

# UTA Board of Trustees Meeting

October 28, 2020



# Call to Order and Opening Remarks

Electronic Meetings Determination Statement



# Public Comment

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

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

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



# In Memory of UTA Electromechanic Helper Brett Gunnuscio



# Safety First Minute



# Consent Agenda

- a. Approval of October 21, 2020 Board Meeting Minutes
- b. Fare Agreement: Pass Purchase and Administration Agreement – Amendment #1 (Start Date Postponed) (Church of Jesus Christ of Latter-Day Saints)



# Recommended Action (by acclamation)

Motion to approve consent agenda



# Agency Report

- a. Election Day Free Fare Update
- b. Rail Trespass and Suicide Prevention Safety, Research, and Demonstration Grant







# Rail Trespass and Suicide Prevention

Safety, Research and Demonstration Grant

# Project Team

Project Manager: Tina Bartholomew, Safety

Product Manager: Ron Kendell, Video Security



## Goal

The overall goal of this Research Project is very simple: We want to prevent deaths within the rail corridor.



## Technology

The primary research and development strategy will focus on an innovative Radar/Camera Surveillance and Detection System that will give early warning to our rail Control centers so that an operational approach can be implemented as needed in reaction to trespassers.

The pilot locations selected will primarily focus on locations that have had a trend of attempted suicides or suicide deaths.



# TIR – Thermal Imaging Radar



## Projects to be included for each location

- ❖ Radar/Camera Surveillance and Detection System
- ❖ Hope Pole with suicide prevention lifeline number
- ❖ Gap analysis for fencing, lighting, and no trespassing signs
  - Grant allows total (FR and TRAX) of 20 additional signs with poles, and 2000' fencing.

### Additional elements:

- ❖ Community outreach






**THERE IS HELP.  
THERE IS HOPE.**

**We can get through  
this together.**

*Contact the Suicide Prevention Lifeline now:*

**800-273-8255**

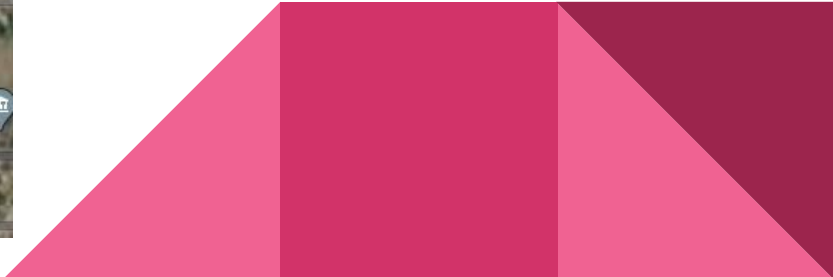
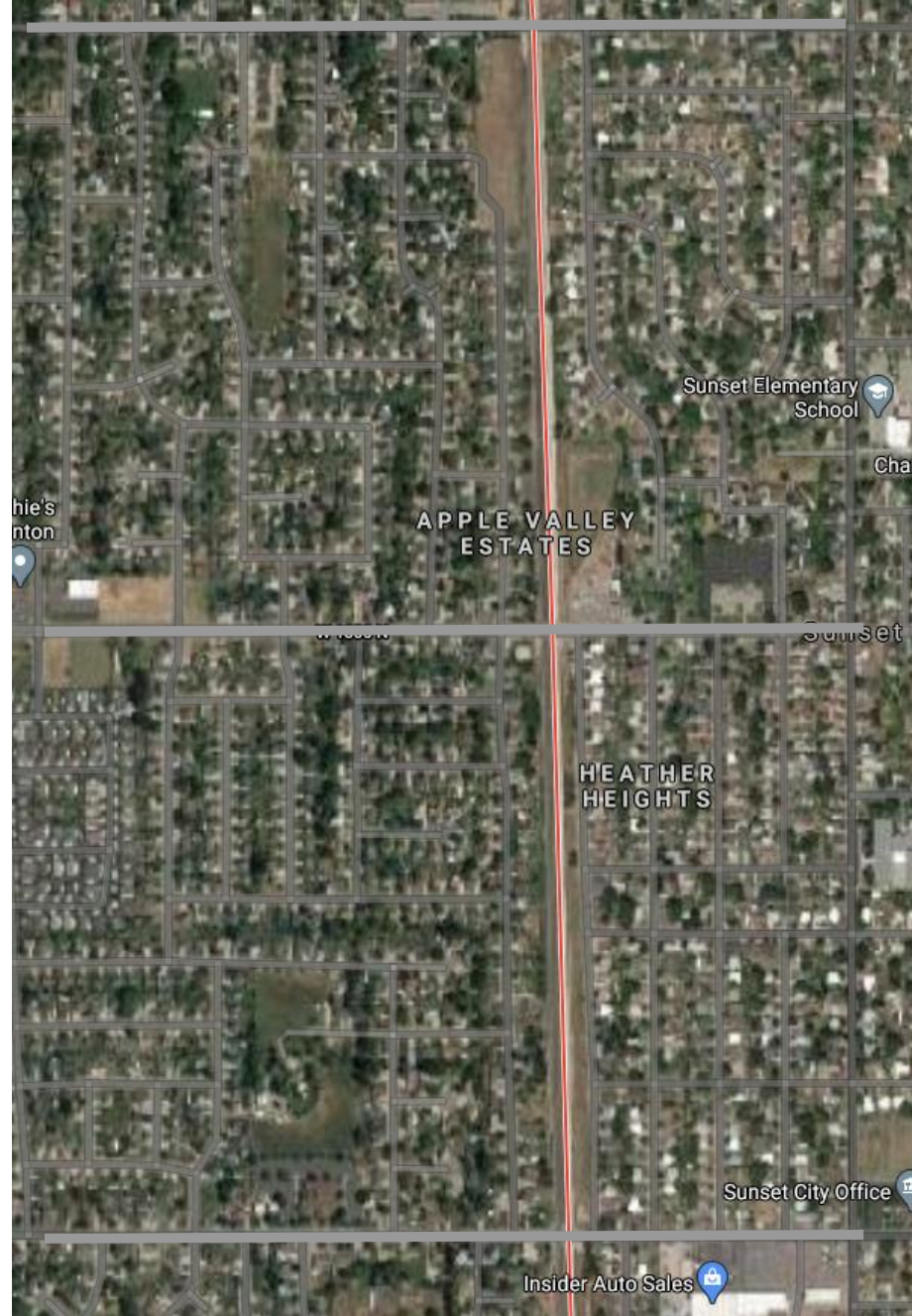
**Text 741741**

 Utah  
Suicide  
Prevention  
Lifeline  
1-800-273-TALK  
utahsuicideline.org

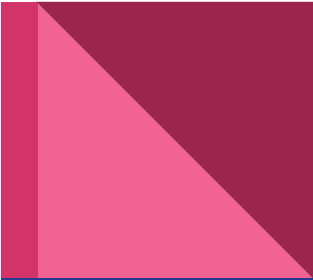
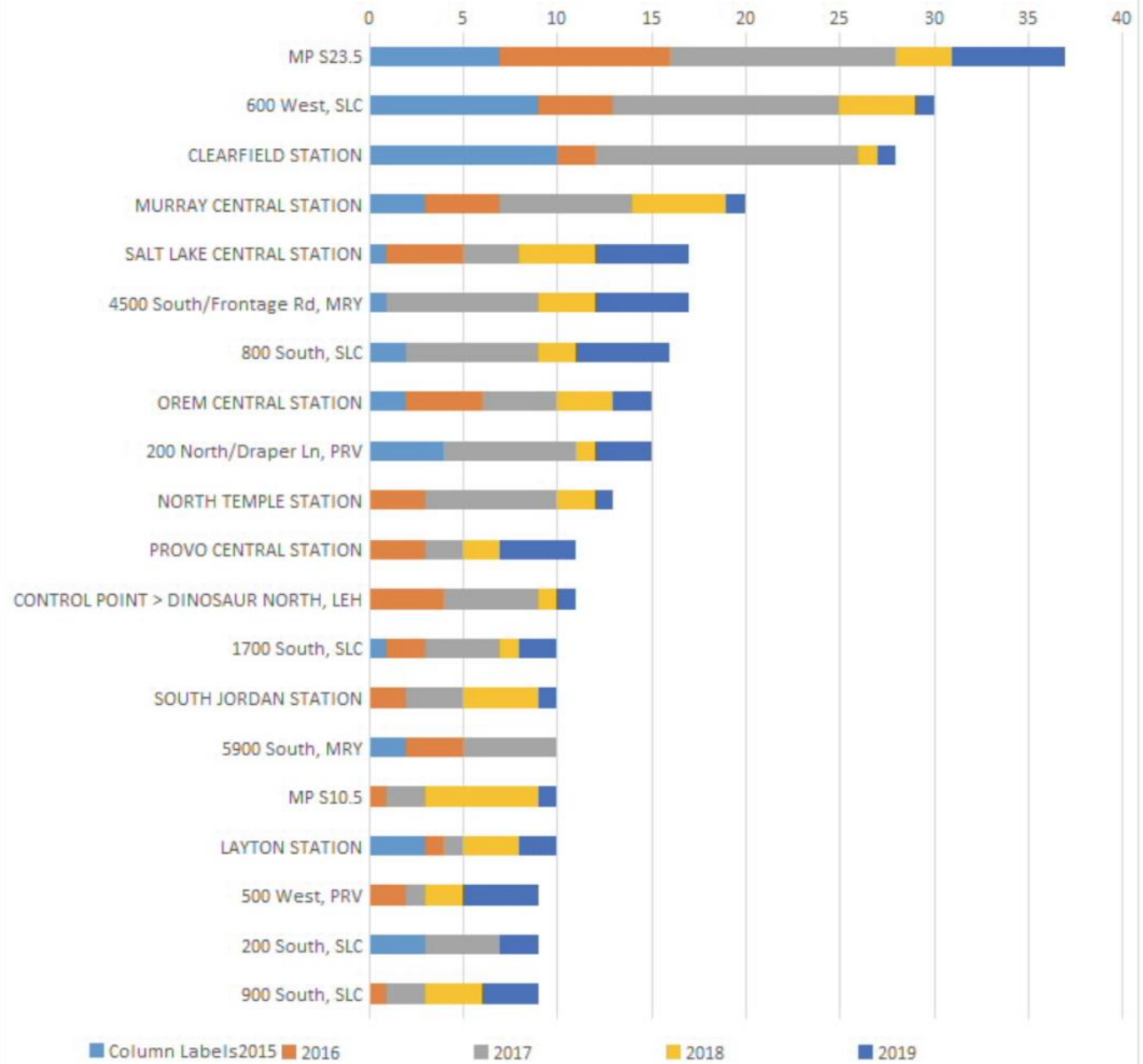








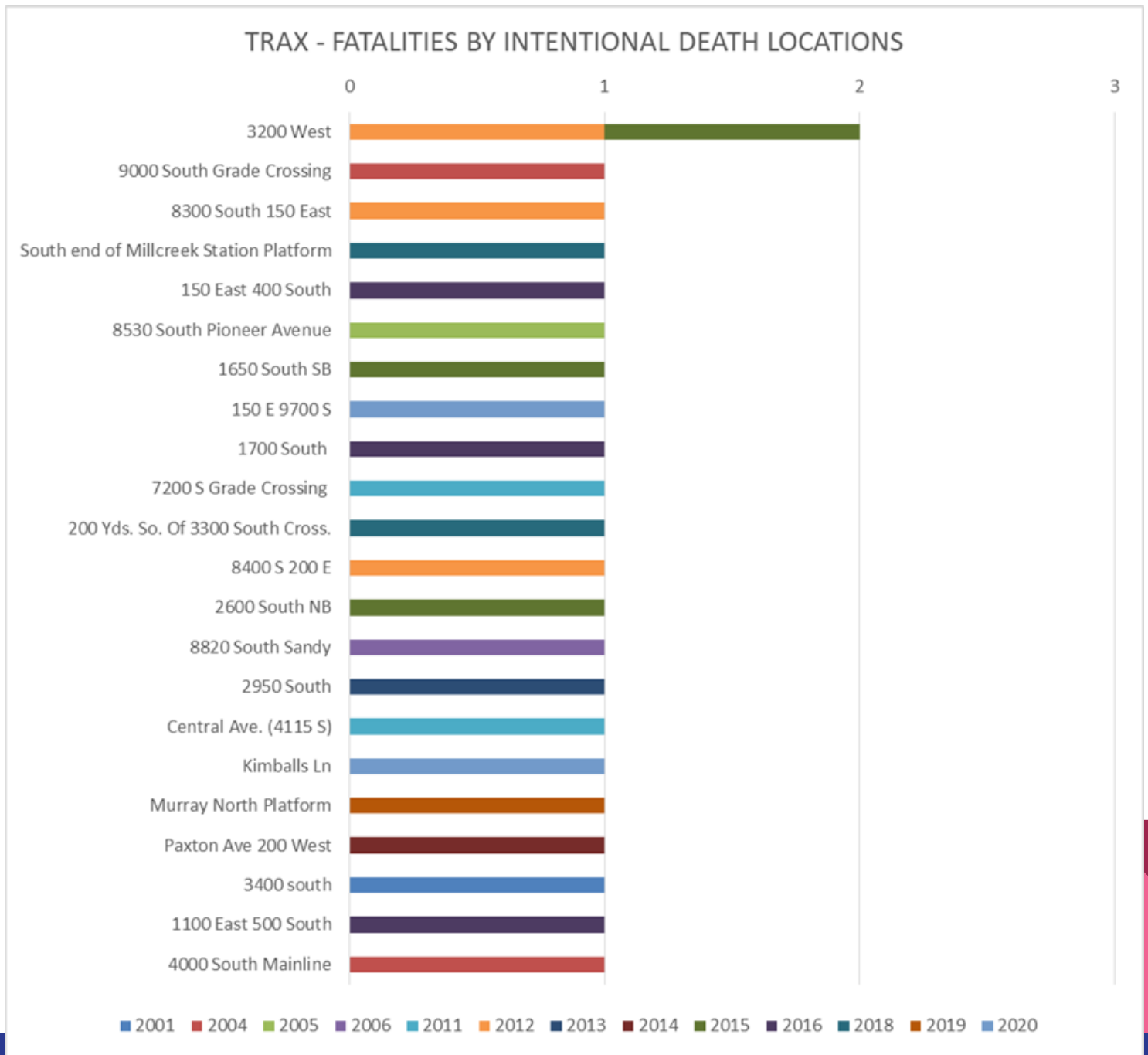
### FRONTRUNNER - TOP 20 TRESPASSER LOCATIONS



# Proposed Locations FrontRunner

- ❖ 2300 N, 1800N, 1300N:
  - Radar/Camera Surveillance and Detection System
  - Solar powered lighting for crossing area (2 x, 1 for each side)
  - Already have Hope Poles pilot
- ❖ Lehi Narrows
  - Radar/Camera Surveillance and Detection System
  - No trespass signage
- ❖ Top 5 Trespass locations without Signage
  - Telspar pole with No Trespassing sign

# Evidence





Questions?

# Pension Committee Report



# Resolutions



**R2020-10-04**

**Resolution Giving Special Tribute, Due Honor, and  
Recognition to UTA Trustee J. Kent Millington**





# **Recommended Action (by roll call)**

Motion to approve R2020-10-04

Resolution Giving Special Tribute, Due Honor, and Recognition  
to UTA Trustee J. Kent Millington



**R2020-10-05**

**Resolution Approving the Awarding of Complimentary  
Lifetime Transit Passes for Members of the Board of  
Trustees upon Completion of Their Initial Term**



# **Recommended Action (by roll call)**

Motion to approve R2020-10-05

Resolution Approving the Awarding of Complimentary Lifetime Transit Passes for  
Members of the Board of Trustees upon Completion of Their Initial Term



# Contracts, Disbursement, and Grants



# **Contract: UTA Employee Holiday Gift Cards (Harmons)**

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

Motion to approve contract as presented in meeting materials



# **Contract: State and Local External Government Relations Services (Hunter and Company Communications)**

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

Motion to approve contract as presented in meeting materials



# **Contract: Federal External Government Relations Services (Barker Leavitt)**

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

Motion to approve contract as presented in meeting materials



# **Contract: Federal External Government Relations Services (Cardinal Infrastructure, LLC)**

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

Motion to approve contract as presented in meeting materials





# Discussion Items



# 2020 Budget Amendment #3



# Proposed Updates – Use of Contingency

	Stations and Platform Rehab	Rail Replacement Work	Light Rail Rehab/Overhaul	Sharp-Tintic Rail Consolidation	Contingency
<b>2020 Budget</b>	\$125,000	\$459,000	\$10,610,565	\$700,000	\$968,000
<b>Proposed Changes</b>	\$233,000	\$200,000	\$180,000	\$300,000	(\$913,000)
<b>Totals</b>	\$358,000	\$659,353	\$10,790,565	\$1,000,000	\$55,000



# Proposed Updates – Project Revisions

Project	2020 Budget	Revised 2020 Budget	Carryforward Budget to 2021
Tooele Bus Facility	\$1,267,751	\$300,000	\$967,751
Clearfield FR Station Trail	\$1,769,817	\$30,000	\$1,739,817
Operator Shack at Univ Med EOL	\$215,000	\$40,000	\$175,000
Provo-Orem BRT	\$5,210,967	\$2,200,000	\$3,010,967
Sandy Parking Structure	\$5,904,174	\$1,700,000	\$4,204,174
MOW Building	\$350,000	\$0	\$350,000
New FLHQ Space Planning	\$75,000	\$40,000	\$45,000
Light Rail Seat Replacement	\$4,154,000	\$0	\$4,154,000
5310 Ogden/Layton Funds	\$121,374	\$61,374	\$60,000
Passenger Info Improvements	\$1,459,743	\$0	\$1,459,743
Total	\$20,527,826	\$4,271,374	\$16,166,452



# Summary

- Increases to four Capital projects in the approved 2020 budget totaling \$913K. All increases will be funded out of Capital Contingency budget
- Remaining Capital Contingency budget will be \$55K
- Ten project budgets will be decreased, with the funds carried forward to next year's 2021 Capital budget
- The carry forward will result in a net increase of \$10K in 2021 to cover a project cost escalation (FLHQ Space Planning)



# Draft 2021-25 Five-Year Capital Plan Revisions



# Draft 5-Year Capital Plan Proposed Updates

- Draft 5-Year Capital Plan presented to Advisory Council on September 16, 2020
- Subsequently, several updates have been requested
- Proposed updates include:
  - Carry forward requests for ten projects
  - Addition of one new project
  - Redistribution of funds for two projects
  - Change in budgeted amounts for two projects



# Proposed Updates – Carry Forward Adjustments

Project	Sept 16 2021 Budget	Revised 2021 Budget	Variance 2021	Sept 16 5-Year Plan 2021-2025	Revised 5-Year Plan 2021-2025	Variance 5-Year Plan 2021-2025
Tooele Bus Facility	\$0	\$967,751	\$967,751	\$0	\$967,751	\$967,751
Clearfield FR Station Trail		1,739,817	1,739,817		1,739,817	1,739,817
Operator Shack at Univ Med EOL		175,000	175,000		175,000	175,000
Provo-Orem BRT		3,010,967	3,010,967		3,010,967	3,010,967
Sandy Parking Structure		4,204,174	4,204,174		4,204,174	4,204,174
MOW Building		350,000	350,000		350,000	350,000
New FLHQ Space Planning		45,000	45,000		45,000	45,000
Light Rail Seat Replacement		4,154,000	4,154,000		4,154,000	4,154,000
5310 Ogden/Layton Funds		60,000	60,000		60,000	60,000
Passenger Info Improvements		<u>1,459,743</u>	<u>1,459,743</u>		<u>1,459,743</u>	<u>1,459,743</u>
<b>Subtotal</b>	<b>\$0</b>	<b>\$16,166,452</b>	<b>\$16,166,452</b>	<b>\$0</b>	<b>\$16,166,452</b>	<b>\$16,166,452</b>





# Proposed Updates – Project Revisions

Project	Sept 16 2021 Budget	Revised 2021 Budget	Variance 2021	Sept 16 5-Year Plan 2021-2025	Revised 5-Year Plan 2021-2025	Variance 5-Year Plan 2021-2025
Suicide Prevention	\$0	\$280,000	\$280,000	\$0	\$280,000	\$280,000
Rail Rehab/ Replacement	7,450,000	7,250,000	(200,000)	15,775,000	15,575,000	(200,000)
20 Electric Buses - VW	14,200,000		(14,200,000)	27,079,240	27,079,240	
Stray Current Mitigation	700,000	525,000	(175,000)	2,500,000	2,500,000	
Midvalley BRT	<u>27,905,000</u>	<u>3,000,000</u>	<u>(24,905,000)</u>	<u>44,483,000</u>	<u>79,200,000</u>	<u>34,717,000</u>
<b>Subtotal</b>	<b>\$50,255,000</b>	<b>\$11,055,000</b>	<b>(\$39,200,000)</b>	<b>\$89,837,240</b>	<b>\$124,634,240</b>	<b>\$34,797,000</b>
<b>TOTAL CHANGES</b>	<b>\$50,255,000</b>	<b>\$27,221,452</b>	<b>(\$23,033,548)</b>	<b>\$89,837,240</b>	<b>\$140,800,692</b>	<b>\$50,963,452</b>



# Draft 5-Year Capital Plan – Proposed Updates by Year

	Total Budget		Total UTA Expenditures	
Year	Sept 16 Budget	Revised Budget	Sept 16 Budget	Revised Budget
2021	\$278,652,000	\$255,619,000	\$144,714,000	\$146,078,000
2022	\$226,971,000	\$230,138,000	\$118,649,000	\$120,412,000
2023	\$126,886,000	\$187,990,000	\$94,172,000	\$98,237,000
2024	\$223,713,000	\$233,576,000	\$126,317,000	\$126,180,000
2025	\$105,570,000	\$105,432,000	\$99,233,000	\$99,096,000
<b>Total</b>	<b>\$961,792,000</b>	<b>\$1,012,755,000</b>	<b>\$583,086,000</b>	<b>\$590,002,000</b>



# Next Steps

- Input on Proposed Updates to the Draft 5-Year Capital Plan from UTA Board of Trustees
- Updated Draft Plan is presented to the Advisory Council for consultation (November 18, 2020)
- Subsequently, the plan is presented to the UTA Board for review and approval
- First year of the 5-Year Capital Plan is incorporated into UTA's proposed 2021 annual budget



# Tentative 2021 Budget



# 2021 Key Budget Strategies

The 2021 Operating Budget was designed with the following strategies:

- Primary Goal: Fiscal Responsibility
- Maintain August 2020 baseline service levels
- Centralize budgets to improve clarity, ownership, and overall understanding of current state
- Repurpose funds between offices and departments to improve budget alignment with 2021 initiatives and support current and future agency needs



# 2021 Key Budget Assumptions

- Operating Expenses:
  - Labor - 2.64%
  - Fringe - 3.87%
  - Parts - 4.00%
  - Fuel:
    - Diesel - \$2.25
    - Gasoline - \$2.15
    - CNG DGE - \$1.16
  - Other Expense - 2%
- Revenues:
  - Sales Tax – 5%
  - Fares – (42)%
  - CARES Act – \$101.1M



# Key Budget Changes in 2021: Service

- Service Adjustment: In 2021 UTA is planning to operate 91% of pre-COVID levels of service
  - In August 2020, UTA restored a significant amount of the service that was cut in April. Service levels were determined based on ridership trends and projections, input from our riders, and a focus on supporting essentials workers and key areas across our system as the state of Utah began easing restrictions and returning businesses and schools/universities.
- \$6.5 million is proposed in this budget to fund emerging needs as the region continues to react to and recover from the pandemic.



# Key Budget Changes in 2021: Operations Support & Admin

- Information Technology projects: Net increase of \$1.5M for equipment replacement and upgrades
- Increased training and support expense for Rail Maintenance Apprenticeship programs
- Increased contract services for additional Maintenance systems support of \$1.5M
- Repurposed and restructured within current staffing levels to maximize efficiency





# Key Changes in 2021: FTE (Headcount)

Overall FTE Changes: 52.5 FTE decrease

## Operations:

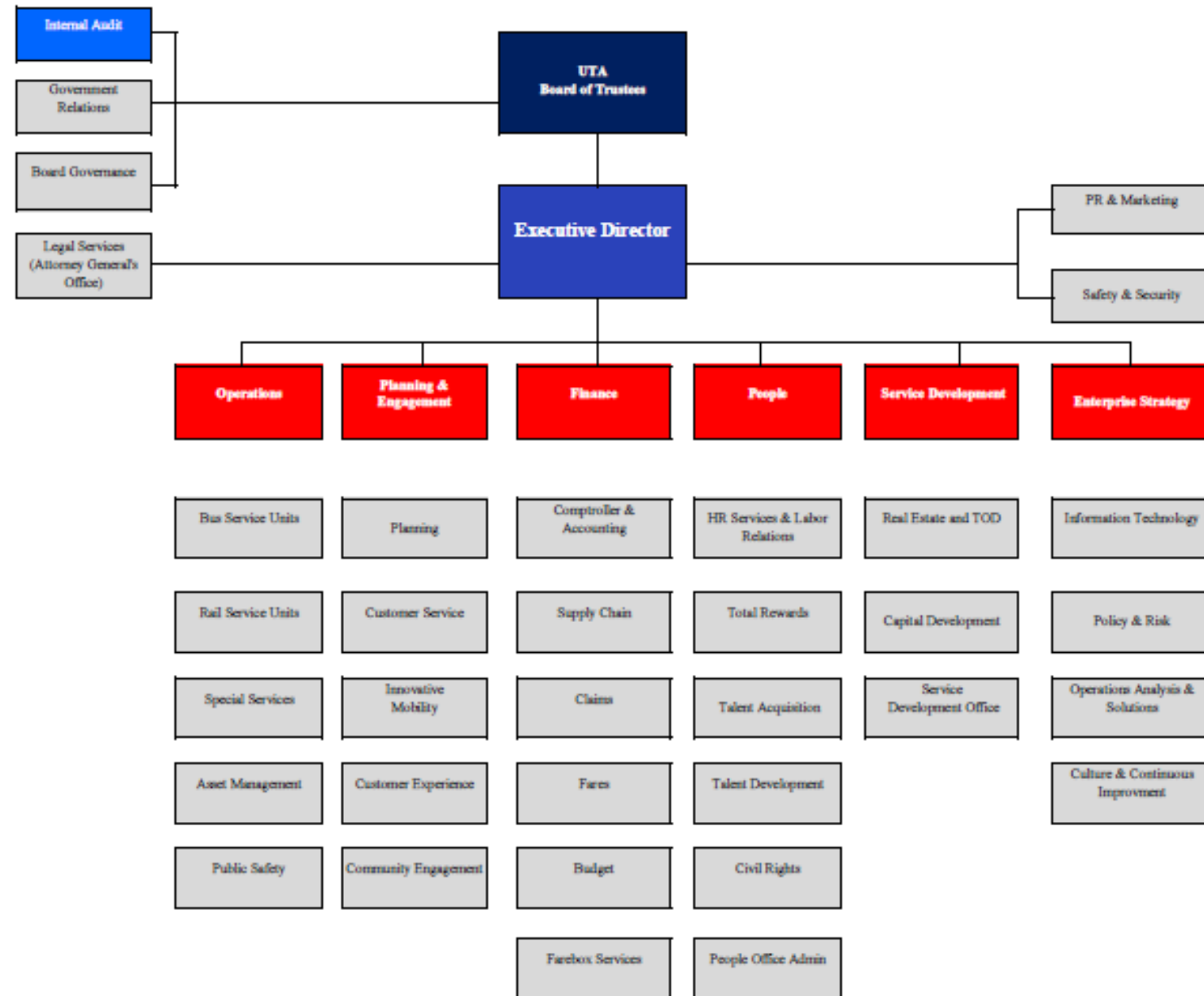
- Decrease overall of 33 FTE (primarily driven by fewer operators due to reduced service levels)
- Increase in Asset Management of 7 FTE
- Increase in Bus Maintenance of 12 FTE

## Administrative:

- Decrease of 17.5 FTE for operator trainees in Talent Development
- Increase of 2 FTE in Operations Analysis & Solutions
- Increase of 1 FTE in Talent Development
- Increase of 1 FTE in Enterprise Strategy



# Organizational Chart



# 2021 UTA Operating Budget Expenses by Mode

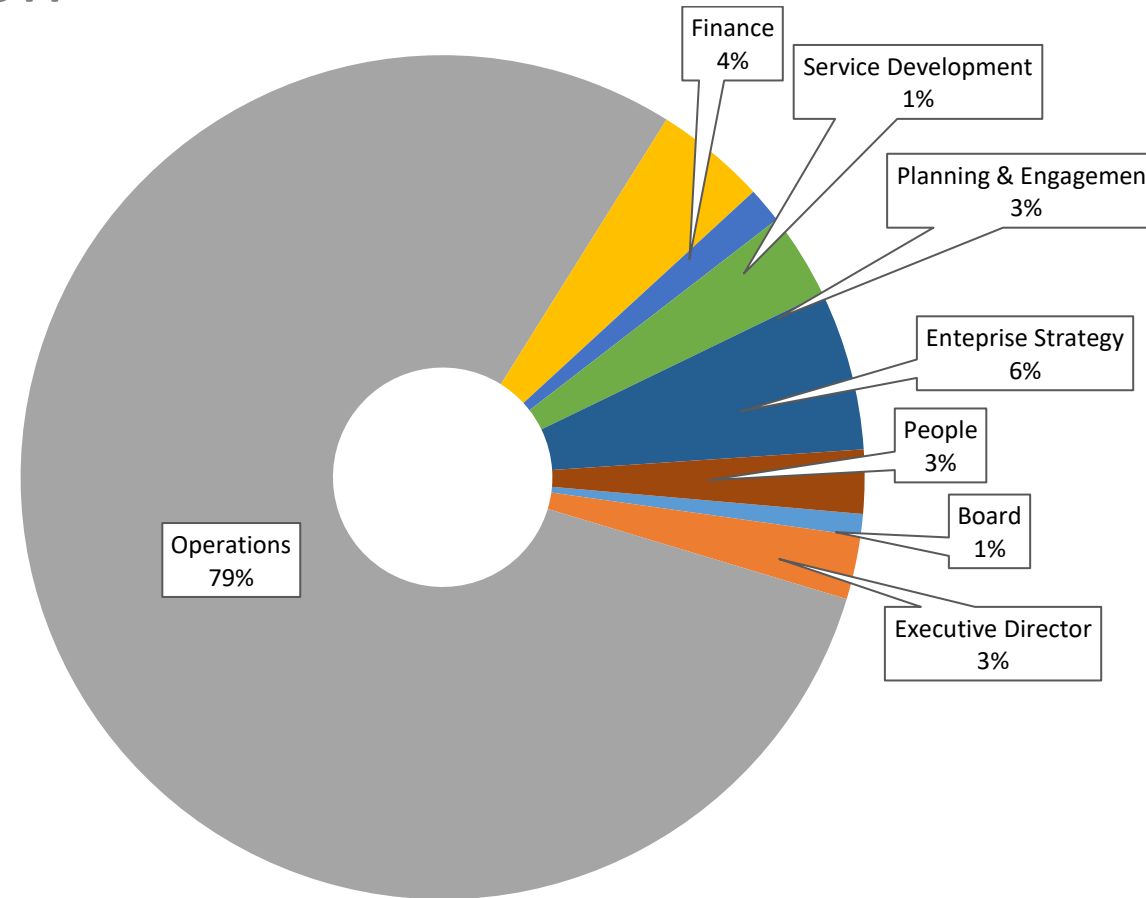
	FY 2020 Budget	FY 2021 Budget	Change
Bus	\$108,868,992	\$107,925,104	\$(943,888)
Light Rail	52,208,951	55,404,928	3,195,977
Commuter Rail	30,711,342	28,920,873	(1,790,469)
Paratransit	24,887,147	24,111,761	(775,386)
Rideshare/Vanpool	3,298,190	3,644,685	346,495
Operations Support	50,353,076	53,454,084	3,101,008
Administration	38,081,502	40,112,853	2,031,351
Planning/Capital Support <sup>1</sup>	6,443,876	6,393,224	(50,652)
Non-Departmental <sup>2</sup>	1,632,924	6,562,491	4,929,567
<b>Total Division</b>	<b>\$316,486,000</b>	<b>\$326,530,000</b>	<b>\$10,044,000</b>

<sup>1</sup> Planning/Capital Support is comprised of Planning, Capital Development & Real Estate

<sup>2</sup> Non-Departmental contains funds for emerging needs as the region continues to react to and recover from the pandemic



# 2021 Utah Transit Authority Operating Budget \$326.5 million



# 2021 UTA Operating Budget Expenses by Category

	FY2020 Budget	FY 2021 Budget	% Change
Wages	\$157,322,390	\$158,310,407	0.6%
Fringe	73,460,319	75,251,668	2.4%
Services	27,511,998	31,470,240	14.4%
Fuel	20,281,070	15,874,843	(21.7)%
Parts	19,734,825	20,694,821	4.9%
Utilities	11,977,462	12,025,731	0.4%
Other O&M	17,452,984	22,233,919	27.4%
Capitalized Costs	(11,255,047)	(9,331,626)	17.1%
<b>Total Budget</b>	<b>\$316,486,001</b>	<b>\$326,530,003</b>	<b>3.2%</b>



# UTA FTE Summary

## 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change
Board	14.0	13.5	(0.5)
Executive Director	39.5	37.5	(2.0)
Operations	2,258.7	2,225.7	(33.0)
Finance	109.0	105.1	(3.9)
Service Development	31.0	32.0	1.0
Planning & Engagement	71.5	71.5	0.0
Enterprise Strategy	97.5	104.0	6.5
People Office	79.7	58.2	(21.5)
<b>Totals</b>	<b>2,701.0</b>	<b>2,648.5</b>	<b>(53.4)</b>



## Change from Sept. Draft Capital Budget to Tentative Capital Budget

	Draft Capital Budget	Tentative Capital Budget	Change
Safety & Security	\$0.8M	\$1.0M	\$0.2M
Asset Management (SGR)	76.2M	61.6M	(14.6M)
Depot District	32.4M	32.4M	-
Ogden/WSU	52.6M	52.6M	-
Airport Trax Station	7.0M	7.0M	-
TIGER First/Last Mile Projects	13.2M	13.2M	-
Northern Utah Double Track	9.0M	9.0M	-
Information Technology	16.1M	16.1M	-
Other Capital Projects	71.5M	62.7M	(8.8M)
<b>Total Other Capital Expense Budget</b>	<b>\$278.7M</b>	<b>\$255.6M</b>	<b>(\$23.1M)</b>



# Summary of Key Operating Expense Changes (Post-Workshop)

- IT fringe correction – \$168.7K
- Public Safety wage correction – \$244.7K
- Asset Management added 5 FTE – \$538K
- Asset Management added \$1.5M – Contract Services
- Supply Chain reduced (\$100K) – Computer Supplies
- People reduced (\$50K) – Contract Services
- Capital Projects – reduced (\$23M) – shifted to future years
- Updated Debt Service to reflect bond refunding impacts
- Fuel savings – (\$1.4M)
- Updated cost centers to reflect proposed organizational restructuring to meet UTA's initiatives





# Next Steps

- November 4, 2020
  - Approve Tentative Budget and Set Public Hearing
- November 11, 2020
  - Public Hearing
- November 18, 2020
  - Local Advisory Council
- December 9, 2020
  - Final Budget Presented
- December 16<sup>th</sup>, 2020
  - Approve Final Budget



# UDOT Central Corridor Study Update



# CENTRAL CORRIDOR TRANSIT STUDY

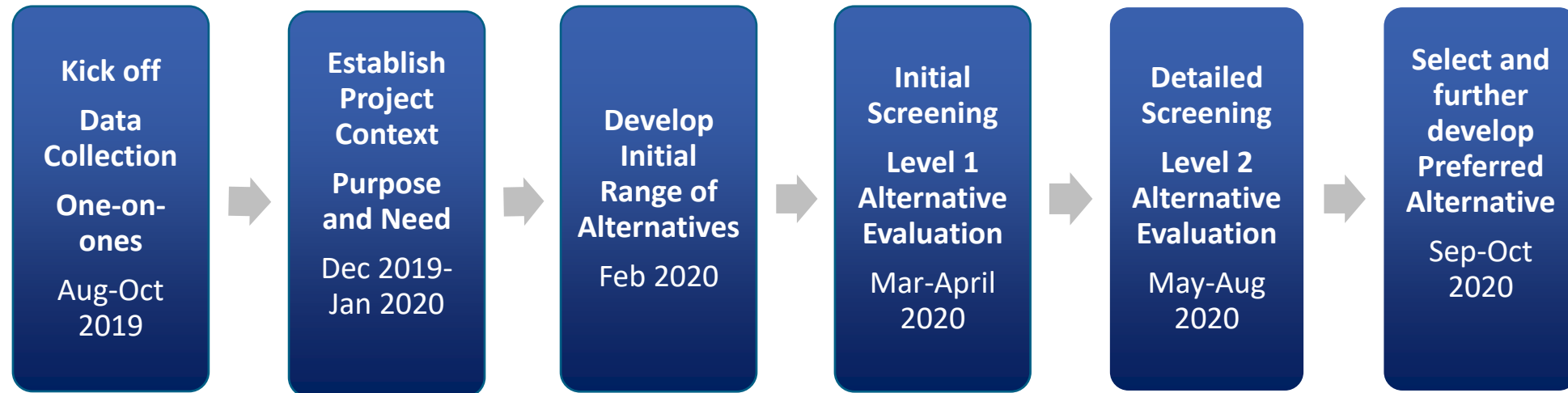


# Transit Study Overview

- **Evaluate high-capacity transit improvements** from Lehi to Provo
- **Select a Preferred Alternative for transit** (alignment and mode) that can be moved into future phases of project development
- **Provide a transparent and collaborative process** between all project partners (Lehi, American Fork, Pleasant Grove, Lindon, Orem, Vineyard, Provo, Utah County, MAG, UTA, and UDOT)



# Transit Study Schedule





# Preferred Alternative



## ➤ Preferred Alternative

- Mode: BRT
- Segment 1: Rail Corridor alternative
- Segment 2: State Street Alternative
- Segment 2: Vineyard “branch” connection from Vineyard FrontRunner to State Street along 800 N
- Segment 3: Shared alignment

➤ Moving forward as one project to maximize likelihood for funding and stakeholder consensus

# Preferred Alternative

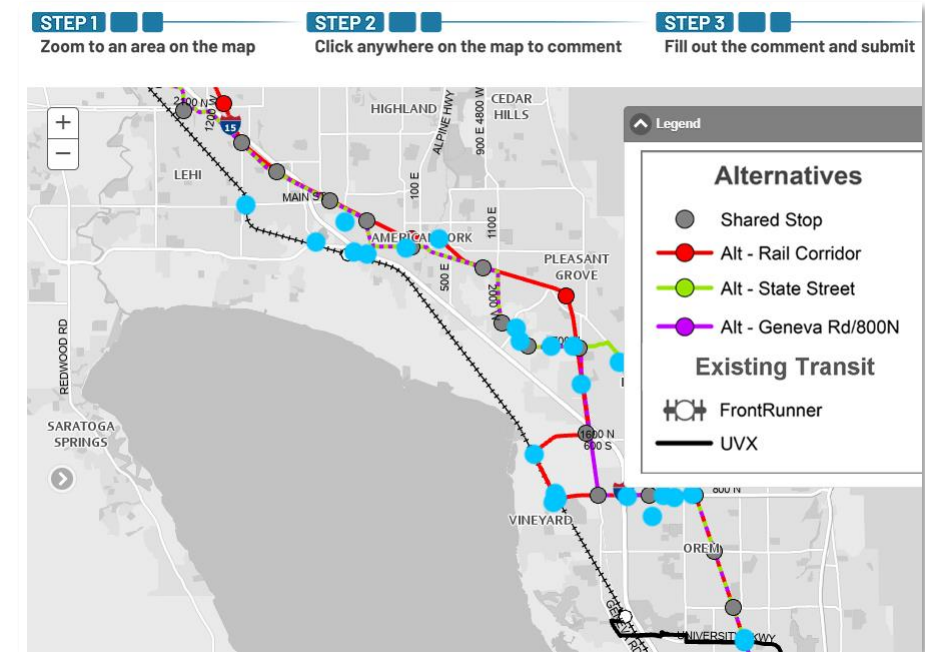


## Key Features

- Creates a robust north-south high-capacity transit spine with connections to key developing areas
- Connects to key TOD opportunities
- Provides connections to regional transit system – FrontRunner, UVX, potential Point of the Mountain
- Serves all communities in the study area
- Preliminary modeling indicates that this alternative maximizes ridership potential compared to other alternatives on their own

# Public Feedback

- Approximately 250 comments received to date
- What did we hear?
  - Strong support for north-south transit spine along State Street Alternative and connections to Vineyard
  - East-west transit connectivity to FrontRunner is important
  - General concerns around transit creating additional vehicle congestion, widening of roadway to accommodate transit, and safety for pedestrians





# Study Next Steps

- Presentation to City Councils
- Additional refinement and analysis:
  - Engineering refinements and ridership optimization
  - Funding strategies
  - Operations planning
  - High-level recommendations to local jurisdictions on transit supportive land use policies/zoning changes and access and mobility considerations
  - Virtual Public Open House (October 26<sup>th</sup> and 29<sup>th</sup>)
- Final TAC/Executive Committee Meeting
  - November – project wrap up

# Project Next Steps

- Mountainland Association of Governments has funded Environmental at \$3 million with support from local governments
  - UTA providing 6.77% match
  - Funding availability expected early 2021
  - UTA Leading effort with UDOT and MAG supporting
    - FTA process
    - 80%+ corridor on UDOT facilities
    - UTA Board Input
  - Multi-Agency Executive Committee (Provo, Orem, Vineyard, Lindon, Pleasant Grove, American Fork, Lehi, MAG, UDOT and UTA)
    - Similar to Executive Committee on UVX in Provo and Orem

# Other Business

- a. Next Meeting: November 4, 2020 at 9:00 a.m.



# Adjourn

in memory of UTA Electromechanic Helper Brett Gunnuscio



**Break**

