

**AGENDA OF THE REGULAR MEETING
OF THE
BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY**

PUBLIC NOTICE is hereby given of the
Regular Meeting of the
Board of Trustees of the Utah Transit Authority at
1:30 p.m. on Wednesday, September 27, 2017,
at the Utah Transit Authority Headquarters located at
669 West 200 South, Salt Lake City, Utah
Golden Spike Conference Rooms

www.rideuta.com/board

- | | |
|---|--|
| 1. Welcome to UTA Board Meeting | Robert McKinley , Board Chair |
| 2. Pledge of Allegiance | Rebecca Cruz , Board of Trustees Support |
| 3. Safety First Minute | Dave Goeres , Chief Safety, Security & Technology Officer |
| 4. Swearing in of Trustees and New Comptroller | Rebecca Cruz |
| 5. Election of Co-Vice Chair | Robert McKinley |
| 6. Item(s) for Consent | Robert McKinley |
| a. Approval of June 2, 2017 Special Board Meeting Report | |
| b. Approval of June 2-3, 2017 Board Workshop Report | |
| c. Approval of June 14, 2017 Board Workshop Continuation Report | |
| d. Approval of July 26, 2017 Meeting Report | |
| e. May, June & July Financial Reports & Dashboards | |
| 7. President/CEO Report | Jerry Benson , President/CEO |
| 8. General Public Comment Period
(The Board of Trustees invites brief comments or questions from the public. Please note, in order to be considerate of everyone attending the meeting and to more closely follow the published agenda times, public comments will be limited to two minutes per person per item. A spokesperson who has been asked by a group to summarize their comments may be allowed five minutes to speak.) | Robert McKinley |
| 9. Salt Lake Airport Trax Extension Briefing | Jerry Benson , President/CEO |
| 10. 2040 Strategic Plan – Future State of Transit Discussion | Trustee Charles Henderson |
| a. 2040 Strategic Plan Future State Worksheet | |

11. Committee Updates

Executive Committee

Chair Robert McKinley

- a. [R2017-09-02 – Amended Asset Management Plan](#)
- b. [R2017-09-03 – Amended Employee 457 Deferred Compensation Plan](#)

Stakeholder/Government Relations Committee

Trustee Bret Millburn

- c. [R2017-09-01: Salt Lake County Transportation Fund Interlocal Agreement](#)

Service & Customer Relations Committee

Trustee Sherrie Hall Everett

- d. [UTA Fare Strategy & System Executive Brief](#)

Finance & Operations Committee

Trustee Jeff Acerson

- e. [2017 Economic Update and Initial 2018 Budget Assumptions](#)
- f. [Annual Property Report](#)

Committee on Accessible Transportation

Trustee Brent Taylor

12. Closed Session

Robert McKinley

- a. Discussion of the Purchase, Exchange, Lease or Sale of Real Property when Public Discussion would Prevent the Authority from Completing the Transaction on the Best Possible Terms.
- b. Strategy Session to Discuss the Character, Professional Competence, Physical or Mental Health of an Individual.
- c. Strategy Session to Discuss Collective Bargaining.
- d. Strategy Session to Discuss Pending or Reasonably Imminent Litigation.

13. Action Taken Regarding Matters Discussed in Closed Session

Robert McKinley

14. Other Business

Robert McKinley

- a. Next Meeting of the UTA Board of Trustees

15. Adjourn

Robert McKinley

The Board Mission Statement

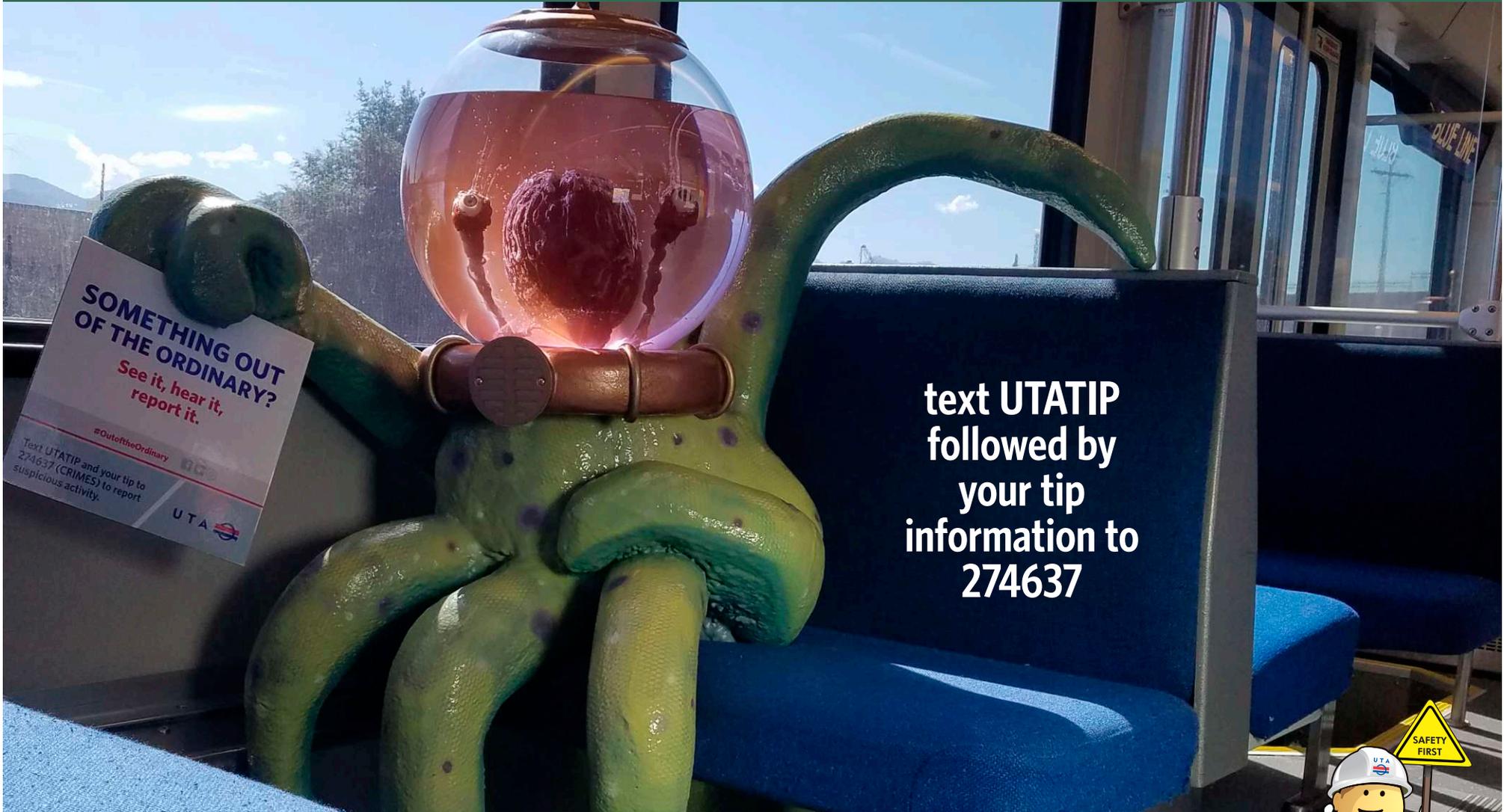
Utah Transit Authority strengthens and connects communities thereby enabling individuals to pursue a fuller life with greater ease and convenience by leading through partnering, planning, and wise investment of physical, economic, and human resources.

Contact Regarding this Agenda:

Rebecca Cruz, Board of Trustees Support Manager
Utah Transit Authority
801-287-2580
rcruz@rideuta.com

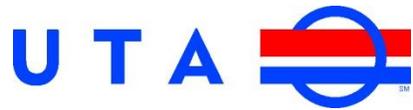
See Something Out Of The Ordinary

Call 801-287-EYES (3937) to report suspicious activity



**UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet**

DATE:	September 27, 2017
TITLE:	Special Board Meeting
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Nichol Bourdeaux, VP External Affairs
SUBJECT:	Board meeting held in conjunction with the Board workshops
BACKGROUND:	This meeting was held to discuss as a Board the time-sensitive Provo-Orem Trip property issues.
ALTERNATIVES:	None presented
FINANCIAL IMPACT:	To be determined
LEGAL REVIEW:	Complete
EXHIBITS:	<ul style="list-style-type: none">• June 2, 2017 Special Board Meeting Report



**Report of the Special Meeting
of the
Board of Trustees of the Utah Transit Authority (UTA)
held at the Embassy Suites Hotel
3524 South Market Street, West Valley City, Utah
June 2, 2017**

Board Members Present:

Robert McKinley, Chair

Sherrie Hall Everett, Vice Chair

Jeff Acerson

Cortland Ashton

Greg Bell

Necia Christensen

Karen Cronin

Charles Henderson

Dannie McConkie

Bret Millburn

Brent Taylor

Board Members Excused/Not in Attendance: Babs De Lay, Jeff Hawker, and Troy Walker

Also attending were members of UTA staff, as well as interested citizens and media representatives.

Welcome and Call to Order. Chair McKinley welcomed attendees and called the meeting to order at 12:46 p.m. with ten voting board members present.

General Public Comment Period. No public comment was given.

Resolution: R2017-06-01: Provo Orem TRIP Properties.

Presentation of Item. Chair McKinley explained that the purpose of resolution is for the board to authorize UTA, through the Utah Department of Transportation (UDOT), to initiate the eminent domain process with certain properties on the Provo Orem Transportation Improvement Project (TRIP) alignment. Steve Meyer, UTA Capital Development Director, stated that there are eleven properties staff is recommending be added to the approval list. Mr. Meyer clarified that granting permission to enter the eminent domain process is the first step in a process with many options for mediation prior to full condemnation. He then outlined the steps in the process.

Trustee McConkie stated that he would recuse himself from voting on this item due to his position on the UDOT Transportation Commission.

Discussion ensued. Questions were posed by the board and answered by Mr. Meyer and Derrick Sorenson, UTA Manager of Property Acquisition & Disposition. Trustee Millburn clarified that UTA does not have eminent domain authority and must act through a partner that does. Trustee Ashton asked if the agency was seeking to enter the eminent domain process because negotiations with property owners have stalled. Mr. Meyer stated there were a number of reasons for entering the eminent domain process, including the amount of time the process takes. Trustee Taylor asked about the size of the acquisitions and how close they are to businesses. Mr. Sorenson replied that most acquisitions are strips and range from 6 inches to 10 feet. He added that there are some side road acquisitions required to purchase land needed by UDOT for lane restoration. He explained that UTA is requesting land for UDOT because UTA is the Federal Transit Authority liaison on the project for the administration of federal funds. Trustee Taylor asked if any buildings would be compromised. Mr. Sorenson responded that no buildings will be compromised, but there will be some adjacency. Mr. Sorenson followed by saying that compensatory values for damages are included in the appraisals. Trustee Taylor asked if it was anticipated that some properties will go to full condemnation. Mr. Sorenson replied that there will be several "friendly condemnations," because condemnation simplifies the property issues for owners who have lenders and/or tenants. Trustee Taylor asked if any owners are opposed to the project and are going to condemnation for that reason. Mr. Sorenson indicated that opposition from some property owners was a possibility, but that UTA's actions are schedule-driven rather than owner-driven. He added that significant time has been invested by the cities and project partners to educate owners about the value of the project. Trustee Cronin asked if any of the acquisitions would render property pieces unusable. Mr. Sorenson said that while no acquisitions would render any properties unusable, there is one person living in

a triplex who will need to be relocated because the acquisition will eliminate a parking space at the residence.

Public Input. No online comments were received on this resolution. No in-person comment was given.

Board Discussion and Decision/Action. A motion to approve the resolution was made by Trustee Cronin and seconded by Vice Chair Everett. Trustee Taylor expressed his approval of how the resolution was presented to the public and the board. The motion carried by majority consent with nine aye votes and one abstention from Trustee McConkie.

Closed Session. No closed session was held.

Action Taken Regarding Matters Discussed in Closed Session. No closed session was held.

Adjournment. The meeting was adjourned at 1:07 p.m. by motion.

Transcribed by Cathie Griffiths
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[Audio](#) recordings of this meeting are posted online.

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	September 27, 2017
TITLE:	Approval of June 2-3, 2017 Board Workshop Report
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Nichol Bourdeaux, VP External Affairs
SUBJECT:	Meeting Report Approval
BACKGROUND:	The Board of Trustees met for two days at their annual workshop to discuss UTA's long-term vision and Strategic Plan, which will lead to the development of the agency's 2040 Strategic Plan.
ALTERNATIVES:	None presented
FINANCIAL IMPACT:	To be determined
LEGAL REVIEW:	Complete
EXHIBITS:	<ul style="list-style-type: none">• 2017-06-02&03 Board Workshop Report

Board Workshop

Taking Transit Forward – Integrated Mobility 2040

June 2 & 3, 2017

In attendance June 2, 2017:

Necia Christensen	Greg Bell	Karen Cronin
Jeff Acerson	Babs De Lay	Sherrie Hall Everett
Bob McKinley	Charles Henderson	Bret Millburn
Dannie McConkie	Brent Taylor	Cort Ashton

Others:

Bob Biles	Jerry Benson	Gina Chamness
Nichol Bourdeaux	Dave Goeres	Jennifer McGrath
Lisa Bohman	Todd Provost	Kim Ulibarri
Rebecca Cruz	Cathie Griffiths	Andrea Packer
Dan Adams	Remi Baron	Alisha Garrett
Riana DeVilliers @ 9:12 a.m.	Erika Shubin	Annette Royle
Jim Dabakis		Lee Davidson

Board members in attendance on June 3, 2017:

Troy Walker	Bob McKinley	Greg Bell
Necia Christensen	Jeff Acerson	Dannie McConkie
Bret Millburn	Charles Henderson	Brent Taylor
Karen Cronin	Sherrie Hall Everett	

Others:

Lisa Bohman	Riana De Villiers	Annette Royle
Kim Ulibarri	Dave Goeres	Andrea Packer
Gina Chamness	Erika Shubin	Alisha Garrett
Rebecca Cruz	Cathie Griffiths	Nichol Bourdeaux
Bob Biles	Dan Adams	GJ LaBonty
Matt Sibul		

High Level Compilation of Output

Draft Purpose/Mission Statements:

- Providing transit solutions to serve life's connections.
- We deliver integrated mobility solutions that improve air quality and enhance quality of life.

Draft Vision Statement:

- We Move People!
 - Tagline: A *Moving* Experience

Themes from Friday Morning Breakout Session #1

- Quality of Life (Improving life experience – i.e. providing access, improving air quality, ease of movement, etc.)
- Marketing/Brand Recognition/Own our “story”
- Education/Help with People’s Mindset
- UTA’s Value Proposition
- Funding and Strategic Partnerships
- Usability/Intuitive for the User
- Adaptation to a changing world
- Affordability for everyone

Strategy Categories from Friday Afternoon Breakout Session #2

- Customer Focus
- Trust
- Strategic Partnerships
- Understand the future
- Technology
- Funding
- Existing Service
- Employees
- Re-branding/Marketing
- How we are known

Summary from Saturday Morning Breakout Session #3 (Top 3 Groupings)

- Strategic Partnerships, Understanding the Future & Technology
- Branding, Marketing, and How we are Known
- Funding and Strategic Partnerships
 - Potential Focus Pillars/Areas:
 - Visioning (Strategic Planning)- Planning for the Future (2040)
 - Stewardship- Funding for the Future
 - Implementing- Delivering the Future
 - Foundation: UTA Way- Organizational Culture

Next Steps

- Summer 2017 - Planning & Long-Term Vision Committee to assimilate themes and workshop notes to develop an initial framework of the agency’s 2018-2040 strategic priorities
- Late Summer 2017 – Touchpoint presentation to Board on strategic & operations framework development
- Fall 2017 – Initial Draft of Strategic & Operations Plan to Board for review and comment
- Fall 2017 – Staff to build 2018 budgets around strategic priorities & draft 2018 goals
- Late Fall 2017 – Public and Elected Official engagement on purpose, vision and priorities
- Early Winter 2017/18 – Final Draft of 2040 Strategic Plan & Short-Term Operations Plan with 2018 operational alignment to the Board for final approval

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	September 27, 2017
TITLE:	Board Workshop Continuation
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Nichol Bourdeaux, VP External Affairs
SUBJECT:	Additional meeting to cover topics discussed at the June 2-3, 2017 Board Workshop
BACKGROUND:	<p>This meeting was held as a continuation to the Board Workshops on June 2nd and 3rd in order to continue discussions on several key topics which time did not allow to be addressed at the original workshops.</p>
ALTERNATIVES:	None presented
FINANCIAL IMPACT:	To be determined
LEGAL REVIEW:	Complete
EXHIBITS:	<ul style="list-style-type: none">• June 14, 2017 Board Workshop Continuation Report

Board Workshop Continuation

June 14, 2017

Trustees Present:

Robert McKinley, Board Chair

Jeff Acerson
Necia Christensen
Karen Cronin
Babs De Lay

Sherrie Hall Everett (phone)
Charles Henderson
Dannie McConkie
Bret Millburn

Brent Taylor
Troy Walker

Meeting commenced at 9:15 a.m. with Chair Robert McKinley welcoming everyone. (note: Trustees Millburn and Henderson arrived a few minutes later.)

Dave Goeres provided the Safety Message

Chair McKinley introduced the meeting as a continuation of the Board Workshop which was held on June 2nd and June 3rd. He introduced Alisha Garrett who provided a “High Level Compilation of Output” to the Trustees in attendance. She did not go through bullet-by-bullet, but did review the themes and categories which were originally presented at the workshops. Their team is in the process of compiling all of the notes and are working with Trustee Charles Henderson in the report-out next month.

Trustee Taylor spoke to his power point presentation entitled, “A Proposal for a Taxpayer’s Bill of Rights.” He reviewed his presentation slide-by-slide, emphasizing that these are his ideas and that they are not meant to target any individual, but are meant to begin a conversation.

Article I – All meetings should be live-streamed

Article II – Executive compensation should be tied to another local public agency

Article III – Bonus Program should be eliminated.

Article IV – Conflict of Interest forms shall be released publicly.

Article V – Term Limits with no more than two, four-year terms

Article VI – Real Estate Transactions.

- Board formalize in writing that they will not vote without receiving the complete documents in writing prior to the decision being made.
- Documents to be released publicly
- Policies to be established regarding TOD sales

Article VII – Transit-Oriented Developments

Article VIII – Media Policy

Article XI – Use of Tax Dollars

Article X – Public Agency (do not use the term “quasi-government”)

Trustee Taylor showed several headlines and articles from the past 12 months and reviewed the events of the Salt Lake City Council last night, denying Mayor Biskupski’s nomination of Jim Dabakis to the UTA Board of Trustees.

Trustee Taylor’s concluding thoughts were:

- Why are we bringing this up? Answer: Trustee Taylor believes a large portion of the taxpayers do not trust the agency, and this is enough to deny the funding necessary to achieve agency mission.
- We will change ourselves, or the Legislature will change the governance.
- When can we stop talking about transparency, restoring trust, etc.? When the taxpayers trust this agency enough to fund it adequately. People being willing to pay for something is a very advanced measurement of trust.
- Reforms have already happened. Yes, progress has been made in many areas, we should build on this with further improvements. And we should formalize these commitments in official policies.
- We have outstanding employees and a critical mission for our state’s future transit needs and quality of life, and I believe that restoring public trust is essential to our mission.

Chair McKinley opened it up for comments from the Board.

Trustee Acerson would like to see more statistical information regarding public opinion of UTA. This would allow them to have more of a basis on considering or adopting any of these recommendations. Nichol Bourdeaux responded that there will be discussion and information provided at the Stakeholder/Government Relations Committee meeting today regarding benchmarks.

Trustee Walker talked about “building public trust” and that it will take time for people to see that the reforms are in place. He also addressed transit-oriented development (TOD) and some previous conversations. “The only reason we got involved in TOD was to generate revenue streams for the agency” He doesn’t want to lose sight of that aspect. He feels that what people want from UTA is “more service” and that takes money. The debt referred to by Trustee Taylor is because of the tremendous amount of infrastructure. He cited as an example the Draper FrontRunner site and that the land was donated by developers. In 2012 that 135 acre development had a taxable value of \$6 million, and today it is \$225 million. That is legitimate revenue for Draper city. He feels that we should really think through any revisions to this

transportation option. He mentioned that the #1 issue at Envision Utah meetings is Transportation. As we can show our progress, the trust will come.

Trustee Hall Everett also mentioned the value which will come to our communities from a good transportation system and would like to see a good conversation take place regarding the value to the communities and to our taxpayers overall.

President/CEO Jerry Benson mentioned that the TOD policy final recommendations will come forth to the Board later this year.

Trustee Millburn feels that what we are currently embarking will provide a framework to many of the points that Trustee Taylor has brought forth today. He believes that we are on the path to obtaining trust, but that it takes time. Just because we talk about it, doesn't mean that it is being accomplished. The action will speak for itself, he doesn't feel that the willingness of the public to fund UTA is the measure of how trusted we are. He also asked the question of "how do we measure the achievement of trust" to the group. How do we know when we get "there?" He believes that we need to move this agency forward as it includes all of the other partnerships we have.

Chair McKinley clarified that no motion was necessary, but that we will move forward in working on the bullet-points suggested by Trustee Taylor as part of the Planning & Long-Term Vision Committee, with any appropriate items pushed out to other committees.

Trustee DeLay expressed concern that we should have the staff look more closely at the items and disagrees that the whole thing should be included in our strategic plan for the fact that it creates unnecessary headlines. She is unaware of any other transit agency who has published a "Taxpayer's Bill of Rights" and would be interested in comparing to other agency documents.

Trustee Taylor explained that he doesn't feel that the "majority" don't trust UTA. He opined that his bullet points are valid and will provide the public a means of measuring their confidence in our company.

Trustee Walker offered a motion to take Trustee Taylor's points, assess which points have already been accomplished, fit those that have not been accomplished into our review of the board's strategic goals, or assign them to an appropriate committee for discussion. Trustee Henderson seconded the motion. The motion carried by majority consent with nine aye votes and one nay vote from Trustee De Lay.

Meeting was adjourned at 10:12 a.m.

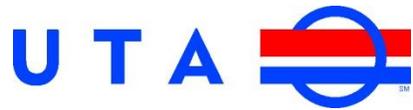
Meeting Report by Rebecca Cruz

rcruz@rideuta.com

801-287-2580

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	September 27, 2017
CONTACT PERSON:	Robert McKinley, Chair
SUBJECT:	Minutes of the July 26, 2017 UTA Board Meeting
BACKGROUND:	The minutes are from the July 26, 2017 meeting of the UTA Board of Trustees and are presented for approval.
ALTERNATIVES:	<ul style="list-style-type: none">• Approve as presented• Amend and approve• No action
FINANCIAL IMPACT:	N/A
EXHIBITS:	<ul style="list-style-type: none">• 07-26-17 Board Meeting Report



**Report of the Meeting
of the
Board of Trustees of the Utah Transit Authority (UTA)
held at UTA FrontLines Headquarters located at
669 West 200 South, Salt Lake City, Utah
July 26, 2017**

Board Members Present:

Robert McKinley, Chair

Sherrie Hall Everett, Vice Chair

Jeff Acerson (via telephone)

Greg Bell

Gina Chamness

Necia Christensen

Karen Cronin

Babs De Lay

Charles Henderson

Dannie McConkie

Bret Millburn

Brent Taylor

Troy Walker

Board Members Excused/Not in Attendance: Cortland Ashton and Jeff Hawker

Also attending were members of UTA staff, as well as interested citizens and media representatives.

Welcome and Call to Order. Chair McKinley welcomed attendees and called the meeting to order at 1:38 p.m. with twelve voting board members present. The board and meeting attendees then recited the Pledge of Allegiance.

Safety Minute. Chair McKinley yielded the floor to Dave Goeres, UTA Chief Safety, Security & Technology Officer, for a brief safety message.

Swearing in of New Trustee. Rebecca Cruz, UTA Board of Trustees Support Manager, administered the oath of office to Gina Chamness.

Item(s) for Consent. Consent items consisted of the following:

- Approval of June 28, 2017 Meeting Report

A motion to approve the consent agenda was made by Trustee Walker and seconded by Trustee De Lay. The motion carried by unanimous consent.

General Public Comment Period. Public comment was given by George Chapman.

President/CEO Report. Jerry Benson, UTA President/CEO, delivered a report on the following topics:

- Debut of the bus for the Provo Orem bus rapid transit system
- Upgrades to the TRAX crossing on 9th Avenue in Midvale
- Study results recently released on the benefits of active transportation

Trustee Cronin joined the meeting at 1:54 p.m.

Mid-Year President/CEO Performance Report. Mr. Benson delivered a mid-year performance report, covering items in the areas of leadership, strategy, external relationships, people, and finance and operations. In the area of leadership, he spoke about staffing and building a high performance culture. Under strategy, he addressed culture and leadership development, the new board strategic plan, and continuous improvement efforts. With external relationships, he spoke about efforts to enhance and expand community relations, proactive communications, and accessible information. On the subject of people, Mr. Benson talked about collective bargaining as well as staffing and performance management. With regard to finance and operations, he commented on work done on improving the budget process, forming service standards, and improving customer value. Mr. Benson asked that any feedback from trustees on the mid-year report be sent to Chair McKinley.

Trustee Taylor opined that he was impressed with the operational aspects of the report. He asked if UTA contracts with an external party to conduct internal surveys. Mr. Benson responded that an employee engagement survey is performed every other year, with the next survey scheduled for this fall. Trustee Taylor asked if town hall meetings include all employees. Mr. Benson replied that they do. Trustee Taylor asked if there are meetings in which Mr. Benson has direct interaction with employees. Mr. Benson responded in the affirmative and indicated that he makes monthly in-person visits to different departments across the agency.

He added that he has an open door policy with employees and communicates regularly with employees through the distribution of video messages. Trustee Taylor requested more information comparing operating revenues with operating expenses. Mr. Benson said he would provide more information to the board. Mr. Benson explained that there is some disparity created between revenues and expenses when improvements in extended hours of coverage yield a smaller return on investment. He then added that customers want extended coverage to make the system more usable. Discussion ensued. Trustee Millburn asked about initial feedback on livestreaming board meetings. Nichol Bourdeaux, UTA Vice President of External Affairs & Constituent Services, said the move to livestreaming is being applauded in the community. She added that livestreaming is still new to UTA and the agency intends to engage in more promotion to increase public awareness of its availability.

Committee Updates.

Audit Review Committee. Trustee Walker indicated that Keddington & Christensen, UTA's external auditor, completed its 2016 Pension Audit Report and its 2016 Financial Audit Report. He noted that the 2016 Pension Audit Report had no findings. He said the 2016 Financial Audit Report covered the 2016 and 2015 financial statements and related notes, as well as UTA's compliance with federal and state programs. The 2016 Financial Audit Report showed no findings but did address some agreed-upon updated procedures regarding UTA's National Transit Data Base (NTD) reporting.

Trustee Walker stated that the Q2 2017 Internal Audit Report provided information on two audits – business continuity/disaster recovery and data center assessment – finalized during the second quarter of this year.

A motion to accept the pension audit was made by Trustee Christensen and seconded by Trustee Taylor. The motion carried by unanimous consent.

A motion to accept the financial audit was made by Trustee Millburn and seconded by Trustee Henderson. The motion carried by unanimous consent.

A motion to accept the Q2 2017 internal audit was made by Trustee Henderson and seconded by Trustee Millburn. The motion carried by unanimous consent.

Planning & Long-Term Vision Committee. Trustee Henderson provided an update on progress on the 2040 Long-Term Strategic Plan. He asked trustees to reach out to him with any feedback. He said topics discussed during the committee meeting included

employee development, customer experience, the definition of mobility, system accessibility, and the need to celebrate successes. He then outlined the next steps in moving the plan toward completion.

Stakeholder & Government Relations and Service & Customer Relations Joint Committee. Vice Chair Everett said the committee discussed the structure and best practices for assembling a Citizen’s Advisory Board (CAB) and assigned Trustees Christensen and Acerson to work with staff on outlining a process for CAB formation and governance.

Vice Chair Everett summarized the customer and public feedback report given during the committee meeting. The report was based on data collected by UTA’s customer service department and included feedback received from customers as well as opportunities for improvement.

Vice Chair Everett also spoke about the communications and public relations update provided to the committee, which highlighted tools that are improving public access to information and services and enhancing the customer experience.

Closed Session. Chair McKinley indicated there was a need for a closed session to discuss matters related to litigation. A motion to move into closed session was made by Trustee Millburn and seconded by Trustee Walker. The motion carried by unanimous consent and the board moved into closed session at 3:15 p.m.

Trustee Henderson left the meeting during closed session at 3:47 p.m.

Open Session. A motion to return to open session was made by Trustee Christensen and seconded by Trustee Millburn. The motion carried by unanimous consent and the board returned to open session at 3:54 p.m.

Action Taken Regarding Matters Discussed in Closed Session. No action was taken.

Other Business. No other business was discussed.

Adjournment. The meeting was adjourned at 3:56 p.m. by motion.

Transcribed by Cathie Griffiths
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[Video](#) and [audio](#) recordings of this meeting are posted online.

UNAPPROVED

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

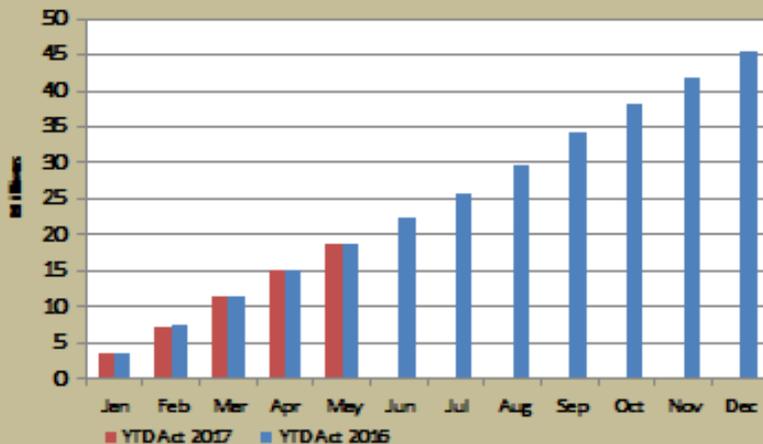
DATE:	September 27, 2017
TITLE:	Monthly Finance Reports
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Robert Biles
SUBJECT:	May/June/July 2017 Monthly Dashboards and Financial Reports
BACKGROUND:	In accordance with Board direction, staff prepares and presents monthly financial statements to the Board for their review.
ALTERNATIVES:	none
BOARD STRATEGIC FOCUS ALIGNMENT:	Stewardship & Accountability
FINANCIAL IMPACT:	
LEGAL REVIEW:	N/A
EXHIBITS:	<ol style="list-style-type: none"> 1. Dashboards: May/June/July 2017 2. Monthly Financial Reports: May/June/July 2017

UTA Board Dashboard:

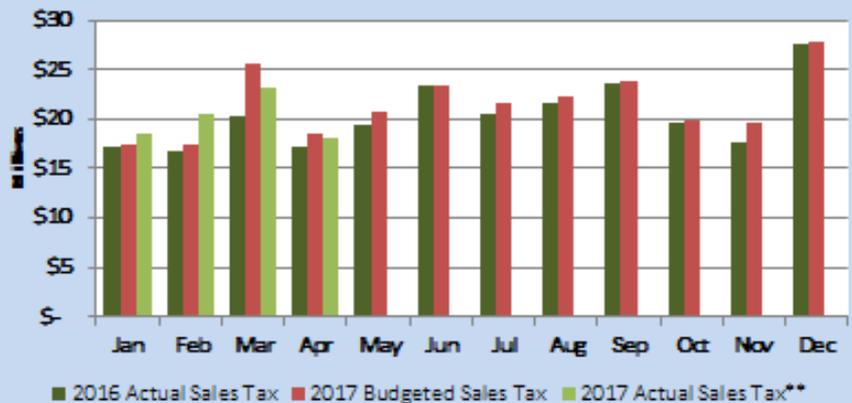
May 2017

Financial Metrics	May		Fav/ (Unfav)		YTD		Fav/ (Unfav)	
	Actual	Budget	Diff	%	Actual	Budget	Diff	%
Sales Tax (Apr '17 mm \$)	\$ 18.1	\$ 18.4	\$ (0.37)	-2.0%	\$ 80.1	\$ 79.0	\$ 1.17	1.5%
Fare Revenue (mm)	\$ 4.2	\$ 4.4	\$ (0.25)	-5.6%	\$ 21.2	\$ 22.2	\$ (0.99)	-4.5%
Operating Exp (mm)	\$ 22.5	\$ 22.2	\$ (0.30)	-1.4%	\$ 105.4	\$ 110.7	\$ 5.25	4.7%
Investment Per Rider (IPR)	\$ 4.96	\$ 4.50	\$ (0.46)	-10.2%	\$ 4.47	\$ 4.50	\$ 0.03	0.7%
IPR adj for fuel savings	\$ 5.06	\$ 4.50	\$ (0.56)	-12.4%	\$ 4.58	\$ 4.50	\$ (0.08)	-1.8%
UTA Diesel Price (\$/gal)	\$ 1.77	\$ 2.50	\$ 0.73	29.2%	\$ 1.71	\$ 2.50	\$ 0.79	31.4%
Operating Metrics	May Actual	May-16	F/ (UF)	%	YTD Actual	YTD 2016	F/ (UF)	%
Ridership (mm)	3.7	3.5	0.2	4.4%	18.9	18.8	0.0	0.1%
Alternative Fuels	\$/gal	Revenue Development (mm\$)		YTD Actual				
CNG Price (Bus Diesel Equiv. rt)	\$ 1.25			\$ 5.04				
Debt Service	May Actual	May-16	Var	%	YTD Actual	YTD 2016	Var	%
Debt Service (net mm)	\$ 9.14	\$ 8.86	\$ 0.28	3.2%	\$ 44.59	\$ 44.26	\$ 0.34	0.8%

UTA Ridership Trends



UTA Sales Tax Trends

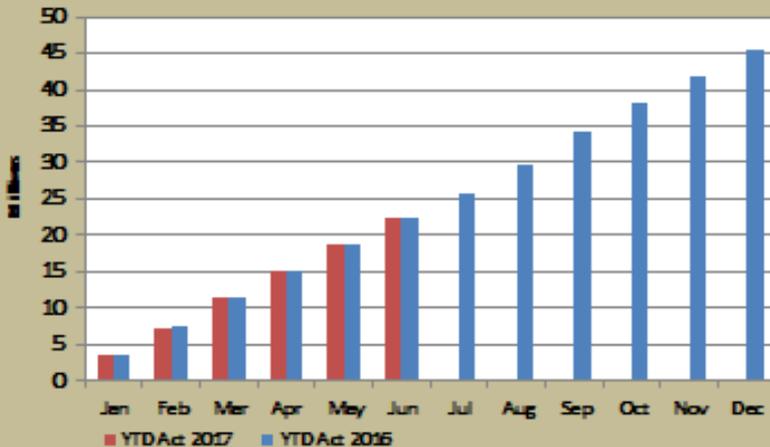


UTA Board Dashboard:

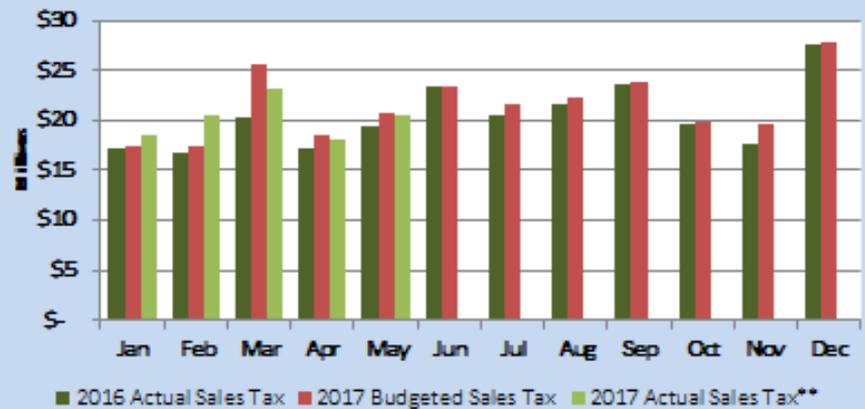
June 2017

Financial Metrics	Fav/ (Unfav)				Fav/ (Unfav)			
	June Actual	June Budget		%	YTD Actual	YTD Budget		%
Sales Tax (May '17 mm \$)	\$ 20.6	\$ 20.8	\$ (0.17)	-0.8%	\$ 100.7	\$ 99.7	\$ 1.00	1.0%
Fare Revenue (mm)	\$ 4.5	\$ 4.4	\$ 0.07	1.6%	\$ 25.7	\$ 26.6	\$ (0.92)	-3.4%
Operating Exp (mm)	\$ 21.9	\$ 21.3	\$ (0.63)	-2.9%	\$ 127.4	\$ 132.0	\$ 4.62	3.5%
Investment Per Rider (IPR)	\$ 4.82	\$ 4.50	\$ (0.32)	-7.1%	\$ 4.52	\$ 4.50	\$ (0.02)	-0.4%
IPR adj for fuel savings	\$ 4.92	\$ 4.50	\$ (0.42)	-9.3%	\$ 4.63	\$ 4.50	\$ (0.13)	-2.9%
UTA Diesel Price (\$/gal)	\$ 1.90	\$ 2.50	\$ 0.60	24.2%	\$ 1.78	\$ 2.50	\$ 0.72	28.9%
Operating Metrics	June Actual	Jun-16	F/ (UF)	%	YTD Actual	YTD 2016	F/ (UF)	%
Ridership (mm)	3.6	3.7	(0.0)	-1.3%	22.5	22.5	(0.0)	-0.1%
Alternative Fuels	\$/gal	Revenue Development (mm\$)			YTD Actual			
CNG Price (Bus Diesel Equiv ret)	\$ 1.27	\$ 7.10			\$ 7.10			
Debt Service	June Actual	Jun-16	Var	%	YTD Actual	YTD 2016	Var	%
Debt Service (net mm)	\$ 9.11	\$ 8.62	\$ 0.49	5.7%	\$ 53.70	\$ 52.88	\$ 0.83	1.6%

UTA Ridership Trends



UTA Sales Tax Trends

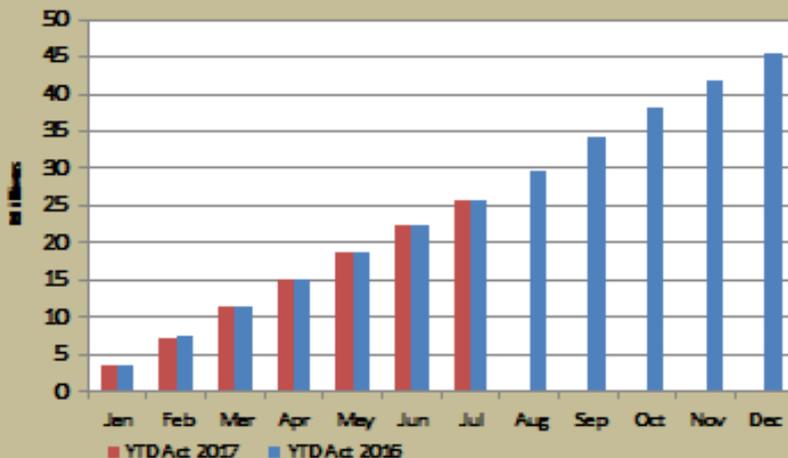


UTA Board Dashboard:

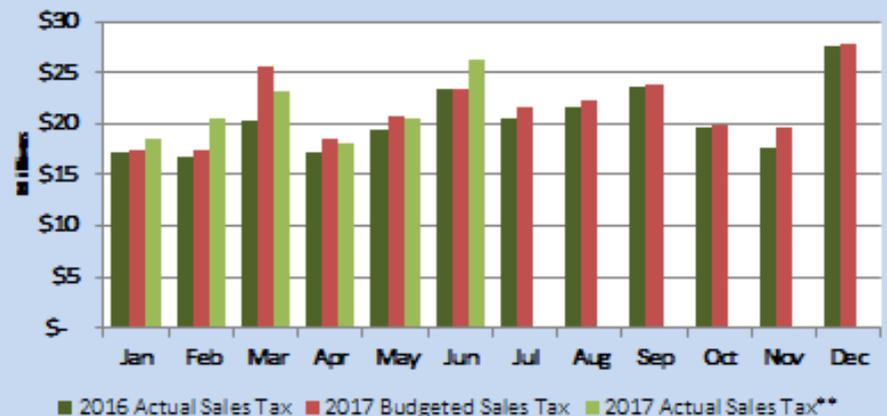
July 2017

Financial Metrics	Fav/ (Unfav)				Fav/ (Unfav)			
	July Actual	July Budget		%	YTD Actual	YTD Budget		%
Sales Tax (June '17 mm \$)	\$ 26.2	\$ 23.4	\$ 2.86	● 12.3%	\$ 127.0	\$ 123.1	\$ 3.87	● 3.1%
Fare Revenue (mm)	\$ 3.9	\$ 4.4	\$ (0.52)	● -11.8%	\$ 29.6	\$ 31.0	\$ (1.44)	● -4.6%
Operating Exp (mm)	\$ 17.8	\$ 22.2	\$ 4.39	● 19.8%	\$ 145.2	\$ 154.2	\$ 9.02	● 5.8%
Investment Per Rider (IPR)	\$ 4.17	\$ 4.50	\$ 0.33	● 7.3%	\$ 4.48	\$ 4.50	\$ 0.02	● 0.4%
IPR adj for fuel savings	\$ 4.26	\$ 4.50	\$ 0.24	● 5.3%	\$ 4.58	\$ 4.50	\$ (0.08)	● -1.8%
UTA Diesel Price (\$/gal)	\$ 1.82	\$ 2.50	\$ 0.68	● 27.4%	\$ 1.78	\$ 2.50	\$ 0.72	● 28.7%
Operating Metrics	July Actual	Jul-16	F/ (UF)	%	YTD Actual	YTD 2016	F/ (UF)	%
Ridership (mm)	3.3	3.4	(0.1)	● -1.9%	25.8	25.9	(0.1)	● -0.3%
Alternative Fuels	\$/gal				YTD Actual			
CNG Price (Bus Diesel Equiv est)	\$ 1.33	Revenue Development (mm\$)			\$ 7.41			
Debt Service	July Actual	Jul-16	Var	%	YTD Actual	YTD 2016	Var	%
Debt Service (net mm)	\$ 8.09	\$ 8.39	\$ (0.31)	-3.7%	\$ 61.79	\$ 61.27	\$ 0.52	0.8%

UTA Ridership Trends

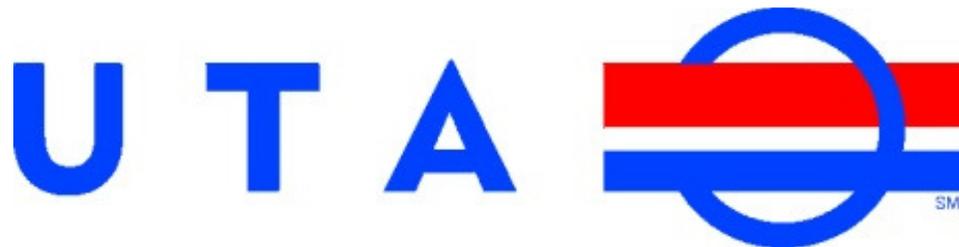


UTA Sales Tax Trends



Utah Transit Authority
Financial Statement
(Unaudited)

May 31, 2017



KEY ITEM REPORT
(UNAUDITED)
As of May 31, 2017

EXHIBIT 1-1

	2017 YTD ACTUAL	2017 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Sales Tax	\$ 103,030,881	\$ 99,734,000	\$ 3,296,881	3%
2 Passenger Revenue	21,166,370	22,155,365	(988,995)	-4%
3 Other Revenue	29,487,375	29,789,640	(302,265)	-1%
4 Total Revenue	153,684,626	151,679,005	2,005,621	1%
5 Net Operating Expenses	(105,425,992)	(110,675,344)	5,249,352	5%
Net Operating Income (Loss)	48,258,634	41,003,661	7,254,973	18%
6 Debt Service	44,594,895	43,897,905	(696,990)	-2%
7 Other Non-Operating Expenses	1,938,891	2,524,770	585,879	23%
8 Sale of Assets	(2,359,229)	-	2,359,229	100%
9 Contribution to Capital Reserves	\$ 4,084,077	\$ (5,419,014)	\$ 9,503,092	175%
10 Bond Debt Service - Series 2007A CAB	79,295			
11 Amortization	(2,842,442)			
12 Depreciation	62,800,000			
13 Total Non-cash Items	\$ 60,036,853			

2017 GOALS

RIDERSHIP

2016 Actual	May 2017	May 2016	Difference	2017 YTD	2016 YTD	Difference
14 45,572,702	3,696,766	3,539,410	157,356	18,855,918	18,828,127	27,791

REVENUE DEVELOPMENT

	YTD
15 Federal/Local/Regional	\$ 5,040,885

OPERATING INVESTMENT PER RIDER 2017 Budgeted IPR is \$4.50

	IPR		IPR (less diesel savings)
16 Net Operating Expense	\$ 105,425,992	Net Operating Expense	\$ 105,425,992
17 Less: Passenger Revenue	- (21,166,370)	Less: Passenger Revenue	- (21,166,370)
18		Plus: Diesel Savings	+ 2,071,155
19 Subtotal	84,259,622	Subtotal	86,330,777
20 Divided by: Ridership	÷ 18,855,918	Divided by: Ridership	÷ 18,855,918
21 Investment per Rider	\$ 4.47	Investment per Rider	\$ 4.58

**SUMMARY FINANCIAL DATA
(UNAUDITED)**

EXHIBIT 1-2

As of May 31, 2017

BALANCE SHEET

	<u>5/31/2017</u>	<u>5/31/2016</u>
CURRENT ASSETS		
1 Cash	\$ 7,565,019	\$ 9,438,184
2 Investments (Unrestricted)	8,261,362	32,895,870
3 Investments (Restricted)	210,478,054	166,318,647
4 Receivables	57,963,097	44,293,247
5 Receivables - Federal Grants	22,867,998	24,371,569
6 Inventories	30,019,530	22,113,533
7 Prepaid Expenses	1,470,141	1,760,041
8 TOTAL CURRENT ASSETS	\$ 338,625,201	\$ 301,191,091
9 Property, Plant & Equipment (Net)	3,041,788,448	3,145,636,333
10 Other Assets	124,480,016	145,292,799
11 TOTAL ASSETS	\$ 3,504,893,665	\$ 3,592,120,223
12 Current Liabilities	25,454,842	\$ 23,862,344
13 Other Liabilities	250,247,075	252,435,331
14 Net Pension Liability	112,925,121	117,437,871
15 Outstanding Debt	2,126,802,972	2,085,672,069
16 Equity	989,463,655	1,112,712,608
17 TOTAL LIABILITIES & EQUITY	\$ 3,504,893,665	\$ 3,592,120,223

RESTRICTED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES		
18 Debt Service Reserves	38,347,592	37,138,781
19 2015A Sub Interest Reserves	747,555	9,718,209
20 Debt Service Interest Payable	43,045,006	51,658,169
21 Risk Contingency	7,468,528	7,385,474
22 Box Elder County ROW (sales tax)	5,531,001	4,887,327
23 Mountain Accord	235,610	465,093
24 Joint Insurance Trust	3,256,602	3,039,873
25 UT County Bond Proceeds	48,754,427	-
26 Amounts held in escrow	4,410,169	626,013
27 TOTAL RESTRICTED RESERVES	\$ 151,796,490	\$ 114,918,939
DESIGNATED OPERATING RESERVES		
28 Service Stabilization Reserve	\$ 13,525,550	\$ 12,543,246
29 Fuel Reserve	1,915,000	1,915,000
30 Parts Reserve	3,000,000	3,000,000
31 Operating Reserve	25,247,693	23,405,698
32 Early Debt Retirement Reserve	14,858,258	10,535,764
33 TOTAL DESIGNATED OPERATING RESERVES	\$ 58,546,501	\$ 51,399,708
34 TOTAL RESTRICTED CASH AND EQUIVALENTS	\$ 210,342,991	\$ 166,318,647

SUMMARY FINANCIAL DATA

EXHIBIT 1-3

(UNAUDITED)

As of May 31, 2017

REVENUE & EXPENSES

	ACTUAL May-17	ACTUAL May-16	YTD 2017	YTD 2016
REVENUE				
1 Passenger Revenue	\$ 4,183,024	\$ 4,289,812	\$ 21,166,370	\$ 21,099,028
2 Advertising Revenue	195,833	185,417	979,165	927,085
3 Investment Revenue	530,230	127,222	1,085,693	1,005,641
4 Sales Tax	17,414,190	17,737,994	99,626,426	90,635,952
5 Sales Tax - Prop 1	626,455	87,665	3,404,455	89,663
6 Other Revenue	301,960	(72,830)	1,407,339	936,710
7 Fed Operations/Preventative Maint.	5,601,081	6,480,279	26,015,178	24,732,906
8 TOTAL REVENUE	\$ 28,852,773	\$ 28,835,559	\$ 153,684,626	\$ 139,426,985
OPERATING EXPENSE				
9 Bus Service	\$ 7,647,782	\$ 6,832,454	\$ 36,794,461	\$ 33,349,699
10 Commuter Rail	1,815,361	1,592,082	8,978,423	8,023,772
11 Light Rail	3,722,721	2,572,749	14,076,981	14,053,300
12 Maintenance of Way	1,334,646	1,410,078	6,518,109	6,935,907
13 Paratransit Service	1,788,080	1,570,955	8,411,622	7,700,506
14 RideShare/Van Pool Services	251,631	252,093	1,161,077	1,144,907
15 Operations Support	3,346,843	3,358,148	17,772,079	16,114,338
16 Administration	2,606,632	2,244,971	11,713,240	10,562,168
17 TOTAL OPERATING EXPENSE	\$ 22,513,696	\$ 19,833,530	\$ 105,425,992	\$ 97,884,597
18 NET OPERATING INCOME (LOSS)	\$ 6,339,077	\$ 9,002,029	\$ 48,258,634	\$ 41,542,388
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 334,599	\$ 392,074	\$ 1,938,891	\$ 1,886,812
20 Major Investment Studies		21,096	-	196,536
21 Offsetting Investment Studies		-	-	-
22 Bond Principal	729,167	1,130,834	3,645,835	5,654,169
23 Bond Interest	7,774,861	6,830,711	37,748,603	34,153,555
24 Bond Funded Interest - 2015A Sub	373,777	747,555	1,868,886	3,737,775
25 Bond Cost of Issuance/Fees	11,950	11,600	29,050	32,800
26 Lease Cost	248,218	136,247	1,302,521	681,233
27 Sale of Assets	-	-	(2,359,229)	5,232
28 TOTAL NON-OPERATING EXPENSE	\$ 9,472,572	\$ 9,270,117	\$ 44,174,557	\$ 46,348,112
29 CONTRIBUTION TO CAPITAL RESERVES	\$ (3,133,495)	\$ (268,088)	\$ 4,084,077	\$ (4,805,724)
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859	\$ 15,091	\$ 79,295	\$ 75,455
31 Bond Premium/Discount Amortization	(1,321,256)	(1,293,967)	(6,606,282)	(6,469,835)
32 Bond Refunding Cost Amortization	685,192	803,355	3,425,960	4,016,775
33 Future Revenue Cost Amortization	67,576	67,576	337,880	337,880
34 Depreciation	12,560,000	12,849,963	62,800,000	64,521,846
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,371	\$ 12,442,018	\$ 60,036,853	\$ 62,482,121

CURRENT MONTH

	ACTUAL May-17	BUDGET May-17	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 4,183,024	\$ 4,431,073	\$ (248,049)	-6%
2 Advertising Revenue	195,833	194,409	1,424	1%
3 Investment Revenue	530,230	174,826	355,404	203%
4 Sales Tax	17,414,190	20,060,000	(2,645,810)	-13%
5 Sales Tax - Prop 1	626,455	699,000	(72,545)	-10%
6 Other Revenue	301,960	532,562	(230,602)	-43%
7 Fed Operations/Preventative Maint.	5,601,081	5,056,131	544,950	11%
8 TOTAL REVENUE	\$ 28,852,773	\$ 31,148,001	\$ (2,295,228)	-7%
OPERATING EXPENSE				
9 Bus Service	\$ 7,647,782	\$ 7,525,203	\$ (122,579)	-2%
10 Commuter Rail	1,815,361	1,907,358	91,997	5%
11 Light Rail	3,722,721	3,174,528	(548,193)	-17%
12 Maintenance of Way	1,334,646	1,516,795	182,149	12%
13 Paratransit Service	1,788,080	1,810,704	22,624	1%
14 RideShare/Van Pool Services	251,631	214,620	(37,011)	-17%
15 Operations Support	3,346,843	3,470,017	123,174	4%
16 Administration	2,606,632	2,570,458	(36,174)	-1%
17 TOTAL OPERATING EXPENSE	\$ 22,513,696	\$ 22,189,683	\$ (324,013)	-1%
18 NET OPERATING INCOME (LOSS)	\$ 6,339,077	\$ 8,958,318	\$ (2,619,241)	-29%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 334,599	\$ 504,954	\$ 170,355	34%
20 Major Investment Studies	-	-	-	
21 Offsetting Investment Studies	-	-	-	
22 Bond Principal	729,167	729,138	(29)	0%
23 Bond Interest	7,774,861	7,344,779	(430,082)	-6%
24 Bond Funded Interest - 2015A Sub	373,777	374,000	223	0%
25 Bond Cost of Issuance/Fees	11,950	5,000	(6,950)	-139%
26 Lease Cost	248,218	326,664	78,446	24%
27 Sale of Assets	-	-	-	
28 TOTAL NON-OPERATING EXPENSE	\$ 9,472,572	\$ 9,284,535	\$ (188,037)	-2%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ (3,133,495)	\$ (326,217)	\$ (2,807,278)	-861%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859			
31 Bond Premium/Discount Amortization	(1,321,256)			
32 Bond Refunding Cost Amortization	685,192			
33 Future Revenue Cost Amortization	67,576			
34 Depreciation	12,560,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,371			

**BUDGET TO ACTUAL REPORT
(UNAUDITED)**

EXHIBIT 1-5

As of May 31, 2017

YEAR TO DATE

	ACTUAL	BUDGET	VARIANCE	%
	May-17	May-17	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 21,166,370	\$ 22,155,365	\$ (988,995)	-6%
2 Advertising Revenue	979,165	972,045	7,120	1%
3 Investment Revenue	1,085,693	874,130	211,563	30%
4 Sales Tax	99,626,426	96,362,000	3,264,426	4%
5 Sales Tax - Prop 1	3,404,455	3,372,000	32,455	1%
6 Other Revenue	1,407,339	2,662,810	(1,255,471)	-59%
7 Fed Operations/Preventative Maint.	26,015,178	25,280,655	734,523	4%
8 TOTAL REVENUE	\$ 153,684,626	\$ 151,679,005	\$ 2,005,621	2%
OPERATING EXPENSE				
9 Bus Service	\$ 36,794,461	\$ 37,934,230	\$ 1,139,769	4%
10 Commuter Rail	8,978,423	9,601,136	\$ 622,713	8%
11 Light Rail	14,076,981	15,007,180	\$ 930,199	8%
12 Maintenance of Way	6,518,109	7,633,415	\$ 1,115,306	18%
13 Paratransit Service	8,411,622	9,053,520	\$ 641,898	9%
14 RideShare/Van Pool Services	1,161,077	1,073,100	\$ (87,977)	-10%
15 Operations Support	17,772,079	17,396,047	\$ (376,032)	-3%
16 Administration	11,713,240	12,976,717	\$ 1,263,477	12%
17 TOTAL OPERATING EXPENSE	\$ 105,425,992	\$ 110,675,344	\$ 5,249,352	6%
18 NET OPERATING INCOME (LOSS)	\$ 48,258,634	\$ 41,003,661	\$ 7,254,973	23%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 1,938,891	\$ 2,524,770	\$ 585,879	29%
20 Major Investment Studies	-	-	\$ -	
21 Offsetting Investment Studies	-	-	\$ -	
22 Bond Principal	3,645,835	3,645,690	\$ (145)	0%
23 Bond Interest	37,748,603	36,723,895	\$ (1,024,708)	-3%
24 Bond Funded Interest - 2015A Sub	1,868,886	1,870,000	\$ 1,114	0%
25 Bond Cost of Issuance/Fees	29,050	25,000	\$ (4,050)	-20%
26 Lease Cost	1,302,521	1,633,320	\$ 330,799	25%
27 Sale of Assets	(2,359,229)	-	\$ 2,359,229	
28 TOTAL NON-OPERATING EXPENSE	\$ 44,174,557	\$ 46,422,675	\$ 2,248,118	6%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 4,084,077	\$ (5,419,014)	\$ 9,503,092	187%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 79,295			
31 Bond Premium/Discount Amortization	(6,606,282)			
32 Bond Refunding Cost Amortization	3,425,960			
33 Future Revenue Cost Amortization	337,880			
34 Depreciation	62,800,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 60,036,853			

**CAPITAL PROJECTS
(UNAUDITED)**

As of May 31, 2017

EXHIBIT 1-6

	2017 ACTUAL	ANNUAL BUDGET	PERCENT
EXPENSES			
1 REVENUE VEHICLES	\$ 2,861,550	\$ 39,407,000	7.3%
2 INFORMATION TECHNOLOGY	1,507,084	10,634,000	14.2%
3 FACILITIES, MAINTENANCE & ADMIN. EQUIP.	460,480	2,274,000	20.2%
4 CAPITAL PROJECTS	2,590,972	34,589,000	7.5%
5 PROVO OREM BRT	12,746,726	120,308,000	10.6%
6 RAIL MAINTENANCE	37,495	1,562,000	2.4%
7 STATE OF GOOD REPAIR	3,545,333	24,137,000	14.7%
8 PROP 1 PROJECTS	313,316	11,221,000	2.8%
9 5310 GRANTS	154,427	1,834,000	8.4%
10 TOTAL	\$ 24,217,384	\$ 245,966,000	9.8%
REVENUES			
14 GRANT	\$ 6,650,003	\$ 21,656,000	30.7%
16 PROVO-OREM TRIP	12,746,726	120,308,000	10.6%
17 LEASES	-	34,057,000	0.0%
18 BONDS	-	15,033,000	0.0%
19 SALE OF ASSETS	-	9,511,000	0.0%
15 TRANSFER FROM OPERATING (PROP 1)	-	4,178,000	0.0%
20 UTA FUNDING	-	41,223,000	0.0%
21 TOTAL	\$ 19,396,729	\$ 245,966,000	7.9%

**FAREBOX RECOVERY & IPR
(UNAUDITED)**

EXHIBIT 1-7

As of May 31, 2017

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	May-17	May-16	2017	2016
UTA				
Fully Allocated Costs	22,513,696	19,751,718	105,425,994	97,574,440
Passenger Farebox Revenue	4,183,023	4,289,810	21,166,370	21,099,026
Passengers	3,696,766	3,539,410	18,855,918	18,828,127
Farebox Recovery Ratio	18.6%	21.7%	20.1%	21.6%
Actual Investment per Rider	\$4.96	\$4.37	\$4.47	\$4.06
GOAL Investment per Rider				
BUS SERVICE				
Fully Allocated Costs	10,367,564	9,382,341	50,272,590	45,530,827
Passenger Farebox Revenue	1,511,089	1,605,523	8,141,671	8,451,916
Passengers	1,626,587	1,566,057	8,245,231	8,352,963
Farebox Recovery Ratio	14.6%	17.1%	16.2%	18.6%
Actual Investment per Rider	\$5.44	\$4.97	\$5.11	\$4.44
LIGHT RAIL SERVICE				
Fully Allocated Costs	6,766,606	5,177,019	29,065,712	27,290,315
Passenger Farebox Revenue	1,402,068	1,477,440	7,053,316	7,440,502
Passengers	1,498,483	1,454,523	7,717,025	7,704,871
Farebox Recovery Ratio	20.7%	28.5%	24.3%	27.3%
Actual Investment per Rider	\$3.58	\$2.54	\$2.85	\$2.58
COMMUTER RAIL SERVICE				
Fully Allocated Costs	2,990,775	3,093,986	14,788,000	14,624,689
Passenger Farebox Revenue	468,430	409,916	2,270,217	2,159,522
Passengers	393,009	336,139	1,978,440	1,805,815
Farebox Recovery Ratio	15.7%	13.2%	15.4%	14.8%
Actual Investment per Rider	\$6.42	\$7.99	\$6.33	\$6.90
PARATRANSIT				
Fully Allocated Costs	1,957,464	1,733,176	9,267,301	8,447,168
Passenger Farebox Revenue	496,200	489,297	2,062,051	1,358,710
Passengers	74,067	73,657	355,924	373,090
Farebox Recovery Ratio	25.3%	28.2%	22.3%	16.1%
Actual Investment per Rider	\$19.73	\$16.89	\$20.24	\$19.00
RIDESHARE				
Fully Allocated Costs	431,288	365,195	2,032,390	1,681,441
Passenger Farebox Revenue	305,236	307,635	1,639,114	1,688,376
Passengers	104,620	109,035	559,298	591,388
Farebox Recovery Ratio	70.8%	84.2%	80.6%	100.4%
Actual Investment per Rider	\$1.20	\$0.53	\$0.70	(\$0.01)

FAREBOX RECOVERY & IPR
(UNAUDITED)
As of May 31, 2017

EXHIBIT 1-8

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	May-17	May-16	2017	2016
FULLY ALLOCATED COSTS				
Bus Service	\$10,367,564	\$9,382,341	\$50,272,590	\$45,530,827
Light Rail Service	\$6,766,606	\$5,177,019	\$29,065,712	\$27,290,315
Commuter Rail Service	\$2,990,775	\$3,093,986	\$14,788,000	\$14,624,689
Paratransit	\$1,957,464	\$1,733,176	\$9,267,301	\$8,447,168
Rideshare	\$431,288	\$365,195	\$2,032,390	\$1,681,441
UTA	\$22,513,697	\$19,751,717	\$105,425,993	\$97,574,440
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,511,089	\$1,605,523	\$8,141,671	\$8,451,916
Light Rail Service	\$1,402,068	\$1,477,440	\$7,053,316	\$7,440,502
Commuter Rail Service	\$468,430	\$409,916	\$2,270,217	\$2,159,522
Paratransit	\$496,200	\$489,297	\$2,062,051	\$1,358,710
Rideshare	\$305,236	\$307,635	\$1,639,114	\$1,688,376
UTA	\$4,183,023	\$4,289,811	\$21,166,369	\$21,099,026
PASSENGERS				
Bus Service	1,626,587	1,566,057	8,245,231	8,352,963
Light Rail Service	1,498,483	1,454,523	7,717,025	7,704,871
Commuter Rail Service	393,009	336,139	1,978,440	1,805,815
Paratransit	74,067	73,657	355,924	373,090
Rideshare	104,620	109,035	559,298	591,388
UTA	3,696,766	3,539,411	18,855,918	18,828,127
FAREBOX RECOVERY RATIO				
Bus Service	14.6%	17.1%	16.2%	18.6%
Light Rail Service	20.7%	28.5%	24.3%	27.3%
Commuter Rail Service	15.7%	13.2%	15.4%	14.8%
Paratransit	25.3%	28.2%	22.3%	16.1%
Rideshare	70.8%	84.2%	80.6%	100.4%
UTA	18.6%	21.7%	20.1%	21.6%
ACTUAL INVESTMENT PER RIDER				
Bus Service	\$5.44	\$4.97	\$5.11	\$4.44
Light Rail Service	\$3.58	\$2.54	\$2.85	\$2.58
Commuter Rail Service	\$6.42	\$7.99	\$6.33	\$6.90
Paratransit	\$19.73	\$16.89	\$20.24	\$19.00
Rideshare	\$1.20	\$0.53	\$0.70	(\$0.01)
UTA	\$4.96	\$4.37	\$4.47	\$4.06

**SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)**

EXHIBIT 1-9

As of May 31, 2017

<u>Classification</u>	<u>Total</u>	<u>Current</u>	<u>31-60 Days</u>	<u>61-90 Days</u>	<u>Over 90 Days</u>
Federal Government ¹	\$ 26,890,277	\$ 26,890,277			
Local Contributions ²	40,959,411	40,959,411			583
Interlocal Agreements	6,389,013	145,442	140	95,500	6,147,930
Contracts	1,700,747	1,274,316	45,651	(11,656)	392,436
Other ³	4,891,647	4,891,647			
Total	\$ 80,831,095	\$ 74,161,094	\$ 45,792	\$ 83,844	\$ 6,540,949

Percentage Due by Aging

Federal Government ¹	100.0%	0.0%	0.0%	0.0%
Local Contributions ²	100.0%	0.0%	0.0%	0.0%
Contracts	74.9%	2.7%	-0.7%	23.1%
Other	100.0%	0.0%	0.0%	0.0%
Total	91.7%	0.1%	0.1%	8.1%

¹ Federal preventive maintenance funds, federal RideShare funds, and federal interest subsidies for Build America Bonds

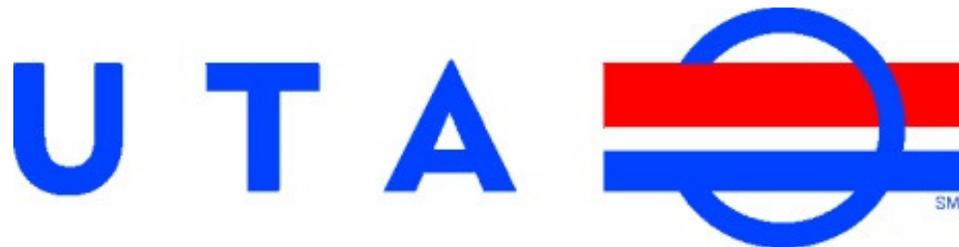
² Estimated sales tax to be distributed upon collection by the Utah State Tax Commission

³ OCIP escrow, fuel tax credit, warranty parts out for repair

Note: \$6.1m of receivables under Interlocal Agreements is due from UDOT.

Utah Transit Authority
Financial Statement
(Unaudited)

June 30, 2017



**KEY ITEM REPORT
(UNAUDITED)
As of June 30, 2017**

EXHIBIT 1-1

	2017 YTD ACTUAL	2017 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Sales Tax	\$ 125,757,282	\$ 123,099,000	\$ 2,658,282	2%
2 Passenger Revenue	\$ 25,669,313	\$ 26,586,438	(917,125)	-3%
3 Other Revenue	\$ 35,728,253	\$ 35,747,568	(19,315)	0%
4 Total Revenue	187,154,848	185,433,006	1,721,842	1%
5 Net Operating Expenses	(127,366,220)	(131,989,580)	4,623,360	4%
Net Operating Income (Loss)	59,788,628	53,443,426	6,345,202	12%
6 Debt Service	53,704,742	52,677,486	(1,027,256)	-2%
7 Other Non-Operating Expenses	2,461,554	3,029,725	568,171	19%
8 Sale of Assets	(2,359,229)	-	2,359,229	100%
9 Contribution to Capital Reserves	\$ 5,981,561	\$ (2,263,785)	\$ 8,245,346	364%
10 Bond Debt Service - Series 2007A CAB	95,154			
11 Amortization	(3,410,930)			
12 Depreciation	75,360,000			
13 Total Non-cash Items	\$ 72,044,224			

2017 GOALS

RIDERSHIP

2016 Actual	June 2017	June 2016	Difference	2017 YTD	2016 YTD	Difference
14 45,572,702	3,619,299	3,667,753	-48,454	22,475,217	22,495,881	-20,664

REVENUE DEVELOPMENT

	YTD
15 Federal/Local/Regional	\$ 7,101,821

OPERATING INVESTMENT PER RIDER 2017 Budgeted IPR is \$4.50

	IPR		IPR (less diesel savings)
16 Net Operating Expense	\$ 127,366,220	Net Operating Expense	\$ 127,366,220
17 Less: Passenger Revenue	- (25,669,313)	Less: Passenger Revenue	- (25,669,313)
18		Plus: Diesel Savings	+ 2,437,560
19 Subtotal	101,696,907	Subtotal	104,134,467
20 Divided by: Ridership	÷ 22,475,217	Divided by: Ridership	÷ 22,475,217
21 Investment per Rider	<u>\$ 4.52</u>	Investment per Rider	<u>\$ 4.63</u>

**SUMMARY FINANCIAL DATA
(UNAUDITED)**

EXHIBIT 1-2

As of June 30, 2017

BALANCE SHEET

	6/30/2017	6/30/2016
CURRENT ASSETS		
1 Cash	\$ 6,748,489	\$ 10,764,281
2 Investments (Unrestricted)	1,358,297	18,027,137
3 Investments (Restricted)	150,882,625	112,940,052
4 Receivables	62,139,963	51,187,918
5 Receivables - Federal Grants	25,967,791	28,907,463
6 Inventories	30,569,806	22,447,643
7 Prepaid Expenses	1,356,032	1,558,903
8 TOTAL CURRENT ASSETS	\$ 279,023,003	\$ 245,833,398
9 Property, Plant & Equipment (Net)	3,029,262,002	3,132,804,598
10 Other Assets	123,800,193	145,026,110
11 TOTAL ASSETS	\$ 3,432,085,198	\$ 3,523,664,105
12 Current Liabilities	26,447,403	\$ 23,372,897
13 Other Liabilities	204,720,990	211,923,805
14 Net Pension Liability	112,925,121	117,437,871
15 Outstanding Debt	2,118,052,972	2,072,102,069
16 Equity	969,938,712	1,098,827,463
17 TOTAL LIABILITIES & EQUITY	\$ 3,432,085,198	\$ 3,523,664,105

RESTRICTED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES		
18 Debt Service Reserves	41,784,710	49,811,382
19 2015A Sub Interest Reserves	0	8,970,655
20 Debt Service Interest Payable	48,645	36,675
21 Risk Contingency	7,476,772	7,390,994
22 Box Elder County ROW (sales tax)	5,737,981	4,969,072
23 Mountain Accord	247,456	265,263
24 Joint Insurance Trust	3,256,602	3,039,873
25 UT County Bond Proceeds	48,754,427	-
26 Amounts held in escrow	4,410,169	626,430
27 TOTAL RESTRICTED RESERVES	\$ 111,716,763	\$ 75,110,344
DESIGNATED OPERATING RESERVES		
28 Service Stabilization Reserve	\$ 13,525,550	\$ 12,543,246
29 Fuel Reserve	1,915,000	1,915,000
30 Parts Reserve	3,000,000	3,000,000
31 Operating Reserve	25,247,693	23,405,698
32 Early Debt Retirement Reserve	14,858,258	10,535,764
33 TOTAL DESIGNATED OPERATING RESERVES	\$ 58,546,501	\$ 51,399,708
34 TOTAL RESTRICTED CASH AND EQUIVALENTS	\$ 170,263,264	\$ 126,510,052

SUMMARY FINANCIAL DATA

EXHIBIT 1-3

(UNAUDITED)

As of June 30, 2017

REVENUE & EXPENSES

	ACTUAL Jun-17	ACTUAL Jun-16	YTD 2017	YTD 2016
REVENUE				
1 Passenger Revenue	\$ 4,502,943	\$ 4,124,846	\$ 25,669,313	\$ 25,223,874
2 Advertising Revenue	195,833	185,417	1,174,998	1,112,502
3 Investment Revenue	131,982	108,461	1,217,675	1,114,102
4 Sales Tax	21,882,722	22,737,148	121,509,148	113,373,100
5 Sales Tax - Prop 1	843,679	1,343,301	4,248,134	1,432,964
6 Other Revenue	325,843	197,304	1,733,182	1,134,014
7 Fed Operations/Preventative Maint.	5,587,220	4,635,685	31,602,398	29,368,591
8 TOTAL REVENUE	\$ 33,470,222	\$ 33,332,162	\$ 187,154,848	\$ 172,759,147
OPERATING EXPENSE				
9 Bus Service	\$ 7,314,815	6,844,962	\$ 44,109,276	\$ 40,194,661
10 Commuter Rail	1,652,774	1,425,542	10,631,197	9,449,314
11 Light Rail	3,323,962	2,297,673	17,400,943	16,350,973
12 Maintenance of Way	1,664,642	1,422,072	8,182,751	8,357,979
13 Paratransit Service	1,673,173	1,653,964	10,084,795	9,354,470
14 RideShare/Van Pool Services	257,302	227,828	1,418,379	1,372,735
15 Operations Support	3,359,302	2,807,462	21,131,381	18,921,800
16 Administration	2,694,258	2,405,499	14,407,498	12,967,667
17 TOTAL OPERATING EXPENSE	\$ 21,940,228	\$ 19,085,002	\$ 127,366,220	\$ 116,969,599
18 NET OPERATING INCOME (LOSS)	\$ 11,529,994	\$ 14,247,160	\$ 59,788,628	\$ 55,789,548
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 431,396	386,529	\$ 2,370,287	\$ 2,273,341
20 Major Investment Studies	-	88,324	-	284,860
21 Offsetting Investment Studies	-	-	-	-
22 Bond Principal	729,167	930,208	4,375,002	6,584,377
23 Bond Interest	7,755,974	6,804,500	45,504,577	40,958,055
24 Bond Funded Interest - 2015A Sub	373,777	747,555	2,242,663	4,485,330
25 Bond Cost of Issuance/Fees	-	-	29,050	32,800
26 Lease Cost	250,929	136,246	1,553,450	817,479
27 Sale of Assets	-	-	(2,359,229)	5,232
28 TOTAL NON-OPERATING EXPENSE	\$ 9,541,243	\$ 9,093,362	\$ 53,715,800	\$ 55,441,474
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 1,988,751	\$ 5,153,798	\$ 6,072,828	\$ 348,074
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859	\$ 15,091	\$ 95,154	\$ 90,546
31 Bond Premium/Discount Amortization	(1,321,256)	(1,293,967)	(7,927,538)	(7,763,802)
32 Bond Refunding Cost Amortization	685,192	103,996	4,111,152	4,120,771
33 Future Revenue Cost Amortization	67,576	67,576	405,456	405,456
34 Depreciation	12,560,000	12,831,735	75,360,000	77,353,582
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,371	\$ 11,724,431	\$ 72,044,224	\$ 74,206,553

ACTUAL REPORT
(UNAUDITED)
As of June 30, 2017

EXHIBIT 1-4

CURRENT MONTH

	ACTUAL	BUDGET	VARIANCE	%
	Jun-17	Jun-17	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 4,502,943	\$ 4,431,073	\$ 71,870	2%
2 Advertising Revenue	195,833	194,409	\$ 1,424	1%
3 Investment Revenue	131,982	174,826	\$ (42,844)	-25%
4 Sales Tax	21,882,722	22,542,000	\$ (659,278)	-3%
5 Sales Tax - Prop 1	843,679	823,000	\$ 20,679	3%
6 Other Revenue	325,843	532,562	\$ (206,719)	-39%
7 Fed Operations/Preventative Maint.	5,587,220	5,056,131	\$ 531,089	11%
8 TOTAL REVENUE	\$ 33,470,222	\$ 33,754,001	\$ (283,779)	-1%
OPERATING EXPENSE				
9 Bus Service	\$ 7,314,815	\$ 7,531,244	\$ 216,429	3%
10 Commuter Rail	1,652,774	1,910,571	\$ 257,797	13%
11 Light Rail	3,323,962	2,303,835	\$ (1,020,127)	-44%
12 Maintenance of Way	1,664,642	1,504,661	\$ (159,981)	-11%
13 Paratransit Service	1,673,173	1,810,704	\$ 137,531	8%
14 RideShare/Van Pool Services	257,302	214,620	\$ (42,682)	-20%
15 Operations Support	3,359,302	3,474,527	\$ 115,225	3%
16 Administration	2,694,258	2,564,073	\$ (130,185)	-5%
17 TOTAL OPERATING EXPENSE	\$ 21,940,228	\$ 21,314,235	\$ (625,993)	-3%
18 NET OPERATING INCOME (LOSS)	\$ 11,529,994	\$ 12,439,766	\$ (909,772)	-7%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 522,663	\$ 504,955	\$ (17,708)	-4%
20 Major Investment Studies	-	-	\$ -	
21 Offsetting Investment Studies	-	-	\$ -	
22 Bond Principal	729,167	729,138	\$ (29)	0%
23 Bond Interest	7,755,974	7,344,779	\$ (411,195)	-6%
24 Bond Funded Interest - 2015A Sub	373,777	374,000	\$ 223	0%
25 Bond Cost of Issuance/Fees	-	5,000	\$ 5,000	100%
26 Lease Cost	250,929	326,664	\$ 75,735	23%
27 Sale of Assets	-	-	\$ -	
28 TOTAL NON-OPERATING EXPENSE	\$ 9,632,510	\$ 9,284,536	\$ (347,974)	-4%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 1,897,484	\$ 3,155,230	\$ (1,257,745.87)	40%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859			
31 Bond Premium/Discount Amortization	(1,321,256)			
32 Bond Refunding Cost Amortization	685,192			
33 Future Revenue Cost Amortization	67,576			
34 Depreciation	12,560,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,371			

**BUDGET TO ACTUAL REPORT
(UNAUDITED)**

EXHIBIT 1-5

As of June 30, 2017

YEAR TO DATE

	ACTUAL	BUDGET	VARIANCE	%
	Jun-17	Jun-17	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 25,669,313	\$ 26,586,438	\$ (917,125)	-3%
2 Advertising Revenue	1,174,998	1,166,454	\$ 8,544	1%
3 Investment Revenue	1,217,675	1,048,956	\$ 168,719	16%
4 Sales Tax	121,509,148	118,904,000	\$ 2,605,148	2%
5 Sales Tax - Prop 1	4,248,134	4,195,000	\$ 53,134	1%
6 Other Revenue	1,733,182	3,195,372	\$ (1,462,190)	-46%
7 Fed Operations/Preventative Maint.	31,602,398	30,336,786	\$ 1,265,612	4%
8 TOTAL REVENUE	\$ 187,154,848	\$ 185,433,006	\$ 1,721,842	1%
OPERATING EXPENSE				
9 Bus Service	\$ 44,109,276	\$ 45,465,474	\$ 1,356,198	3%
10 Commuter Rail	10,631,197	11,511,707	\$ 880,510	8%
11 Light Rail	17,400,943	17,311,015	\$ (89,928)	-1%
12 Maintenance of Way	8,182,751	9,138,075	\$ 955,324	10%
13 Paratransit Service	10,084,795	10,864,224	\$ 779,429	7%
14 RideShare/Van Pool Services	1,418,379	1,287,720	\$ (130,659)	-10%
15 Operations Support	21,131,381	20,870,574	\$ (260,807)	-1%
16 Administration	14,407,498	15,540,790	\$ 1,133,292	7%
17 TOTAL OPERATING EXPENSE	\$ 127,366,220	\$ 131,989,580	\$ 4,623,360	4%
18 NET OPERATING INCOME (LOSS)	\$ 59,788,628	\$ 53,443,426	\$ 6,345,202	12%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 2,461,554	\$ 3,029,725	\$ 568,171	19%
20 Major Investment Studies	-	-	\$ -	
21 Offsetting Investment Studies	-	-	\$ -	
22 Bond Principal	4,375,002	4,374,828	\$ (174)	0%
23 Bond Interest	45,504,577	44,068,674	\$ (1,435,903)	-3%
24 Bond Funded Interest - 2015A Sub	2,242,663	2,244,000	\$ 1,337	0%
25 Bond Cost of Issuance/Fees	29,050	30,000	\$ 950	3%
26 Lease Cost	1,553,450	1,959,984	\$ 406,534	21%
27 Sale of Assets	(2,359,229)	-	\$ 2,359,229	
28 TOTAL NON-OPERATING EXPENSE	\$ 53,807,067	\$ 55,707,211	\$ 1,900,144	3%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 5,981,561	\$ (2,263,785)	\$ 8,245,346	364%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 95,154			
31 Bond Premium/Discount Amortization	(7,927,538)			
32 Bond Refunding Cost Amortization	4,111,152			
33 Future Revenue Cost Amortization	405,456			
34 Depreciation	75,360,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 72,044,224			

**CAPITAL PROJECTS
(UNAUDITED)**

EXHIBIT 1-6

As of June 30, 2017

	2017 ACTUAL	ANNUAL BUDGET	PERCENT
EXPENSES			
1 REVENUE VEHICLES	\$ 3,069,122	\$ 39,407,000	7.8%
2 INFORMATION TECHNOLOGY	1,829,255	10,634,000	17.2%
3 FACILITIES, MAINTENANCE & ADMIN. EQUIP.	615,603	2,274,000	27.1%
4 CAPITAL PROJECTS	4,309,195	34,589,000	12.5%
5 PROVO OREM BRT	14,431,788	120,308,000	12.0%
6 RAIL MAINTENANCE	37,496	1,562,000	2.4%
7 STATE OF GOOD REPAIR	4,800,067	24,137,000	19.9%
8 PROP 1 PROJECTS	518,272	11,221,000	4.6%
9 5310 GRANTS	469,737	1,834,000	25.6%
10 TOTAL	\$ 30,080,536	\$ 245,966,000	12.2%
REVENUES			
14 GRANT	\$ 463,090	\$ 21,656,000	2.1%
16 PROVO-OREM TRIP	14,431,788	120,308,000	12.0%
17 LEASES	-	34,057,000	0.0%
18 BONDS	-	15,033,000	0.0%
19 SALE OF ASSETS	-	9,511,000	0.0%
15 TRANSFER FROM OPERATING (PROP 1)	518,272	4,178,000	0.0%
20 UTA FUNDING	14,667,385	41,223,000	35.6%
21 TOTAL	\$ 30,080,536	\$ 245,966,000	12.2%

**FAREBOX RECOVERY & IPR
(UNAUDITED)**

EXHIBIT 1-7

As of June 30, 2017

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Jun-17	Jun-16	2017	2016
UTA				
Fully Allocated Costs	21,940,227	18,963,161	127,366,222	116,537,602
Passenger Farebox Revenue	4,502,943	4,124,844	25,669,313	25,223,871
Passengers	3,619,299	3,667,753	22,475,217	22,495,881
Farebox Recovery Ratio	20.5%	21.8%	20.2%	21.6%
Actual Investment per Rider	\$4.82	\$4.05	\$4.52	\$4.06
GOAL Investment per Rider				
BUS SERVICE				
Fully Allocated Costs	10,073,804	9,208,176	60,346,394	54,739,004
Passenger Farebox Revenue	1,670,391	1,499,370	9,812,062	9,951,286
Passengers	1,542,108	1,570,380	9,787,339	9,923,343
Farebox Recovery Ratio	16.6%	16.3%	16.3%	18.2%
Actual Investment per Rider	\$5.45	\$4.91	\$5.16	\$4.51
LIGHT RAIL SERVICE				
Fully Allocated Costs	6,637,344	4,775,941	35,703,056	32,066,256
Passenger Farebox Revenue	1,691,737	1,517,354	8,745,053	8,957,856
Passengers	1,495,528	1,541,296	9,212,553	9,246,167
Farebox Recovery Ratio	25.5%	31.8%	24.5%	27.9%
Actual Investment per Rider	\$3.31	\$2.11	\$2.93	\$2.50
COMMUTER RAIL SERVICE				
Fully Allocated Costs	2,922,099	2,877,102	17,710,099	17,501,792
Passenger Farebox Revenue	518,979	468,804	2,789,196	2,628,326
Passengers	403,663	376,144	2,382,103	2,181,959
Farebox Recovery Ratio	17.8%	16.3%	15.7%	15.0%
Actual Investment per Rider	\$5.95	\$6.40	\$6.26	\$6.82
PARATRANSIT				
Fully Allocated Costs	1,872,317	1,766,182	11,139,618	10,213,350
Passenger Farebox Revenue	311,475	296,375	2,373,526	1,655,085
Passengers	68,588	72,883	424,512	445,973
Farebox Recovery Ratio	16.6%	16.8%	21.3%	16.2%
Actual Investment per Rider	\$22.76	\$20.17	\$20.65	\$19.19
RIDESHARE				
Fully Allocated Costs	434,664	335,759	2,467,054	2,017,200
Passenger Farebox Revenue	310,361	342,942	1,949,475	2,031,318
Passengers	109,412	107,051	668,710	698,439
Farebox Recovery Ratio	71.4%	102.1%	79.0%	100.7%
Actual Investment per Rider	\$1.14	(\$0.07)	\$0.77	(\$0.02)

FAREBOX RECOVERY & IPR
(UNAUDITED)
As of June 30, 2017

EXHIBIT 1-8

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Jun-17	Jun-16	2017	2016
FULLY ALLOCATED COSTS				
Bus Service	\$10,073,804	\$9,208,176	\$60,346,394	\$54,739,004
Light Rail Service	\$6,637,344	\$4,775,941	\$35,703,056	\$32,066,256
Commuter Rail Service	\$2,922,099	\$2,877,102	\$17,710,099	\$17,501,792
Paratransit	\$1,872,317	\$1,766,182	\$11,139,618	\$10,213,350
Rideshare	\$434,664	\$335,759	\$2,467,054	\$2,017,200
UTA	\$21,940,228	\$18,963,160	\$127,366,221	\$116,537,602
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,670,391	\$1,499,370	\$9,812,062	\$9,951,286
Light Rail Service	\$1,691,737	\$1,517,354	\$8,745,053	\$8,957,856
Commuter Rail Service	\$518,979	\$468,804	\$2,789,196	\$2,628,326
Paratransit	\$311,475	\$296,375	\$2,373,526	\$1,655,085
Rideshare	\$310,361	\$342,942	\$1,949,475	\$2,031,318
UTA	\$4,502,943	\$4,124,845	\$25,669,312	\$25,223,871
PASSENGERS				
Bus Service	1,542,108	1,570,380	9,787,339	9,923,343
Light Rail Service	1,495,528	1,541,296	9,212,553	9,246,167
Commuter Rail Service	403,663	376,144	2,382,103	2,181,959
Paratransit	68,588	72,883	424,512	445,973
Rideshare	109,412	107,051	668,710	698,439
UTA	3,619,299	3,667,754	22,475,217	22,495,881
FAREBOX RECOVERY RATIO				
Bus Service	16.6%	16.3%	16.3%	18.2%
Light Rail Service	25.5%	31.8%	24.5%	27.9%
Commuter Rail Service	17.8%	16.3%	15.7%	15.0%
Paratransit	16.6%	16.8%	21.3%	16.2%
Rideshare	71.4%	102.1%	79.0%	100.7%
UTA	20.5%	21.8%	20.2%	21.6%
ACTUAL INVESTMENT PER RIDER				
Bus Service	\$5.45	\$4.91	\$5.16	\$4.51
Light Rail Service	\$3.31	\$2.11	\$2.93	\$2.50
Commuter Rail Service	\$5.95	\$6.40	\$6.26	\$6.82
Paratransit	\$22.76	\$20.17	\$20.65	\$19.19
Rideshare	\$1.14	(\$0.07)	\$0.77	(\$0.02)
UTA	\$4.82	\$4.05	\$4.52	\$4.06

**SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)**

EXHIBIT 1-9

As of June 30, 2017

<u>Classification</u>	<u>Total</u>	<u>Current</u>	<u>31-60 Days</u>	<u>61-90 Days</u>	<u>Over 90 Days</u>
Federal Government ¹	\$ 30,723,746	\$ 30,723,746			
Local Contributions ²	45,613,412	45,612,829			583
Interlocal Agreements	5,204,565	213,567	71,209	-	4,919,789
Contracts	2,129,683	1,596,176	272,000	(82,799)	344,307
Other ³	4,436,348	4,436,348			
Total	\$ 88,107,755	\$ 82,582,667	\$ 343,209	\$ (82,799)	\$ 5,264,678

Percentage Due by Aging

Federal Government ¹	100.0%	0.0%	0.0%	0.0%
Local Contributions ²	100.0%	0.0%	0.0%	0.0%
Contracts	74.9%	12.8%	-3.9%	16.2%
Other	100.0%	0.0%	0.0%	0.0%
Total	93.7%	0.4%	-0.1%	6.0%

¹ Federal preventive maintenance funds, federal RideShare funds, and federal interest subsidies for Build America Bonds

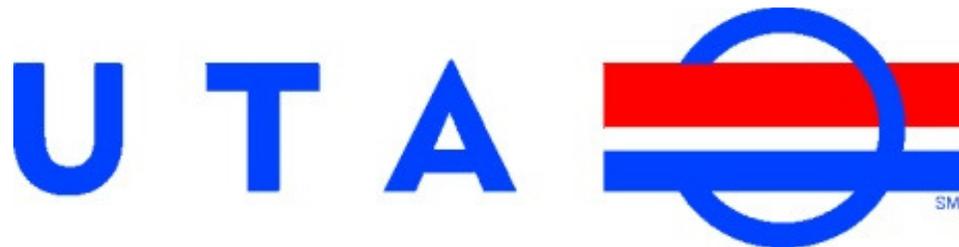
² Estimated sales tax to be distributed upon collection by the Utah State Tax Commission

³ OCIP escrow, fuel tax credit, warranty parts out for repair

Note: \$4.8 m of receivables under Interlocal Agreements is due from UDOT.

Utah Transit Authority
Financial Statement
(Unaudited)

July 31, 2017



KEY ITEM REPORT
(UNAUDITED)
As of July 31, 2017

EXHIBIT 1-1

	2017 YTD ACTUAL	2017 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Sales Tax	\$ 147,109,320	\$ 144,662,000	\$ 2,447,320	2%
2 Passenger Revenue	\$ 29,577,025	\$ 31,017,670	(1,440,645)	-5%
3 Other Revenue	\$ 41,273,721	\$ 41,705,711	(431,990)	-1%
4 Total Revenue	217,960,066	217,385,381	574,685	0%
5 Net Operating Expenses	(145,179,835)	(154,194,856)	9,015,021	6%
Net Operating Income (Loss)	72,780,231	63,190,525	9,589,706	15%
6 Debt Service	61,792,032	61,457,382	(334,650)	-1%
7 Other Non-Operating Expenses	2,370,287	3,534,679	1,164,392	33%
8 Sale of Assets	(2,365,368)	-	2,365,368	100%
9 Contribution to Capital Reserves	\$ 10,983,281	\$ (1,801,536)	\$ 12,784,816	710%
10 Bond Debt Service - Series 2007A CAB	111,013			
11 Amortization	(3,979,418)			
12 Depreciation	87,920,000			
13 Total Non-cash Items	\$ 84,051,595			

2017 GOALS

RIDERSHIP

2016 Actual	July 2017	July 2016	Difference	2017 YTD	2016 YTD	Difference
14 45,572,702	3,332,369	3,397,652	-65,283	25,807,856	25,893,533	-85,677

REVENUE DEVELOPMENT

	YTD
15 Federal/Local/Regional	\$ 7,413,062

OPERATING INVESTMENT PER RIDER 2017 Budgeted IPR is \$4.50

	IPR		IPR (less diesel savings)
16 Net Operating Expense	\$ 145,179,835	Net Operating Expense	\$ 145,179,835
17 Less: Passenger Revenue	- (29,577,025)	Less: Passenger Revenue	- (29,577,025)
18		Plus: Diesel Savings	+ 2,721,676
19 Subtotal	115,602,810	Subtotal	118,324,486
20 Divided by: Ridership	÷ 25,807,856	Divided by: Ridership	÷ 25,807,856
21 Investment per Rider	\$ 4.48	Investment per Rider	\$ 4.58

SUMMARY FINANCIAL DATA
(UNAUDITED)
As of July 31, 2017

EXHIBIT 1-2

BALANCE SHEET

	<u>7/31/2017</u>	<u>7/31/2016</u>
CURRENT ASSETS		
1 Cash	\$ 12,993,936	\$ 17,201,612
2 Investments (Unrestricted)	3,888,171	1,407,733
3 Investments (Restricted)	176,081,431	138,727,349
4 Receivables	54,146,772	86,594,219
5 Receivables - Federal Grants	21,733,697	
6 Inventories	31,089,509	22,470,247
7 Prepaid Expenses	1,183,770	1,409,340
8 TOTAL CURRENT ASSETS	<u>\$ 301,117,286</u>	<u>\$ 267,810,500</u>
9 Property, Plant & Equipment (Net)	3,017,093,659	3,165,991,284
10 Other Assets	123,120,369	144,271,738
11 TOTAL ASSETS	<u>\$ 3,441,331,314</u>	<u>\$ 3,578,073,522</u>
12 Current Liabilities	25,301,117	\$ 25,329,932
13 Other Liabilities	216,598,971	216,944,373
14 Net Pension Liability	112,925,121	117,437,871
15 Outstanding Debt	2,126,802,972	2,085,672,069
16 Equity	959,703,133	1,132,689,277
17 TOTAL LIABILITIES & EQUITY	<u>\$ 3,441,331,314</u>	<u>\$ 3,578,073,522</u>

RESTRICTED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES		
18 Debt Service Reserves	44,875,136	42,857,767
19 2015A Sub Interest Reserves	-	8,223,100
20 Debt Service Interest Payable	8,527,484	20,518,668
21 Risk Contingency	7,485,716	7,396,913
22 Box Elder County ROW (sales tax)	5,830,794	4,887,326
23 Mountain Accord	247,447	265,253
24 Joint Insurance Trust	3,256,602	3,097,323
25 UT County Bond Proceeds	42,901,574	-
26 Amounts held in escrow	4,410,179	81,291
27 TOTAL RESTRICTED RESERVES	<u>\$ 117,534,932</u>	<u>\$ 87,327,641</u>
DESIGNATED OPERATING RESERVES		
28 Service Stabilization Reserve	\$ 13,525,550	\$ 12,543,246
29 Fuel Reserve	1,915,000	1,915,000
30 Parts Reserve	3,000,000	3,000,000
31 Operating Reserve	25,247,693	23,405,698
32 Early Debt Retirement Reserve	14,858,258	10,535,764
33 TOTAL DESIGNATED OPERATING RESERVES	<u>\$ 58,546,501</u>	<u>\$ 51,399,708</u>
34 TOTAL RESTRICTED CASH AND EQUIVALENTS	<u>\$ 176,081,433</u>	<u>\$ 138,727,349</u>

SUMMARY FINANCIAL DATA

EXHIBIT 1-3

(UNAUDITED)

As of July 31, 2017

REVENUE & EXPENSES

	ACTUAL Jul-17	ACTUAL Jul-16	YTD 2017	YTD 2016
REVENUE				
1 Passenger Revenue	\$ 3,907,712	\$ 3,782,999	\$ 29,577,025	\$ 29,006,873
2 Advertising Revenue	195,833	229,167	1,370,831	1,341,669
3 Investment Revenue	189,928	37,635	1,407,603	1,145,117
4 Sales Tax	20,610,831	20,852,116	142,119,979	134,225,209
5 Sales Tax - Prop 1	741,207	1,218,667	4,989,341	2,651,631
6 Other Revenue	308,726	310,180	2,041,908	1,507,116
7 Fed Operations/Preventative Maint.	4,850,981	4,476,821	36,453,379	33,201,344
8 TOTAL REVENUE	\$ 30,805,218	\$ 30,907,585	\$ 217,960,066	\$ 203,078,959
OPERATING EXPENSE				
9 Bus Service	\$ 6,679,251	\$ 6,606,471	\$ 50,788,527	\$ 46,801,132
10 Commuter Rail	1,563,528	2,194,956	12,194,725	11,643,312
11 Light Rail	2,209,685	2,883,474	19,610,628	19,234,447
12 Maintenance of Way	880,396	1,045,929	9,063,147	9,403,908
13 Paratransit Service	1,463,686	1,559,123	11,548,481	10,857,669
14 RideShare/Van Pool Services	231,465	171,007	1,649,844	1,238,324
15 Operations Support	2,915,277	2,736,496	24,046,658	21,205,226
16 Administration	1,870,327	2,271,001	16,277,825	15,622,180
17 TOTAL OPERATING EXPENSE	\$ 17,813,615	\$ 19,468,457	\$ 145,179,835	\$ 136,006,198
18 NET OPERATING INCOME (LOSS)	\$ 12,991,603	\$ 11,439,128	\$ 72,780,231	\$ 67,072,761
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 391,834	\$ 501,502	\$ 2,762,121	\$ 2,597,214
20 Major Investment Studies	-	86,700	-	371,560
21 Offsetting Investment Studies	-	-	-	(36,159)
22 Bond Principal	771,667	729,583	5,146,669	7,313,960
23 Bond Interest	6,971,502	6,778,290	52,476,079	47,736,345
24 Bond Funded Interest - 2015A Sub	-	747,555	2,242,663	5,232,883
25 Bond Cost of Issuance/Fees	2,100	2,100	31,150	34,900
26 Lease Cost	342,020	136,246	1,895,470	953,725
27 Sale of Assets	(6,139)	-	(2,365,368)	5,232
28 TOTAL NON-OPERATING EXPENSE	\$ 8,472,984	\$ 8,981,976	\$ 62,188,784	\$ 64,209,660
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 4,518,619	\$ 2,457,152	\$ 10,591,447	\$ 2,863,101
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859	\$ 15,091	\$ 111,013	\$ 105,637
31 Bond Premium/Discount Amortization	(1,321,256)	(1,293,967)	(9,248,794)	(9,057,769)
32 Bond Refunding Cost Amortization	685,192	686,795	4,796,344	4,807,566
33 Future Revenue Cost Amortization	67,576	67,576	473,032	473,032
34 Depreciation	12,560,000	12,816,865	87,920,000	90,170,447
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,371	\$ 12,292,360	\$ 84,051,595	\$ 86,498,913

ACTUAL REPORT
(UNAUDITED)
As of July 31, 2017

EXHIBIT 1-4

CURRENT MONTH

	ACTUAL Jul-17	BUDGET Jul-17	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 3,907,712	\$ 4,431,232	\$ (523,520)	-12%
2 Advertising Revenue	195,833	194,416	\$ 1,417	1%
3 Investment Revenue	189,928	174,833	\$ 15,095	9%
4 Sales Tax	20,610,831	20,829,000	\$ (218,169)	-1%
5 Sales Tax - Prop 1	741,207	734,000	\$ 7,207	1%
6 Other Revenue	308,726	532,581	\$ (223,855)	-42%
7 Fed Operations/Preventative Maint.	4,850,981	5,056,313	\$ (205,332)	-4%
8 TOTAL REVENUE	\$ 30,805,218	\$ 31,952,375	\$ (1,147,157)	-4%
OPERATING EXPENSE				
9 Bus Service	\$ 6,679,251	\$ 7,498,860	\$ 819,609	11%
10 Commuter Rail	1,563,528	1,915,136	\$ 351,608	18%
11 Light Rail	2,209,685	3,183,109	\$ 973,424	31%
12 Maintenance of Way	880,396	1,501,595	\$ 621,199	41%
13 Paratransit Service	1,463,686	1,818,986	\$ 355,300	20%
14 RideShare/Van Pool Services	231,465	214,624	\$ (16,841)	-8%
15 Operations Support	2,915,277	3,509,150	\$ 593,873	17%
16 Administration	1,870,327	2,563,816	\$ 693,489	27%
17 TOTAL OPERATING EXPENSE	\$ 17,813,615	\$ 22,205,276	\$ 4,391,661	20%
18 NET OPERATING INCOME (LOSS)	\$ 12,991,603	\$ 9,747,099	\$ (3,244,504)	-33%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 391,834	\$ 504,954	\$ 113,120	22%
20 Major Investment Studies	-	-	\$ -	
21 Offsetting Investment Studies	-	-	\$ -	
22 Bond Principal	771,667	729,138	\$ (42,529)	-6%
23 Bond Interest	6,971,502	7,345,094	\$ 373,592	5%
24 Bond Funded Interest - 2015A Sub	-	374,000	\$ 374,000	100%
25 Bond Cost of Issuance/Fees	2,100	5,000	\$ 2,900	58%
26 Lease Cost	342,020	326,664	\$ (15,356)	-5%
27 Sale of Assets	(6,139)	-	\$ 6,139	
28 TOTAL NON-OPERATING EXPENSE	\$ 8,472,984	\$ 9,284,850	\$ 811,866	9%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 4,518,619	\$ 462,249	\$ (2,432,638.44)	-526%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 15,859			
31 Bond Premium/Discount Amortization	(1,321,256)			
32 Bond Refunding Cost Amortization	685,192			
33 Future Revenue Cost Amortization	67,576			
34 Depreciation	12,560,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 12,007,371			

**BUDGET TO ACTUAL REPORT
(UNAUDITED)**

EXHIBIT 1-5

As of July 31, 2017

YEAR TO DATE

	ACTUAL	BUDGET	VARIANCE	%
	Jul-17	Jul-17	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
REVENUE				
1 Passenger Revenue	\$ 29,577,025	\$ 31,017,670	\$ (1,440,645)	-5%
2 Advertising Revenue	1,370,831	1,360,870	\$ 9,961	1%
3 Investment Revenue	1,407,603	1,223,789	\$ 183,814	18%
4 Sales Tax	142,119,979	139,733,000	\$ 2,386,979	2%
5 Sales Tax - Prop 1	4,989,341	4,929,000	\$ 60,341	1%
6 Other Revenue	2,041,908	3,727,953	\$ (1,686,045)	-53%
7 Fed Operations/Preventative Maint.	36,453,379	35,393,099	\$ 1,060,280	3%
8 TOTAL REVENUE	\$ 217,960,066	\$ 217,385,381	\$ 574,685	0%
OPERATING EXPENSE				
9 Bus Service	\$ 50,788,527	\$ 52,964,334	\$ 2,175,807	5%
10 Commuter Rail	12,194,725	13,426,844	\$ 1,232,119	11%
11 Light Rail	19,610,628	20,494,124	\$ 883,496	5%
12 Maintenance of Way	9,063,147	10,639,670	\$ 1,576,523	17%
13 Paratransit Service	11,548,481	12,683,210	\$ 1,134,729	10%
14 RideShare/Van Pool Services	1,649,844	1,502,344	\$ (147,500)	-11%
15 Operations Support	24,046,658	24,379,724	\$ 333,066	2%
16 Administration	16,277,825	18,104,606	\$ 1,826,781	12%
17 TOTAL OPERATING EXPENSE	\$ 145,179,835	\$ 154,194,856	\$ 9,015,021	7%
18 NET OPERATING INCOME (LOSS)	\$ 72,780,231	\$ 63,190,525	\$ 9,589,706	18%
NON-OPERATING EXPENSE (REVENUE)				
19 Planning & Development	\$ 2,762,121	\$ 3,534,679	\$ 772,558	25%
20 Major Investment Studies	-	-	\$ -	
21 Offsetting Investment Studies	-	-	\$ -	
22 Bond Principal	5,146,669	5,103,966	\$ (42,703)	-1%
23 Bond Interest	52,476,079	51,413,768	\$ (1,062,311)	-2%
24 Bond Funded Interest - 2015A Sub	2,242,663	2,618,000	\$ 375,337	17%
25 Bond Cost of Issuance/Fees	31,150	35,000	\$ 3,850	13%
26 Lease Cost	1,895,470	2,286,648	\$ 391,178	20%
27 Sale of Assets	(2,365,368)	-	\$ 2,365,368	
28 TOTAL NON-OPERATING EXPENSE	\$ 62,188,784	\$ 64,992,061	\$ 2,803,277	5%
29 CONTRIBUTION TO CAPITAL RESERVES	\$ 10,591,447	\$ (1,801,536)	\$ 12,392,982	547%
OTHER EXPENSES (NON-CASH)				
30 Bond Debt Service - Series 2007A CAB	\$ 111,013			
31 Bond Premium/Discount Amortization	(9,248,794)			
32 Bond Refunding Cost Amortization	4,796,344			
33 Future Revenue Cost Amortization	473,032			
34 Depreciation	87,920,000			
35 NET OTHER EXPENSES (NON-CASH)	\$ 84,051,595			

**CAPITAL PROJECTS
(UNAUDITED)**

As of July 31, 2017

EXHIBIT 1-6

	2017 ACTUAL	ANNUAL BUDGET	PERCENT
EXPENSES			
1 REVENUE VEHICLES	\$ 3,361,715	\$ 39,407,000	8.5%
2 INFORMATION TECHNOLOGY	2,305,772	10,634,000	21.7%
3 FACILITIES, MAINTENANCE & ADMIN. EQUIP.	703,414	2,274,000	30.9%
4 CAPITAL PROJECTS	5,023,655	34,589,000	14.5%
5 PROVO OREM BRT	19,755,039	120,308,000	16.4%
6 RAIL MAINTENANCE	37,496	1,562,000	2.4%
7 STATE OF GOOD REPAIR	5,949,348	24,137,000	24.6%
8 PROP 1 PROJECTS	549,296	11,221,000	4.9%
9 5310 GRANTS	349,171	1,834,000	19.0%
10 TOTAL	\$ 38,034,906	\$ 245,966,000	15.5%
REVENUES			
14 GRANT	\$ 422,142	\$ 21,656,000	1.9%
16 PROVO-OREM TRIP	19,755,039	120,308,000	16.4%
17 LEASES	-	34,057,000	0.0%
18 BONDS	-	15,033,000	0.0%
19 SALE OF ASSETS	-	9,511,000	0.0%
15 TRANSFER FROM OPERATING (PROP 1)	549,296	4,178,000	0.0%
20 UTA FUNDING	17,308,429	41,223,000	42.0%
21 TOTAL	\$ 38,034,906	\$ 245,966,000	15.5%

**FAREBOX RECOVERY & IPR
(UNAUDITED)**

EXHIBIT 1-7

As of July 31, 2017

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Jul-17	Jul-16	2017	2016
UTA				
Fully Allocated Costs	17,813,614	19,468,458	145,179,837	136,006,059
Passenger Farebox Revenue	3,908,680	3,782,998	29,577,993	29,006,871
Passengers	3,332,369	3,397,652	25,807,586	25,893,533
Farebox Recovery Ratio	21.9%	19.4%	20.4%	21.3%
Actual Investment per Rider	\$4.17	\$4.62	\$4.48	\$4.13
GOAL Investment per Rider				
BUS SERVICE				
Fully Allocated Costs	8,846,235	8,889,811	69,192,629	63,628,815
Passenger Farebox Revenue	1,457,686	1,401,922	11,269,748	11,353,209
Passengers	1,400,053	1,417,257	11,187,392	11,340,600
Farebox Recovery Ratio	16.5%	15.8%	16.3%	17.8%
Actual Investment per Rider	\$5.28	\$5.28	\$5.18	\$4.61
LIGHT RAIL SERVICE				
Fully Allocated Costs	4,535,137	5,118,302	40,238,193	37,184,558
Passenger Farebox Revenue	1,457,353	1,469,988	10,202,406	10,427,844
Passengers	1,400,498	1,466,418	10,613,051	10,712,585
Farebox Recovery Ratio	32.1%	28.7%	25.4%	28.0%
Actual Investment per Rider	\$2.20	\$2.49	\$2.83	\$2.50
COMMUTER RAIL SERVICE				
Fully Allocated Costs	2,472,100	3,436,173	20,182,199	20,937,964
Passenger Farebox Revenue	495,199	470,468	3,284,395	3,098,794
Passengers	363,310	338,461	2,745,413	2,520,419
Farebox Recovery Ratio	20.0%	13.7%	16.3%	14.8%
Actual Investment per Rider	\$5.44	\$8.76	\$6.15	\$7.08
PARATRANSIT				
Fully Allocated Costs	1,582,623	1,699,757	12,722,241	11,913,108
Passenger Farebox Revenue	186,354	125,105	2,559,880	1,780,190
Passengers	60,066	62,432	484,578	508,405
Farebox Recovery Ratio	11.8%	7.4%	20.1%	14.9%
Actual Investment per Rider	\$23.25	\$25.22	\$20.97	\$19.93
RIDESHARE				
Fully Allocated Costs	377,520	324,414	2,844,574	2,341,614
Passenger Farebox Revenue	312,088	315,516	2,261,563	2,346,834
Passengers	108,442	113,085	777,152	811,524
Farebox Recovery Ratio	82.7%	97.3%	79.5%	100.2%
Actual Investment per Rider	\$0.60	\$0.08	\$0.75	(\$0.01)

FAREBOX RECOVERY & IPR
(UNAUDITED)
As of July 31, 2017

EXHIBIT 1-8

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Jul-17	Jul-16	2017	2016
FULLY ALLOCATED COSTS				
Bus Service	\$8,846,235	\$8,889,811	\$69,192,629	\$63,628,815
Light Rail Service	\$4,535,137	\$5,118,302	\$40,238,193	\$37,184,558
Commuter Rail Service	\$2,472,100	\$3,436,173	\$20,182,199	\$20,937,964
Paratransit	\$1,582,623	\$1,699,757	\$12,722,241	\$11,913,108
Rideshare	\$377,520	\$324,414	\$2,844,574	\$2,341,614
UTA	\$17,813,615	\$19,468,457	\$145,179,836	\$136,006,059
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,457,686	\$1,401,922	\$11,269,748	\$11,353,209
Light Rail Service	\$1,457,353	\$1,469,988	\$10,202,406	\$10,427,844
Commuter Rail Service	\$495,199	\$470,468	\$3,284,395	\$3,098,794
Paratransit	\$186,354	\$125,105	\$2,559,880	\$1,780,190
Rideshare	\$312,088	\$315,516	\$2,261,563	\$2,346,834
UTA	\$3,908,680	\$3,782,999	\$29,577,992	\$29,006,871
PASSENGERS				
Bus Service	1,400,053	1,417,257	11,187,392	11,340,600
Light Rail Service	1,400,498	1,466,418	10,613,051	10,712,585
Commuter Rail Service	363,310	338,461	2,745,413	2,520,419
Paratransit	60,066	62,432	484,578	508,405
Rideshare	108,442	113,085	777,152	811,524
UTA	3,332,369	3,397,653	25,807,586	25,893,533
FAREBOX RECOVERY RATIO				
Bus Service	16.5%	15.8%	16.3%	17.8%
Light Rail Service	32.1%	28.7%	25.4%	28.0%
Commuter Rail Service	20.0%	13.7%	16.3%	14.8%
Paratransit	11.8%	7.4%	20.1%	14.9%
Rideshare	82.7%	97.3%	79.5%	100.2%
UTA	21.9%	19.4%	20.4%	21.3%
ACTUAL INVESTMENT PER RIDER				
Bus Service	\$5.28	\$5.28	\$5.18	\$4.61
Light Rail Service	\$2.20	\$2.49	\$2.83	\$2.50
Commuter Rail Service	\$5.44	\$8.76	\$6.15	\$7.08
Paratransit	\$23.25	\$25.22	\$20.97	\$19.93
Rideshare	\$0.60	\$0.08	\$0.75	(\$0.01)
UTA	\$4.17	\$4.62	\$4.48	\$4.13

**SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)**

EXHIBIT 1-9

As of July 31, 2017

<u>Classification</u>	<u>Total</u>	<u>Current</u>	<u>31-60 Days</u>	<u>61-90 Days</u>	<u>Over 90 Days</u>
1 Federal Government ¹	\$ 21,733,697	\$ 21,733,697			
2 Local Contributions ²	46,372,698	46,372,115			583
3 Interlocal Agreements	401,500	320,342		71,209	9,949
4 Contracts	3,446,646	2,965,769	187,139	85,634	208,104
5 Other ³	3,925,928	3,925,928			
6 Total	\$ 75,880,469	\$ 75,317,851	\$ 187,139	\$ 156,843	\$ 218,636

Percentage Due by Aging

7 Federal Government ¹	100.0%	0.0%	0.0%	0.0%
8 Local Contributions ²	100.0%	0.0%	0.0%	0.0%
9 Contracts	86.0%	5.4%	2.5%	6.0%
10 Other	100.0%	0.0%	0.0%	0.0%
11 Total	99.3%	0.2%	0.2%	0.3%

¹ Federal preventive maintenance funds, federal RideShare funds, and federal interest subsidies for Build America Bonds

² Estimated sales tax to be distributed upon collection by the Utah State Tax Commission

³ OCIP escrow, fuel tax credit, warranty parts out for repair

Note:

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	September 27, 2017
TITLE:	2040 Strategic Plan Discussion
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Charles Henderson
SUBJECT:	Strategic Areas of Focus for the Board
BACKGROUND:	<p>UTA, in partnership with other regional transportation agencies, helps to develop long range (30-year) transportation plans.</p> <p>Through a thoughtful and collaborative planning process, the UTA Board of Trustees, along with the Executive Leadership for the agency, have identified five strategic areas of focus for the agency. These areas of focus are the foundation of the UTA 2040 Strategic Plan and will be used to guide decisions in establishing annual goals and budgets and will ultimately direct and shape what UTA is, why we do what we do, and how we can continually improve.</p> <p>On September 27th the Board will continue their strategic discussions to identify a shared vision on what success should look like for transit by the year 2040.</p>
ALTERNATIVES:	Information for discussion
PREFERRED ALTERNATIVE:	Update only, no action/motion required
FINANCIAL IMPACT:	NA
EXHIBITS:	a. 2040 Strategic Plan Future State Worksheet



2040 STRATEGIC PLAN

September 2017



we move people



STRATEGIC AREAS OF FOCUS

Planning Process

The UTA 2040 Strategic Plan is just one part of a larger planning landscape across the Wasatch Front. UTA, in partnership with other regional transportation agencies, helps to develop long range (30-year) transportation plans. Those long range plans are in turn used to inform the needs for transit in the region. The UTA 2040 Strategic Plan reflects those regional needs and translates them into both mid-range and near-term operations plans.



Through a thoughtful and collaborative planning process, the UTA Board of Trustees, along with the Executive Leadership for the agency, have identified five strategic “areas of focus” for the agency. These areas of focus are the foundation of the UTA 2040 Strategic Plan and will be used to guide decisions in establishing annual goals and budgets and will ultimately direct and shape what UTA is, why we do what we do, and how we can continually improve.



CUSTOMER EXPERIENCE

STRATEGY

Deliver safe, reliable, accessible and easy-to-understand transit products that provide value to the customer

OBJECTIVES

- Design a visually and immediately recognizable system with the customer in mind
- Ensure a positive, user-friendly navigation and engagement experience for the customer at any touchpoint in the system, including integrated third-party service providers
- Gather, analyze and report data on the customer experience in order to allocate resources to improve UTA's products and service delivery

In 2040, Customer Experience looks like...



STRATEGIC PARTNERSHIPS

STRATEGY

Build strategic partnerships that meet the transportation needs of the communities UTA serves

OBJECTIVES

- Build relationships with community leaders and residents to collaboratively identify and address needs, gaps and opportunities in service delivery
- Develop alliances with regional corporate and non-profit agencies to achieve shared transportation goals and jointly identify new funding sources
- Continue to actively partner with other regional transportation planning and service providers to coordinate plans, leverage resources and extend UTA's reach

In 2040, Strategic Partnerships looks like...



PLANNING & LONG TERM VISION

STRATEGY

Elevate quality of life in the region through a common vision for integrated transportation, land use and economic development

OBJECTIVES

- Expand and improve access to opportunity through a well-connected, integrated and multi-modal transit network
- Collaborate with local partners in corridor and station area planning to support local transit-oriented development patterns and leverage the value of transit investments
- Participate in the development of regional transportation and growth planning efforts to coordinate future transportation demands, growth and long-term transit investments
- Integrate evolving technology and alternative transportation options into a strategic systems approach to meet the transportation needs of our future

In 2040, Planning and Long Term Vision looks like...



FUNDING & FINANCE

STRATEGY

To identify new and innovative funding strategies while maximizing existing resources in order to expand UTA's service offerings

OBJECTIVES

- Utilize revenue projections that reflect new, sustainable funding sources in addition to local sales taxes and grants
- Maintain a comprehensive and fiscally sustainable approach to asset maintenance, extending the life of and replacing existing assets based on industry best-practices
- Clearly define, demonstrate and communicate UTA's value proposition including return on investments as well as UTA's contributions in societal benefits

In 2040, Funding and Finance looks like...



EMPLOYEE DEVELOPMENT

STRATEGY

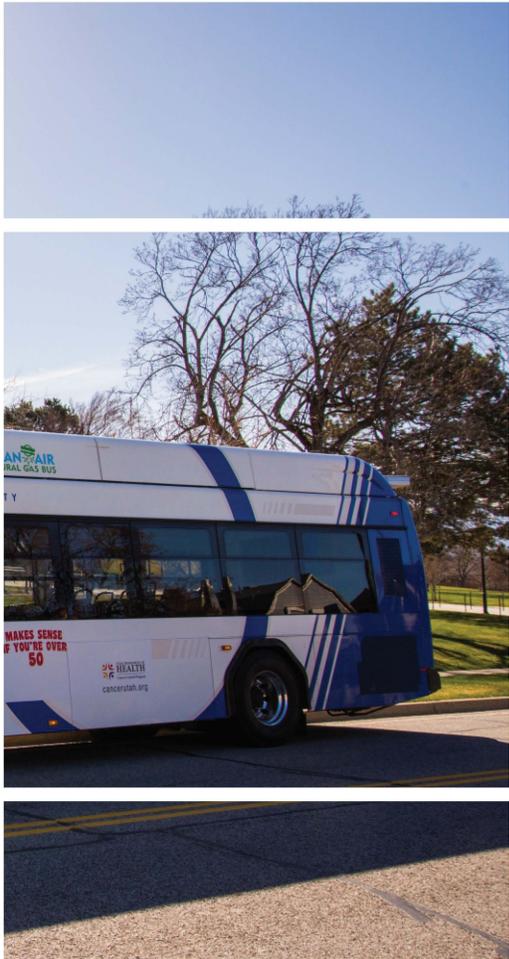
Cultivate a culture of high performance through engaging and supporting our employees in their everyday work

OBJECTIVES

- Reward and recognize employees for their performance, celebrating both individual and team successes
- Engage employees in continuously improving the customer experience
- Expand opportunities for continuing education, training and professional development that is oriented toward career advancement within an employee's chosen path, resulting in a dedicated workforce, increased organizational agility and improved customer service

In 2040, Employee Development looks like...





UTAH TRANSIT AUTHORITY
669 West 200 South
Salt Lake City, UT 84101

rideuta.com

   rideuta

**UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet**

DATE:	September 27, 2017
TITLE:	Amended Asset Management and 457 Deferred Compensation Plans
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Kim Ulibarri, Chief People Officer
SUBJECT:	Changes associated with executive compensation
BACKGROUND:	<p>The final phase of implementing UTA’s executive compensation reforms requires the Agency to amend our 401(a) and 457 deferred compensation plan documents.</p> <p>This item is being presented to the Board to provide information on upcoming changes and to discuss additional action needed.</p>
ALTERNATIVES:	None presented
FINANCIAL IMPACT:	To be determined
LEGAL REVIEW:	Complete
EXHIBITS:	<ul style="list-style-type: none"> • Executive Summary Update • R2017-09-02 – Amended Asset Management Plan • R2017-09-03 – Amended 457 Plan

Final Changes - Executive Compensation:
401A/457 Deferred Compensation Plans

Purpose of Presentation:

Update the executive committee on the changes associated with Executive Compensation. Approve deferred compensation plan document updates associated with final changes.

2014 Legislative Audit Findings:

UTA Executive compensation package was generally higher than average market including “special benefits” such as cash bonuses, two types of deferred compensation retirement plans, and a car allowance.

Measures Taken to Date to Address Findings:

- Conducted total compensations study
- UTA Board set the market median for newly hired executive staff at 90 percent of the labor market median
- Eliminated executive bonuses

Upcoming Changes:

- Participation in the 401A deferred compensation plan terminated effective December 31, 2017.
- Elimination of transportation allowance effective January 2018.
- Elimination of employer deposited maximum contributions into the 457 deferred compensation plan for thirteen current participants, final deposit will be January 2018.
- Going forward five member executive team will receive an employer match of 7% into the 457 deferred compensation plan, if the employee contributes 3%.

Board Action Needed to Implement Deferred Compensation Changes:

Both the 401A and 457 deferred compensation programs are governed by plan documents adopted by the Board. In order to make adjustments to these benefits, the following plan document updates are required:

401 Plan- Update Amendment A of the plan document to:

- Accurately reflect those currently participating through December 31, 2017 (the titles were never updated to accommodate previous title changes). This change allows previous participants to keep their money in the plan.
- Reflect, effective January 1, 2018, the President/CEO as the only active participant in the plan.

457 Plan- Update the plan document to state:

- Those employees currently receiving the IRS maximum contribution will continue this benefit through January 2018, after which time that benefits will no longer be available.
- Effective January 2018, UTA Executives will receive a 7% contribution into the 457 each year if the executive contributes 3% of his/her salary.

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY ADOPTING AMENDED APPENDIX 1 TO THE UTAH TRANSIT
AUTHORITY ASSET MANAGEMENT PLAN AND TRUST AGREEMENT**

2017-09-02

September 27, 2017

WHEREAS, the Utah Transit Authority (the "Authority") is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities - Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, effective January 1, 1998, the Authority established the *Utah Transit Authority Asset Management Plan and Trust Agreement* (the "Plan") which Plan has been amended by an Amendment dated March 27, 2002; a Second Amendment to the Plan on September 30, 2002; a Third Amendment on February 26, 2003; a Fourth Amendment on May 28, 2003; a Fifth Amendment on November 19, 2003; a Sixth Amendment on December 15, 2004; a Seventh Amendment on November 23, 2005; and an Eighth Amendment on June 25, 2008; a Ninth Amendment on June 27, 2012; and

WHEREAS, effective July 30, 2014, the Authority restated the Plan and adopted the same; and

WHEREAS, the Board of Trustees desires to revise Appendix 1 of the restated Plan to modify the listing of Covered Employees of the Plan; and

WHEREAS, paragraph 2.06 of the Plan allows for such revision without amending the Plan documents.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board of Trustees hereby adopts revised Appendix 1 to the Utah Transit Authority Asset Management Plan and Trust Agreement as attached to this Resolution as Exhibit A, and directs the President/CEO to sign the revised Appendix 1.
2. That this Resolution stay in force and effect until rescinded, amended, or superseded by further action of the Board.
3. That the Board formally ratifies prior actions taken by the Authority, including those taken by the President/CEO, the V.P. of Finance, the Benefits Administrator, the General Counsel, and their staffs that were necessary or appropriate to manage the Plan.
4. That the corporate seal be attached hereto.

APPROVED AND ADOPTED this 27th day of September, 2017.

Robert McKinley, Chair

ATTEST:

Robert K. Biles, Secretary

[SEAL]

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board held on the 27th day of September, 2017.

Robert McKinley, Chair

Robert K. Biles, Secretary

APPROVED AS TO FORM

Legal Counsel

EXHIBIT "A"

Amended Appendix 1
to the Utah Transit Authority
Asset Management Plan

**APPENDIX 1
TO THE UTAH TRANSIT AUTHORITY
ASSET MANAGEMENT PLAN**

Covered Employees, through December 31, 2017:

Current Executives

- President and CEO
- Chief Safety, Security, and Technology Officer
- Vice President of Finance

Previous Executives & Current Regional General Managers

- Communications Director
- Director of Capital Projects
- Government Relations Director
- Commuter Rail GM
- Regional GM Mt. Ogden BU
- Regional GM Salt Lake BU
- Special Services GM

Covered Employees, from and after January 1, 2018:

- President and CEO

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY ADOPTING THE AMENDED UTAH TRANSIT AUTHORITY EMPLOYEE
457 DEFERRED COMPENSATION PLAN**

2017-09-03

September 27, 2017

WHEREAS, the Utah Transit Authority (the “Authority”) is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities-Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, it is the policy of the Board of Trustees (the “Board”) to attract and retain good people, and to reward continued service to the Authority in part through various retirement and deferred compensation plans; and

WHEREAS, the Board has previously adopted a prototype plan drafted by ICMA-RC as the Utah Transit Authority Employee 457 Deferred Compensation Plan (the “Plan”); and

WHEREAS, the Authority has adopted certain plan amendments; and

WHEREAS, the Board desires to make certain additional amendments to the Plan, and with such amendments, the Board believes that the Plan fairly and adequately expresses the intent of the Board.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board adopts the ICMA Retirement Corporation Prototype 457 Deferred Compensation Plan as the Utah Transit Authority Employee Deferred Compensation plan with the following amendments:
 - a. The Administrator of the Plan shall be the Pension Committee.
 - b. The Trustee of the Plan shall be the Pension Committee.
 - c. Other than as described in paragraphs d through f, below, if an Employee defers at least 2% of salary to the Plan during the period the employee is a plan participant, then the Employer shall deposit to the Plan \$2.00 for every \$3.00 deferred by the Employee, up to a maximum of 2% of the Employee’s Includible Compensation. Such deferred compensation shall be deposited at the beginning of the year following the end of the Plan year. If an Employee terminates or retires, the additional compensation will be deposited into their deferred account at the same time all final compensation payments are made.

- d. The Employer shall deposit the Internal Revenue Service maximum contribution for those Current Executives and Previous Executives and Current Regional General Managers set forth on Attachment “A” hereto for each calendar year through the end of calendar year 2018, at which time such benefit shall cease. Such deposit shall be made at the beginning of the Plan year for that calendar year.
- e. For calendar year 2017 and 2018, provided that an individual described as a New Executive on Attachment “A” shall defer 3% of salary to the Plan, then the Employer shall deposit into the Plan 7% of the Includible Compensation for each New Executive (up to but not exceeding the Internal Revenue Service maximum contribution). Such deferred compensation shall be deposited at the beginning of the year following the end of the Plan year.
- f. Commencing January 1, 2019 and for each calendar year thereafter, if an individual described as an Executive (Restructure) (as set forth on Attachment “B” hereto) defers 3% of salary to the Plan during the period such Executive (Restructure) is a plan participant, then the Employer shall deposit to the Plan 7% of the Executive’s Includible Compensation (up to but not exceeding the Internal Revenue Service maximum contribution). Such deferred compensation shall be deposited at the beginning of the year following the end of the Plan year.
- g. Article II. Definitions. Section 2.09 Employee, of the Plan is amended to read:
“Section 2.09 Employee:
A. Each person who is a full-time employee, part-time employee or full-time temporary employee and who has successfully completed one year of service, excluding employees classified as an intern or part-time temporary employee, or
B. Each employee who is entitled to participate in the Plan pursuant to a Collective Bargaining Agreement and who has successfully completed one year of service.”
- h. Article II. Definitions. Section 2.10 Employer, is amended to read:
“Section 2.10 Employer: Utah Transit Authority, which is a political subdivision, agency, or instrumentality of the State of Utah, described in Section 457(e)(1)(A) of the Code.”
- i. Article VII. Benefits. Section 7.08 In-Service Distribution of Rollover Contributions is not adopted as part of the Plan.
- j. Article VIII. Loans to Participants is not adopted as part of the Plan.
- k. Article IX. Deemed IRAs is not adopted as part of the Plan.

- I. Appendix A. Article II. Pension Protection Act of 2006. Section 2.05 Distributions for Health and Long-Term Care Insurance for Public Safety Officers is not adopted as part of the Plan.
 - m. Appendix B. The Heroes Earnings Assistance and Relief Tax Act of 2008 is adopted as part of the Plan.
2. That future amendments proposed by ICMA-RC to the Plan shall be considered for incorporation into the Plan by the Board on a case by case basis.
 3. That this Resolution supersedes Resolution No. 2012-06-04 dated June 27, 2012, and shall stay in force and effect until rescinded, amended, or superseded by further action of the Board.
 4. That the Board formally ratifies prior actions taken by the Authority, including those taken by the President/CEO, the V.P. of Finance, the Benefits Administrator, the General Counsel, and their staffs that were necessary or appropriate to manage the Plan.
 5. That the corporate seal be attached hereto.

APPROVED AND ADOPTED this 27th day of September, 2017.

Robert McKinley, Chair

ATTEST:

Robert K. Biles, Secretary

[SEAL]

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board held on the 27th day of September, 2017.

Robert McKinley, Chair

Robert K. Biles, Secretary

APPROVED AS TO FORM

Legal Counsel

ATTACHMENT A

Current Executives

- Chief Safety, Security, and Technology Officer
- VP of Finance

Previous Executives & Current Regional General Managers

- Communications Director
- Director of Capital Projects
- Government Relations Director
- Commuter Rail GM
- Regional GM Mt. Ogden BU
- Regional GM Salt Lake BU
- Special Services GM

New Executives

- Chief People Officer
- VP of Operations, Capital and Assets
- VP of External Affairs
- General Counsel

ATTACHMENT B

Executives (Restructure)

- Chief Safety, Security, and Technology Officer
- VP of Finance
- VP of External Affairs
- VP of Operations, Capital and Assets
- Chief People Officer
- General Counsel

UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet

DATE:	September 27, 2017
TITLE:	R2017-09-01: Salt Lake County Transportation Fund Interlocal Agreement
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Steve Meyer
SUBJECT:	County Transportation Fund Interlocal Agreement
BACKGROUND:	<p>The Salt Lake County Council approved Resolution No. 5206 on June 6, 2017, authorizing the Salt Lake County Mayor to execute an interlocal cooperation agreement with UTA to provide UTA with \$4.5 million of county transportation funds to construct the double tracking of the S-Line streetcar from 300 East to 500 East. This project will allow UTA to operate a more reliable 15-minute service schedule for the S-Line.</p> <p>This UTA resolution adopts the agreement and authorizes the President/CEO to negotiate and execute the agreement on behalf of UTA.</p>
ALTERNATIVES:	None presented
FINANCIAL IMPACT:	None – this moves/assigns an already existing commitment
LEGAL REVIEW:	The proposed item has been reviewed by UTA Legal staff.
EXHIBITS:	<ul style="list-style-type: none"> • R2017-09-01 – County Transportation Fund ILA

**RESOLUTION OF THE BOARD OF TRUSTEES
OF THE UTAH TRANSIT AUTHORITY
AUTHORIZING EXECUTION OF THE
COUNTY TRANSPORTATION FUND INTERLOCAL AGREEMENT**

No. R2017-09-01

September 27, 2017

WHEREAS, the Utah Transit Authority (the "Authority") is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities-Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, during the 2015 General Session, the State Legislature amended Section 72-2-121 of the Utah Transportation Code, Utah Code Ann. §§ 72-1-101 et seq., to provide for the transfer of certain funds from the County of the First Class Highway Projects Fund to the legislative body of Salt Lake County to be used for certain transportation purposes (hereinafter "County Transportation Funds"); and

WHEREAS, the Salt Lake County Council has drafted and approved an Interlocal Agreement pursuant to which the parties will agree to work in good faith toward a final agreement for the transfer of up to four million five hundred thousand dollars (\$4,500,000.00) of County Transportation Funds to UTA to help finance the construction and limited operation of the Sugar House Streetcar double tracking between 300 East and 500 East in South Salt Lake.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board of Trustees hereby adopts the COUNTY TRANSPORTATION FUND INTERLOCAL AGREEMENT between the Authority and Salt Lake County together with such modifications or amendments to the Agreement as may be determined by the President/CEO to be necessary, appropriate, or desirable.
2. That the Board formally ratifies prior actions taken by the Authority, including those taken by the President/CEO, General Counsel, and Authority staff that were necessary or appropriate to negotiate the Agreement.
3. That a fully executed original counterpart of the final definitive COUNTY TRANSPORTATION FUND INTERLOCAL AGREEMENT shall be permanently kept in the official records of the Authority. A copy of the Agreement is attached hereto as Exhibit A.
4. That the corporate seal be attached hereto.

APPROVED AND ADOPTED this 27th day of September, 2017.

Robert McKinley, Chair

ATTEST:

Robert K. Biles, Secretary

[SEAL]

DRAFT

CERTIFICATE

The undersigned duly qualified Chair of the Board of Trustees of the Utah Transit Authority certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board held on the 27th day of September, 2017.

Robert McKinley, Chair

Robert K. Biles, Secretary

APPROVED AS TO FORM

Legal Counsel

DRAFT

Exhibit A

DRAFT

INTERLOCAL COOPERATION AGREEMENT

between

SALT LAKE COUNTY

and

UTAH TRANSIT AUTHORITY

This Interlocal Cooperation Agreement (this “Agreement”) is entered into by and between **SALT LAKE COUNTY**, a body corporate and politic of the State of Utah (the “County”) and the **UTAH TRANSIT AUTHORITY**, a public transit district and political subdivision of the State of Utah (“UTA”). The County and UTA may each be referred to herein as a “Party” and collectively as the “Parties.”

RECITALS:

A. The County and UTA are “public agencies” as defined by the Utah Interlocal Cooperation Act, Utah Code Ann. §§ 11-13-101 *et seq.* (the “Interlocal Act”), and, as such, are authorized by the Interlocal Act to enter into this Agreement to act jointly and cooperatively in a manner that will enable them to make the most efficient use of their resources and powers. Additionally, Section 11-13-215 of the Interlocal Act authorizes a county, city, town, or other local political subdivision to share its tax and other revenues with other counties, cities, towns, local political subdivisions, or the state.

B. During the 2015 General Session, the State Legislature amended Section 72-2-121 of the Utah Transportation Code, Utah Code Ann. §§ 72-1-101 *et seq.*, to provide for the transfer of certain funds from the County of the First Class Highway Projects Fund to the legislative body of the County to be used for certain transportation purposes (hereinafter “County Transportation Funds”).

C. The County desires to use County Transportation Funds to further regional transportation by financing all or a portion of the costs of transportation projects throughout the County in accordance with Section 72-2-121 of the Utah Transportation Code and all other applicable federal, state and local laws, rules and regulations.

D. The County and UTA now desire to enter into this Agreement wherein the Parties agree to work in good faith toward a final agreement for the transfer of up to Four Million Five Hundred Thousand Dollars and No Cents (\$4,500,000.00) of County Transportation Funds to UTA to help finance the construction and limited operation of the Sugar House Streetcar (S Line) double tracking between 300 East and 500 East in South Salt Lake (hereinafter the “Project”).

A G R E E M E N T:

NOW, THEREFORE, in consideration of the mutual representations, warranties, covenants and agreements contained herein, the sufficiency of which is hereby acknowledged, the Parties represent and agree as follows:

ARTICLE 1 - INCORPORATION AND DEFINITIONS

1.1. **Incorporation and Definitions.** The foregoing recitals and all exhibits hereto are hereby made a part of this Agreement. Unless otherwise defined in this Agreement, terms shall have the meaning set forth in the Transportation Code. The following terms shall have the following meanings in this Agreement:

- (a) **County Transportation Funds:** As defined in Recital B above.
- (b) **Final Agreement:** As defined in Section 2.1 below.
- (c) **Negotiation Period:** The period of time commencing with the effective date of this Agreement and expiring upon the earlier of (i) the date this Agreement is terminated, or (ii) June 30, 2018.
- (d) **Project:** As defined in Recital D above.
- (e) **Project Schedule and Budget:** As defined in Section 4.1(a) below.
- (f) **Transportation Code:** Utah Code Ann. §§ 72-1-101 *et seq.*
- (g) **Transportation Funds:** As defined in Section 2.1 below.

ARTICLE 2 - DISBURSEMENT OF COUNTY TRANSPORTATION FUNDS

2.1. **County Transportation Funds.** The Parties agree to work in good faith toward a mutually acceptable agreement (the "**Final Agreement**") for the transfer of up to Four Million Five Hundred Thousand Dollars and No Cents (\$4,500,000.00) of County Transportation Funds (hereinafter "**Transportation Funds**") to UTA to help finance the construction and limited operation of the Project. The Final Agreement shall specify, among other things, (a) the manner by which Transportation Funds will be disbursed to UTA for the Project (whether on a reimbursement basis, via escrow withdrawals, or otherwise); (b) completion dates and deadlines for the Project; and (c) any other terms or conditions to the County's contribution of the Transportation Funds for the Project, as determined by the County in good faith.

ARTICLE 3 -- REPRESENTATIONS AND WARRANTIES

3.1. **UTA Additional Representations – Liability and Reliance.** Notwithstanding anything to the contrary in this Agreement, UTA represents that the County has not opined on and will not at any point be deemed to have opined on whether any particular cost associated with the anticipated Project is consistent with the allowable uses for County Transportation Funds described in Subsection 72-2-121 of the Transportation Code or in accordance with other

applicable federal, state and local laws, rules and regulations. As such, UTA agrees that it will independently determine whether any anticipated cost associated with the Project for which Transportation Funds may ultimately be used by UTA is consistent with the allowable uses for County Transportation Funds described in Subsection 72-2-121 of the Transportation Code, and UTA agrees that it will not rely on the County's review of UTA's anticipated costs in making that determination.

ARTICLE 4 -- DISBURSEMENTS

4.1. Conditions to County's Contribution of Transportation Funds. The County will have no obligation to enter into the Final Agreement with UTA for a contribution of Transportation Funds toward the Project unless and until the following conditions have been satisfied:

(a) UTA Funding Requirement. UTA has provided to the County evidence and assurances that it has funded or will cause to be funded all but four million five hundred thousand dollars (\$4,500,000) of the total cost of the Project (the "UTA's Funding Assurance").

(b) Project Schedule and Budget. UTA has prepared and submitted to the County a document outlining UTA's proposed schedule and budget for construction, implementation, and operation of the Project for which UTA will seek reimbursement for Reimbursable Project Costs from the County under this Agreement (the "Project Schedule and Budget").

(c) Final Project Design. UTA has submitted to the County the final design for the Project (the "Final Project Design").

ARTICLE 5 -- COVENANTS AND AGREEMENTS

5.1. Indemnification and Liability.

(a) Governmental Immunity. Both Parties are governmental entities under the Governmental Immunity Act of Utah, Utah Code Ann. §§ 63G-7-101 *et seq.* (the "Immunity Act"). Neither Party waives any defenses or limits of liability available under the Immunity Act and other applicable law. Both Parties maintain all privileges, immunities, and other rights granted by the Immunity Act and all other applicable law.

(b) Liability and Indemnification. UTA agrees to indemnify, hold harmless, and defend the County, its officers, agents, and employees from and against any and all actual or threatened claims, losses, damages, injuries, debts, and liabilities of, to, or by third parties, including demands for repayment or penalties, however allegedly caused, resulting directly or indirectly from, or arising out of this Agreement. UTA agrees that its duty to defend and indemnify the County under this Agreement includes all attorney's fees, litigation and court costs, expert witness fees, and any sums expended by or assessed against the County for the defense of any claim or to satisfy any settlement, arbitration award, debt, penalty, or verdict paid or incurred on behalf of the County.

UTA further agrees that UTA's indemnification obligations in this Section 5.1 will survive the expiration or termination of this Agreement.

ARTICLE 6 – MISCELLANEOUS

6.1. Interlocal Cooperation Act. In satisfaction of the requirements of the Interlocal Act in connection with this Agreement, the Parties agree as follows:

(a) This Agreement shall be approved by each Party pursuant to Section 11-13-202.5 of the Interlocal Act.

(b) This Agreement shall be reviewed as to proper form and compliance with applicable law by a duly authorized attorney in behalf of each Party pursuant to and in accordance with Section 11-13-202.5 of the Interlocal Act.

(c) A duly executed original counterpart of this Agreement shall be filed immediately with the keeper of records of each Party pursuant to Section 11-13-209 of the Interlocal Act.

(d) Except as otherwise specifically provided herein, each Party shall be responsible for its own costs of any action done pursuant to this Agreement, and for any financing of such costs.

(e) No separate legal entity is created by the terms of this Agreement. Pursuant to Section 11-13-207 of the Interlocal Act, to the extent this Agreement requires administration other than as set forth herein, the County Mayor and the President/CEO of UTA are hereby designated as the joint administrative board for all purposes of the Interlocal Act.

6.2. Term of Agreement. This Agreement shall take effect immediately upon the completion of the following: (a) the approval of the Agreement by the governing bodies of the County and UTA, including the adoption of any necessary resolutions or ordinances by the County and UTA authorizing the execution of this Agreement by the appropriate person or persons for the County and UTA, respectively, (b) the execution of this Agreement by a duly authorized official of each of the Parties, (c) the submission of this Agreement to an attorney for each Party that is authorized to represent said Party for review as to proper form and compliance with applicable law, pursuant to Section 11-13-202.5 of the Interlocal Act, and the approval of each respective attorney, and (d) the filing of a copy of this Agreement with the keeper of records of each Party. This Agreement shall terminate upon expiration of the Negotiation Period, unless terminated earlier. If upon expiration of the Negotiation Period, the County and UTA have not entered into a Final Agreement, then the County may use the Transportation Funds for other projects as the County deems appropriate. The Parties may terminate this Agreement at any time upon mutual agreement of the Parties in writing.

6.3. Ethical Standards. UTA represents that it has not: (a) provided an illegal gift in connection with this Agreement to any County officer or employee, or former County officer or employee, or to any relative or business entity of a County officer or employee, or relative or

business entity of a former County officer or employee; (b) retained any person to solicit or secure this Agreement upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, other than bona fide employees of bona fide commercial agencies established for the purpose of securing business; (c) breached any of the ethical standards in connection with this Agreement set forth in State statute or Salt Lake County Code of Ordinances § 2.07, Salt Lake County Code of Ordinances; or (d) knowingly influenced, and hereby promises that it will not knowingly influence, in connection with this Agreement, any County officer or employee or former County officer or employee to breach any of the ethical standards set forth in State statute or Salt Lake County ordinances.

6.4. Entire Agreement. This Agreement and the documents referenced herein, if any, constitute the entire Agreement between the Parties with respect to the subject matter hereof, and no statements, promises, or inducements made by either Party, or agents for either Party, that are not contained in this written Agreement shall be binding or valid; and this Agreement may not be enlarged, modified or altered, except in writing, signed by the Parties.

6.5. Amendment. This Agreement may be amended, changed, modified or altered only by an instrument in writing.

6.6. Governing Law and Venue. The laws of the State of Utah govern all matters arising out of this Agreement. Venue for any and all legal actions arising hereunder will lie in the District Court in and for the County of Salt Lake, State of Utah.

6.7. No Obligations to Third Parties. The Parties agree that UTA's obligations under this Agreement are solely to the County and that the County's obligations under this Agreement are solely to UTA. The Parties do not intend to confer any rights to third parties unless otherwise expressly provided for under this Agreement.

6.8. No Definitive Agreement for Contribution of County Transportation Funds. The Parties agree that UTA may not rely on this Agreement in determining whether to move forward with the construction of the Project. The Parties understand that this Agreement merely indicates that the County is willing to work in good faith toward a Final Agreement for a contribution of County Transportation Funds toward the Project, but that there is a possibility that the Parties do not reach a mutually satisfactory Final Agreement and that therefore there is a possibility that no County Transportation Funds will be contributed toward the Project.

6.9. Agency. No officer, employee, or agent of UTA or the County is intended to be an officer, employee, or agent of the other Party. None of the benefits provided by each Party to its employees including, but not limited to, workers' compensation insurance, health insurance and unemployment insurance, are available to the officers, employees, or agents of the other Party. UTA and the County will each be solely and entirely responsible for its acts and for the acts of its officers, employees, or agents during the performance of this Agreement.

6.10. No Waiver. The failure of either Party at any time to require performance of any provision or to resort to any remedy provided under this Agreement will in no way affect the right of that Party to require performance or to resort to a remedy at any time thereafter.

Additionally, the waiver of any breach of this Agreement by either Party will not constitute a waiver as to any future breach.

6.11. Severability. If any provision of this Agreement is found to be illegal or unenforceable in a judicial proceeding, such provision will be deemed inoperative and severable, and, provided that the fundamental terms and conditions of this Agreement remain legal and enforceable, the remainder of this Agreement shall remain operative and binding on the Parties.

6.12. Counterparts. This Agreement may be executed in counterparts and all so executed will constitute one agreement binding on all the Parties, it being understood that all Parties need not sign the same counterpart. Further, executed copies of this Agreement delivered by facsimile or email will be deemed an original signed copy of this Agreement.

IN WITNESS WHEREOF, each Party hereby signs this Agreement on the date written by each Party on the signature pages attached hereto.

[Intentionally Left Blank - Signature Page Follows]

INTERLOCAL AGREEMENT - SIGNATURE PAGE FOR THE COUNTY

SALT LAKE COUNTY

By _____
Mayor Ben McAdams or Designee

Dated: _____, 20____

Approved as to Form and Legality:

By _____
Deputy District Attorney

INTERLOCAL AGREEMENT – SIGNATURE PAGE FOR UTA

UTAH TRANSIT AUTHORITY

By _____

Name: _____

Title: _____

Dated: _____, 20____

Approved as to Form and Legality:

UTA ATTORNEY

By _____

Name: _____

Dated: _____, 20____

**UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Information Paper Coversheet**

DATE:	September 27, 2017
TITLE:	UTA Fare Strategy & System Executive Brief
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Nichol Bourdeaux/Dave Schroeder
SUBJECT:	Background and Insight into UTA Fare System
BACKGROUND:	<p>UTA staff are providing an information paper on the currently ongoing Fares Project, which is investigating UTA's Fare System and potential options for improvement.</p> <p>This paper provides an overview of the investigation, timelines for the project, and insight into the challenges and trade-offs involved in a Fare System.</p>
ALTERNATIVES:	None presented
FINANCIAL IMPACT:	To be determined
EXHIBITS:	<ul style="list-style-type: none">• Executive Summary Fares Final DRAFT v4 20170831.pdf

The Fares Project: Board Summary Update

September 2017

The following synopsis is intended to provide UTA’s Board of Directors (Board) with an update on the 2017-18 UTA Fares Project (Project). The Project was initiated in early 2017 in order to resolve a number of issues with UTA’s fare collection system.

UTA has studied changes to the fare system and pricing in the past, most recently with Distance-Based Fare. However, the agency has not recently completed a thorough examination of the various components and opportunities associated with fare collection. Shortly after Jerry Benson became the CEO in fall 2016, he vowed to address customer concerns related to the fare system¹ and to improve the customer experience as it relates to fare collection through a comprehensive lens.

The primary intent of the Project is to examine ways to simplify the fares system in order to increase ease of use and understanding among UTA riders and potential riders. In addition, the Project will establish a recommendation for a comprehensive policy and strategy for UTA fare collection going forward.

Goals

The goals of the Project have been informed by the UTA Board and include the following:

- *Easy to use* - the ability to pay fare with a minimum of effort
- *Understandable* – the ability to understand the fare regardless of mode(s) used or distance traveled
- *Customer Desirability* – the attractiveness of the fare to the UTA rider and potential rider
- *Reflects Cost of Service* – the fare is representative of the comparative economic worth of the service
- *Promotes Ridership* – enables and attracts people to use transit
- *Affordable and Accessible*– fare products are available and accessible to persons at a transportation disadvantage, such as persons with low income
- *Maintains sustainable revenue stream* – ensures predictable revenue source
- *Compliance with Legal Obligations*– proactively integrate processes and procedures set by federal and state governing authorities (for example: Title VI)
- *Responsible Return on Investment* – consider fully-allocated investments in fare collection equipment
- *Positions UTA for the Future* – Changes and upgrades to the fare system position UTA to adapt to changing technology

Process

The Project timeline, from initiation to implementation is anticipated to last a total of twenty-three (23) months; from March 2017 through January 2019. Staff will spend a total of approximately seventeen (17) months, March 2017 through June 2018 refining the fare structure and agency fare policy. Following Board approval of recommendations from the Project in June 2018, staff will spend six (6) months planning for the implementation in January 2019.

The Project will be broken into six (6) major stages including two (2) phases of public engagement. These stages of the Project are as follows:

Stage 1 (March 2017 – July 2017): Investigate the fundamental issues of fare collection at UTA

Stage 2 (August 2017 – December 2017):
 Develop the range of viable System Options
 Initiate **Phase 1 Public Engagement Plan**
 Refine to those System Options that are viable

¹ In 2016, three of the top five Customer Comments were Fare-Related. These are: issues with ticket vending machines (TVM), FAREPAY overcharges due to customer error, and FAREPAY over charges due to hardware or software issues.

Board consideration of approval to proceed with Stage 3

Stage 3 (January 2018 – May 2018):

- Assign fare pricing to the recommended System Options
- Initiate **Phase 2 Public Engagement Plan**

Stage 4 (June 2018): Presentation of Fare Policy and a recommendation for Preferred System Option to the UTA Board for consideration of adoption

Stage 5 (July 2018-December 2018): If a Preferred System Option is adopted by the Board, develop Implementation Plan

Stage 6 (January 2019): Implementation of Preferred System Option (conditional to Board adoption of Preferred System Option)

At the end of Stage 4, the Project will result in recommendations to UTA’s Board on the adoption of a comprehensive Fare Policy and a Preferred Fare System Option. The Board will ultimately approve or reject any recommendations. As of the date of this memo, Stage 1 has been completed and Stage 2 has been initiated.

Current System

In 2016, UTA’s operating budget was approximately \$365 million, of which approximately \$51 million comes from passenger fares (refer to Chart 1). Of the \$51 million collected from passenger revenue, about \$22 million comes from contracts UTA negotiates with partners in government, education, and business. The remaining \$29 million (about eight percent of the operating budget) comes from riders paying on the bus, at the TVM, or purchasing a period pass, such as a monthly pass. While this \$51 million and \$29 million are small compared to the agency’s overall inflow of \$365 million, loss of revenue would impact the ability of the agency to provide adequate service.

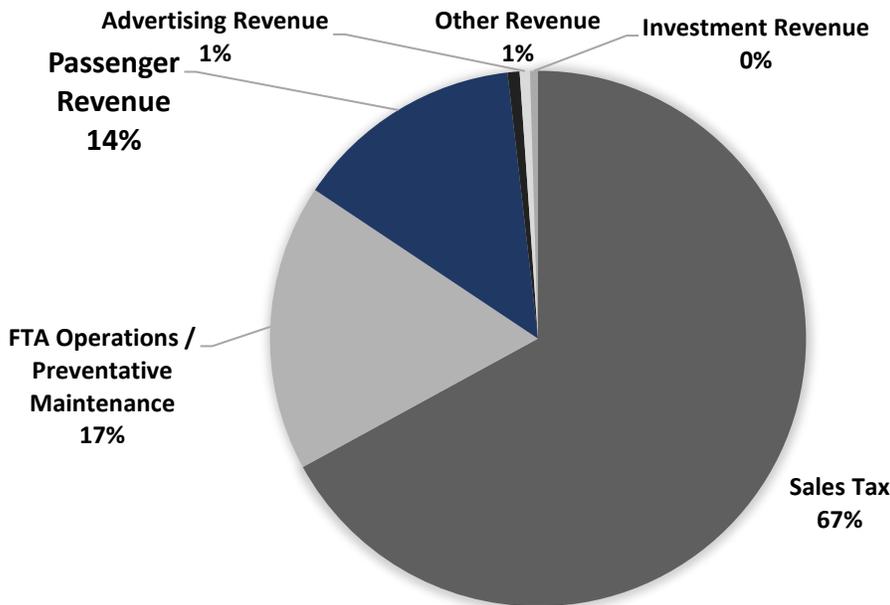


Chart 1: UTA Revenue Sources, 2016

Source: 2016 UTA Comprehensive Annual Financial Report (CAFR)

Revenue & Ridership, by fare type

Following are general proportions of average weekday ridership compared with revenue, by source:

- Revenue collected through cash, credit cards, and debit cards accounts for about thirty percent (30%) of passenger revenue in 2016. Ridership from these customers is approximately twenty-five percent (25%) of daily weekday ridership;
- Monthly pass sales represent nineteen percent (19%) of revenue and seventeen percent (17%) of weekday ridership;
- FAREPAY is an electronic fare collection (EFC) product available to the public at some area convenience stores and at UTA Customer Service locations. It allows loading of funds onto a smart card that can then be tapped upon system entry and exit for payment of fare. This product accounts for approximately eleven percent (11%) of revenue and twelve percent (12%) of ridership;
- Passes acquired by riders through a higher educational institution (Ed Pass) accounts for sixteen percent (16%) of revenue and thirty-one percent (31%) of ridership;
- Eco Passes are administered through employers to their workforce. This source accounts for nineteen percent of revenue (19%) and seven percent (7%) of ridership.

Findings from Stage 1

A brief summary of the findings of staff's initial research in the categories of peer agency trends, fare payment methods, and rider travel patterns are shared in the sections below.

Peer Agency Research

Staff researched peer transit agencies to understand their approaches to fare collection. The peer agencies studied include: King County Metro and Sound Transit of Seattle, Washington; RTD of Denver, Colorado; TriMet of Portland, Oregon; DART of Dallas, Texas; Metro of Minneapolis, Minnesota; Capital Metro of Austin, Texas; Metro of Houston, Texas; RTA of Cleveland, Ohio. In response to the Board's request, two international agencies; Calgary Transit of Calgary, Canada; and VAG of Freiburg Germany; were added. Peer agencies were selected based on a variety of reasons including: similar size, similar modes, common technology platform, or program reputation.

- It is common to have higher fare on more premium services, such as commuter rail; typically according to distance traveled and/or time of day.
- Approaches to changes in fare among U.S. peer agencies are largely increases to fare in order to cover gaps in operating costs. Sometimes, fare increases are mitigated for impact to low income persons through the development of programs to increase affordability.
- Measuring the cost of fare collection is not standardized across the transit industry, so it is difficult to compare costs between U.S. peer agencies.
- Many of the agencies who have electronic fare collection (EFC) are moving from a card-based to an account-based system, similar to what UTA has. In the past the cost of the EFC systems have been commonly underestimated prior to implementation. These differences in actual costs have caused some agencies to abandon smart card fare collection and/or to take legal steps against software vendors. Some view mobile ticketing as an alternative to a viable option for replacement of other EFC systems.

In summary, the approach to fare collection can differ greatly by agency, depending on the direction provided by the agency board in terms of priorities.

Fare Payment Methods

For UTA specifically, it has been determined that each fare payment method appeals to differing markets and that each has its own strengths and weaknesses... Following are some findings of the research.

- **Cash** collection on board is less expensive to collect for UTA when compared with other agencies. This is because the agency never upgraded fare boxes to include more technologically-advanced (although maintenance intensive) features. Many riders use cash either because it is their only means or because they consider it the most convenient method for less frequent use.
- **Credit cards** and **debit cards** use at TVMs is growing in recent years and fees associated with these transactions represent one of the largest growth in cost of collections for the agency. The use of cards at TVMs is convenient for customers who do not typically carry cash or have a pass or FAREPAY card.
- **Monthly passes** are widely used by a variety of customer segments including human services agencies as well as those purchased by the public. In recent years, monthly pass sales has declined, somewhat due to rider migration to FAREPAY. Monthly Passes provide benefit to the frequent rider in the form of a predictable cost for use of the UTA system. They also provide a predictable source of funding to the agency in comparison with a pay-as-you-go method. The product has a low cost of collection for the agency compared with other methods of payment. The method is more convenient than cash, as validation requires only visual inspection.
- UTA was at the leading technological forefront of **electronic fare card (EFC)** payment and validation and was among the first transit authorities in the world to implement an account-based smart card payment method. EFC offers a convenient method of validation for UTA riders and UTA bus operators, provided the software and hardware are working properly. The three main EFC product types at UTA are Eco Pass, Ed Pass and FAREPAY. The FAREPAY product is popular with customers due to its convenience, especially as it reduces the need to purchase tickets at TVMs. The product was released with a promotional rate. Either continuing or eliminating the FAREPAY promotional rate will need to undergo Title VI analysis and public hearings.
- **Mobile ticketing** may provide a convenient alternative to other fare media. Verification of valid mobile tickets could be visual and/or electronic validation. Mobile ticketing may reduce the need for validation hardware and may reduce customer dependence on TVMs. Approximately eighty-eight percent (88%) of surveyed UTA riders have a smart phone. UTA will launch a mobile ticketing application in fall 2017.

In summary, each method provides benefit to some portion of the current UTA rider segment. Overcoming the challenges associated with each method, specifically the potential benefit or impact to UTA riders, should be evaluated in any change going forward.

Travel Patterns and Payment

In order to understand the potential impacts of changes in fare structure, rate, or payment method, staff looked at the most common travel patterns among UTA riders and the proportions of payment utilized for travel in each of the top categories. Among the initial findings:

- **Cash/credit/debit card** is the most common method of payment for the top 3 most common trip patterns in the UTA system [1) One bus only; 2)One TRAX only, 3) bus-TRAX transfer]
- **University of Utah Eco Pass** use is the 2nd most common source of fare among the top two trip patterns for UTA riders [1) one bus only, 2) one TRAX only];
- For those trips that necessitate a transfer, **monthly pass** use occurs in larger proportion;
- **FAREPAY** exceeds monthly pass use in those journeys where one leg includes a FrontRunner trip
- **Eco Pass** and **Ed Pass** use is higher, proportionately, for those trips that include a transfer and/or include a FrontRunner leg.

In summary, any change to fare system considered should consider fare use among existing riders as well as opportunities to attract new riders.

Next Steps & Timeline

As previously mentioned, as of the date of this summary, staff has completed Stage 1 of the Project and is entering Stage 2. This includes Phase 1 of the Public Engagement Plan. The tasks associated with Stage 2 of the Project are listed below.

Stage 2 (August – December 2017)

August – September 2017: Development of viable System Options

September – October 2017: **Public Engagement Plan Phase 1.** UTA staff will consult with UTA riders and stakeholders to gather feedback on the Options.

Targeted groups for engagement:

- UTA Riders on-board or entering the system;
- Members of and advocates for persons traditionally underserved and/or at a transportation disadvantage including: People with disabilities, minorities, people who are low income, and veterans groups;
- General public;
- UTA front line employees including: UTA Operators, Fare Inspectors, and Customer Service.

Through Phase 1 of the Public Engagement Plan, staff will collect input and feedback from the target groups which will inform the qualitative analysis of the Project goals of Ease of Use, Understandability, and Affordability and Accessibility, as well as insight in relation to the other criteria, as applicable.

September – November 2017; Quantitative analysis. UTA internal staff to look at the potential impacts of each System Option in relation to the following Project goals: Ridership, Revenue, Cost of Service, Fare adjustment analysis, Legal obligations, Responsible Investment, and Positioning UTA for the future.

December 2017; CEO Jerry Benson will present a refined set of System Options to the Board to carry forward to pricing and further public engagement during winter 2017-18 and spring 2018.

**UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Information Paper Coversheet**

DATE:	September 27, 2017
TITLE:	2017 Economic Update & Initial 2018 Budget Assumptions
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Bob Biles, VP of Finance
SUBJECT:	2018 Budget Planning Process
BACKGROUND:	<p>At the September 13, 2017 Finance & Operations committee meeting, the 2017 Economic Update and initial 2018 budget assumptions were presented.</p> <p>An important part of the budget process for the Utah Transit Authority is to provide information and statistics to the Trustees and the public which help in determining the final budget numbers.</p> <p>These include:</p> <ul style="list-style-type: none"> • Economic update on diesel fuel • Sales Tax Trends • Projected Revenue • Wages & Benefits • Board Priorities • Budget Continuous Improvement • Current Key Budget Assumptions
ALTERNATIVES:	None presented
FINANCIAL IMPACT:	To be determined
EXHIBITS:	<ul style="list-style-type: none"> • Draft Economic Update & 2018 Budget Assumptions

2017 Economic Update and Initial 2018 Budget Assumptions

Finance & Operations Committee

September 13, 2017

1

2018 Economic Update & Initial TDP Discussion

Agenda

- Economic Update, Diesel, & Sales Tax Trends
- Board Priorities
- Budget Continuous Improvement
- Current Key Budget Assumptions
- Next Steps

2

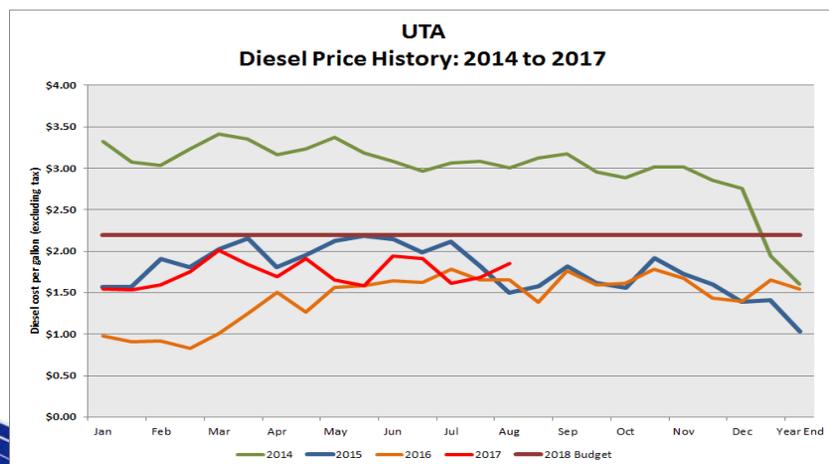
Economic Update

National & Local Economy Forecast				
<u>Unemployment</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
U.S.	5.3%	4.9%	4.5%	4.2%
Utah	3.5%	3.5%	3.3%	3.5%
<u>Taxable Sales</u>				
U.S.	2.6%	3.0%	4.3%	4.4%
Utah	6.1%	5.4%	8.0%	5.6%
<u>Personal Income</u>				
Utah	6.2%	5.6%	6.5%	5.6%

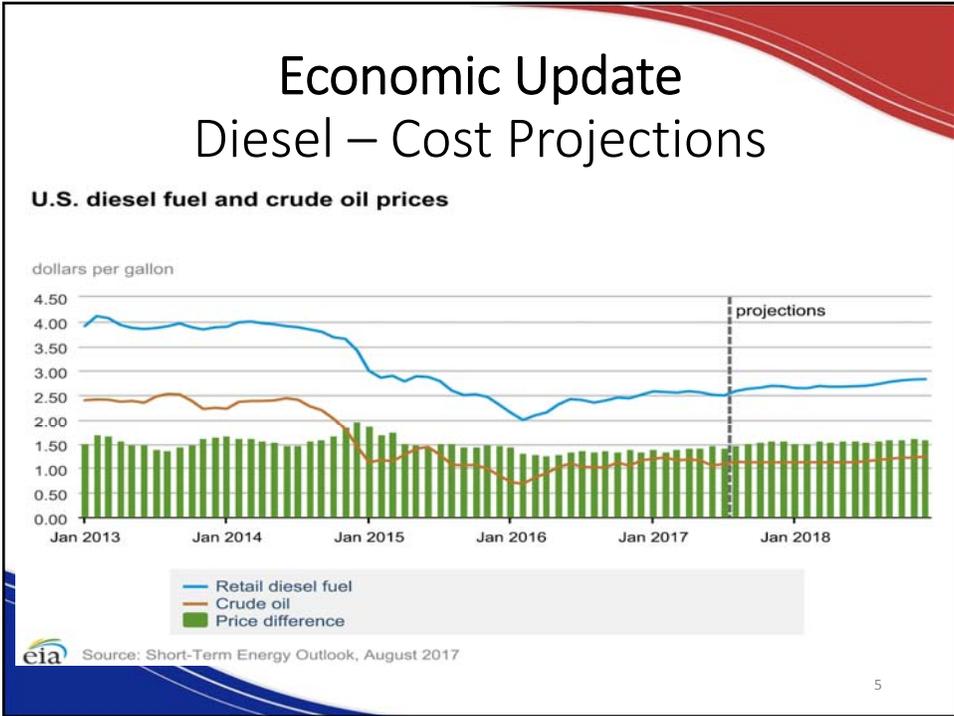
Source: State of Utah Revenue Assumptions Working Group May 2017

Economic Update

Diesel – UTA Current and Past Trends



Note: Fuel accounts for about 6% of UTA's Operating Expense.



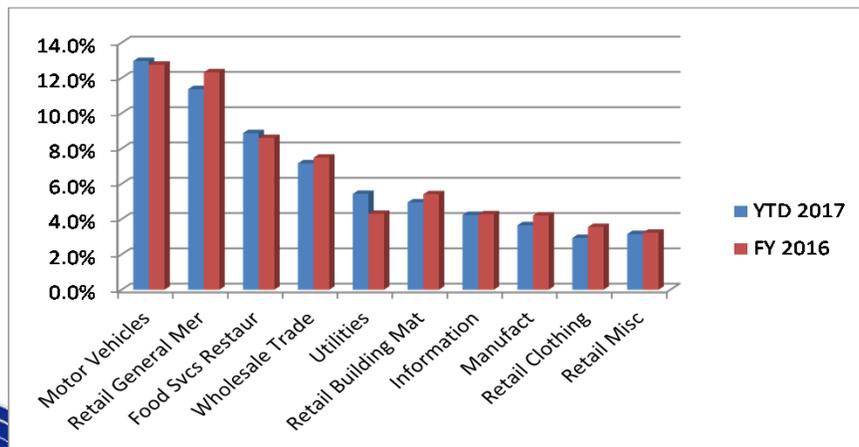
- ## 2018 Budget Board Priorities
- Customer Experience
 - Strategic Partnerships
 - Funding/Financing
 - Planning & Long-term Visioning
 - Employee Development
- 6

Continuous Improvement Applied to Budgeting

- Budget Process Changes
 - Long-term forecasting
 - Capital planning
- Resource Alignment
 - Organizational changes

7

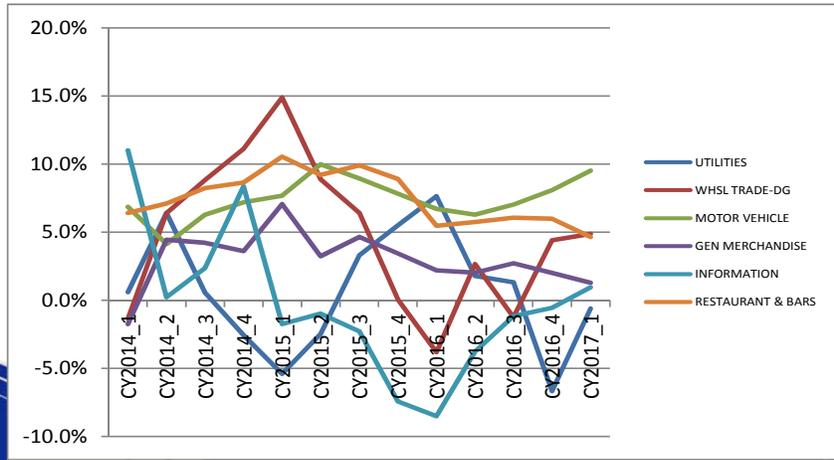
UTA: Sales Tax Revenue Sources



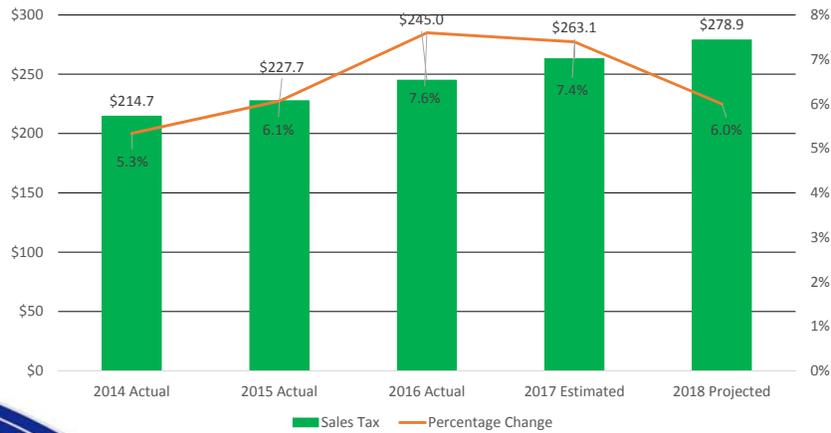
27 other industries account for 35% of total sales tax revenue in Q1 2017.

8

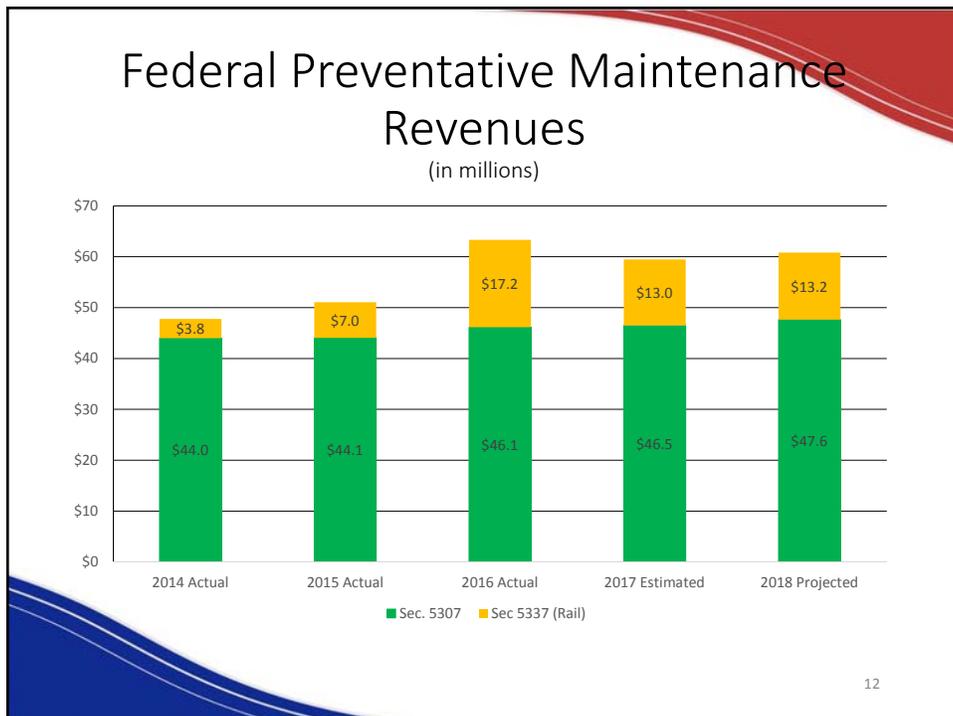
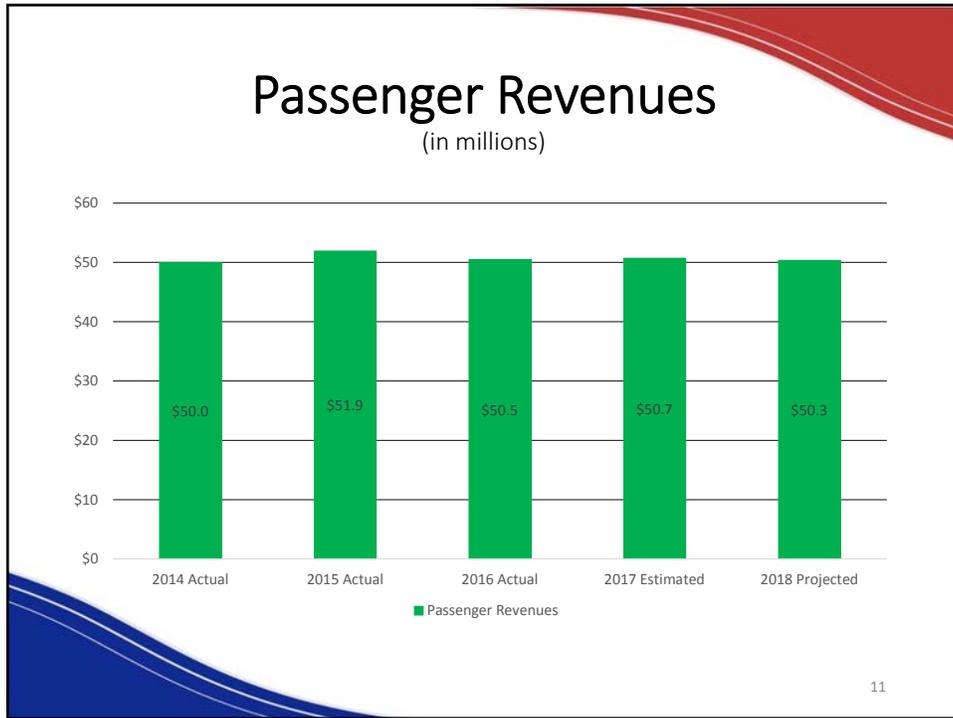
UTA: Key Sales Tax Growth Rates 2014 to 2017

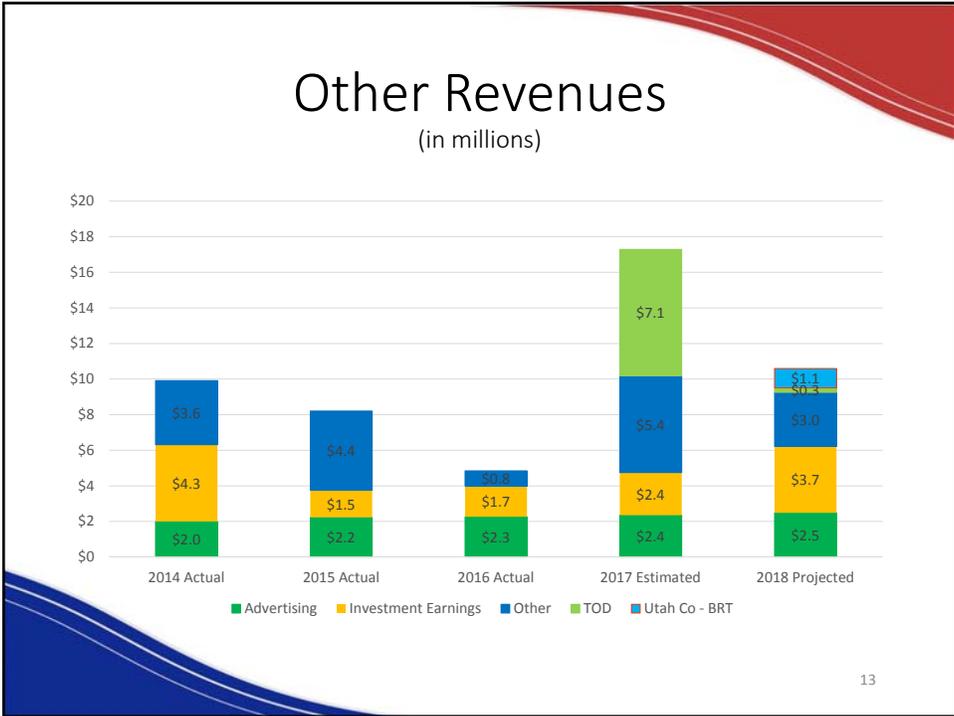


Sales Tax Revenues (in millions)

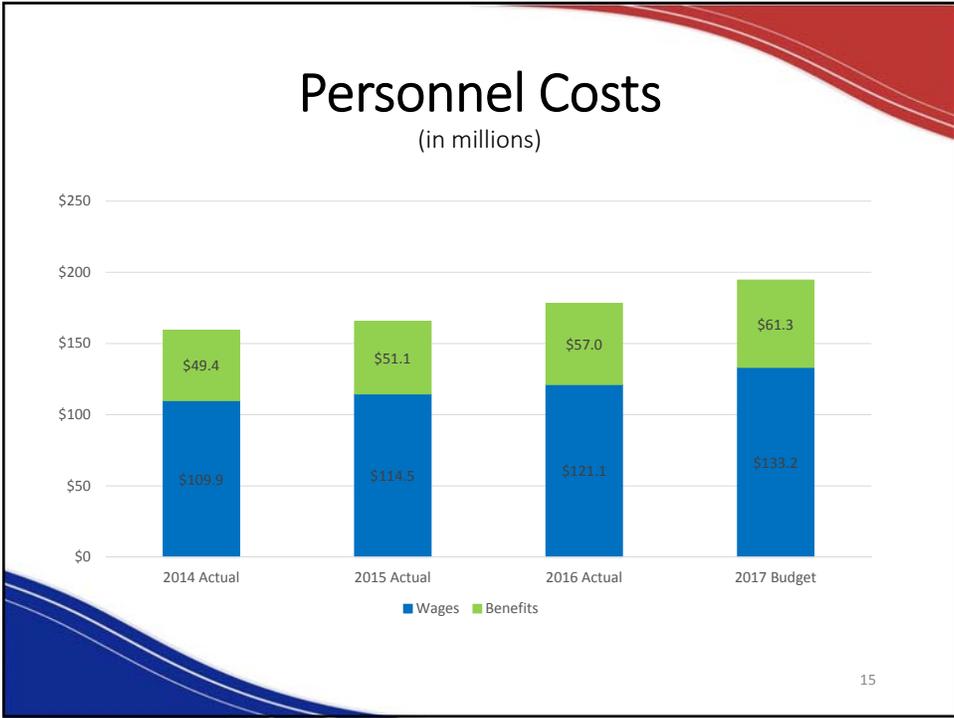


Sales tax growth rates for 2016 and 2017 without Prop 1 are 4.78% and 6.52%, respectively.

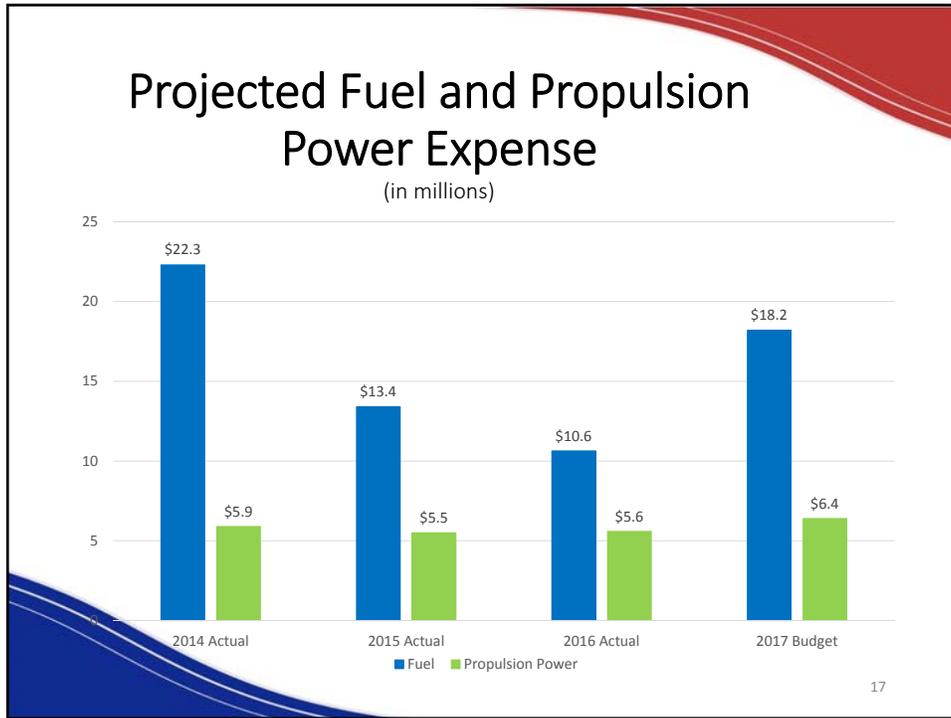




- ### 2018 Budget Assumptions Expense
- **Wages (50% of operating cost)**
 - Bargaining Unit – 2% increase in July and Dec 2018
 - Administrative - 3% increase in January 2018
 - **Benefits (20% of operating cost)**
 - Medical benefits costs for Administrative – 9% increase
 - Medical benefits costs for Bargaining Unit – 6.5% increase
 - Pension contribution rate – 16.3% of payroll
- 14



- ### 2018 Budget Assumptions Expense
- Diesel Fuel (6% of operating cost)
 - \$2.20/gallon
 - Electric Utilities (4% of operating cost)
 - 2.7% increase
- 16



- ## Next Steps
- **October**
 - Tentative 2018 Budget at Finance Committee, Executive Committee and Board
 - Begin 30-day public comment period
 - **November**
 - Public comment period on Tentative 2018 Budget
 - Public hearing on Tentative 2018 Budget
 - **December**
 - Final 2018 Budget at Finance Committee, Executive Committee and Board
- 18

**UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES
Agenda Item Coversheet**

DATE:	September 27, 2017
TITLE:	2017 UTA Annual Property Report
UTA EXECUTIVE/RESPONSIBLE STAFF MEMBER:	Robert Biles/ Paul Drake
SUBJECT:	2017 UTA Annual Property Report
BACKGROUND:	<p>Per Executive Limitations Policy No. 2.2.2 (5 & 6), the General Manager shall provide the Board with a listing of non-transit properties and transit supportive properties on an annual basis.</p> <p>The 2017 UTA Annual Property Report was presented at the Finance & Operations Committee meeting on September 13, 2017 and referenced in the meeting minutes. All Trustees received a copy of the report with their September 13, 2017 committee packet.</p>
ALTERNATIVES:	Receive the report
BOARD STRATEGIC FOCUS ALIGNMENT:	Stewardship & Accountability
EXHIBITS:	a. none