

September 27, 2023



Call to Order and Opening Remarks



My BeUTAHful Community Student Art Competition

2023 Winning Art



If I Could Create the Future – Noelle Hardman – 2nd Grade



“My art is my vision of the future. It has multiple transportations that I would like to have in the future. I think that imagine means let your thoughts take you away to a different world where you can do almost anything and go anywhere.”

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 September 13, 2023, Board Meeting Minutes
- b. Approval of International Travel to Toronto, Canada in October 2023 for Research Related to the 14600 South Railroad Crossing Project.



Recommended Action

(by acclamation)

Motion to approve consent agenda



Reports



Executive Director's Report

- UTA Tributes - Appointments & Awards
- Team Award - Service & Operations Planning



UTA Tributes – Appointments & Awards



Agenda Item 6.a.

Team Award

Service & Operations Planning



Increasing Ridership

2023 P&E Annual Target	Aug 2022 – Aug 2023
Increase ridership by 2%	Ridership increase of 9.7%



Quality of Life



Agenda Item 6.a.



Thank you, Service and Ops Planners

Joey Alsop

Sean Kosobud

David Steadman

Dave Beecher

Sarah Middleton

Casey Walrath

Clayton Brooks

Jonathan Owens

Kirk Wangsgard

Kayla Brown

Greg Platt

Nick Wilcox

Eric Callison

Lilah Rosenfield

Carson Casey

Emily Scholer

Quality of Life



Financial Report - July 2023



Monthly Operating Financial Report

July 2023

September 27, 2023



Utah Transit Authority

Board Dashboard: July 31, 2023

Financial Metrics	Jul Actual	Jul Budget	Fav/ (Unfav)	%	YTD Actual	YTD Budget	Fav/ (Unfav)	%
Sales Tax (June '23 mm \$)	\$ 47.1	\$ 46.4	\$ 0.78	● 1.7%	\$ 236.9	\$ 228.4	\$ 8.45	● 3.7%
Fare Revenue (mm)	\$ 2.9	\$ 3.0	\$ (0.15)	● -5.1%	\$ 21.0	\$ 20.5	\$ 0.46	● 2.2%
Operating Exp (mm)*	\$ 30.4	\$ 32.9	\$ 2.49	● 7.6%	\$ 219.6	\$ 237.6	\$ 17.99	● 7.6%
Subsidy Per Rider (SPR)*	\$ 10.84	\$ 11.18	\$ 0.34	● 3.0%	\$ 10.27	\$ 11.18	\$ 0.91	● 8.1%
UTA Diesel Price (\$/gal)	\$ 2.75	\$ 3.90	\$ 1.15	● 29.5%	\$ 3.03	\$ 3.90	\$ 0.87	● 22.4%
Operating Metrics	Jul Actual	Jul-22	F/ (UF)	%	YTD Actual	YTD 2022	F/ (UF)	%
Ridership (mm)	2.54	2.41	0.1	● 5.5%	19.34	17.57	1.8	● 10.1%
Energy Cost by Type (July YTD Monthly Average)								
	Diesel Bus (Cost per Mile)				\$ 0.58			
	Diesel CR (Cost per Mile)				\$ 5.21			
	Unleaded Gas (Cost per Mile)				\$ 0.43			
	CNG (Cost per Mile)				\$ 0.82			
	Bus Propulsion Power (Cost per Mile)				\$ 1.13			
	TRAX Propulsion Power (Cost per Mile)				\$ 0.98			

"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed under "Utah Transit Authority".

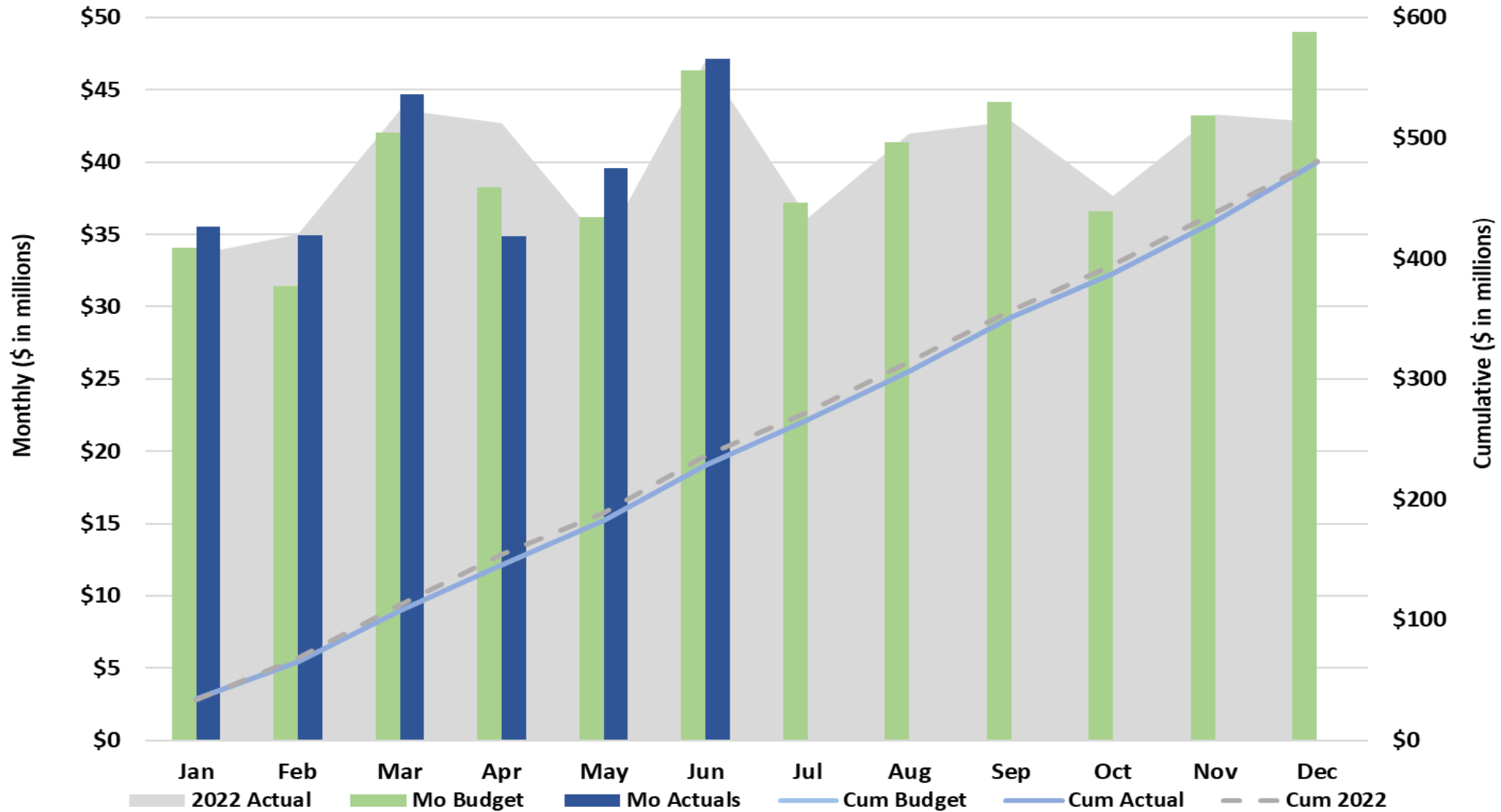
*Amended 2023 Budget

Agenda Item 6.b.



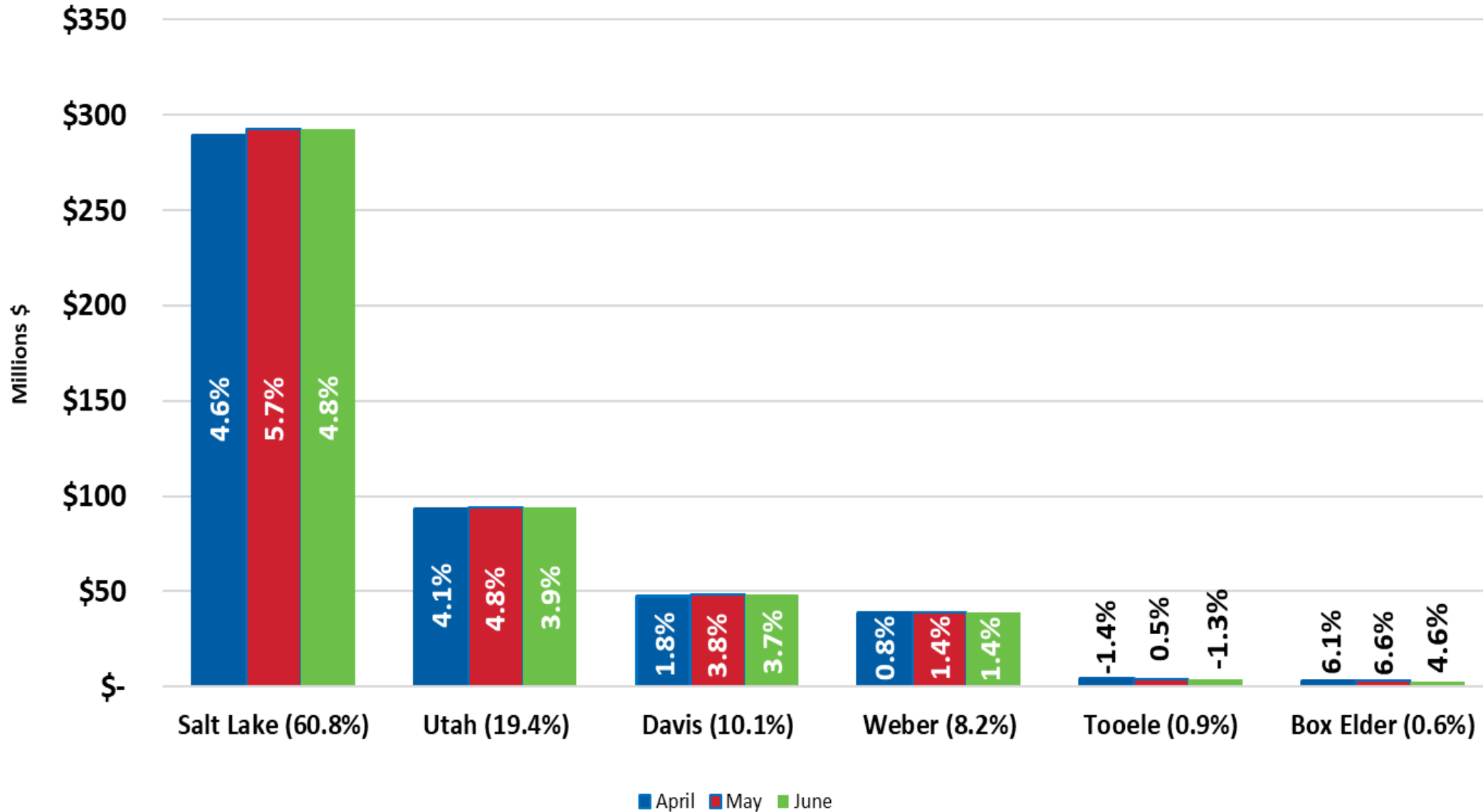
2023 Sales Tax

June YTD Variance \$8.45 million



Sales Tax Collections

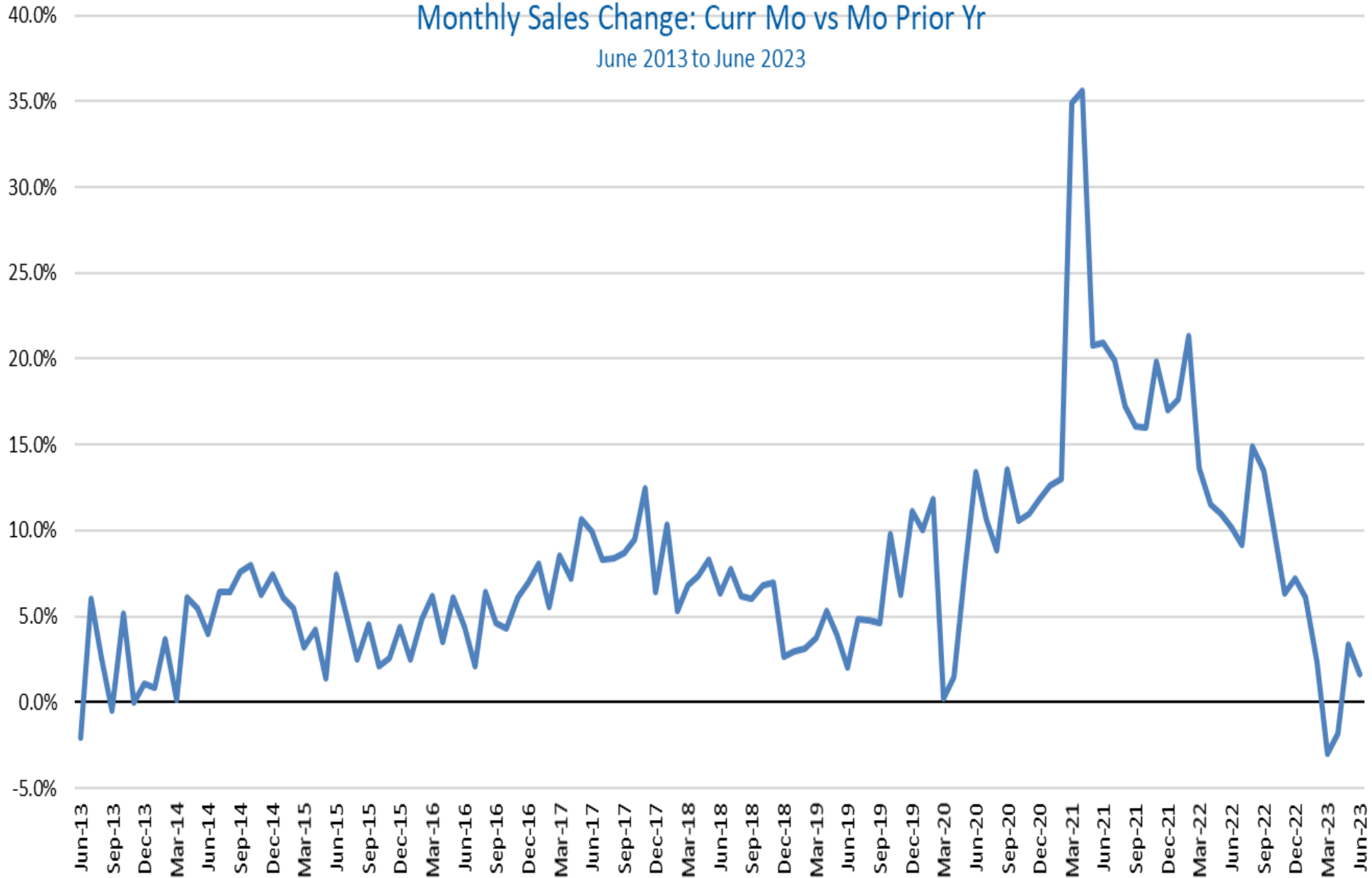
Percentage Growth for 12 months ended June 30, 2023



Utah Taxable Sales History

Monthly Sales Change: Curr Mo vs Mo Prior Yr

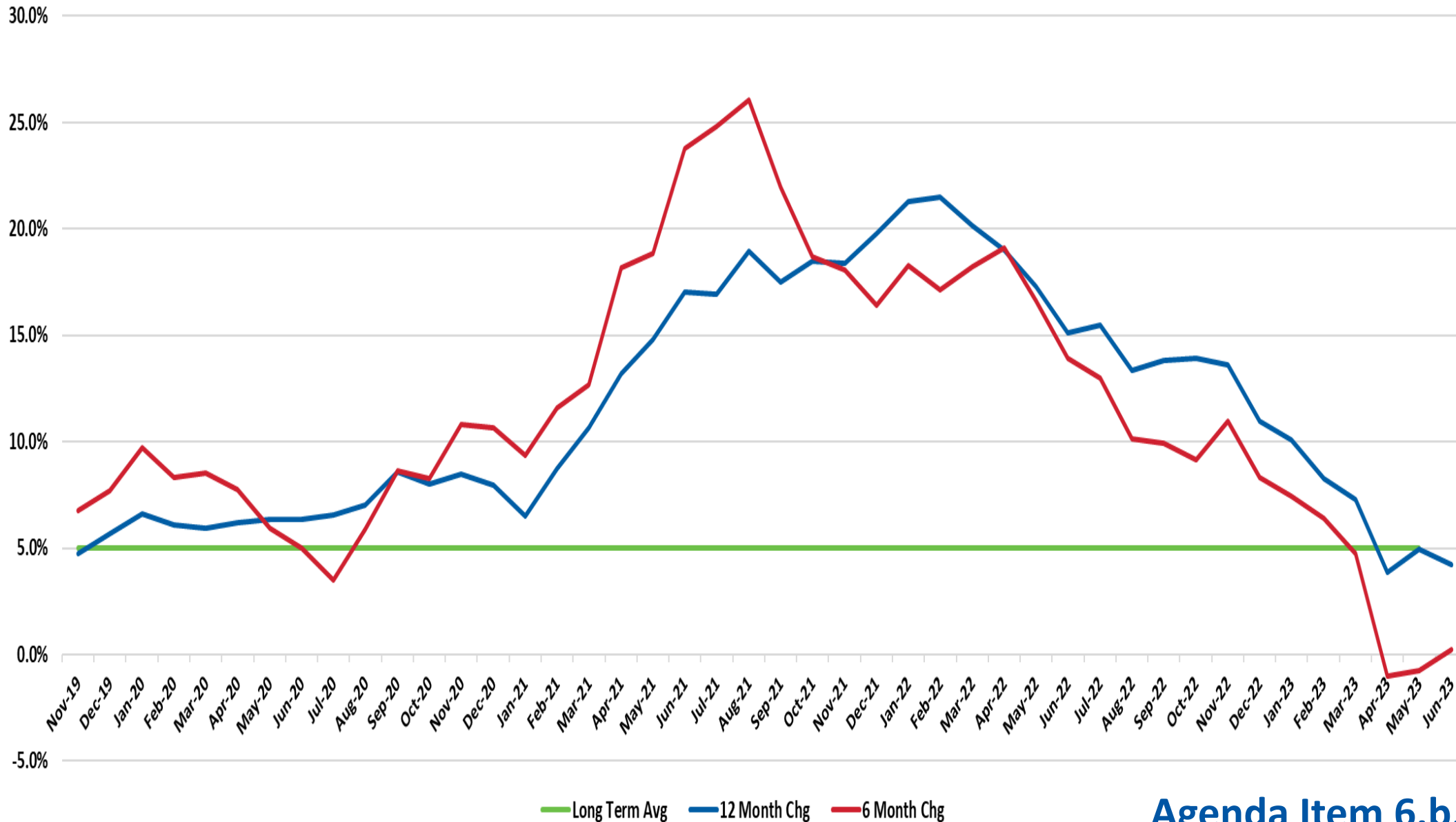
June 2013 to June 2023



Agenda Item 6.b.



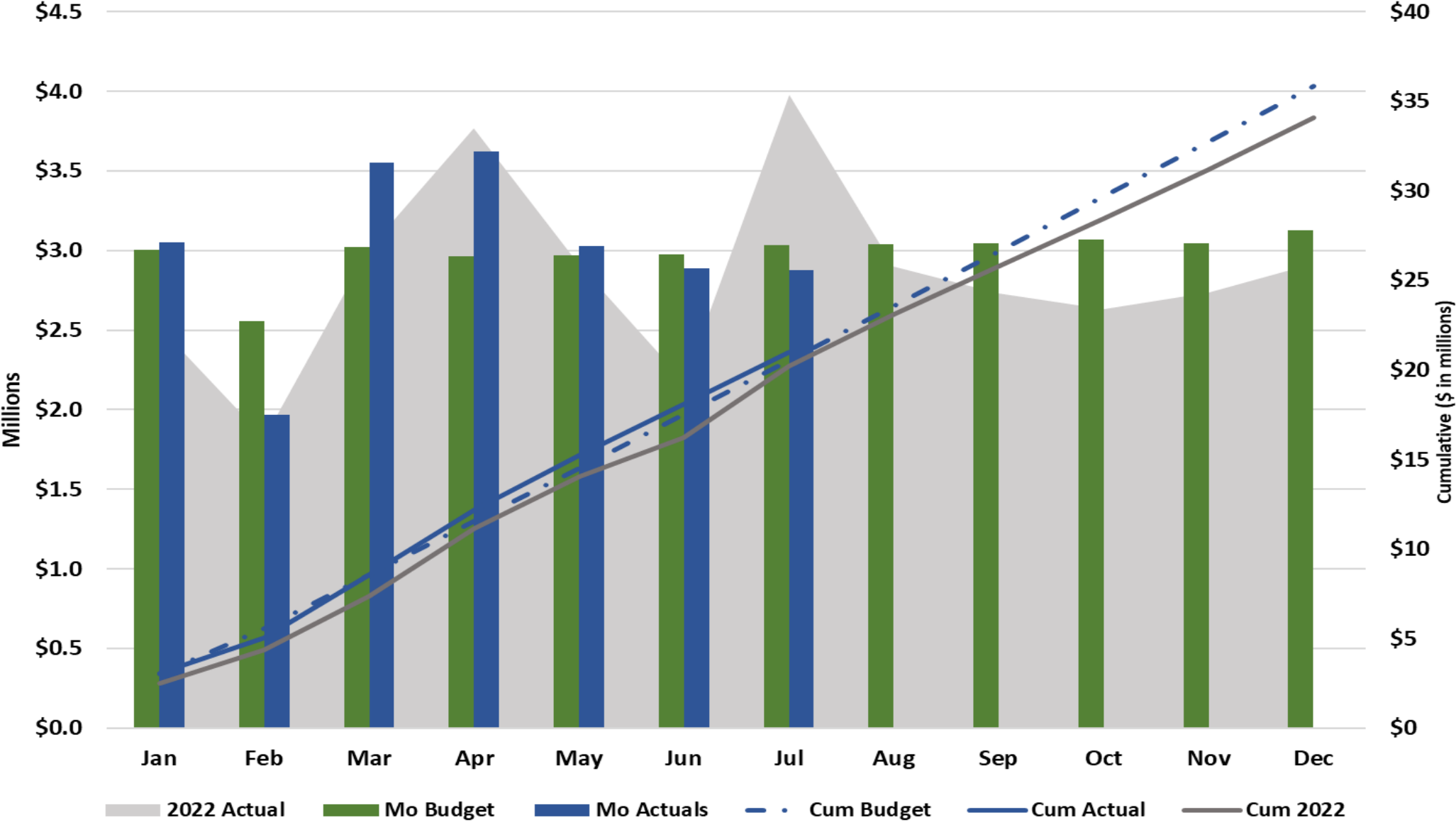
UTA Sales Tax Growth 2019 - 2023



Agenda Item 6.b.



2023 Passenger Revenue
July YTD \$455.8K > Budget



Agenda Item 6.b.



FTE Report: July 2023

Administrative FTEs	Jul-22	July 2023 Amended		Variance '23	
	Actual	Actual	Budget	Var	Percent
<i>Admin Depts</i>	509.3	570.0	619.8	49.8	8.0%
<i>Operating Depts</i>	357.5	369.0	384.5	15.5	4.0%
Total FTE	866.8	939.0	1,004.3	65.3	6.5%

Bargaining Unit FTEs	Jul-22	July 2023 Amended		Variance '23	
	Actual	Actual	Budget	Var	Percent
<i>Admin Depts</i>	59.0	116.5	42.0	(74.5)	-177.4%
<i>Operating Modes</i>					
<i>Bus</i>	942.5	974.2	1,101.0	126.8	11.5%
<i>Light Rail</i>	244.0	278.0	285.0	7.0	2.5%
<i>Commuter Rail</i>	113.0	106.0	103.0	(3.0)	-2.9%
<i>Riverside</i>	142.0	151.5	159.0	7.5	4.7%
<i>Asset Mgt</i>	164.0	161.0	184.0	23.0	12.5%
Total FTE	1,664.5	1,787.2	1,874.0	86.8	4.6%



July 2023 Monthly and YTD 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		
						Revenue						
\$ 32.6	\$ 40.6	\$ 37.2	\$ 3.4	9.1%	Sales Tax (Jul accrual)	\$ 266.5	273.3	\$ 265.6	\$ 7.7	2.9%		
4.0	2.9	3.0	(0.2)	-5.1%	Fares	20.2	21.0	20.5	0.5	2.2%		
33.4	38.5	38.5	-	0.0%	Federal	206.1	38.8	38.5	0.3	0.9%		
2.0	2.9	1.8	1.1	62.1%	Other *	10.0	28.7	12.4	16.3	131.8%		
\$ 71.9	\$ 84.9	\$ 80.5	\$ 4.3	5.4%	TOTAL REVENUE	\$ 502.8	\$ 361.8	\$ 337.0	\$ 24.8	7.3%		
						Expense						
\$ 12.3	\$ 14.5	\$ 15.2	\$ 0.8	5.0%	Salary/Wages	\$ 88.2	\$ 101.2	\$ 106.5	\$ 5.3	5.0%		
1.1	1.5	0.9	(0.6)	-70.8%	Overtime	8.2	\$ 9.1	6.3	\$ (2.8)	-44.5%		
6.5	7.6	8.2	0.5	6.4%	Fringe Benefits	48.3	51.6	57.0	5.3	9.4%		
1.8	2.8	3.0	0.2	7.6%	Services	16.3	21.8	24.4	2.6	10.5%		
1.1	1.8	1.9	0.1	4.8%	Parts	9.1	14.3	13.5	(0.8)	-5.6%		
4.3	1.6	2.8	1.3	44.7%	Fuel	18.6	16.7	20.8	4.1	19.8%		
0.2	0.4	0.5	0.1	24.2%	Utilities	3.2	5.0	3.6	(1.3)	-37.1%		
1.1	0.9	1.4	0.5	33.2%	Other	7.3	7.2	12.4	5.3	42.3%		
(0.4)	(0.6)	(1.0)	0.3	-34.9%	Capitalized Cost	(3.7)	(7.2)	(6.9)	(0.3)	3.7%		
\$ 27.9	\$ 30.4	\$ 32.9	\$ 2.5	7.6%	TOTAL EXPENSE	\$ 195.5	\$ 219.6	\$ 237.6	\$ 18.0	7.6%		
6.6	6.7	6.4	(0.3)	-4.2%	Debt Service	48.3	46.7	46.3	(0.4)	-0.9%		
\$ 37.4	\$ 47.7	\$ 41.2	\$ 6.6	15.9%	Contrib. Capital/Reserves	\$ 259.0	\$ 95.5	\$ 53.2	\$ 42.4	79.7%		

*Does not include Sale of Assets

Favorable/(Unfavorable)

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

Agenda Item 6.b.

Questions?



Capital Program Update January – July 2023

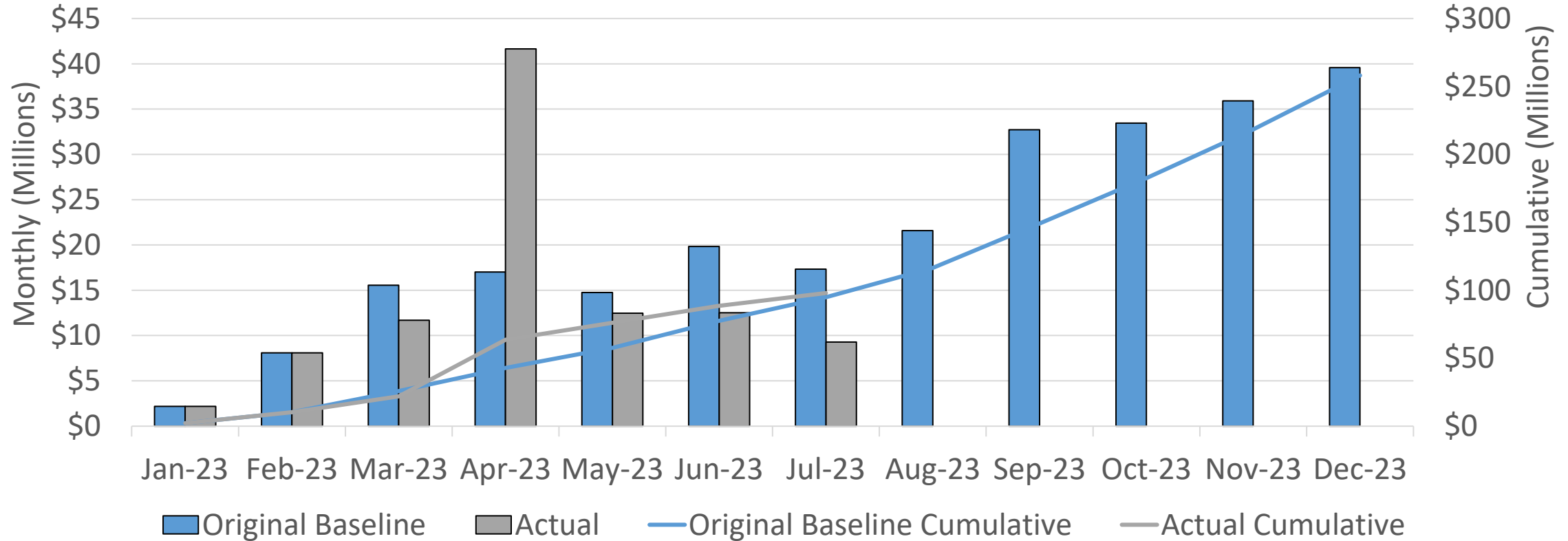
September 27, 2023



Agenda Item 6.b.

Program Summary

2023 Capital Spending Program Summary- \$97.9 M Spent of Planned \$94.8 M, 3%



Capital Category Summary

UTA Capital Program Delivery	YTD Baseline Cumulative Plan	YTD Actuals- Cumulative	Purchase Orders	YTD Variance \$	YTD Variance %
Capital Construction	27,263,000	18,533,000	1,788,000	(8,730,000)	-32%
Capital Development	18,962,000	12,750,000	3,448,000	(6,212,000)	-33%
Facilities-SGR	3,074,000	2,533,000	402,000	(541,000)	-18%
Information Technology	3,278,000	3,296,000	821,000	18,000	1%
Infrastructure State of Good Repair Projects	17,871,000	22,969,000	2,379,000	5,098,000	29%
Planning	1,166,000	1,089,000	248,000	(77,000)	-7%
Property/TOC	2,295,000	2,180,000	681,000	(115,000)	-5%
Revenue / Service Vehicles	11,611,000	30,634,000	4,009,000	19,023,000	164%
Safety & Security	4,693,000	2,953,000	1,767,000	(1,740,000)	-37%
5310 Program Summary	4,585,000	952,000	1,293,000	(3,633,000)	-79%
Totals	94,796,000	97,883,000	16,836,000	3,091,000	3%



Capital Construction – MSP271 MOW Training Yard

Project Objectives

- Provide a training facility for Maintenance of Way (MOW) employees.
- Facilitate and enhance the training for new MOW employees

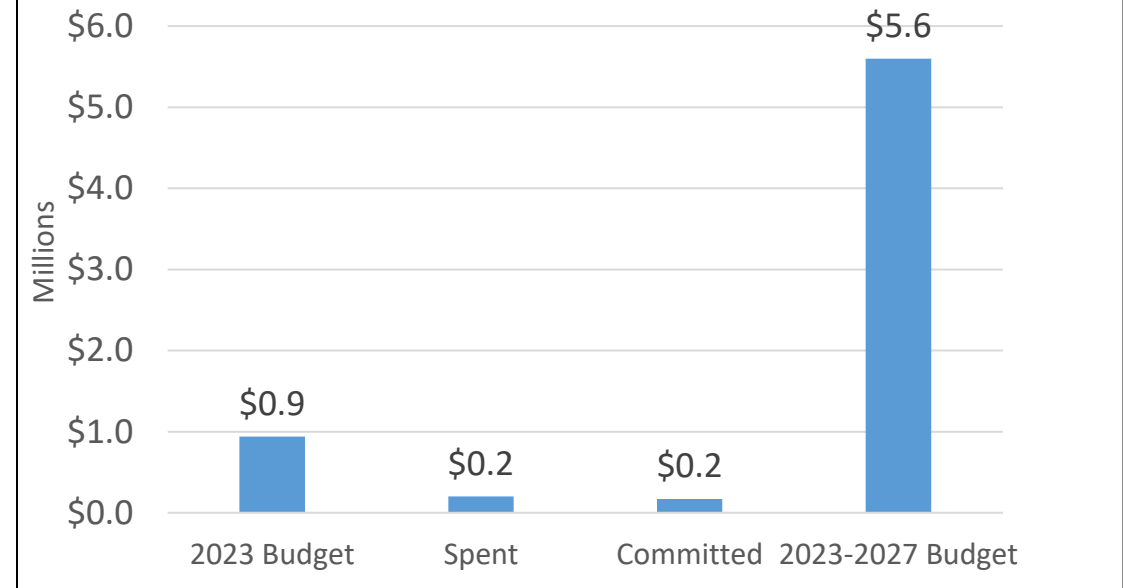
Current Accomplishment

- Design Complete.
- Environmental soil testing & approvals complete.
- Drainage issues resolved.

Next Steps

- Signal & Communication design.
- Preparation of material list.
- Procurement of materials.

MSP271 Budget and Cost as of 7/31



Current Project Status

- Challenges but \$ still on target/Schedule slippage but no budget adjustments anticipated

Agenda Item 6.b.



Capital Development – MSP202 Davis SLC Connector

Project Objectives

- Provide an alternative transit route from Farmington to the University of Utah.

Current Accomplishment

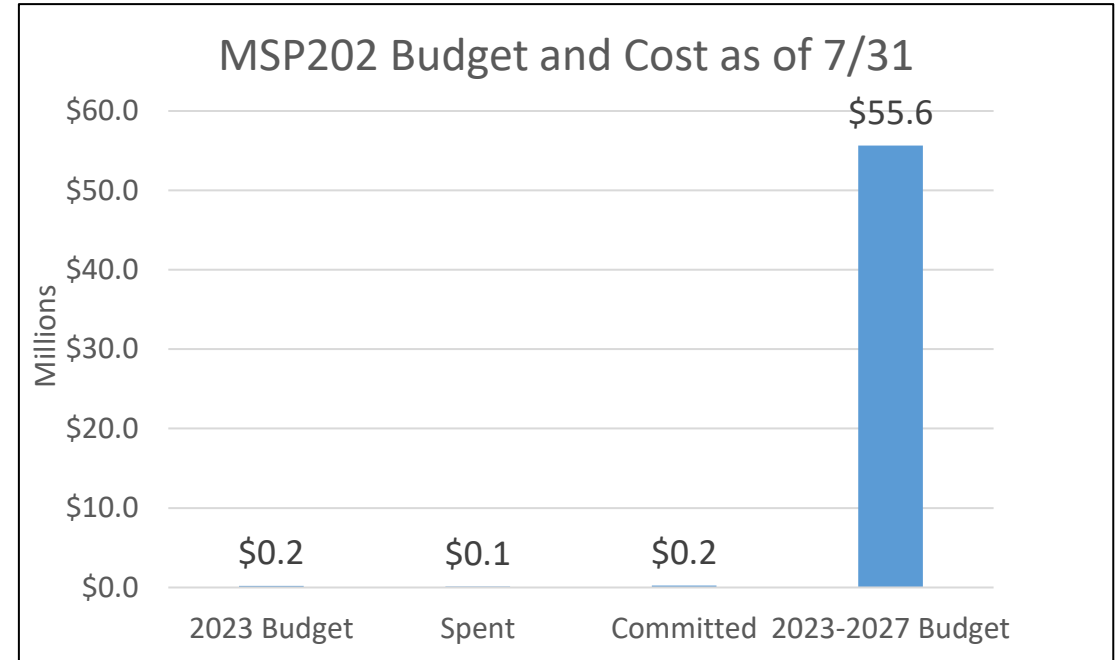
- Davis County 3rd quarter grant application submitted June 2023.
- Design procurement agreement underway.

Next Steps

- Request entry into FTA Project Development.
- Submit Small Starts grant application.

Risk

- Majority of the projected budget is unfunded



Current Project Status

- Challenges but \$ still on target/Schedule slippage but no budget adjustments anticipated



Facilities/SGR - FMA673-Stations & Platforms Rehab & Replacement

Project Objectives

- Upkeep and rehab of stations and platforms.
- Annually recurring program, includes 12 individual projects in 2023 budget year

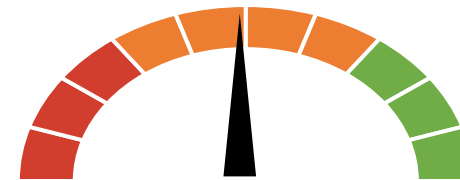
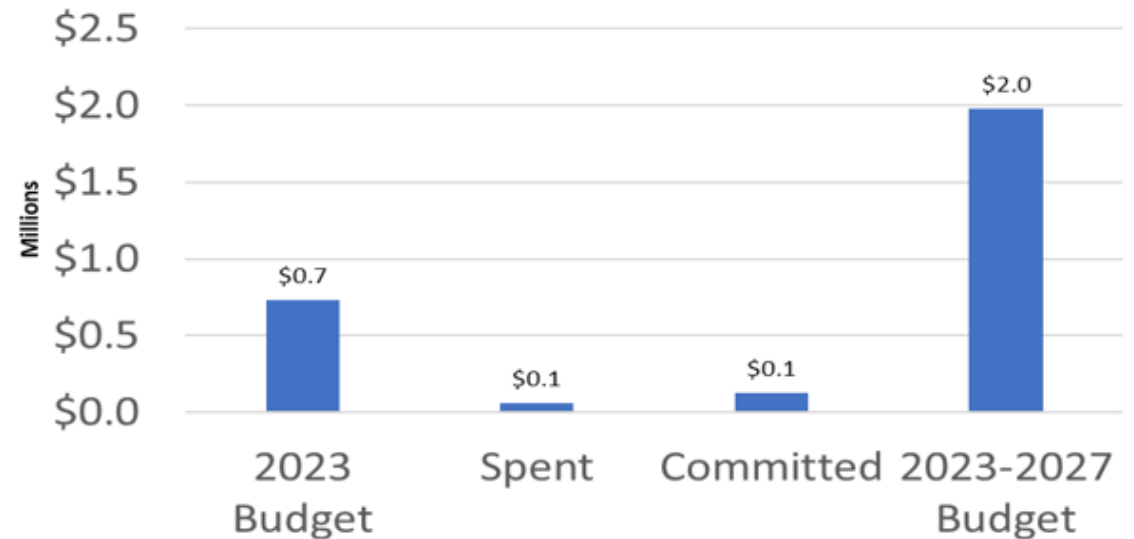
Current Accomplishment

- Determining which projects are executable in 2023.
- Replacement of rusting Power Control Center (PCC) cabinets on the North-South and University lines.

Next Steps

- Completion of bidding and procurement process for an additional 3 projects in 2023.
- Continued collaboration with systems team to move PCC replacement project forward.
- Decision on type and source of PCC cabinets.

FMA673 Budget and Costs as of 7/31



Current Project Status

- Challenges but \$ still on target/Schedule slippage but no budget adjustments anticipated

Agenda Item 6.b.



Information Technology - ICI222 Fares Systems Replacement Program

Project Objectives

- Phase 1 – Replace all Ticket Vending Machines (TVMs)
- Phase 2 – Replace all Bus/Rail Validators
- Phase 3 – Replace Mobile Ticketing app and integrate all fare subsystems

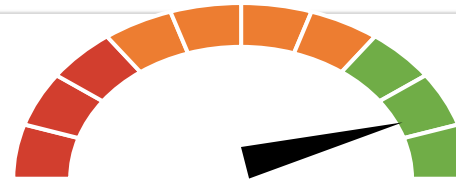
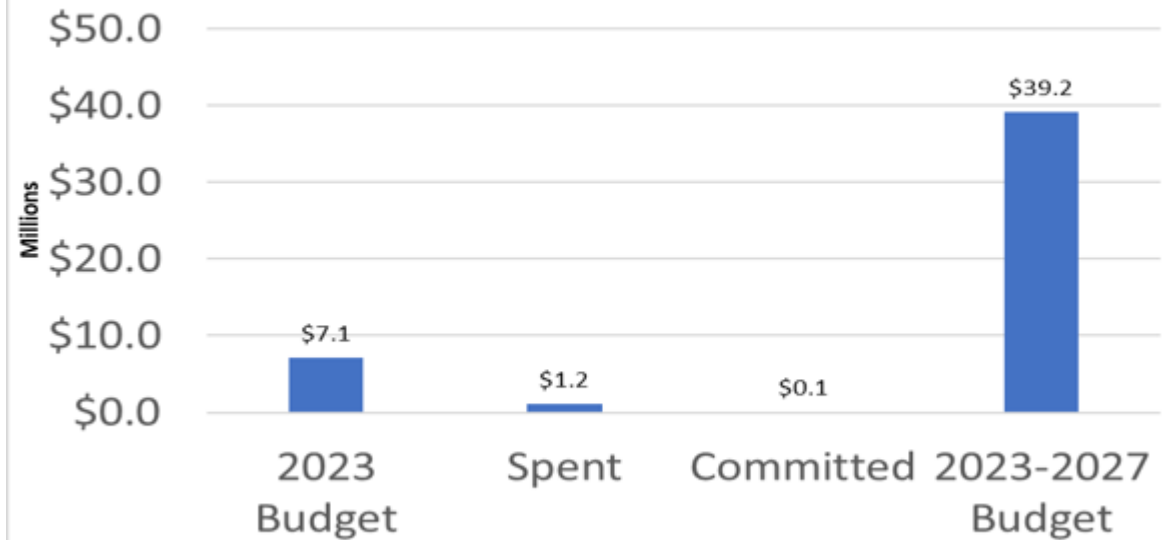
Current Accomplishment

- Phase 1 Planning Completed
- Site Survey for all Rail Platforms Completed
- Phase 1 TVM Design Completed

Next Steps

- First Article Testing (FAT) of TVM Solution (Q4 '23)
- Phase 2 Kickoff (Q4 '23)
- TVM Pilot (Q1 '24)

ICI222 Budget and Costs as of 7/31



Current Project Status

- Managed challenges/On schedule/Within budget

Agenda Item 6.b.



Infrastructure SGR – SGR393 Grade Crossing Rehab/Replacement

Project Objectives

- Maintenance of road and UTA rail crossings and crossing surfaces.

Current Accomplishment

- Completed five crossings in Daybreak.
- Scheduled to complete four crossing by November 1st.
- Coordinating with Murray City to complete the crossing at Winchester next month.

Next Steps

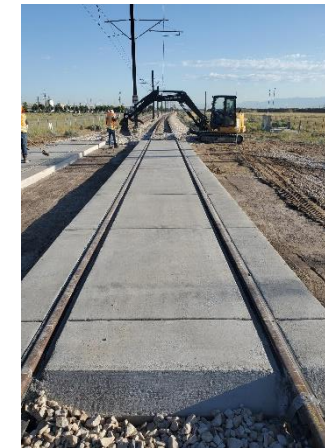
- Assess and evaluate crossings for priority work in quarter 1 of 2024.

SGR393 Budget and Cost as of 7/31



Current Project Status

- Managed challenges/On schedule/Within budget



Agenda Item 6.b.



Planning - MSP294 Planning Studies Managed Reserve

Project Objectives

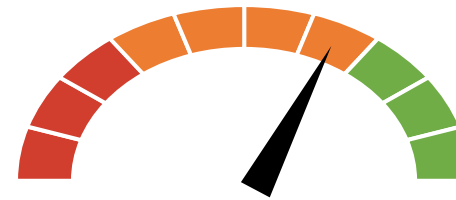
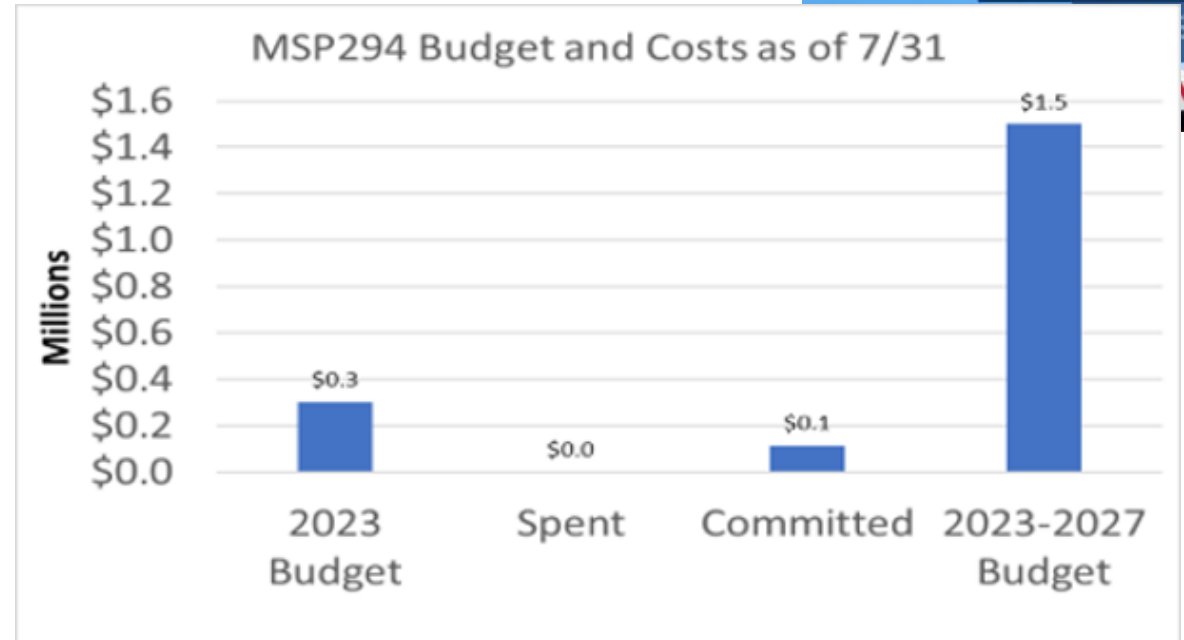
- Develop service alternatives
- Educate community on service plans/future projects
- Engage community on current/future efforts

Current Accomplishment

- West Bench Study final draft completed
- Falcon Hill Study in final revision
- Sandy/South Jordan study in technical analysis/stakeholder outreach

Next Steps

- Report on West Bench Study to Board of Trustees
- Finish Falcon Hill Study final draft
- Sandy/South Jordan stakeholder meeting



Current Project Status

- Challenges but \$ still on target/Schedule slippage but no budget adjustments anticipated

Real Estate and TOC - MSP275 Station Area Planning

Project Objectives

- Define shared vision for all station areas
- Establish 5-year Implementation Plans
- Support cities in meeting HB462 requirements

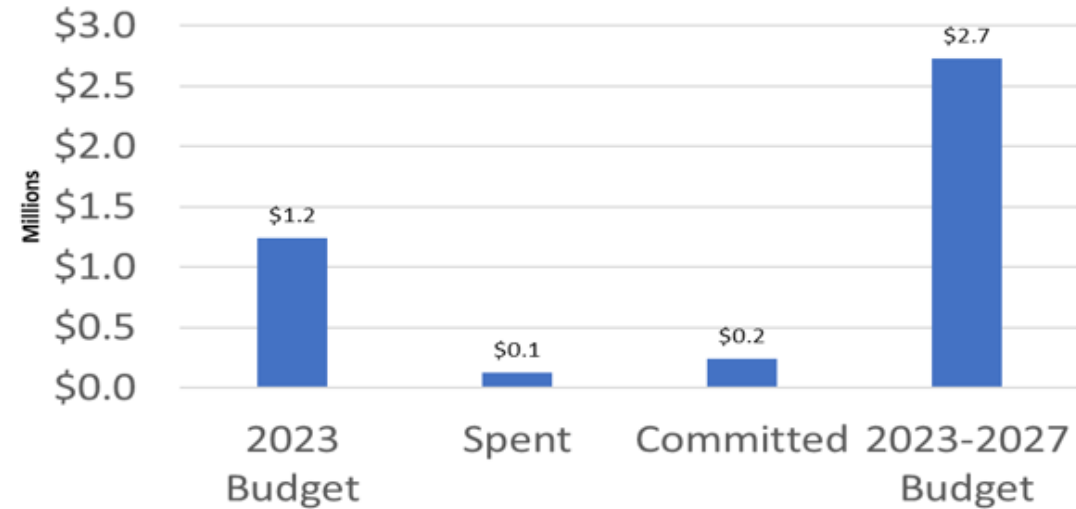
Current Accomplishment

- 2 certified Station Area Plans (SAP)
- 30+ active plans
- Established Transit Oriented Communities (TOC) Pre-development team

Next Steps

- Complete active SAPs
- Achieve adoption/certification for SAPs
- Initiate next batch

MSP275 Budget and Costs as of 7/31



Current Project Status

- Managed challenges/On schedule/Within budget

Agenda Item 6.b.



Revenue Service Vehicles – REV232 Van Pool Van Replacements

Project Objectives

- Replacement of 51 Van Pool vans.
 - Six 15 passenger vans.
 - 25 11 passenger vans.
 - 20 Toyota hybrid minivans.

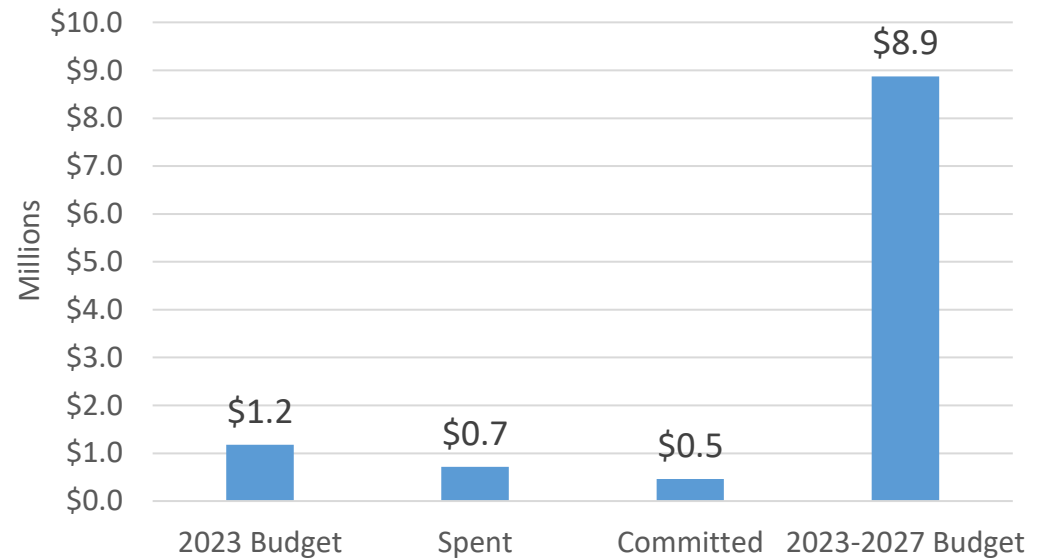
Current Accomplishment

- Received all six 15 passenger vans.
- Received 13 Toyota hybrid minivans.

Next Steps

- Confirm the delivery of the remaining Toyota minivans for Q3 2023.
- Obtain estimated delivery schedule for the 25 – 11 passenger vans.

REV232 Budget and Cost as of 7/31



Current Project Status

- Managed challenges/On schedule/Within budget

Agenda Item 6.b.



Safety and Security - FMA681 Arc Flash Analysis

Project Objectives

- Conduct arc flash hazard assessments for all UTA electrical systems including traction power substations, crossing and interlocking houses, platforms, and all bldg. facilities.
- Post safety information on electrical panels & train employees on safety information

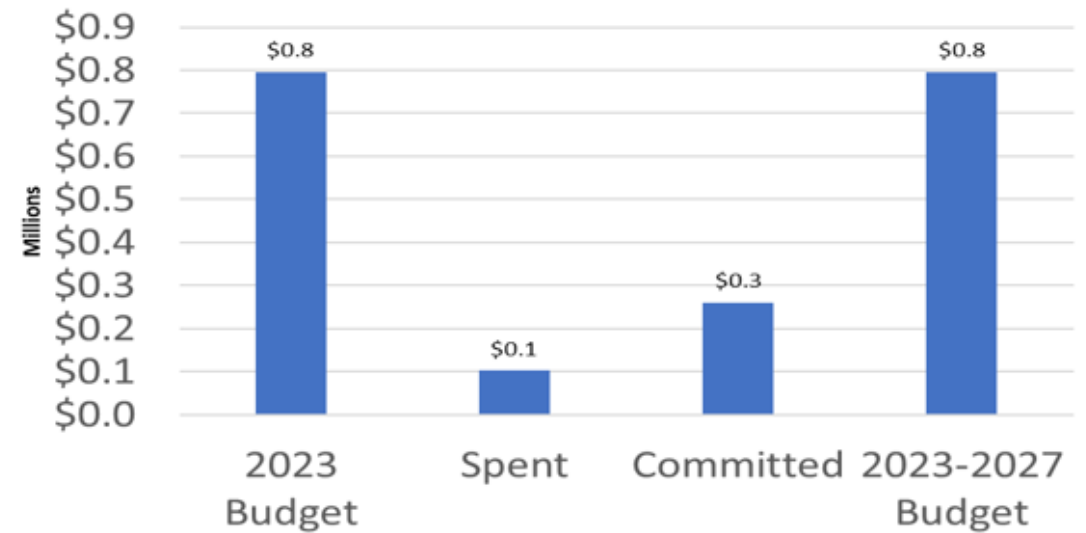
Current Accomplishment

- Site field assessments completed for all UTA Bldg. facilities
- Building utility overcurrent information obtained from Rocky Mountain Power

Next Steps

- Field Assessments
- Retrieve overcurrent information
- Labeling panels with arc flash information

FMA681 Budget and Costs as of 7/31



Current Project Status

- Challenges but \$ still on target/Schedule slippage but no budget adjustments anticipated

Agenda Item 6.b.



Questions?



Resolutions



R2023-09-01

**Resolution Designating Transit
Oriented Development Sites in Lehi
and Farmington, Utah**

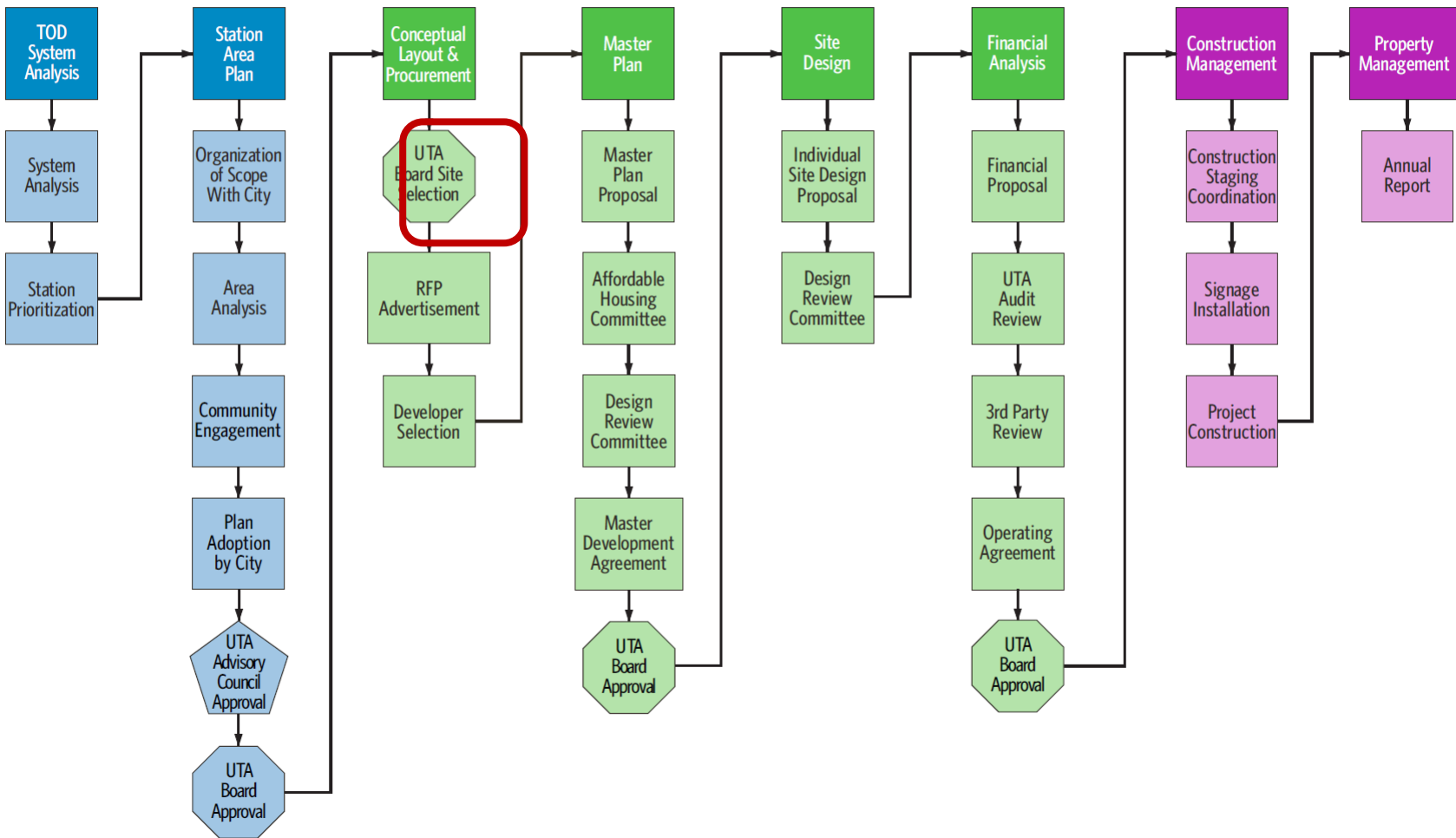


UTA TOC Planning and Development Process

Planning

Implementation

Management



“Upon site selection and authorization from the Board of Trustees, the Authority will issue a Request for Qualifications and Proposals (“RFQ-P”) to solicit developers whose skills and expertise align with the vision identified in the Station Area Plan.”
-Board of Trustees Policy No 5.1, III.C.2

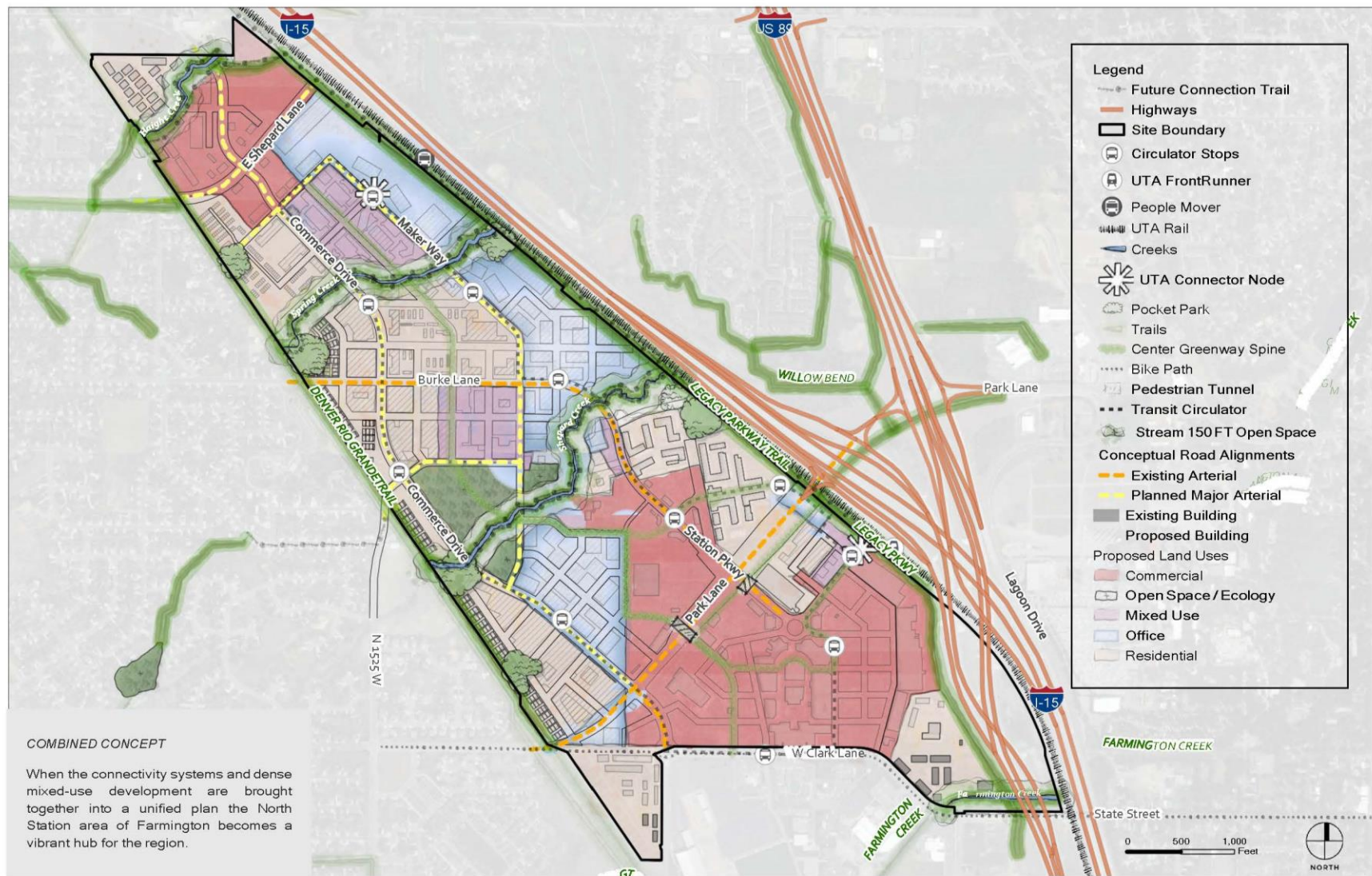


System Analysis Results

Rank	Overall	Growth Opportunity	Affordable Housing
1	West Jordan City Center	West Jordan City Center	Murray Central
2	Farmington	American Fork Station	Midvale Fort Union
3	Murray Central	Roy Station	Ballpark
4	American Fork Station	History Sandy	West Jordan City Center
5	Orem Central Station	Lehi Station	Fashion Place West
6	Roy Station	Draper Town Center Station	Farmington
7	Murray Fort Union	Fashion Place West Station	Draper Town Center
8	Midvale Center	5651 W Old Bingham Hwy (West Jordan)	Midvale Center Street
9	Ballpark	Pleasant View	Lehi Station
10	Draper Town Center	2700 W Sugar Factory Rd	Kimballs Lane



Farmington Station Area Plan



Lehi Station Area Plan

UTAH TRANSIT AUTHORITY

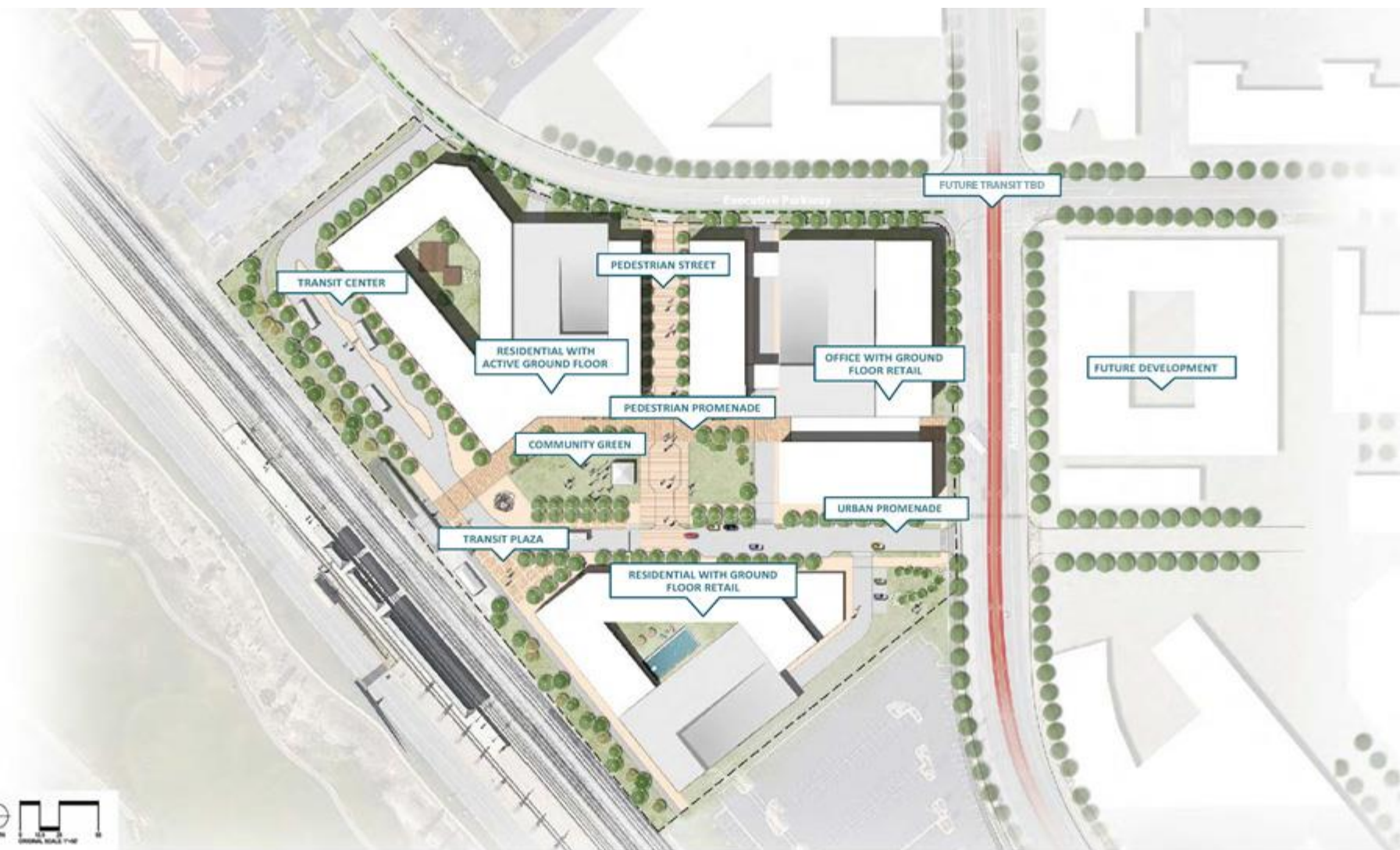


Figure 4: Illustrative Plan



Recommended Action

(by roll call)

Motion to approve R2023-09-01 Resolution Designating Transit Oriented Development Sites in Lehi and Farmington, Utah, as presented



R2023-09-02

**Resolution Authorizing the Purchase of
Real Property from Edward and Carol
Marquez for the OGX Bus Rapid Transit
Project (Parcel 153)**

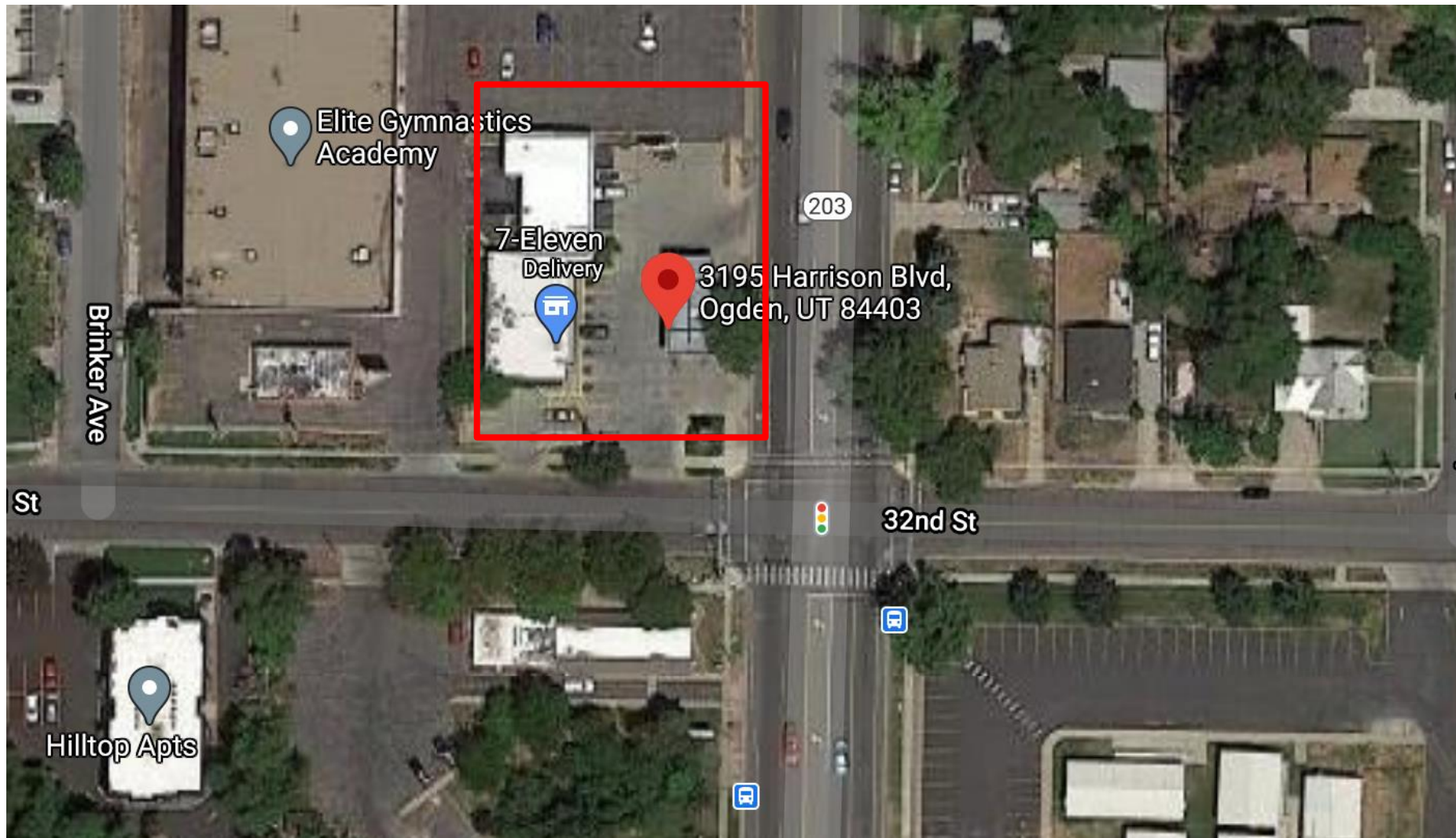


Property Overview



Owners Tenant	Edward & Carol Marquez (Leased Fee) 7-Eleven, Inc. (Leasehold)
Purpose of Acquisition	OGX BRT Right-of-Way
Location	3195 Harrison Blvd, Ogden
Fee Acquisition	0.48 acre + 4,995 square-foot building
Purchase Contract Tenant Settlement Contract	\$2,107,940.93 (Marquez) \$370,000 (7-Eleven)
Funding Source	OGX BRT Project Budget

Property Context Map



Agenda Item 7.b.

Request



1. Approve resolution authorizing property purchase and purchase of tenant leasehold interest.

Recommended Action

(by roll call)

Motion to approve R2023-09-02 Resolution Authorizing the Purchase of Real Property from Edward and Carol Marquez for the OGX Bus Rapid Transit Project (Parcel 153), as presented



Contracts, Disbursements, and Grants



Contract: Vehicle Wash Station Soaps and Floor Soap (Streamline Supply)

Recommended Action (by acclamation)

Motion to approve the contract with Streamline Supply
for Vehicle Wash Station Soaps and Floor Soaps, as presented, as presented



Budget and Other Approvals



Ratification of 2018-2023 Insurance Premium and Presentation of 2023-2024 Annual Insurance Renewal Report



Risk Management Insurance Renewal Report

September 27, 2023



Agenda Item 9.a.

Board Policy 2.1 – Risk Management

- The Executive Director will submit an annual report to the Board of Trustees on the status of the Authority's risk management program.
- The Authority will maintain Public Officials Errors and Omissions Insurance in an amount determined to adequately protect the Authority.
- The Executive Director will, as necessary, procure other insurance to compensate for losses that would adversely affect the Authority.



Board Policy 2.1 – Risk Management

The Authority will maintain Public Officials Errors and Omissions Insurance in an amount determined to adequately protect the Authority.

22-23 Public Officials Coverage:

While this policy is limited to \$2M, our excess/umbrella coverage provides an additional \$10M resulting in a combined limit of \$12M.

Insurance Company:	RSUI Indemnity Company
AM Best Rating:	A++ (Superior), XIV (\$1.5B -<\$2B)
Admitted/Non-Admitted:	Admitted
Policy Term:	9/1/22 to 9/1/23
Coverage:	Primary
Policy Aggregate Limit:	\$2,000,000
Public Entity D&O:	\$2,000,000
Employment Practices:	\$2,000,000
Retention - D&O:	\$250,000
Retention - EPL	\$250,000
Premium:	\$135,240



Board Policy 2.1 – Risk Management

23-24 Coverage for Public Officials:

- We maintained the excess umbrella coverage of \$10M on top of this policy for a combined limit of \$12M.

Insurance Company:	RSUI Indemnity Company
AM Best Rating:	A++ (Superior), XIV (\$1.5B -<\$2B)
Admitted/Non-Admitted:	Admitted
Policy Term:	9/1/23 to 9/1/24
Coverage:	Primary
Policy Aggregate Limit:	\$2,000,000
Public Entity D&O:	\$2,000,000
Employment Practices:	\$2,000,000
Retention - D&O:	\$250,000
Retention - EPL	\$250,000
Premium:	\$128,420 (-5%)



Board Policy 2.1 – Risk Management

The Executive Director will, as necessary, procure other insurance to compensate for losses that would adversely affect the Authority.

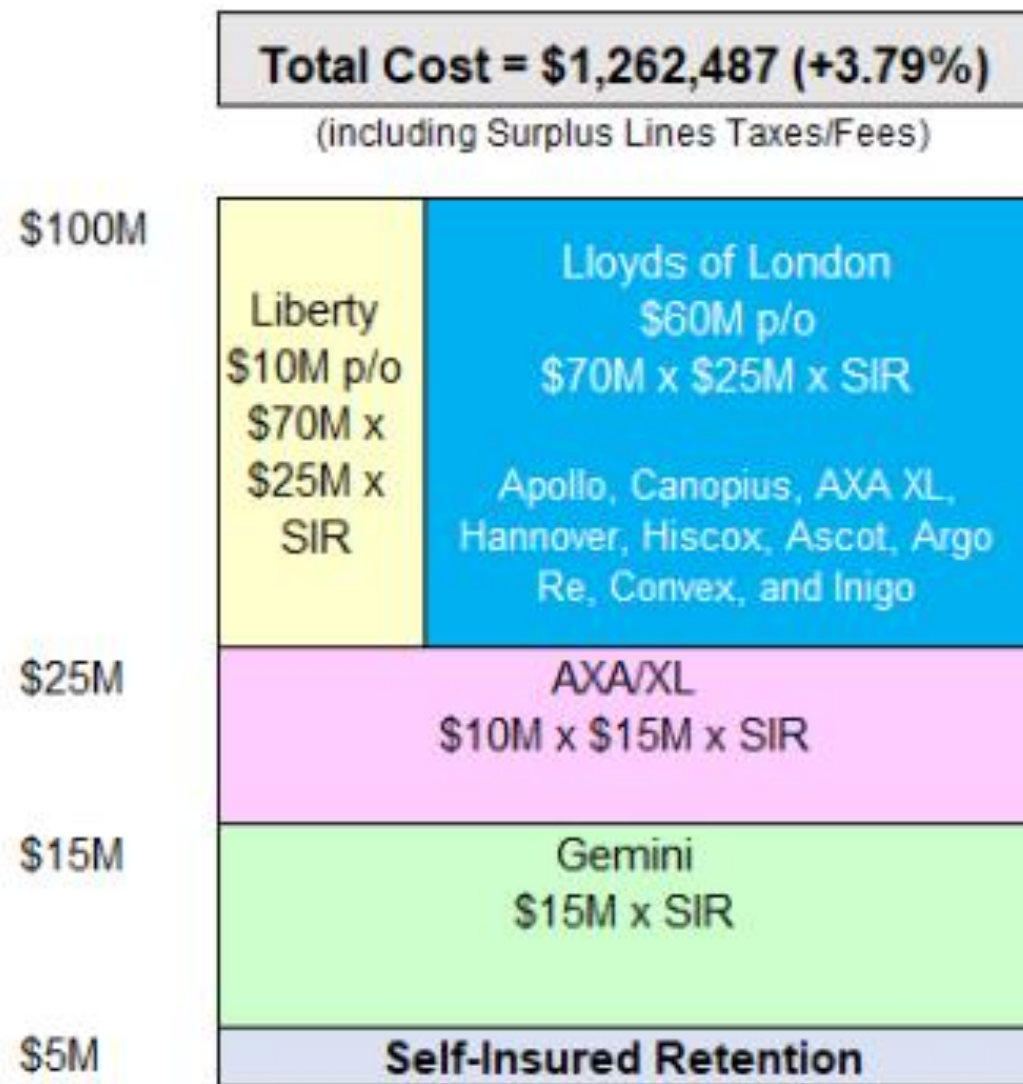


\$12M	Public Entity Excess Liability (Umbrella) \$10M Limit \$444,484 (+11.38%)				
\$2M	Premises Liability (\$2M) \$39,573 (+5%) \$2,500 Deductible	Police Professional Liability (\$2M) \$67,146 (+6%) \$100,000 Deductible	General Liability (\$2M Self Insured Retention)	Automobile Liability (\$2M Self Insured Retention)	Public Officials E&O and Employment Practices Liability (\$2M) \$128,420 (-5%) \$250,000 Retention

The Public Entity Excess Liability Market has experienced hardening conditions for the last several years due to adverse losses on a national basis. Utah’s governmental tort protections have enabled us to retain a full \$10M in limits with a single carrier, rather than on a more expensive “piecemeal” basis with multiple insurers which agencies in more challenging state jurisdictions must do.

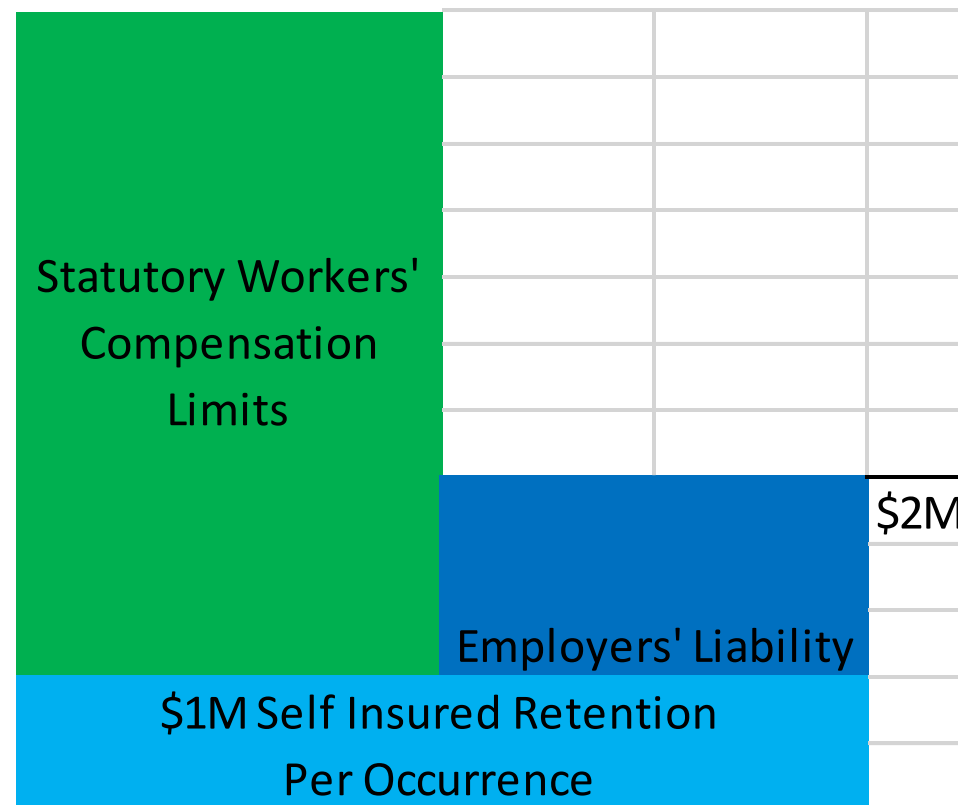


- This market has stabilized somewhat recently, relative to recent past due to a handful of new market entrants in the excess layers;
- We are pro-actively working with Railroad Markets to prepare for possible expansion of limits depending on future operational requirements.



- The premium increase this year is the result of an increase in UTA's payroll.
- Coverage has moved this year to the Utah Local Government's Trust, for better pricing but also because the Trust provides local loss control and risk management resources. The Trust has also been our property insurance provider for several years.

\$100,000
Up 6%

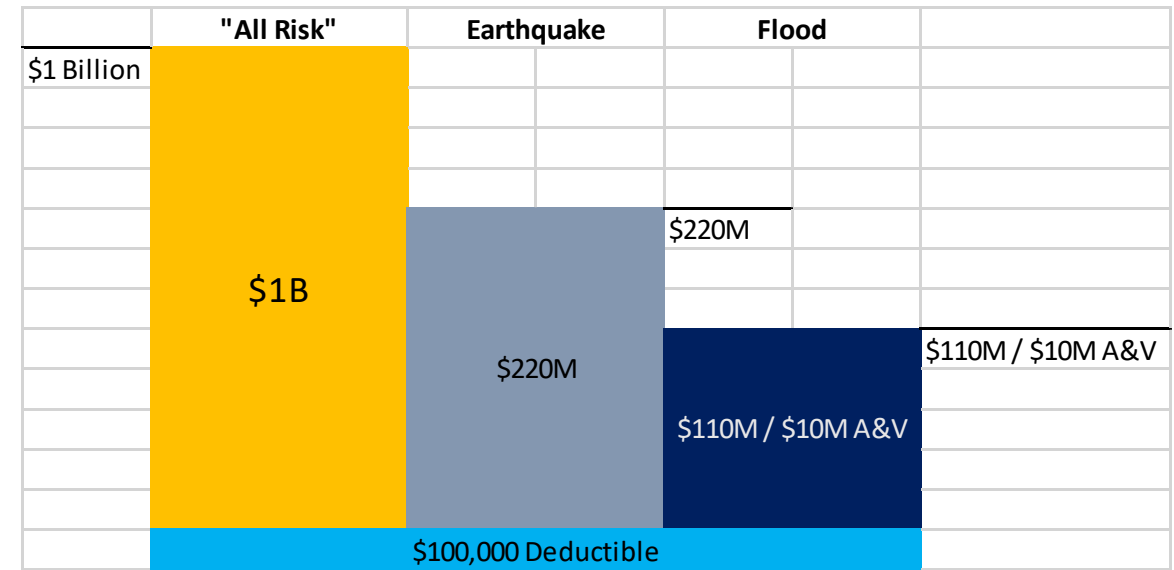


Property & Cyber Insurance:

- The property insurance market continues to experience significant challenges due to a hardening reinsurance market, an increase in losses within the industry relative to past years, and increases related to construction costs.
- *Our property rate increase was 5% this year. Recent appraisals were completed to properly value/insure our buildings, and we added the new Central Depot District Garage to our policy. These changes accounted for the balance of our premium increase at renewal.
- The Cyber Market has finally stabilized, after many years of hardening due to publicized ransomware and other hacking events occurring worldwide.
 - A benefit of the Trust is that they provide additional Cyber insurance up to \$2M over our independent program outlined to the right. This is included in their premium automatically.

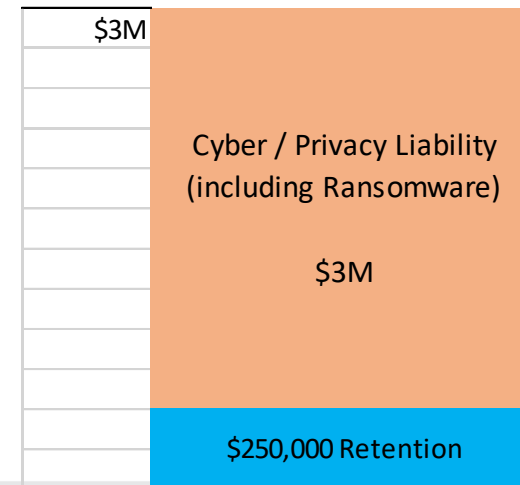
\$923,275

Up 32.8%*



\$68,924

-6%



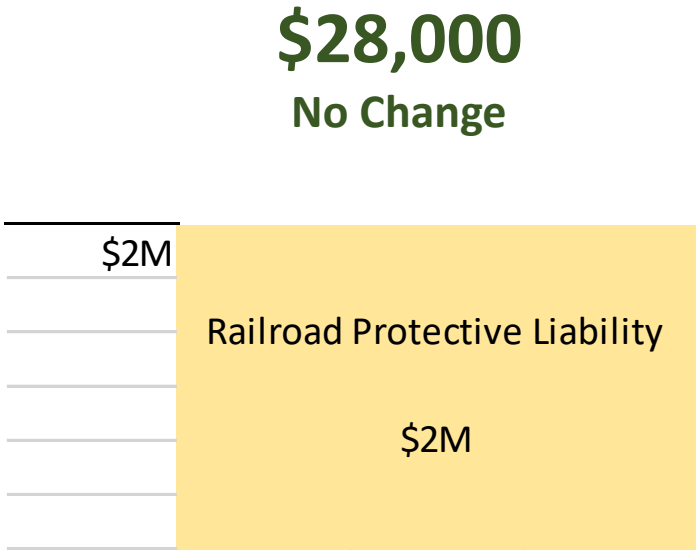
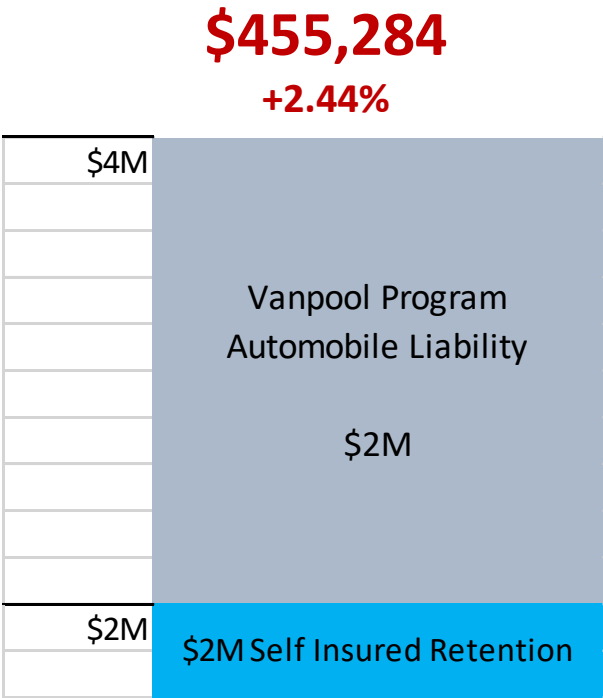
Agenda Item 9.a.



UTA’s Vanpool coverage has evolved over the years:

- Low deductible coverage had become prohibitively expensive in recent years.
- After analyzing losses through actuarial work, it was determined that a combination of self-insurance and excess would be more cost effective over the long term.

A Railroad Protective program for our contractors was established many years to meet insurance obligations imposed by the Railroad. Costs are apportioned back to contractors as they perform work along the ROW during the year.



Crime Insurance:

- This is a new policy as of 2 years ago and satisfies the requirement for a public officials bond on key personnel, while extending coverage to all UTA employees.

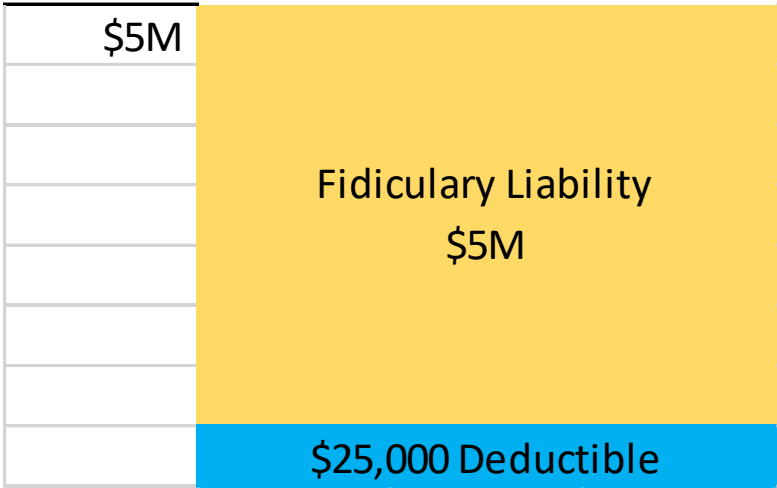
Fiduciary Liability:

- This policy addresses liability for Fiduciaries arising of the UTA Employee Retirement Plan. These liabilities are not covered in our excess liability program, thus a separate policy is needed for the Fiduciaries.

\$50,524
Up 3.4%



\$18,786
No change



- The ERISA Bond addresses the risk of theft associated with the UTA Employee Retirement Plan
- The Notary Bonds are required by the State as a part of licensing for our commissioned notaries.

Employee Retirement Income Security Act

\$450
Prepaid 9/1/21-24

\$500K	ERISA Bond \$500,000

There are currently 10 commissioned notaries at UTA.

\$50/bond

\$5K	Notary Bond \$5,000



Terrorism Liability:

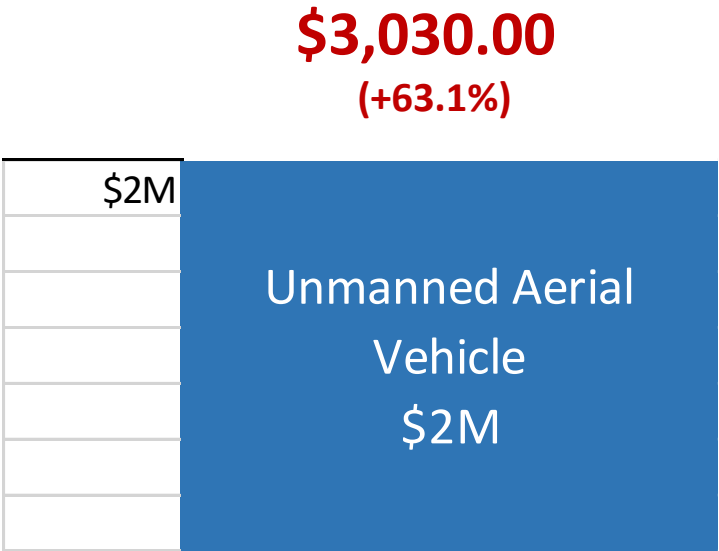
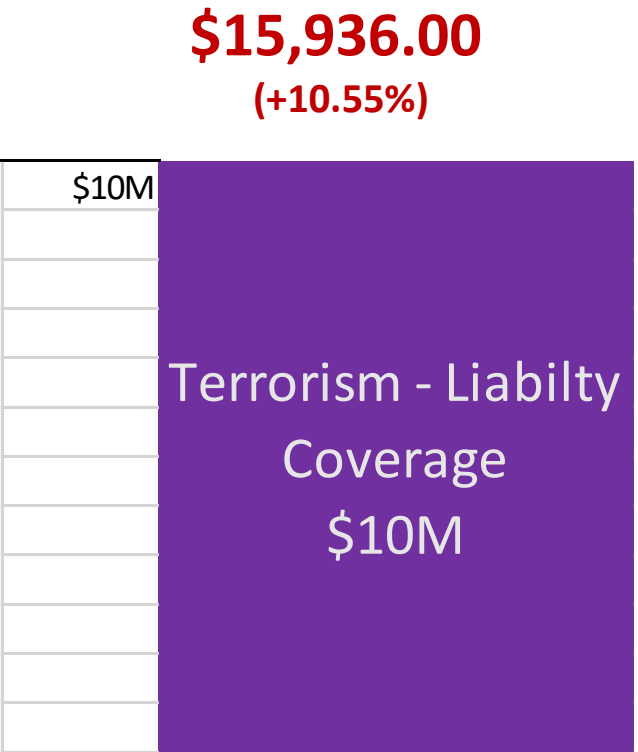
This was a coverage that UTA traditionally turned down.

- Under TRIA (terrorism risk insurance act) the coverage was very restrictive on its application
- The coverage was expensive
- The risk didn't outweigh the cost

We were recently able to find a standalone coverage that has much broader application than TRIA and much less expensive.

UAV (Drone):

UTA has several drones and drone pilots both in maintenance and on the police force. This provides liability coverage for UTA and our pilots.



Premiums: 2022 and 2023

Coverage	2022	2023	% change
Public Officials E&O/Employ Liability	\$135,249.00	\$128,420.00	-5.32%
Blanket Excess Liability	\$393,882.00	\$444,484.00	11.38%
Premises GL	\$37,592.00	\$39,572.00	5.00%
Police Professional Liability	\$63,038.00	\$67,146.00	6.12%
RR Liability	\$1,248,743.00	\$1,262,487.00	1.09%
Excess Work Comp	\$93,655.00	\$100,000.00	6.35%
Property	\$620,295.00	\$923,187.00	32.81%
Cyber Liability	\$73,101.00	\$68,923.00	-6.06%
Vanpool	\$444,165.00	\$455,284.00	2.44%
RRPLI Blanket	\$28,000.00	\$28,000.00	0.00%
Crime	\$48,822.00	\$50,524.00	3.37%
Fiduciary Liability	\$18,785.00	\$18,785.00	0.00%
Blanket Terrorism	\$14,254.00	\$15,936.00	10.55%
Drone Liability	\$1,118.00	\$3,030.00	63.10%
Total Premium	\$3,223,399.00	\$3,605,778.00	10.60%



Five Year Premium 2019-2023

In December 2018, the Board approved a contract for Insurance Brokerage Services. The amount of the contract was for \$349,750 over the potential 5-year term of the contract. It was anticipated at the time that the broker would assist UTA in the procurement of insurance over that period of time at a cost of \$8,750,000.

This amount did not take into account:

- Hardening of the insurance markets resulting in much higher than anticipated increases.
- The inclusion of Rideshare and the Railroad Protective Liability program.
- Adding or changing insurance coverage for Crime, UAV, and Terrorism.

Coverage	2019	2020	2021	2022	2023
Vanpool Total	\$1,014,804.00	\$1,256,179.00	\$402,056.00	\$444,165.00	\$455,284.00
Excess Work Comp	\$84,668.00	\$88,933.00	\$90,525.00	\$93,655.00	\$100,000.00
Premises GL Total	\$37,510.00	\$37,478.00	\$34,916.00	\$37,592.00	\$39,572.00
RR Liability	\$879,158.00	\$1,106,303.00	\$1,158,508.00	\$1,248,743.00	\$1,262,487.00
Police Professional Liability	\$48,915.00	\$52,202.00	\$60,033.00	\$63,038.00	\$67,146.00
Public Officials E&O/Employ Liability	\$65,169.00	\$73,092.00	\$135,240.00	\$135,249.00	\$128,420.00
Fiduciary Liability	\$16,336.00	\$16,680.00	\$18,786.00	\$18,785.00	\$18,785.00
Property	\$350,552.00	\$405,025.00	\$567,142.00	\$620,295.00	\$923,187.00
Public Officials Bond	\$27,000.00	-	-	-	-
Crime Total	-	\$44,093.00	\$48,854.00	\$48,822.00	\$50,524.00
Cyber Liability	\$25,790.00	\$25,790.00	\$52,476.00	\$73,101.00	\$68,923.00
RRPLI Blanket	\$15,000.00	\$20,000.00	\$27,221.00	\$28,000.00	\$28,000.00
Blanket Excess Liability	\$317,467.00	\$319,308.00	\$354,425.00	\$393,882.00	\$444,484.00
Blanket Terrorism	\$12,506.00	\$12,401.00	\$12,401.00	\$14,254.00	\$15,936.00
Drone Liability	-	-	\$1,601.00	\$1,118.00	\$3,030.00
Total Premium	\$2,894,875.00	\$3,457,484.00	\$2,964,184.00	\$3,220,699.00	\$3,605,778.00
5 Year Total (including Rideshare and RRPLI)	\$16,143,020.00				



Recommended Action

(by acclamation)

Motion to ratify 2018-2023 Insurance Premium Expenditures
and Receive the Annual Risk Management Insurance Renewal Report,
as presented



Discussion Items



UTA Policy Regarding Requests for Additional Service



Additional Service Definitions

- *“Baseline Service”* means regularly scheduled transit service provided by UTA or its contractors including bus, light rail, paratransit, innovative mobility, and commuter rail services.
- *“Event Service”* means additional services added to baseline service during an event that may increase ridership beyond the baseline service level.
- *“Sponsored Service”* means longer-term transit service provided by UTA pursuant to a sponsored service agreement that is funded in whole or in part by a third-party sponsor for the purpose of improving transit availability in a specific area.
- *“Charter Service”* Federal Transit Regulations information on next slide



Federal Transit Administration Charter Service Regulation

Charter Bus Service Regulations

FTA's Charter Service Regulations (49 CFR Part 604), which implement 49 U.S.C. 5323(d), protect private charter operators from unauthorized competition from FTA grant recipients. In essence, the charter regulations were implemented to ensure that transit agencies, subsidized with federal money, do not unfairly compete with privately owned bus companies. Under the charter rules, with limited exceptions, local transit agencies are restricted from operating chartered services.

Charter service means, but does not include demand response service to individuals:

- Transportation provided by a recipient at the request of a third party for the exclusive use of a bus or van for a negotiated price. The following features may be characteristic of charter service:
 - A third party pays the transit provider a negotiated price for the group;
 - Any fares charged to individual members of the group are collected by a third party;
 - The service is not part of the transit provider's regularly scheduled service, or is offered for a limited period of time; or
 - A third party determines the origin and destination of the trip as well as scheduling; or
- Transportation provided by a recipient to the public for events or functions that occur on an irregular basis or for a limited duration and:
 - A premium fare is charged that is greater than the usual or customary fixed route fare; or
 - The service is paid for in whole or in part by a third party.



Specials & Event Schedule for 2024

University of Utah school calendar: Semester class start & end dates, Spring & Fall breaks

UTA Holidays and service levels on those holidays

Major arenas/stadiums: Vivint Arena, Maverik Center, Rio Tinto Stadium, Smith's Ballpark, Abravanel Hall, Eccles Theater

Sports events: Football, Basketball, Baseball, Hockey, Gymnastics, Soccer

Temple Square events: Conference Center, Tabernacle, Christmas Lights

Salt Palace Conventions: Outdoor Retailers, DoTERRA, FanX, etc.

Parades: St. Patrick's, Pride, Days of '47, etc.

Marathons: Salt Lake Marathon, Race of the Cure, etc.

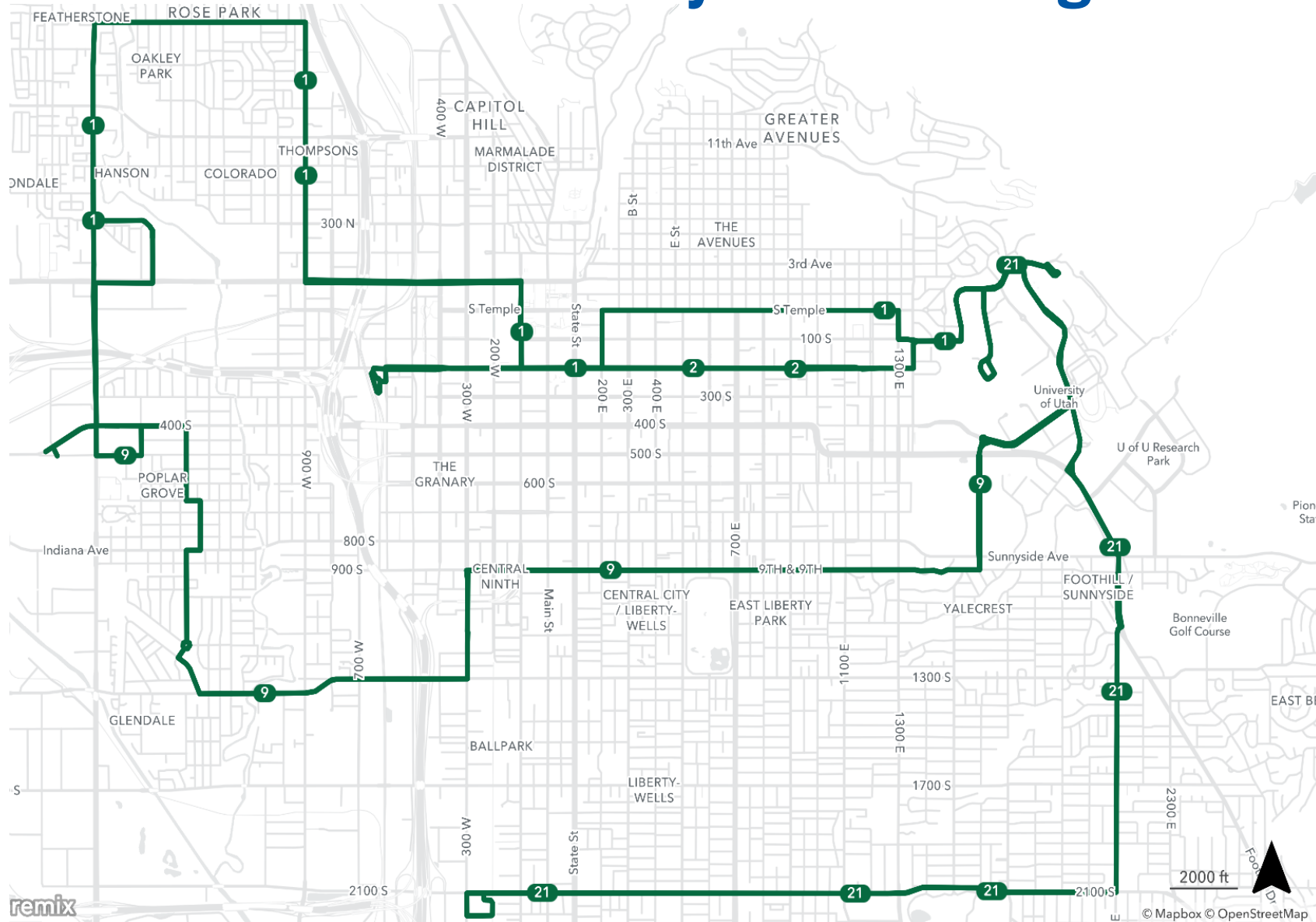
Concerts: Salt Lake and Ogden Twilight, Utah Symphony, etc.

Graduations: College and High School

Festivals: Pride, Utah Arts Festival, Utah State Fair, Greek, etc.



Salt Lake City Interlocal Agreement

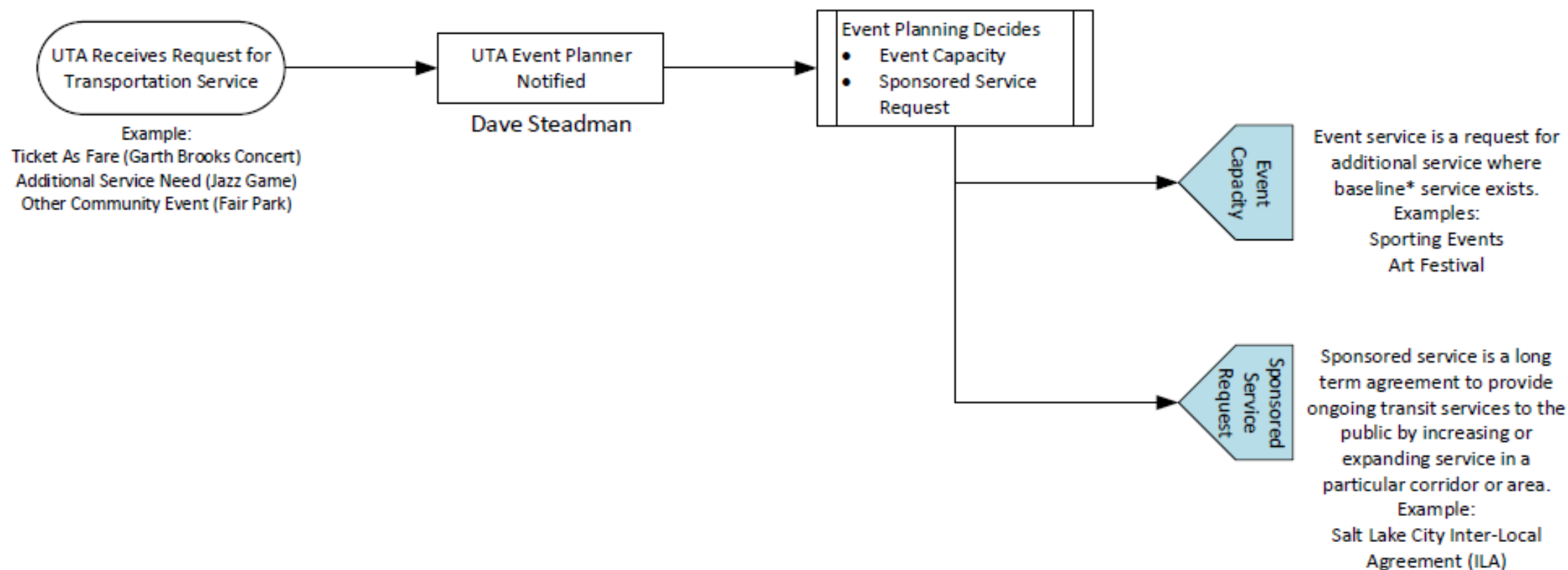


Agenda Item 10.a.



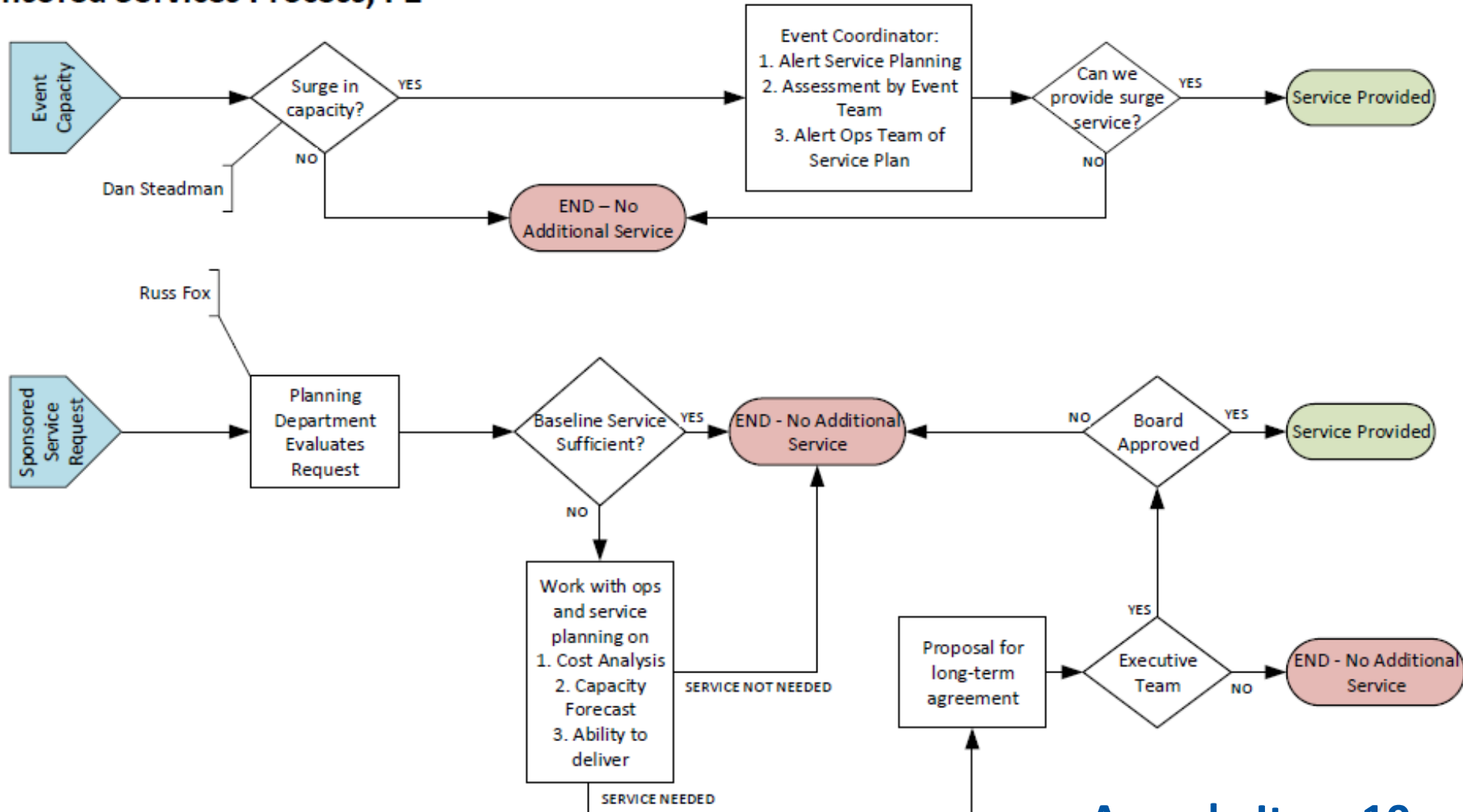
Process Outline

Utah Transit Authority Event, Charter, and Sponsored Services Process, P1



Process Outline

Utah Transit Authority Event, Charter, and Sponsored Services Process, P2



Agenda Item 10.a.



Questions?



UTA Technology Strategy

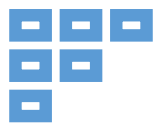
IT Director – Kyle Brimley
September 2023



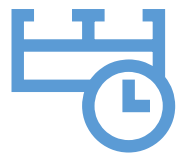
AGENDA



Vision, Mission,
and Values



IT's 5 Strategic
Priorities



High level project
timelines



Risks Identified



ALIGNING WITH UTA'S STRATEGIC PLAN

- How do we support UTA's Vision?
- Provide customer services and solutions that enhance the customer experience and advances UTA vision, mission and goals.
- How do we support UTA's Mission?
- Dedicated IT professionals, providing exceptional customer experiences



ALIGNING WITH UTA'S STRATEGIC PLAN

- How do we live and demonstrate the UTA Way?
- Focused on 5 key areas:
 - TRUST
 - CONFLICT
 - COMMITMENT
 - ACCOUNTABILITY
 - RESULTS



QUALITY OF LIFE



- Foster an environment of teamwork and pride in providing excellent service and products
- Maintain and enhance the digital environment to reduce waste, improve processes, and increase collaboration

CUSTOMER EXPERIENCE



- Provide technology solutions that enhance the customer experience
- Consolidation of applications suites to reduce replication and to foster data continuity



ORGANIZATIONAL EXCELLENCE



- Security by Design; NIST (National Institute of Standards and Technology) 800-5 standard certification
- Train and develop employees to meet the technology and leadership needs of our future

COMMUNITY SUPPORT



- Provide the tools, technology, and resources to support our customers and communities



ECONOMIC RETURN



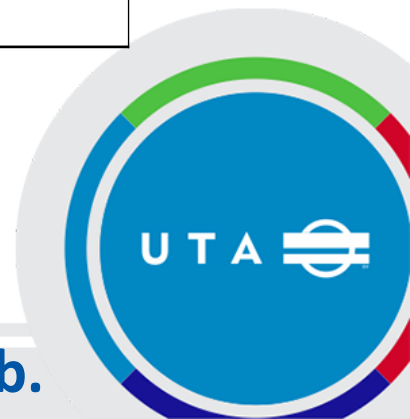
- Optimize State of Good Repair projects to plan and schedule replacement at end of useful life
- Completion of all yearly preventative maintenance projects



IT System Projects Enhancements

5 Year Capital Plan

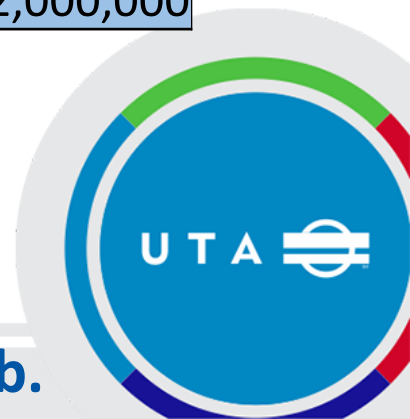
Project Name	2024	2025	2026	2027	2028
Fares Systems Replacement Program	12,141,275	4,996,468	5,269,147	2,014,447	6,341,257
Operations / Asset Management System Replacement	2,400,000	2,150,000	1,500,000	750,000	
Chief People Office (CPO) PO New Human Resource Information System (HRIS) system application upgrade	1,285,000	1,285,000	1,180,000		
IT Managed Reserves	400,000	400,000	400,000	400,000	400,000
In House Application Development	200,000	200,000	200,000	200,000	200,000
JD Edwards Applications Upgrade		225,000		225,000	
JD Edwards System Enhancements	75,000	50,000	50,000	50,000	50,000
Finance and Procurement System					



IT System Projects Enhancements

Forecasted Estimates

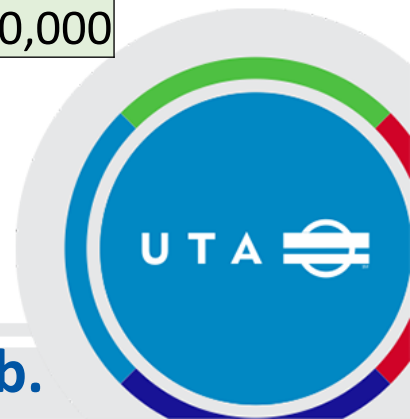
Project Name	2029	2030	2031	2032	2033
Fares Systems Replacement Program			1,500,000		1,500,000
Operations / Asset Management System Replacement					
Chief People Office (CPO) PO New Human Resource Information System (HRIS) system application upgrade					
IT Managed Reserves	400,000	400,000	400,000	400,000	400,000
In House Application Development	250,000	250,000	250,000	250,000	250,000
JD Edwards Applications Upgrade	250,000		250,000		
JD Edwards System Enhancements	50,000	50,000	50,000	50,000	50,000
Finance and Procurement System		2,000,000	2,000,000	2,000,000	2,000,000



IT Infrastructure Long Term Projects

5 Year Capital Plan

Project Name	2024	2025	2026	2027	2028
Server, Storage Infrastructure Hardware/Software	369,000	394,000	200,000	173,000	1,050,000
Network Infrastructure Equipment & Software	384,000	939,000	279,000	150,000	150,000
Information Security Hardware/Software National Institute of Standards and Technology (NIST) & Payment Card Industry (PCI) Compliance	250,000	260,000	475,000	250,000	525,000
Bus Communications On-Board Technology	200,000	200,000	200,000	200,000	200,000
FrontRunner Wi-Fi Enhancements	250,000	100,000	100,000	50,000	50,000
Rail Communication On-Board Technology	100,000	100,000	75,000	50,000	50,000
Radio Communication Infrastructure	75,000	50,000	50,000	50,000	50,000



IT Infrastructure Long Term Projects years

Forecasted Estimates

Project Name	2029	2030	2031	2032	2033
Server, Storage Infrastructure Hardware/Software	1,300,000	1,100,000	400,000	400,000	400,000
Network Infrastructure Equipment & Software	350,000	350,000	350,000	350,000	1,000,000
Information Security Hardware/Software National Institute of Standards and Technology (NIST) & Payment Card Industry (PCI) Compliance	400,000	400,000	400,000	400,000	400,000
Bus Communications On-Board Technology	500,000	300,000	200,000	200,000	200,000
FrontRunner Wi-Fi Enhancements	50,000	50,000	50,000	50,000	50,000
Rail Communication On-Board Technology	150,000	150,000	50,000	50,000	50,000
Radio Communication Infrastructure	50,000	50,000	50,000	200,000	200,000



IT Infrastructure Projects

		5 Year Capital Plan			
Project Name	2024	2025	2026	2027	2028
New Radio Communication System	2,000,000	7,000,000	500,000	150,000	150,000
Red/Blue/Green/Frontrunner Camera Systems	946,780	946,780	946,780	946,780	
Passenger Information	500,000	1,350,000	1,350,000		
Automated Passenger Counter Upgrade	400,000	750,000	750,000	600,000	
Transit Management System	200,000				
Electronic Fares Collection (EFC)					
Rehab & Replacement	150,000				
Wasatch Front Regional Council (WFRC) Grant for Passenger Info Improvements	120,000				
Fiber Rehab / Replacement		Funded by Capital (State of Good Repair)			



IT Infrastructure Projects

Project Name	Forecasted Estimates				
	2029	2030	2031	2032	2033
New Radio Communication System					1,000,000
Red/Blue/Green/Frontrunner Camera Systems					
Passenger Information		1,000,000		1,000,000	
Automated Passenger Counter Upgrade		100,000		100,000	
Transit Management System					
Electronic Fares Collection (EFC) Rehab & Replacement					
Wasatch Front Regional Council (WFRC) Grant for Passenger Info Improvements					
Fiber Rehab / Replacement	(State of Good Repair)				



Risks Identified

- Custom applications and Software-as-a-Service support
- Backlog of technical debt
- Shadow IT
- UTA's electronic record retention
- Employee hiring & retention of skilled positions
- Increasing need for specialized skill sets
- Loss of institutional knowledge
- Cyber-Security threats



QUESTIONS?



Other Business

- a. Next Meeting: Wednesday, October 11, 2023, at 9:00 a.m.



Adjourn

