

# UTA Board of Trustees Meeting

November 6, 2019



# Call to Order and Opening Remarks



# Pledge of Allegiance



# Safety First Minute



# Housekeeping is Safekeeping



# 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 October 30, 2019 Board Meeting Minutes





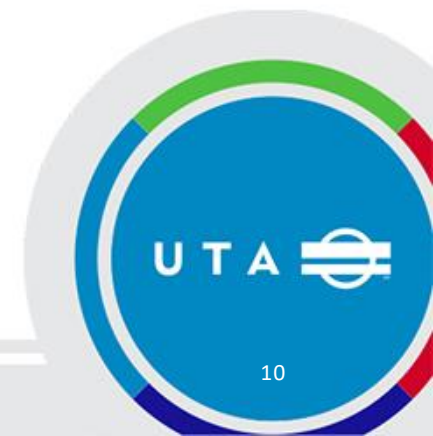
# Recommended Action (by acclamation)

Motion to approve



# Agency Report

- a. TIGER Grant Phase 2 Amendment 11 – Sandy Multi-Use Path Reinforced Concrete Box



**R2019-11-01**

**Resolution Approving the Title VI Fare Equity  
Analysis for the MAX Line Ticket Vending  
Machine Removal**



# Proposed Elimination Explanation

- UTA's 35M MAX route has 26 TVM's
- They are in need of replacement at a minimum cost of \$17,000 each.
- Currently UTA spends about \$25,000 per year in maintenance and servicing of the TVM's. The annual TVM depreciation plus servicing costs total **\$80,250**.



# Proposed Elimination Explanation

- The revenue collected with these TVM's over the past 12 months has been approximately **\$83,000**. Thus, the cost of collection is more than 90% of the revenue.
- Currently only 7% of our customers are using the TVM's.
- All 35M Max buses have fare boxes already.
- Customers can pay cash on the bus, tap with an electronic fare card, use our GoRide App or FarePay.



# 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 works proactively to examine the impacts of service and fare changes on the people we serve**
- **UTA performs an analysis on any major changes to measure, address, and report impacts on low-income and minority populations**
- **Analyses are presented to, and approved by, UTA's Board of Trustees**



## Title VI and Fares

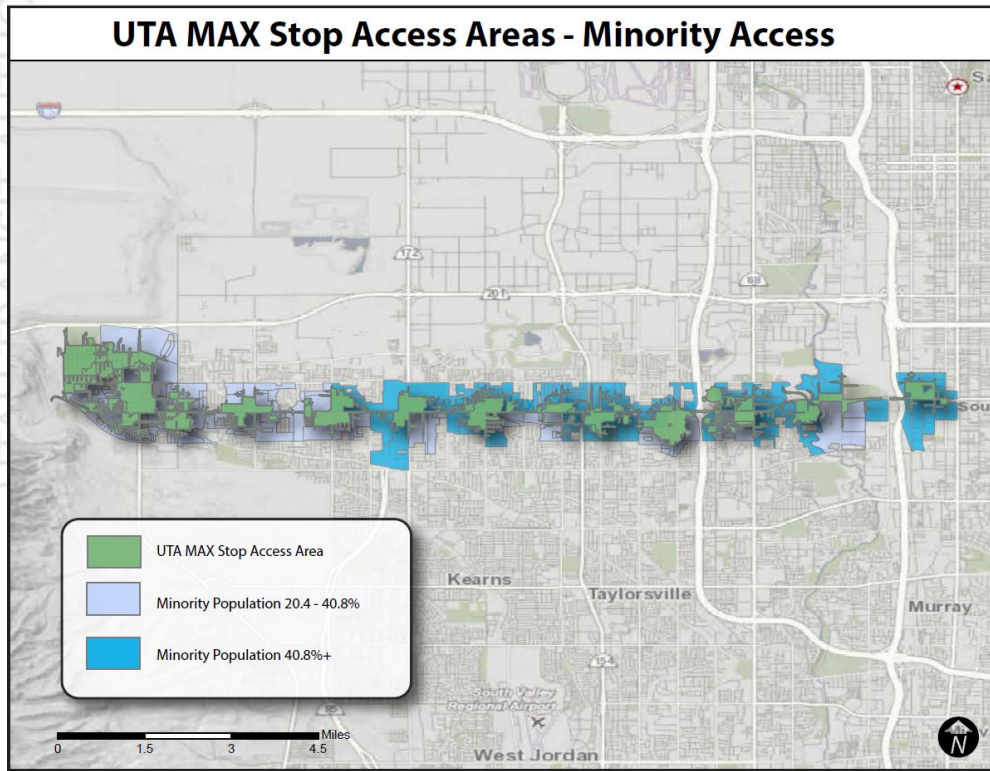
- **A fare change may impact a community's travel choices and different groups of people utilize fare media differently**
- **The elimination of TVMs does not strictly require a Title VI analysis, but UTA has elected to perform one in order to measure the impact on low-income and minority populations**





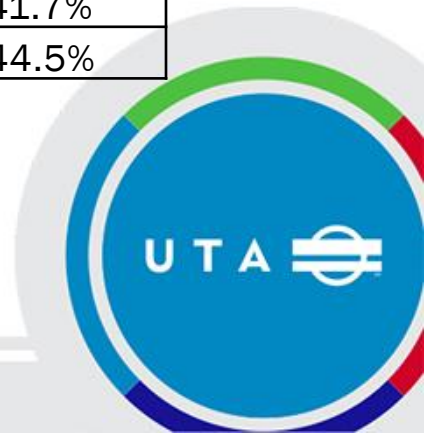
# Title VI Equity Analysis Parameters

- Ridership Data from the 2015-2016 on-board survey was used to determine demographics of TVM users along the 35 MAX



	Percent Minority
35 Max	33.3%
35 Max TVM Users	23.1%
System-wide	24.9%

	Percent Low-income
35 Max	48.2%
35 Max TVM Users	41.7%
System-wide	44.5%



# Conclusion

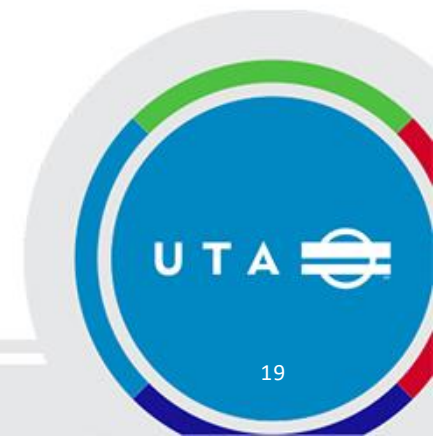
- Due to the demographics of TVM users being lower than the system average of low-income and minority riders, UTA did not find a disparate impact or disproportionate burden



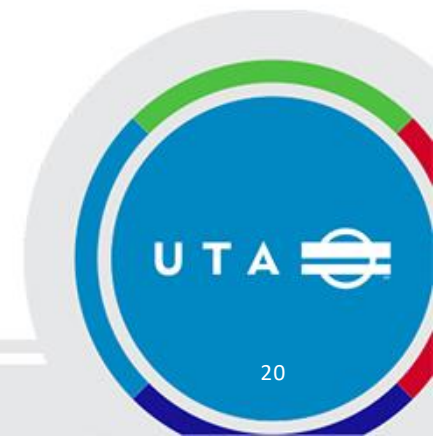
# Recommended Action (by roll call)

Motion to approve R2019-11-01:

Resolution Approving the Title VI Fare Equity Analysis for the MAX Line  
Ticket Vending Machine Removal



# Contracts, Disbursements, and Grants



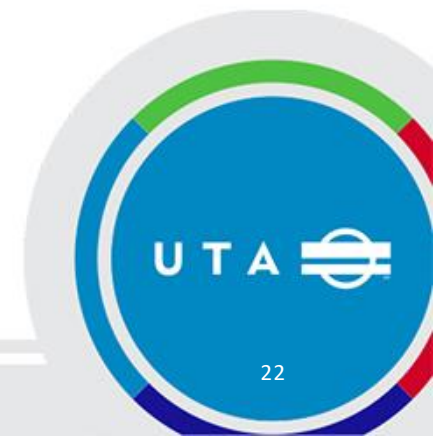
# Disbursement: Light Rail Parts (Siemens Mobility)

- Description and purpose:
  - Payment of invoices generated using forecasted inventory for light rail parts
- Disbursement total:
  - \$291,903.50



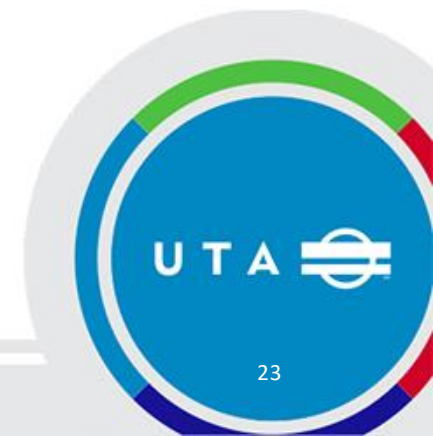
# Recommended Action (by acclamation)

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



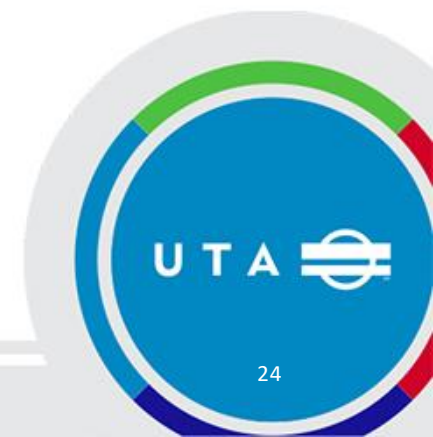
# Pre-Procurements

- i. New Design Bus Stop Signs
- ii. Contracted Paratransit Services in Utah, Box Elder, Weber, and Davis Counties



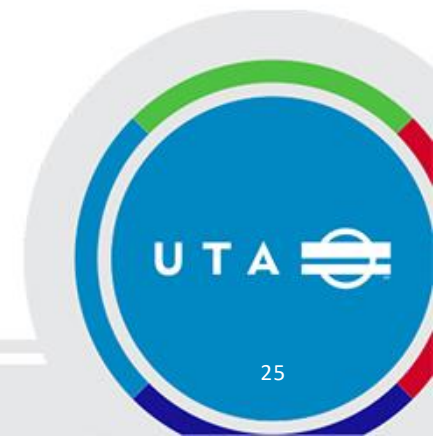
# Grant: Pilot Program for Transit-Oriented Development Planning (Federal Transit Administration)

- Description and purpose:
  - Provide funding for comprehensive planning work associated with a Capital Investment Grant-eligible capital project, new fixed guideway project, or core capacity improvement
  - UTA intends to apply for grants for 1) planning work from Provo to the Springville, Spanish Fork and Payson future stations and 2) potential new stations in Draper City and Lehi City along the Point of the Mountain corridor



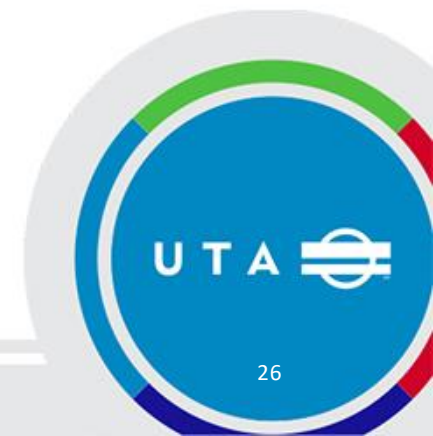


# Service and Fare Approvals



# Fare Contract: Fidelity Investments ECO Pass

- Description and purpose:
  - Renewal of standard ECO pass contract, which allows the customer to purchase and issue discounted transit passes to its employees for use
- Total contract value:
  - \$648,363



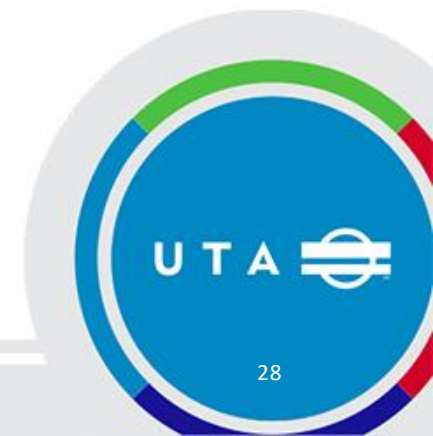
# Recommended Action (by acclamation)

Motion to approve fare contract:  
Fidelity Investments ECO Pass



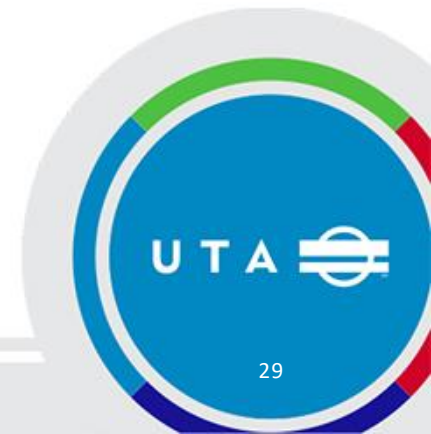
# Fare Contract: Salt Lake County ECO Pass

- Description and purpose:
  - Renewal of standard ECO pass contract, which allows the customer to purchase and issue discounted transit passes to its employees for use
- Total contract value:
  - \$248,520



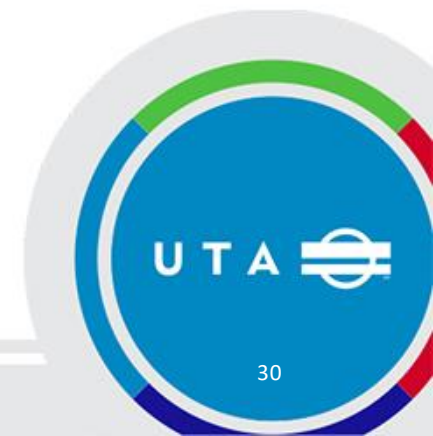
# Recommended Action (by acclamation)

Motion to approve fare contract:  
Salt Lake County ECO Pass



# Fare Contract: Wage Works ECO Pass

- Description and purpose:
  - Renewal of standard ECO pass contract, which allows the customer to purchase and issue discounted transit passes to its employees for use
- Total contract value:
  - \$234,841



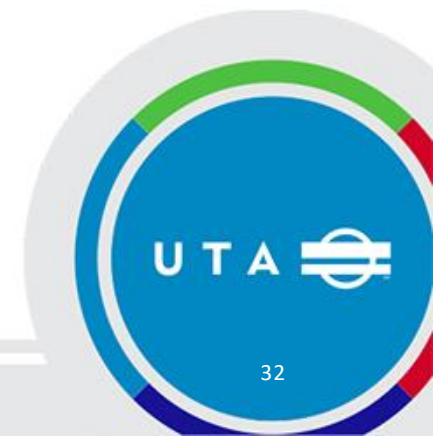
# Recommended Action (by acclamation)

Motion to approve fare contract:

Wage Works ECO Pass

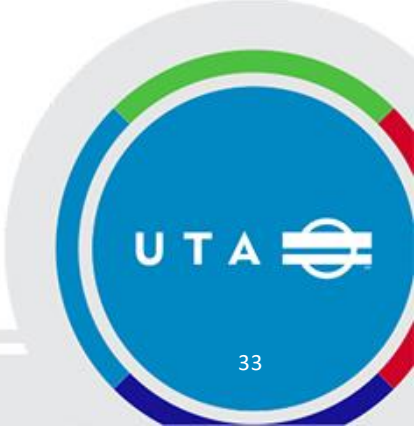


# Discussion Items

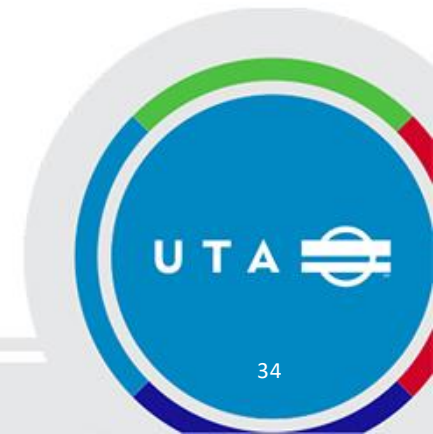




# Pension Committee Update



# Ski Bus Contract Pricing



# AGENDA

1

Background

2

Current Resolution  
and Pricing

3

Challenges and  
Opportunities

4

Discussion and  
Feedback

5

Next Steps

The logo for UTA (Utah Transit Authority) is located in the bottom right corner. It consists of a blue circle with a white border, containing the letters "UTA" and a stylized train icon. The circle is surrounded by a grey ring with green, blue, and red segments.

UTA 

# RESORTS BY BUSINESS UNIT



BUSINESS UNIT	PARTNER
Ogden Business Unit	Powder Mountain, Snowbasin, and Davis Co.
Mt. Timpanogos Business Unit	Sundance
Salt Lake Business Unit	Alta, Brighton, Visitor's Bureau, Snowbird, and Solitude



# CURRENT RESOLUTION

Resolution No. R2018-06-07

The 2018 resolution was approved by the prior board for the on-going use of ECO Annual Preferred, Ski, Education, Ticket-As Fare, and Low Income Agreements within the pricing parameters identified in Exhibit B:

## Exhibit B

Program	Type of Pass or Product	Pricing	Examples of participants
Ski	Employer Issued Tap Pass	20% discount off of the ski bus fare	Alta, Brighton, SL Visitor's Bureau, Snowbird, Solitude, and Sundance
			Davis County, Ogden Weber

# CONTRACT TYPES

Contracts for the ski resorts fall into two categories:

## SERVICE AGREEMENT

Pricing based on operational costs to run the service

Ogden

## PASS AGREEMENT

Pricing based on actual pass usage

Mt.  
Timpanogos  
Salt Lake

UTA 

# REVENUE

	Total Revenue Received	Contract Type
Ogden Contracts	\$204,000	Service Agreement
SLC Contracts	677,000	Pass Agreement
Timp. Contracts	8,400	Pass Agreement



# OPERATING COSTS

Ski Service	Ski Buses	Farebox Recovery	Operating Costs
Ogden	12	56%	\$362,000
Salt Lake	38	36%	1,870,000
Timpanogos	13	17%	49,500





# CHALLENGES

1

Pricing arrangements

2

Billing from EFC data

3

Discount levels

4

Base fare rate



# OPPORTUNITIES

## UTA Service

- Route Redesign
- Central Wasatch Commission (CWC) Study
- More funding or service

## UTA Fares

- Upcoming Changes to Fare Policy
- Align Contracts and Re-evaluate

# DISCUSSION AND FEEDBACK

- Pricing recommendation for the 2019-20 Ski Season
  - Service Agreements with Snowbasin and Powder Mountain
  - Pass Agreements with the Cottonwood Canyon Resorts and Sundance
  - Snowbird Ski Agreement is over \$200,000

**snowbird** 



**Brighton**  
UTAH



# NEXT STEPS

1

Ski Discussion on Pricing

2

Contract Approval

3

Contract Start Date

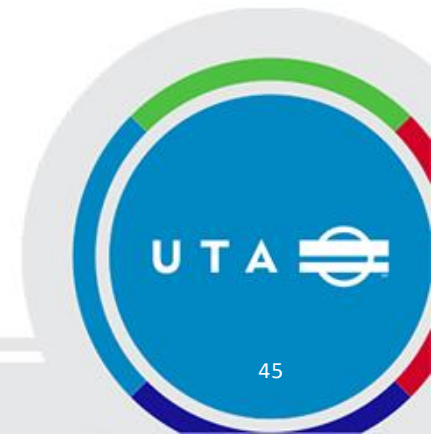
4

Ski Service Starts



# Other Business

- a. Next meeting: November 20, 2019 at 9:00 a.m.



# Adjourn

