

# UTA Local Advisory Council Meeting

September 16, 2020



# Call to Order and Opening Remarks

Electronic Meeting 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 and telephone

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



# Safety First Minute



# Consent Agenda

- a. Approval of May 27, 2020 Advisory Council Meeting Minutes



# Recommended Action (by acclamation)

Motion to approve the consent agenda with proposed changes



# Audit Committee Report

- a. 2019 CAFR and Committee Update



# Agency Report

- a. COVID Recovery Task Force Update and Ridership Report
- b. Via Microtransit Pilot Update
- c. Preview of Transit-Oriented Development (TOD) Work Session on October 14, 2020
- d. Constituent Services Written Report





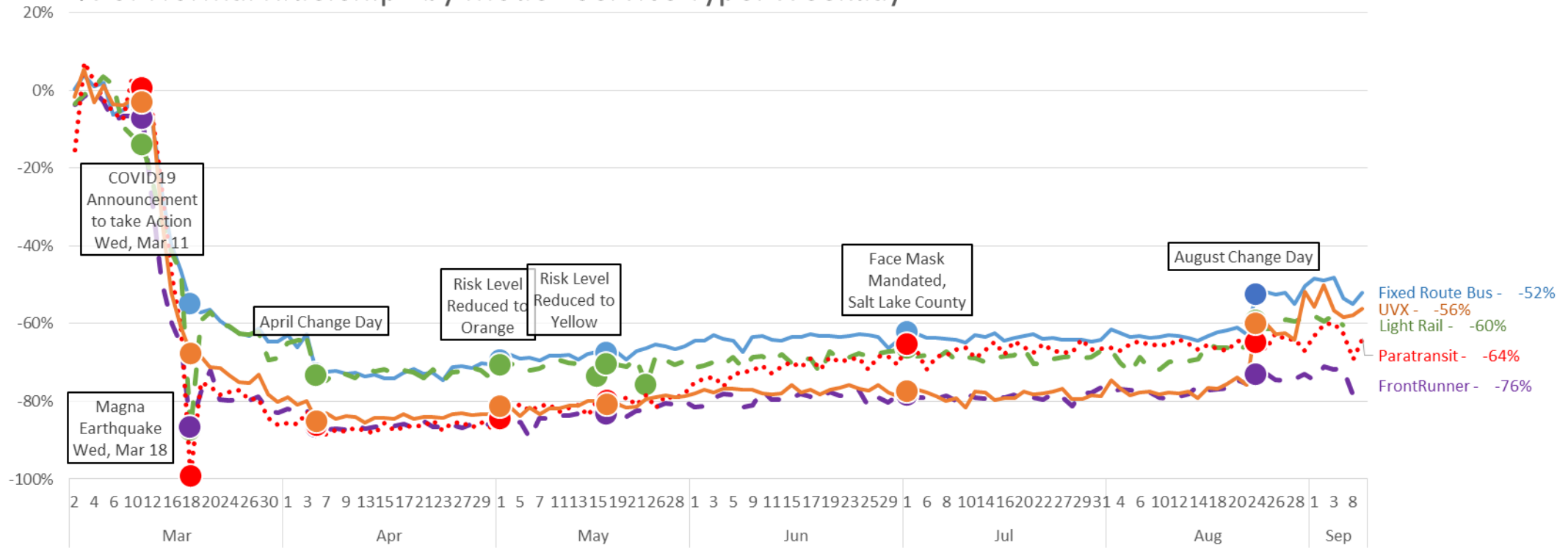
# **Service Update During Covid-19 Pandemic**

**September 16, 2020**



# Weekday Ridership Update

% of Normal Ridership\* by Mode - Service Type: Weekday



• Weekday Ridership – 65,950



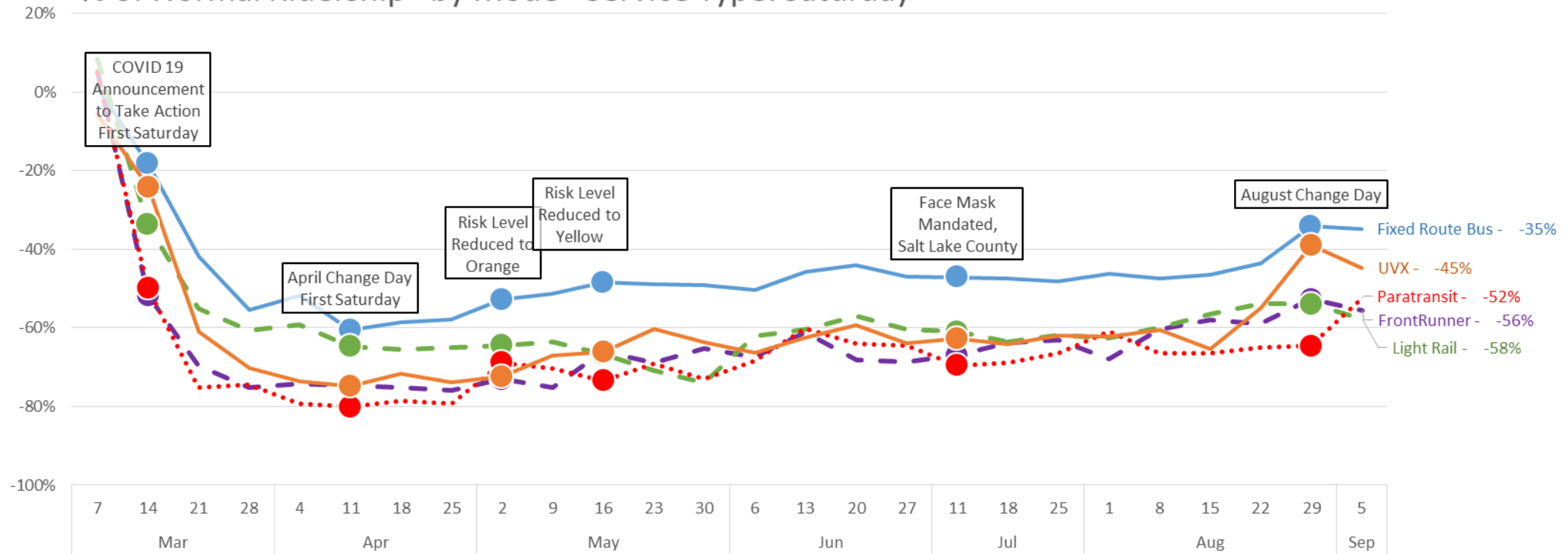
# Weekday Ridership Trend

| Mode            | Pre Covid 19 | April 7th | Current | Current vs. Pre-Covid | Current vs. April 7th |
|-----------------|--------------|-----------|---------|-----------------------|-----------------------|
| Fixed Route Bus | 81,439       | 21,865    | 39,123  | -52%                  | 79%                   |
| Commuter Rail   | 18,869       | 2,408     | 4,549   | -76%                  | 89%                   |
| Light Rail      | 54,316       | 13,752    | 21,485  | -60%                  | 56%                   |
| Paratransit     | 1,590        | 183       | 577     | -64%                  | 215%                  |
| Micro Transit   | 426          | 91        | 216     | -49%                  | 137%                  |
| Total           | 156,640      | 38,299    | 65,950  | -58%                  | 72%                   |



# Saturday Ridership Update

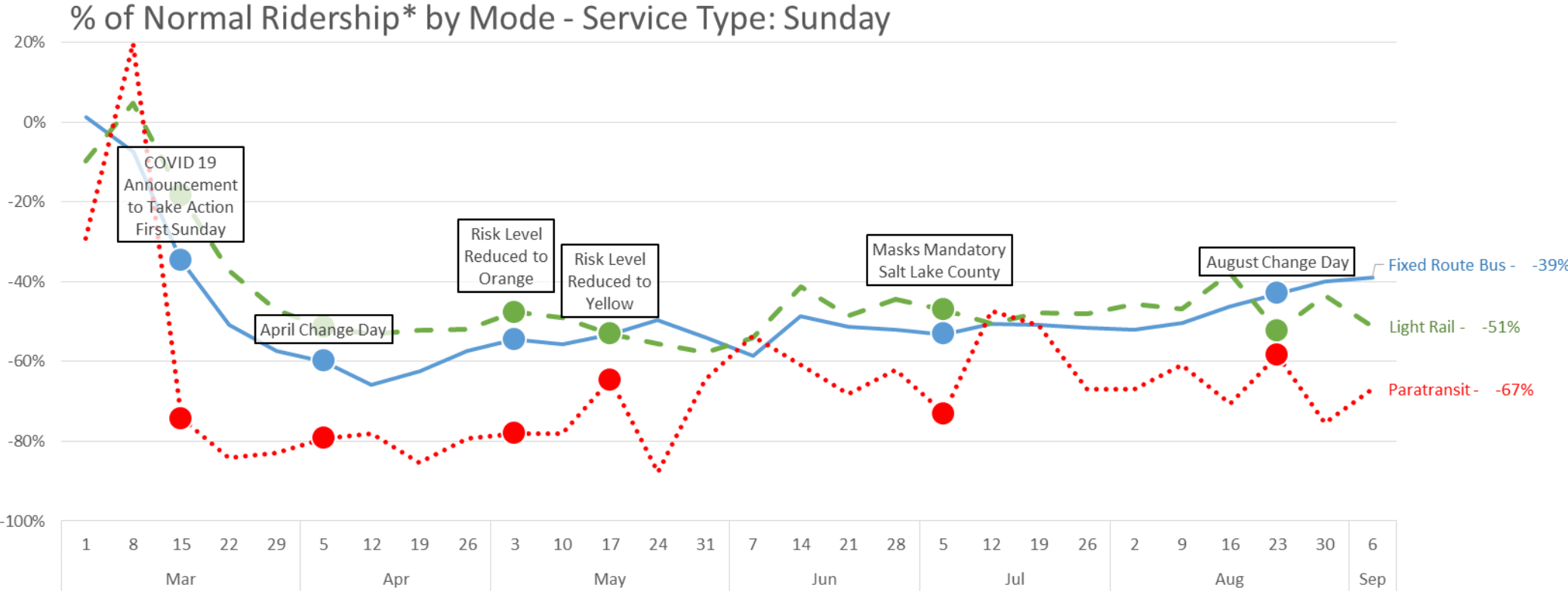
% of Normal Ridership\* by Mode - Service Type: Saturday



• Saturday Ridership – 40,678



# Sunday Ridership Update



- Sunday Ridership – 16,706



# Increased Protection

- Enhanced vehicle/facility cleaning
  - Hired 12 additional Service Employees
  - Increased staffing on rail cleaning contract
- Installed bus Operator barriers
- Currently procuring TRAX vinyl seats

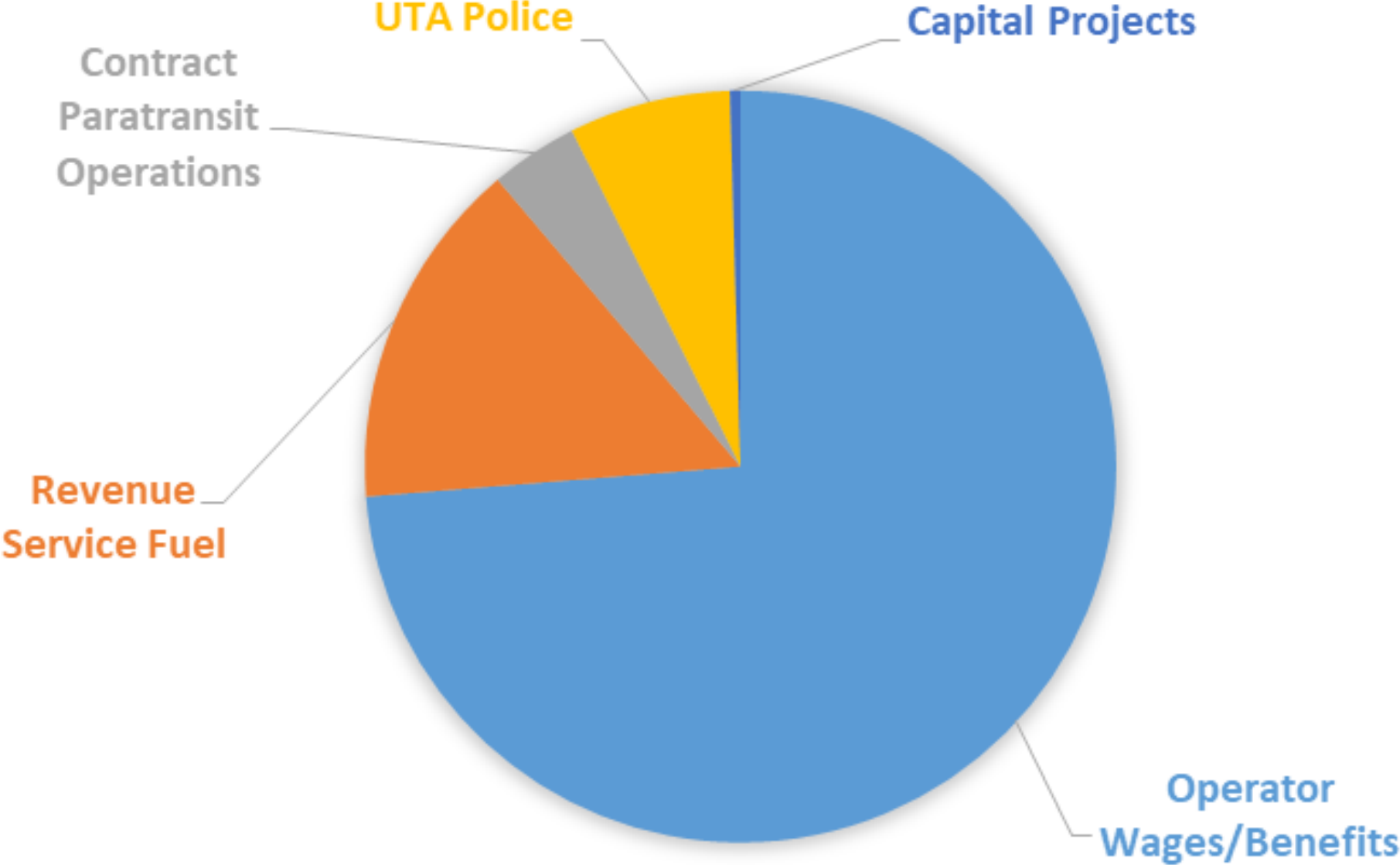


# CARES Act Funding

| Eligible Expense Category       | Projected Amount   | 2020              | 2021              | 2022             |
|---------------------------------|--------------------|-------------------|-------------------|------------------|
| Operator Wages/Benefits         | \$ 138,000,911     | 63,755,872        | 69,094,717        | 5,150,322        |
| Revenue Service Fuel            | \$ 28,243,599      | 13,048,430        | 14,141,091        | 1,054,077        |
| Contract Paratransit Operations | \$ 7,061,228       | 3,262,259         | 3,535,437         | 263,532          |
| UTA Police                      | \$ 13,019,957      | 6,015,168         | 6,518,872         | 485,917          |
| Capital Projects                | \$ 850,000         | 850,000           | -                 | -                |
| <b>Total</b>                    | <b>187,175,694</b> | <b>86,931,730</b> | <b>93,290,117</b> | <b>6,953,847</b> |
| <b>Percent</b>                  |                    | <b>46%</b>        | <b>50%</b>        | <b>4%</b>        |



# CARES Act Funding Distribution





# Questions?



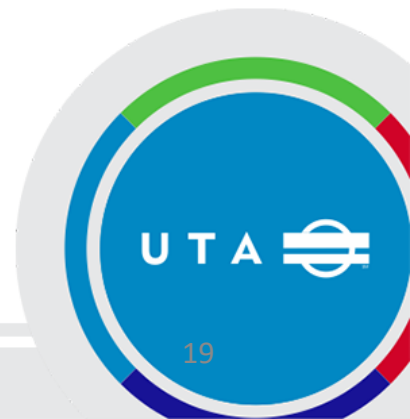
# Board of Trustees Report

- a. Carolyn Gonot's One-Year Review
- b. 2021 Budget Development
- c. FrontRunner Business Plan Strategy
- d. Ogden-Weber State Bus Rapid Transit (BRT) Update
- e. Bond Refunding Opportunity



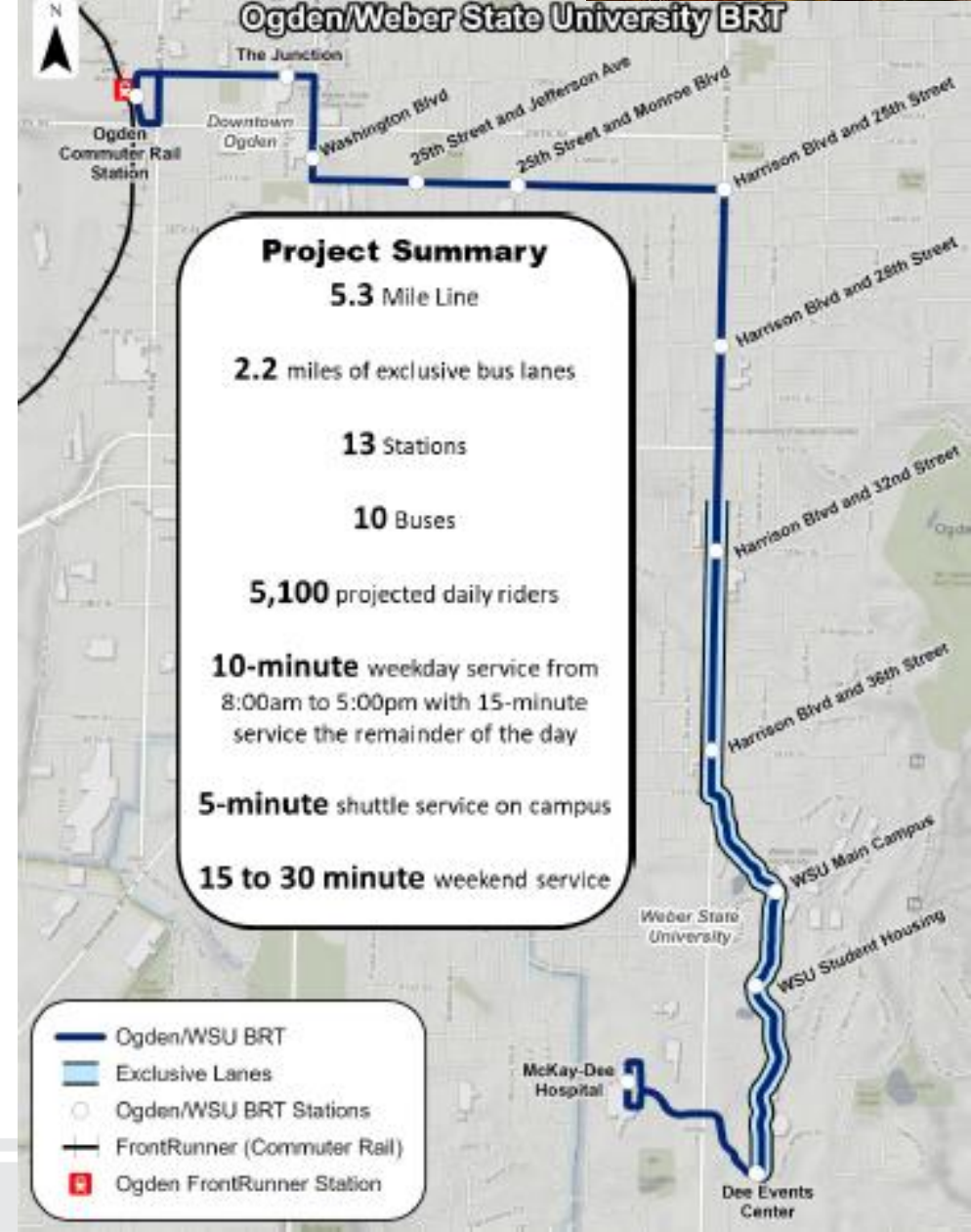
# Key Oversight & Administrative Efforts

- Carolyn Gonot annual performance review
- 2021 budget development
  - July: Transit Financial Plan (TFP) review
  - September: work sessions with executive team
  - October: board approval of tentative budget
  - November: Local Advisory Council review
  - November: public input on budget
  - December: board approval of final budget
- Bond refunding opportunity

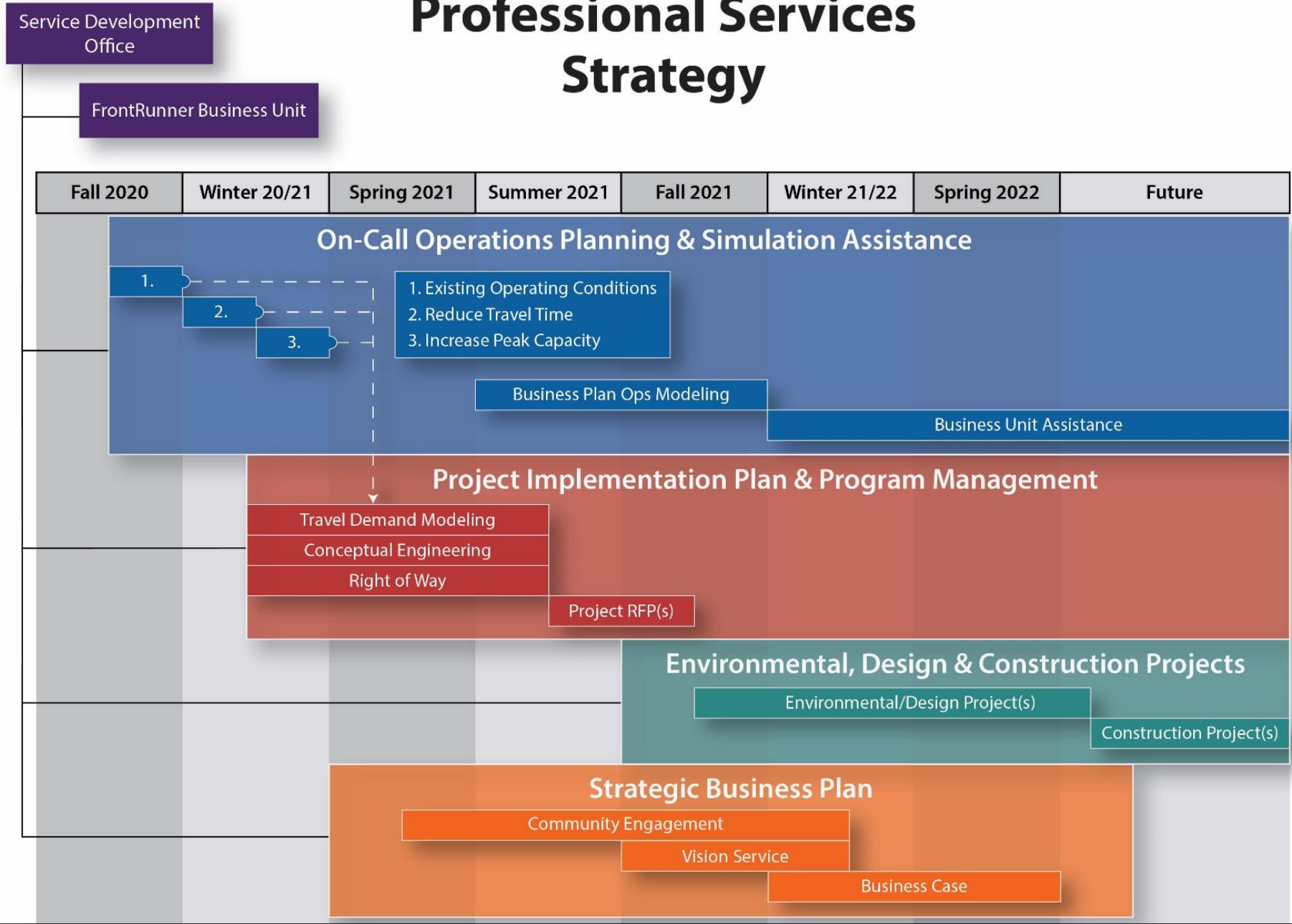


# Ogden-Weber State University BRT

- Funding
  - \$64.5M: Small Starts grant (estimated)
  - \$35.18M: non-CIG
  - \$100M: total cost (estimated)
- Timeline
  - Currently in final design
  - August 2022: estimated completion
- Highlights
  - Electric
  - Shuttle service at Weber State
  - Community engagement/connection
- Partners
  - UDOT, Wasatch Front Regional Council, Weber County, Ogden City, Weber State University, Intermountain Healthcare
  - Rocky Mountain Power grant opportunity



# FrontRunner Next Steps Professional Services Strategy



**Questions?**



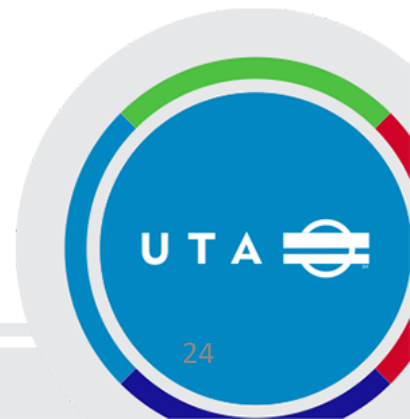
# Bond Refunding Consultation

- a. Potential Issuance and Sale of Sales Tax Revenue and Refunding Bonds



# Bond Refunding Considerations

|                                                       | 2012 Bonds |
|-------------------------------------------------------|------------|
| Net Present Value Savings 5% or more                  | X          |
| Consider options to lower maximum annual debt service | X          |
| Move principal payments from June 15 to December 15   | X          |
| Consider change from subordinate to senior debt       | X          |





# Refunding Projections – 2012 Series

## PV Analysis Summary (Gross to Gross)

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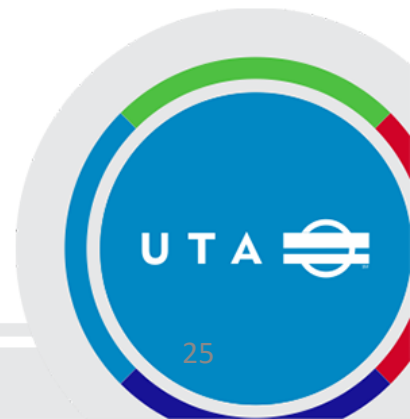
|                                                  |                |
|--------------------------------------------------|----------------|
| Gross PV Debt Service Savings                    | 5,426,762.56   |
| Contingency or Rounding Amount                   | 3,187.10       |
| Net Present Value Benefit                        | \$5,429,949.66 |
| Net PV Benefit / \$73,600,000 Refunded Principal | 7.378%         |
| Average Annual Cash Flow Savings                 | 274,884.70     |

## Refunding Bond Information

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|                         |            |
|-------------------------|------------|
| Refunding Dated Date    | 10/15/2020 |
| Refunding Delivery Date | 10/15/2020 |

Tax Ref 12 Sub 08/31/20 | SINGLE PURPOSE | 8/31/2020 | 11:45 AM



# Capital Development Consultation and Resolution

- a. AR2020-09-01 Resolution Approving the Proposed 2021-2025 Capital Plan and Recommending Approval by the Authority's Board of Trustees



# Proposed 5-Year Capital Plan 2021 through 2025

UTA Local Advisory Council

September 16, 2020



# 5-Year Capital Plan Overview

- Capital projects include:
  - New construction
  - State of good repair
  - Facilities maintenance
  - Vehicles
  - Safety & security items
  - IT projects
  - Major equipment purchases (over \$25K)



# 5-Year Capital Plan Overview

- 5-year planning helps:
  - Mitigate challenges of applying a 1-year budget to multi-year projects
  - Long-range budget planning
  - Setting priorities



# 5-Year Capital Plan - Process

- New project requests are submitted annually and reviewed by the Executive team
- Projects are prioritized by management for funding consideration
- Prioritization considerations:
  - Assure a safe system
  - Take care of or replace what we have
  - Leverage grants and partner funds
  - System improvements



# 5-Year Capital Plan - Process

- Prioritization must result in a plan consistent with UTA's long-range Transit Financial Plan
- Requests are adjusted as needed to meet the anticipated 5-year budget resources
- Projects with lower priority may be reduced in scope or moved to subsequent years
- Any new, unforeseen items will be considered for annual budget amendments as needed



| Project Categories             | 2021 Proposed Budget | Grants              | State/Local Partners | UTA Funds*           |
|--------------------------------|----------------------|---------------------|----------------------|----------------------|
| Information Technology         | \$16,060,000         | \$1,172,000         |                      | \$14,888,000         |
| Safety and Security            | \$766,000            | \$50,000            |                      | \$716,000            |
| Revenue Vehicles & white fleet | \$36,759,000         | \$6,540,000         |                      | \$30,219,000         |
| Vehicle Rehab & Repair         | \$12,799,000         | \$787,000           |                      | \$12,011,000         |
| Facilities Maintenance         | \$2,650,000          |                     |                      | \$2,650,000          |
| Rail Maintenance               | \$24,000,000         |                     |                      | \$24,000,000         |
| Airport LRT                    | \$7,000,000          |                     |                      | \$7,000,000          |
| Depot District                 | \$32,400,000         | \$9,900,000         | \$2,500,000          | \$20,000,000         |
| Ogden-Weber BRT                | \$52,580,000         | \$42,500,000        | \$8,450,000          | \$1,630,000          |
| TIGER First/Last Mile          | \$13,171,000         | \$5,201,000         | \$7,889,000          | \$81,000             |
| Northern Utah Cnty Dble Track  | \$9,000,000          |                     |                      | \$9,000,000          |
| Midvalley BRT                  | \$27,905,000         |                     | \$27,905,000         | \$0                  |
| Other Capital Projects         | \$43,562,000         | \$11,620,000        | \$9,424,000          | \$22,518,000         |
| <b>Total</b>                   | <b>\$278,652,000</b> | <b>\$77,770,000</b> | <b>\$56,169,000</b>  | <b>\$144,714,000</b> |

\* UTA 2021 funds include:

- \$48,249,000 in bonds
- \$35,966,000 in leasing





| Project Categories                | Proposed 5-Year Budget | Grants               | State/Local Partners | UTA Funds*           |
|-----------------------------------|------------------------|----------------------|----------------------|----------------------|
| Information Technology            | \$39,866,000           | \$1,172,000          |                      | \$38,694,000         |
| Safety and Security               | \$3,914,000            | \$50,000             |                      | \$3,864,000          |
| Rev. Vehicles & white fleet       | \$224,664,000          | \$15,579,000         |                      | \$209,085,000        |
| Vehicle Rehab & Repair            | \$70,997,000           | \$9,700,000          |                      | \$61,297,000         |
| Facilities Maintenance            | \$15,550,000           |                      |                      | \$15,550,000         |
| Rail Maintenance                  | \$94,325,000           |                      |                      | \$94,325,000         |
| Airport LRT                       | \$7,000,000            |                      |                      | \$7,000,000          |
| Depot District                    | \$66,100,000           | \$13,600,000         | \$7,500,000          | \$45,000,000         |
| Ogden-Weber BRT                   | \$94,813,000           | \$76,973,000         | \$10,679,000         | \$7,160,000          |
| TIGER First/Last Mile             | \$14,826,000           | \$6,251,000          | \$8,494,000          | \$81,000             |
| Northern Utah County Double Track | \$9,000,000            |                      |                      | \$9,000,000          |
| Midvalley BRT                     | \$44,483,000           | \$2,000,000          | \$40,200,000         | \$2,283,000          |
| Davis-SLC Connector               | \$107,800,000          | \$70,000,000         | \$23,500,000         | \$14,300,000         |
| Other Capital Projects            | \$168,454,000          | \$56,175,000         | \$36,832,000         | \$75,448,000         |
| <b>Total</b>                      | <b>\$961,792,000</b>   | <b>\$251,501,000</b> | <b>\$127,205,000</b> | <b>\$583,086,000</b> |

\* UTA 5-Year funds include:

- \$148,401,000 in bonds
- \$208,807,000 in leasing



# Proposed 5-Year Capital Plan Summary by Year

| Year  | Proposed Budget | Grants        | State/Local Partners | UTA Funds*    |
|-------|-----------------|---------------|----------------------|---------------|
| 2021  | \$278,652,000   | \$77,770,000  | \$56,169,000         | \$144,714,000 |
| 2022  | \$226,971,000   | \$74,251,000  | \$34,071,000         | \$118,649,000 |
| 2023  | \$126,886,000   | \$17,435,000  | \$15,279,000         | \$94,172,000  |
| 2024  | \$223,713,000   | \$77,376,000  | \$20,020,000         | \$126,317,000 |
| 2025  | \$105,570,000   | \$4,670,000   | \$1,667,000          | \$99,233,000  |
| Total | \$961,792,000   | \$251,501,000 | \$127,205,000        | \$583,086,000 |

\* UTA 5-Year funds include:

- \$148,401,000 in bonds
- \$208,807,000 in leasing



# Anticipated Grants/Partner Funds

- Projects anticipating significant outside funds:
  - Ogden/WSU BRT
  - Sharp/Tintic Railroad Connection
  - Midvalley BRT
  - FrontRunner Double Tracking
  - Point of the Mountain Transit
  - Davis-SLC Community Connector
- If these funds don't materialize, projects would be delayed, or may be phased/scope reduced



# Potential Future Capital Development Projects - Unfunded

- Provo to Payson Transit
- Sandy/South Jordan Circulator
- Southwest Salt Lake County Transit
- South Salt Lake County bus garage
- LRT facility near airport and/or in Utah County
- CRT facility in Ogden and/or in Provo
- Bus Garage Remodels/Expansion
- OK Manufacturing Building Remodel



# Next Steps

- Draft Plan is presented to the Advisory Council for consultation
- 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



# **Recommended Action (by acclamation)**

Motion to approve AR2020-09-01

Resolution Approving the Proposed 2021-2025 Capital Plan and Recommending Approval by the Authority's Board of Trustees



# Service Plan Consultation

- a. 2021-2025 Mobility Service Plan Update



# Five-Year Mobility Plan

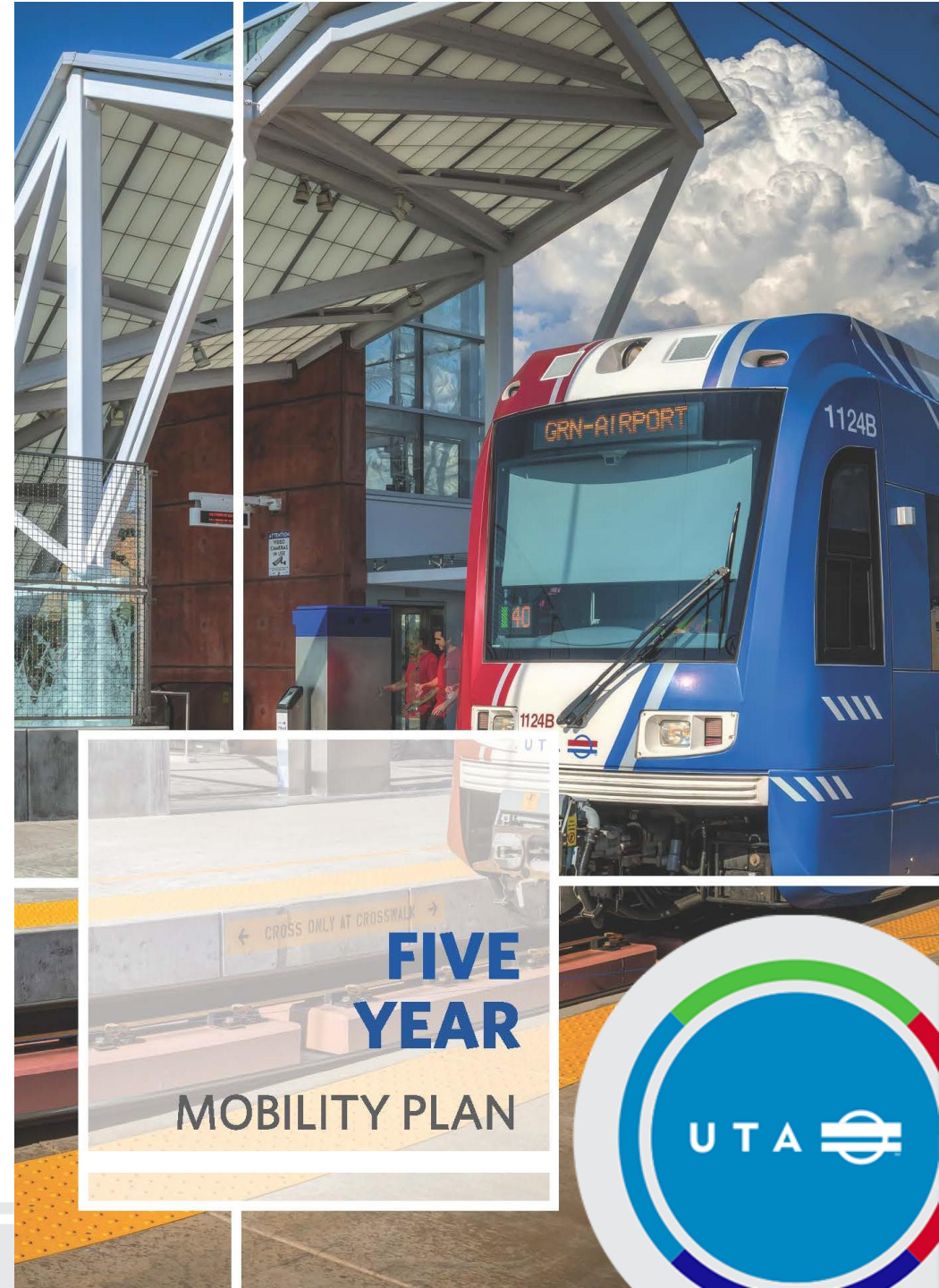
2021-2025





# Service Planning Toolbox

1. Service Planning Policy
2. Service Planning Overview
3. Service Design Guidelines
4. Bus Stop Master Plan
5. Five-Year Mobility Plan
6. Comprehensive System Analysis

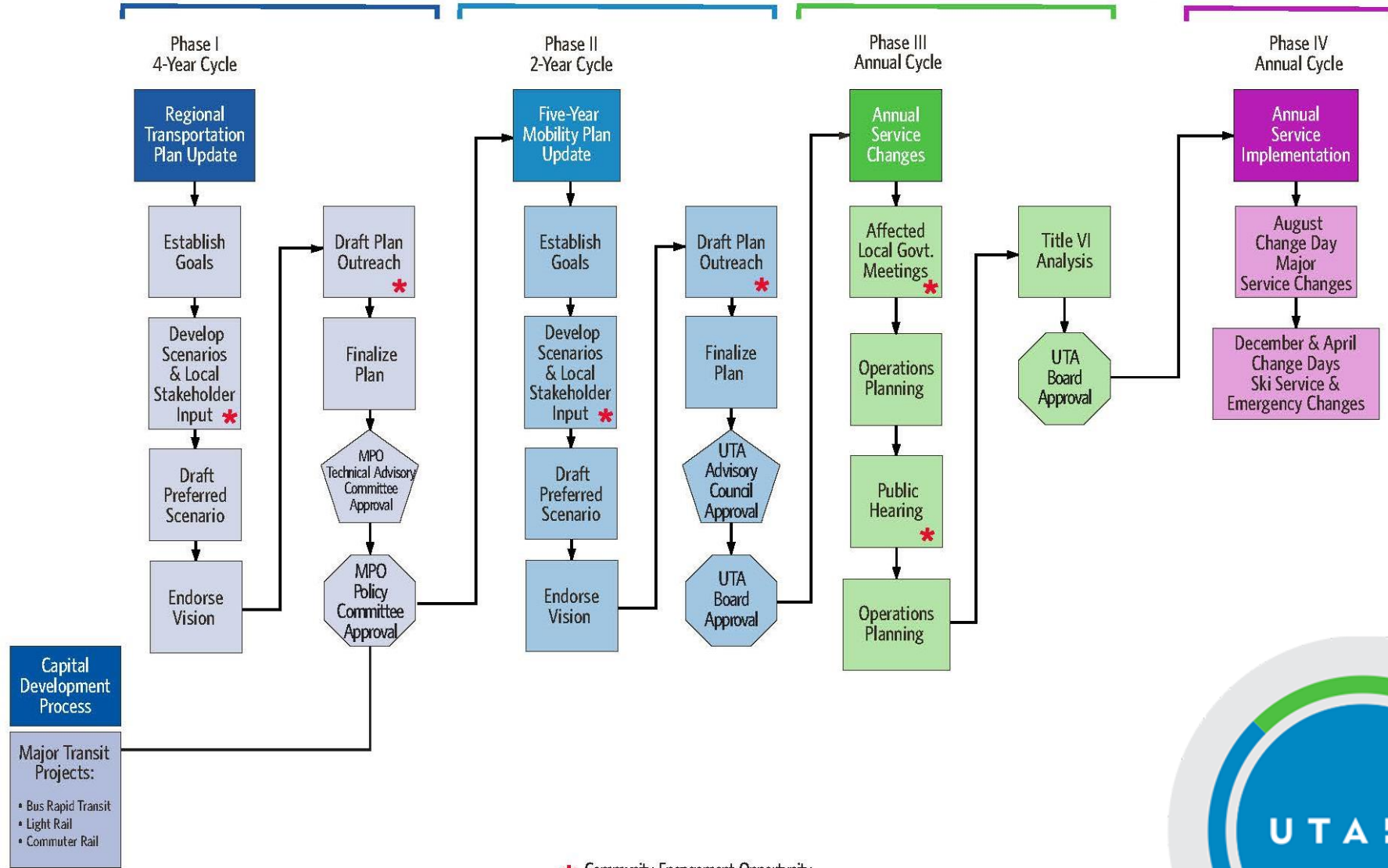


**FIVE  
YEAR  
MOBILITY PLAN**



# Service Planning Policy

## Strategic Planning    Service Planning    Operations Planning    Implementation

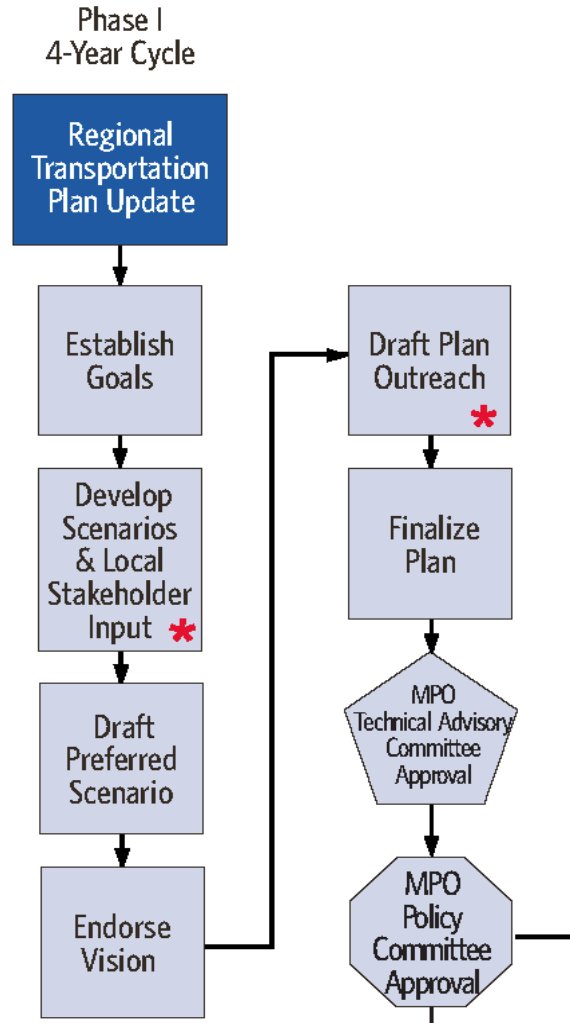


\* Community Engagement Opportunity



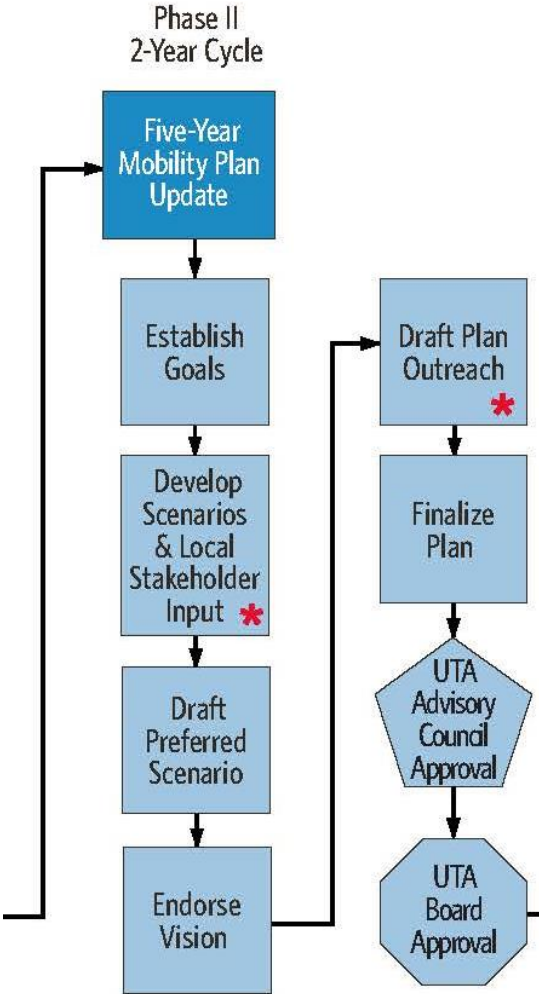
# Phase 1 - Regional Transportation Plan

## Strategic Planning

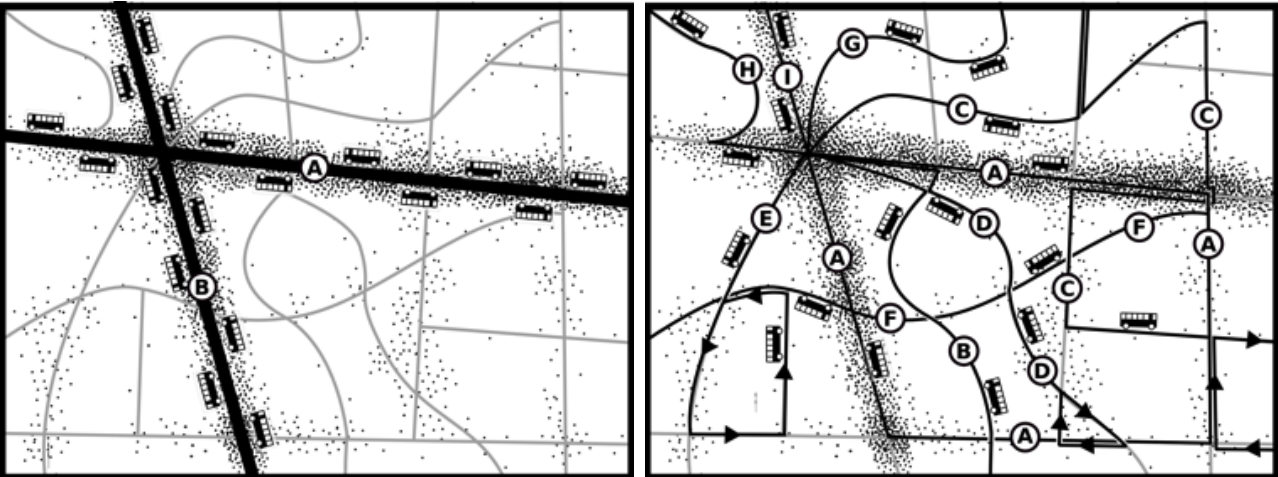


# Phase 2 – Five-Year Mobility Plan

## Service Planning



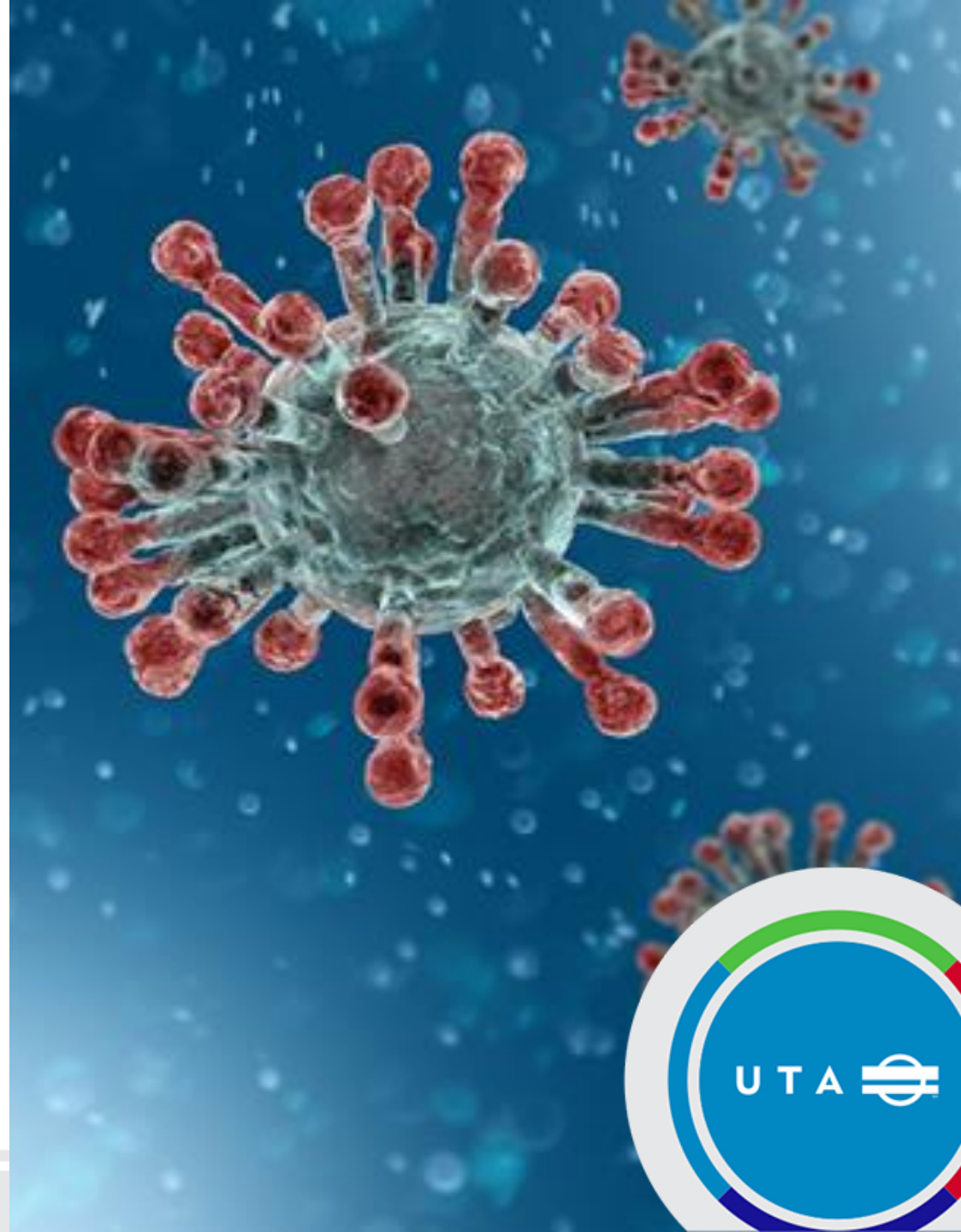
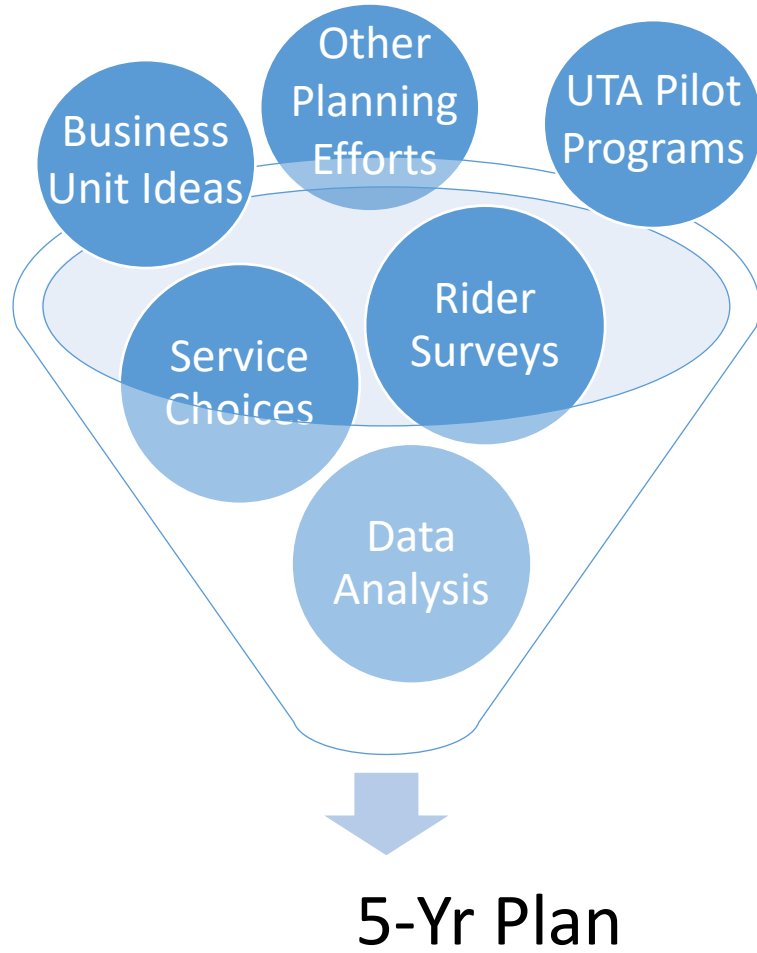
# Phase 2 – Five-Year Mobility Plan



UTA Service Choices  
Engagement and Planning

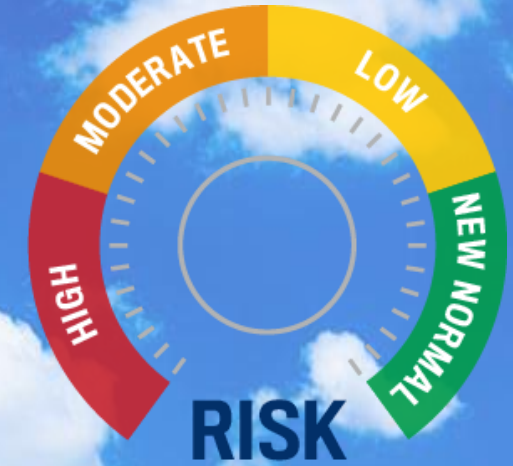


# Phase 2 – Five-Year Mobility Plan



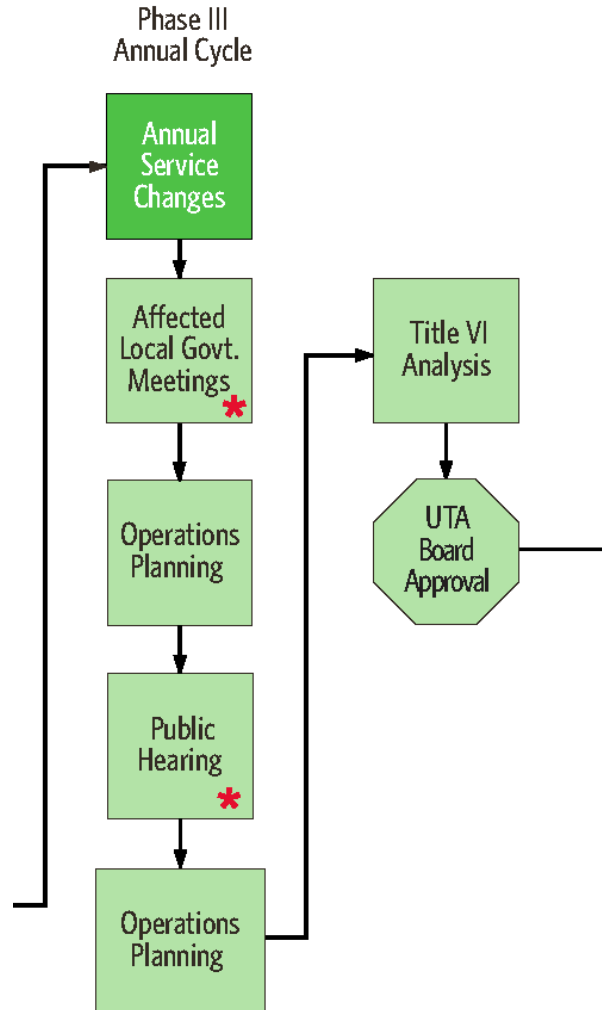
# Phase 2 – Five-Year Mobility Plan

1. Adapt to meet needs of a changing transit market
2. Create a network of high frequency transit to drive ridership and make transit more useful
3. Explore new roles for on-demand services like FLEX and microtransit
4. Bring service back within budget targets
5. Be flexible in timeline
6. Expect things to change



# Phase 3 – Annual Service Change Process

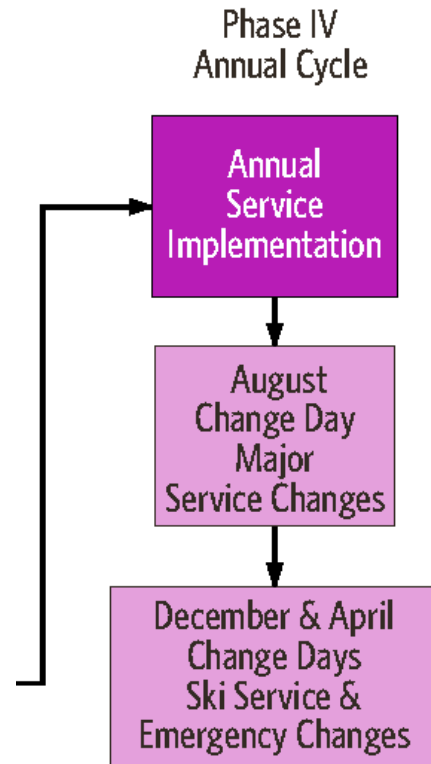
## Operations Planning





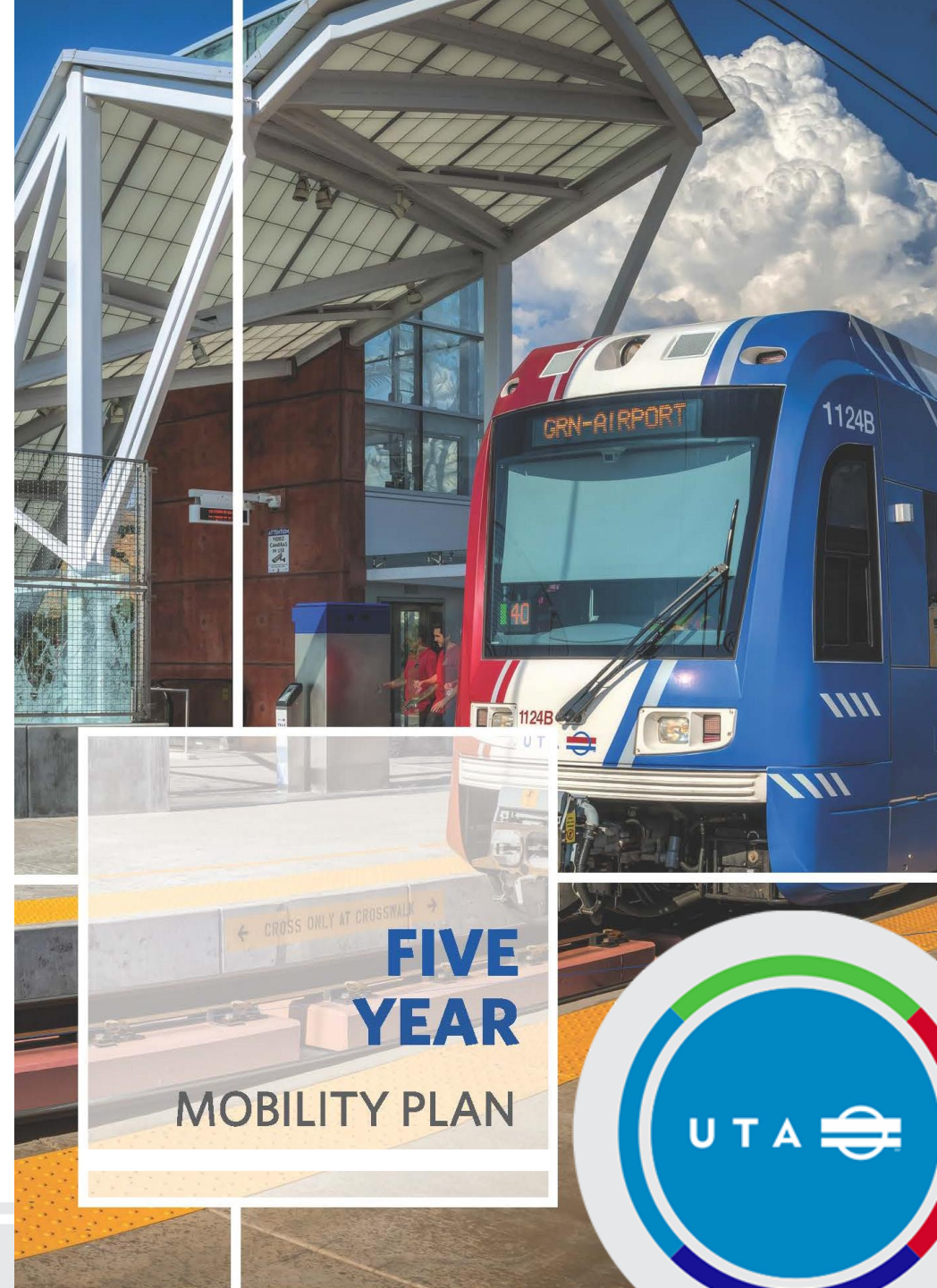
# Phase 4 – Service Implementation

## Implementation



# Five-Year Mobility Plan

1. This Five-Year Mobility Plan will represent anticipated service changes, based on the best information that we have available today.
2. Ongoing analysis and a changing economic and health landscape will almost certainly result in modifications to the plan and its implementation.
3. Each change identified in the plan will go through the Change Day process and will include multiple opportunities for public and local government input, further analysis, and Board approval.



# Other Business

- a. Next meeting: Transit-Oriented Development Workshop on October 14, 2020  
(TIME TO BE CONFIRMED)



**Adjourn**

