

# UTA LOCAL ADVISORY COUNCIL MEETING

May 22, 2024



# **CALL TO ORDER AND OPENING REMARKS**



# PLEDGE OF ALLEGIANCE



# SAFETY FIRST MINUTE





# PUBLIC COMMENT

Live comments are limited to 3 minutes per commenter

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

Any comments received through alternate means were distributed to the Local Advisory Council prior to meeting



# CONSENT AGENDA

- a. Approval of February 21, 2024, Local Advisory Council Meeting Minutes



# Recommended Action (by acclamation)

Motion to approve the consent agenda



# TRANSIT-ORIENTED DEVELOPMENT



# **AR2024-05-01 – Resolution Approving and Recommending Adoption of the Ballpark Station Area Plan**



# Station Area Plans – House Bill 462 (2022)

A Station Area Plan is “a plan that establishes a *vision*, and the *actions* needed to implement that vision, for the development of land within a station area.”

## Requirement:

“A municipality that has a fixed guideway public transit station located within the municipality’s boundaries shall, for the station area: (1) develop and adopt a station area plan; and (2) adopt any appropriate land use regulations to implement the station area plan.”







## Objectives

1. Increasing the *availability* and *affordability of housing*, including moderate income housing
2. Promoting *sustainable environmental conditions*
3. Enhancing *access to opportunities*
4. Increasing *transportation choices and connections*

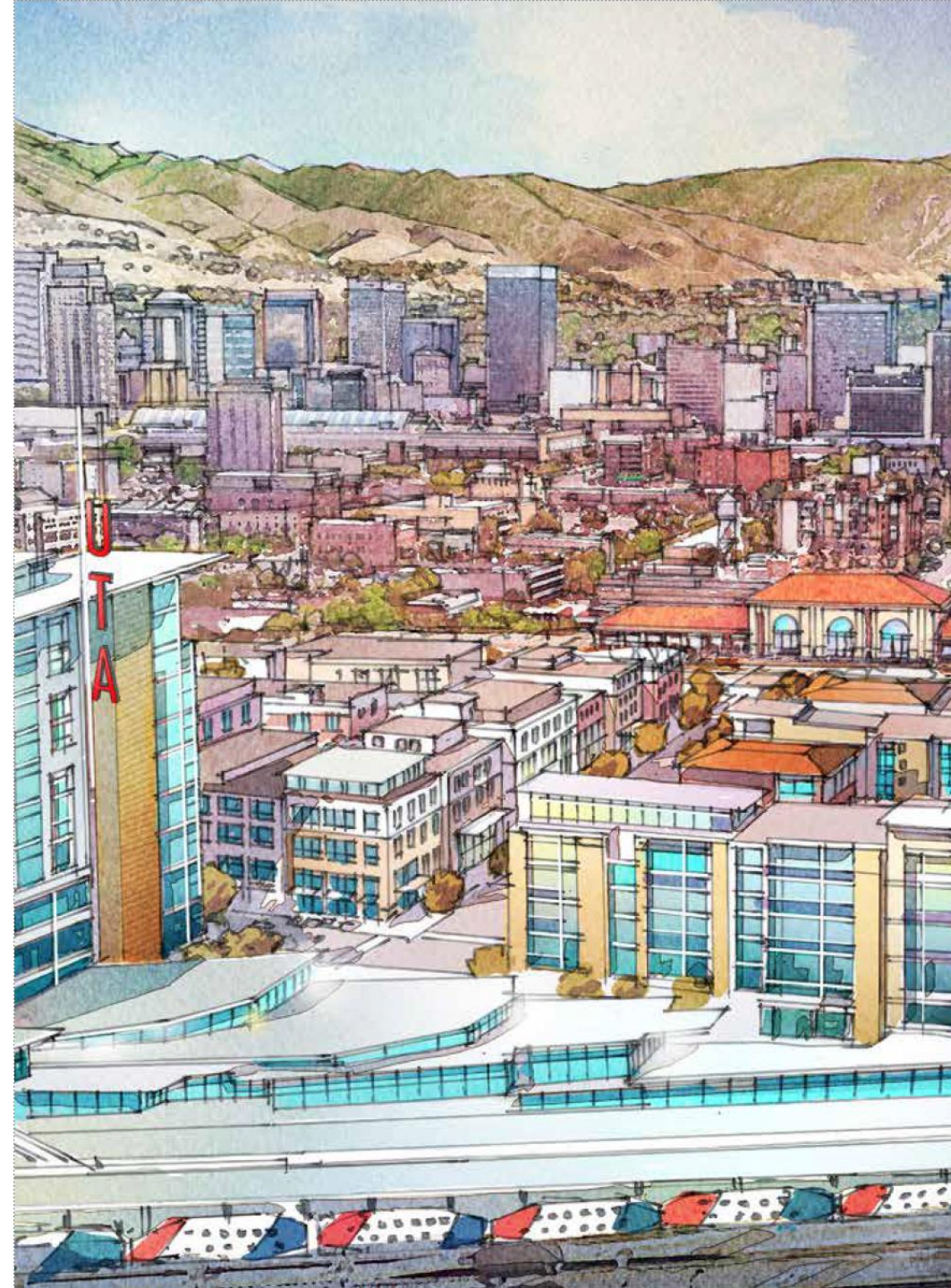
## Components:

1. Station Area Vision
2. Map (Concept Plan)
3. Implementation Plan
4. Statement of compliance



## Local Advisory Council Role

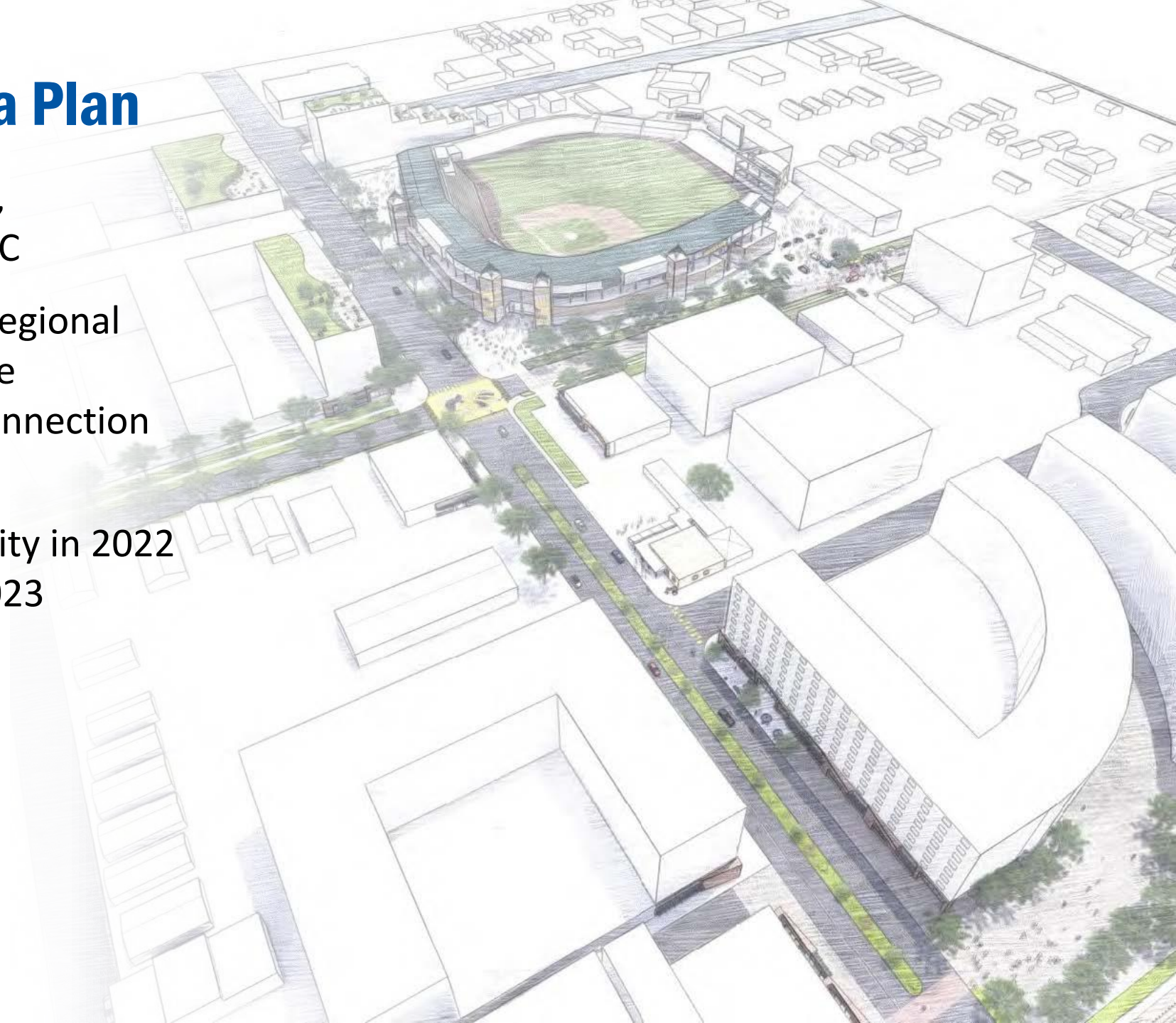
**“Reviewing, approving, and recommending final adoption by the board of trustees of any plan for a transit-oriented development where a large public transit district is involved”**





# Ballpark Station Area Plan

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

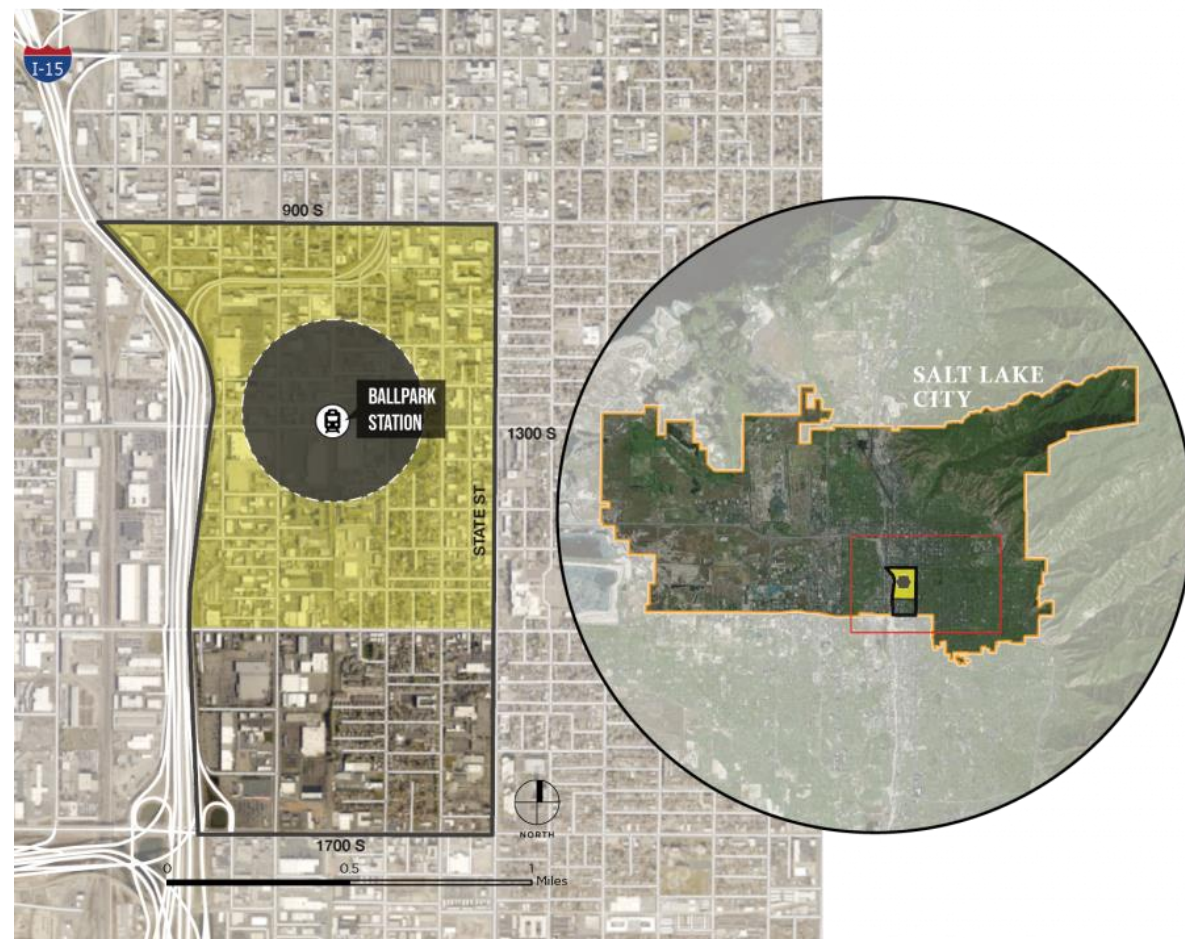


# Ballpark Station – Plan Area

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

## “Big Move” Plan Goals

- Create a Transit Supportive Zone to add density, mixed-uses, and urban livability amenities
- Reconfigure TRAX station from suburban to urban-supportive design
- Increase connectivity, walkability, and transit access in the station area



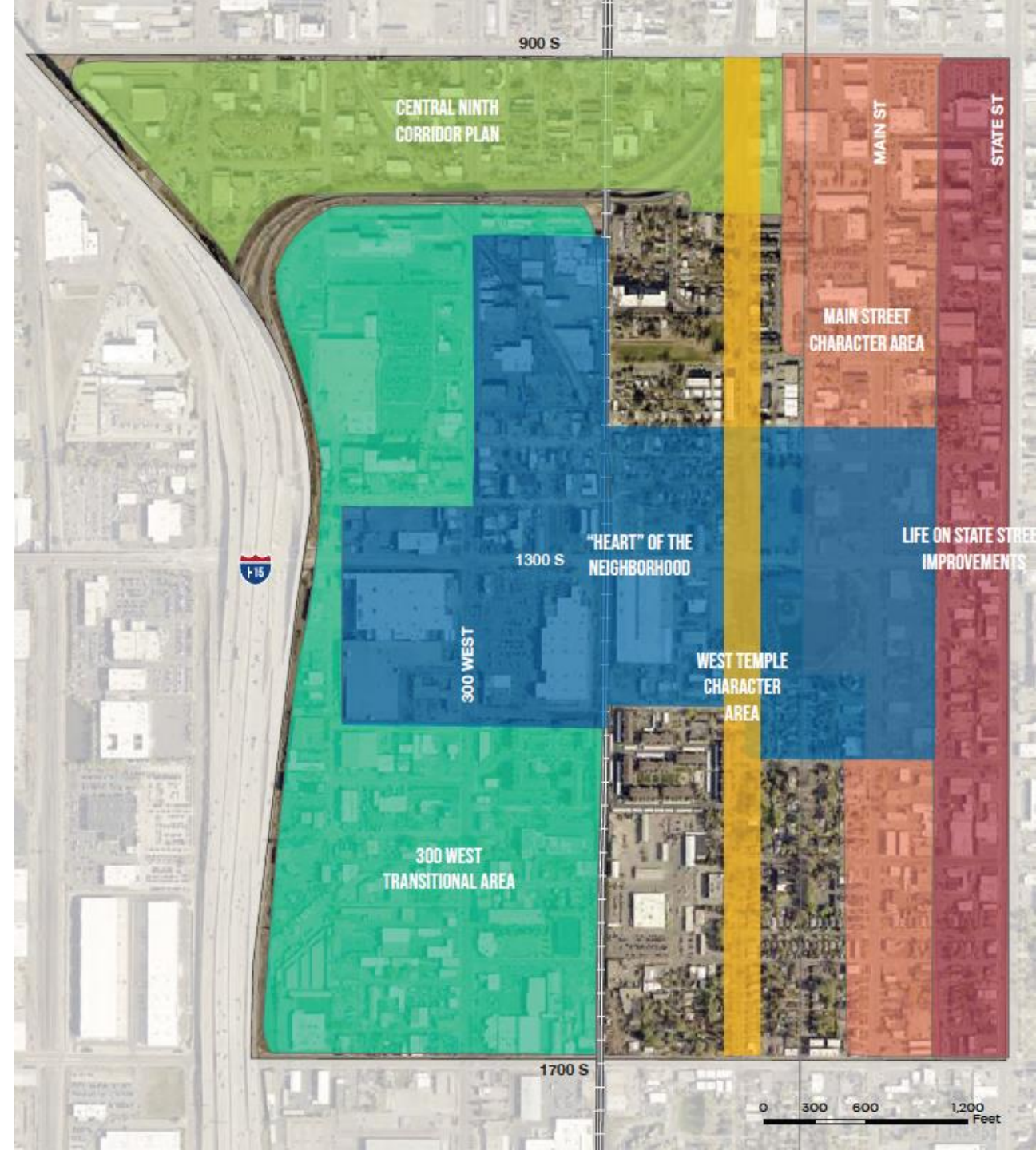
### LEGEND

- 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 maximum) 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 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



# **Recommended Action (by acclamation)**

Motion to approve AR2024-05-01 – Resolution Approving and Recommending  
Adoption of the Ballpark Station Area Plan



**AR2024-05-02 – Resolution  
Approving and Recommending  
Adoption of the Midvale Center  
and Fort Union Station Area Plan**





# Station Area Plan

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

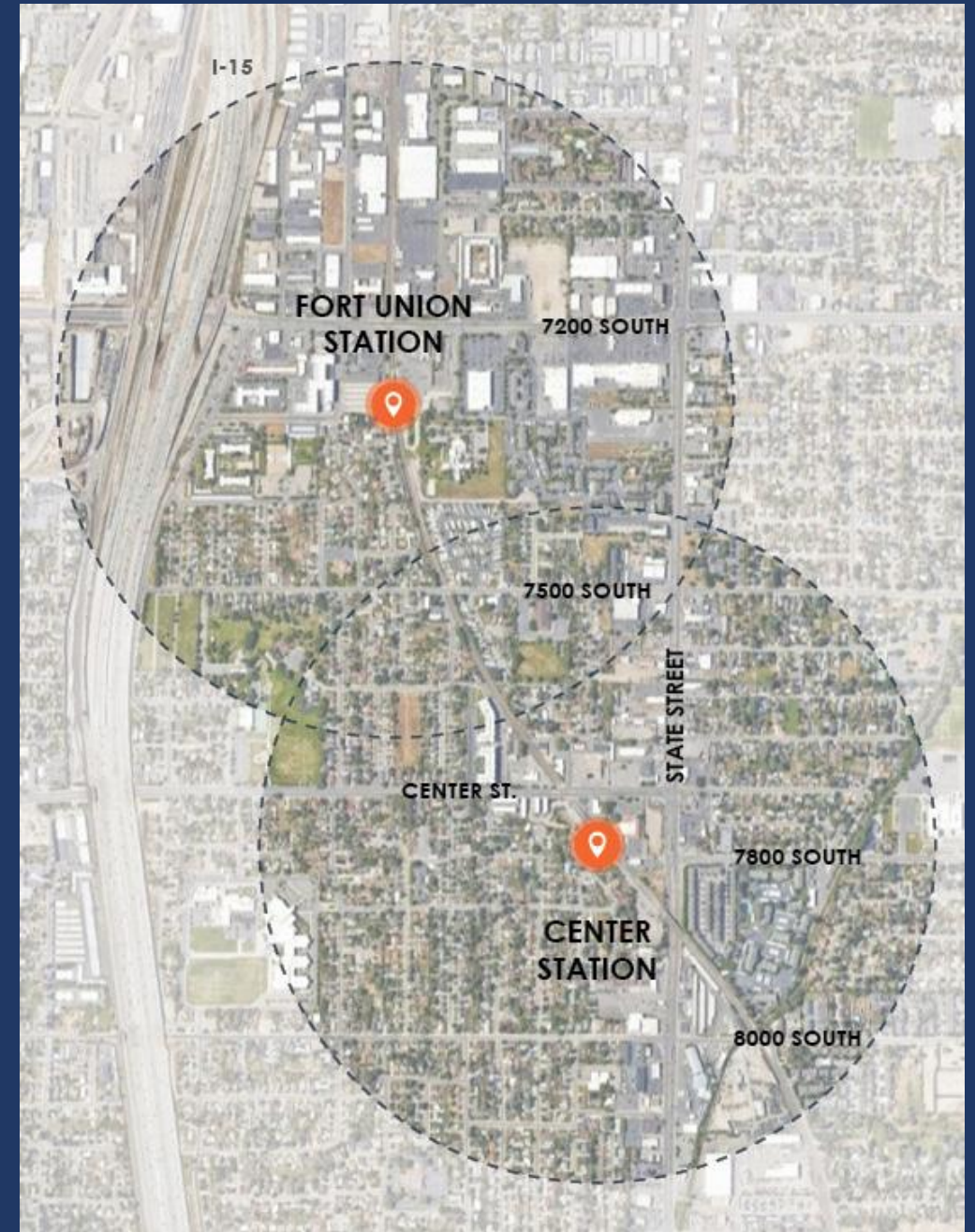


## Plan Area

- 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

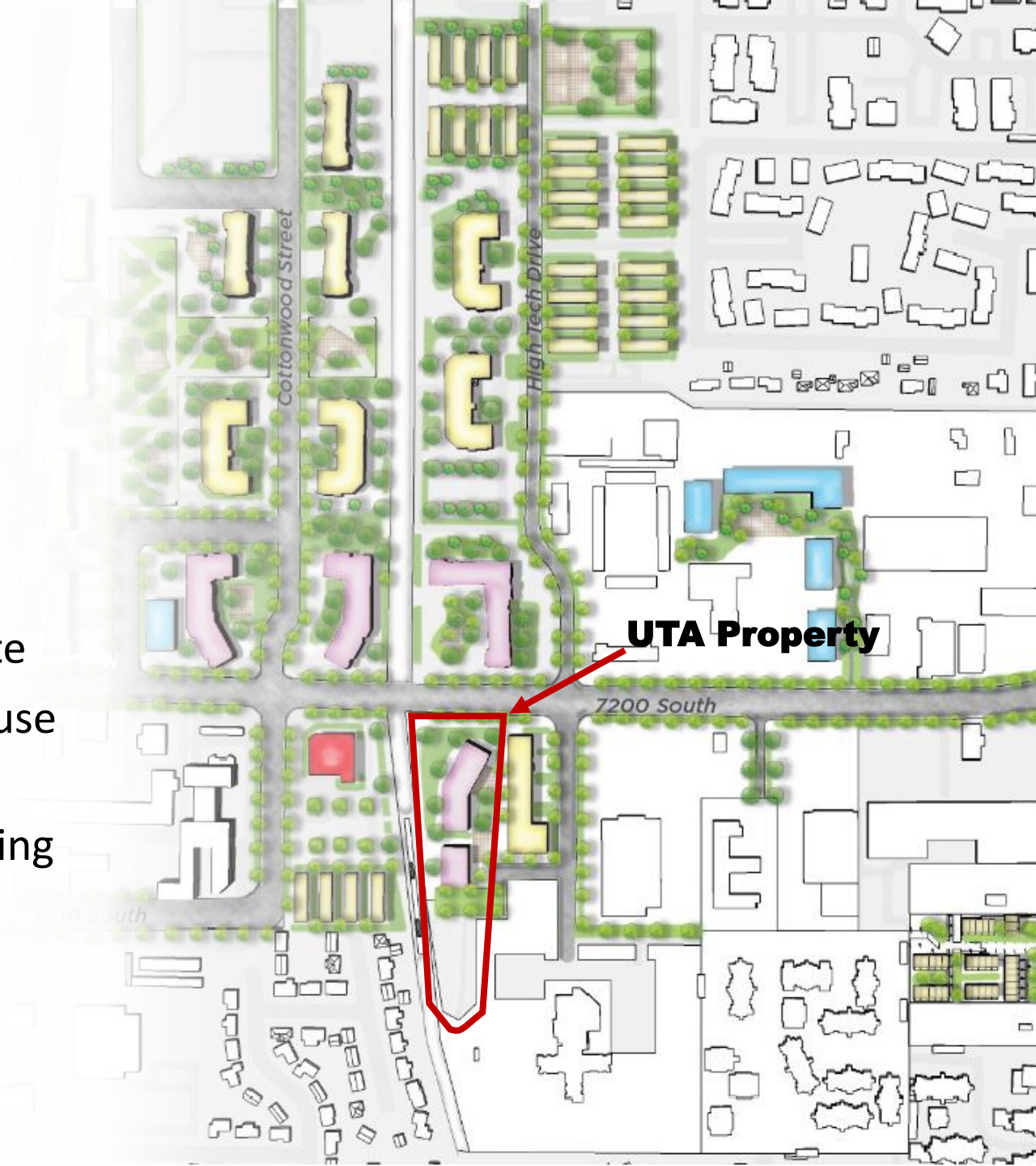


## Midvale Fort Union

- 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



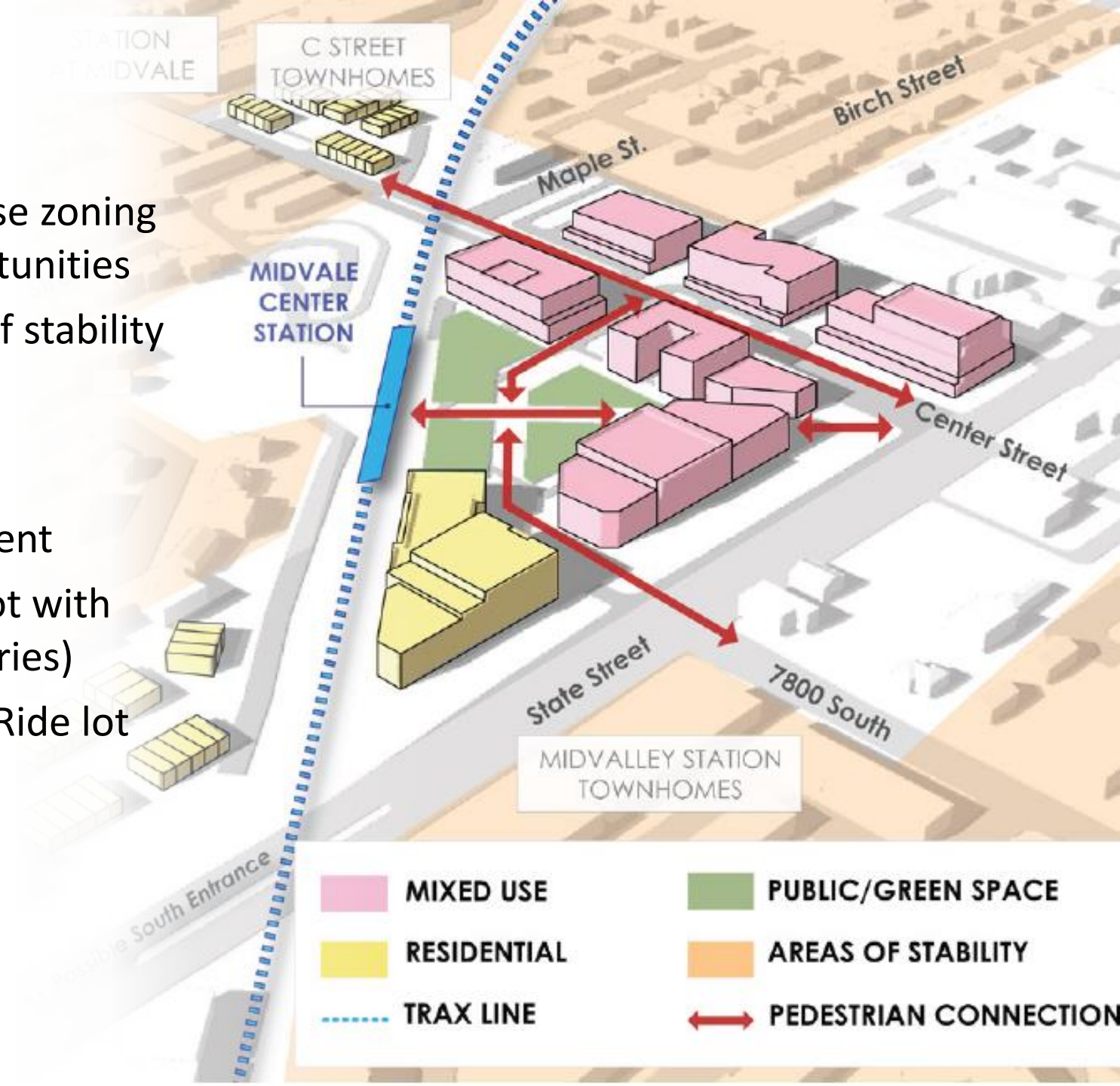


# Midvale Center

- 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 northern Park & Ride lot and bus loop configuration



<span style="display:inline-block; width:15px; height:15px; background-color: #f08080; border: 1px solid black;"></span> MIXED USE	<span style="display:inline-block; width:15px; height:15px; background-color: #90ee90; border: 1px solid black;"></span> PUBLIC/GREEN SPACE
<span style="display:inline-block; width:15px; height:15px; background-color: #ffff00; border: 1px solid black;"></span> RESIDENTIAL	<span style="display:inline-block; width:15px; height:15px; background-color: #ffa500; border: 1px solid black;"></span> AREAS OF STABILITY
<span style="display:inline-block; width:15px; border-bottom: 2px dashed blue;"></span> TRAX LINE	<span style="display:inline-block; width:15px; height:15px; border: 2px solid red; transform: rotate(45deg);"></span> PEDESTRIAN CONNECTION

## Questions & Comments



# **Recommended Action (by acclamation)**

Motion to approve AR2024-05-02 – Resolution Approving and Recommending  
Adoption of the Midvale Center and Fort Union Station Area Plan



**AR2024-05-03 – Resolution  
Approving and Recommending  
Adoption of the West Jordan and  
Midvale Station Area Plan**





# Station Area Plan

- Project led jointly by West Jordan and Midvale City, supported by UTA and 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



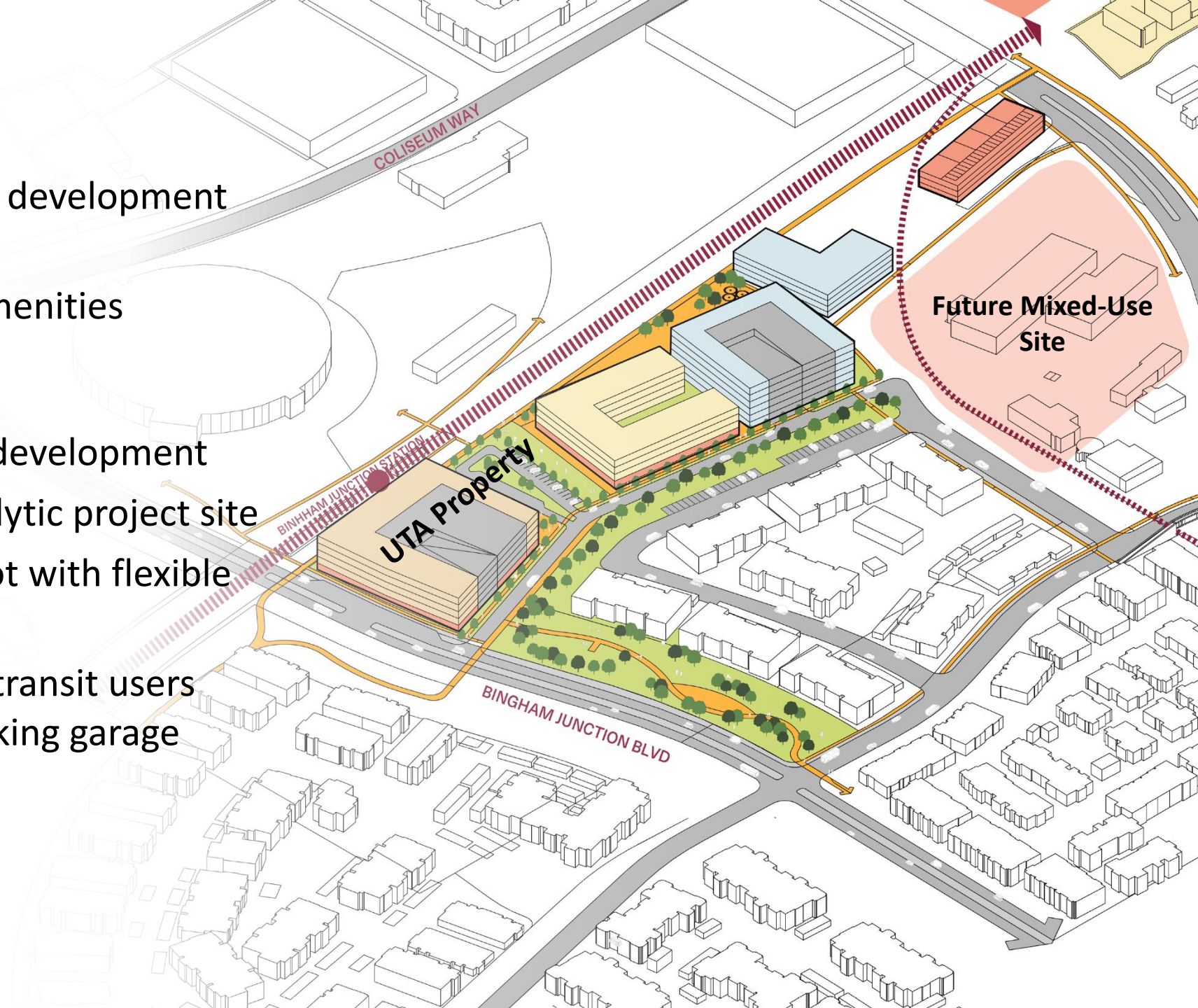


# Bingham Junction

- 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 TOD project (up to 30 du/acre)
- Reduce existing Park & Ride lot for transit users



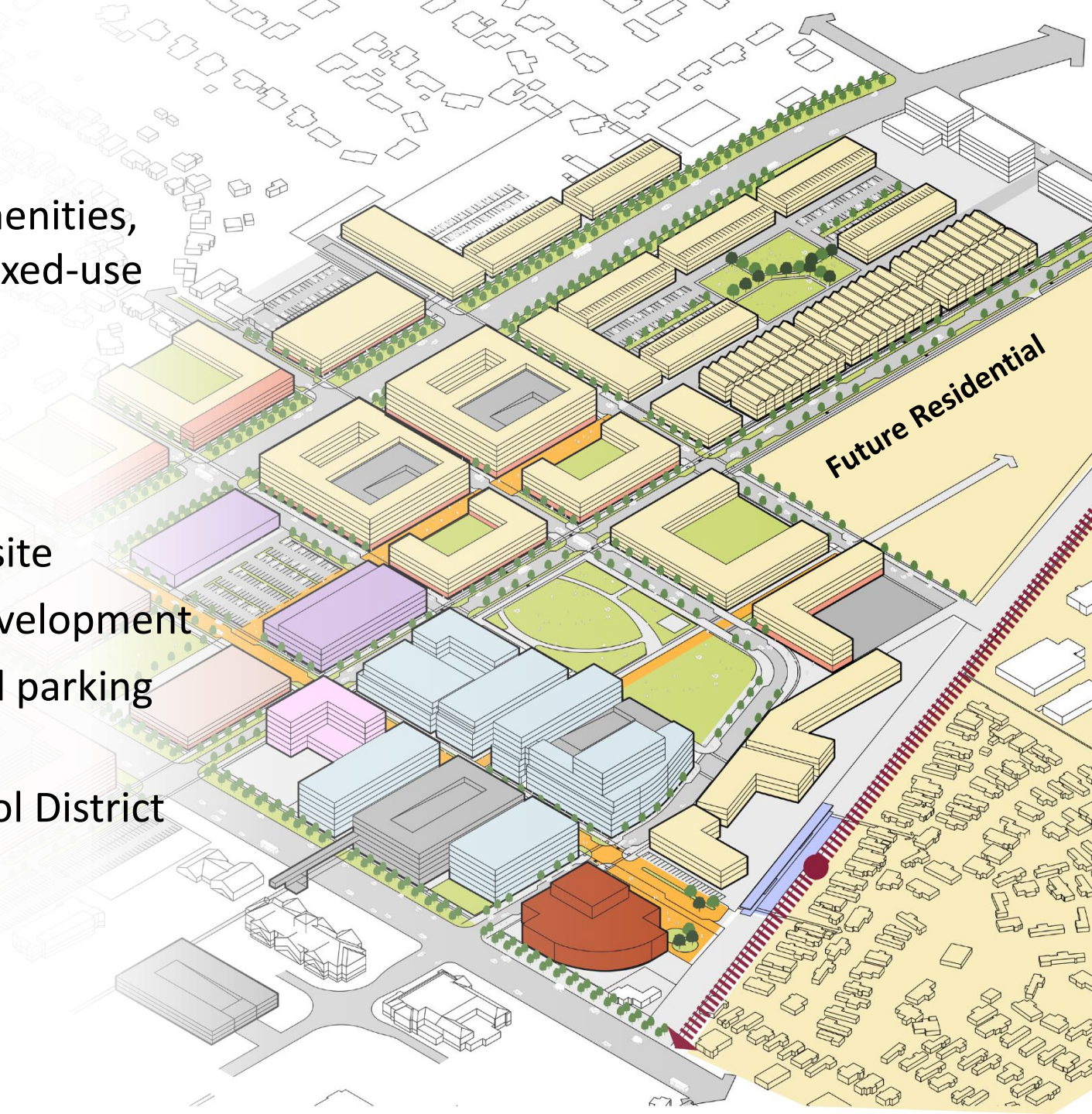


# West Jordan City Center

- 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



# **Recommended Action (by acclamation)**

Motion to approve AR2024-05-03 – Resolution Approving and Recommending Adoption of the West Jordan and Midvale Station Area Plan



# SERVICE PLANNING





# August Change Day 2024





# August 2024 Change Day

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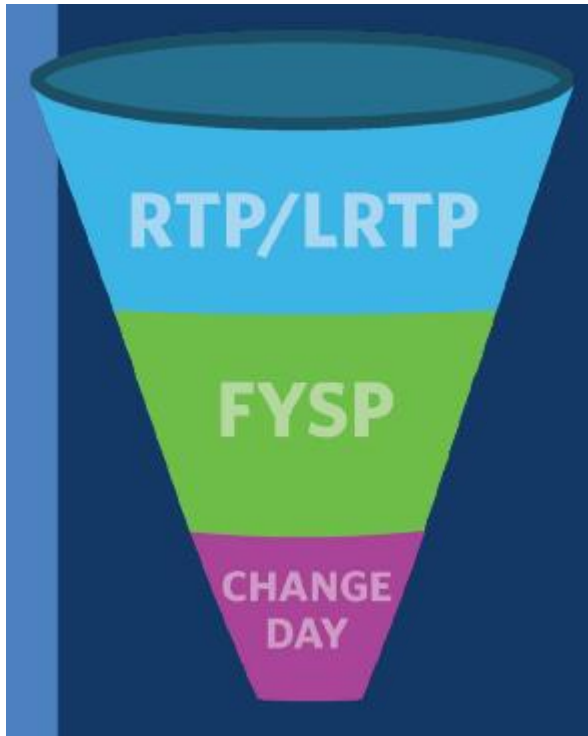
Nichol Bourdeaux, Chief Planning and Engagement  
Janelle Robertson, Acting Director of Planning



# UTA Planning Process

- Regional Transportation Plans / Unified Plan
- UTA Long-Range Transit Plan
- UTA Five-Year Service Plan
- Change Day—refine, finalize, and implement operation changes

H TRANSIT AUTHORITY



PHASE 1

PHASE 2

PHASE 3

PHASE 4



## STRATEGIC PLANNING

Every 4 Years  
Looks ahead 30 years

REGIONAL TRANSPORTATION PLAN ("RTP")  
LONG-RANGE TRANSIT PLAN ("LRTP")



## SERVICE PLANNING

Every 2 Years  
Looks ahead 5 years

FIVE-YEAR SERVICE PLAN



## OPERATIONS PLANNING

Every Year  
Looks ahead 1 year

ANNUAL SERVICE PLAN



## IMPLEMENTATION

4 Month Update Cycle

ANNUAL SERVICE IMPLEMENTATION  
(CHANGE DAY)



# Change Day Process



Steps for UTA Change Day annually



## 01 Initial Proposals

Change proposals from fares and planning are developed based on needs, system improvements, alignment, etc. These are reviewed by key internal stakeholders for vetting and refinement.



## 02

### Proposals submitted



Proposed changes are submitted to Title VI & Public Engagement teams to move forward for Change Day. Changes that qualify as “major changes” for service and fare changes must undergo an analysis and public process before finalizing.

## 03

### Title VI Preliminary Feedback

Title VI evaluates proposed changes, provides preliminary feedback to respective teams on potential disparities with proposed changes.



## 04

### Public Engagement



Public Engagement team facilitates a public process as required by Title VI and to understand public perspectives around proposed changes. Feedback is gathered, compiled, and reviewed with key decision-makers.

## 05

### Title VI Complete

Evaluation is completed and findings are compiled and reviewed with key decision makers



## 06

### Finalize

Planned Changes are finalized and approved  
Title VI Analysis is approved by UTA Board



## 07

### Implementation

Final changes move forward. Preparation for Change Day commences, including communication, education, operations planning, and more.





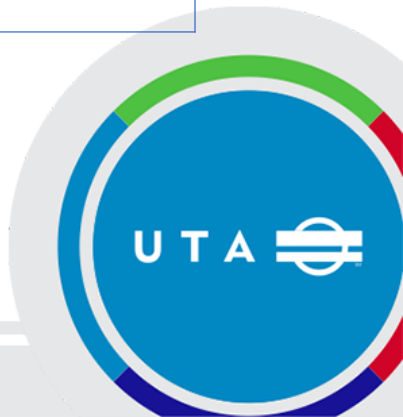
## Proposed “Major” Service Changes

- The following routes were reduced as an emergency change in 2022 and will remain reduced.
  - 39 – remains at 30-minute weekday frequency until we can increase to 15-minute
  - 201 – remains at 60-minute weekday frequency
  - 218 – remains at 60-minute weekday frequency
- Restored service is subject to ongoing staffing constraints
- The Five-Year Service Plan will be reviewed and changes to these routes will be reprioritized as part of that review.
- Other Changes – Route 606 suspension will be made permanent.



# Public Engagement

Key Component	Dates	Additional Detail
<b>Public Notice</b>	February 28	A public notice was published on the UTA website and on the Utah Public Notice Website.
<b>Public comment period</b>	February 28 – March 29	30-day public comment period. Comments accepted via email, online form, mail, and phone.
<b>Public meeting (Virtual)</b>	March 13	2 weeks after public comment period announced, a virtual public meeting was held via Zoom. UTA staff presented information about proposed changes and answered questions. A recording was made available following the event.
<b>Virtual engagement</b>	February 28 – March 29	Available throughout the comment period online.



# Next Steps

- May 22, 2024: Board Meeting
  - Updated on public engagement, service plan, fares plan
  - Resolution approving Title VI Analysis
- May-August
  - Community education, outreach, communications
  - Preparation for any planned changes
- June 12, 2024: Board Meeting
  - 2025-2029 5–Year Service Plan presentation
- August 18, 2024: Change Day





**Questions?**



# DISCUSSION



# **Consultation on Issuance and Sale of the Authority's Sales Tax Revenue Refunding Bonds**





# Potential Financing Opportunity

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

## The Primary Opportunity: Refinancing of Build America Bonds (“BABs”)

- UTA has \$461.45 million of bonds outstanding with interest rates ranging from 5.7% to 5.9% (Series 2009B & 2010)
- The Authority receives a subsidy from the Federal Government each year to offset some of the interest cost
- Since the issuance of the Bonds, various Congressional Acts have resulted in a reduction in the subsidy that UTA had expected to receive (subsidy risk) and thereby increasing UTA’s actual annual interest expense
- In recent years, while UTA could have refinanced the BABs to eliminate the risk of further future reductions to the subsidy, it would have come at a significant cost to UTA
- Today, **unique financial market conditions** may present UTA an opportunity to refinance all or a portion of the BABs and achieve savings or at a minimal cost
- Several entities across the country are contemplating or have already executed similar financings in order to reduce risk



## Potential Financing Opportunity (continued...)

### The Secondary Opportunity: Make-Whole Call of 2007A and Tendering of 2015A Bonds

- UTA can achieve added near-term cash flow savings (2025-2029) through additional refunding strategies
- Tax-exempt Make-Whole Call (“MWC”) refunding of UTA’s Series 2007A bonds maturing 2026-2029 generates **\$14.5 million of total debt service savings in those years**
- A tender refunding of UTA’s Senior Lien Series 2015A maturing in 2025 (assuming 40% tendered/refunded), results in **\$12.0 million of savings in 2025**
- A MWC and tender refunding can incorporate in a broader BABs refunding transaction relatively seamlessly and at a minimal incremental cost
- Favorable current market conditions may also allow UTA to execute a bond tender refunding of certain additional outstanding bonds in order to improve overall financing results
- UTA completed a tender refinancing in 2023 while similar favorable market conditions existed



## Potential Financing Opportunity (continued...)

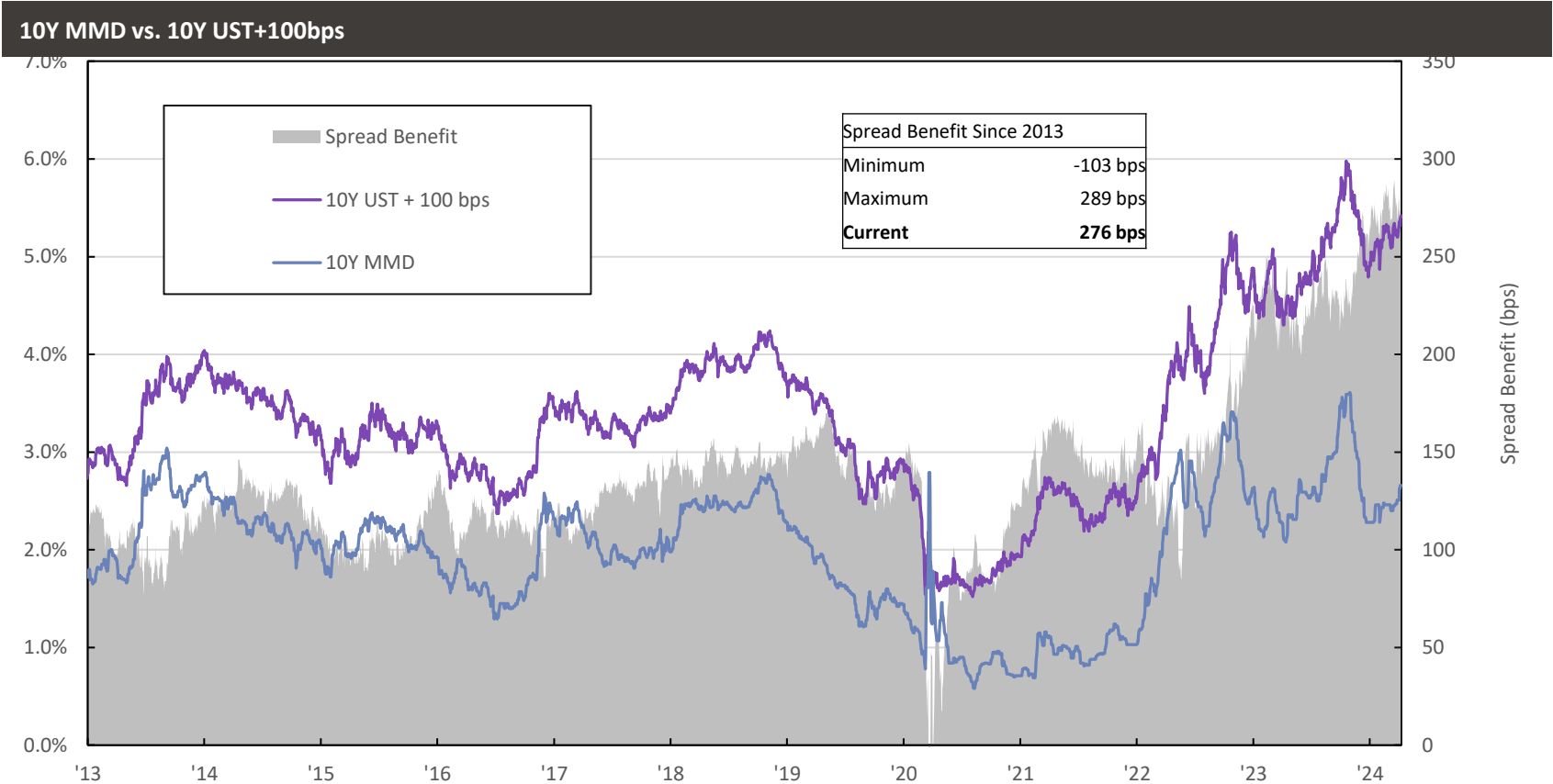
### Key Benefits

- ✓ **Risk Reduction:** Refinancing of all \$461.45 million of BABs will eliminate UTA's exposure to the risk of further subsidy reductions as the result of Federal Government actions
- ✓ **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 Overall Debt:** the proposed transaction would lower UTA's outstanding indebtedness by approximately \$45 million





# Current Market Conditions Provide Beneficial Conditions for Exercising a Make-Whole Call



Source: Thomson Reuter TM3 and US Department of the Treasury as of April 2024



## Current Market Conditions Provide Beneficial Conditions for Exercising a Make-Whole Call (continued...)

- The current market presents a historically favorable opportunity for issuers to defease their BABs: discount rates to redeem BABs have increased (i.e., UST +100bps) while the absolute spread differential between these discount rates and tax-exempt rates (MMD) has increased as well
- Issuers can pay a lower make-whole redemption price (due to higher UST yields), while simultaneously borrowing at a relatively low rate in the tax-exempt market (due to lower MMD)
- This market dynamic is unusual, and ratios may normalize as either UST falls or MMD increases



# Financing Overview & Preliminary Results

Agenda Item 8.a.

## Summary Financing Results

	2009B/2010 BABs MWC Refunding	Select Series 2007A Bonds MWC Refunding <sup>3</sup>	40% Tender of 2015A (Snr.) 2025 Maturity	Aggregate Financing Results
<b>Refunded Bonds</b>				
Refunded Par	\$461,450,000	\$16,000,000	\$12,300,000	\$500,175,000
Redemption Cost	\$467,367,368	\$17,655,259	\$12,834,066	\$509,400,030
Maturities (6/15)	2033 - 2040	2026 - 2029	2025	-
<b>Refunding Bonds</b>				
Par Amount	\$415,945,000	\$15,370,000	\$11,160,000	\$442,475,000
Average Coupon	5.00%	5.00%	5.00%	5.00%
All in TIC	3.82%	3.88%	3.88%	3.82%
Arbitrage Yield	3.44%	3.44%	3.44%	3.44%
Gross Debt Service Savings	\$4,462,619	(\$7,760,813)	(\$6,370,208)	(\$9,668,402)
<b>NPV Savings (\$)</b>	<b>(\$1,342,458)</b>	<b>(\$1,239,750)</b>	<b>(\$610,210)</b>	<b>(\$3,192,419)</b>
<b>NPV Savings (%)</b>	<b>(0.29%)</b>	<b>(7.75%)</b>	<b>(4.96%)</b>	<b>(0.65%)</b>
<b>2<sup>nd</sup> Order NPV Savings (\$)</b>	<b>\$21,983,386</b>	-	-	<b>\$21,983,386</b>
<b>Aggregate NPV Savings (\$)</b>	<b>\$20,640,928</b>	-	-	<b>\$18,790,967</b>

*Assumptions: Dated/delivery date of June 15, 2024; structured for level annual savings; pricing is indicative as of 4/15/2024 and subject to market conditions at time of pricing; All-In COI/UWD of \$5/bond, respectively; Assumes Sales Tax Rev. Bond ratings of Aa2/AA+/AA and Subordinated Sales Tax Rev. Bond ratings of Aa3/AA/AA; Assumes lost BABs subsidy for the life of the bonds (5.7% BAB sequestration haircut rate); 2<sup>nd</sup> order refunding assumes current refunding of BABs refunding (2035 – 2040 maturities); 5% Coupons at current interest rates for each respective maturity*

*Tender Assumptions: Rates as of 4/15/2024, Delivery Date: 6/15/2024, \$5/bond Costs of Issuance, \$2.50/bond Tender Costs, and a Tender Price calculated based on BVAL yields for the tendered bonds plus a 40 bps concession to BVALs as of 4/15/2024, BVALs for Tendered Bonds sourced from Bloomberg*



# Financing Overview & Preliminary Results (continued...)

## Build America Bonds (BABs) Refunding

- In the current market, a refunding of all outstanding Series 2009B BABs and 2010 BABs would result in the following:
  - **Aggregate (2009B & 2010 combined) debt service cashflow savings of approximately \$4.4 million**
  - Aggregate NPV savings/dis-savings are roughly neutral at approximately \$1.3 million or -0.29% of refunded par
- The financing would results in significant future optionality (option to refinance again at a lower interest rate for savings)
  - For example, in 2034, assuming current rates, UTA would be able to refund the bonds issued today and achieve NPV savings of \$22.0 million (e.g., “Second Order Savings”)
  - This optionality is meaningful given the current lack of a 10-year par call option on the outstanding BABs





# **UTA Strategic Plan Performance and Economic Return Findings**





# UTA Strategic Plan Performance Report

May 22, 2024



**Agenda Item 8.b.**



**Moving Utahns to a Better Quality of Life**



**Success Statement:** UTA supports community development and sustainability, connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.

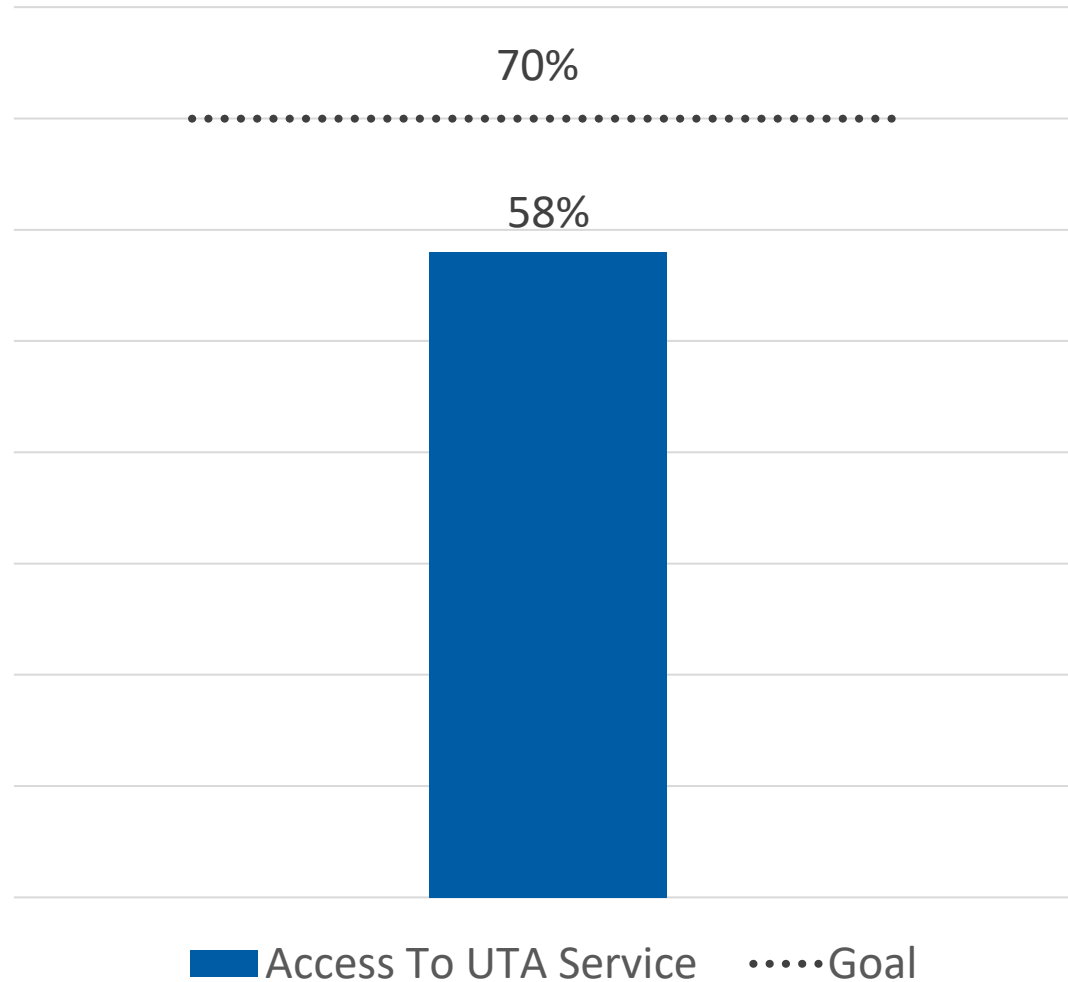
**Goals:**

- 1 - 70% of population resides within ½ mile of UTA's service
- 2 - Reduce UTA's carbon footprint by 25%





## Moving Utahns to a Better Quality of Life



**Measure:** Percent of Utah population that resides within ½ mile of UTA's service

Currently **20% of state population** has access to a frequent service



**Moving Utahns to a Better Quality of Life**



**Measure:** Carbon footprint of UTA vehicles and facilities reduced by 25%

Consultant on board to develop UTA's sustainability measures and plan, which may include:

- Electricity Usage
- Natural Gas Usage
- Greenhouse Gas Emissions
- Mixed Bus Fleet Composition  
(% of alternative fuels vehicles)



Moving Utahns to a Better Quality of Life



OGX all electric fleet. Moved 613,000 passengers in first 8 months.





## Exceeding Customer Expectations



**Success Statement:** UTA puts its customers first by providing an easy, enjoyable and accessible transit experience where customers feel engaged, safe and cared about.

### Goal:

1 - Increase Net Promoter Score by 45%

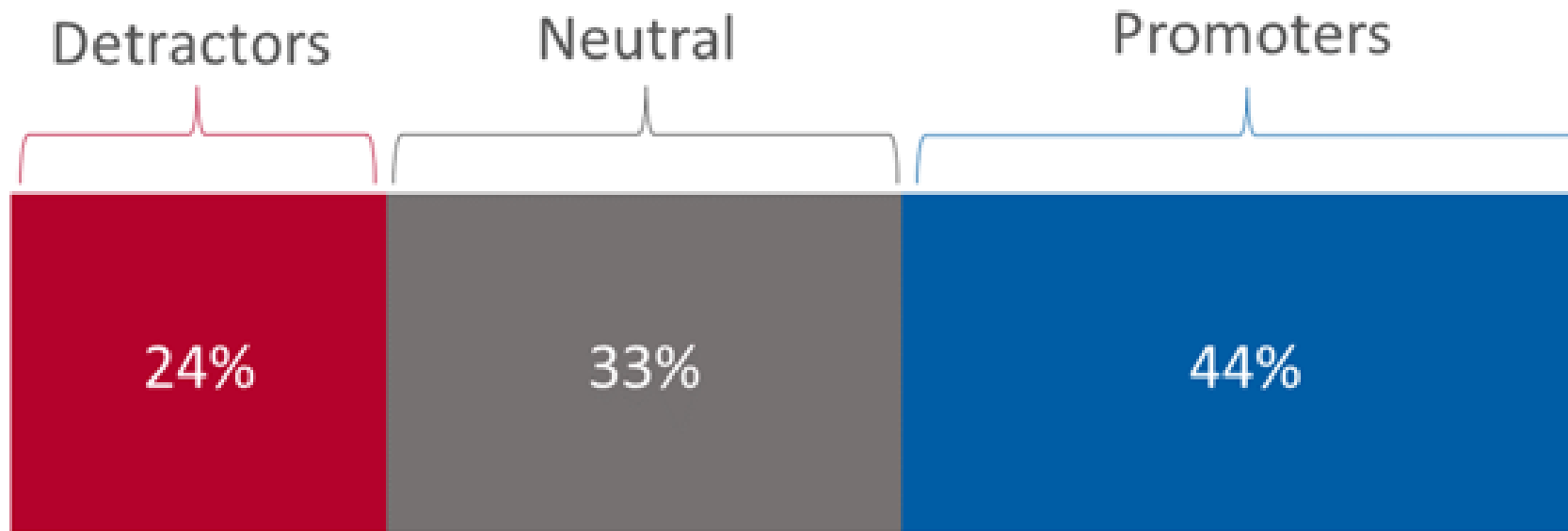


## Exceeding Customer Expectations



### Measure: Net Promoter Score (NPS)

UTA riders' response: "How likely would you be to recommend UTA to your friends and family?"



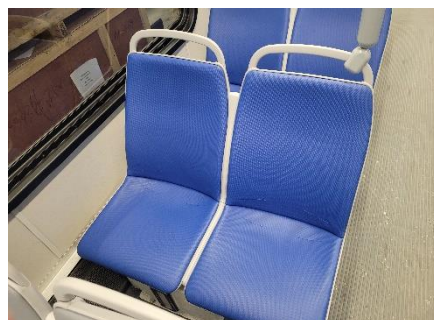
UTA 2023 NPS Score = 20. Benchmarking Peer Composite NPS = -1%



## Exceeding Customer Expectations



Improvements for  
rider safety,  
wayfinding, comfort,  
and accessibility





**Achieving Organizational Excellence**



**Success Statement:** UTA's well-resourced workforce excels, innovates and demonstrates empowerment.

**Goal:**

1- Receive industry recognition for operating a dynamic and forward-thinking public enterprise - a nimble, innovative, thriving environment for professional achievement

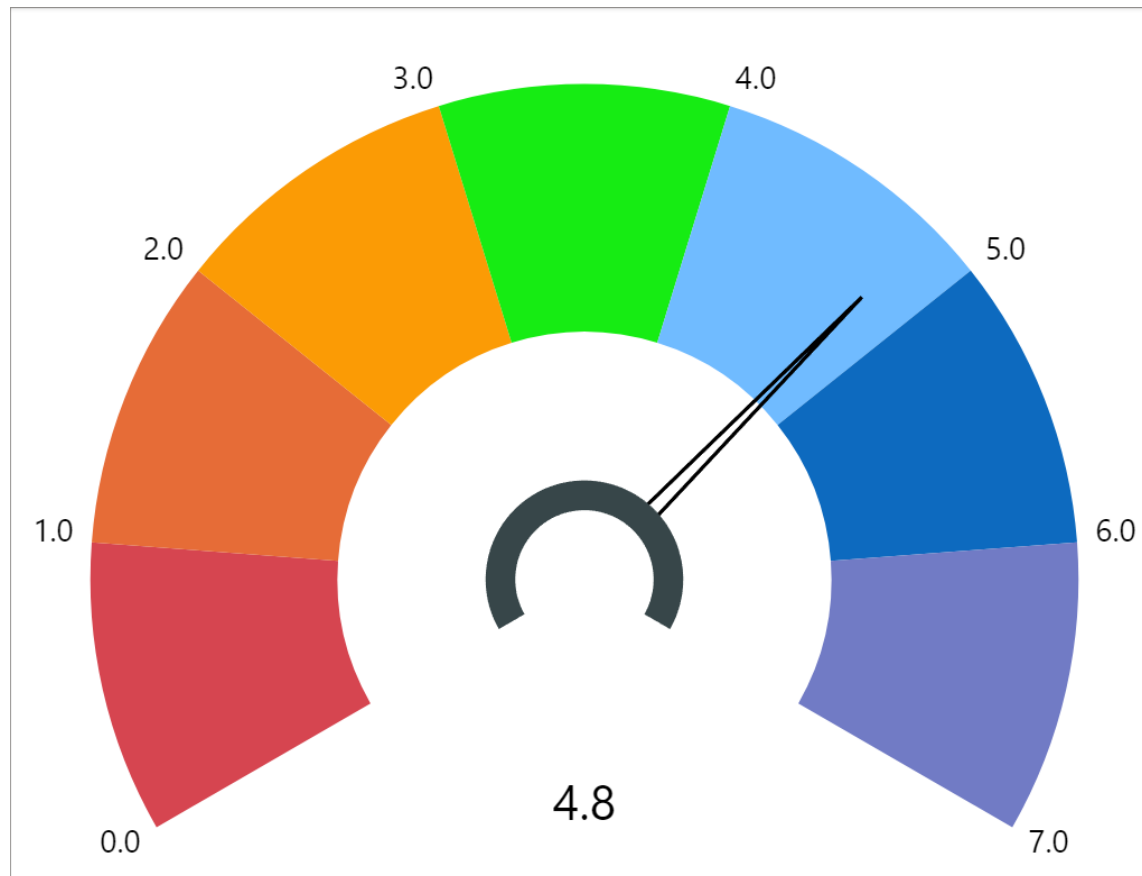




**Achieving Organizational Excellence**



**Measure:** Organizational Improvement Score – Employee Engagement



Composite score that reflects employees' beliefs that UTA is getting better and that changes that have impacted them are beneficial



## Achieving Organizational Excellence



Depot District opening improved work and generated employee ideas





## Building Community Support



**Success Statement:** UTA's communities tell our story and transit is recognized as a keystone to Utah's future growth.

### Goal:

1- More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes.

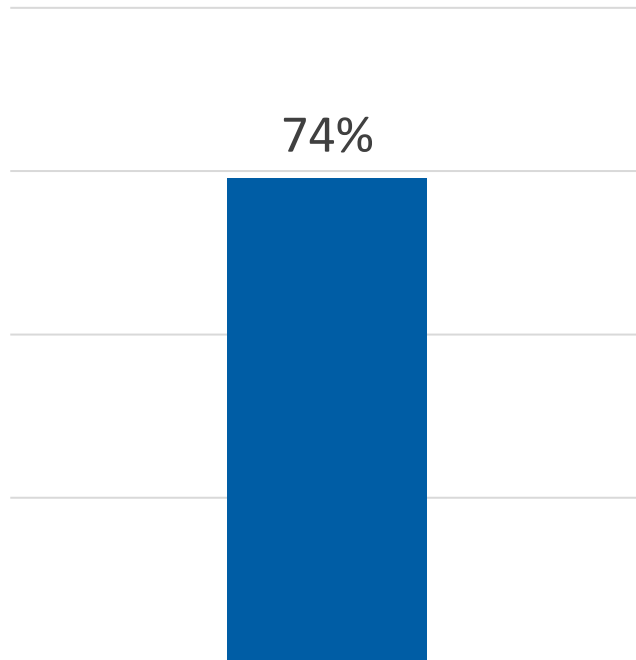


## Building Community Support



### Measure: UTA Public Image Survey Favorability (2024)

Favorable answers to: "Overall, what is your impression of UTA ? 1-7 scale"



9% increase over 2023

FrontRunner, TRAX, and bus all increased mode favorability score

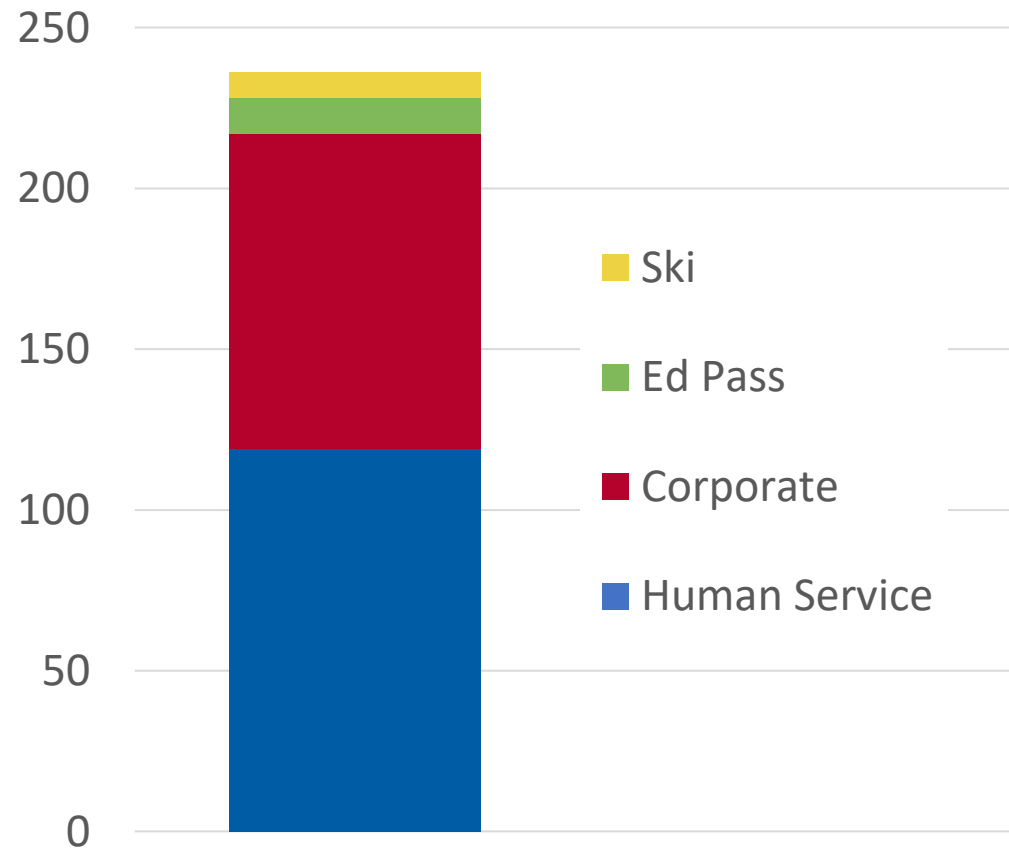




## Building Community Support



### Measure: UTA Transit Pass Partners



- 236 Total Pass Partners 2023
- 6 New ECO Pass Partners
- 14 New Human Service Partners



## Building Community Support



Salt Lake School District pass partnership extended to caregivers  
509,623 trips while creating next generation of transit users



## Generating Critical Economic Return



**Success Statement:** UTA is an economic engine that positively impacts Utah's statewide economy, benefiting every Utahn.

### Goal:

1- Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide.



## Generating Critical Economic Return



**Measure:** UTA's return on investment to the state



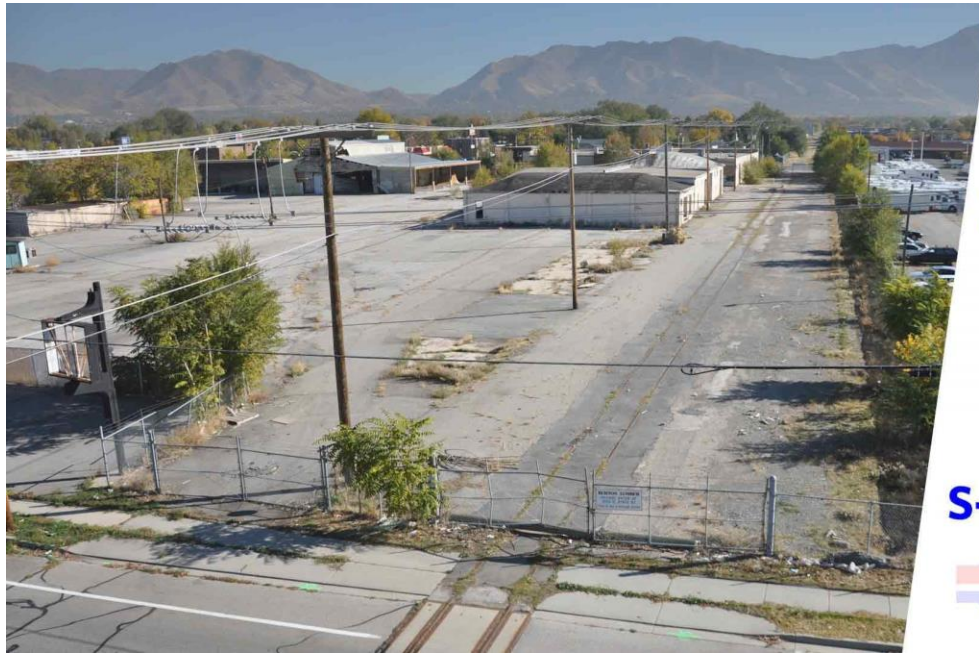
UTA also adds  
\$1.9B to the  
state economy  
and 79,000  
jobs

*Source: Metro Analytics*





## Generating Critical Economic Return



2010

S-Line



2023

S-Line



10-year anniversary of S-Line reflects connection of transit and development



**Generating Critical Economic Return**



## **Metro Analytics Economic Return Study**

- Series of economic reports coming summer 2024:
  1. Economic impact, jobs, land use, 2050 view
  2. ROI of Paratransit and micro transit
  3. Business interviews, transit role in Utah's new business development
  4. Investment strategies for greatest economic benefit
- Well-respected firm for APTA and other transit agencies
- Partner participation with third-party sources of data and validation, including UDOT, MAG, and WFRC



## Generating Critical Economic Return

Metro Analytics Economic Return Study



# Investing in UTA benefits Utah's economy.

*The economic return of UTA services impacts spending, travel efficiencies, transportation savings, job creation, market access, workforce participation, and tax outcomes.*



## Generating Critical Economic Return

Metro Analytics Economic Return Study



# UTA's economic impact benefits all Utahns, whether they ride transit or not.

*UTA services reduce traffic congestion on freeways and in town, benefitting everyone on the road through fewer miles traveled, fewer hours on the road, fewer car expenses, less tax dollars to road repairs, quicker travel times, less stress, access to more employers (and choice in employment), and cleaner air.*





## Generating Critical Economic Return

Metro Analytics Economic Return Study



# Economic impact is one part of transit decision-making.

*Economic impact is not the only factor in choosing to invest in UTA public transit, but factoring it in can help prioritize and plan future investment for maximum benefits to Utah's economy.*



# UTA 2024 STRATEGY

Department:  
UTA Executive Team

## Our Vision

Leading Utah's mobility solutions and improving quality of life

## Our Mission

We Move You

## Our Foundation

Living and Demonstrating the UTA Way

### BOARD STRATEGIC PRIORITIES & SUCCESS OUTCOMES



#### QUALITY OF LIFE

UTA supports community development, sustainably connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.



#### CUSTOMER EXPERIENCE

UTA puts its customers first by providing an easy, enjoyable and accessible transit experience where customers feel engaged, safe and cared about.




#### ORGANIZATIONAL EXCELLENCE

UTA's well-resourced workforce excels, innovates and demonstrates empowerment.



#### COMMUNITY SUPPORT

UTA's communities tell our story and transit is recognized as a keystone to Utah's future growth.



#### ECONOMIC RETURN

UTA is an economic engine which positively impacts Utah's statewide economy, benefiting every Utahn.

### GOALS AND OBJECTIVES

- 70% within 1/2 Mile of Service
- Reduce Footprint by 25%

- Increase Net Promoter by 45%
- Improve Perceived Safety

- Recognized as Premier Workplace
- Increase Improvement Score

- 100+ Partners Telling Transit Stories
- Improve Public Satisfaction

- Communities See Economic Value
- Increase Return on Investment

### ANNUAL TARGETS

- \* Increase Ridership 5%

- \* Increase Net Promoter 5%
- \* Increase Perceived Safety 2%

- \* Improve System Maturity 5%

- \* Establish Community Support Baseline

- \* Create Service Value Baseline
- \* Create Perceived Economic Value Baseline

### ANNUAL STRATEGIC INITIATIVES

- \* Establish Sustainable Service Delivery System
- \* Create Future of Light Rail Development Plan

- \* Detours & Disruptions in the System
- \* Pilot Transit Connection Program

- \* Improve Health & Safety in the System
- \* Deploy UTA Excellence Systems

- \* Identify Stories of Economic Value and Agency Stewardship

- \* Establish Preliminary Strategic Plan for Olympics



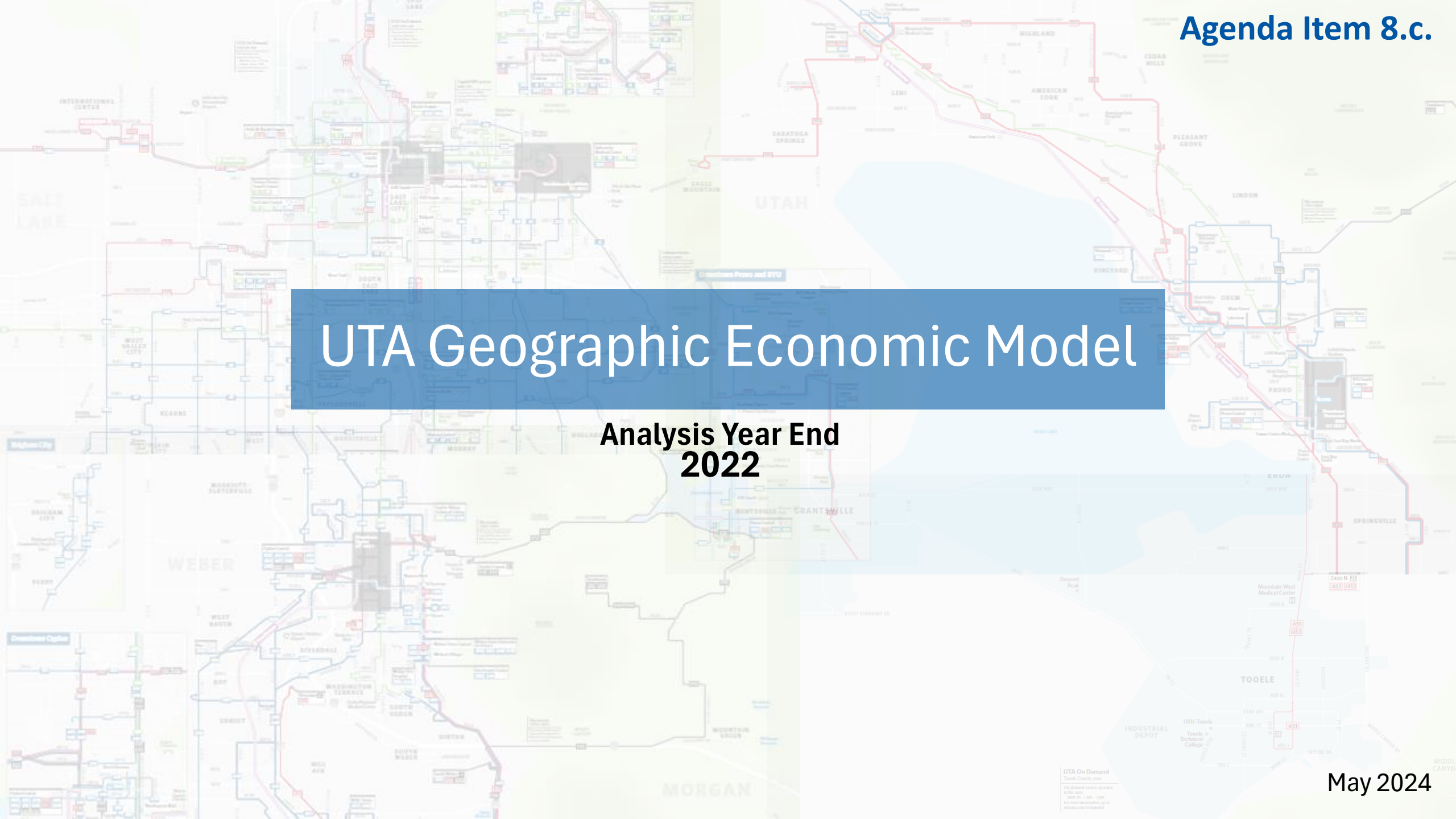
# Geographic Economic Model



# UTA Geographic Economic Model

Analysis Year End  
2022

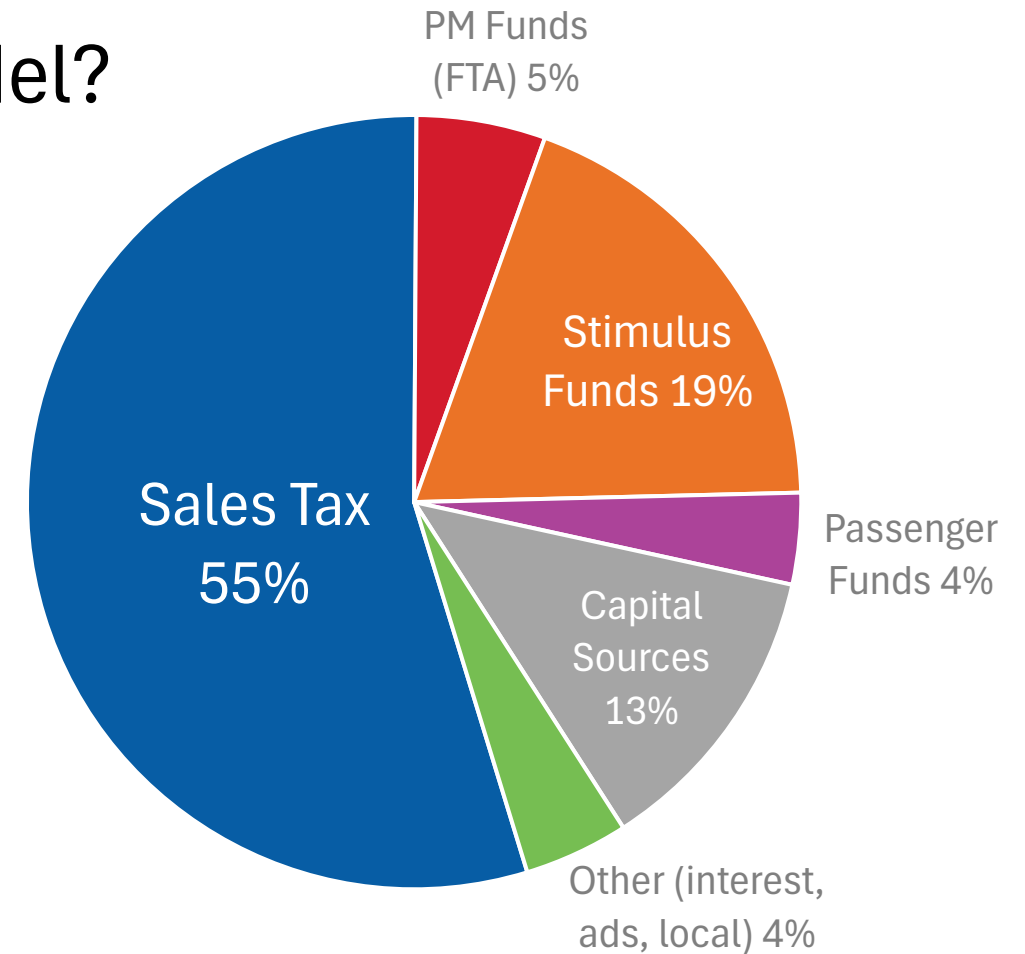
May 2024





# Why Use a Geographic Economic Model?

- Each member county contributes a certain percent of Sales Tax to fund the Transit System
- Other funds are sought after by UTA to benefit and grow the overall regional transit network
- More than twenty years of model use



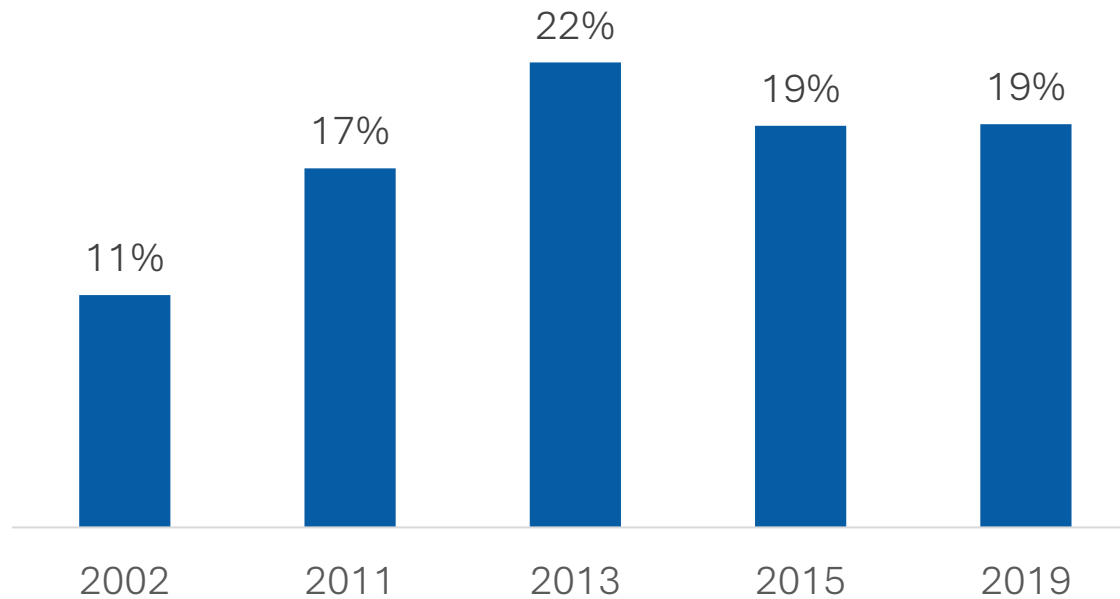
2022 Revenue Sources



# What does this model mean?

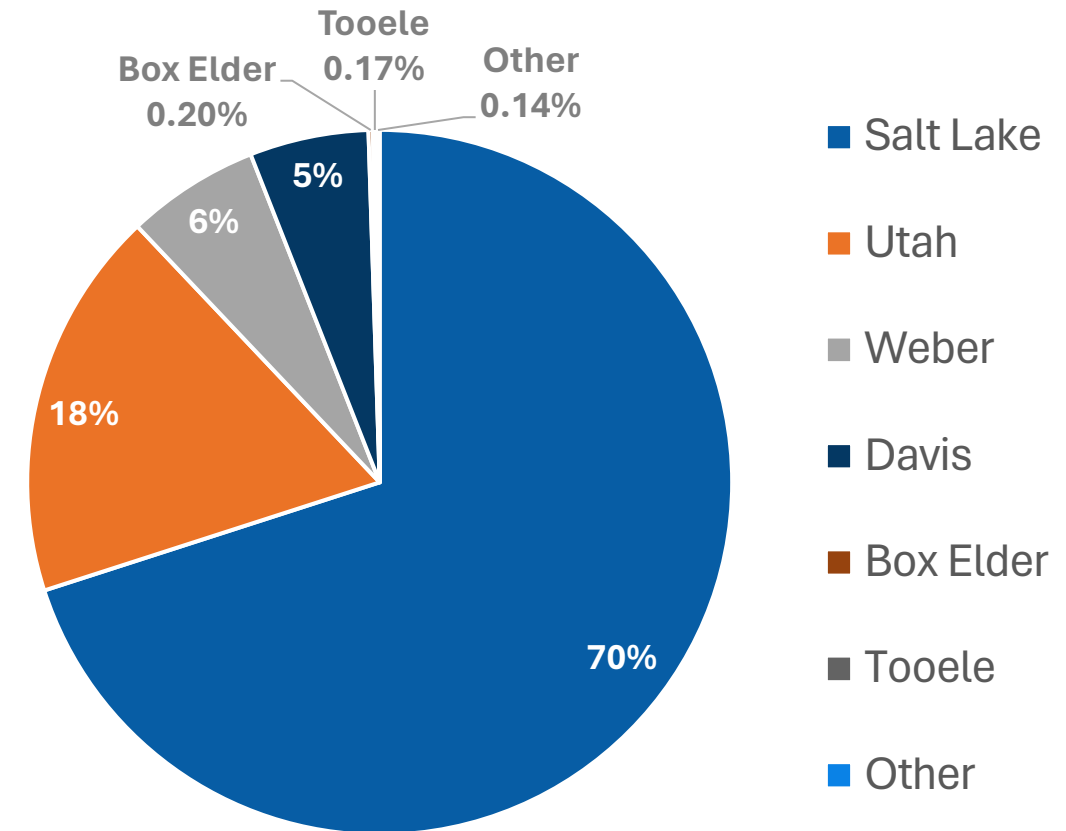
The importance of a regional system:

Inter-county travel - Transit trips often originate and terminate in different counties.

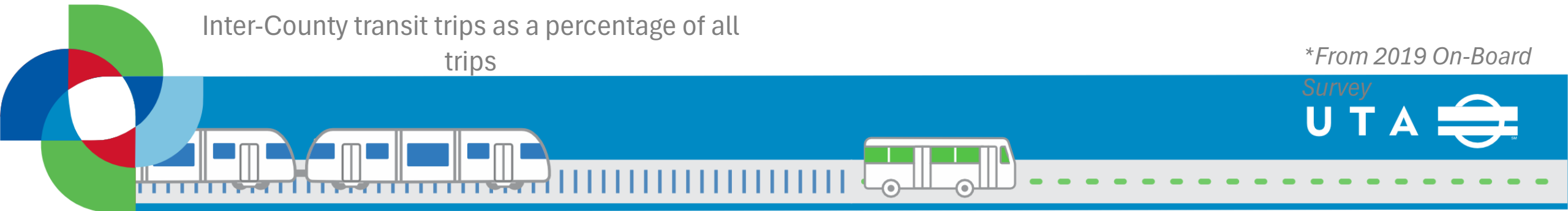


Inter-County transit trips as a percentage of all trips

County of Destination (All transit trips)\*



\*From 2019 On-Board Survey

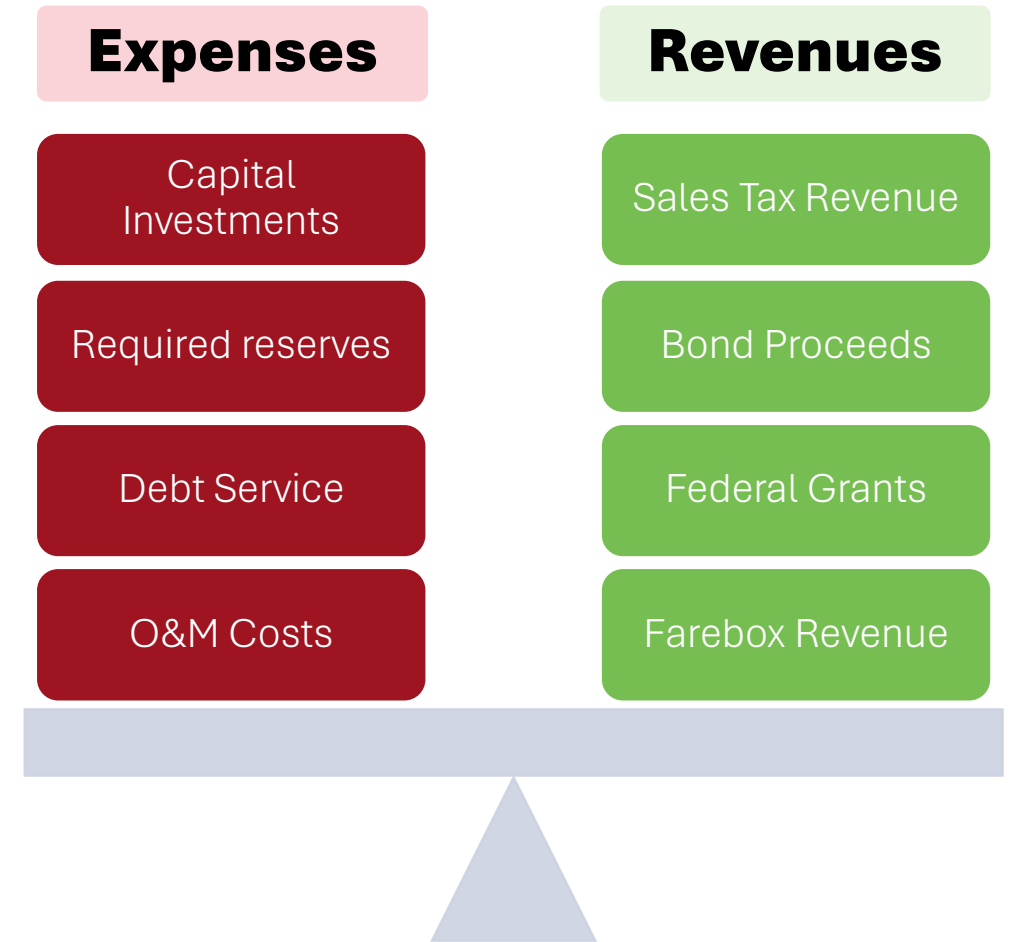


# What do we analyze?

UTA monitors the revenues received from and the level of service or capital investment provided to each county.

This data is collected and processed in UTA's Geographic Economic Model (GEM) Analysis.

- **All transit modes are evaluated, including Paratransit, Vanpool, and MicroTransit services**
- **Analysis is independently verified by a 3<sup>rd</sup> Party Consulting Firm**



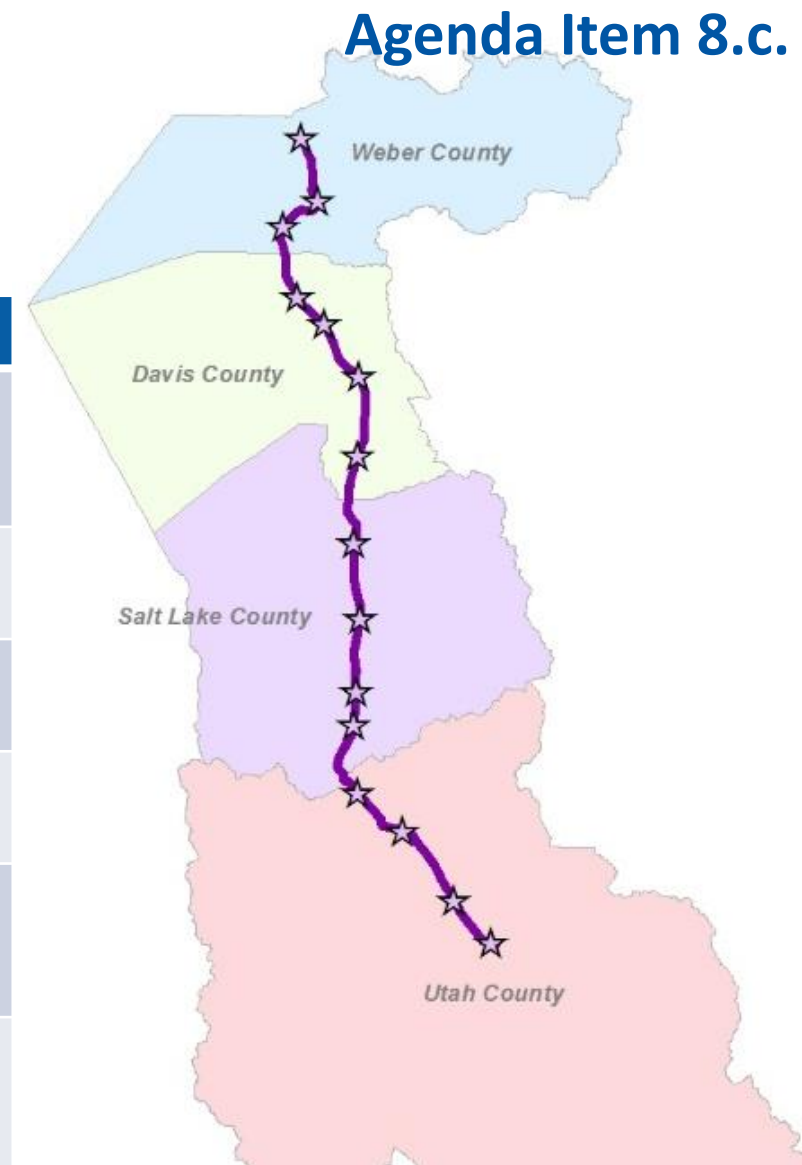
There are 80 line-items and over 30 allocation methods. These were worked through and agreed upon by the MPOs and COGs in 2012.



# The Geographic Economic Model: Example

## Allocation of Existing Commuter Rail Capital and Operating Costs

Cost Type	Allocation Method	Method Description
Capital	RAILROAD RIGHT-OF-WAY PURCHASE	These one-time costs for the Right-of-way purchase are allocated by population by county
Capital	COMMUTER RAIL CAPITAL COSTS	Mileage percentage = (miles per county) / (total miles)
Operating	COMMUTER RAIL OPERATING COSTS	Allocated based on a 25% ridership and 75% of track miles by county
Revenue	SALES TAX CONTRIBUTIONS PER COUNTY	Simple distribution of revenue by County
Revenue	FEDERAL 5307 FUNDS ALLOCATIONS	The Federal Formula Funds are allocated by population and weighting factors to UZA's
Revenue	COMMUTER RAIL PROJECTED RIDERSHIP FAREBOX	Based on the allocation of operating costs by county (as calculated above)



# The Geographic Economic Model:

## *Update Steps*

- **Document**
  - Actual operating revenues and costs from 2001 to 2022
  - Actual capital sources and expenditures from 2001 to 2022
- **Projections**
  - FY23 costs/revenues through 2040 (i.e. according to the transit financial plan)
- **Allocate**
  - Operating costs and revenues from 2001 to 2040
  - Capital sources and expenditures from 2001 to 2040
  - Allocation method agreed to in 2012 by MPOs and COG members (WFRC, MAG, SL County, among others)
- **Validate**
  - Model is independently validated by Lewis, Robertson & Burningham (LRB Finance)



# The Geographic Economic Model:

## *Not Included*

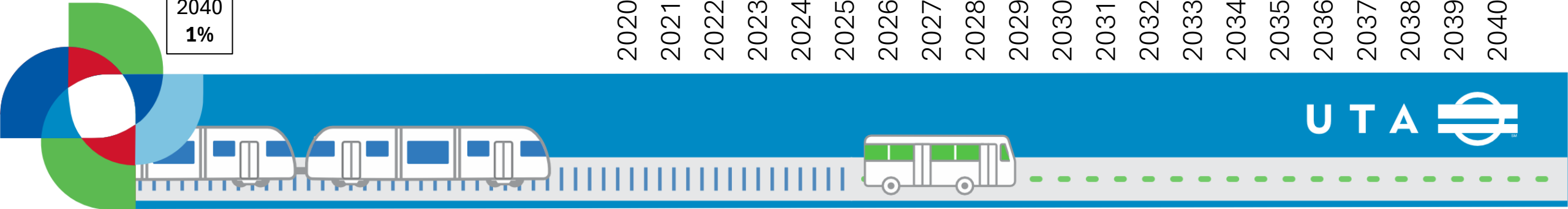
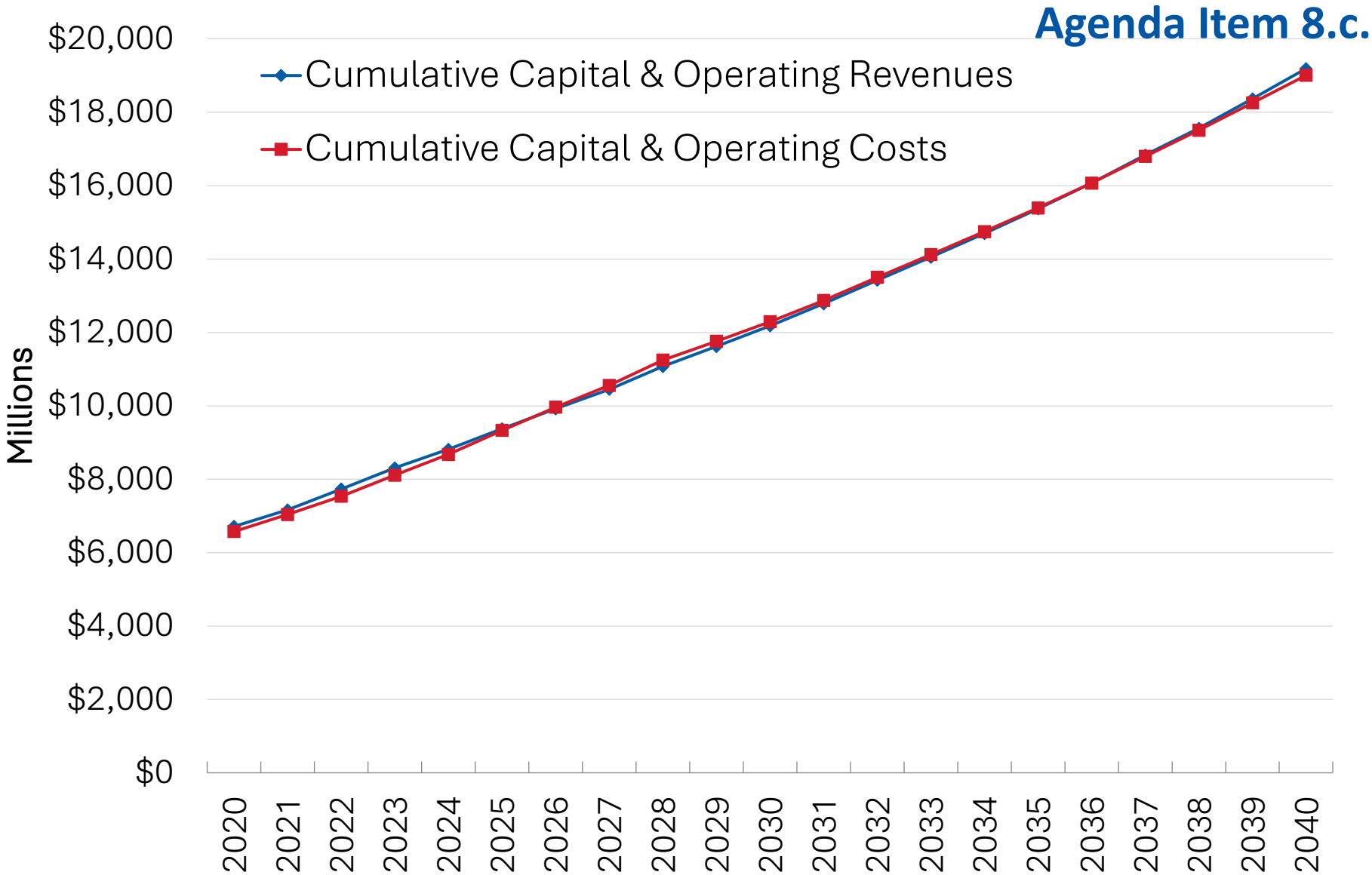
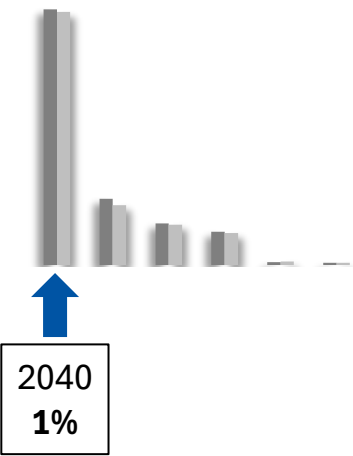
- **Proposed Capital Projects**
  - FrontRunner to Payson
  - Point of the Mountain
  - Orange Line Trax
  - Davis Connector BRT
  - FrontRunner to Brigham City
- **Operating Costs to Support New Capital Projects**
  - Additional operating expenditures for:
    - Labor
    - Fuel
    - Other (parts, supplies, insurance, etc.)



# Salt Lake County Results

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results

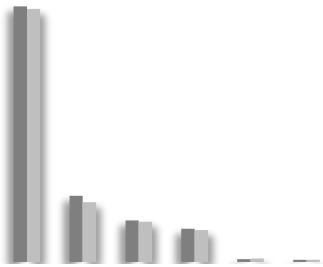




# Utah County Results

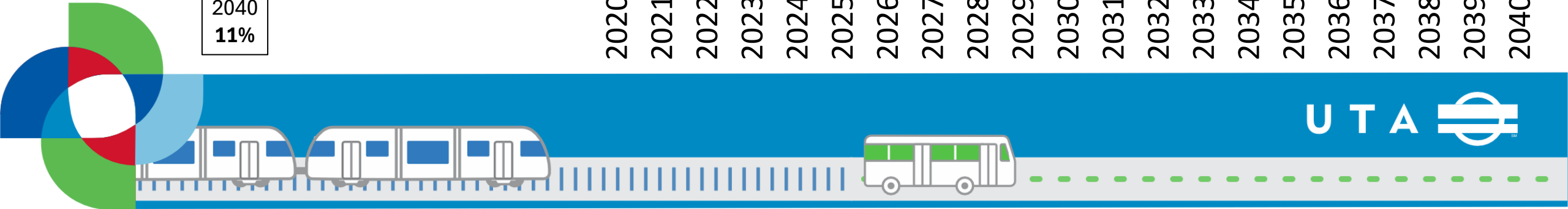
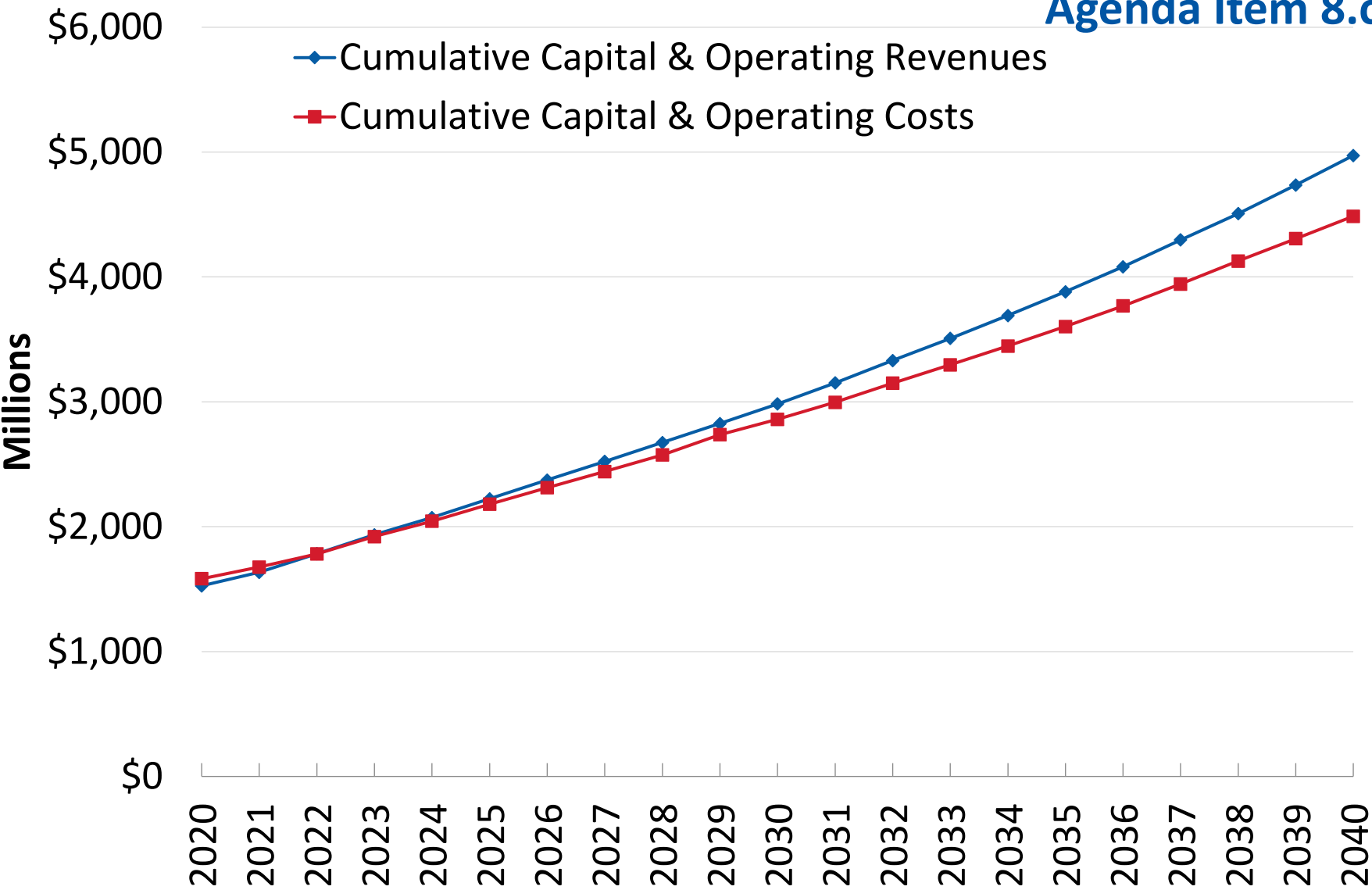
Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results



2040  
11%

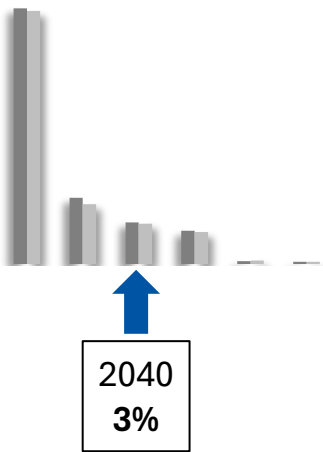
Agenda Item 8.c.



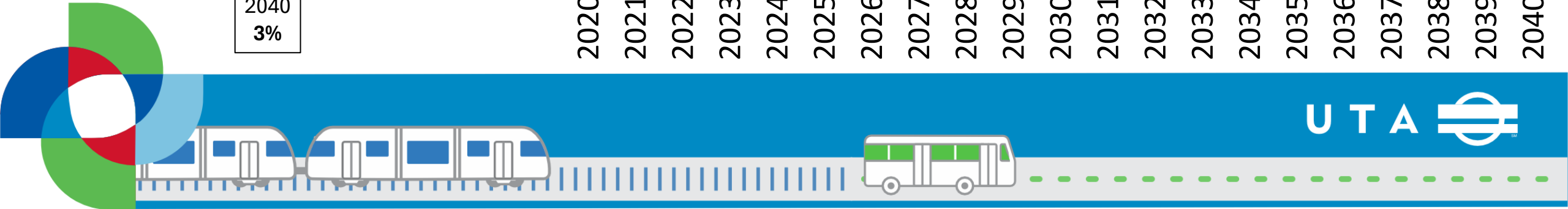
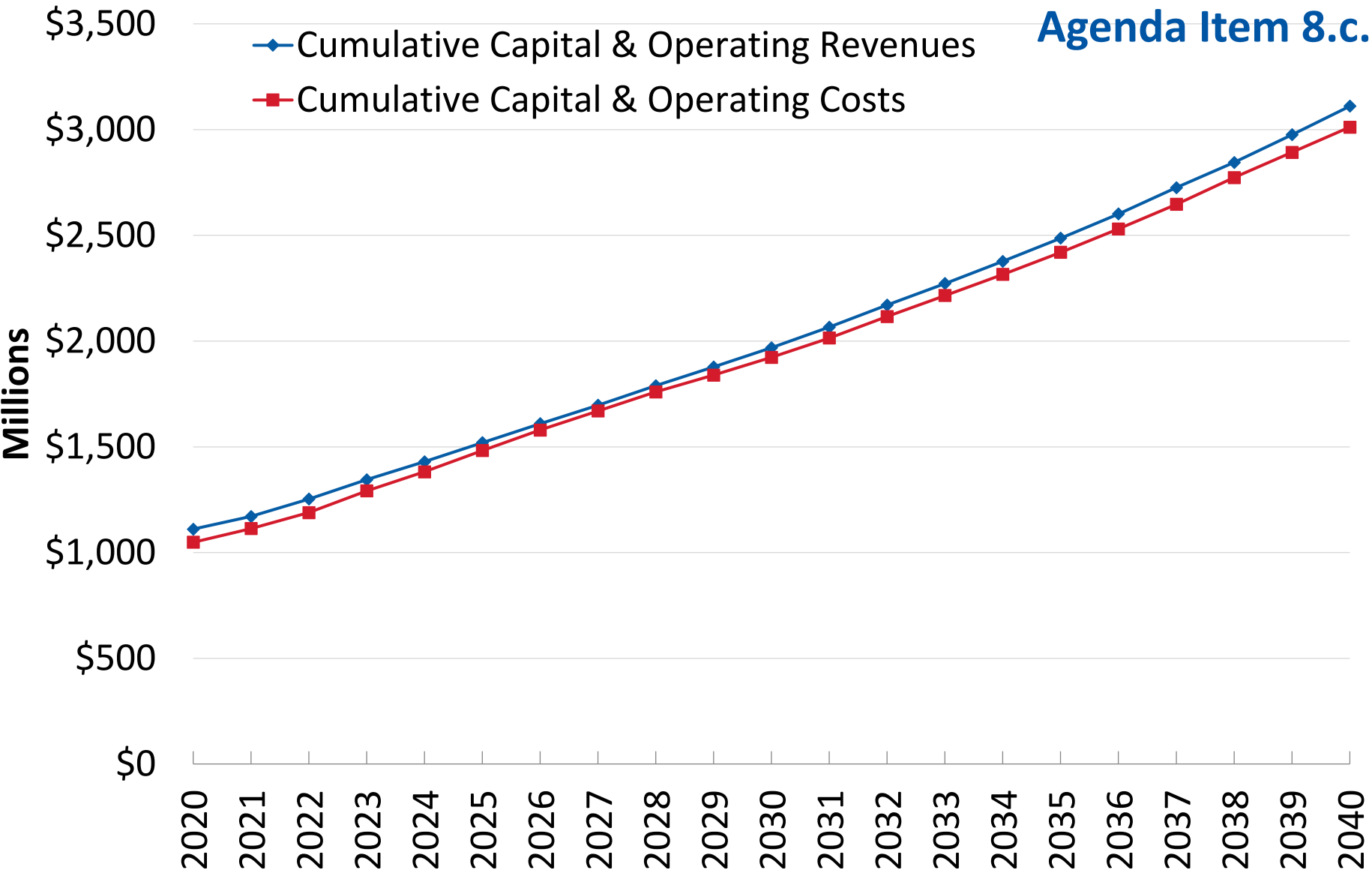
# Davis County Results

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results



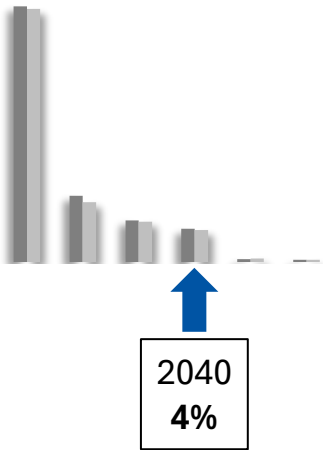
Agenda Item 8.c.



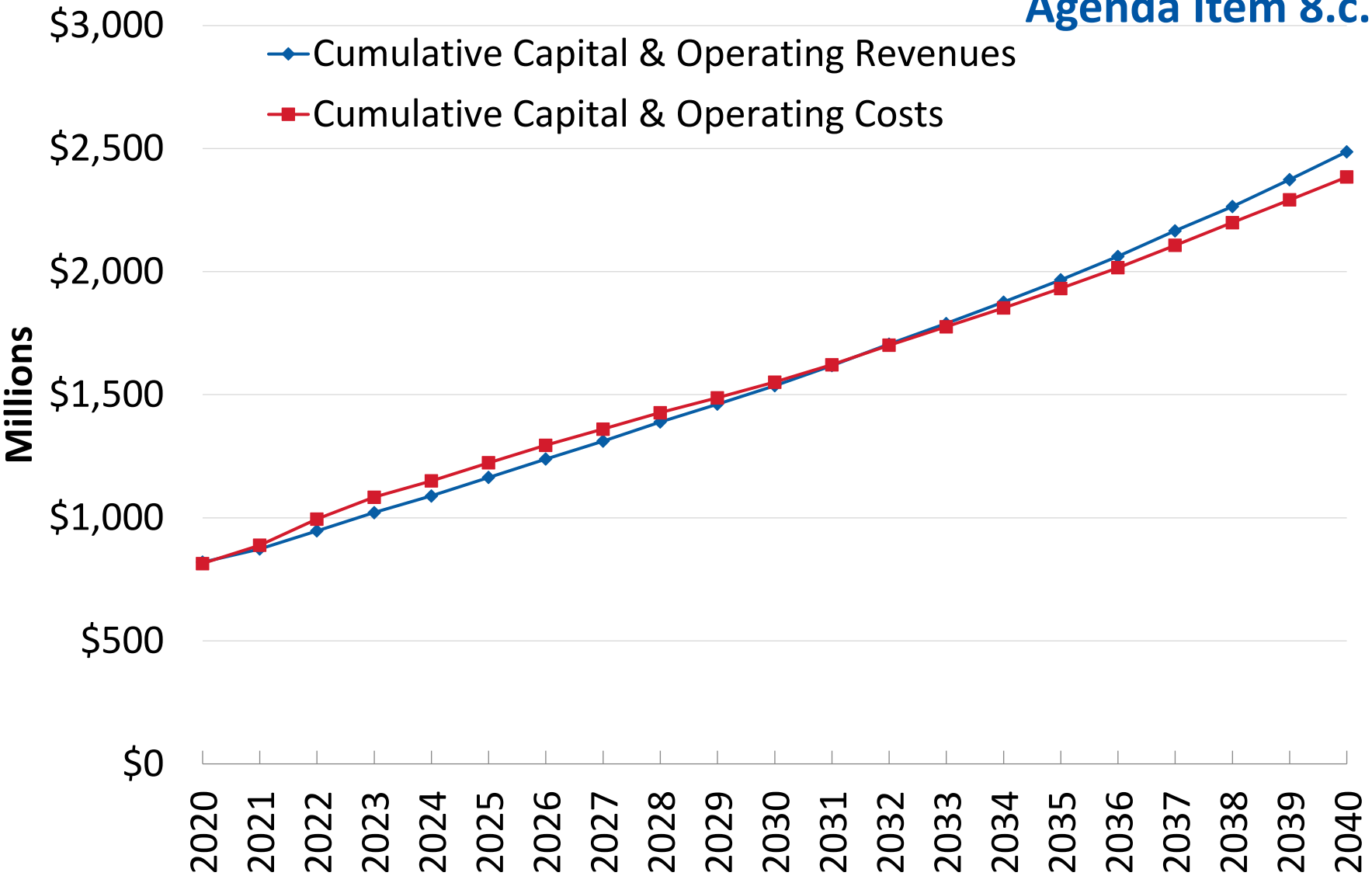
# Weber County Results

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results



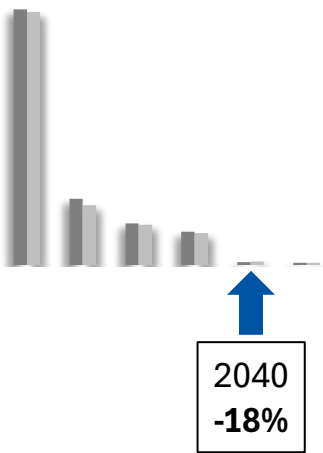
Agenda Item 8.c.



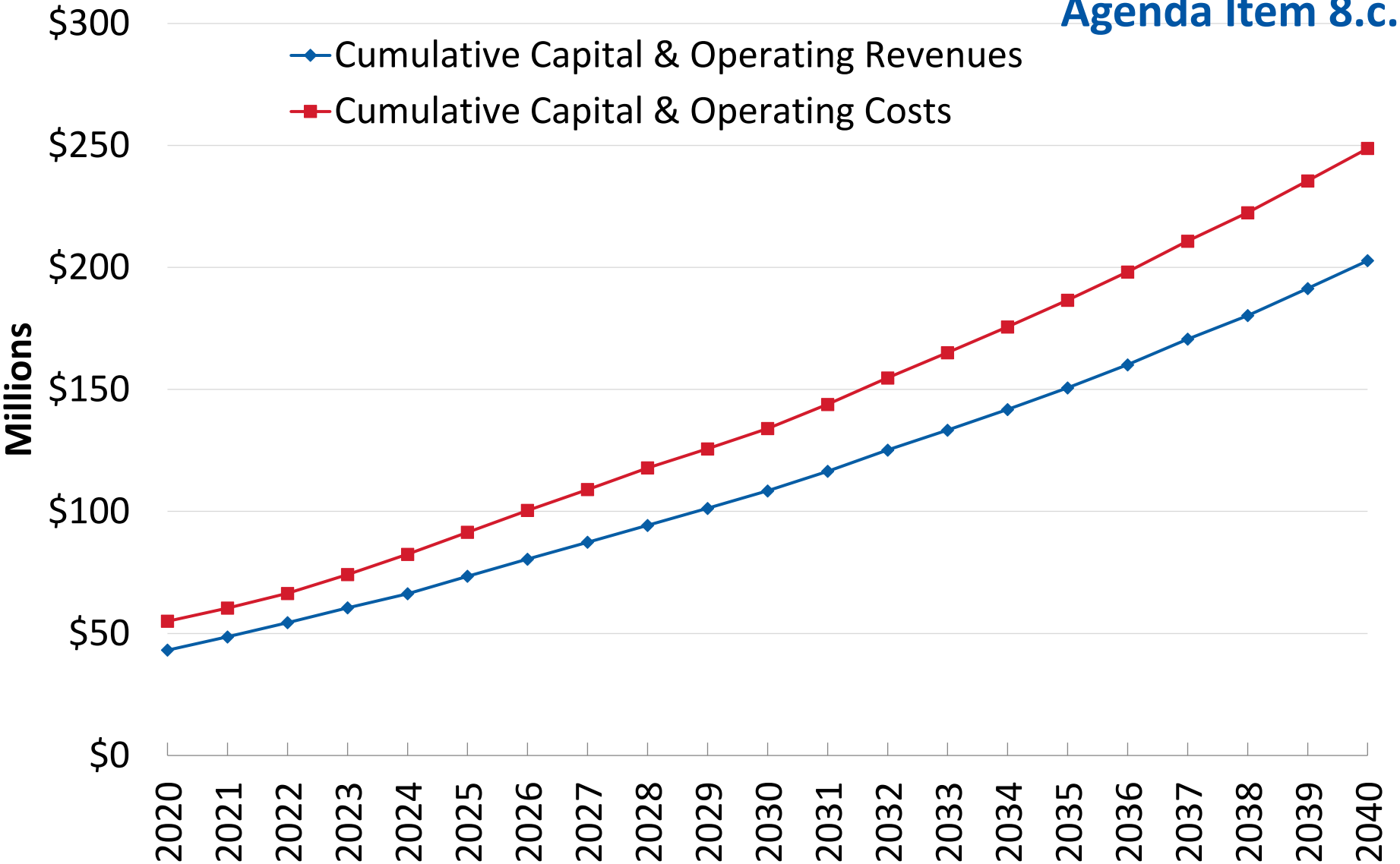
# Tooele County Results

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results



Agenda Item 8.c.

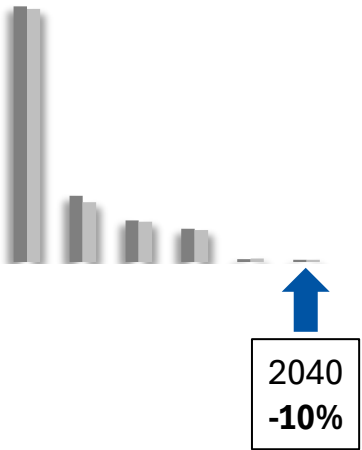




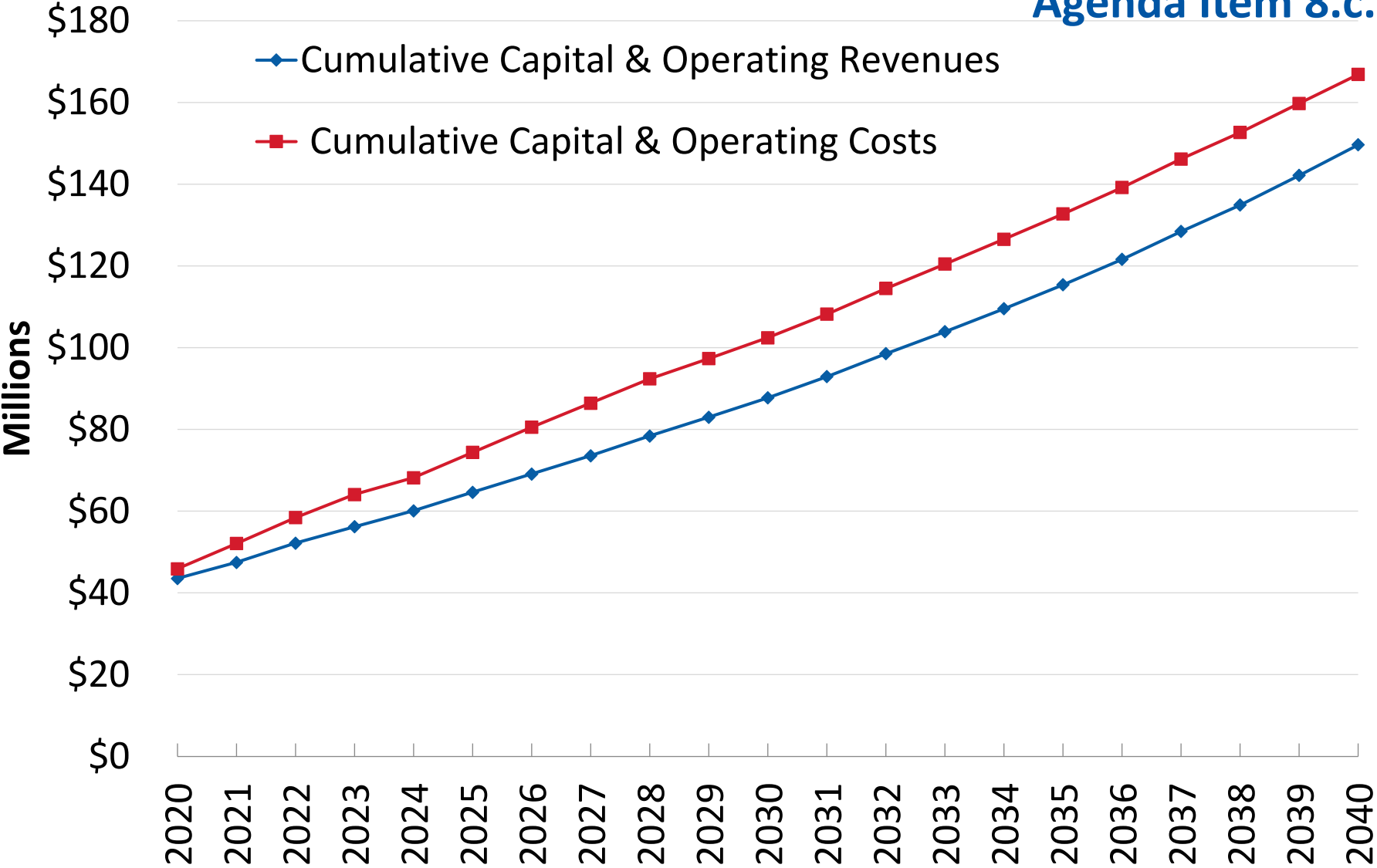
# Box Elder County Results

Distance between lines indicates a difference between the predicted revenue generated by the County and the value of service provided by UTA.

Overall Results



Agenda Item 8.c.

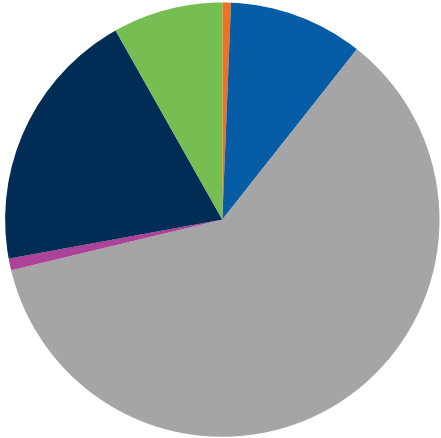


# The Geographic Economic Model: Results & Conclusions

- UTA monitors revenue and expense trends that develop over time
- The GEM Analysis informs long-term strategic work with local leaders
  - UTA does not adjust immediate service or capital plans based on the GEM Analysis
- *LRB Public Finance Advisors validates GEM Analysis – 2022 pending*

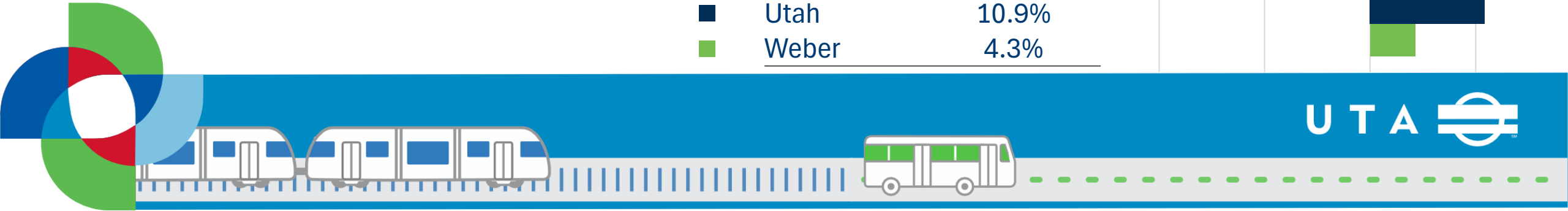
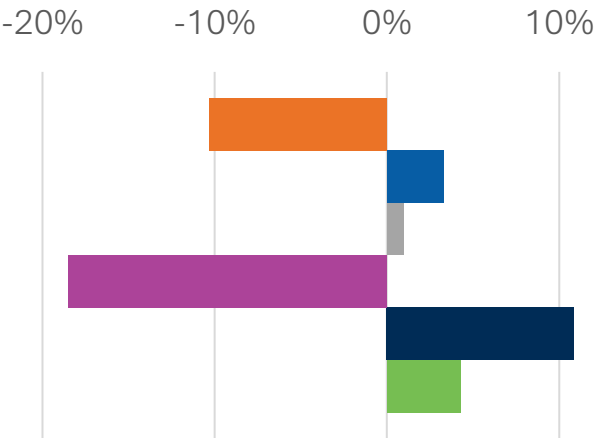
Agenda Item 8.c.  
UTA Sales Tax Percentage by County

County	Preliminary 2022
Box Elder	0.6%
Davis	10.0%
Salt Lake	60.6%
Tooele	0.9%
Utah	19.7%
Weber	8.2%
Total	100.0%

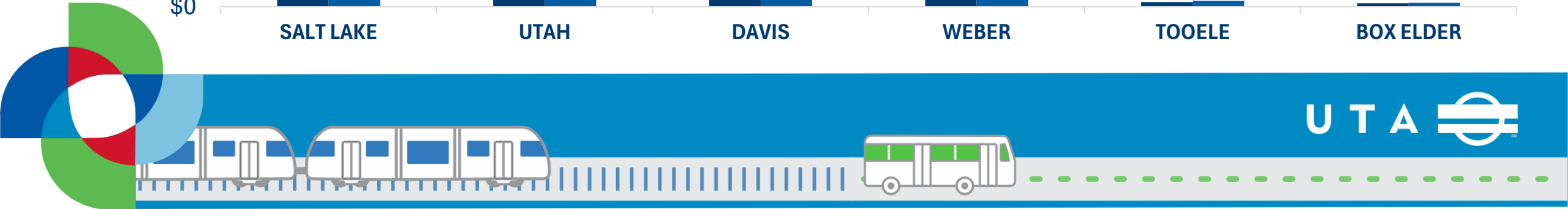
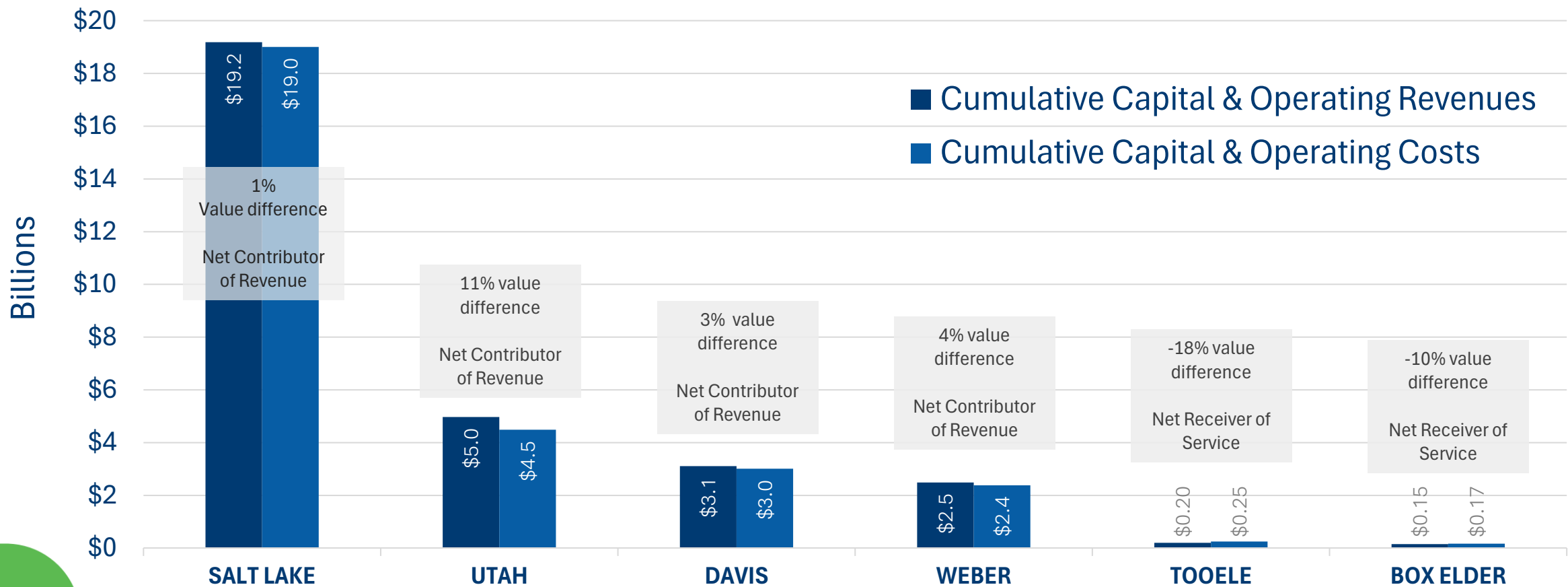


Attributed Revenue above Attributed Expense (2001 - 2040)

County	Preliminary 2022
Box Elder	-10.3%
Davis	3.3%
Salt Lake	1.0%
Tooele	-18.5%
Utah	10.9%
Weber	4.3%



# The Geographic Economic Model: Overall Results 2000-2040



# 2024 Legislative Session Recap



## 2024 Legislative Bill Update

- HB 142 S01, Railroad Drone Amendments (Wilcox)
- HB 430 S02, Local Government Transportation Service Amendments (Pierucci)
- HB 488 S02, Transportation Funding Modifications (Spendlove)
- SB 179 S04, Transportation Amendments (Harper)
- SB 208 S02, Housing and Transit Reinvestment Zone Amendments (Harper)





# 2024 Legislative Appropriations Update

- HB 2, New Fiscal Year Supplemental Appropriations Act (V. Peterson)
  - \$500K – Power District Study
  - \$50M – Point of the Mountain FrontRunner Station
- HB 3, Appropriation Adjustments (V. Peterson)
  - \$16M – Sharp-Tintic (TTIF)
- SB 6, Infrastructure and General Government Base Budget (Wilson)
  - \$1.05M – Daybreak TRAX Station (CFCHPF)



# Legislative Performance Audit



# Open Dialogue with the Board of Trustees



# REPORTS



# **Executive Director Report: International Olympic Committee (IOC) Visit**





# **Executive Director Report: Chief Operating Officer Selection**



# **Executive Director Report: Grant Program Update**



# Grants Update

## May 2024

- **Grant Applications Awaiting Selection**
- **Discretionary Grants/Appropriations Selected**



# Grants Update – May 2024

Grant Applications Awaiting Selection	Request	Date Submitted
UDOT TTIF – Davis Salt Lake Community Connector – Nominated \$18M	\$25M	08/31/23
MPO Flex Funds - Davis/SLC Community Connector – TAC Proposed \$3M	\$10M	12/7/23
SL STBG Techlink Corridor Conceptual Design and NEPA – TAC Proposed \$2M	\$2M	12/7/23
FTA Innovative Coordinated Access & Mobility – Temporary Trips Project	\$320K	2/13/24
FY25 Community Project Funding – Transit Technical Education Center	\$5M	2/29/24
FY25 Community Project Funding – Accessible Light Rail Replacement Vehicles	\$5M	2/29/24
FTA Bus and Bus Facilities – Mt. Ogden Ops and Admin Facility	\$14.8M	4/25/24
FTA Low and No Emission Program – 15 Electric Vehicles	\$18.4M	4/25/24
Total Awaiting Selection	\$80.52M	



# Grants Update – May 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
FY 23 West Side Express Transit Community Project Funding	\$3.5M
FTA Small Starts – MidValley Connector (Presidential budget recommendation)	\$62.8M

<b>TOTAL of Selected/Appropriated</b>	<b>\$ 66.66M</b>
---------------------------------------	------------------

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





# Audit Committee Report



# OTHER BUSINESS

- a. Next Meeting: Wednesday, August 28<sup>th</sup>, 2024, at 1:00 p.m.



# ADJOURN

