

# UTA Board of Trustees Meeting

November 4, 2020



# Call to Order and Opening Remarks

Electronic Meetings Determination Statement



# Public Comment

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

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

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



# Safety First Minute



# Consent Agenda

- a. Approval of September 30, 2020 Budget Work Session Meeting Minutes
- b. Approval of October 1, 2020 Budget Work Session Meeting Minutes
- c. Approval of October 2, 2020 Budget Work Session Meeting Minutes
- d. Approval of October 8, 2020 Budget Work Session Meeting Minutes
- e. Approval of October 28, 2020 Board Meeting Minutes



# Recommended Action (by acclamation)

Motion to approve consent agenda



# Agency Report

- a. UTA Ski Bus Outreach Efforts
- b. Bond Refunding
- c. 2021 Budget Hearing and Open House



# UTA SKI BUS

## Outreach Efforts



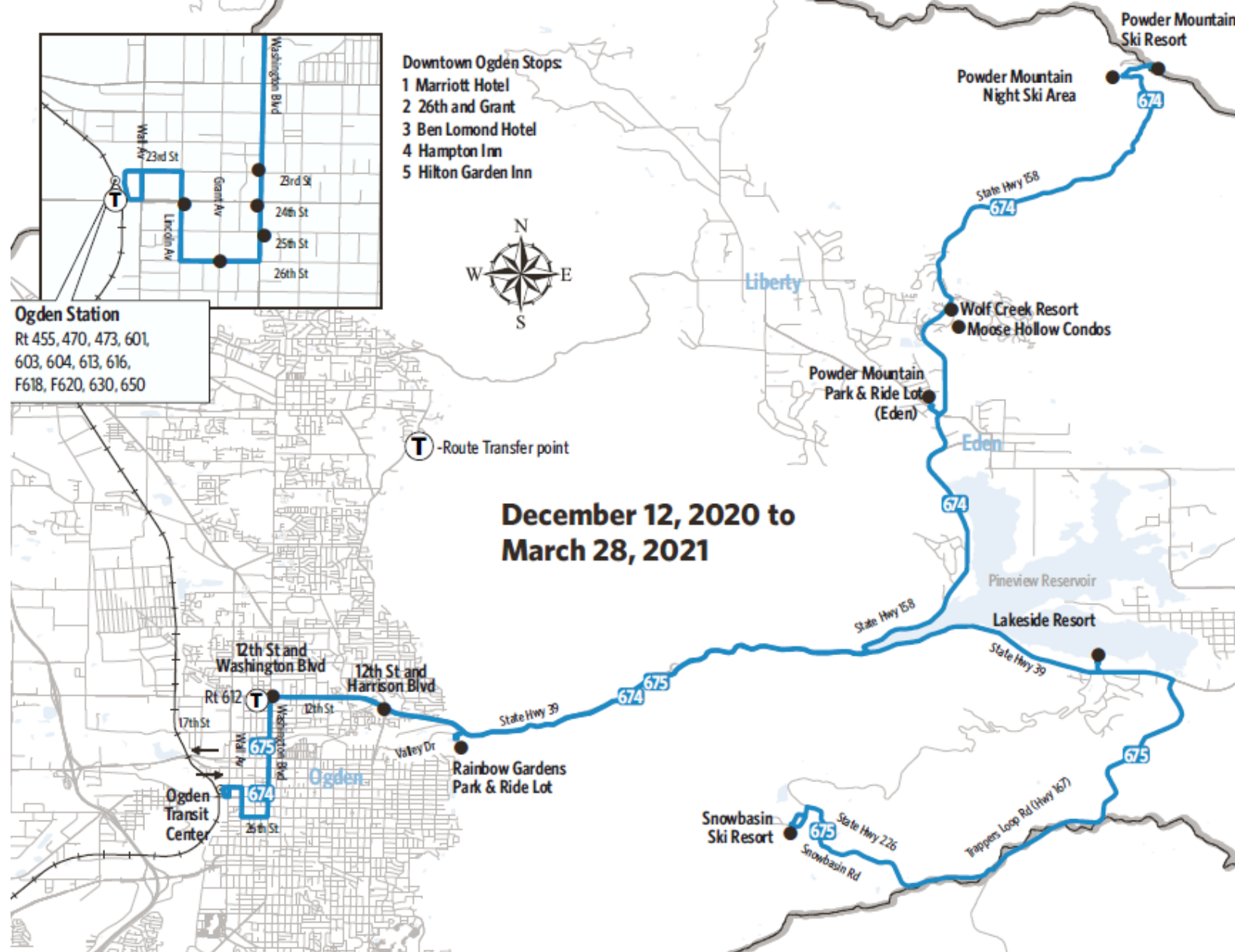




# goals during COVID

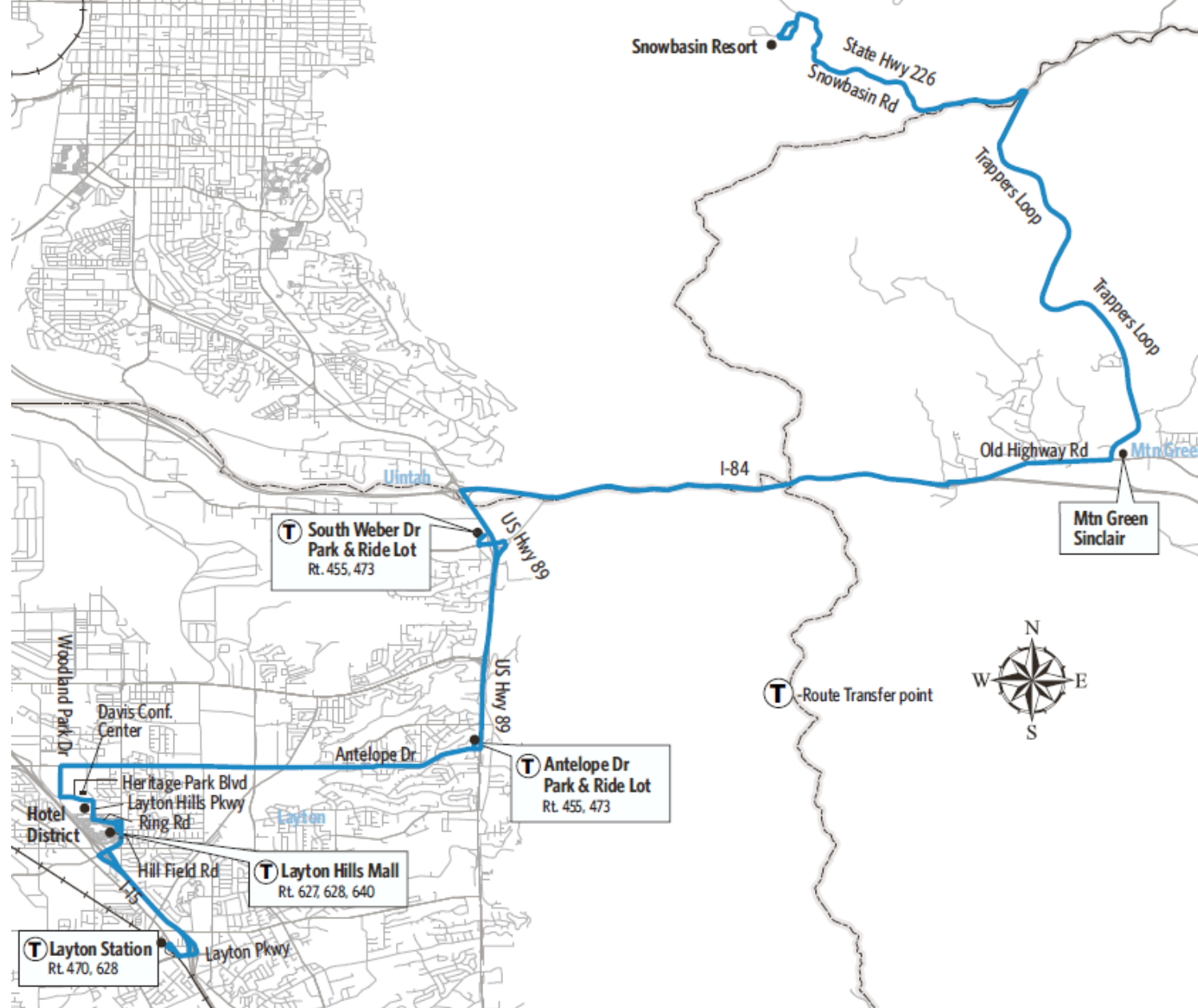
- Keep riders and operators safe
- Follow COVID guidelines
- Help reduce wait times
- Help riders plan ahead
- Create a positive experience
- Maintain customer confidence

# Weber County Map (Routes 674/675)



# Davis

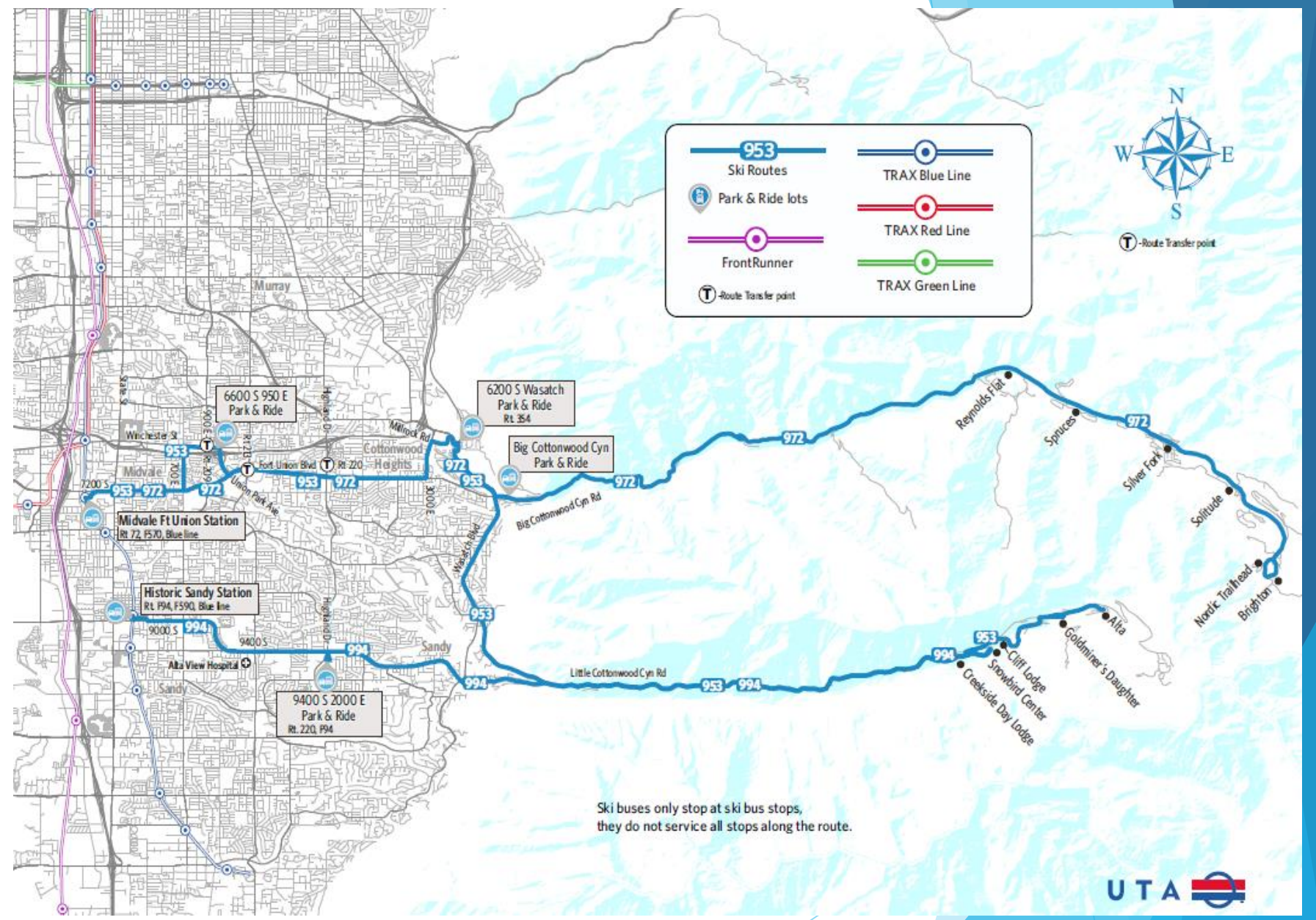
## County Map (Route 677)



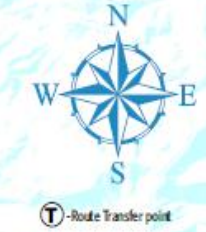


# Salt Lake County Map

(Routes 953/972/994)

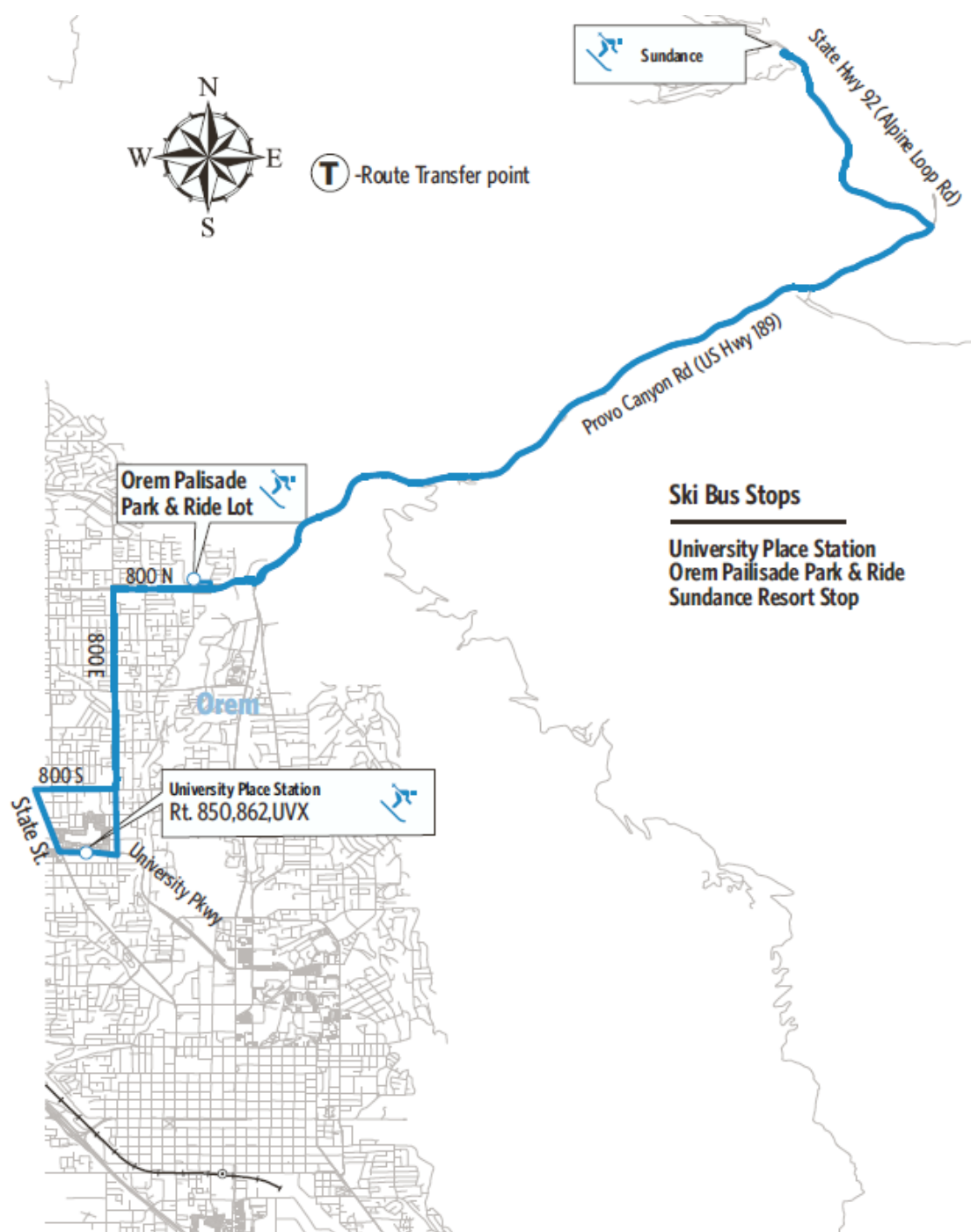


Ski buses only stop at ski bus stops, they do not service all stops along the route.



# Utah

## County Map (Route 880)







# key MESSAGES

- Ski Safe during COVID
- What UTA is doing to keep you safe
- Here's what riders can do
- Options to plan ahead

**READY WHEN YOU ARE!** The RTC is accommodating riders as Southern Nevada continues to reopen. Here's what you can expect when you ride with us.

**RTC**

### RTC'S 14-POINT SAFETY PLAN

**WHAT WE EXPECT FROM OUR RIDERS:**

- 1 FACE COVERINGS**  
  
Don't have one? We've got you covered. Visit the RTC, SNTT, or see a security guard, while supplies last.
- 2 SOCIAL DISTANCING**  
  
Keep at least 6ft between you and others.

**WHAT WE'RE DOING FOR OUR RIDERS**

- 3 VEHICLE CLEANING**  
  
We clean all surfaces inside the vehicles daily with hospital-grade disinfectant.
- 4 HIGHER-CAPACITY VEHICLES**  
  
We are implementing longer and double-deck buses to give you more room.
- 5 MORE BUSES**  
  
We're sending out more buses to make sure there's always room for you.
- 6 SOCIAL DISTANCING REMINDERS**  
  
We're reminding you to practice safe social distancing with signage.
- 7 CONTACTLESS PAYMENT**  
  
Avoid contact and board quicker with just a tap of your phone with the rideRTC app.
- 8 DRIVER ENCLOSURES**  
  
All vehicles come with an enclosure for drivers and help provide you with another layer of protection.
- 9 DATA TRANSPARENCY**  
  
Sharing all of the latest information on how the pandemic is affecting transit on our website.
- 10 HEALTHY WORKFORCE**  
  
Our employees and contractors are staying healthy and practicing safe social distancing.

**IN-VEHICLE TECHNOLOGIES BEING CONSIDERED**

- 11 ION AIR FILTERS**  
  
New air filtration that can kill germs and viruses while the vehicle is on the road.
- 12 PASSENGER COUNTS**  
  
Passenger count information in real time to assess need for additional buses on the route.
- 13 SANITATION INFORMATION**  
  
Up-to-date messages to let you know when the vehicle was last sanitized.
- 14 MICRO-BACTERIAL SHIELDS**  
  
Extra layer of protection on all new vehicles moving forward.

**VISIT [rtcsonv.com/coronavirus](https://www.rtcsonv.com/coronavirus) for more information.**





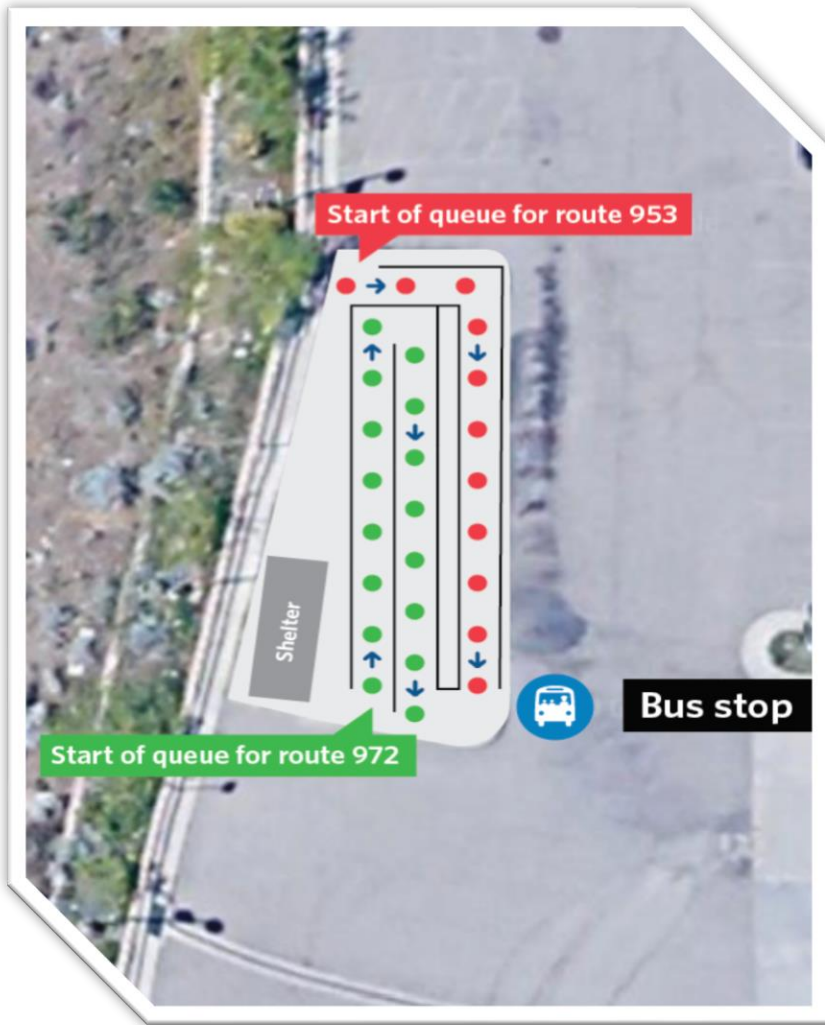
# operational TACTICS

- Continue disinfecting/fogging
- Provide masks/hand sanitizer
- Create queue lines at key stops
- Remain flexible:
  - Monitor passenger loads
  - Add extra buses at key times
- Recommend off-peak days/times and parking locations



# operational communication TACTICS

- Connecting train station signs
- A-Frames for queue lines
- Bus stop pole signs
- “Bus is full” headers
- Bus is full operator signs





# outreach TACTICS

- Ski Blog
- Geo Web
- Geo Mobile
- Social media
- Service alerts
- Transit app
- SnowGo Teams
- Email blasts
  - Resort employees
  - Resort season pass holders

# partner TACTICS

- Ski resorts
- Airport
- CVBs
- Chambers
- Ski Resorts
- Hotels
- UDOT
- SkiUtah
- CWC
- Ski Influencers



Any ?  
Questions !

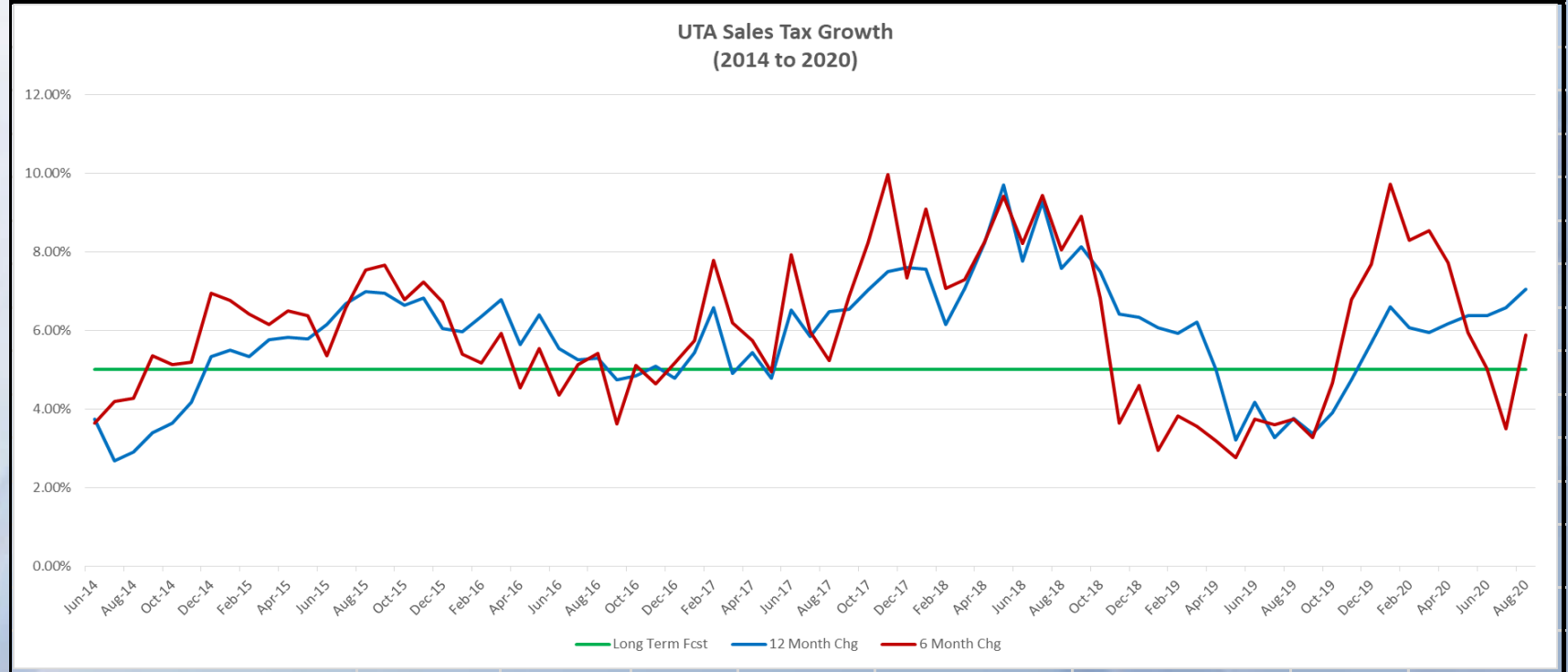
# Financial Report – September 2020



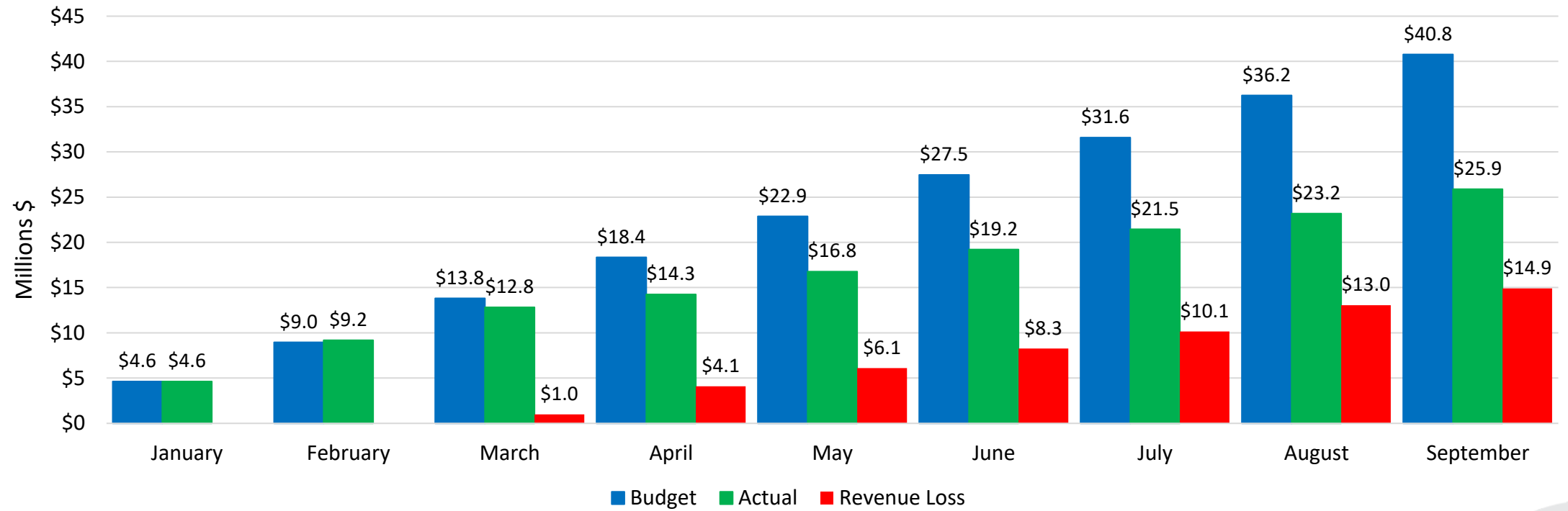
# UTA Board Dashboard

September 2020

Financial Metrics	Fav/ (Unfav)				Fav/ (Unfav)			
	Sept Actual	Sept Budget		%	YTD Actual	YTD Budget		%
Sales Tax (August '20 mm \$)	\$ 29.4	\$ 29.8	\$ (0.37)	-1.2%	\$ 227.3	\$ 225.3	\$ 2.00	0.9%
Fare Revenue (mm)	\$ 2.7	\$ 4.6	\$ (1.86)	-40.8%	\$ 25.9	\$ 40.8	\$ (14.91)	-36.6%
Operating Exp (mm)	\$ 23.2	\$ 25.7	\$ 2.53	9.8%	\$ 211.0	\$ 233.4	\$ 22.43	9.6%
Subsidy Per Rider (SPR)	\$ 11.62	\$ 5.88	\$ (5.74)	-97.6%	\$ 9.89	\$ 5.88	\$ (4.01)	-68.2%
UTA Diesel Price (\$/gal)	\$ 1.39	\$ 2.50	\$ 1.11	44.3%	\$ 1.45	\$ 2.50	\$ 1.05	42.1%
Operating Metrics	Sept Actual	Sept-19	F/(UF)	%	YTD Actual	YTD 2019	F/(UF)	%
Ridership (mm)	1.76	4.10	(2.3)	-57.0%	18.73	32.85	(14.1)	-43.0%
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.32					

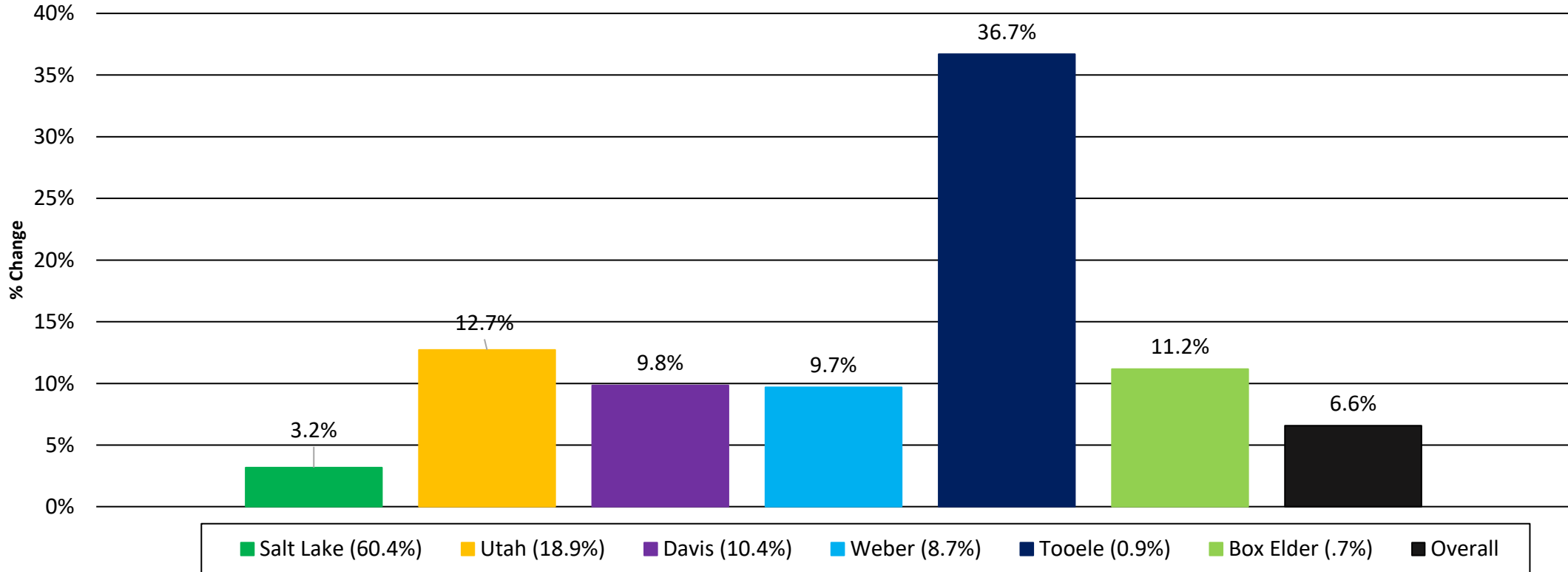


# 2020 Passenger Revenues Thru September 30 (\$25.9 million)



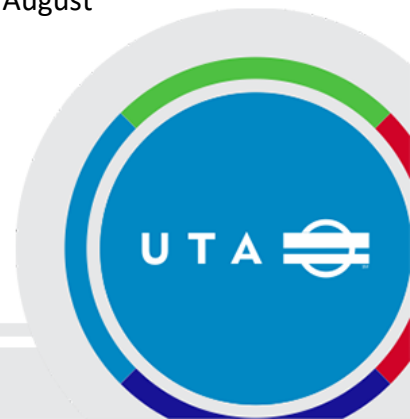
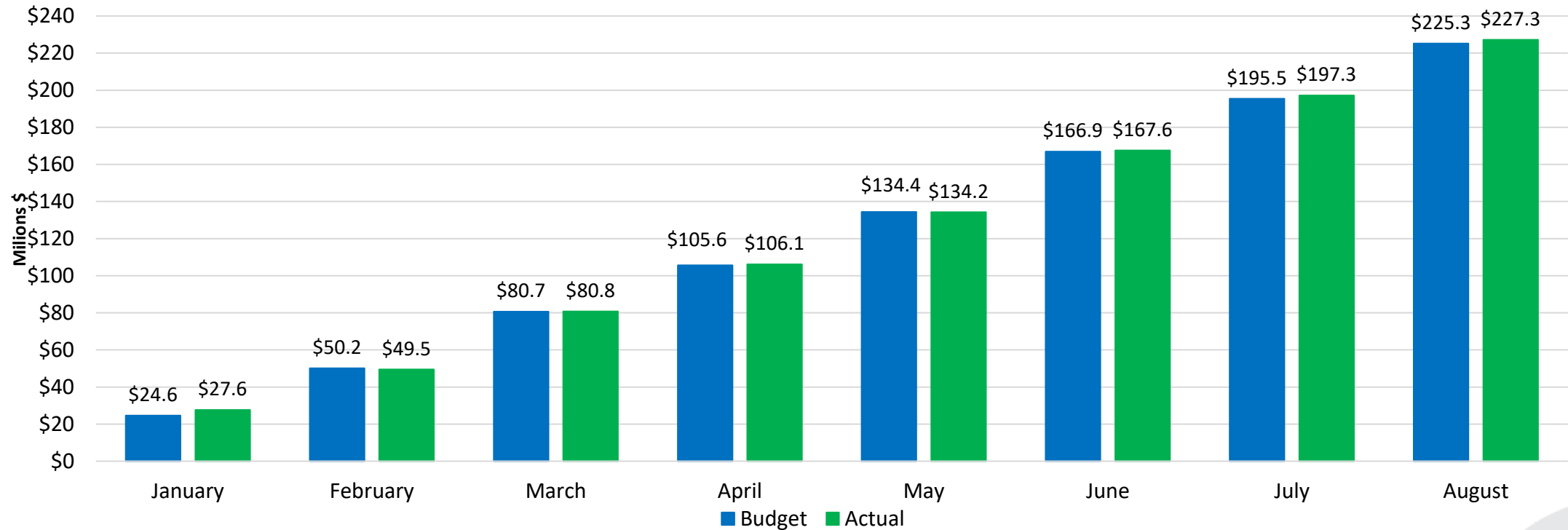
# Sales Tax Collections

(Percentage Growth 2020 over 2019 for 12 months ended August 31)

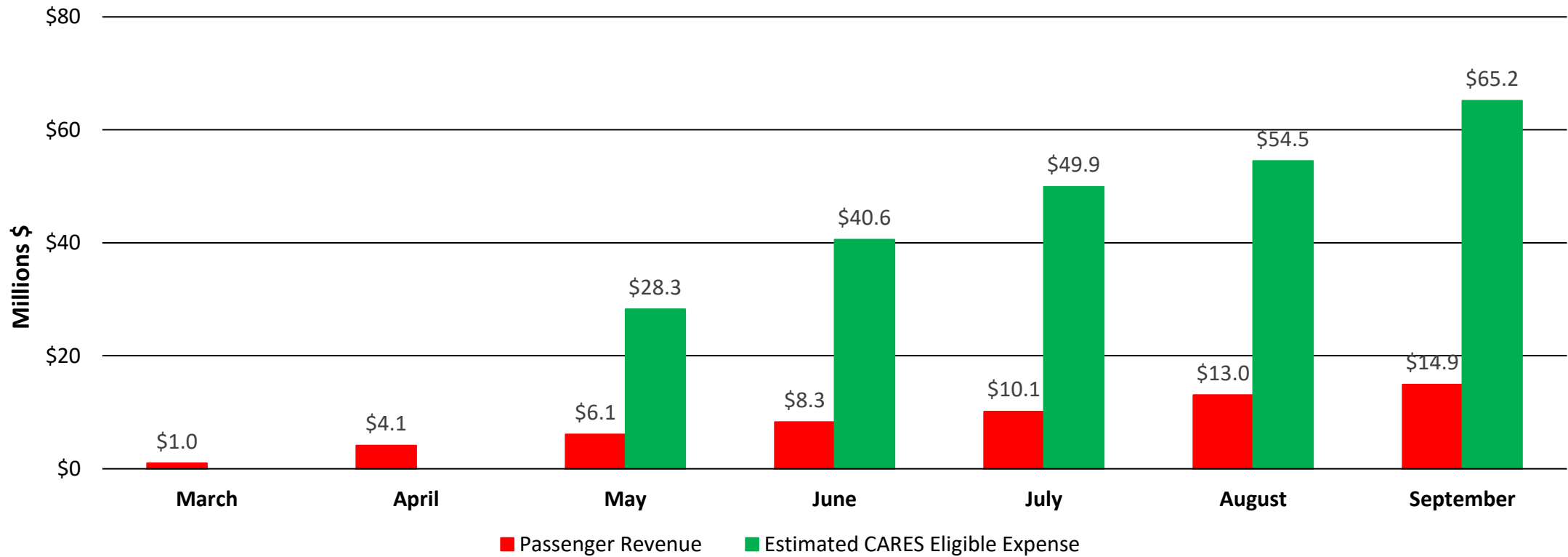




# 2020 Sales Tax Revenues Thru August (\$227.3 million)



# YTD Revenue Loss and CARES Funding Estimates (cumulative)

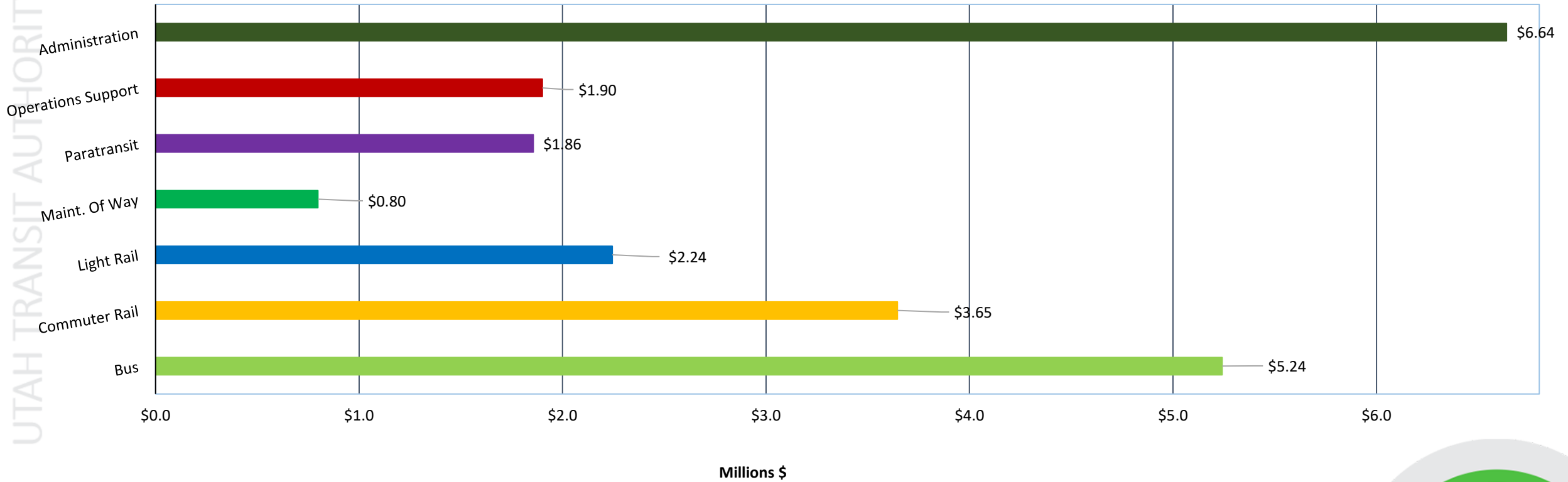


Note: Passenger Revenue loss thru September



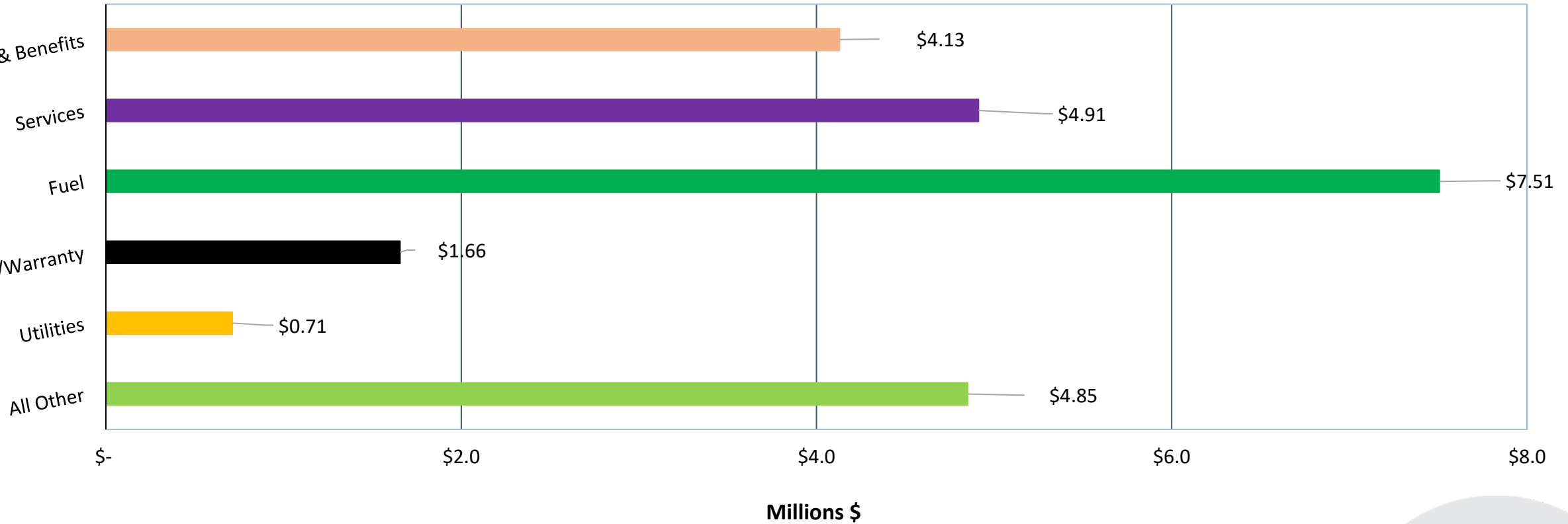
# 2020 Operating Expense Thru September 30 – Variance by Mode (\$22.4 million)

UTAH TRANSIT AUTHORITY

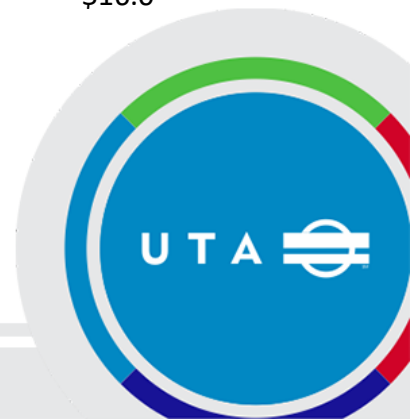
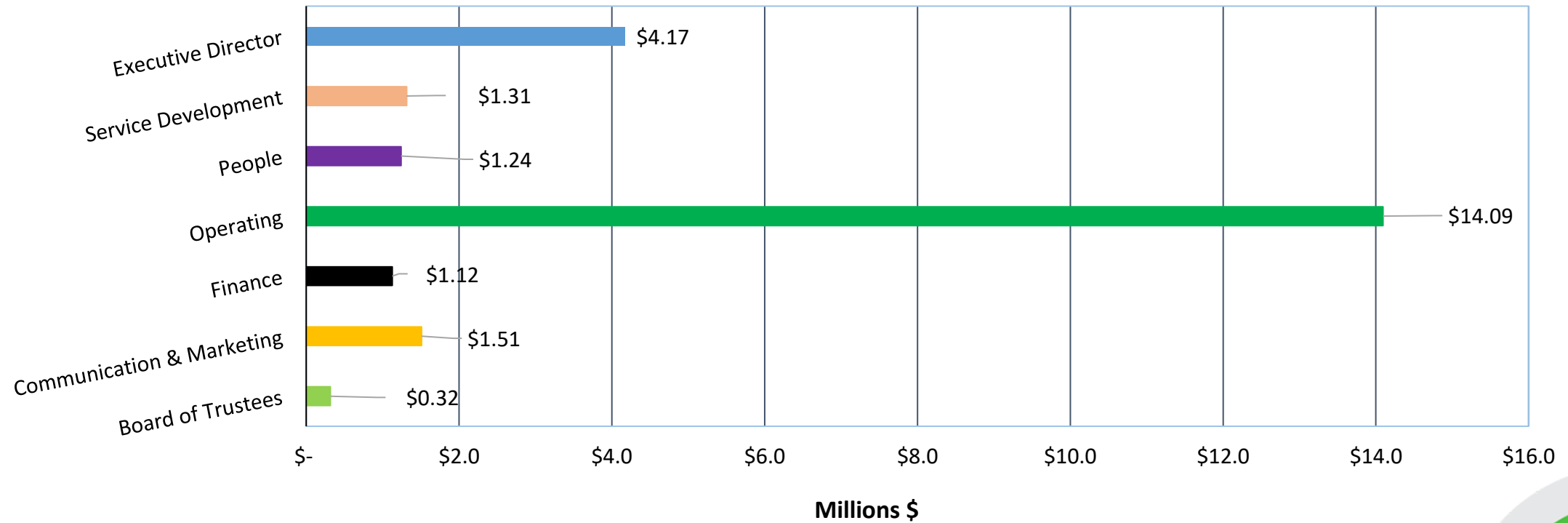


# 2020 Total Expense Thru September 30 - Variance by Expense Type (\$23.8 million)

UTAH TRANSIT AUTHORITY



# 2020 Total Expense Thru September 30 - Variance by Chief Officer (\$23.8 million)



# Investment Report – Third Quarter 2020



# Investments at September 30, 2020

Institution	Amount	Yield
Zions Capital Advisors	\$29,248,446	1.016%
Zions Bank	19,571,983	0.090%
PTIF	301,846,498	0.553%
<b>TOTAL</b>	<b>\$350,666,927</b>	<b>0.553%</b>

There were no direct investments held by UTA during the quarter.

# Benchmark Comparisons

## Third Quarter 2020

Institution	July	August	September
Zions Capital Advisors	1.217%	1.146%	1.016%
PTIF	0.740%	0.530%	0.553%
Benchmark Returns*	0.090%	0.110%	0.100%

\* Benchmark return is the higher of the 3-Month Treasury Bill or the Fed Funds rate.



# Resolutions



**R2020-11-01**

**Resolution Approving the Third Amendment of the  
Authority's 2020 Budget**



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

Motion to approve R2020-11-01

Resolution Approving the Third Amendment of the Authority's 2020 Budget



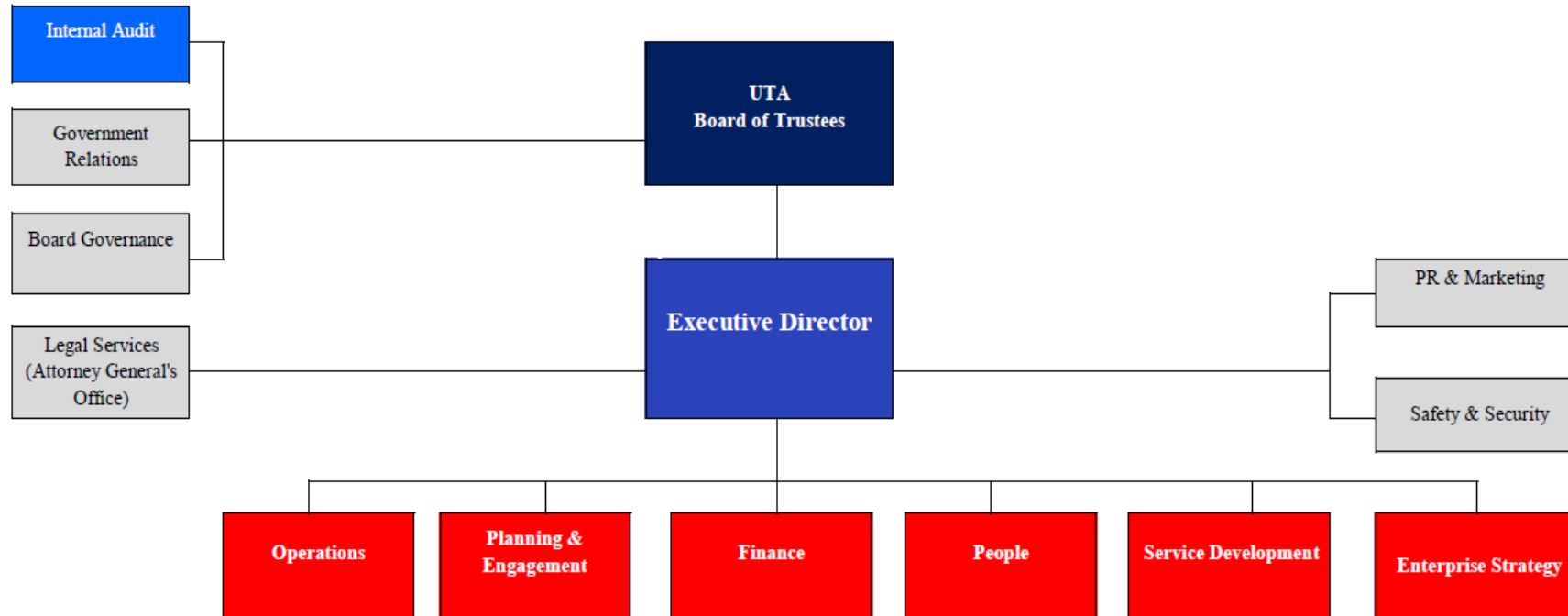
**R2020-11-02**

**Resolution Modifying the Authority's  
Organizational Structure**



# Modification of Organizational Structure

## Organizational Chart



# Recommended Action (by roll call)

Motion to approve R2020-11-02

Resolution Modifying the Authority's Organizational Structure



**R2020-11-03**

**Resolution Ratifying the Adoption of the  
Tentative 2021 Budget**



# Recommended Action (by roll call)

Motion to approve R2020-11-03 with proposed amendments

Resolution Ratifying the Adoption of the Tentative 2021 Budget





# Contracts, Disbursement, and Grants



# **Contract: External Financial Auditor (Crowe, LLP)**

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

Motion to approve contract as presented in meeting materials



# **Contract: Light Rail Communications System Replacement (Woojin IS America, Inc.)**

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

Motion to approve contract as presented in meeting materials



# Discussion Items



# Mid-Valley Connector Capital Project with Funding Plan



# Project Overview

- 7 miles
- 1.4 miles dedicated bus lanes
- 14 stations
- 10-15 min peak frequency
- 8-11 buses
- 2200-3100 boardings per day (15 min vs 10 min headways)



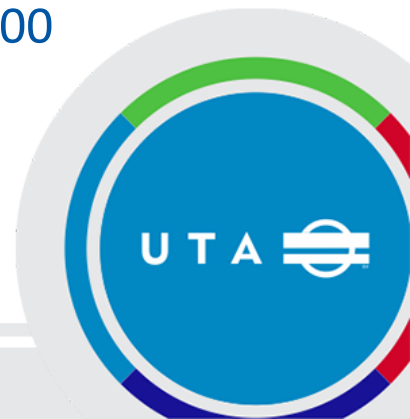
# Project History

- 2008 Locally Preferred Alternative selected.
  - Only included section from Murray hub to the Salt Lake Community College.
- Original state environmental document completed in 2013.
  - Was determined to not be a good fit for federal funding under the guidance at that time.
  - Taylorville City started piecing together funding.
- In 2017 project was reconfigured to also include a connection to the West Valley Hub.
  - Another state environmental document completed to include that section as well in 2019.
  - Taylorsville City applied for TTIF and received \$22.8 million for the project.
- With sufficient local match and change in FTA guidance project is more viable to be federally funded and no additional local funding seems to be available.



# Funding Plan

- **Total Capital Cost - \$84.2 Million**
  - **Local Funding Sources – \$35.2M**
    - SL County (fourth quarter funds) \$3,800,000
    - SL County (quarter of quarter funds) \$3,000,000
    - Murray City for local match \$200,000
    - West Valley City for local match \$400,000
    - In-kind ROW value \$5,000,000
    - TTIF 2021 \$22,800,000
  - **Federal Funding Sources - \$49M**
    - Small Starts Grant (uncommitted) \$47,000,000
    - STP funds (2023) \$2,000,000





# Schedule

	2020	2021				2022				2023				2024			
	Oct - Dec	Jan	Apr	Jul	Sep	Jan	Apr	Jul	Sep	Jan	Apr	Jul	Sep	Jan	Apr	Jul	Sep
Project Development	█	█															
Federal Environmental Document	█	█	█														
Utility Activities 4700S and JR canal				█	█	█											
Final Design				█	█	█	█										
SSGA – Application and Reviews	█	█	█	█	█	█	█	█	█								
Right-of-Way Acquisition					█	█	█	█	█								
Early Construction Activities							█	█	█								
Bus procurement				█	█	█	█	█	█	█	█	█					
Construction									Small Starts Grant	★	█	█	█	█	█	█	█



# Board Discussion

## PROJECT PARTNERS



# Wattsmart UTA Energy Plan



# UTA RMP Partnership Key Areas



Energy Efficiency



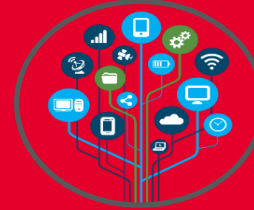
Electric Vehicles



Electrical  
Infrastructure



Grid Resilience



Research and  
Grants



Clean Energy Focus Areas

UTA and Rocky Mountain Power have an interagency partnership.



# Our Energy Vision

“Provide an integrated system of innovative and accessible public transportation services that use efficient and renewable energy systems and support the development of strong partnerships to contribute to a healthy environment for the people of the Wasatch Front.”



2018 Baseline Score



# Energy Goal



## Breakout

### Air Pollutants Avoided

Ratio of transit air pollutants emitted to avoided personal vehicle emissions



### Building Efficiency

kbtu/ sq. ft.



### Greenhouse Gas Emissions Avoided

Ratio of transit GHG emissions to avoided personal vehicle emissions



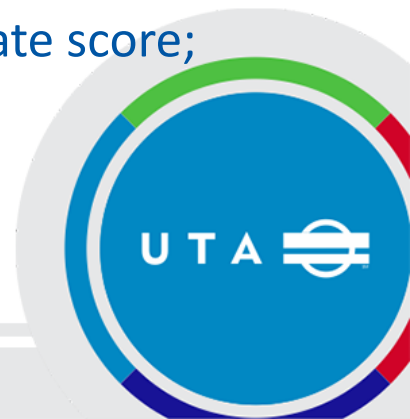
### Vehicle Efficiency

MMBtu/revenue miles

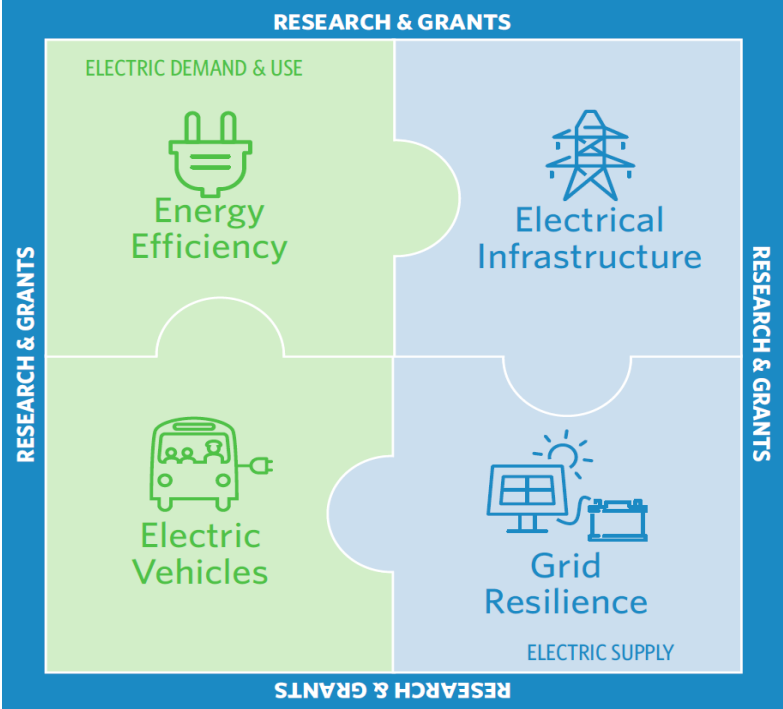


## Establish a Sustainable Energy Index

1. Aggregates several metrics into one easy-to-communicate score;
2. Updated annually to track progress; and
3. Strive to maintain the Sustainability Index in the Green.



# Focus Areas



## Selection of Focus Areas

1. Make progress towards ideals and values in the vision statement;
2. Identify strategies and set targets for progress; and
3. Sustainable metrics that reflect progress in focus areas.

Sustainable Metrics	Energy Efficiency	Electric Vehicles	Electrical Infrastructure	Grid Resilience
Air Pollutants Avoided				
GHG Emissions Avoided				
Stationary Energy Efficiency				
Vehicle Energy Efficiency				



# Focus Area

## Focus Area 4: Grid Resilience

1. Increase renewable energy sources to 25% by 2022; and
2. Two collaborative grid innovation projects in-progress each year.

Stationary Energy Efficiency Strategies	Policies & Programs	Demonstration Projects & Research	Capital	Real Estate
4-1: Increase participation in RMP Blue Sky program*				
4-2: Organize tours of Intermodal Hub and Electric Vehicle & Roadway (EVR) Research facility (RMP)				
4-3: Develop a bus charging algorithm				
4-4: Research the intelligent integration of vehicles, the electric grid, and solar.				
4-5: Integrate on-site solar and microgrid technologies.				
4-6: Investigate rooftop solar opportunities*				

\*RMP incentives are available





# Case In-Point

## Schedule 73 – Solar Energy Block Charge TOU

1. Target: Increase renewable energy sources to 25% by 2022
2. Metric: Greenhouse Gas emissions avoided

### Existing Initiative

- ✓ One Traction Power Substation (TPSS) – 135,000 kwh/month solar
- ✓ Displaces 100% of On-peak power: \$0.119266/kwh vs. \$0.07125/kwh (40% savings)
- ✓ TPSS’s average 60% On-peak electricity usage per month

### Potential Savings

- ✓ Greenhouse gas = 7,772 MT CO<sub>2</sub>(e)
- ✓ Savings to UTA = >\$750,000.00

0.74 UTA  
2018  
baseline

0.44 GHG  
Savings

0	1	2	3	4	5	6	7	8	9	10	11
1.36	1.24	1.11	1.00	0.87	0.73	0.60	0.47	0.35	0.23	0.12	0.00

0.47 FTA  
Average



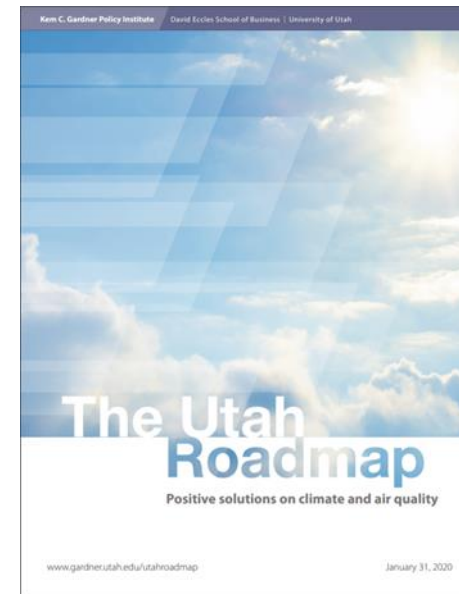
# Next Steps

- Depot District
- Electric bus fleet expansion
- Blue Sky solar applications
- Meadowbrook bus lighting improvements
- Building controls to avoid peak charges
- Employee/visitor vehicle charging



# Conclusion

- Implementing the UTA/RMP partnership
- Sustainability plan (more coming soon)
- Utah Climate and Clean Air Compact
  - Commitment to climate and clean air solutions
    - Signed by Utah leaders, including UTA Board of Trustee chair, Carlton Christensen
  - Leaders pledge to serve as responsible stewards - forging pragmatic, collaborative solutions - and encouraging broad support for climate and clean air solutions
  - Milestones laid out in The Utah Roadmap: Positive Solutions on Climate and Air Quality



# Other Business

- a. Next Meeting: November 11, 2020 at 9:00 a.m.



**Adjourn**

