

UTA Board of Trustees Meeting

April 17, 2024



Call to Order and Opening Remarks



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 March 27, 2024, Board Meeting Minutes



Recommended Action

(by acclamation)

Motion to approve the consent agenda



Reports



Executive Director Report

- International Olympic Committee (IOC) Visit
- Transit Fresh Look
- New TRAX Station Name Discussion



Financial Report - February 2024



Monthly Operating Financial Report February 2024

April 17, 2024



Agenda Item 6.b.

Agenda Item 6.b.

Utah Transit Authority

Board Dashboard: February 29, 2024

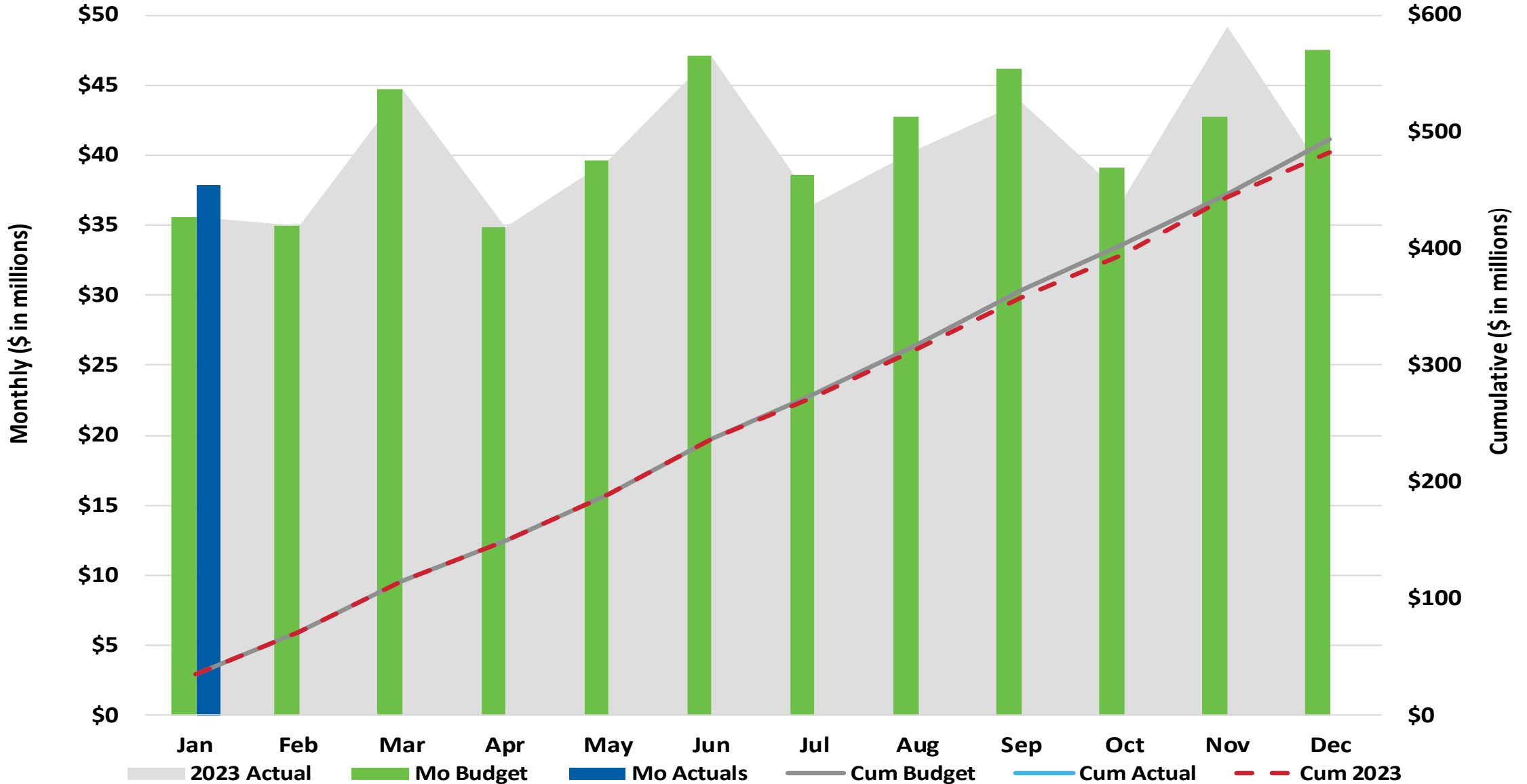
Financial Metrics	Feb Actual	Feb Budget	Fav/ (Unfav)	%	YTD Actual	YTD Budget	Fav/ (Unfav)	%
Sales Tax (Jan '24 mm \$)	\$ 37.9	\$ 35.5	\$ 2.36	6.6%	\$ 37.9	\$ 35.5	\$ 2.36	6.6%
Fare Revenue (mm)	\$ 3.0	\$ 2.4	\$ 0.54	22.2%	\$ 7.2	\$ 5.3	\$ 1.97	37.2%
Operating Exp (mm)	\$ 31.1	\$ 35.0	\$ 3.85	11.0%	\$ 65.9	\$ 70.8	\$ 4.93	7.0%
Subsidy Per Rider (SPR)	\$ 8.63	\$ 10.78	\$ 2.15	20.0%	\$ 9.07	\$ 10.78	\$ 1.71	15.8%
UTA Diesel Price (\$/gal)	\$ 3.07	\$ 4.03	\$ 0.96	23.7%	\$ 2.75	\$ 4.03	\$ 1.28	31.9%
Operating Metrics	Feb Actual	Feb-23	F/ (UF)	%	YTD Actual	YTD 2023	F/ (UF)	%
Ridership (mm)	3.27	2.80	0.5	16.7%	6.46	5.50	1.0	17.6%
Energy Cost by Type (Avg of 3 Most Recent Months)								
	Diesel Bus (Cost per Mile)				\$ 0.42			
	Diesel CR (Cost per Mile)				\$ 4.84			
	Unleaded Gas (Cost per Mile)				\$ 0.28			
	CNG (Cost per Mile)				\$ 0.40			
	Bus Propulsion Power (Cost per Mile)				\$ 0.54			
	TRAX Propulsion Power (Cost per Mile)				\$ 0.84			

"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed in the table title.

Agenda Item 6.b.

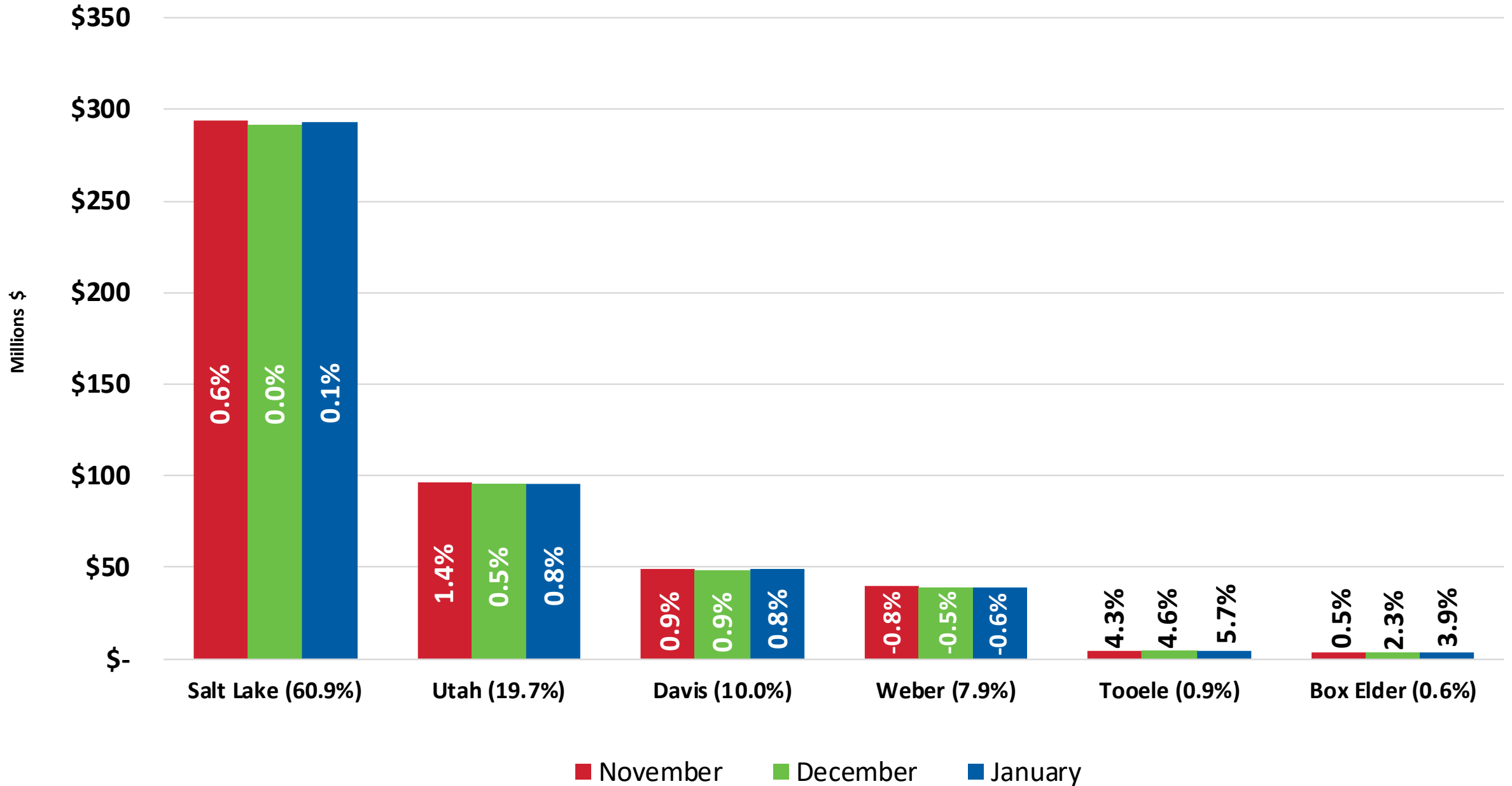
2024 Sales Tax

January Variance \$2.4M Above Budget



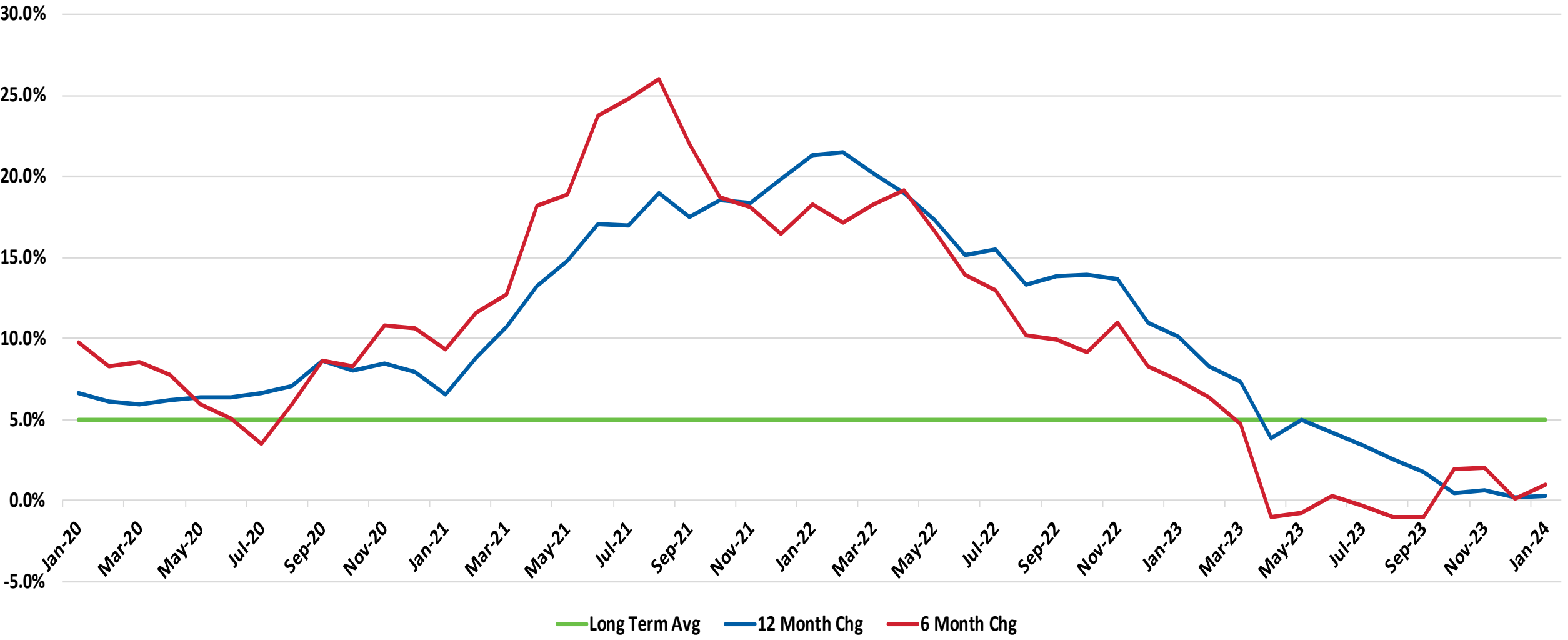
Agenda Item 6.b.

Sales Tax Collections Percentage Change for 12 months ended Jan 31, 2024



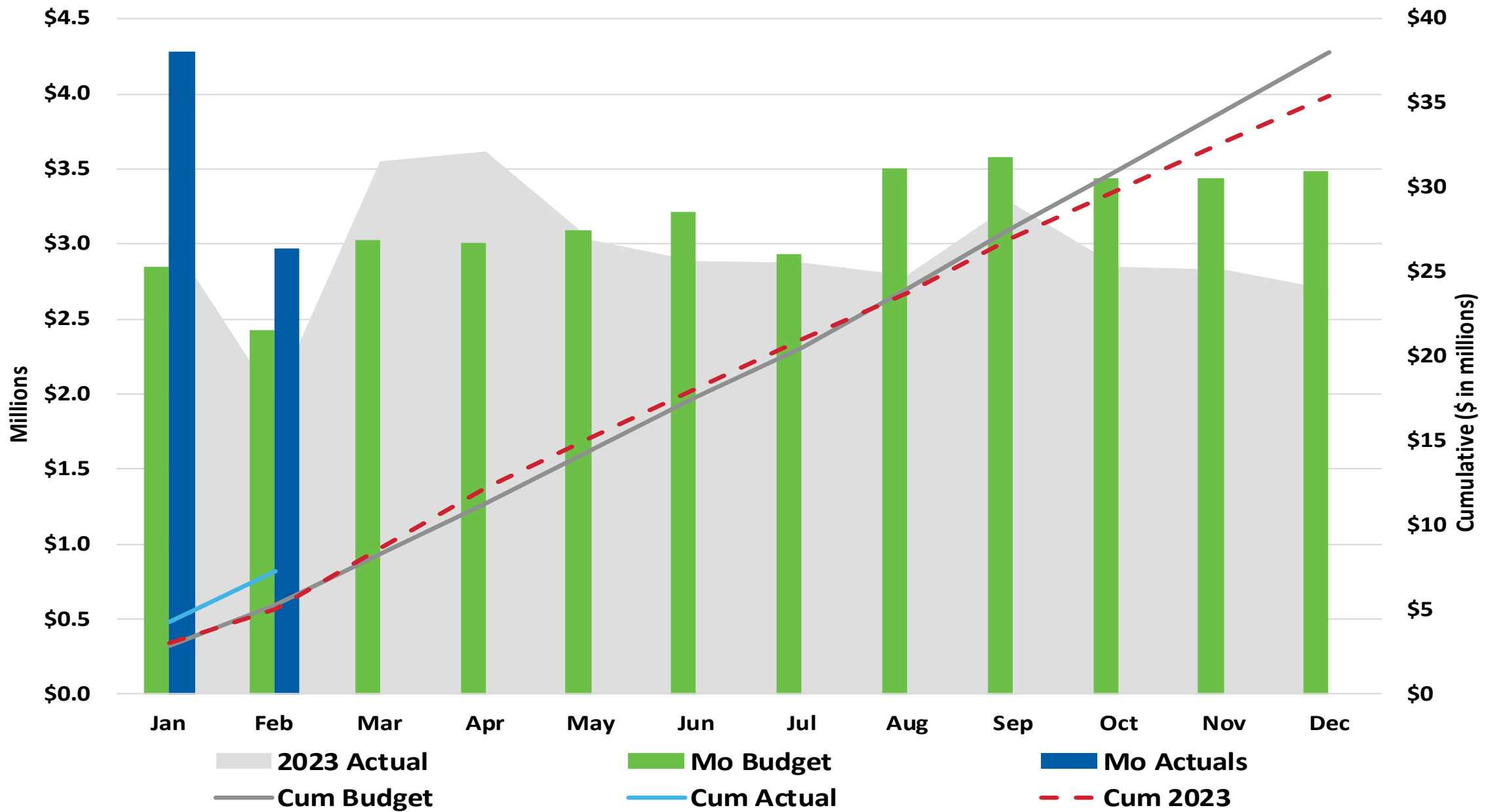
Agenda Item 6.b.

UTA Sales Tax Growth 2020 - 2024



Agenda Item 6.b.

2024 Passenger Revenue February YTD \$2.0M > Budget



FTE Report February 2024

		Feb-24 Budget vs. Actual			Vacancy Rate		
Administrative FTE	Budget	Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Admin Depts	633.9	596.0	37.9	6.0%	8.8%	7.1%	11.8%
Operating Depts	384.0	373.5	10.5	2.7%	3.0%	2.5%	7.4%
Subtotal	1,017.9	969.5	48.4	4.8%	6.6%	5.4%	10.1%

Bargaining Unit FTE	Budget	Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Admin Depts	47.0	80.0	-33.0	-70.2%	-27.7%	-54.8%	-64.3%
<i>Operating Modes</i>							
Bus	1,078.0	1,066.2	11.8	1.1%	0.7%	3.5%	15.2%
Light Rail	285.0	301.0	-16.0	-5.6%	-4.6%	-4.9%	9.8%
Commuter Rail	103.0	112.0	-9.0	-8.7%	-10.7%	3.9%	3.9%
Riverside	157.0	149.5	7.5	4.8%	4.1%	4.7%	5.0%
Asset Mgt	186.0	166.0	20.0	10.8%	11.3%	11.4%	12.0%
Subtotal	1,856.0	1,874.7	-18.7	-1.0%	-0.1%	1.8%	10.8%

Total FTE	2,873.9	2,844.2	29.7	1.0%	2.3%	3.0%	10.6%
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	OPERATING FINANCIALS	Feb 2024 YTD
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FISCAL YEAR 2024 Dollars In Millions	YEAR-TO-DATE RESULTS					
	Prior Year Actual	Current Year				
		Actual	Budget	Variance		
Revenue						
Sales Tax (Feb accrual)	\$ 65.5	\$ 69.1	\$ 70.5	\$ (1.4)	-2.1%	
Fares	5.0	7.2	5.3	2.0	37.2%	
Federal	-	0.0	8.0	(8.0)	-100.0%	
Other *	5.3	22.4	3.7	18.6	498.4%	
TOTAL REVENUE	\$ 75.9	\$ 98.7	\$ 87.5	\$ 11.1	12.7%	
Expense						
Salary/Wages	\$ 26.2	\$ 31.5	\$ 31.1	\$ (0.4)	-1.3%	
Overtime	3.0	2.6	2.3	(0.3)	-12.4%	
Fringe Benefits	14.2	16.7	16.7	(0.0)	-0.2%	
Services	4.1	4.4	7.6	3.3	42.8%	
Parts	4.2	4.8	4.3	(0.5)	-11.6%	
Fuel	5.4	4.2	6.0	1.8	30.2%	
Utilities	1.4	1.5	1.3	(0.2)	-11.4%	
Other	1.7	2.3	3.6	1.2	35.2%	
Capitalized Cost	(2.0)	(2.1)	(2.1)	0.0	-1.1%	
TOTAL EXPENSE	\$ 58.2	\$ 65.9	\$ 70.8	\$ 4.9	7.0%	
Debt Service	13.3	12.8	14.0	1.2	8.6%	
Contrib. Capital/Reserves	\$ 4.4	\$ 20.0	\$ 2.7	\$ 17.3	628.5%	

*Does not include Sale of Assets (\$35.4K) or Non-Cash items Favorable/(Unfavorable)

Questions?



Monthly Capital Report February 2024

April 17, 2024



Agenda Item 6.b.

Capital Spend YTD February 2024

Chief	YTD Actual	2024 Budget	% Spent
Finance	\$ 1,133,000	\$ 28,535,000	4.0%
Capital Services	11,869,000	191,809,000	6.2%
Enterprise Strategy	352,000	8,950,000	3.9%
Planning & Engagement	242,000	5,443,000	4.4%
Operations	294,000	6,277,000	4.7%
People	1,170,000	1,130,000	103.5%
Executive Director	93,000	2,448,000	3.8%
Total	\$ 15,153,000	\$ 244,592,000	6.2%



Questions?



Capital Program Report - First Quarter 2024



Capital Program Update- By the Numbers January – March 2024

April 17th, 2024



Program Summary (as of March 27th)

Category	2024 Budget	2024 YTD Costs	Percent Spent	2024 Elapsed
Capital Services	191,809,000	12,750,281	7%	23%
Enterprise Strategy	8,950,000	361,119	4%	23%
Finance	28,535,000	2,062,507	7%	23%
Operations	6,277,000	604,047	10%	23%
People	1,130,000	1,170,013	104%	23%
Planning and Engagement	5,443,000	253,628	5%	23%
Safety	2,448,000	251,738	10%	23%
Grand Total	244,592,000	17,453,333	7%	23%



Top 10 Projects YTD Spend

Name	Actual Costs
Replacement Buses	4,456,030
Paratransit Replacements	2,628,909
Fares Systems Replacement Program	1,924,667
Light Rail Vehicle Rehab	1,489,285
Replacement Non-Revenue Support Vehicles (NRV)	1,244,786
Chief People Office New Human Resource Information System (HRIS)	1,170,013
Van Pool Replacements	1,065,240
Bus Overhaul	456,655
South Valley Transit	423,853
Facilities Rehab and Replacement	411,409
Total	15,270,847

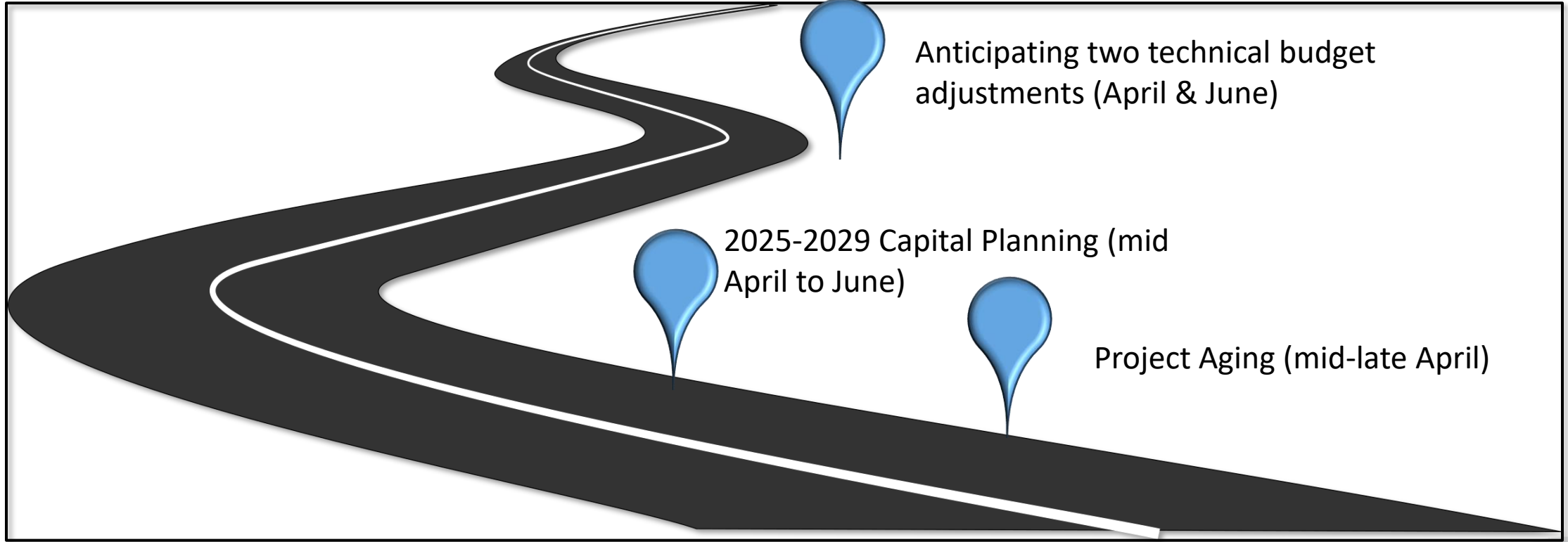


What has that purchased

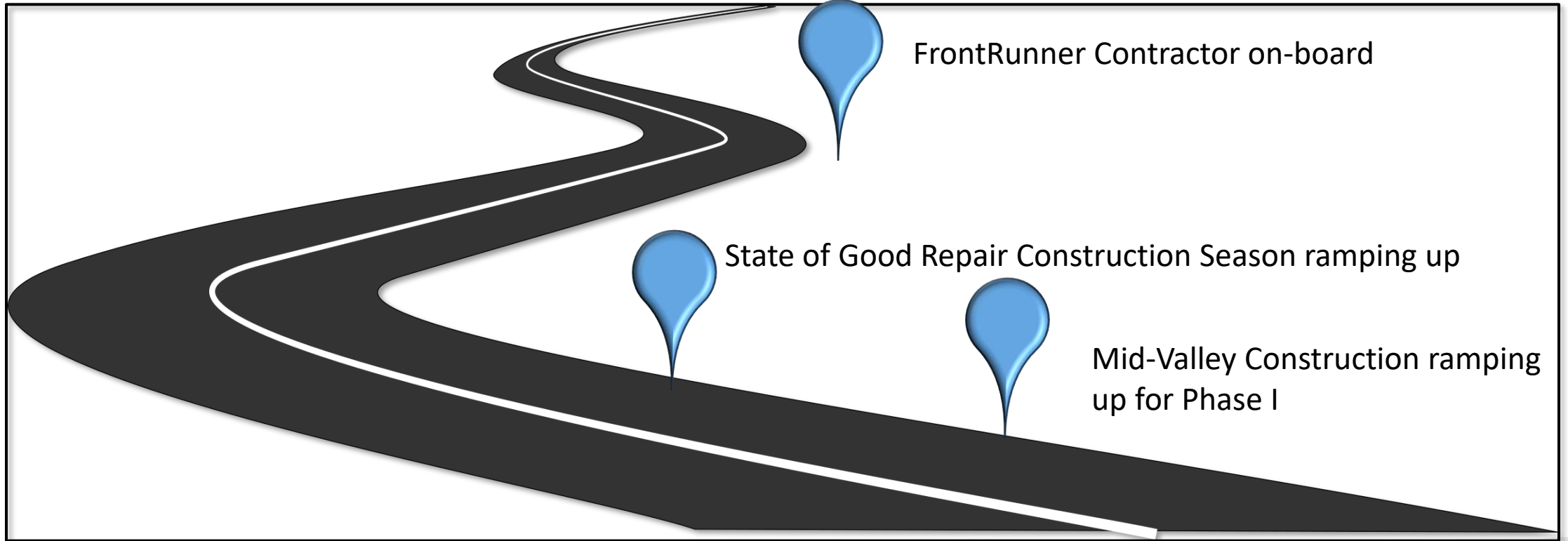
- 10 Gillig Diesel Buses
- 59 Paratransit Vehicles
- 42 NRV Vehicles
- First milestone payments on the new HRIS system
- 25 Van Pool Replacements
- HVAC improvements, portable vehicle lifts



Q2 Upcoming Budget Activities



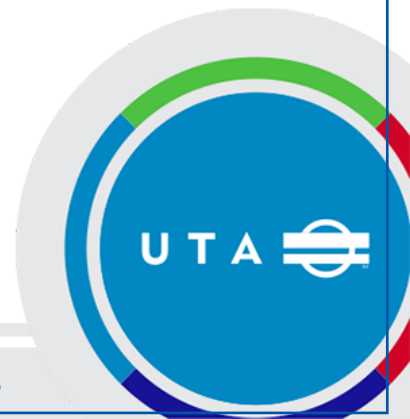
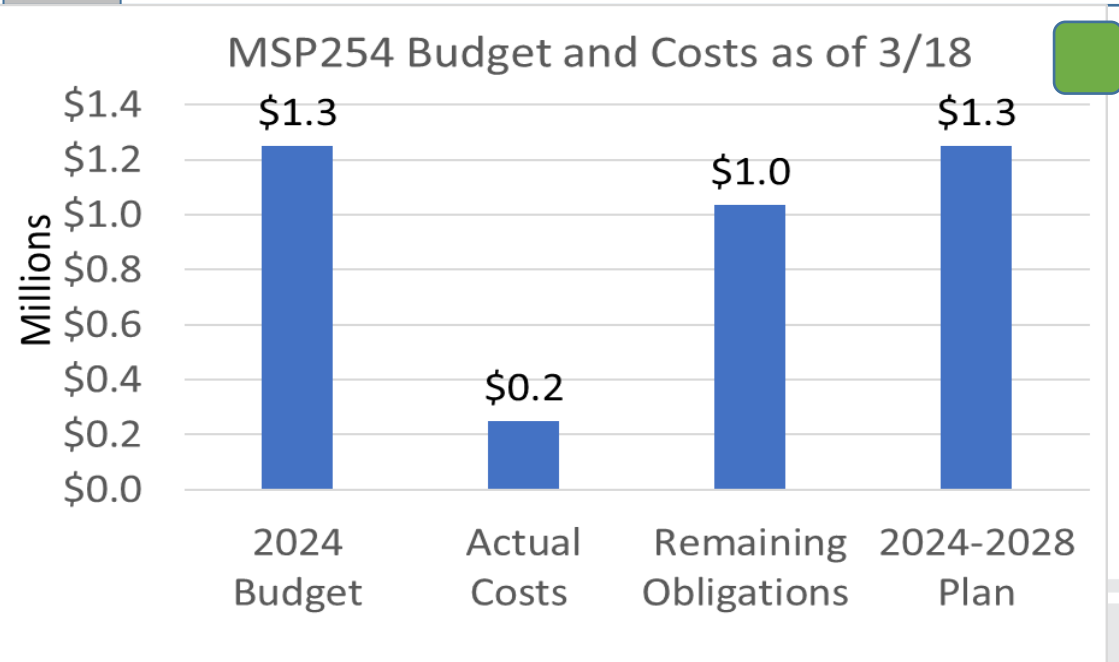
Q2 Upcoming Major Project Activities



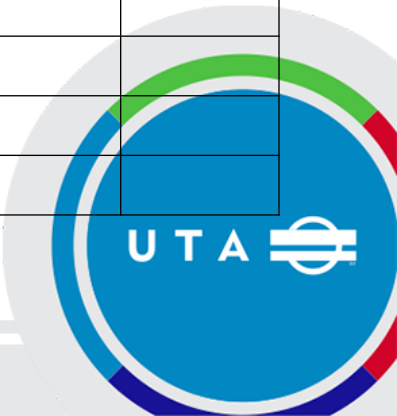
MSP254-TechLink Corridor - Patti Garver

Overall Project Objectives	<ul style="list-style-type: none"> Enhance TRAX connections in Salt Lake City and throughout the region, beginning with the Future of Light Rail recommendations Recommend a preferred alternative Complete high level National Environmental Policy Act (NEPA) review
Current Quarter Accomplishments	<ul style="list-style-type: none"> Completed Purpose & Need Memo Developed Traffic in Cities Simulation Model (VISSIM) Developed alternatives for public review Released website, online Geographic Information System (GIS) comment map, & public survey

Project Next Steps	<ul style="list-style-type: none"> Alternatives evaluation and selection of preferred alternative Complete high level NEPA review Secure funding for finalizing NEPA document
Risks / Challenges	<ul style="list-style-type: none"> Stakeholder disagrees with recommended alternatives Stakeholder wants alignment that is not part of project Disagreement and delays could impact costs



Task Name	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Task 5 Public Outreach and Stakeholder Engagement	[Black]								
Open House/Scoping					[Green]	[Green]			
Final Engagement Report						[Green]	[Green]		
Task 7- Screening of Alternatives	[Black]								
Alternative Refinements	[Green]								
Level 2 Screening	[Green]	[Green]	[Green]	[Green]	[Green]				
Task 8- Refine Preferred Alternative					[Black]				
Perferred Alternative Design Refinements						[Green]			
Operational Refinements						[Green]			
Early Scoping Memo						[Green]	[Green]		
Action Plan, includes Capital Investment Grant (CIG) Rating					[Green]	[Green]	[Green]		
Task 9- Draft and Final Report Prep					[Black]				
PEL Report					[Green]	[Green]	[Green]		
FHWA PEL Questionnaire						[Green]	[Green]		



Questions?



Discretionary Grants Report



Agenda

- **Grant Applications Not Selected**
- **Grant Applications Awaiting Selection**
- **Discretionary Grants/Appropriations Selected**



Grants Update – April 2024

Grant Applications Not Selected	Request	Date Submitted
UDOT TTIF – North Utah County Park and Ride Lots	\$2.34M	08/31/23
FTA Strengthening Mobility and Revolutionizing Transportation (SMART) Grant – AI Assisted Rail Inspection	\$915K	10/10/23
FY2024 FTA Rail Vehicle Replacement: Replacing 20 High Floor Light Rail Vehicles (LRV’s) with Low-Floor Vehicles	\$60M	12/15/23

FHWA	Federal Highway Administration
UDOT	Utah Department of Transportation
TTIF	Transit Transportation Investment Fund
FTA	Federal Transit Administration
CMAQ	Congestion Mitigation Air Quality
CRP	Carbon Reduction Program
STBG	Surface Transportation Block Grant
TAC	Technical Advisory Committee
SL/OL	Salt Lake, Ogden/Layton



Grants Update – April 2024

Grant Applications Awaiting Selection	Request	Date Submitted
UDOT TTIF – Davis Salt Lake Community Connector – Nominated \$18M	\$25M	08/31/23
SL/OL CMAQ/STBG CRP - Davis/SLC Community Connector – TAC Proposed \$3M	\$10M	12/7/23
SL/OL STBG UTA New Radio System – TAC Proposed Not Funding	\$8M	12/7/23
SL STBG Techlink Corridor Conceptual Design and NEPA – TAC Proposed \$2M	\$2M	12/7/23
SL CMAQ 5600 West Core Route Operations – TAC Proposed Not Funding	\$6M	12/7/23
OL STBG Mt. Ogden Operations and Administration Facility – TAC Proposed Not Funding	\$4M	12/7/23



Grants Update – April 2024

Grant Applications Awaiting Selection	Request	Date Submitted
SL CMAQ/STBG/CRP Accessible, TRAX Light Rail Vehicle - Replacement Project – TAC Proposed Not Funding	\$8M	12/7/23
FTA Innovative Coordinated Access & Mobility – Temporary Trips Project	\$320K	2/13/2024
Community Project Funding – On-Route Electric Bus Charging \$2M to be included in the FY24 Earmark Final Bill	\$5M	March 2023
Total Awaiting Selection	\$68.3M	



Grants Update – April 2024

Discretionary Grants/Appropriations Selected	Federal Amount
FTA Transit Oriented Development Planning (TOD) – FrontRunner Corridor TOD Market, Housing, and Economic Impact Analysis (Requested \$560K)	\$360K
*CMAQ – Ogden On-Route Charging Infrastructure	\$1.4M
*CMAQ On-Route Charging Infrastructure (SLC)	\$1.3M
*CRP On-Route Charging Infrastructure (SLC)	\$1.5M
*CMAQ - Midvalley Connector Electric Buses (SLC)	\$2M
FY 23 West Side Express Transit Community Project Funding	\$3.5M
FTA Small Starts – MidValley Connector (Presidential budget recommendation)	\$62.8M
FTA Low and No Emission Vehicles – 25 Compressed Natural Gas (CNG) Buses	\$17.1M

* Note – Programmed for use in a future year

TOTAL of Selected/Appropriated	\$ 89.96M
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Discussion Items



2024 - 2025 Benefit Plan Year Renewals Overview



Health & Wellness

- Medical, dental and vision insurances
- Discounted medical premiums (PACE participation)
- Free on-site health clinics
- Free generic drugs
- Free wellness program - UTA Well
- Free on-site fitness facilities
- Free employee assistance program
- Life and Accidental Death and Dismemberment insurances
- Short-term and long-term disability insurances
- Flexible Spending account / Health Savings account / Dependent Care account
- VOYA supplemental insurances: Accident, Critical Illness, Hospital Indemnity

Paid Time Off

- Vacation (increases with YOS)
- Personal/Sick Days (9 days)
- 10 Holidays / 2 Floating Holidays

Retirement

- Pension (5-year vesting)
- 457 Deferred Compensation Plan with employer match
- Retiree Medical Account

Compensation

- Pay levels are set consistent with the local/ appropriate labor markets
- For Bargaining Unit employees, pay levels follow a Collective Bargaining Agreement (CBA)
- For Administrative employees, pay levels are reviewed and updated annually

Other

- Education assistance
- Free transit passes
- Training & development opportunities
- Career advancement opportunities
- Parental Leave
- Bereavement Leave
- VASA Fitness/EoS Fitness membership discount
- Cell phone plans discount
- Pet insurance



Benefit Renewals

■ Medical Renewals

- No change in medical carriers, networks, plans, visit co-pays or frequencies, out-of-pocket maximums, pharmacy deductible or co-pays
- Began renewals at 5.34% combined increase
- Finalized renewals at 3.81% combined increase

■ Dental Renewal

- No change in carrier, networks, plans, or premiums
- Finalized renewals at 0% increase



Benefit Renewals

- Vision Renewal
 - Change in carrier – EMI Health
 - Gives access to larger network of providers for services through VSP Plus Network and provides an increased benefit allowance for hardware
- Life/Accidental Death & Dismemberment (AD&D), Disability, Supplemental Insurance/Voluntary Benefits Renewals
 - No change in carrier, plans, or premiums
 - Finalized renewals at 0% increase



2024-2025 Benefit Plan Year

- Changed vision insurance carrier to EMI Health
 - Access to larger network of providers for services
 - Increase in benefit allowance/reimbursements for hardware
- Partnered with EoS Fitness, changed current group VASA memberships to self-pay
- Added pet insurance with PetsBest
- Added cell phone discount plans
- Increased voluntary life and AD&D maximum limit to \$500,000 for employee coverage
- Maintained minimal increase to employee medical premiums, no other plan premium increases for 2024-2025 benefit plan year



Resolutions



**R2024-04-01 - Resolution Authorizing
Continuation of Specific Employee Paid Benefit
Programs for the Benefit Year Beginning
May 1, 2024, Ending April 30, 2025**



Employee Paid Benefit Programs:

- Authorize continuation of specific employee paid benefit program for the May 1, 2024 – April 30, 2025 benefit plan year.
 - Benefits are generally 100% paid by the employee and require no expenditure of public funds; are no commitment on the part of UTA regarding cost, product service or endorsement, or level of participation; are deemed to be of value to a significant number of UTA employees; and are consistent with the employee paid benefit programs provided by other similar organizations.
 - Identified as valuable benefit offerings through UTA’s benefit consultant group, GBS Benefits.
 - Non-procurement Agreements will be executed according to UTA policies with legal and management review.



Recommended Action

(by roll call)

Motion to approve R2024-04-01 - Resolution Authorizing Continuation of Specific Employee Paid Benefit Programs for the benefit year beginning May 1, 2024, ending April 30, 2025, as presented



R2024-04-02 - Resolution Setting Compensation for District Officers and Employees



R2024-04-02

- Added two jobs to the structure that required adoption by the Board of Trustees
 - Drug & Alcohol Program Manager – budget & headcount neutral
 - Sr. Benefits Specialist – updated market data puts job in different pay lane
- Additional jobs approved in 2024 Operational Budget and authorized in R2024-03-05 have been included in this update



Recommended Action

(by roll call)

Motion to approve R2024-04-02 - Resolution Setting Compensation for District Officers and Employees, as presented



R2024-04-03 - Resolution Authorizing the Issuance and Sale of the Authority's Sales Tax Revenue Refunding Bonds; and Related Matters



Potential Financing Opportunity – Favorable Objectives

Current financial market conditions present a unique opportunity for the Authority to potentially achieve various favorable objectives with Bond Refinancing

Key Benefits

- ✓ **Risk Reduction:** Refinancing of all \$461.45 million of Build America Bonds (BABs) will eliminate UTA's exposure to the risk of further subsidy reductions as the result of Federal Government actions
 - ✓ Total subsidy at risk is \$65 million for the 2009B BABs and \$62 million for the 2010 Subordinated BABs
- ✓ **Market Conditions:** Current market conditions, unique on a historical basis, may allow UTA to refinance its BABs with the issuance of tax-exempt bonds and potentially achieve overall debt service savings
- ✓ **Future Optionality:** In 10 years, UTA will likely have the option to refinance the bonds issued today at a lower interest rate and achieve savings
- ✓ **Lower Debt:** By refinancing we would be reducing UTA's overall debt



Parameters

Amount: Not to Exceed \$650,000,000

Interest: Not to Exceed 5.0% per annum

Length: No more than 19 years



Recommended Action

(by roll call)

Motion to approve R2024-04-03 - Resolution Authorizing the Issuance and Sale of the Authority's Sales Tax Revenue Refunding Bonds; and Related Matters, as presented



**R2024-04-04 - Resolution Authorizing the
Financing of Transit Vehicles through a Master
Equipment Lease-Purchase Agreements, and
Related Matters**



What Does Resolution R2024-04-04 Accomplish?

Authorizes the financing of eligible equipment through a Master Equipment Lease-Purchase Agreement

2024 - \$3,602,000
2025 - \$5,500,000
2026 - \$3,500,000
2027 - \$3,500,000
2028 - \$3,500,000
Total - \$19,602,000

Approves the bid of JP Morgan Chase, as lessor to the Master Lease, approves the 2024 Schedule to the Master Lease

JP Morgan Chase's lease rate were based on 79% of the Tax Exempt Secured Overnight Financing Rate (SOFR) Swaps Based Index rate plus the following spread:

8-years .6739%
10-years .7236%

Delegates to certain officers of the authority to approve the final terms and provisions of the Master Lease and the 2024 Schedule and execute the same;

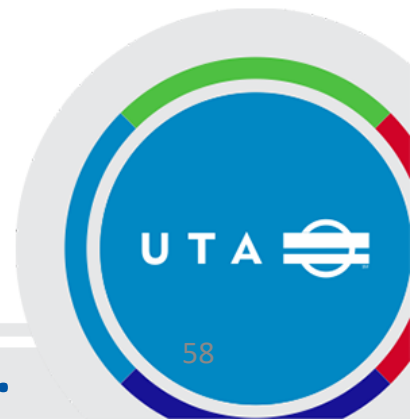
Staff will return to the Board annually for approval of future year tranches of lease funds.



2024 Rate, Principal, and Interest

Institution	Rate Not to Exceed	Principal	Interest	Total
10-Year Vehicles/Rail Cars	5.0%	\$500,000	\$136,393	\$636,393
8-Year Vehicles/Non-Rev Vehicles	5.0%	\$3,102,000	\$668,023	\$3,770,023
Total		\$3,602,000	\$804,416	\$4,406,416

*Actual rate to be set on day of close, not to exceed 5.0%



Questions?



Recommended Action

(by roll call)

Motion to approve R2024-04-04 - Resolution Authorizing the Financing of Transit Vehicles through a Master Equipment Lease-Purchase Agreements, and Related Matters, as presented



Contracts, Disbursements, and Grants



Contract: On-Call Transit Infrastructure Design, Construction, Maintenance and Repair Master Task Ordering Agreement (Stacy and Witbeck, Inc.)

Recommended Action (by acclamation)

Motion to approve the Master Task Ordering Agreement with Stacy and Witbeck, Inc. for On-Call Transit Infrastructure Design, Construction, Maintenance and Repair, as presented



Contract: Avenues Bus Stop Improvements (Landmark Companies, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Landmark Companies, Inc. for Avenues Bus Stop Improvements, as presented



Contract: Siemens S70 Center Truck Frame Purchase (Siemens Mobility, Inc.)

Recommended Action (by acclamation)

Motion to approve the with contract with Siemens Mobility, Inc. for S70 Center Truck Frame Purchase, as presented



Contract: Police Vehicle Purchase (Young Chevrolet, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Young Chevrolet, Inc. for
Police Vehicle Purchase, as presented



Contract: Samsara Camera System Hardware for Bus Build (Tivitri Inc)

Recommended Action (by acclamation)

Motion to approve the contract with Tivitri Inc. for Samsara Camera System Hardware for Bus Build, as presented



Contract: Waste Management, Collection, and Disposal Services (Republic Services of Utah)

Recommended Action (by acclamation)

Motion to approve the with Contract with Republic Services of Utah for Waste Management, Collection, and Disposal Services, as presented



Change Order: Rewards and Recognition Program Modification No.5 - Contract Extension (Motivosity, Inc.)

Recommended Action (by acclamation)

Motion to approve Modification No.5 with Motivosity, Inc. for Extension of the Rewards and Recognition Program, as presented



Change Order: On Demand Technologies Master Service Agreement Cost Estimate Increase Request AND Approval of Service Order No. 5, Amendment No. 1 - Fuel Service for South Davis County and South Salt Lake County Zones (River North Transit, LLC / Via)

Recommended Action (by acclamation)

Motion to to approve the cost estimate increase to the On Demand Technologies Master Service Agreement with River North Transit, LLC (Via)

AND

Service Order No. 5, Amendment No. 1 for Fuel Service for South Davis County and South Salt Lake County Zones, as presented



Change Order: On Demand Technologies Master Service Agreement Service Order No. 1, Amendment No. 4 – SLC Westside Contract Extension (River North Transit, LLC / Via)

Recommended Action (by acclamation)

Motion to approve the Amendment No. 4 to Service Order No. 1 with River North Transit, LLC / Via for SLC Westside Contract Extension, as presented



Change Order: Cooperative Agreement for Installation, Maintenance, and Operation of a Connected Vehicle System for Bus Operations - Second Order (UDOT)

Recommended Action (by acclamation)

Motion to approve the second order with UDOT for Installation, Maintenance, and Operation of a Connected Vehicle System for Bus Operations, as presented



Pre-Procurements

- Vendor Managed Inventory
- Outside Legal Services Pool
- Supplemental Services
- 3300 South Bus Stops Project
- UTA Website Maintenance and Services
- Automated Passenger Counter Replacement
- Grant Compliance Consulting Services
- Recruiting Services Pool



Service and Fare Approvals



Fare Agreement: Special Events Agreement for Salt Lake Twilight and Kilby Court Concert Series (Salt Lake City Corporation)

Recommended Action (by acclamation)

Motion to approve the Special Events Agreement for Salt Lake Twilight and Kilby Court Concert Series with Salt Lake City Corporation, as presented



Fare Agreement: Special Events Agreement for Ogden Twilight Concert Series (Ogden City Corporation)

Recommended Action (by acclamation)

Motion to approve the Special Events Agreement for Ogden Twilight Concert Series with Ogden City Corporation, as presented



Complimentary Fare: Adopt-a-Stop Complimentary 10-day Passes for Sponsors

Recommended Action (by acclamation)

Motion to approve the Complimentary 10-day Passes for Sponsors of the Adopt-a-Stop Program, as presented



Promotional Fare Request: Public Fare for the 2024 Utah Air Show at Hill Air Force Base

Recommended Action (by acclamation)

Motion to approve the Promotional Fare for the 2024 Utah Air Show
at Hill Air Force Base, as presented



Budget and Other Approvals



TBA2024-04-01 - Technical Budget Adjustment - 2023 Capital Budget Carryforward and other 2024 Capital Budget Adjustments



Summary of Budget Requests

Part 1 Background:

- Budget policy requires Carryover funds from previous year be added to current year via a Technical Budget Adjustment (TBA)
 - Funds used to:
 - Funds needed for current on-going projects
 - Project close out

Request seeks to:

- Add \$19.948 M in carryover funds to 2024 budget
- Brings total carryover requests to \$34.107 M
- Request effects 50 projects

Part 2 Background

- Request seeks to move \$1.207 M in funds from 2 projects to 3 projects to aid in their delivery for 2024.
 - Increases Clearfield Station Trail project by \$700,000
 - Increases IPCS Support project by \$7,000
 - Increases Operator Restrooms throughout System by \$500,000
 - Reduces Bus Improvements and Signage by \$500,000
 - Reduces Contingency by \$707,000



Part 1- Carryover Overview

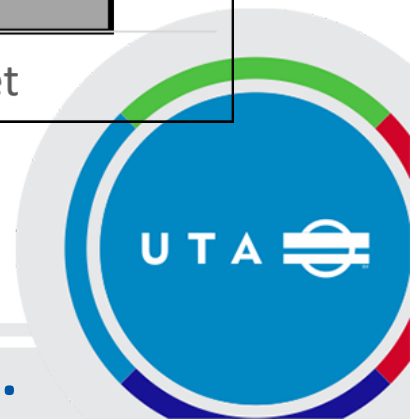
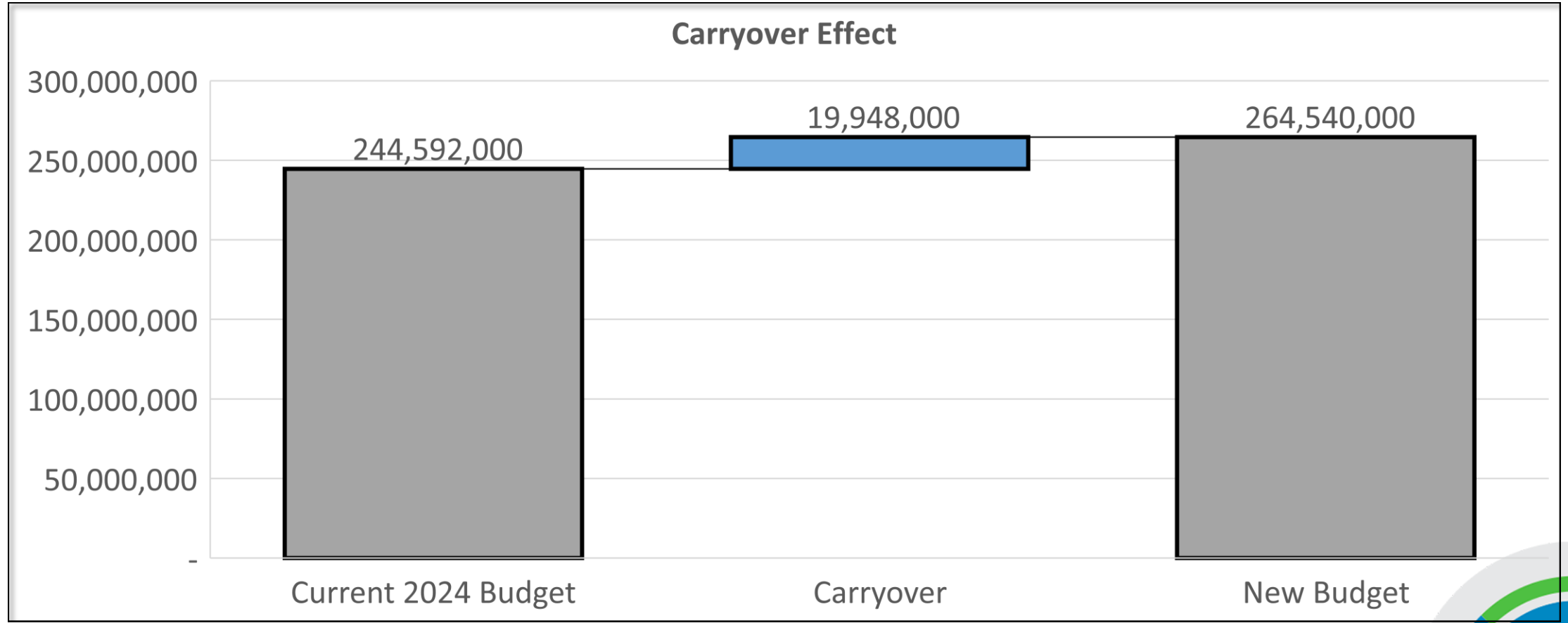


Carryover Request Summaries

Office	Carryover Summaries
Capital Services	16,997,000
Enterprise Strategy	1,020,000
Executive Director (Safety)	-
Finance	370,000
Operations	373,000
People	500,000
Planning and Engagement	688,000
Grand Total	19,948,000



Effects on Overall 2024 Capital Budget



Part 2 Overview



Part 2 Description

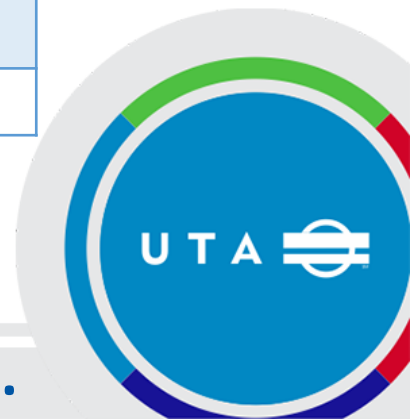
- Clearfield Station Trail- project is likely underfunded. UTA is currently evaluating bids but it is anticipated additional funds will be needed due to previous bids. Estimated need is \$700,000
- IPCS Support- additional funds needed for customization work in UTA's IPCS software. Estimated need is \$7,000
- Operator Restrooms- additional funding needed to cover current contract amount as well as funding for design and design support. Estimated need is \$500,000
- Bus Stop Improvements and Signage- Phase II of this project has been delayed. This will result in a savings of \$500,000 this year. Can be used with Restrooms project
- Contingency- request is to move \$707,000 to aid in the Clearfield Station Trail and IPCS Support



Part 2 Funding Overview

UTAH TRANSIT AUTHORITY

Project Number/Project Name	Current Budget	Part 1-Carryover	Part 2- Requested Amount	New Total with Carryover	Source
Clearfield Station Trail	1,510,000	-	700,000	2,210,000	Contingency
IPCS Support	-	16,000	7,000	23,000	Contingency
Operator Restrooms throughout System	2,185,000	-	500,000	2,685,000	Bus Stop Improvements
Bus Stop Improvements and Signage	1,500,000	563,000	(500,000)	1,563,000	Goes to Operator Restrooms
Contingency	4,977,000	-	(707,000)	4,270,000	Goes to Clearfield Station Trail and IPCS Support
Total	10,172,000	579,000	-	10,751,000	



Questions?



Recommended Action

(by acclamation)

Motion to approve TBA2024-04-01 Technical Budget Adjustment
- 2023 Capital Budget Carryforward and other 2024 Capital Budget
Adjustments, as presented



Discussion Items



West Jordan & Midvale Station Area Plan



Station Area Plan

- Project led jointly by West Jordan and Midvale City, supported by UTA and Wasatch Front Regional Council (WFRC)
- Funded by the Governor’s Office of Economic Opportunity (GOEO)
- Plan adopted by West Jordan and Midvale City and certified by WFRC in 2024

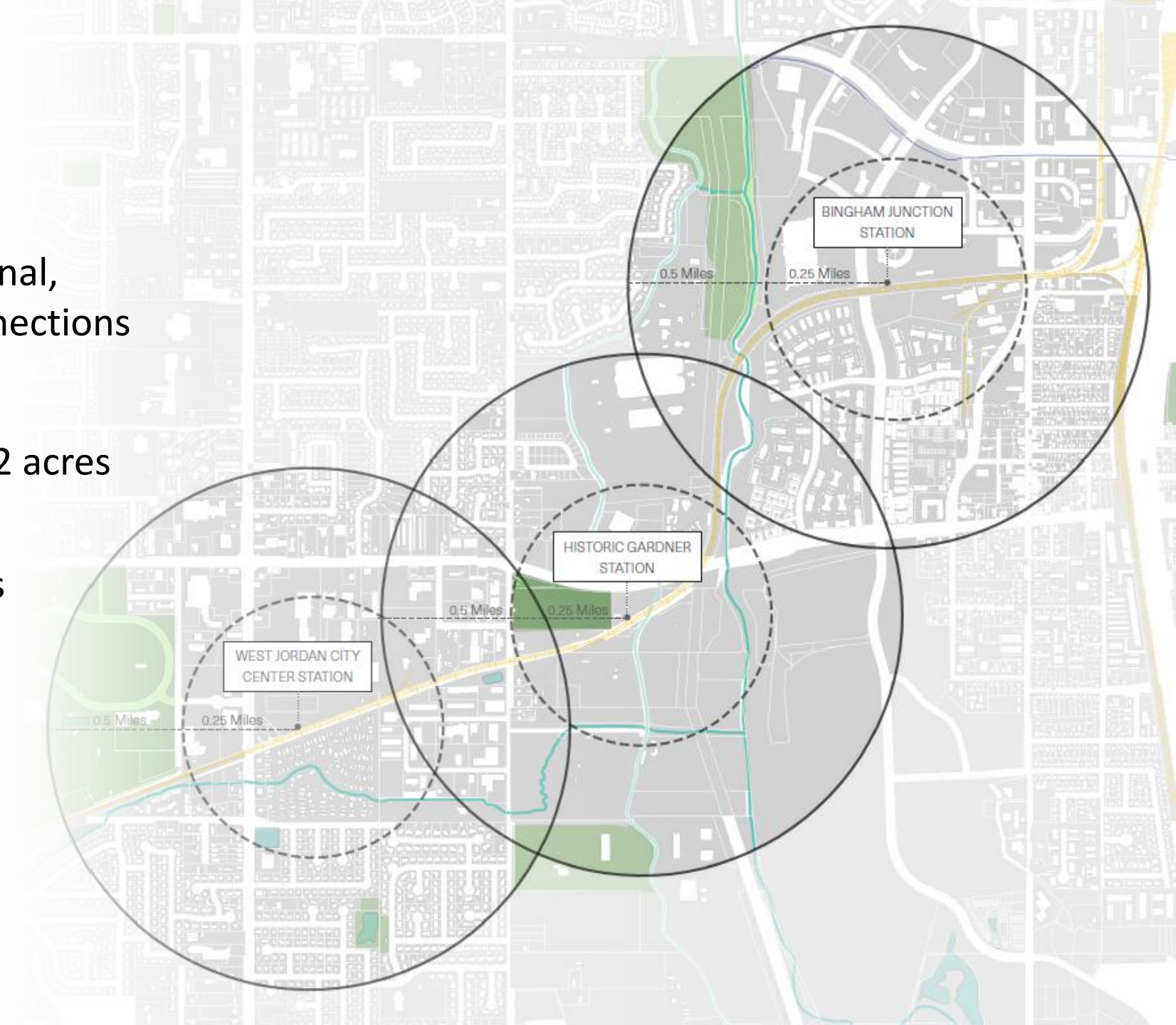


Plan Area

- 3 TRAX Red Line stations
- Stations have strong functional, physical, and economic connections

UTA Property

- West Jordan City Center: 8.2 acres
- Historic Gardner: 2.2 acres
- Bingham Junction: 2.7 acres

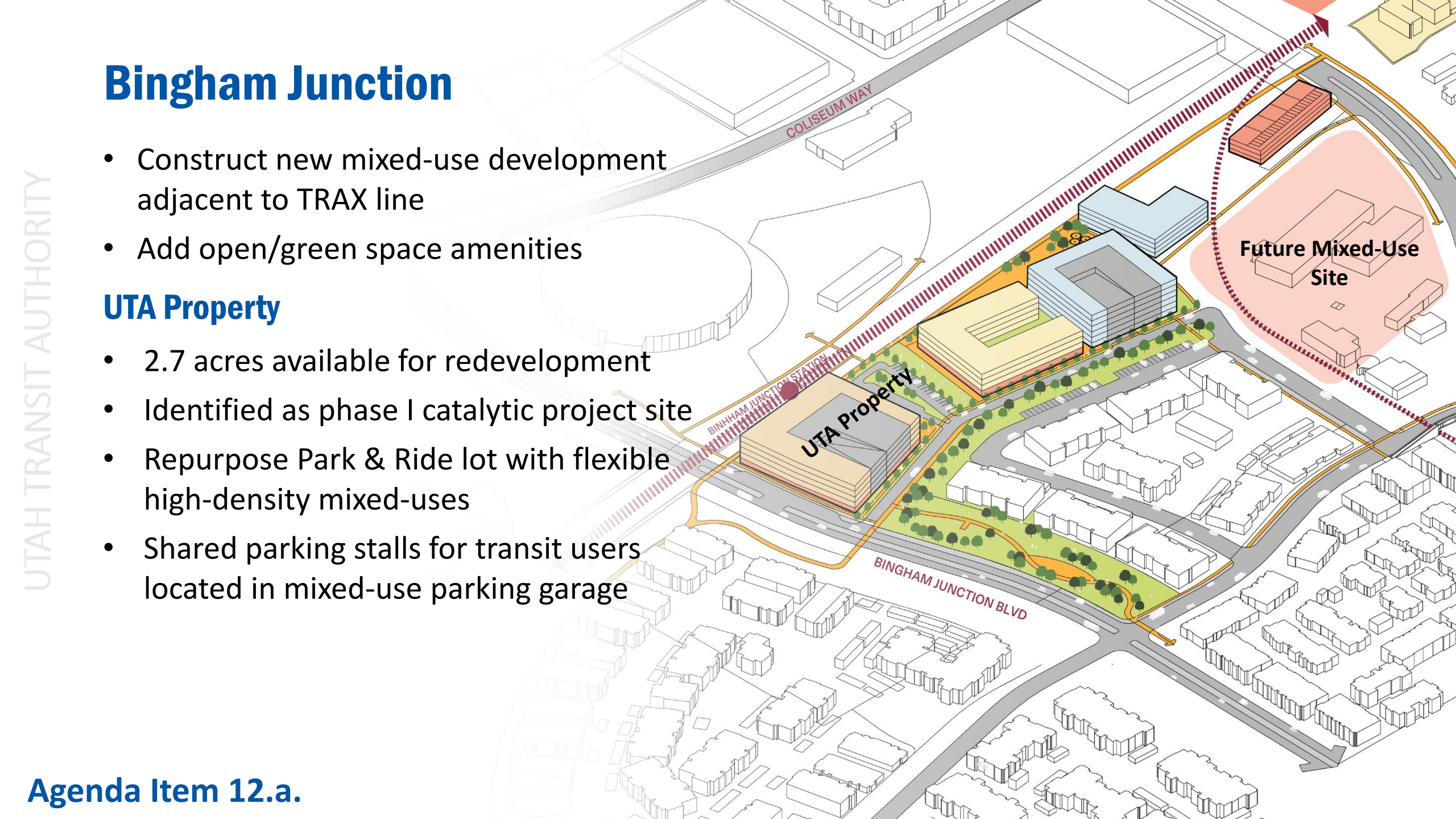


Bingham Junction

- Construct new mixed-use development adjacent to TRAX line
- Add open/green space amenities

UTA Property

- 2.7 acres available for redevelopment
- Identified as phase I catalytic project site
- Repurpose Park & Ride lot with flexible high-density mixed-uses
- Shared parking stalls for transit users located in mixed-use parking garage



Historic Gardner

- Emphasizes agricultural character and low density residential (2-5 du/acre)
- Add large regional park with amenities along the Jordan River

UTA Property

- 2.2 acres available for redevelopment
- Proposed multifamily residential building (up to 30 du/acre)
- Reduce existing Park & Ride lot for transit users

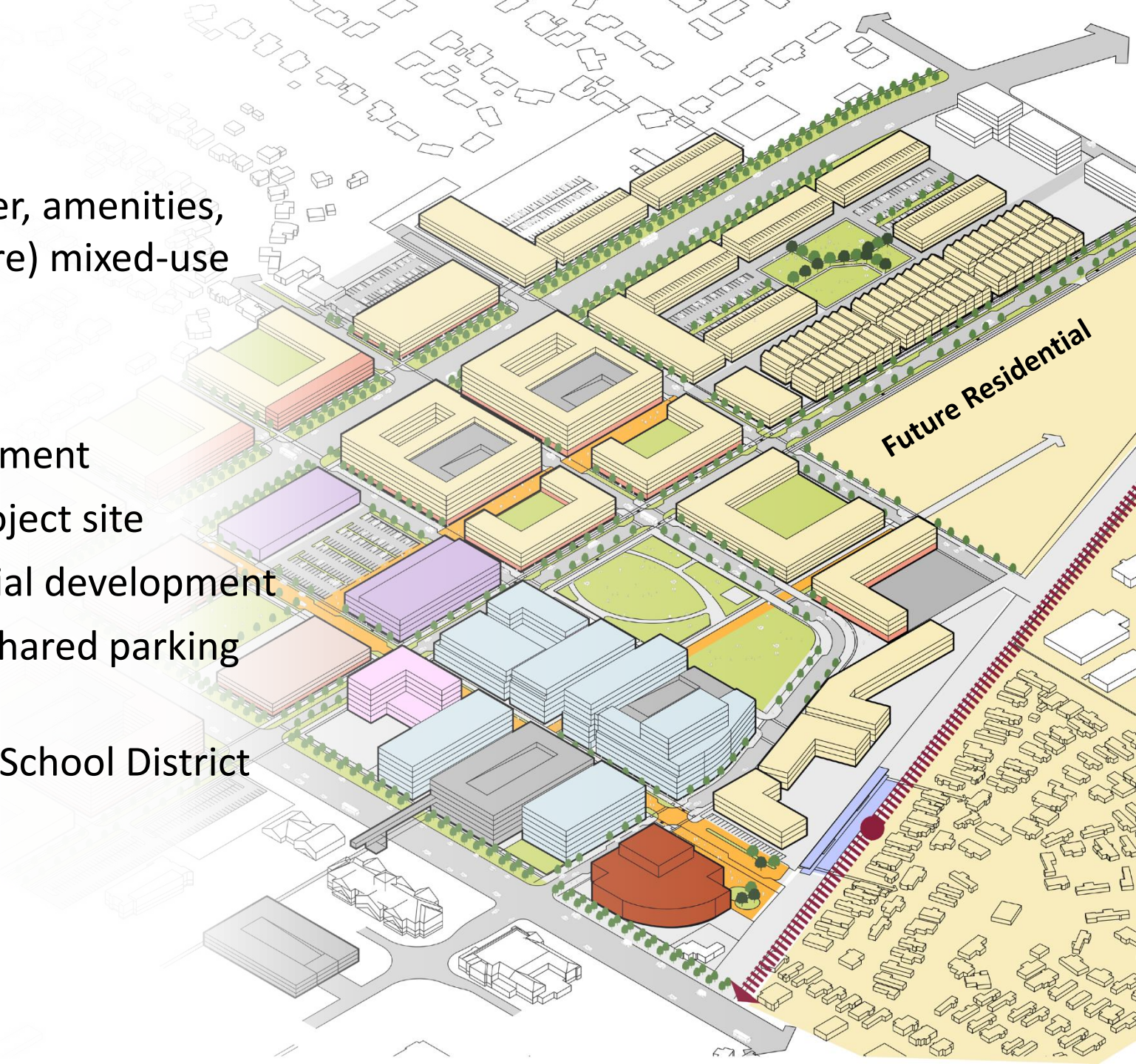


West Jordan City Center

- Create new destination city center, amenities, and high density (up to 60 du/acre) mixed-use development opportunities

UTA Property

- 8.2 acres available for redevelopment
- Identified as phase I catalytic project site
- High density mixed-use residential development
- Repurpose Park & Ride lot into shared parking garage for transit users
- Potential land swap with Jordan School District at another UTA property site



Questions & Comments



Midvale Center & Fort Union Station Area Plan



Station Area Plan

- SAP project led by Midvale City, supported by UTA and Wasatch Front Regional Council (WFRC)
- Funded by the Governor’s Office of Economic Opportunity (GOEO)
- Plan adopted by Midvale City and certified by WFRC in 2024



Plan Area

- 2 TRAX Blue Line stations
- Intersecting 0.5-mile station area buffers
- Potential redevelopment areas: 64 acres
- Strives to create a shared development vision and improved connectivity between 2 stations

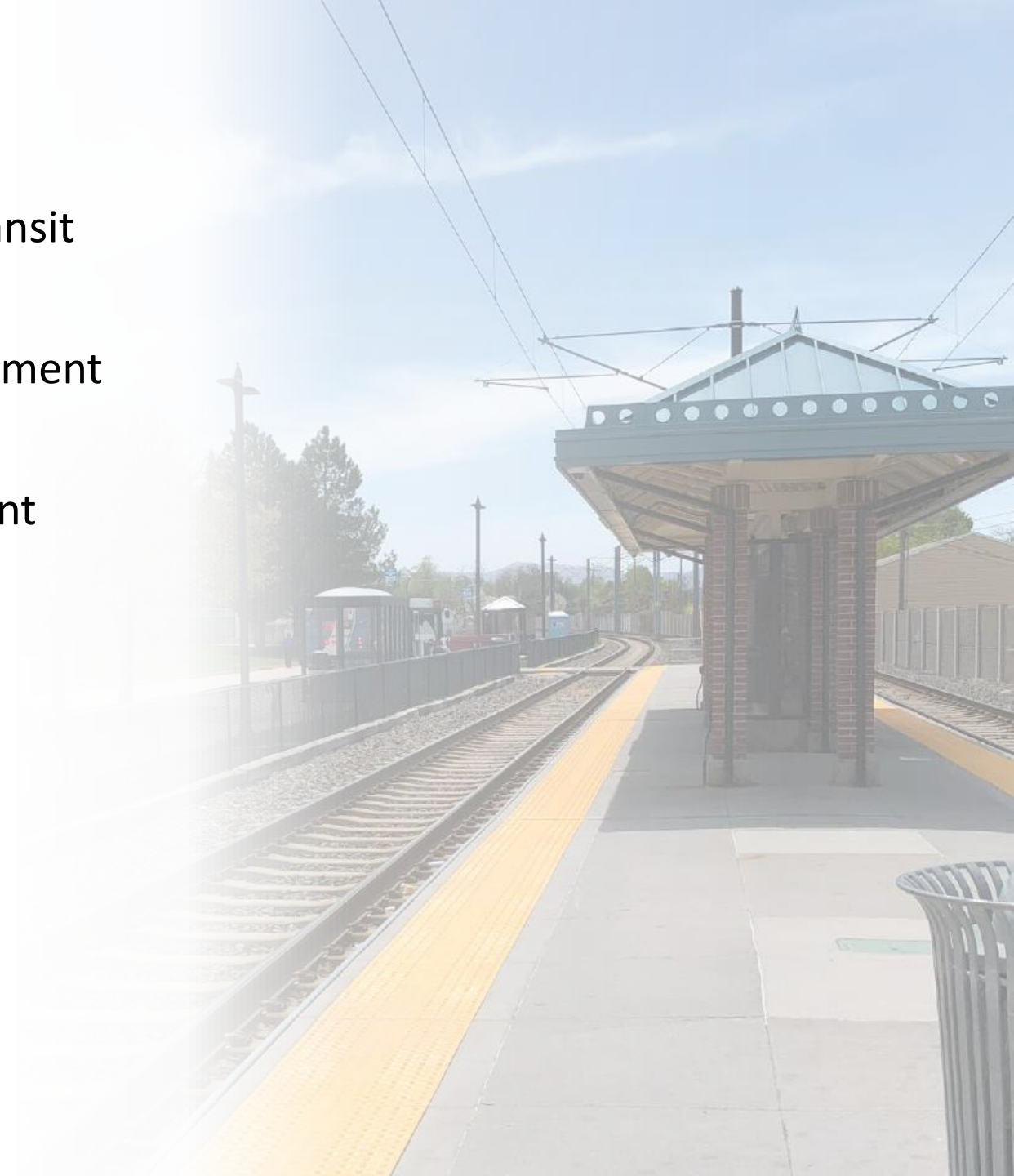
UTA Property

- Midvale Fort Union: 5.3 acres
- Midvale Center: 5.7 acres



Station Area Plan Goals

- Increase safe multimodal connectivity and transit access
- Enhance access to opportunities in redevelopment areas
- Implement new varied and viable development opportunities
- Provide high-quality diverse housing options
- Create collaborative and sustainable design

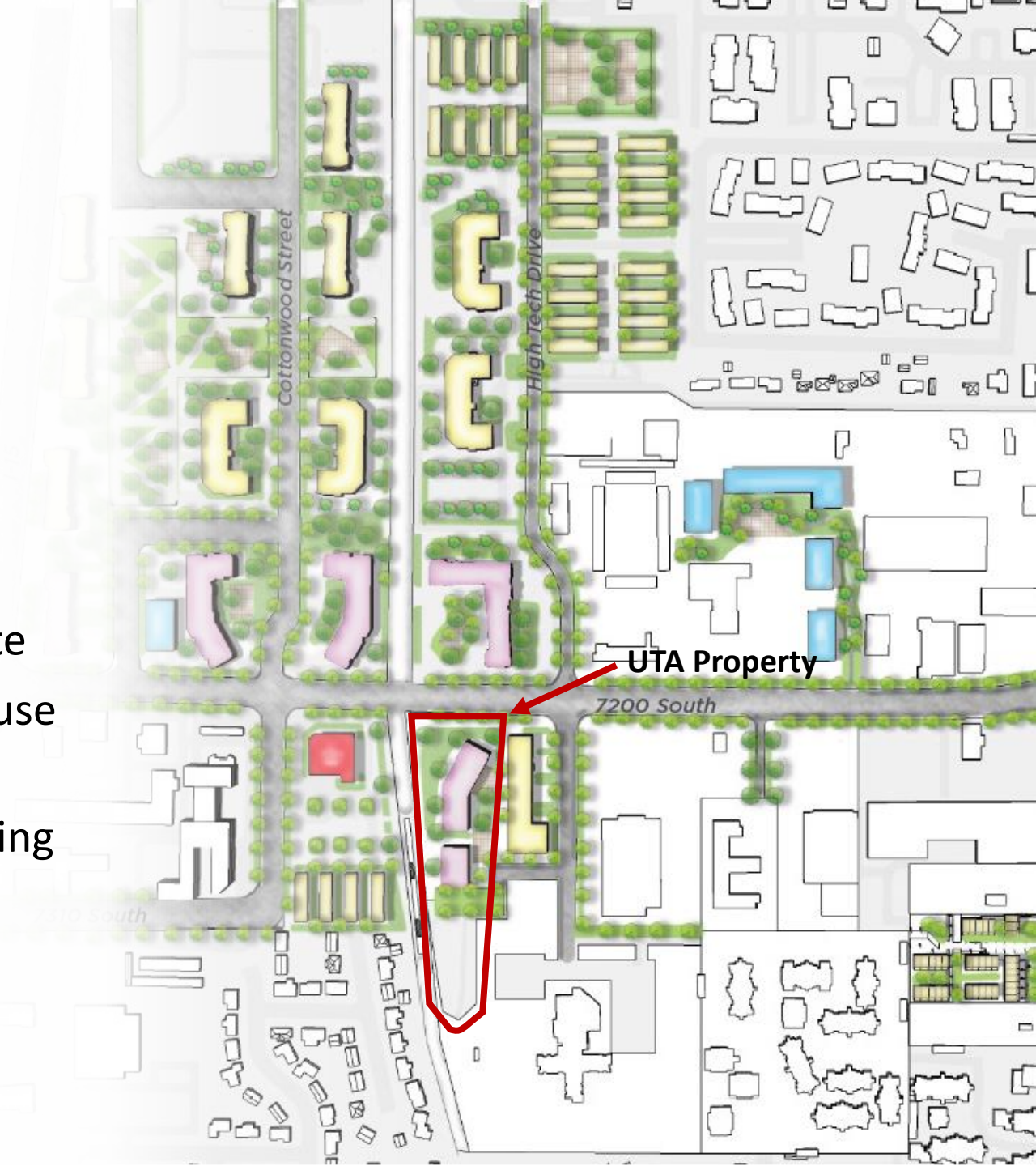


Midvale Fort Union

- Create higher-density and mixed-use TOD zoning for new development opportunities
- Add abundant landscaping and street trees in station area

UTA Property

- 5.3 acres available for redevelopment
- Identified as high priority phase I project site
- Construct med-density (4-7 stories) mixed-use development
- Repurpose Park & Ride lot into shared parking garage for transit users

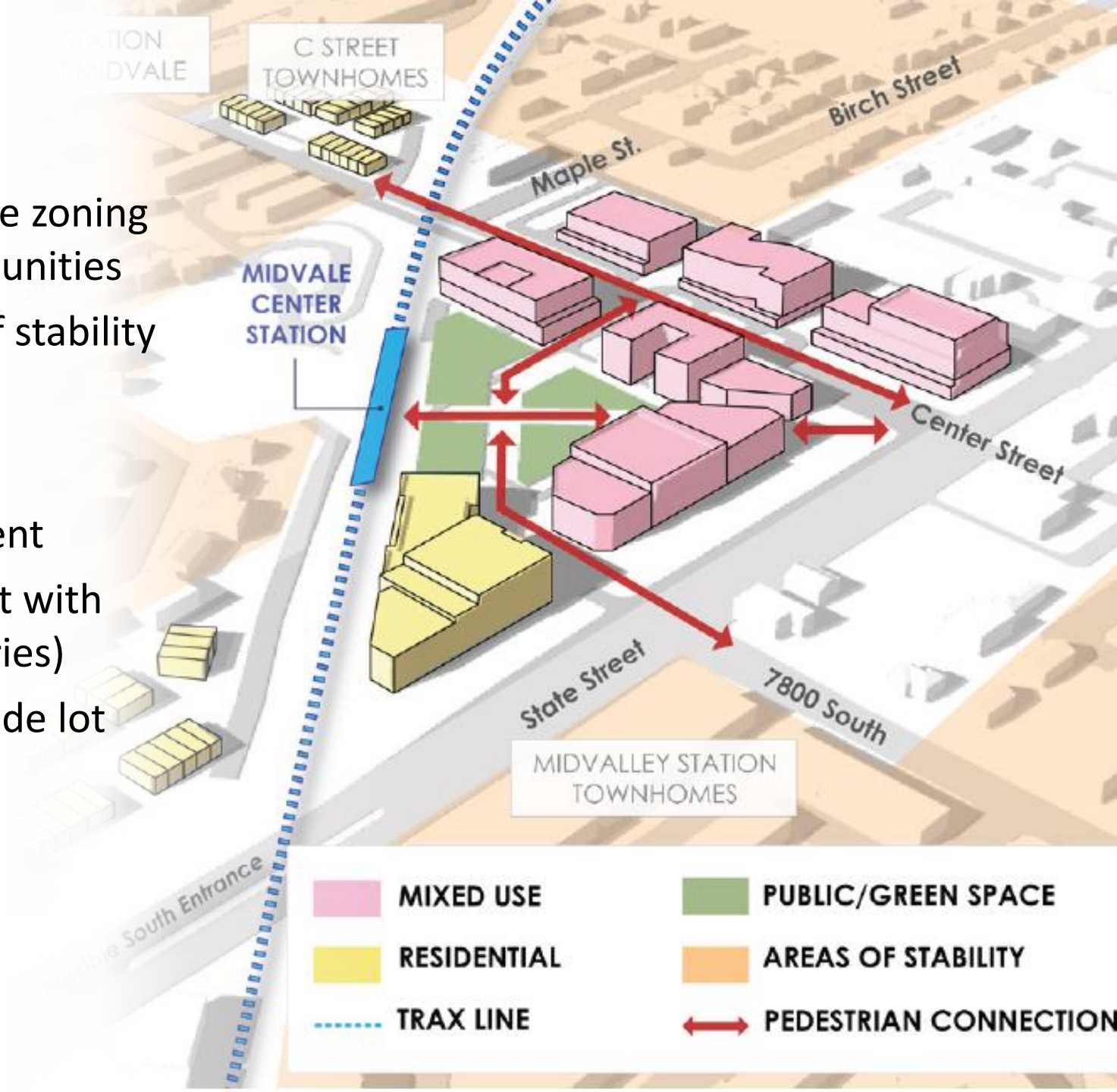


Midvale Center

- Create higher-density and mixed-use zoning for small-scale development opportunities
- Station area constrained by areas of stability (primarily: single-family dwellings)

UTA Property

- 5.7 acres available for redevelopment
- Repurpose southern Park & Ride lot with multifamily residential (up to 3 stories)
- Preserve existing western Park & Ride lot and bus loop configuration



Questions & Comments

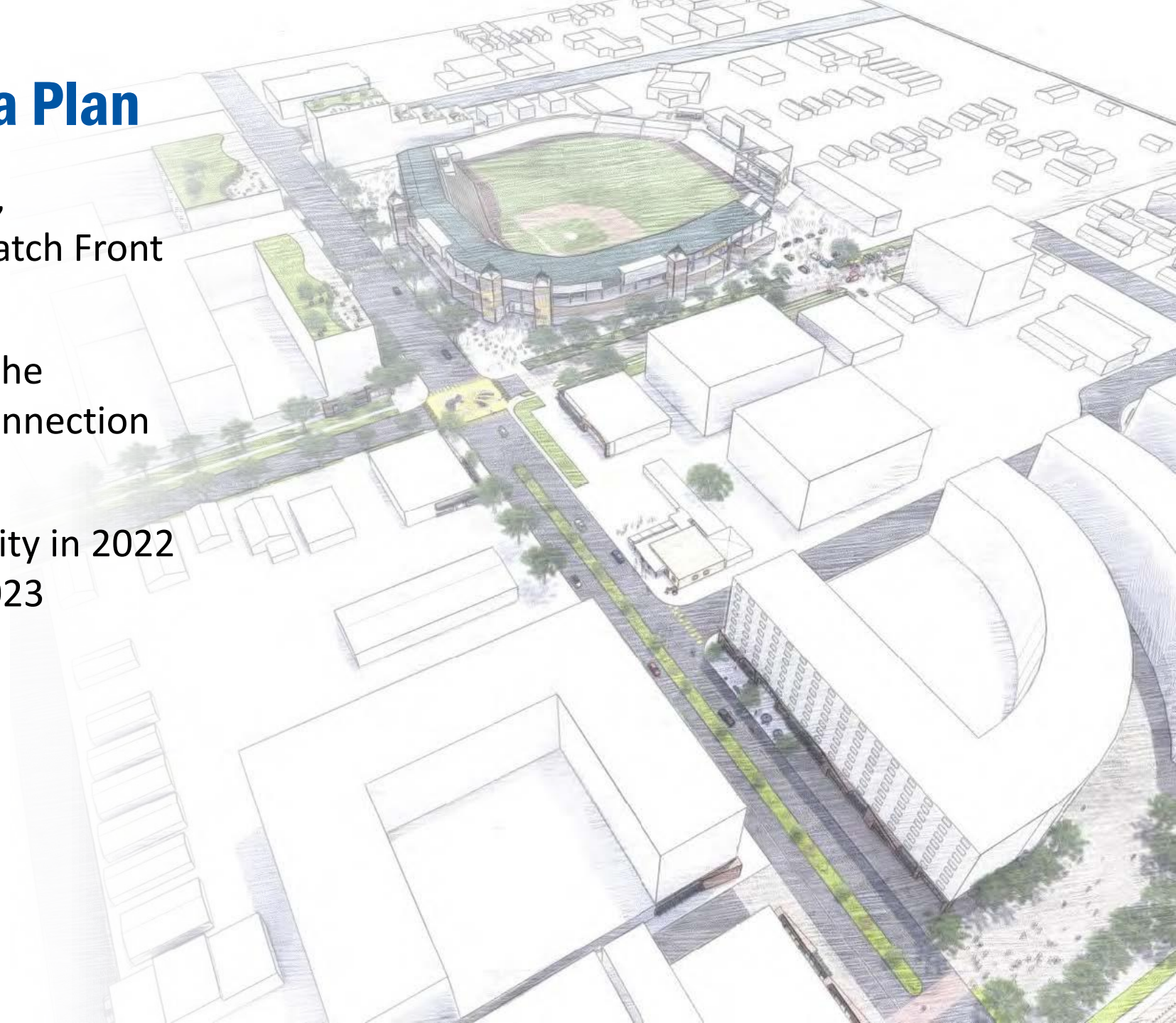


Ballpark Station Area Plan



Ballpark Station Area Plan

- Project led by Salt Lake City, supported by UTA and Wasatch Front Regional Council (WFRC)
- Funded by WFRC, through the Transportation Land Use Connection (TLC) Program
- Plan adopted by Salt Lake City in 2022 and certified by WFRC in 2023

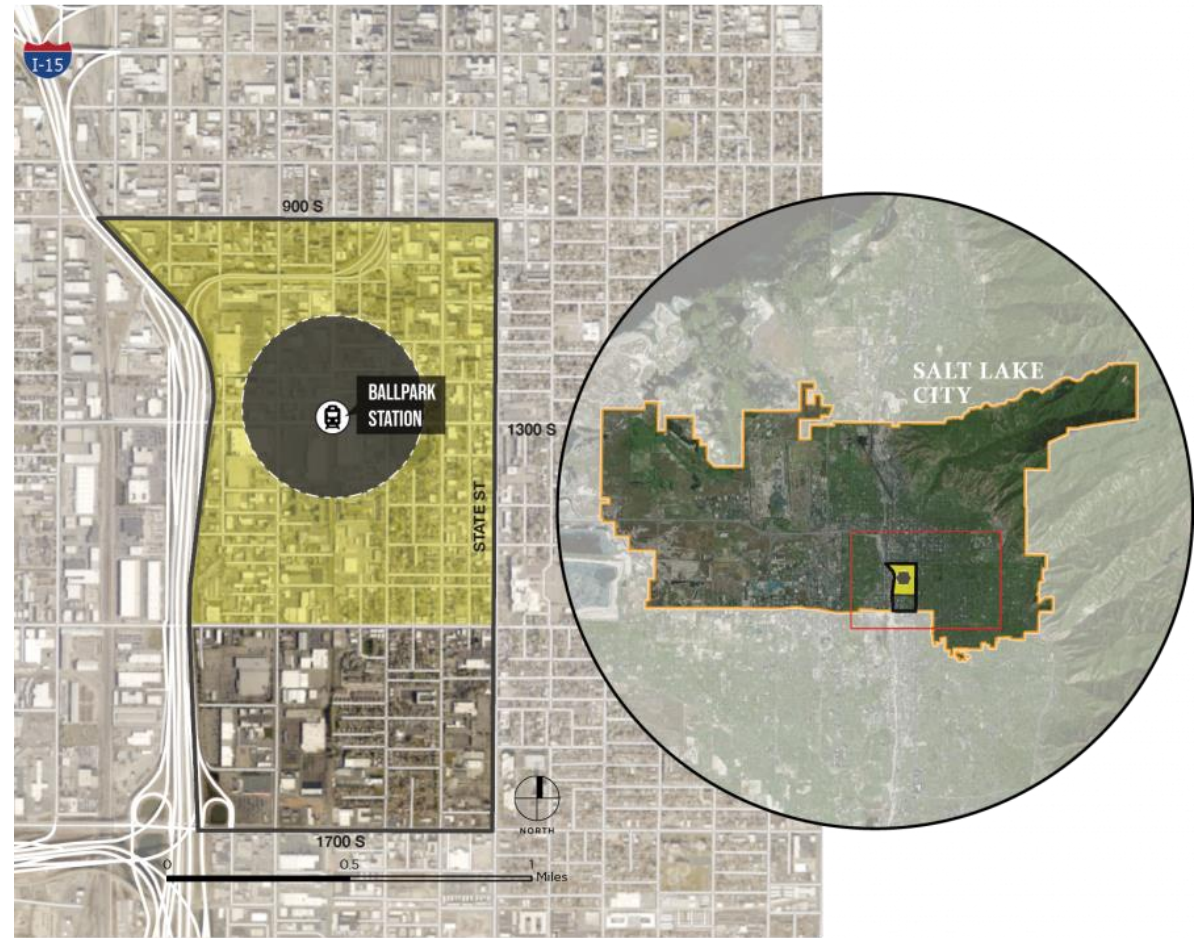


Ballpark Station – Plan Area

- Total Area: Roughly 600 acres
- UTA Property: 3.2 acres

“Big Move” Plan Goals

- Create a Ballpark neighborhood specific Transit Supportive Zone to add density and livability amenities
- Reconfigure TRAX station to an urban and transit-supportive design
- Increase connectivity, walkability, and transit access in the station area

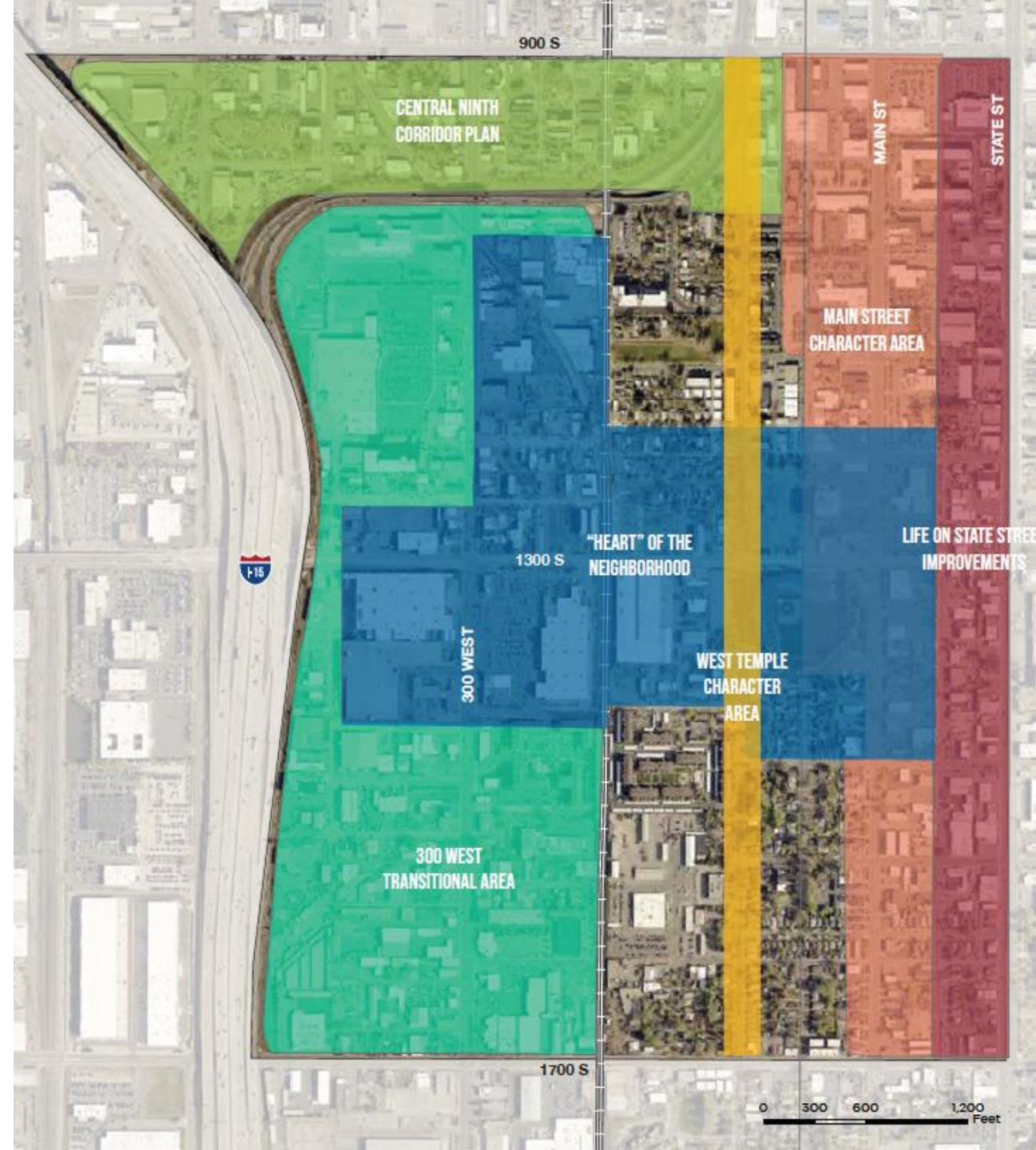


LEGEND

- Heart of the Neighborhood
- Ballpark Station Area
- ▭ Ballpark Neighborhood Boundary

Heart of the Neighborhood

- Central hub of the station area
- Highest density (8-10 stories) development
- Density must be balanced with mixed-use and public realm amenities
- Prioritize transit access and neighborhood connectivity
- Require activation of the 1300 South frontage with retail, restaurants, street furniture, and landscaping



Ballpark Station – UTA Property

- 3.2 acres available for redevelopment
- Current Use:
 - Park & Ride lot (193 stalls)
 - Bus loop and 3 saw-tooths

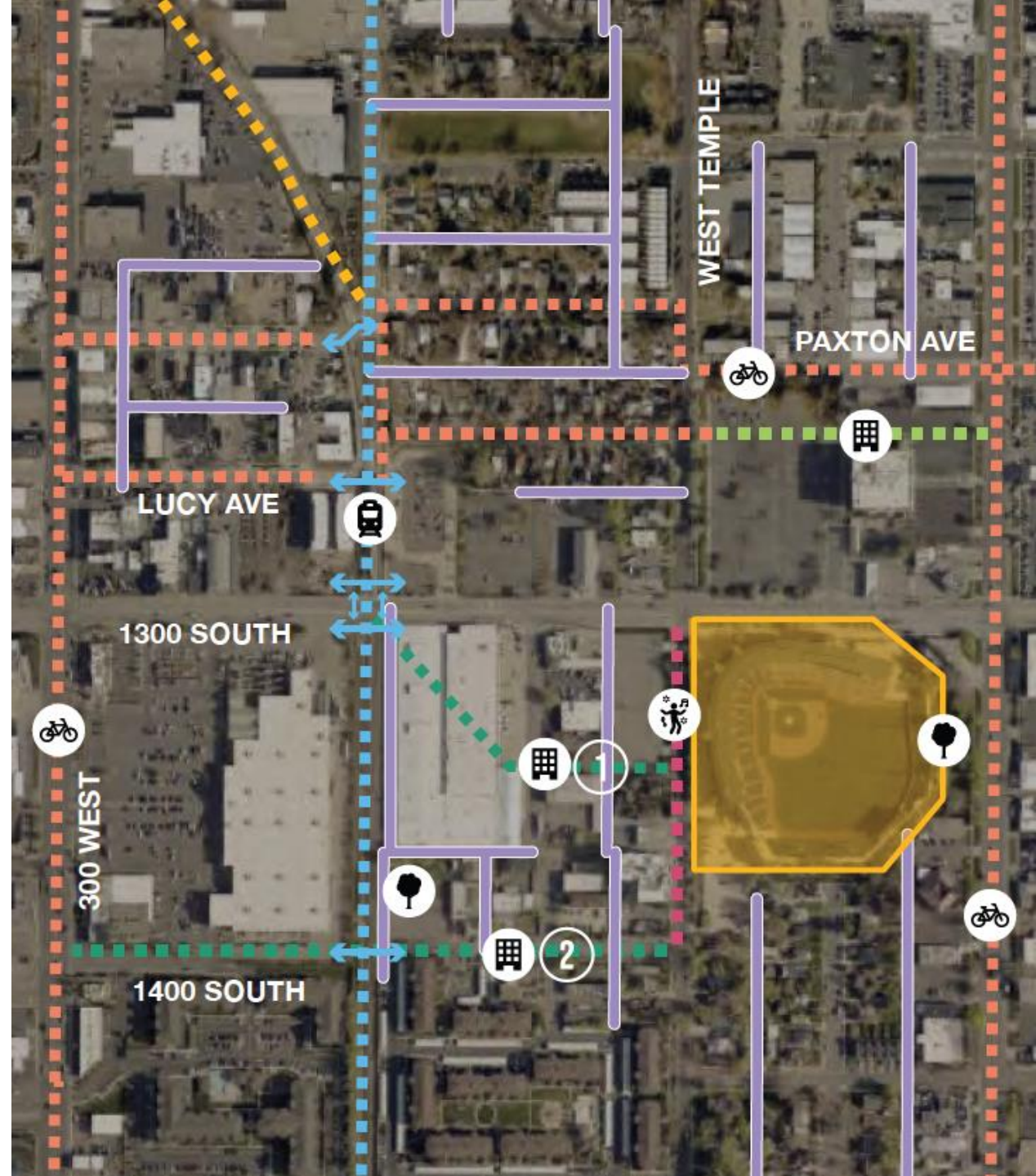
Recommendations

- Repurpose parking stalls with high-density (8-10 stories) mixed-use development
- Install side-loading platforms to improve east and west TRAX access
- Construct transit plaza/public amenity space



Station Access & Connections

- Construct pedestrian crossing across 1300 South adjacent to TRAX gate arms
- Remove fence on UTA property to improve access from west side
- Implement pedestrian crossing to the north of station platform
- Establish bike routes throughout station area
- Add mid-block crossings to create a system of pedestrian pathways



Questions & Comments



Other Business

- a. Next Meeting: Wednesday, May 8, 2024, at 9:00 a.m.



Closed Session

- a. Strategy Session to Discuss Pending or Reasonably Imminent Litigation



Recommended Action

(by acclamation)

Motion to move to closed session to discuss Pending or Reasonably Imminent Litigation



Closed Session



Open Session



Adjourn

