

UTA Board of Trustees Meeting

July 31, 2019



Call to Order and Opening Remarks



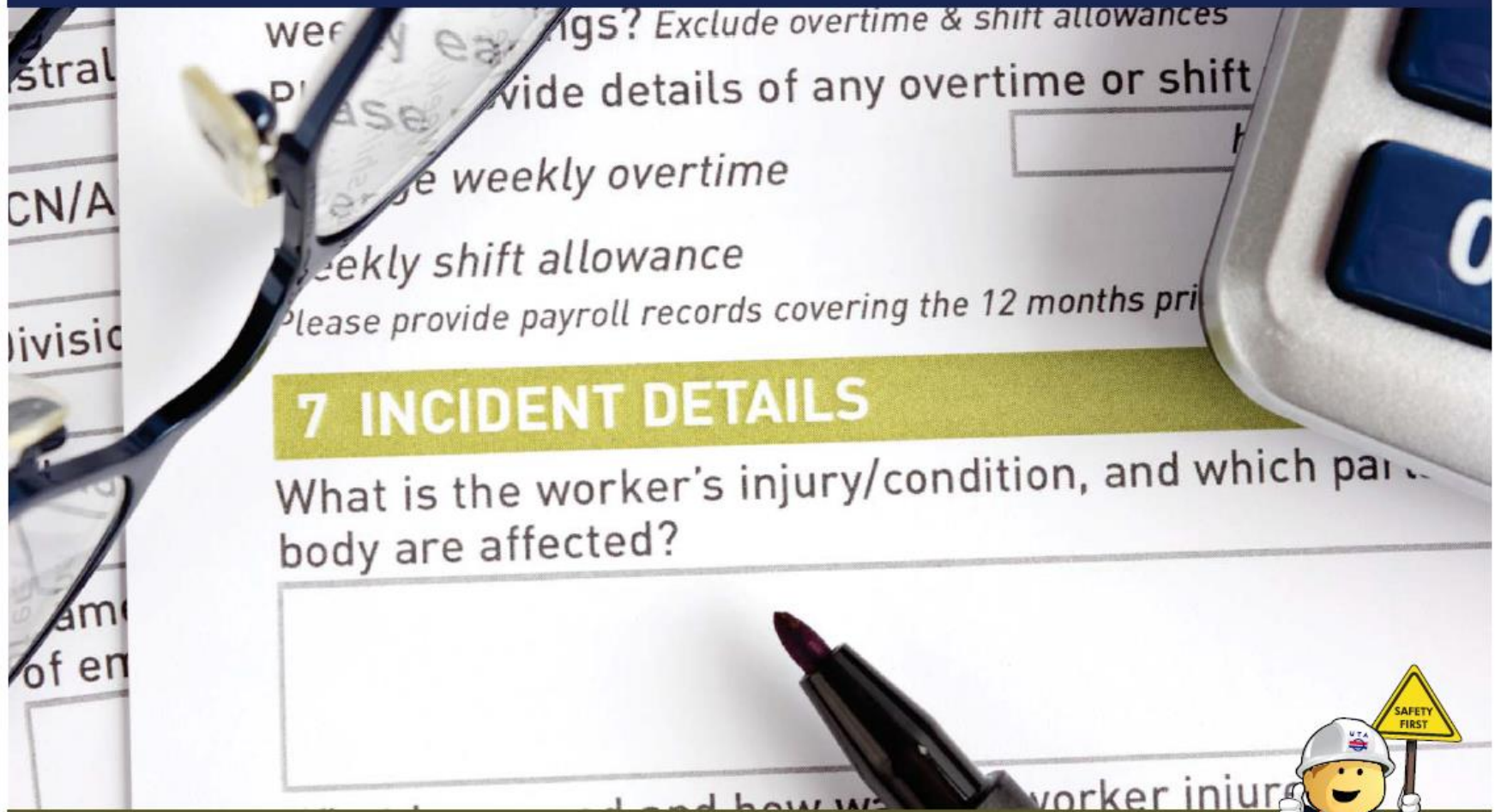
Pledge of Allegiance



Safety First Minute



**The Close Call reported today,
is the accident that does not happen tomorrow.**



Distracted Driving

KNOW THE FACTS



reported that they had read or sent text messages or email messages while driving at least once within the 30 days before they were surveyed.



In 2010,
1 in 5
crashes in which someone
was injured involved
distracted driving.



are injured each day
from crashes involving
distracted drivers.



Public Comment Period



Public Comment Guidelines

- Each comment will be limited to two minutes per citizen or five minutes per group representative
- No handouts allowed

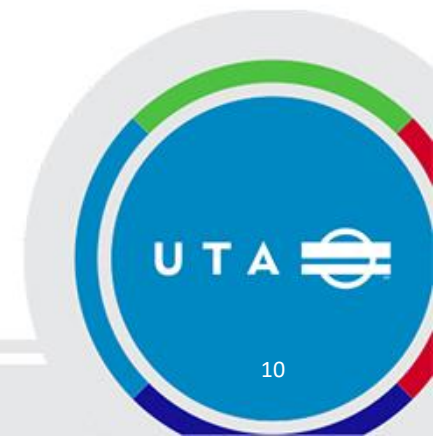


Approval of July 17, 2019 Board Meeting Minutes

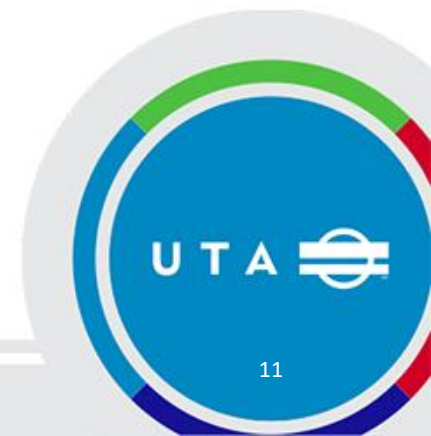


Recommended Action (by acclamation)

Motion to approve



Agency Report



Financial Report – June 2019

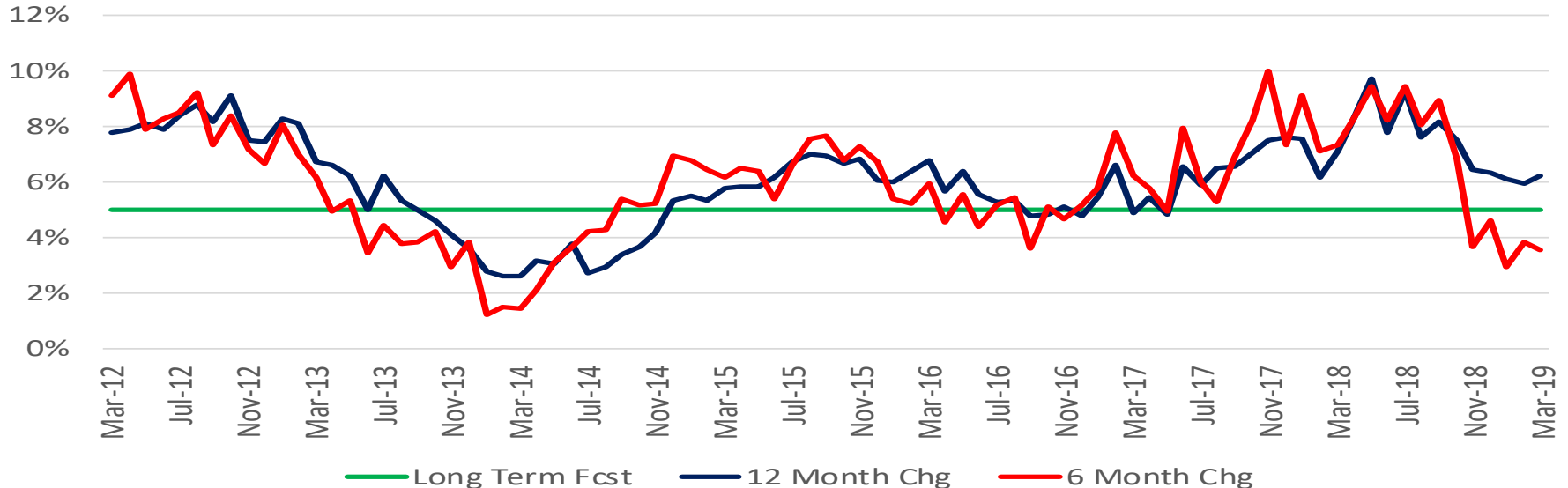


June 2019 Dashboard

Financial Metrics	June Actual	June Budget	Fav/ (Unfav)		YTD Actual	YTD Budget	Fav/ (Unfav)	
			\$	%			\$	%
Sales Tax (April '19 mm \$)	\$ 21.6	\$ 21.8	\$ (0.21)	● -1.0%	\$ 90.3	\$ 91.2	\$ (0.93)	● -1.0%
Fare Revenue (mm)	\$ 4.3	\$ 4.4	\$ (0.17)	● -3.9%	\$ 26.5	\$ 26.7	\$ (0.20)	● -0.7%
Operating Exp (mm)	\$ 20.7	\$ 23.6	\$ 2.90	● 12.3%	\$ 138.0	\$ 145.4	\$ 7.38	● 5.1%
Subsidy Per Rider (SPR)	\$ 5.14	\$ 5.40	\$ 0.26	● 4.8%	\$ 5.16	\$ 5.40	\$ 0.24	● 4.4%
UTA Diesel Price (\$/gal)	\$ 1.86	\$ 2.50	\$ 0.64	● 25.7%	\$ 2.03	\$ 2.50	\$ 0.47	● 18.7%
Operating Metrics	June Actual	Jun-18	F/ (UF)	%	YTD Actual	YTD 2018	F/ (UF)	%
Ridership (mm)	3.20	3.49	(0.3)	● -8.4%	21.59	21.64	(0.1)	● -0.2%
Alternative Fuels	CNG Price (Diesel Gal Equiv)		\$ 1.80					

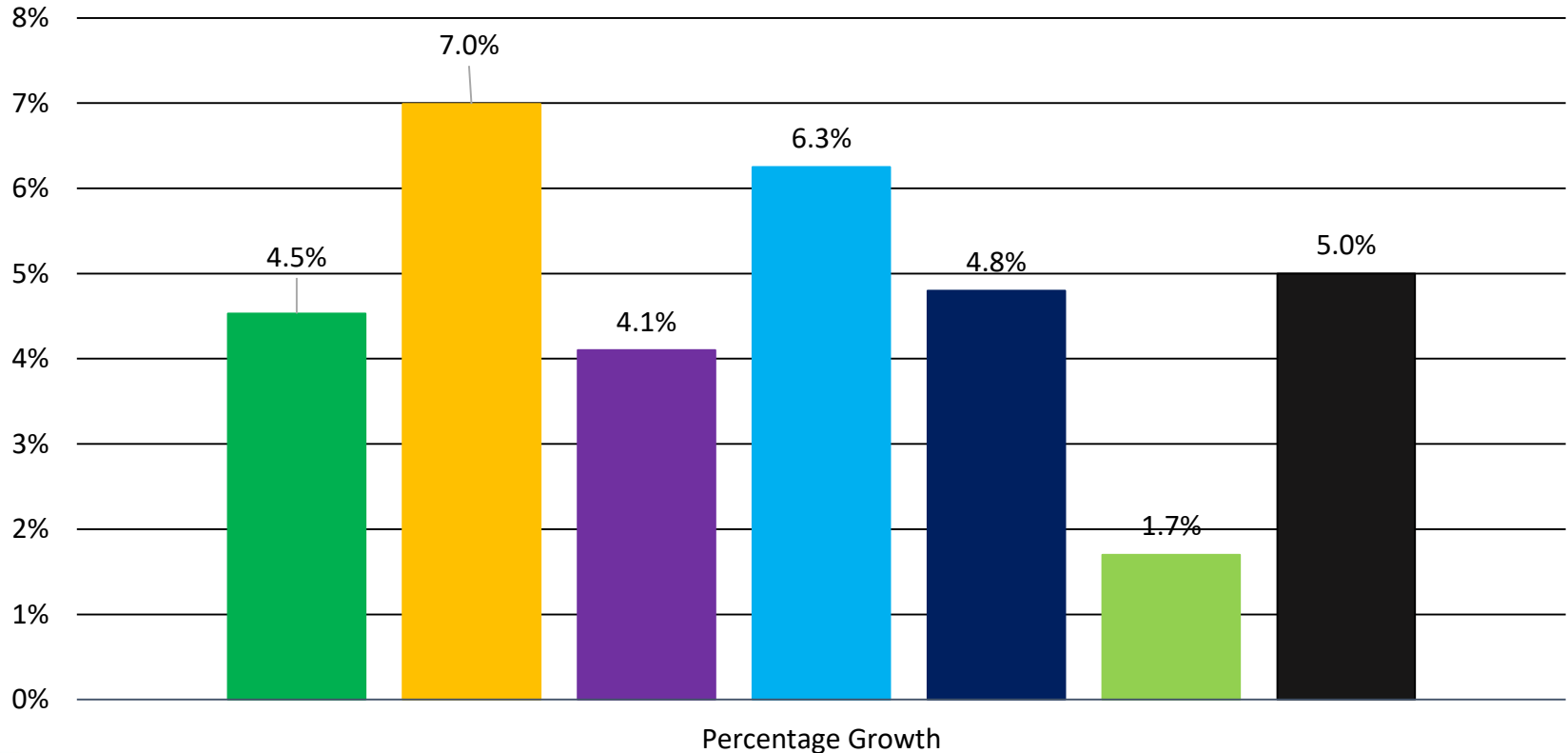
UTA Sales Tax Growth (2012 to 2019)

Percent



Sales Tax Collections

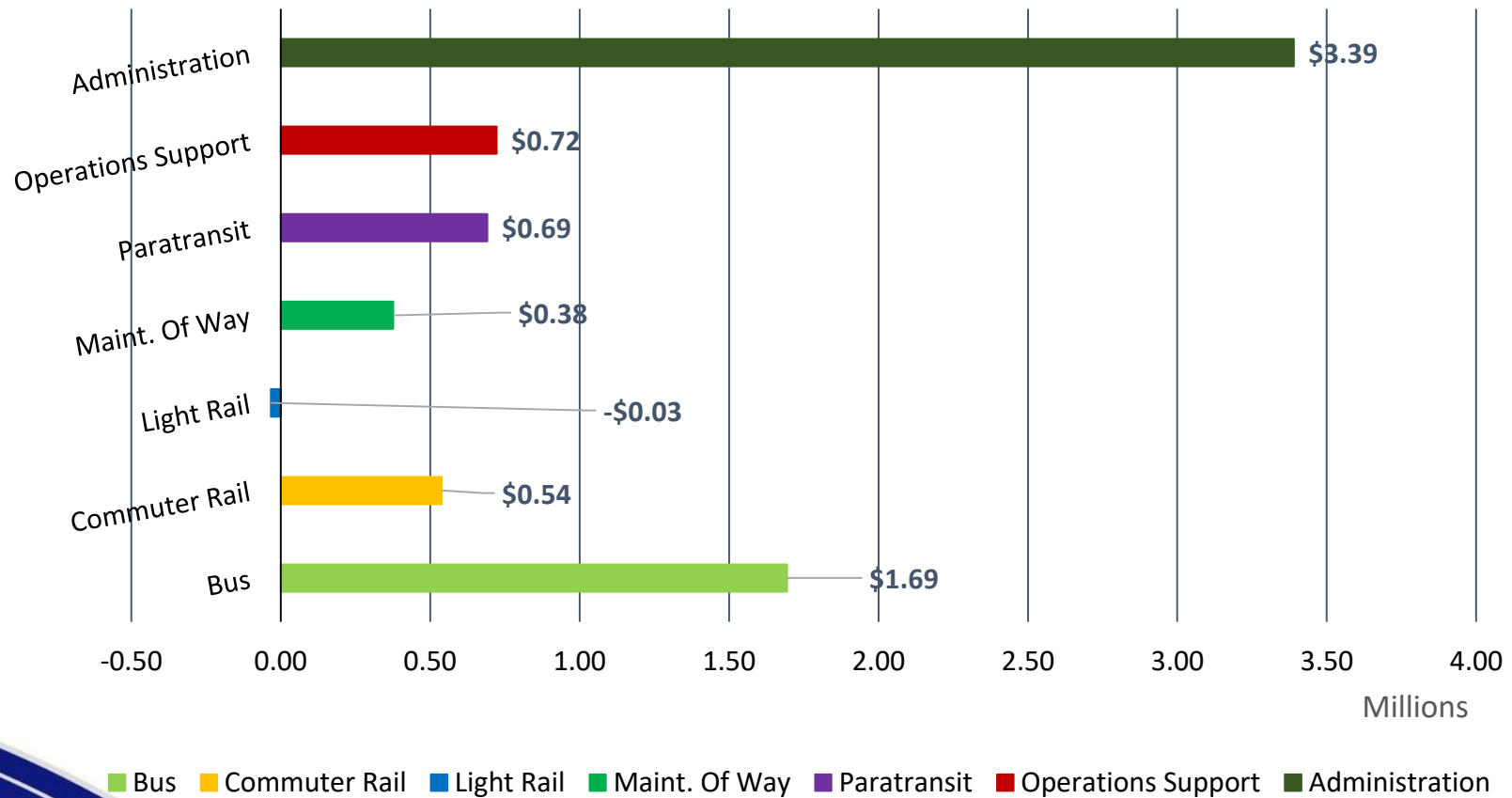
(2019 over 2018 for 12 months ended June 30)



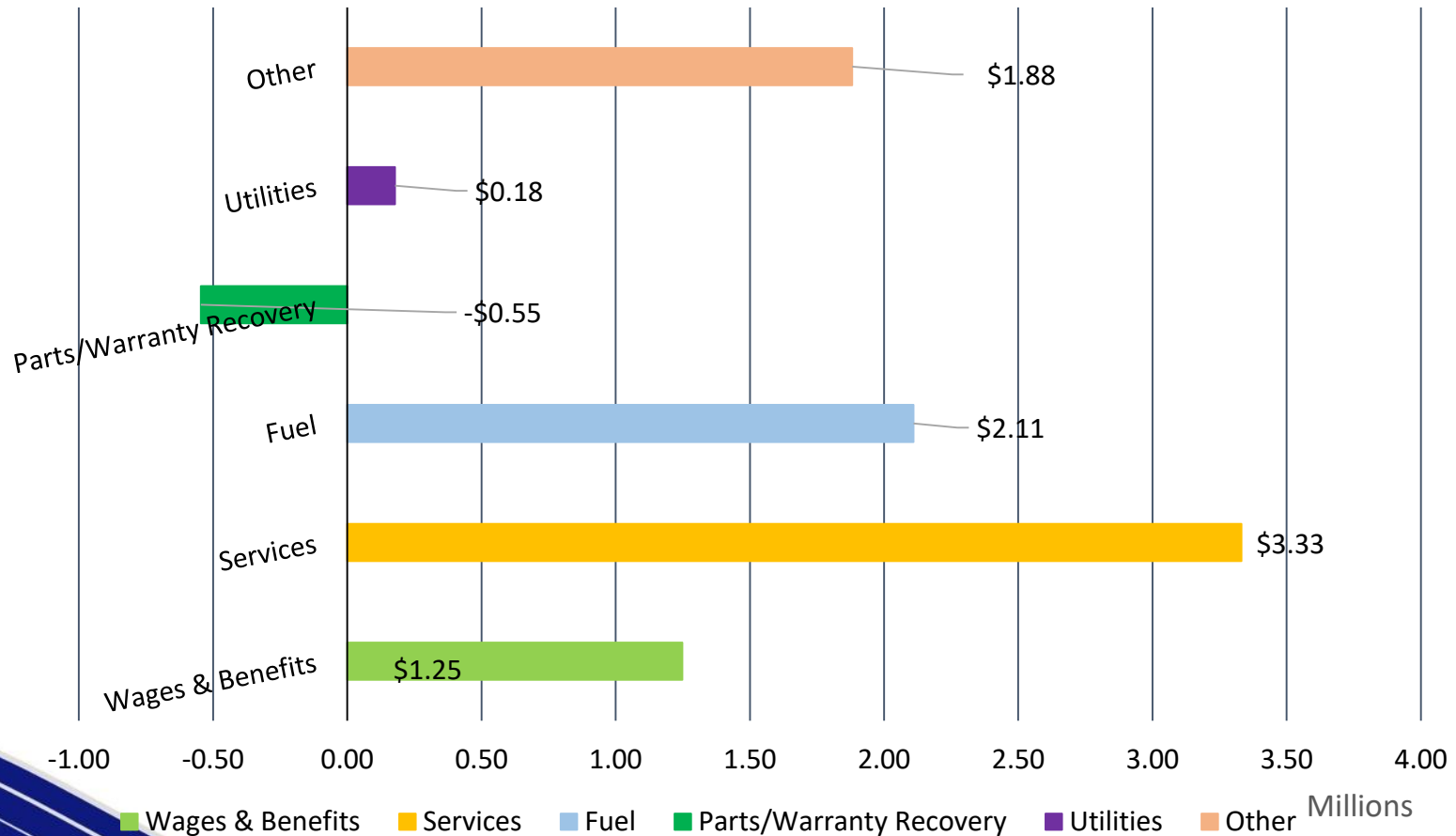
■ Salt Lake (61.5%) ■ Utah (16.4%) ■ Davis (11.3%) ■ Weber (9.2%) ■ Tooele (0.9%) ■ Box Elder (.7%) ■ Overall

YTD 2019 Expense Thru June 30

Variance by Mode



YTD 2019 Expense Thru June 30 Variance by Type



R2019-07-03

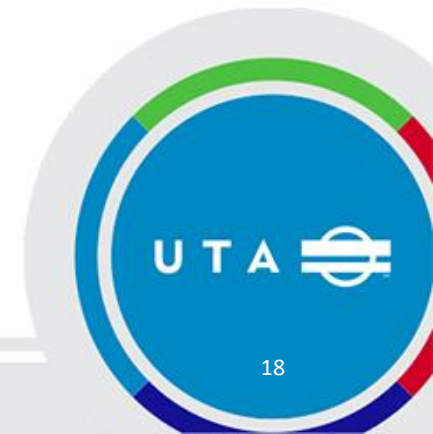
**Resolution Adopting
Board Policy 4.1 – Fares**



Recommended Action (by roll call)

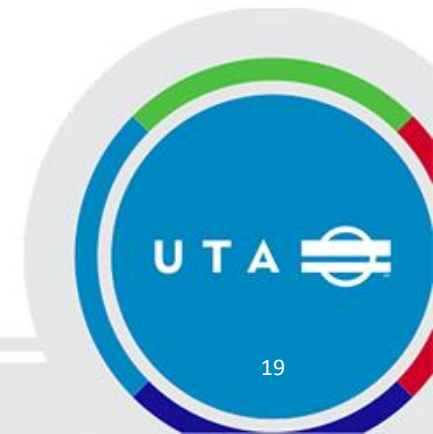
Motion to approve R2019-07-03:

Resolution Adopting Board Policy 4.1 – Fares



R2019-07-04

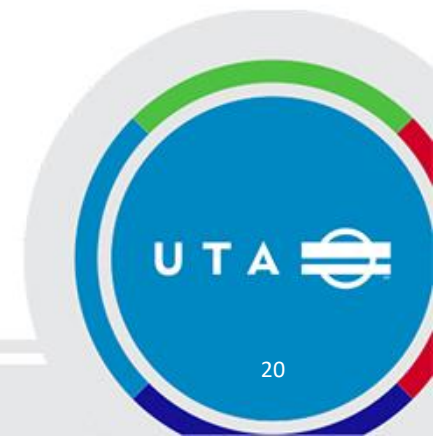
**Resolution Approving the Midvalley
Connector Bus Rapid Transit Project
Locally Preferred Alternative**



Recommended Action (by roll call)

Motion to approve R2019-07-04:

Resolution Approving the Midvalley Connector Bus Rapid Transit Project
Locally Preferred Alternative



R2019-07-05

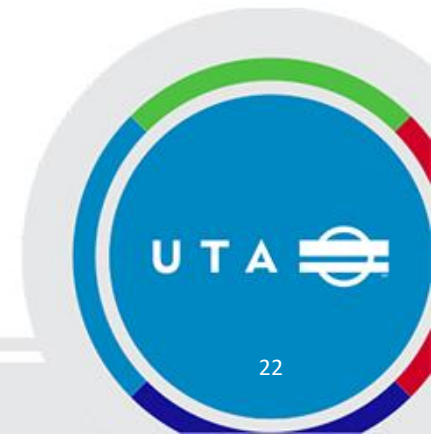
**Resolution Approving a Second
Amendment of the Authority's 2019
Budget (Capital Projects)**



Recommended Action (by roll call)

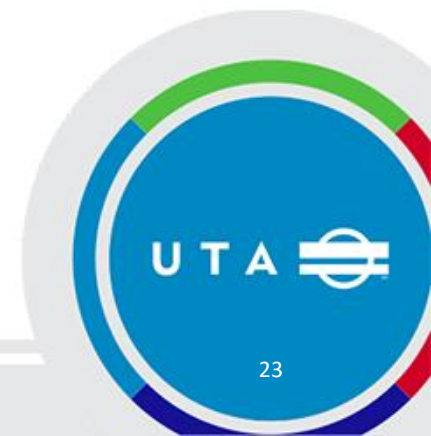
Motion to approve R2019-07-05:

Resolution Approving a Second Amendment of the Authority's 2019
Budget (Capital Projects)



R2019-07-06

**Resolution Approving a Third
Amendment of the Authority's 2019
Budget (Operations Reallocation)**



Recommended Action (by roll call)

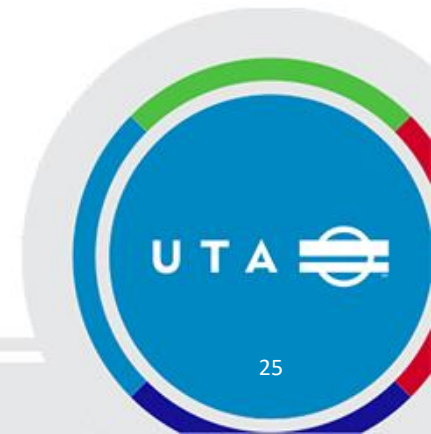
Motion to approve R2019-07-06:

Resolution Approving a Third Amendment of the Authority's 2019
Budget (Operations Reallocation)



R2019-07-07

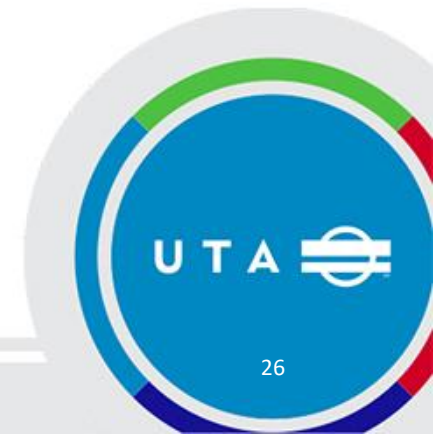
**Resolution Revising the Authority's
GRAMA Fee Schedule**



Recommended Action (by roll call)

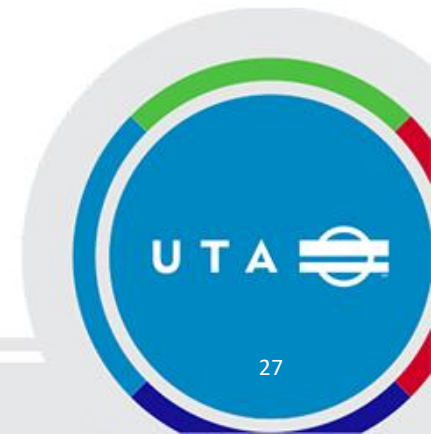
Motion to approve R2019-07-07:

Resolution Revising the Authority's GRAMA Fee Schedule



R2019-07-08

**Resolution Approving the August
2019 Change Day Title VI Equity
Analysis**



Title VI of the Civil Rights Act of 1964

Prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance



UTA and Title VI

- **UTA is committed to avoiding unfair treatment and discrimination in the allocation and administration of public transit services**
- **UTA performs an analysis on any major change to measure and address impacts on protected populations**
- **Analyses are presented to, and approved by, UTA's Board of Trustees**



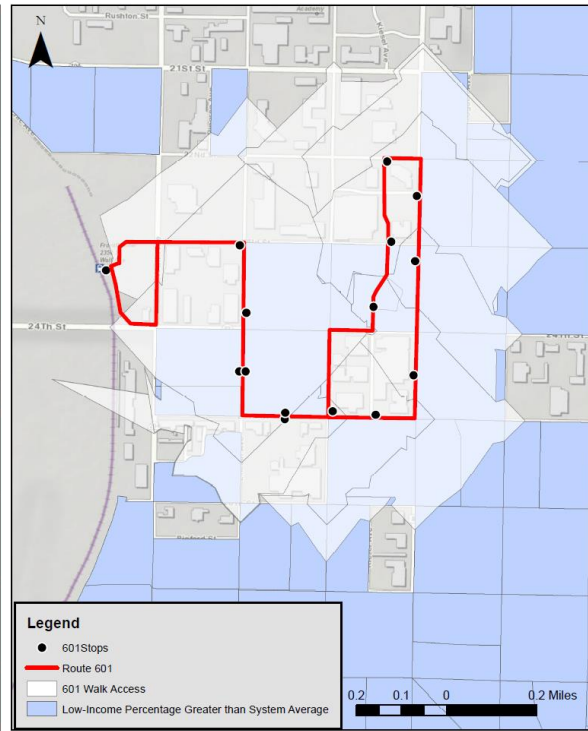
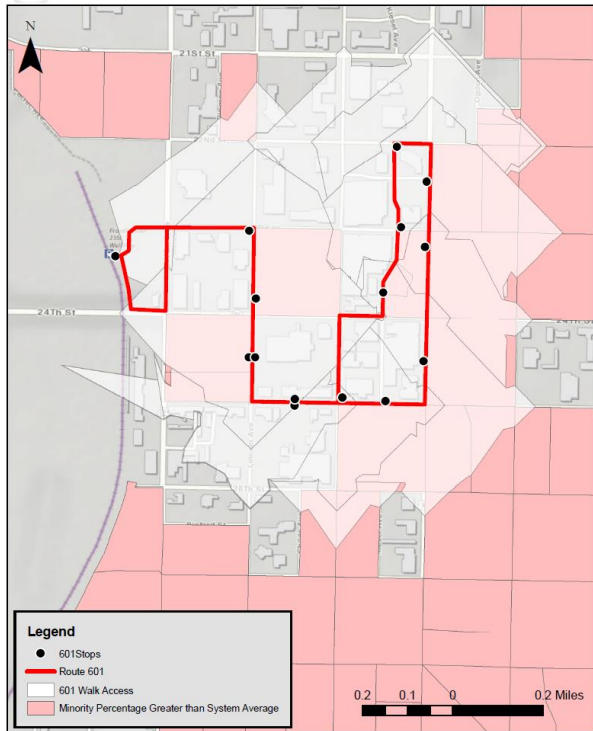
Title VI Equity Analysis

- Many changes have been proposed in August, but only the 16 “major changes” require a Title VI analysis
- If protected populations are disproportionately effected by the change, UTA seeks to avoid, minimize, and mitigate the proposal
- All analyses are included in Title VI Program submitted to the FTA every three years



Title VI Equity Analysis Parameters

- UTA utilizes Census and ACS data
- Bus routes use ¼ mile radius from stops
- UTA analyzes populations that fall within the ¼ mile radius



- Maps are created for both minority populations and low-income populations
- Impacted population is compared to the system's population



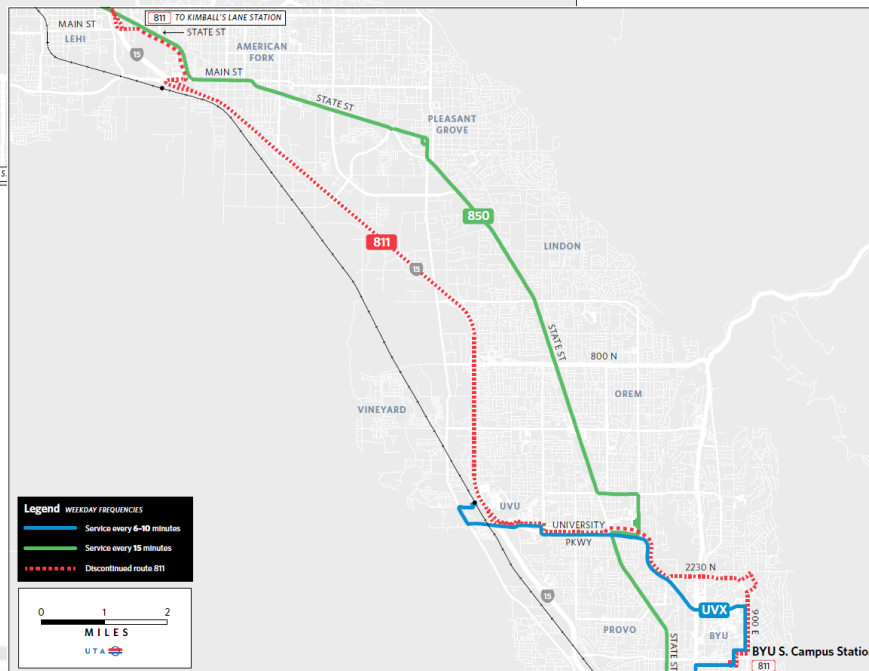
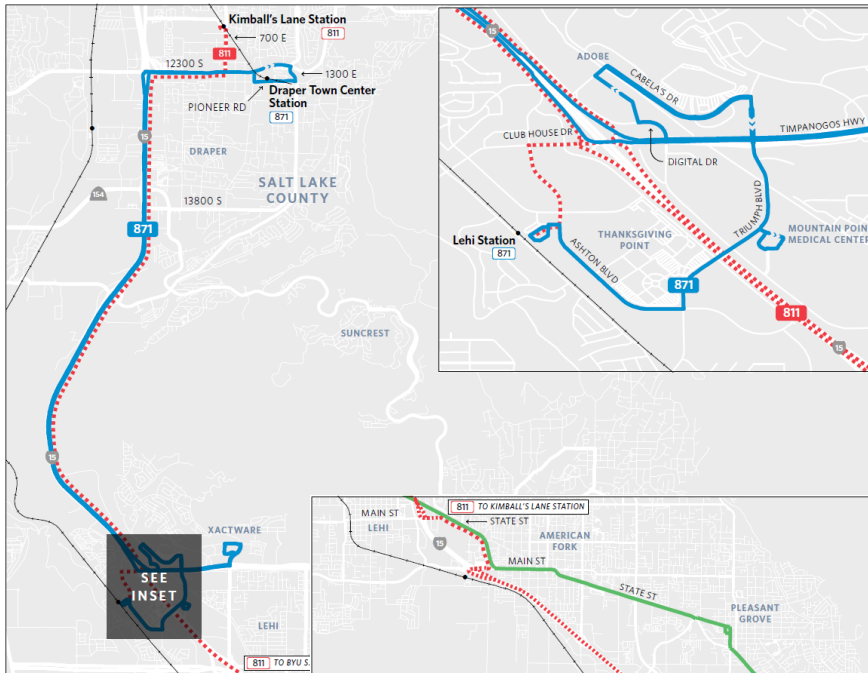
August 2019 Title VI Analysis

- **A route level analysis was conducted on individual routes' demographics**
 - Yielded potential adverse impacts, all of which were mitigated
- **A system-wide analysis was conducted to measure the overall impact of proposed changes**
 - Minimal impact on minority and low-income populations



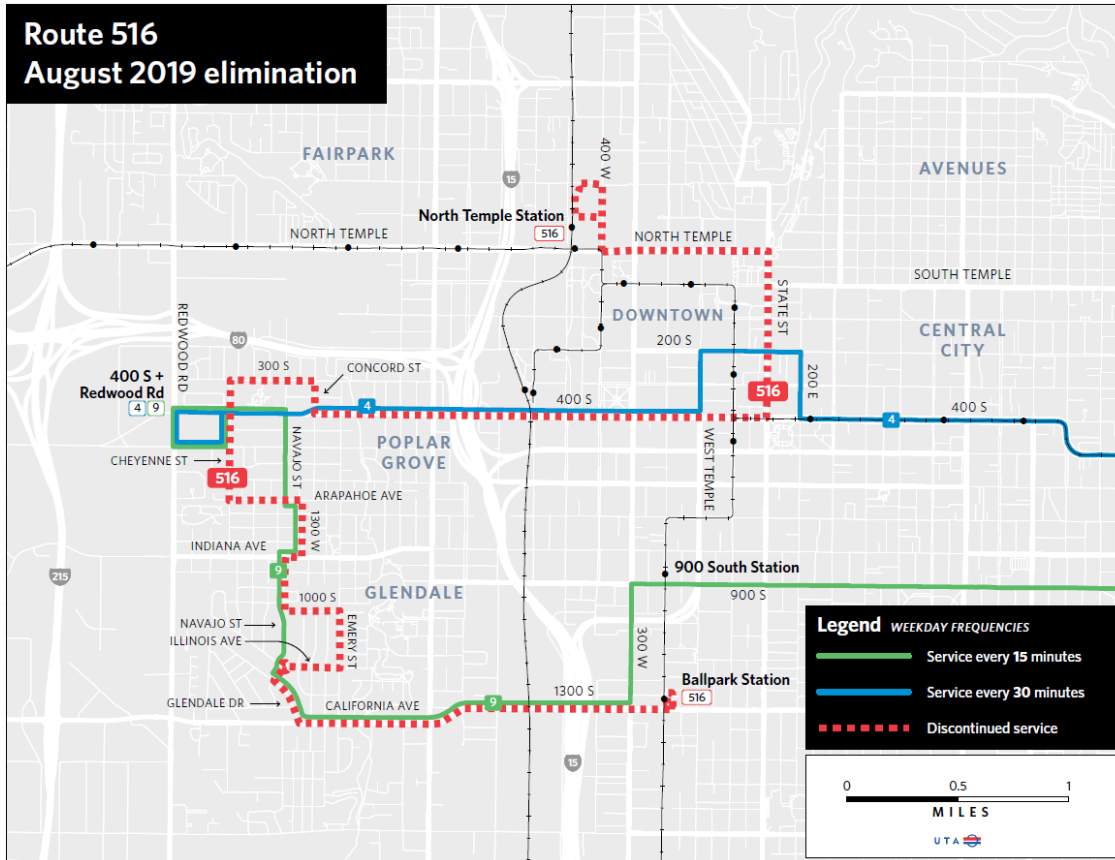
Route 811

- Proposed Discontinuation
- Commuter route with declining Ridership
- High Percentage of low-income riders
- Other routes will provide better local service and FrontRunner covers commuter needs

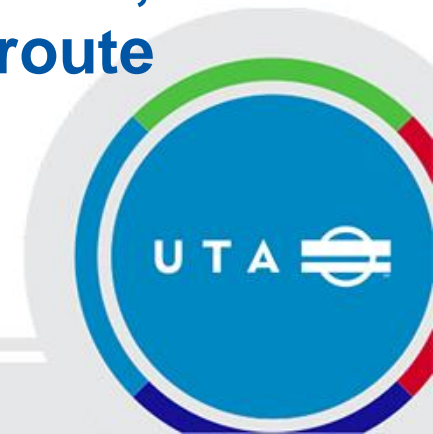


Route 516

Route 516 August 2019 elimination



- Proposed Discontinuation
- High percent of minorities in area
- Route 4 created
- Route 9 realigned, increased frequency
- New service follows a more direct, efficient route



System-Wide Impact

- UTA measured the entire proposal's impact on the community to ensure there was no inequity

Change in System-Wide Geographic Access to Transit Service

	Minority Persons	Total Population	Minority Percent
Pre-August Change	35,915	130,605	27.5%
August 2019 Proposal	35,490	107,350	33.1%
Difference	-425	-23,255	
	Low-income Persons	Total Population	Low-income Percent
Pre-August Change	36,116	124,448	29.0%
August 2019 Proposal	32,549	102,067	31.9%
Difference	-3,567	-22,381	

- Of those that lost access to transit services, the majority were not minority or low-income



Conclusion

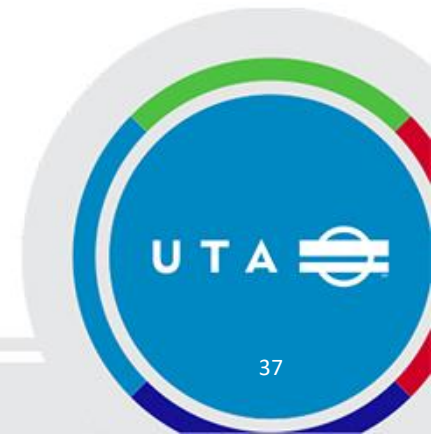
- UTA did not identify any disparate impacts on minority populations or a disproportionate burden borne by low-income populations in the proposed changes for August Change Day



Recommended Action (by roll call)

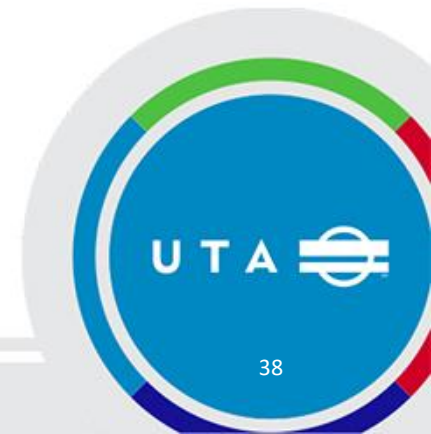
Motion to approve R2019-07-08:

Resolution Approving the August 2019 Change Day
Title VI Equity Analysis



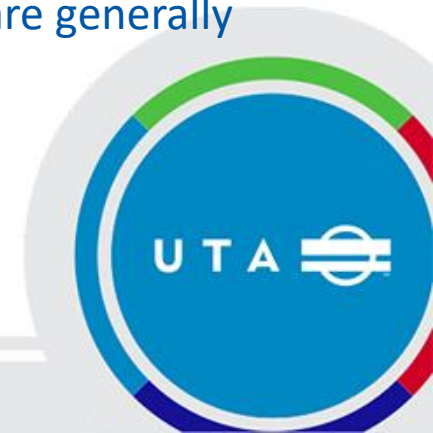
R2019-07-09

**Resolution Authorizing
Establishment of an Employer-Paid
Defined Contribution 401a
Retirement Plan**



Establishment of 401 (a) Defined Contribution Plan Alternative Retirement Option

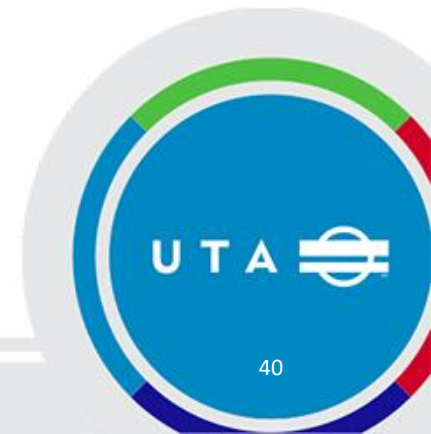
- UTA's Advisory Council established a Defined Contribution plan as an alternative retirement option for UTA's Board of Trustees.
- This benefit option, if selected by the employee, is an alternative to the Defined Benefit pension plan. Participants cannot be enrolled in both plans.
- The Advisory Council established the plan with a 15.5% employer contribution rate after reviewing similar plans from other public agencies with average contribution rates ranging from 14.2% to 15.9%.
- UTA's Board of Trustees has extended the optional benefit to the executive positions within UTA to attract candidates to these positions that are generally more susceptible to at-will provisions of employment.



Recommended Action (by roll call)

Motion to approve R2019-07-09:

Resolution Authorizing Establishment of an Employer-Paid
Defined Contribution 401a Retirement Plan



R2019-07-10

**Resolution Approving the Execution
of an Interlocal Agreement with the
Utah Department of Transportation
for Transfer of Tax Revenues to UTA**



Overview

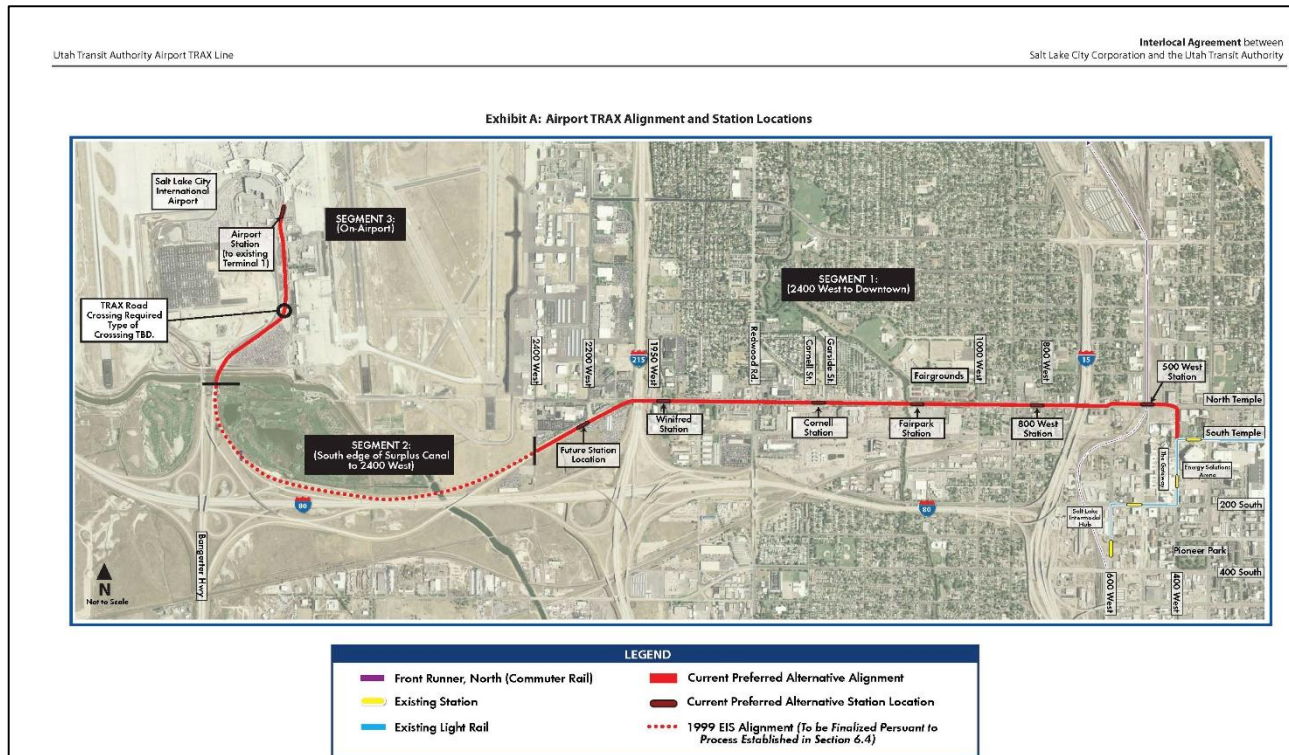
- ILA with UDOT to transfer funds from the “quarter of the quarter” account (Salt Lake County) to UTA
- Approximate Value: \$2.5M annually (2018 value was \$2,491,076)
- Source: Local option sales tax
- Expiration Date: None
- Enabling Legislation: SB 128 (2018 General Session)



Background

2008: ILA with SLC and UTA for Airport TRAX Line

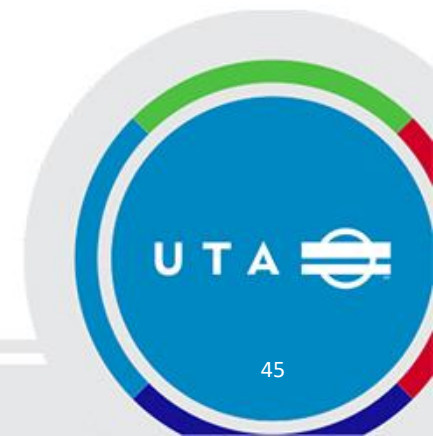
- SLC funding of \$35M through \$2 of \$10 Salt Lake County vehicle registration fee
- Enabling Legislation: SB245 (2008 General Session)
- Approximate Annual Value: \$1.9M (2018 value was \$1,903,385)
- Approximate payoff date for \$35M: 2036



Recommended Action (by roll call)

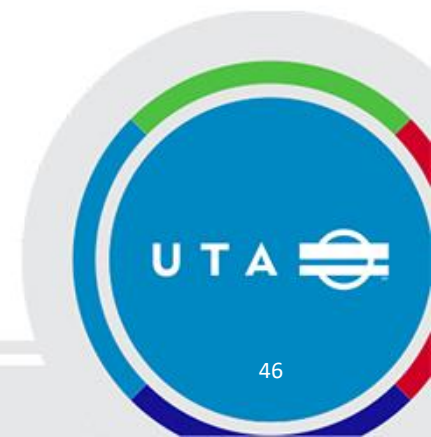
Motion to approve R2019-07-10:

Resolution Approving the Execution of an Interlocal Agreement
with the Utah Department of Transportation for Transfer of Tax
Revenues to UTA



R2019-07-11

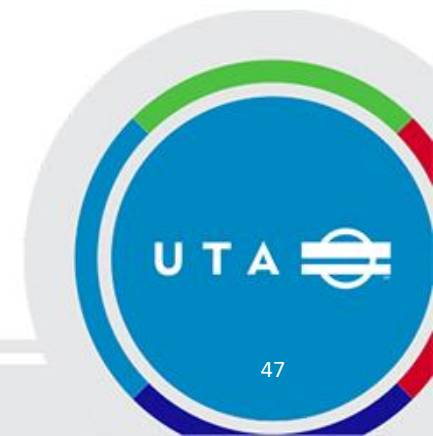
**Resolution Authorizing Execution of
Lease-Purchase Agreements for
Transit Vehicles**



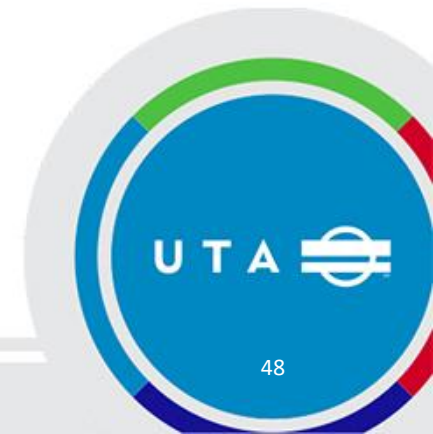
Recommended Action (by roll call)

Motion to approve R2019-07-11:

Resolution Authorizing Execution of Lease-Purchase Agreements
for Transit Vehicles

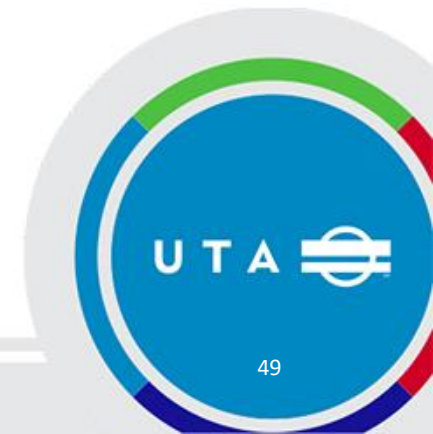


Contracts, Disbursements, and Grants



Contract: Ogden-Weber BRT Design (Jacobs Engineering)

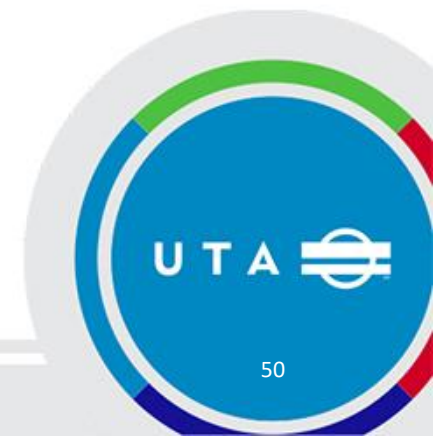
- Description and purpose:
 - Final design of the Ogden-Weber bus rapid transit (BRT) project
- Total contract:
 - \$6,693,519



Recommended Action (by roll call)

Motion to approve contract:

Ogden-Weber BRT Design (Jacobs Engineering)



Change Order: TIGER Phase 2 Amendment 9 – GREENbike Expansion (Granite)

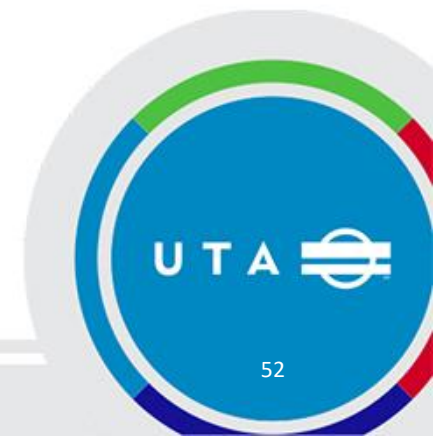
- Description and purpose:
 - Part of the Transportation Investment Generating Economic Recovery (TIGER) program of projects (includes 94 separate projects)
 - This change order is for the construction of seven new GREENbike bike share stations in Salt Lake City and South Salt Lake
- Total change order:
 - \$708,616
- Total contract:
 - \$8,212,726



Recommended Action (by roll call)

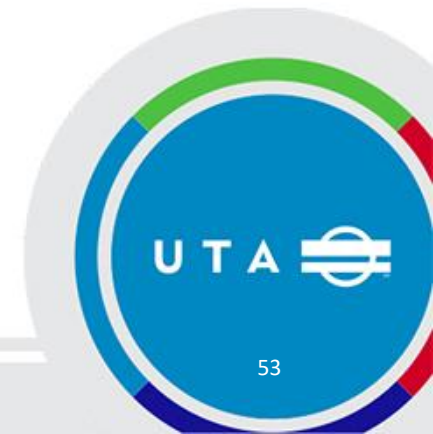
Motion to approve change order:

TIGER Phase 2 Amendment 9 – GREENbike Expansion (Granite)



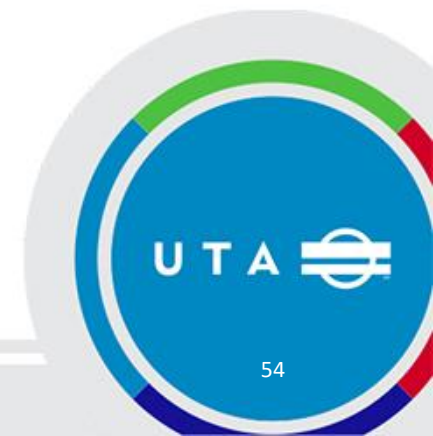
Revenue Contract: Educational Pass Agreement (Weber State University)

- Description and purpose:
 - Three-year education pass agreement with Weber State University providing 20,000 authorized users with a premium transit pass
- Total revenue contract:
 - \$1,772,052



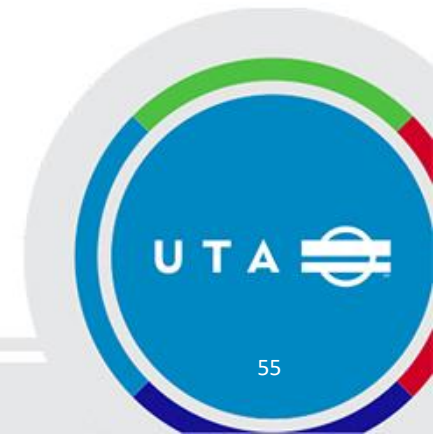
Recommended Action (by roll call)

Motion to approve revenue contract:
Educational Pass Agreement (Weber State University)



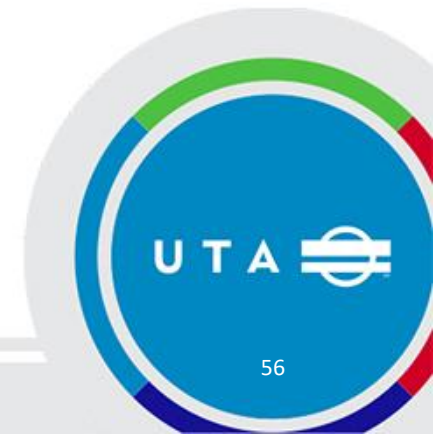
Disbursement: Light Rail Parts Inventory (Siemens)

- Description and purpose:
 - Disbursement for payment on invoices generated as part of UTA's supply chain forecasted inventory strategy for light rail parts
- Total disbursement:
 - \$239,457.10



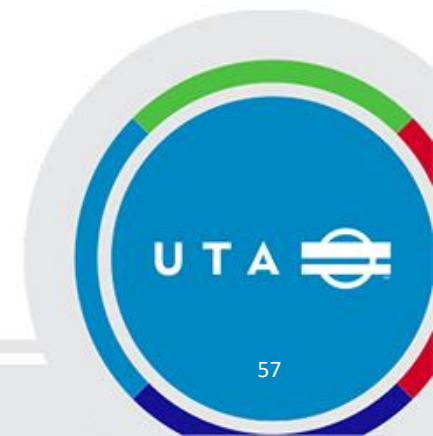
Recommended Action (by roll call)

Motion to approve disbursement:
Light Rail Parts Inventory (Siemens)

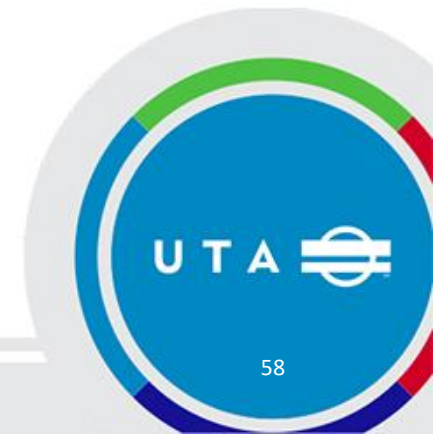


Grant: Federal Transit Administration FY2019 Integrated Mobility Innovation (IMI) Development Grant

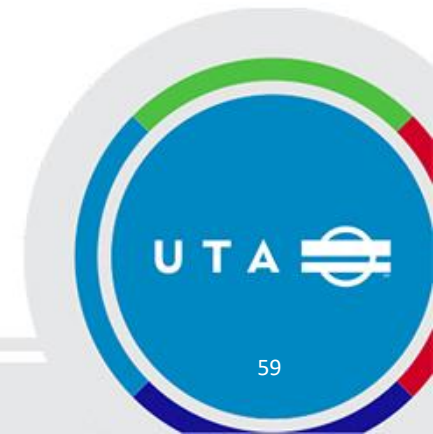
- Project:
 - Deploy a Phase 2 autonomous shuttle pilot project designed to advance lessons learned from the Phase 1 pilot
 - Three primary objectives:
 - Full integration into the UTA transit network
 - Deploy, operate, and test a no-operator/host shuttle
 - Project evaluation and community engagement
- Total cost:
 - \$628,465
- Grant request:
 - \$502,465
- Local match:
 - \$126,000



Discussion Items



2020 Budget Transit Financial Plan, Budget Assumptions and Targets



July 2019 TFP: Summary

(in millions)

	2019	2020	2021	2022	2023	2024
Operating Revenue	\$453.2	\$490.9	\$521.7	\$541.6	\$562.9	\$585.6
Operating Expense	<u>(296.6)</u>	<u>(309.5)</u>	<u>(330.7)</u>	<u>(351.6)</u>	<u>(364.3)</u>	<u>(377.8)</u>
Net Operations	156.6	181.4	191.0	190.0	198.6	207.8
Debt Service	<u>(121.7)</u>	<u>(136.8)</u>	<u>(150.2)</u>	<u>(157.1)</u>	<u>(161.8)</u>	<u>(165.0)</u>
Net Available	34.9	44.6	40.8	32.9	36.8	42.8
Capital Revenue	94.6	156.7	88.0	62.7	51.6	59.5
Capital Expense	<u>(156.8)</u>	<u>(195.7)</u>	<u>(146.3)</u>	<u>(89.5)</u>	<u>(84.4)</u>	<u>(94.2)</u>
Net Change	(27.3)	5.6	(17.5)	6.1	4.0	8.1
January 1 Balance	237.4	210.1	215.7	198.1	106.2	110.4
Retire Debt Early	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>(98.0)</u>	<u>0.0</u>	<u>0.0</u>
December 31 Balance	<u>\$210.1</u>	<u>\$215.7</u>	<u>\$198.1</u>	<u>\$106.2</u>	<u>\$110.4</u>	<u>118.4</u>

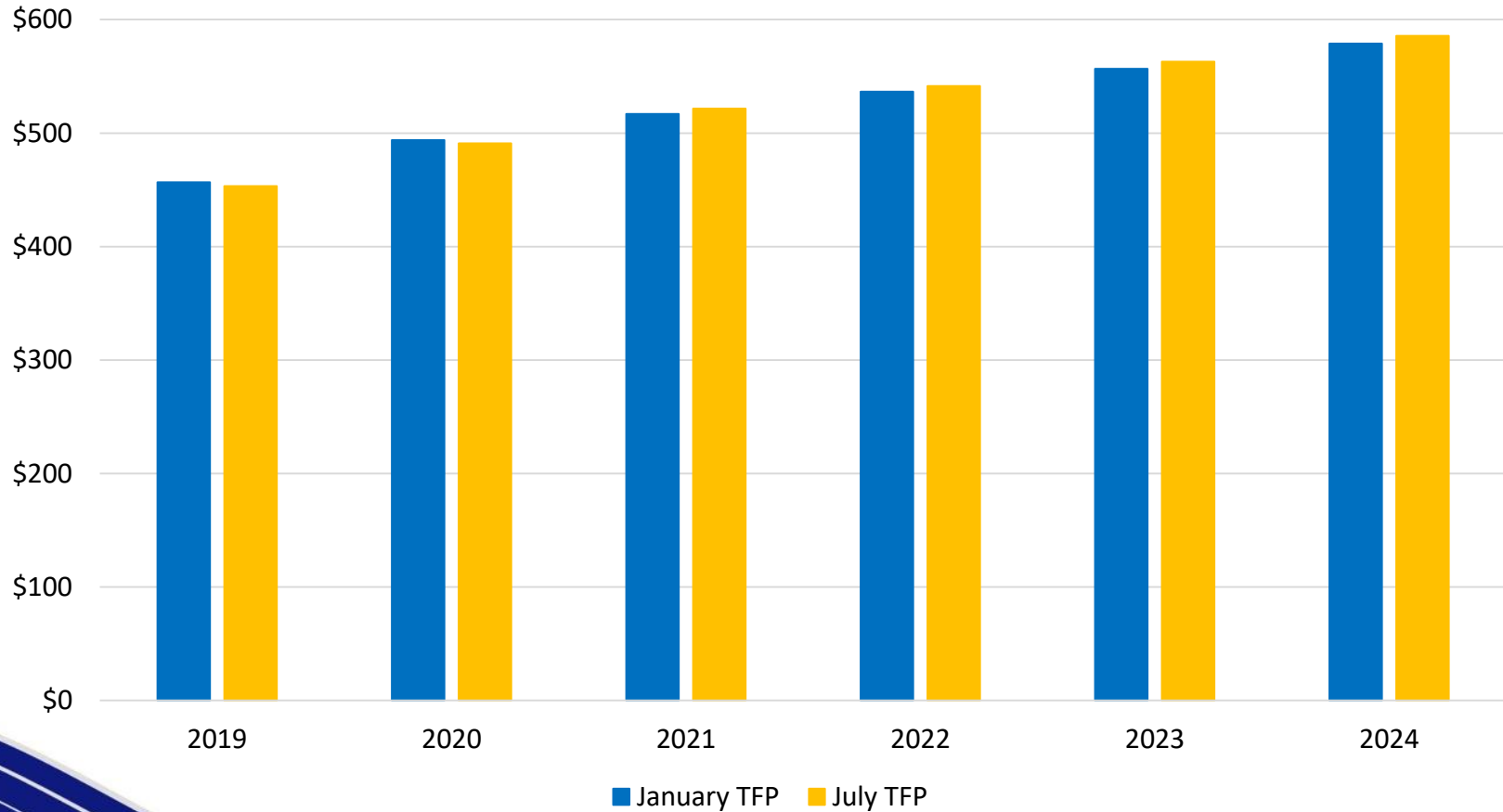
July 2019 TFP: Reserves at Year End

(in millions)

	2019	2020	2021	2022	2023	2024
Restricted						
General Operating	\$36.5	\$37.7	\$40.3	\$42.8	\$44.3	\$46.0
Service Stabilization	9.1	9.4	10.1	10.7	11.1	11.5
Bond	38.6	38.6	38.6	38.6	38.6	38.6
Capital Replacement	10.7	10.7	10.7	10.7	10.7	10.7
Debt Reduction	71.3	89.4	97.4	0.5	0.6	0.7
Total Restricted	166.2	185.8	197.1	103.3	105.3	107.5
Unrestricted	<u>43.9</u>	<u>29.9</u>	<u>1.1</u>	<u>3.0</u>	<u>5.0</u>	<u>10.9</u>
Ending Balance, Dec. 31	<u>\$210.1</u>	<u>\$215.7</u>	<u>\$198.2</u>	<u>\$106.3</u>	<u>\$110.3</u>	<u>\$118.4</u>

Change in Operating Revenue from January 2019 TFP

(in millions)



July 2019 TFP

Operating Revenues (in millions)

	2019	2020	2021	2022	2023	2024
January TFP	\$456.8	\$493.8	\$517.0	\$536.5	\$556.7	\$579.0
July TFP	453.2	490.9	521.7	541.6	562.9	585.6
Changes:						
Sales Tax	(4.3)	(4.4)	(4.7)	(4.9)	(5.2)	(5.4)
Utah County	2.2	7.1	7.6	8.0	8.5	9.0
Fed. Prev. Maint.	0.7	0.7	1.1	1.1	0.9	0.9
Passenger	0.0	(2.6)	1.3	1.0	1.4	1.7
Investment Inc.	(2.4)	(0.6)	(0.9)	(0.4)	(0.2)	(0.4)
Salt Lake City	(1.9)	(3.2)	0.0	0.0	0.0	0.0
Other	<u>2.1</u>	<u>0.1</u>	<u>0.3</u>	<u>0.3</u>	<u>0.8</u>	<u>0.8</u>
Totals	<u>\$(3.6)</u>	<u>\$(2.9)</u>	<u>\$4.7</u>	<u>\$5.1</u>	<u>\$6.2</u>	<u>\$6.6</u>

Change in Assumptions from January 2019 TFP Operating Revenue

	2019	2020	2021	2022	2023	2024
Sales Tax – January TFP	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Sales Tax – July TFP	3.5%	5.0%	5.0%	5.0%	5.0%	5.0%
Changes (in millions)	(\$4.3)	(\$4.4)	(\$4.7)	(\$4.9)	(\$5.2)	(\$5.4)
Utah County – January TFP	\$2.5	\$2.6	\$2.6	\$2.7	\$2.7	\$2.8
Utah County – July TFP	<u>4.7</u>	<u>9.7</u>	<u>10.2</u>	<u>10.7</u>	<u>11.2</u>	<u>11.8</u>
Changes (in millions)	<u>\$2.2</u>	<u>\$7.1</u>	<u>\$7.6</u>	<u>\$8.0</u>	<u>\$8.5</u>	<u>\$9.0</u>

Change in Assumptions from January 2019 TFP Operating Revenue

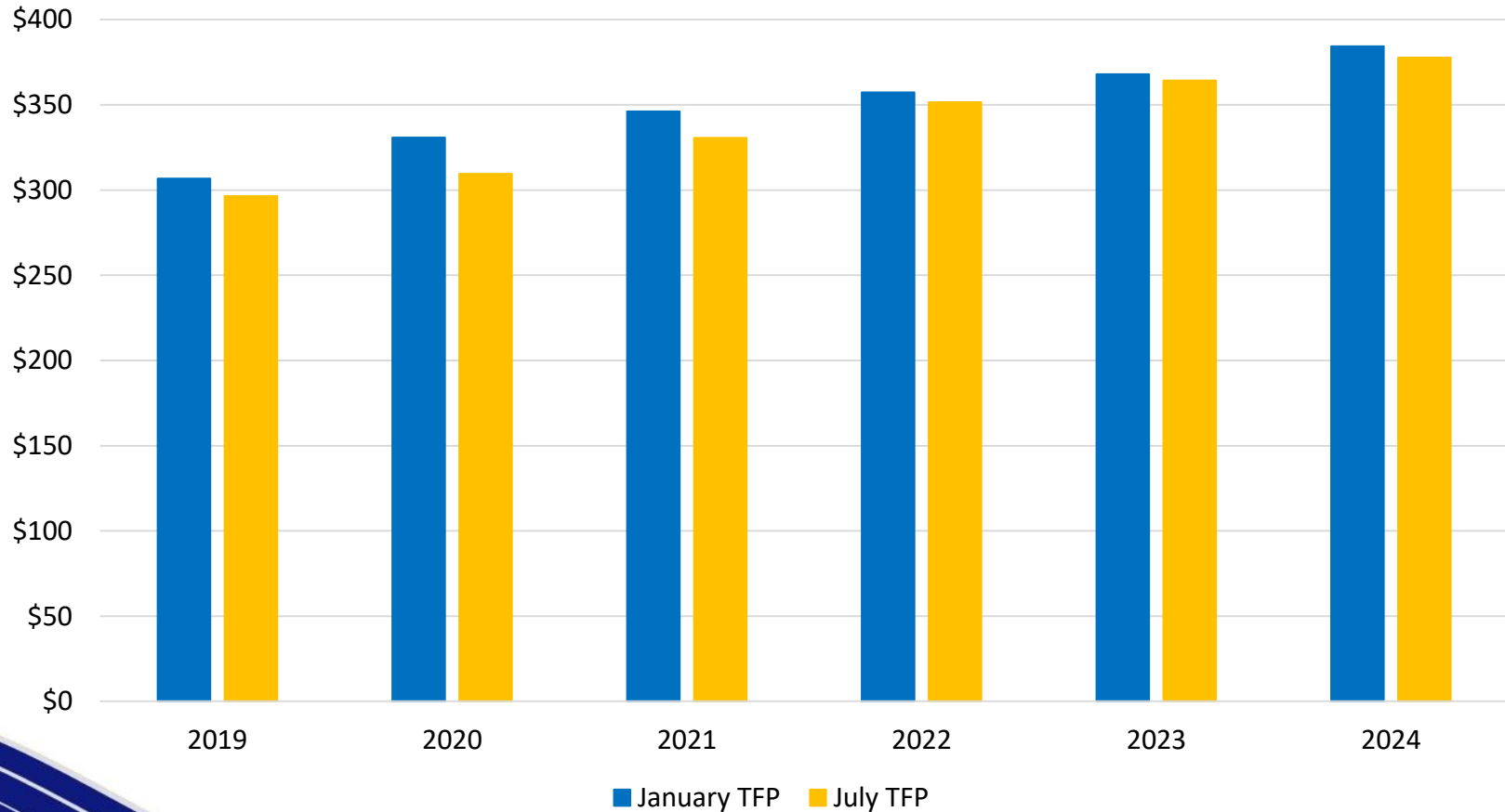
	2019	2020	2021	2022	2023	2024
Prevent. Maint. – January TFP	5.0%	1.5%	3.3%	1.0%	4.1%	1.0%
Prevent. Maint. – July TFP	6.1%	1.5%	3.8%	1.0%	3.8%	1.0%
Changes (in millions)	\$0.7	\$0.7	\$1.1	\$1.1	\$0.9	\$0.9
Passenger – January TFP	1.4%	7.8%	(0.5%)	0.9%	1.4%	1.9%
Passenger – July TFP	1.4%	2.9%	6.6%	.4%	1.9%	2.4%
Changes (in millions)	\$0.0	(\$2.6)	\$1.3	\$1.0	\$1.4	\$1.7

Change in Assumptions from January 2019 TFP Operating Revenue

	2019	2020	2021	2022	2023	2024
Interest Earnings – Jan. TFP	3.55%	4.15%	4.15%	4.15%	4.05%	3.85%
Interest Earnings – July TFP	3.05%	3.65%	3.65%	3.65%	3.55%	3.85%
Changes (in millions)	(\$2.4)	(\$0.6)	(\$0.9)	(\$0.4)	(\$0.2)	(\$0.4)
Other – Jan. TFP	\$6.4	\$6.6	\$6.5	\$6.6	\$5.8	\$5.9
Other – July TFP	<u>8.5</u>	<u>6.7</u>	<u>6.8</u>	<u>6.9</u>	<u>6.6</u>	<u>6.7</u>
Changes (in millions)	<u>\$2.1</u>	<u>\$0.1</u>	<u>\$0.3</u>	<u>\$0.3</u>	<u>\$0.8</u>	<u>\$0.8</u>

Change in Operating Expense from January 2019 TFP

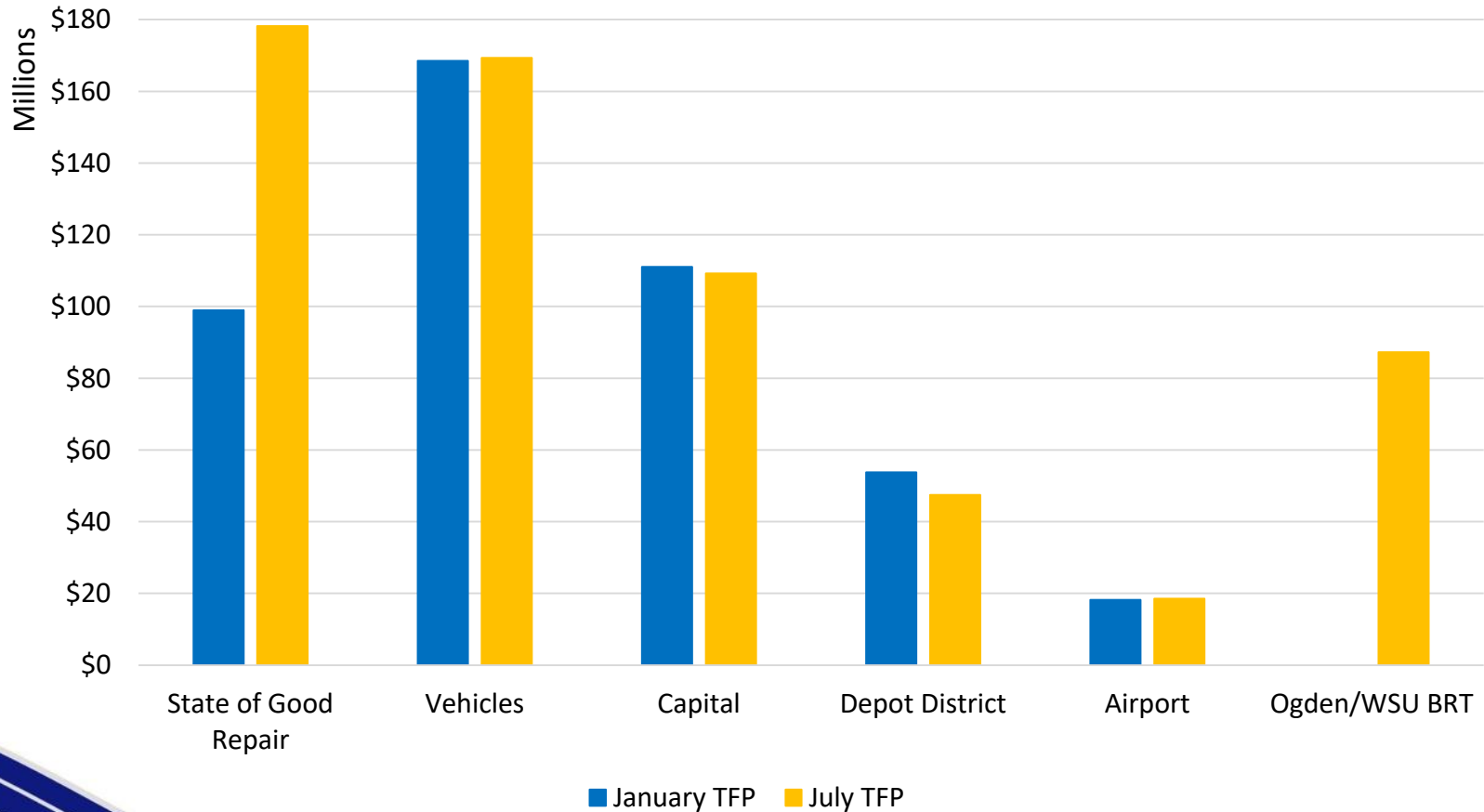
(in millions)



July TFP Key Assumptions: Expense Growth Rate

	2019	2020	2021	2022	2023	2024
January TFP		2.75%	2.75%	2.75%	2.75%	2.75%
July TFP		2.75%	3.00%	3.25%	3.25%	3.25%
January TFP	\$306.8	\$330.9	\$346.1	\$357.4	\$367.9	\$384.4
July TFP	296.5	309.5	330.7	351.6	364.3	377.8
Changes (in millions):						
Operations (with SLC)	(4.3)	(1.9)	2.5	4.3	7.0	4.5
SLCo Operations	<u>(6.0)</u>	<u>(19.5)</u>	<u>(17.9)</u>	<u>(10.1)</u>	<u>(10.6)</u>	<u>(11.1)</u>
Totals	<u>(\$10.3)</u>	<u>(\$21.4)</u>	<u>(\$15.4)</u>	<u>(\$5.8)</u>	<u>(\$3.6)</u>	<u>(\$6.6)</u>

Change in Capital Expenditure from January 2019 TFP



Change in Capital Expense from January 2019 TFP

(in millions)

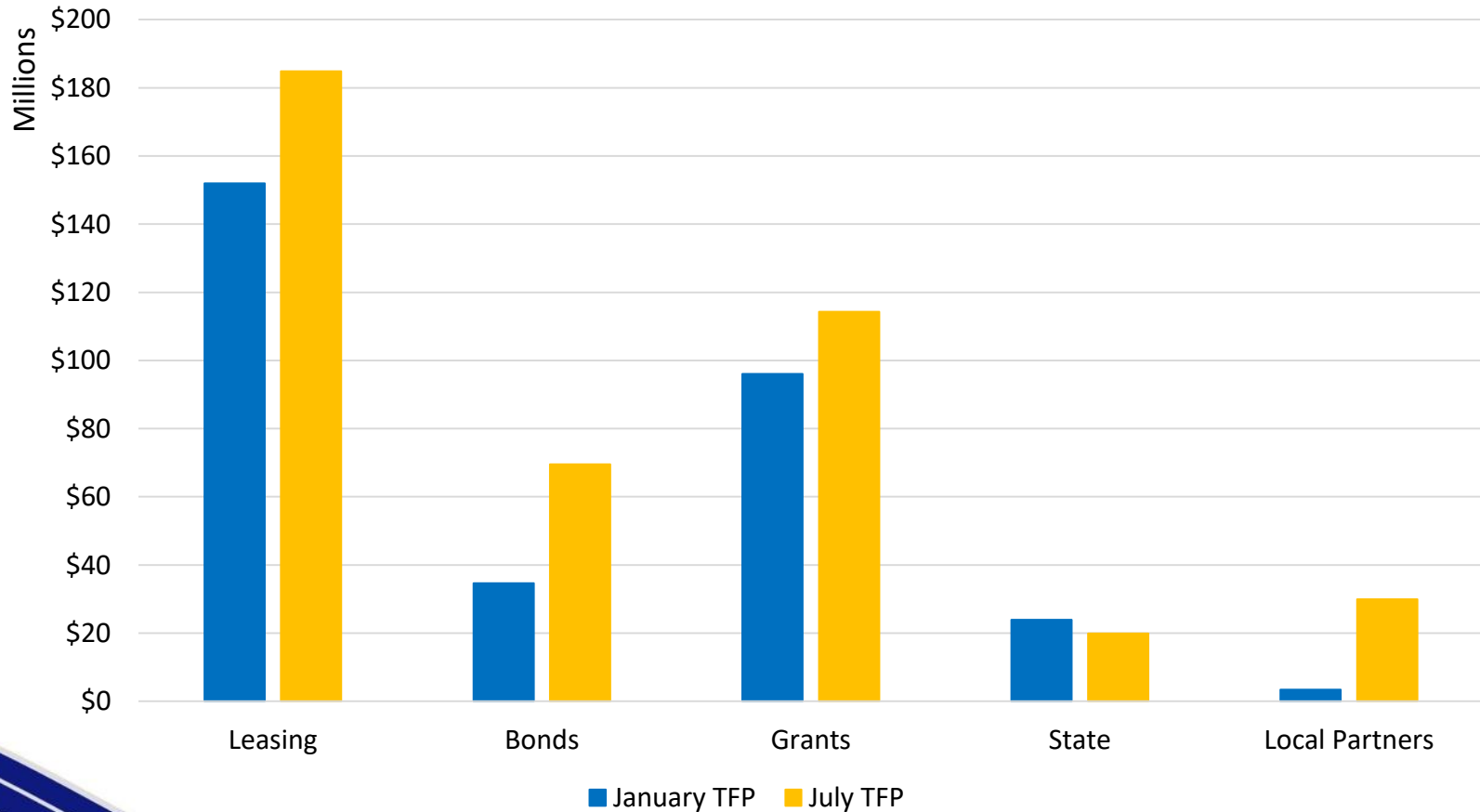
	2020	2021	2022	2023	2024
January 2019 TFP	\$133.0	\$131.1	\$58.5	\$73.2	\$54.7
July TFP	195.7	146.3	89.5	84.4	94.2
Changes:					
State of Good Repair	13.9	26.2	13.8	9.3	16.2
Vehicles	0.2	(15.9)	(0.3)	(5.0)	21.6
New Capital	23.2	(24.9)	(8.8)	6.9	1.7
Ogden/WSU BRT	12.0	50.0	25.3	0.0	0.0
Depot District	18.4	(25.8)	1.0	0.0	0.0
Airport TRAX Station	<u>(5.2)</u>	<u>5.6</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	<u>\$62.7</u>	<u>\$15.2</u>	<u>\$31.0</u>	<u>\$11.2</u>	<u>\$39.5</u>

Funded and Unfunded Capital

July TFP (in millions)

Year	Unfunded Capital	Unfunded State of Good Repair	Total Unfunded
2020	\$1.8	\$8.8	\$10.6
2021	6.9	22.9	29.8
2022	(0.3)	23.6	23.3
2023	1.4	10.6	12.0
2024	<u>46.5</u>	<u>10.6</u>	<u>57.1</u>
Total Unfunded	56.3	76.5	132.8
Funded Capital	<u>262.5</u>	<u>347.6</u>	<u>610.1</u>
Total five-year requests	<u>\$318.8</u>	<u>\$424.1</u>	<u>\$742.9</u>
Percentage Funded	<u>82.4%</u>	<u>81.9%</u>	<u>82.1%</u>

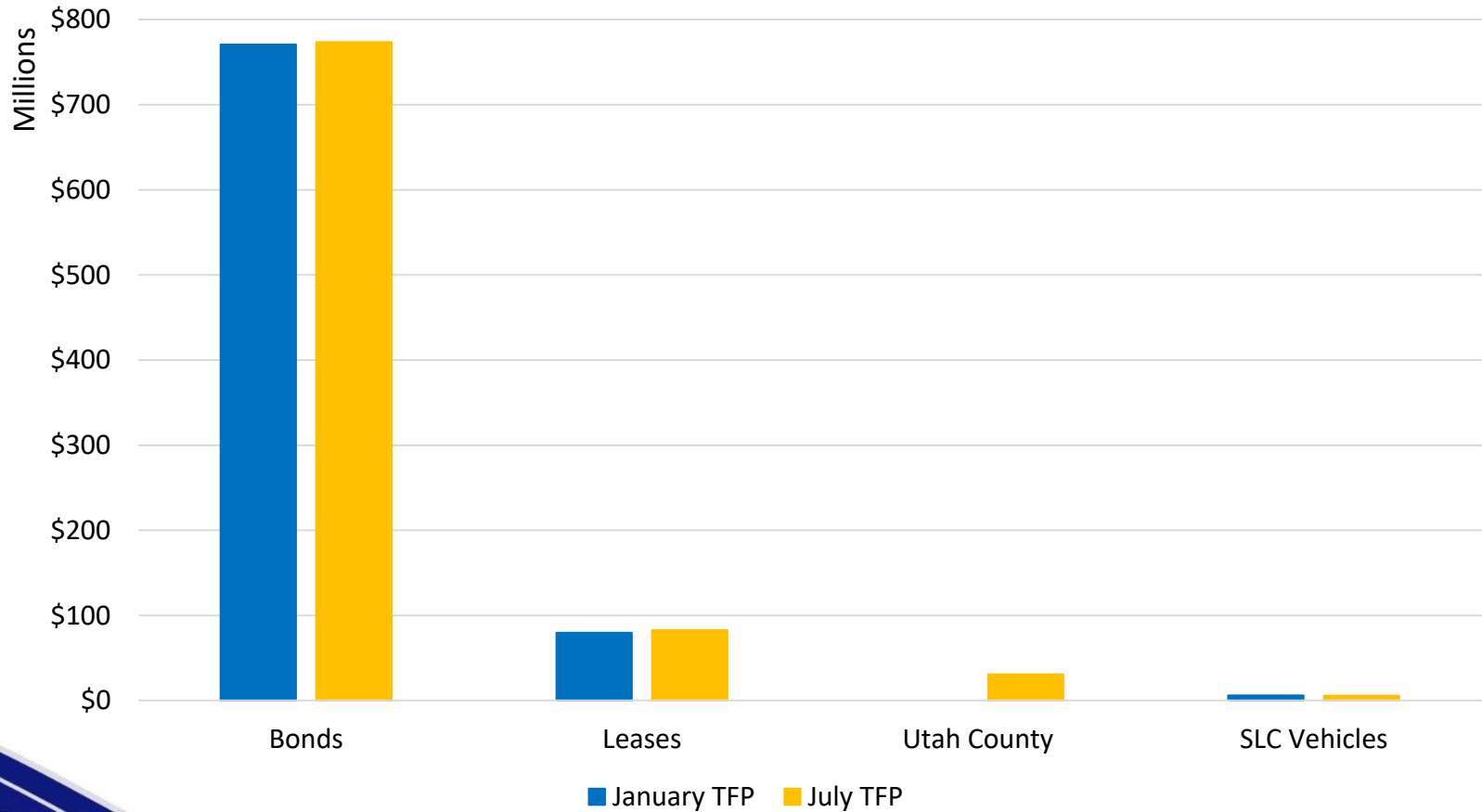
Change in Capital Revenues from January 2019 TFP



Change in Assumptions from January 2019 TFP Capital Revenues (in millions)

Source	2019	2020	2021	2022	2023	2024
January 2019 TFP	\$75.8	\$118.5	\$78.8	\$30.5	\$48.0	\$34.4
July TFP	94.6	156.7	88.0	62.7	51.7	59.5
Changes:						
Grants	12.4	(9.5)	13.2	13.6	1.7	(0.7)
Bonds/Leasing	0.0	36.1	(9.5)	16.0	(0.7)	25.8
Local Partners	6.0	16.9	4.3	2.6	2.7	0.0
Depot District	<u>.4</u>	<u>(5.3)</u>	<u>1.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	<u>\$18.8</u>	<u>\$38.2</u>	<u>\$9.2</u>	<u>\$32.2</u>	<u>\$3.7</u>	<u>\$25.1</u>

Change in Debt Service from January 2019 TFP



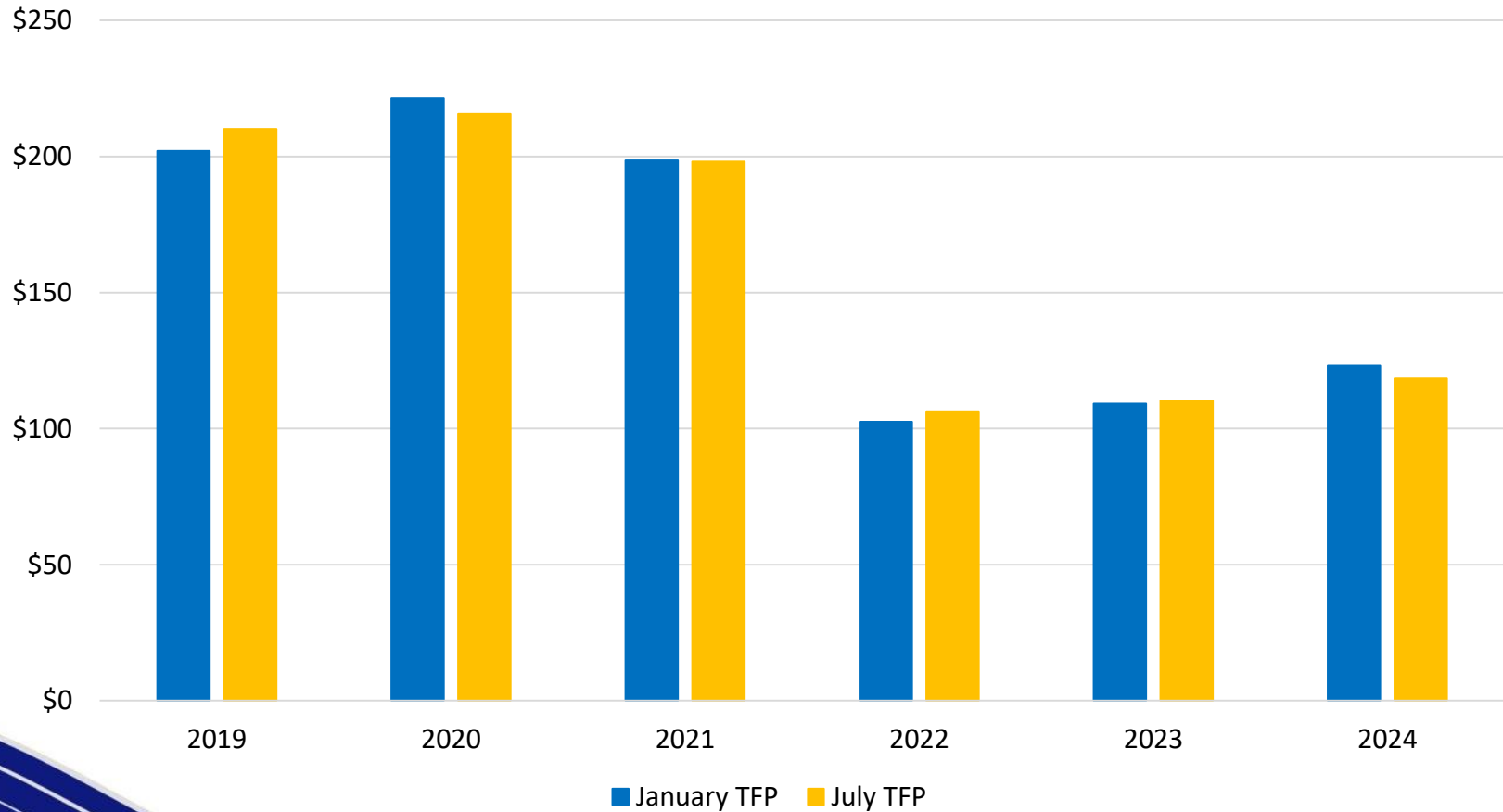
Change in Debt Service from January 2019 TFP

(in millions)

	2019	2020	2021	2022	2023	2024
January TFP	\$119.6	\$129.3	\$141.4	\$149.1	\$157.0	\$160.4
July TFP	121.7	136.8	150.2	157.1	161.8	165.0
Changes:						
Bonds	0.0	0.1	0.3	0.6	0.8	0.8
Leases	0.1	0.4	0.9	0.4	0.6	0.4
Salt Lake City	(0.1)	(0.1)	0.0	0.0	0.0	0.0
Utah County Payments	<u>2.1</u>	<u>7.1</u>	<u>7.6</u>	<u>7.0</u>	<u>3.4</u>	<u>3.4</u>
Total	<u>\$2.1</u>	<u>\$7.5</u>	<u>\$8.8</u>	<u>\$8.0</u>	<u>\$4.8</u>	<u>\$4.6</u>

Change in Ending Balances from January 2019 TFP

(in millions)



Change in Assumptions from January 2019 TFP Net Impacts to Ending Balances (in millions)

Source	2019	2020	2021	2022	2023	2024
January 2019 TFP	\$202.1	\$221.4	\$198.6	\$102.5	\$109.2	\$123.1
July TFP	210.1	215.7	198.2	106.3	110.3	118.4

Establishing Budget Targets

(In millions)

	Amounts
2019 Budget	\$311.5
Budget Amendments	(1.3)
Salt Lake City – Full Year	0.6
Salt Lake County Adjustment	(5.2)
Additional Costs	<u>0.7</u>
New Base	306.3
Estimated Increases by Categories	<u>7.9</u>
2020 Budget Target	<u>\$314.2</u>

2020 Budget Targets Compared to 2019 Budget (in millions)

Department	2019 Budget	2020 Budget Target	Change	% Change
Bus	\$102.1	\$108.3	\$6.2	6.1
Salt Lake County Service	11.5	6.4	(5.1)	(44.4)
Salt Lake City Service	5.0	0.0	(5.0)	(100.0)
Light Rail	49.9	51.8	1.9	3.8
Commuter Rail	29.1	29.8	0.7	2.4
Paratransit	22.9	23.9	1.0	4.4
Rideshare	3.2	3.3	0.1	3.1
Operations Support	48.1	49.2	1.1	2.2
Administration & Non-operating	<u>39.7</u>	<u>41.5</u>	<u>1.8</u>	<u>4.5</u>
Total	<u>\$311.5</u>	<u>\$314.2</u>	<u>\$2.7</u>	<u>0.9</u>

Next Steps

- Incorporate assumption changes, if any, into TFP
- If necessary, update 2020 budget targets
- Staff completes budget work by late August
- Board budget reviews in September
- Changes, if any, added into 2020 Tentative Budget
- Tentative Budget to Board in October

UTA Open Data Portal



Examples of Open Data Portals



Salt Lake City GIS Open Data

- Gathered feedback both internally and externally

Purpose of UTA Open Data Portal


- Transparency
- Accountability
- Citizen/community/stakeholders engagement
- Make informed decisions in public/private sectors
- Create a central data hub for public use
- Efficient management of regular transit data requests

First Step in Launching UTA Open Data Portal



Utah Transit Authority Data Portal

Data is available to view or download. To get started, click on the magnifying glass in the search bar, type in a search term or click on icons below.

 Click to Search



UTA Service Data



Ridership Dashboard



Web Map Application

More Information

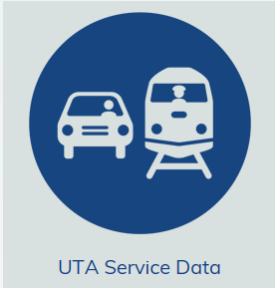
- [UTA Homepage](#)
- [Request UTA Record](#)
- [Utah AGRC](#)

If unable to find a dataset or record, please contact grama@rideuta.com
For general questions or feedback, please contact opendata@rideuta.com

UTA Open Data Portal

1. UTA service data

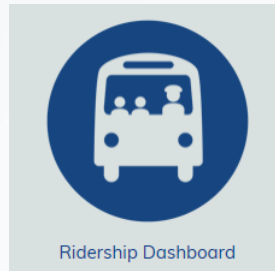
- Detail datasets
 - UTA routes and most recent ridership
 - Monthly UTA ridership
 - UTA stops



2. Ridership dashboard

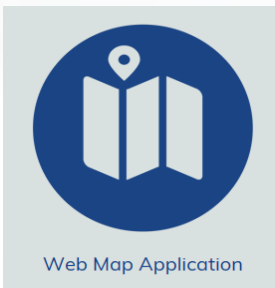
- One view about UTA ridership
 - Year-over-year ridership comparison
 - Ridership trends by mode
 - Number of routes UTA serves by county

Ridership = number of riders boarding UTA service on an average weekday



3. UTA webmap application

- Map based visualization tool
- Route level ridership, stops datasets



Possible Use Cases

- How can community stakeholders find out about routes and service in their community?

How Can Community Stakeholders Find out About Routes and Service in Their Community?

Possible Use Cases

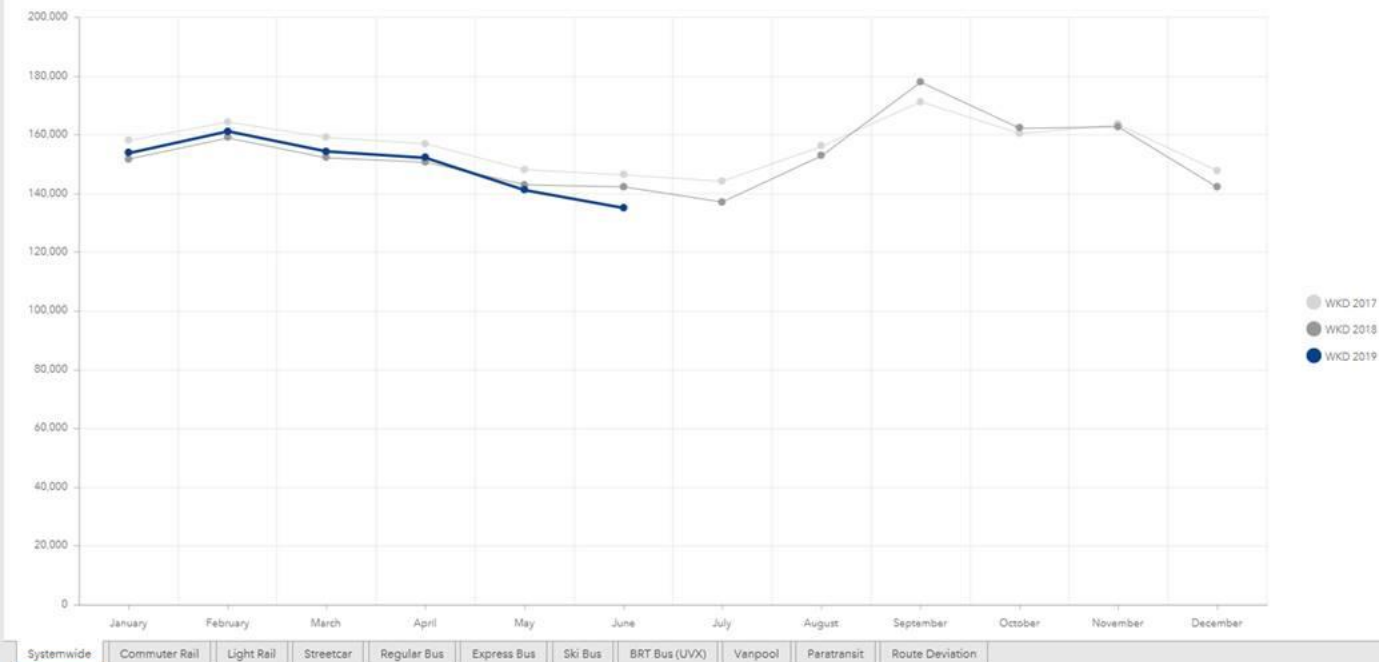
- How can community stakeholders find out about routes and service in their community?
- How to find ridership numbers?

Finding Ridership Numbers

Utah Transit Authority Ridership Dashboard

Data is available after the 10th of the following month

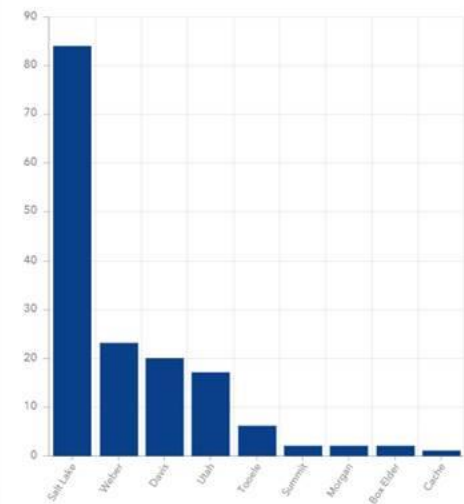
Systemwide Average Weekday Boardings



Systemwide Average Weekday Ridership

June 2018 | June 2019
 142,290 | 135,097
 Variance: -5.05%

Number of Routes by County



Systemwide | Commuter Rail | Light Rail | Streetcar | Regular Bus | Express Bus | Ski Bus | BRT Bus (UVX) | Vanpool | Paratransit | Route Deviation

[Average Weekday Ridership Data Table](#) | [Ridership Dashboard Definitions](#)

Possible Use Cases

- How can community stakeholders find out about routes and service in their community?
- How to find ridership numbers?
- How to view service in a geographic area?

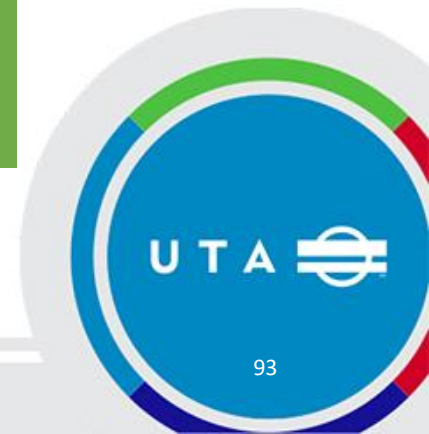
How to View Service in a Geographic Area?

Possible Future Datasets

- Route performance
- More granular ridership data
- Customer experience metrics

- Depending on GIS/analytical staff capacity to create and support future datasets and portal functionalities

GREENbike Program





UTA BOARD OF DIRECTORS PRESENTATION: 7.31.19

- Who We Are + Recent Stats**
- History of GREENbike/UTA Relationship**
- NACTO Shared Micro Mobility Data**
- Products, Partnerships & Expansion Plans**
- UTA Benefits from GREENbike Partnership**



Who We Are & Recent Stats

GREENbike is a 501(c)3 non-profit

Chair, Matt Sibul, Dir. Government Relations, UTA

Vice-Chair, Amanda Smith, Attorney, S-Power

Jory Johner, Long Range Planning Manager, WFRC

Jackie Biskupski, Mayor, Salt Lake City

Jon Larsen, SLC Transportation Division Director

Megan Hillyard, Dir. Admin. Services, Salt Lake County Mayor's Office

Nathan Lee, Program Development Director, UDOT

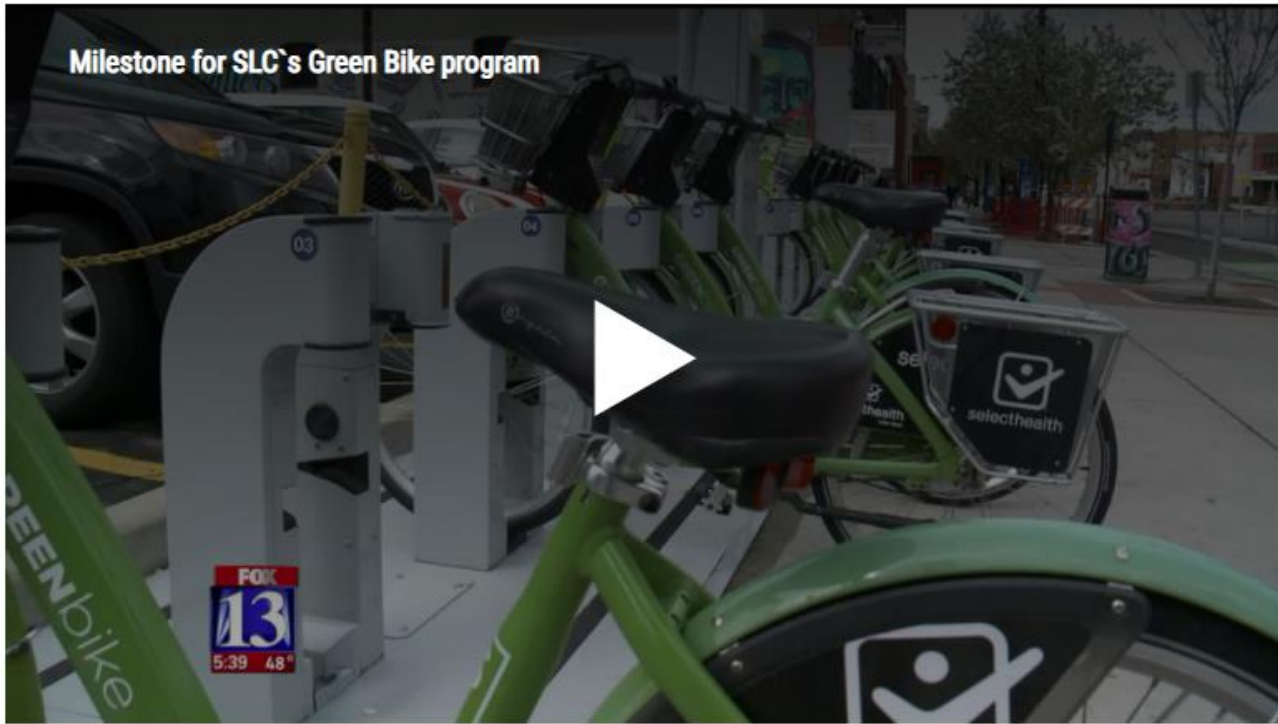
Scott Beck, CEO & President, Visit Salt Lake (CVB)

DJ Baxter, Consultant, Shiels-Obletz-Johnson

Greg Reid, Public Relations Director, SelectHealth

Derek Allan, CEO, Land Forge Development

SLC's GREENbike marks big milestone



Reaffirming Non-Profit Brand: Themes

- Active
- Transit
- Reliable
- Community
- Safety
- Affordable



Recent Statistics

- Averaged 2 rides per bike per day for 6 years
- Sold more passes in 2018 than in 2017
- Each station averages 8,000 checkouts/returns a year
- Less than 1% have ever rated our maintenance as poor



Annual Survey Results

- **78% cited “connections to other public transit options” as an important factor in their decision to use GREENbike.**
- **79% took fewer car trips in addition to their GREENbike trips.**
- **14% have reduced the number of cars in their household because of GREENbike.**



We Aren't Just Concerned With GREENbike!

Each year, GREENbike gives more than \$10k in free or discounted passes to dozens & dozens of community-centric or non-profit groups.



22 September 2016

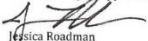
S.L.C. Green Bike
Cameron
150 S. State St (Impact Hub)
Salt Lake City, Utah 84111

Dear Cameron;

Thank you for your donation in support of Crossroads Urban Center's 14th annual Wine & Cheese Benefit Party fundraiser silent auction. In our 50th year of meeting immediate needs and facilitating advocacy, with your help, we exceeded our previous record for funds raised through the silent auctions by over \$550!

Every basket received bids, meaning that every single item you donated directly supported the help we provide to the nearly 55,000 Utahns in need annually. In total, this event contributed a net amount of over \$6,800 to our organization. We could not have done this without you and we look forward to continuing our relationship next year!

With our deepest appreciation,


Jessica Roadman
Community Outreach Coordinator
Crossroads Urban Center

347 South 400 East • Salt Lake City, Utah 84111 • 801-364-7765



May 18, 2016

GREENbike
Attn: Cameron Arellano
150 S State St.
Salt Lake City, UT 84111

*Opening a World
of Opportunities
for People of
All Abilities*

*Home of
Camp Kostopoulos*

Dear Cameron,

Thank you for your generous donation of an auction item for the Kostopoulos Dream Foundation's 28th annual Send a Kid to Camp Gala. Your generosity makes a meaningful difference in the lives of the people we serve.

Auction item: Two Annual memberships to GREENbike
Value: \$150

Nearly 400 people attended the Gala. Thanks to your help, we were able to raise much-needed funds for our Summer Camp program. We anticipate serving more than 1,200 during Summer Camp 2016, which is new record. We are successful only because of the support we receive from our community.

If you are not already receiving our newsletter, please sign up on our website at: www.campk.org. We are always happy to hear from our Camp K community. If you are in the neighborhood, we invite you to stop by and see the wonderful opportunities that we provide to people of all abilities.

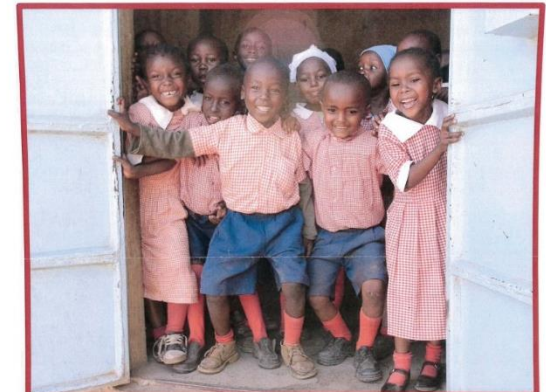
Thank you for helping us make our dream and vision a reality!

"Together we dream, together we do."


Mircea Divricean
President and CEO
801-582-0700 ext. 103
mdivricean@campk.org

Kostopoulos Dream Foundation/Camp Kostopoulos is a non-profit 501(c)(3), ID #87-6126177.
Contributions made for goods or services received are not deductible, all other contributions are 100% deductible.
No goods or services were provided in consideration of this contribution.

4180 E Emigration Canyon Road Salt Lake City, UT 84108 801-582-0700



GreenBike

Certificate of Appreciation

Thank you for your valuable contributions to the Share the Love Shindig & Auction on May 6, 2016 of Mount Olympus Church. Your generous donation helped make our event a huge success. All proceeds helped to fund our 2016 & 2017 Medical and Educational Mission work-trips to Nakuru, with Kenya Partners, where we serve children in desperate need. Because of you, both our service teams and those cared for in Kenya will never be the same.

Your generosity is making a difference.



*History of
GREENbike/UTA Relationship*

2012: GREENbike/UTA Partnership Request

- Key Language:

“We created GREENbike to be Utah’s Bike Share brand and function to increase transit ridership across the region.”

“We want U.T.A. to be our partner and to join our Board of Directors to help us guide the Bike Share program.

“This is a new transit program and our Transit Authority should be involved.”

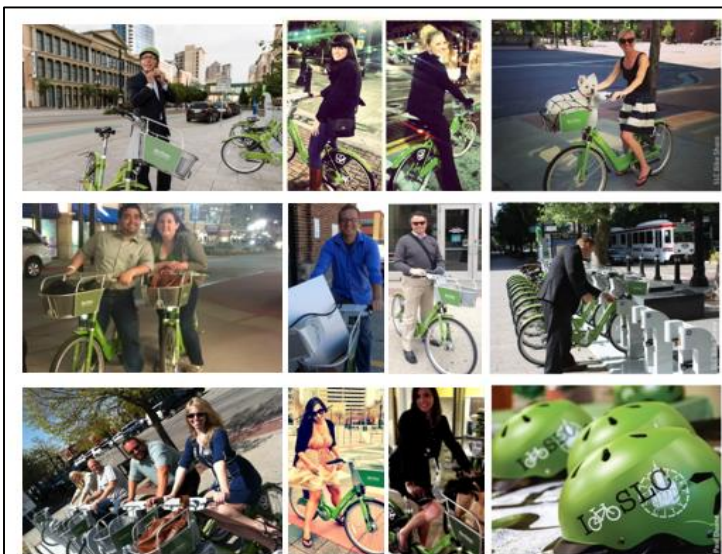
2013: Strategic Partnership Agreement

Key Commitments:

- **UTA will be a founding strategic partner.**
- **UTA will help GREENbike grow in the future.**
- **UTA agrees to make the expansion and success of the program an organizational priority.**
- **UTA and GREENbike will pursue funding together to reach the goal of at least 100 bike share stations.**

2014: Strategic Implementation Plan

Groups Involved: SLC Transportation, UTA, UDOT, WFRC, Salt Lake County, Visit Salt Lake, Bike Utah + other private sector organizations



GREENbike
 SLC'S NON-PROFIT BIKE SHARE
 Strategic Implementation Plan
 Salt Lake City Core 2014-2020

Produced by:
 National Park Service
 Rivers, Trails, & Conservation Assistance



6. The Case for GREENbike

GREENbike has already proven to be a great asset for Salt Lake City and has the potential to improve and transform the city. Expansion of the program will result in a number of positive outcomes that will help Salt Lake City achieve its goal of becoming an innovative, livable, and sustainable city. This section describes the ways in which a more robust bike share system will benefit the city and work in harmony with other efforts to improve the livability of Salt Lake.

6.1 Transportation

The GREENbike program grew out of a desire to create an active transportation alternative to single occupant automobile trips, to enhance public transport, and increase transit options. Salt Lake City recognized the need for a sustainable transportation system that provides residents with safe, affordable, and efficient options to get around, and GREENbike has become a key component of that system. In particular, placing GREENbike stations at or near transit stations can help promote healthy commuting behaviors, reduce parking demands, and positively impact air quality.

Providing transportation alternatives is crucial as the Wasatch Front continues to grow. Salt Lake County, which has the highest number of vehicle miles traveled (VMT) of any county in the state, has seen a dramatic increase from 4.9 billion VMT in 1988⁽¹⁾ to 8.7 billion VMT in 2012⁽²⁾. The current system is dependent on the automobile, which leads to traffic congestion, wasteful energy consumption, and an increase in air pollution. It's expensive too – average vehicle driving costs are close to \$10,000 a year for maintenance, insurance, and fuel, according to AAA's 2013 *Your Driving Costs* report⁽³⁾. That makes transportation the second largest expense for most households.

6.1.1. Utah Transit Authority

Bike share allows users to leave the car behind for short trips around town – or to leave it behind altogether by making it easier to connect to public transportation. The Utah Transit Authority (UTA) serves Salt Lake City and the Wasatch Front with an extensive system of commuter rail lines (FrontRunner), light rail lines (TRAX) and buses. GREENbike works as a complement to UTA's public transit system, extending the reach of the system by providing a critical first-mile/last-mile connection between the transit stop and the user's destination. It is often the first- or last-mile connection that can be the most difficult to overcome, and removing those obstacles by co-locating GREENbike stations at transit stops makes using transit more attractive and convenient. Compared to other transportation projects, bike share is

Table 1: Number of boardings at TRAX stations in the bike share service area (August 2013-January 2014). Source: UTA

Station:	Average Boardings / Weekday
Courthouse	7,140
City Center	4,010
Arena	2,826
Gallivan Plaza	2,294
Library	1,659
Salt Lake Central	1,411
North Temple	1,374
Bridge/Guadalupe	1,330
Temple Square	1,299
900 East	1,299
Trolley	1,200
900 South	1,141
Planetarium	1,087
Old GreekTown	723
Jackson/Euclid	573

Table 2: Comparison of costs. Source: UTA, GREENbike

UTA Transportation Costs per Mile	
Capital Costs	
Commuter Rail	\$17.7 million/mile
Light Rail	\$52.8 million/mile
Streetcar	\$37.94 million/mile
BRT Exclusive Lane/BRT III	\$16.4 million/mile
Enhanced Bus/BRT I	\$3.4 million/mile
Operating Costs	
Commuter Rail	\$9.92/mile
Light Rail	\$7.07/mile
Motor bus	\$6.65/mile
GREENbike Costs	
Capital Cost per Station	\$65,000
Operating Cost per Station	\$25,000/year

2015: Regionalization Governance Study

Stakeholder Group: Salt Lake Chamber, Ogden, Provo, MAG, UTA, UDOT, WFRC, Salt Lake City, Bike Utah, Downtown Alliance & Salt Lake County

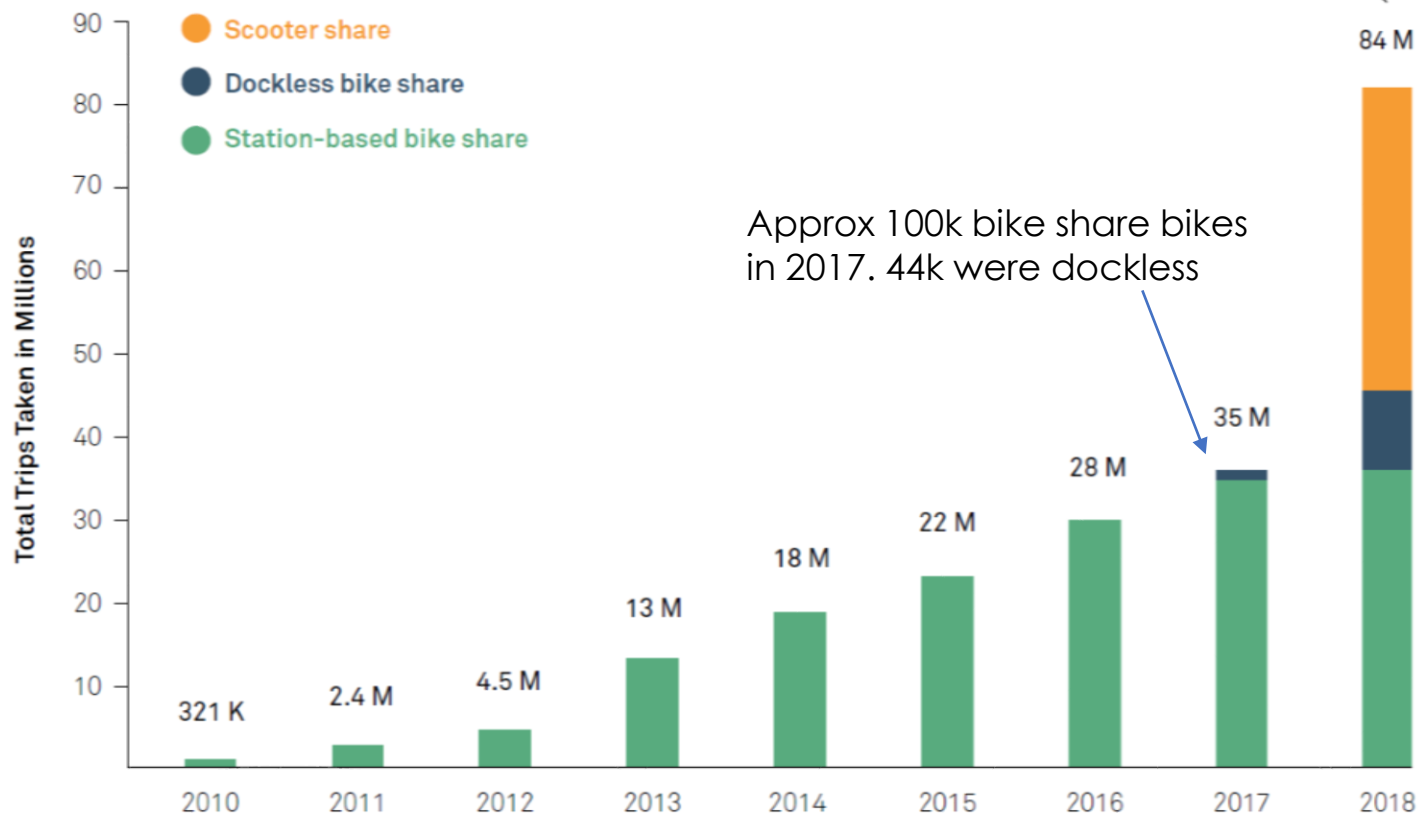
Recommendation: UTA becomes the GREENbike equipment owner with GREENbike as a contracted private operator.



Shared Micromobility in the U.S.: ***2018 Report***

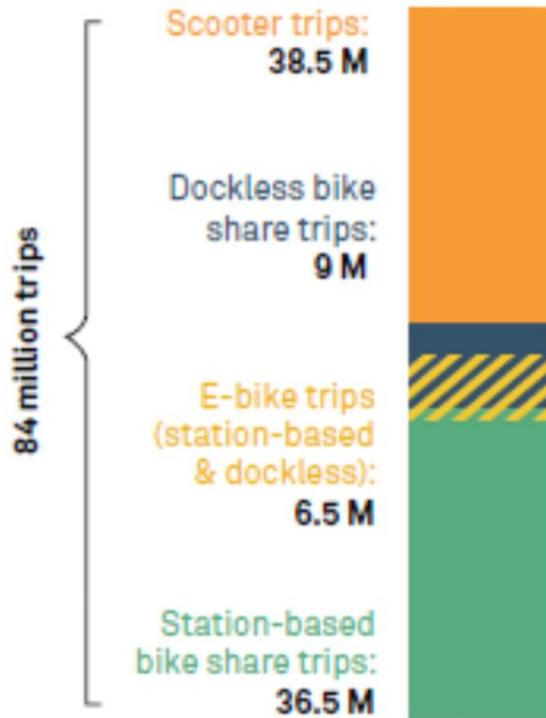
Released in May 2019
by the
National Association of City Transportation Officials
(NACTO)

84 Million Trips on Shared Micromobility in 2018



Source: NACTO

Breakdown of 2018 Trips

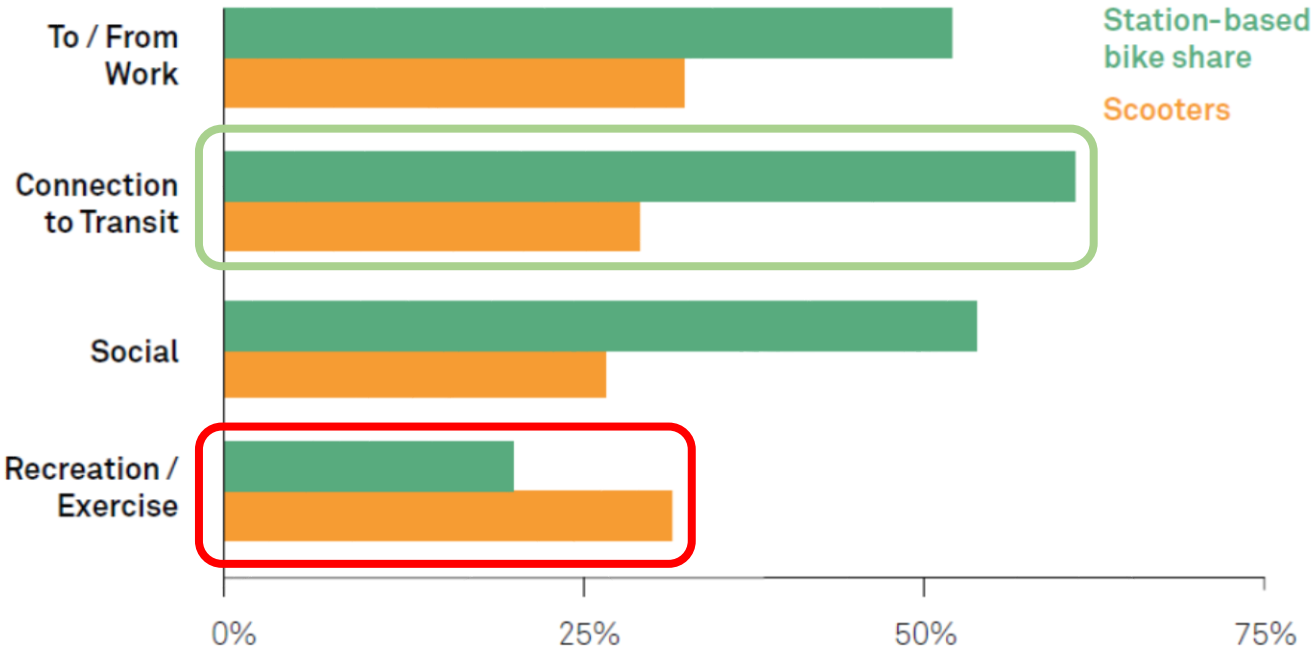


Source: NACTO

In 2018... There were 49% more scooters on the ground than station-based bike share bikes.

- **85,000 scooters took 38.5M rides**
- **57,000 station-based bike share bikes took 36.5M rides**

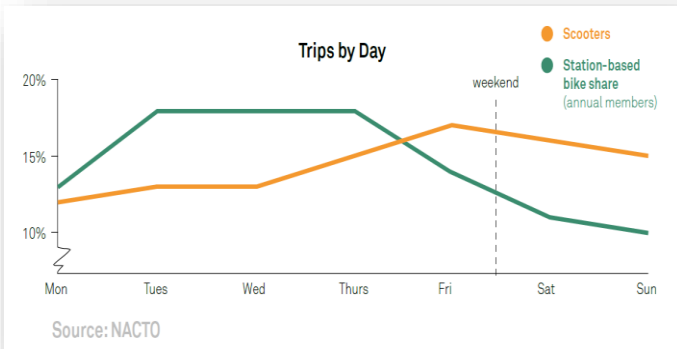
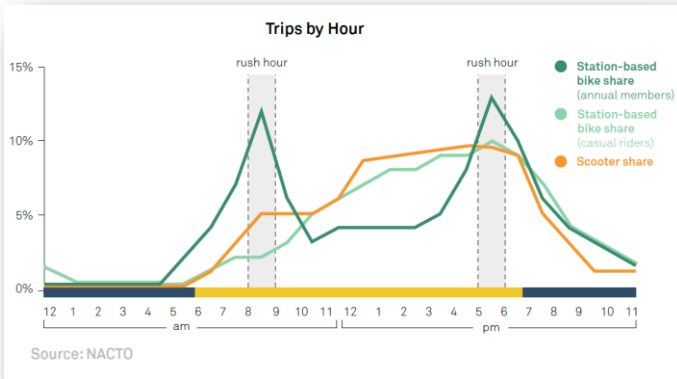
Why People Ride



* See methodology for cities used for analysis

Source: NACTO

Why people are riding depends on what they're riding.



CONCLUSION:
SCOOTERS = PRIMARILY RECREATION
BIKE SHARE = PRIMARILY COMMUTING

“Data suggests that e-scooter share use more closely mirrors social, shopping and other recreational use.”

“Scooter use is highest on weekends. In contrast, data from station-based bike shares show ridership peaking at rush hours during the week.”

Products & Partnerships & Expansions

Affordable Housing

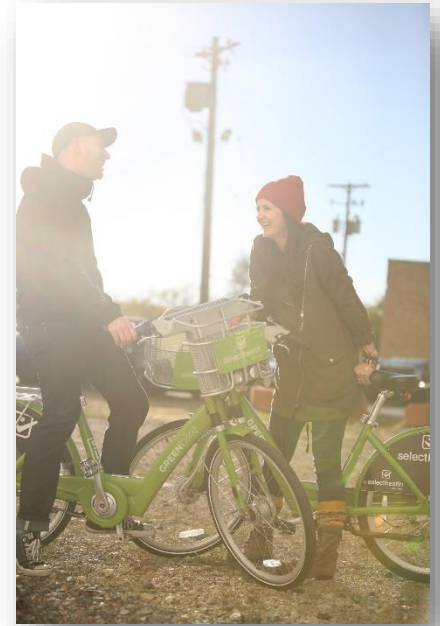


1. **Artspace**
 - **Rubber Company**
 - **Bridges Project**
 - **Solar Gardens**

2. **Giv Communities**

3. **Ecobox**

4. **Palmer Court**



Equity Pass: September 2019



- **\$5 for 1-Year**
- **Cash Option**
- **No Credit Card**
- **No Cell Phone**



New Products



12-Hour Rides for Annual Members: August/September 2019



E-Bikes: August 13, 2019

GREENbike
SLC'S NON-PROFIT BIKE SHARE



Partnerships



Other Recent Partnerships

- **UTA Hive Pass**
- **Dominion Energy**
- **LDS Church**
- **Lyft**
- **Private Developers:**
 - **CW Urban**
 - **EcoBox**
 - **PEG Dev.**
 - **Clearwater**
 - **Giv Communitites**



2019 Expansion

70% Expansion Including:

- **Affordable Housing**
- **Workforce Housing**
- **Market Rate Apartments**
- **TRAX Stops**
- **Liberty Park**
- **9th & 9th**
- **Salt Lake County Offices**
- **North Temple Corridor**
- **+ Expansions at multiple UTA Trax locations**

Other 2019 Expansions

- **South Salt Lake City Station**
 - **Ogden LOI, MOU & Operating Agreement**

2020 Expansion

- **1300S 200W (TRAX, Housing & Ball Park)**
- **500N 300W (Housing & Library)**
- **50S 600W (Housing)**
- **50E 700S (Housing & Restaurants)**

UTA Benefits

Primary UTA Benefits

- **Free GREENbike for all UTA employees and their significant others (\$375k value per year)**
- **Branding/messaging on 3 GREENbike station faces/ad panels + website and app (\$29k value per year)**
- **GREENbike includes language about UTA's support in all press releases and typically host one press conference per year with UTA leadership to illustrate shared organizational goals and UTA's community involvement.**



Primary UTA Benefits

GREENbike Station Ad Panel & Map Recognition



BIKE SHARE STATION MAP

The map shows the downtown Salt Lake City area with various colored overlays representing different types of bike share stations and infrastructure. Key locations labeled include GATEWAY, SALT PALACE CONVENTION CENTER, CITY CREEK, INTERMODAL HUB, SULLIVAN CENTER, Sheraton, and City & County Bldg. A scale bar indicates 0 to 0.5 miles.

LEGEND

- FOOD/DRINK
- SHOPPING & ENTERTAINMENT
- HOTEL
- RESIDENTIAL
- BIKE LANE
- PROTECTED BIKE LANE
- TRAX
- TRAX STATION

BROUGHT TO YOU BY

- DOWN TOWN SLC ALLIANCE
- SLCRDA
- selecthealth.
- SALT LAKE CHAMBER
- UTA
- WASATCH FRONT REGIONAL COUNCIL
- LIPOT

PROBLEM? QUESTION?
801-333-1110

GET THE APP

THE FREE B-CYCLE NOW APP SHOWS BIKE AVAILABILITY AND STATION LOCATIONS. SEARCH B-CYCLE NOW ON YOUR IPHONE OR VISIT GREENBIKESLC.ORG

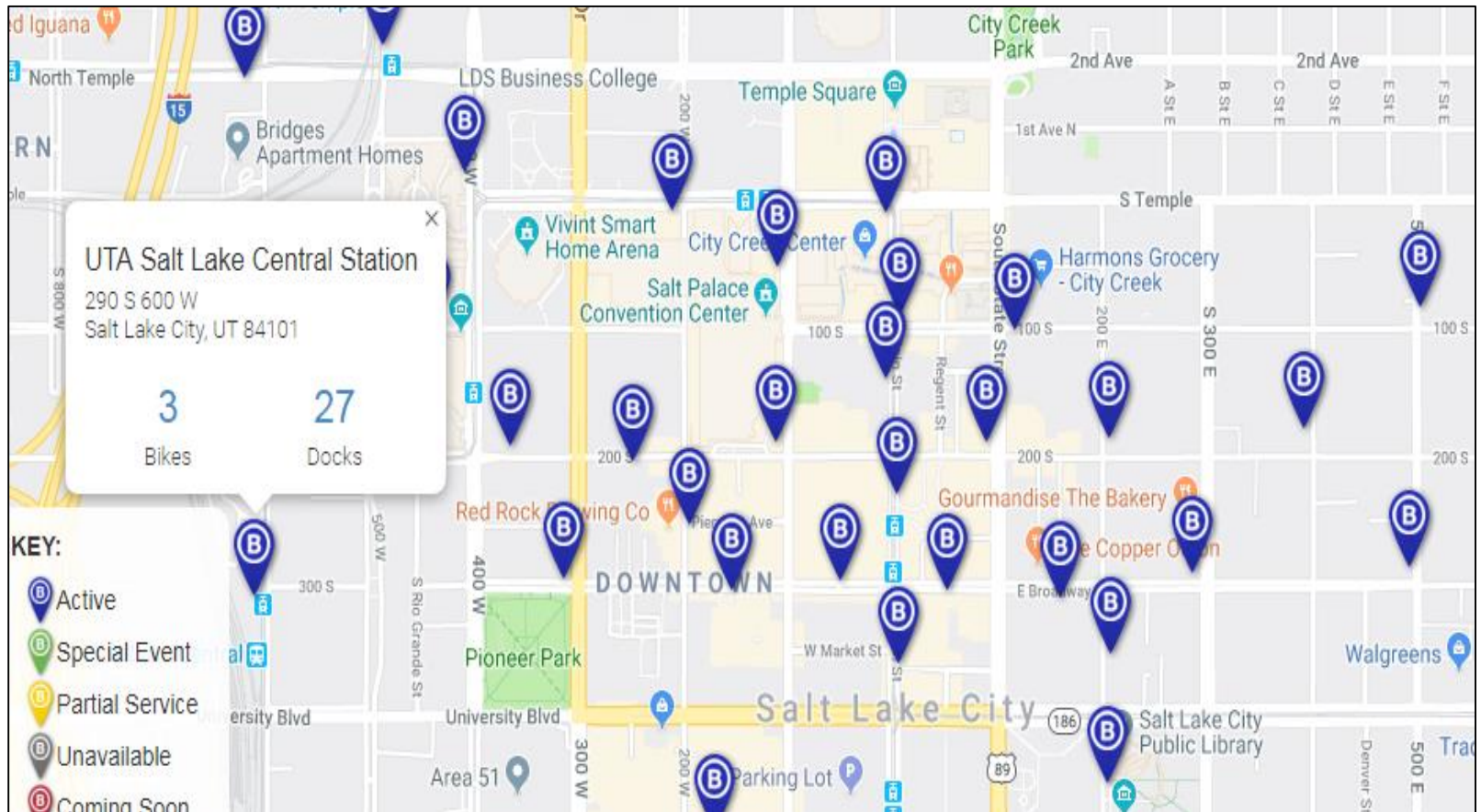
Primary UTA Benefits

GREENbike Website Recognition



Primary UTA Benefits

GREENbike App Recognition





TRANSIT BENEFITS OF GREEN BIKE

- **Increases transit ridership by serving as first/last mile connector**
- **Reduces need to bring bikes on buses or trains**
- **Reduces traffic congestion**
- **Encourages a more active lifestyle**

STRATEGIC PARTNERSHIP AGREEMENT

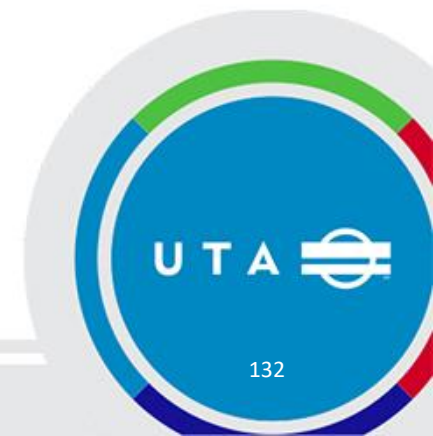
- **Signed in January 2013**
- **UTA agreed to:**
 - an initial contribution of \$50,000
 - help Bike Share grow in the future
 - make the expansion and success of the Bike Share Program an Organizational Priority
- **Bike Share agreed to:**
 - Share Bike Share trip data
 - Provide UTA a seat on Board of Directors
 - Include UTA link and logo on website and promotional materials

UTA'S CONTINUED COMMITMENT

- **Ongoing station sponsorships**
- **Ride share van for bike maintenance**
- **Concrete pads at FLHQ and several other locations**
- **Included in TIGER first/last mile program**
- **Possible lease of warehouse space for bike maintenance**
- **Currently developing a new agreement for future commitments going forward**

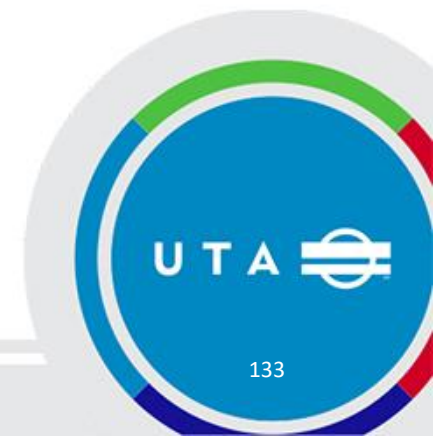
Other Business

- a. Next meeting: August 7, 2019 at 9:00 a.m.

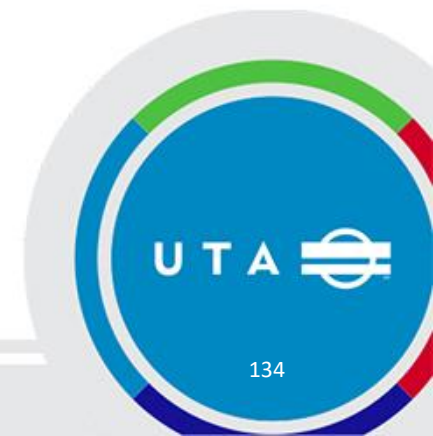


Closed Session

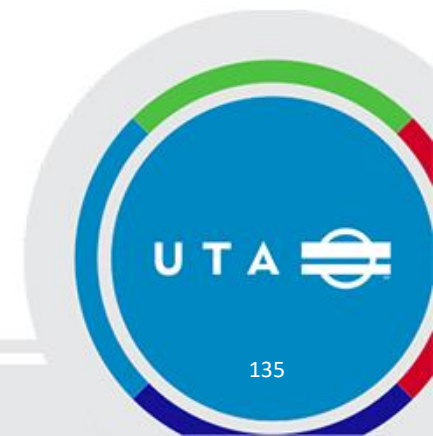
- a. Strategy session to discuss collective bargaining



Closed Session



Open Session



Adjourn

