

Regular Meeting of the
Local Advisory Council of the Utah Transit Authority



Wednesday, November 18, 2020, 11:00 a.m.

Remote Electronic Meeting – No Anchor Location – Live-Stream at

https://www.youtube.com/results?search_query=utaride

NOTICE OF SPECIAL MEETING CIRCUMSTANCES DUE TO COVID-19 PANDEMIC:

In keeping with recommendations of Federal, State, and Local authorities to limit public gatherings in order to control the continuing spread of COVID-19, and in accordance with the Utah Open and Public Meetings Act, specifically Utah Code § 52-4-207(4), the UTA Local Advisory Council will make the following adjustments to our normal meeting procedures:

- All members of the Local Advisory Council and meeting presenters will participate electronically via phone or video conference.
- **Public Comment** will not be taken during the meeting but may be submitted through the means listed below. Comments submitted before 4:00 p.m. on Tuesday, November 17th will be distributed to council members prior to the meeting:
 - via email at advisorycouncil@rideuta.com
 - by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
- Meeting proceedings may be viewed remotely through YouTube live-streaming.
https://www.youtube.com/results?search_query=utaride

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|---|--|
| 1. Call to Order & Opening Remarks | Chair Troy Walker |
| 2. Safety First Minute | Sheldon Shaw |
| 3. Consent
a. Approval of September 16, 2020 Advisory Council Meeting Minutes | Chair Troy Walker |
| 4. Audit Committee Report
a. Report on October 19, 2020 Audit Committee Meeting | Chair Troy Walker,
Karen Cronin |
| 5. Agency Report
a. Ridership Summary
b. 2021 Ski Bus Outreach Efforts | Carolyn Gonot |
| 6. Board of Trustees Report | Carlton Christensen |

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- 7. Resolutions**
- a. AR2020-11-01 Resolution Appointing 2021 Officers Chair Troy Walker
 - b. AR2020-11-02 - Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2021 Chair Troy Walker
- 8. Capital Development Consultation and Resolutions**
- a. AR2020-11-03 – Resolution Approving the Proposed Capital Development Plan for the Midvalley Connector Bus Rapid Transit Project and Recommending Approval by the Authority’s Board of Trustees Mary DeLoretto
 - b. AR2020-09-01 Amended - Resolution Approving the Revised Draft 2021-25 Capital Plan and Recommending Approval by the Authority’s Board of Trustees Mary DeLoretto
- 9. Budget Consultation**
- a. Agency 2021 Budget Bill Greene
- 10. Service Plan Consultation**
- a. 2021-25 Mobility Service Plan Laura Hanson
- 11. Discussion Items**
- a. South Salt Lake County Microtransit Pilot Report Q3 and Survey Results Jaron Robertson
- 12. Other Business** Chair Troy Walker
- a. TOD Workshop Timing and Format
 - b. Next meeting: February 17, 2021, 1:00 p.m.
- 13. Adjourn** Chair Troy Walker
-

Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting call dredge@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

**UTAH TRANSIT AUTHORITY
ELECTRONIC MEETING DETERMINATION**

Consistent with provisions of the Utah Open and Public Meetings Act, specifically UTAH CODE § 52-4-207(4), and acting in my capacity as the Chair of the Local Advisory Council ("Council") of the Utah Transit Authority ("UTA"), I hereby make the following written determinations in support of my decision to hold and convene electronic meetings of the UTA Local Advisory Council without a physical anchor location:

1. Conducting Council and Council Committee meetings with an anchor location that is physically accessible for members of the public to attend in person presents a substantial risk to the health and safety of those who may be present at the anchor location.
2. This determination is based upon the following facts, among others:
 - a. The COVID-19 pandemic is ongoing and significant and continued community, person-to-person transmission of the SARS-CoV-2 virus continues to occur in the state of Utah; and
 - b. Federal, state, and local health authorities have adopted guidelines for the general public and businesses which encourage institutions and individuals to take precautions, including limiting in-person interactions and recommending increased virtual interactions.

This written determination takes effect on November 18, 2020, and is effective until midnight on December 18, 2020, (no more than 30 days after the effective date of this Declaration) and may be re- issued by future written determinations of the Chair of the Council at that or any other appropriate time.

Dated this 10th day of November 2020.

DocuSigned by:

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Troy Walker, Chair of the Local Advisory Council



MEMORANDUM TO THE BOARD

TO: Utah Transit Authority Board of Trustees
FROM: Jana Ostler, Board Manager

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	Approval of September 16, 2020 Advisory Council Meeting Minutes
AGENDA ITEM TYPE:	Consent
RECOMMENDATION:	Approve the minutes of the September 16, 2020 Local Advisory Council meeting.
BACKGROUND:	<p>A regular meeting of the UTA Local Advisory Council was held electronically and broadcast live on YouTube on Wednesday, September 16, 2020 at 1:00 p.m. Minutes from the meeting document the actions of the Council and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the Utah Public Notice Website and video feed is available on You Tube at https://www.youtube.com/results?search_query=utaride</p>
ATTACHMENTS:	1) 2020-09-16_LAC_Minutes_UNAPPROVED



Minutes of the Regular Meeting of the
Local Advisory Council of the Utah Transit Authority

Wednesday, September 16, 2020, 1:00 p.m.
held remotely via phone or video conference
and broadcast live for the public via YouTube

UTA Local Advisory Council Members Participating:

Troy Walker, Chair
Karen Cronin, First Vice-Chair
Clint Smith, Second Vice-Chair
Jeff Acerson
Leonard Call
Erik Craythorne
Julie Fullmer
Robert Hale
Jennifer McGrath (alternate)

UTA Local Advisory Council Members Not Present or Excused:

Erin Mendenhall

UTA Board of Trustees members were present. Also attending were members of UTA staff, as well as outside presenters.

Call to Order & Opening Remarks. Chair Troy Walker welcomed attendees and called the meeting to order at 1:09 p.m., noting that this is an all remote electronic meeting as allowed through UTAH CODE § 52-4-207(4) due to the COVID-19 pandemic. Jana Ostler, UTA Board Manager, read the electronic meeting determination into the record as required by statute. The complete electronic meeting determination is included as Appendix A to these minutes.

Public Comment. It was noted that online comment received for the meeting was distributed to the council prior to the meeting and will be included as Appendix B to these minutes.

Safety First Minute. Sheldon Shaw, UTA Director of Safety & Security, gave a brief safety message pertaining to COVID-19.

Consent. A motion to approve the May 27, 2020 Advisory Council Meeting Minutes, with a proposed edit mentioning that the members of the UTA Board of Trustees were in attendance, was made by Member Cronin and seconded by Member Hale. The motion carried unanimously.

Audit Committee Report. Chair Walker introduced UTA's new Director of Internal Audit, Ron Ellis. Mr. Ellis gave brief introductory remarks.

2019 CAFR and Committee Update. Chair Walker informed the council that the 2019 CAFR was presented to external and independent auditors, Keddington and Christensen, who reported that their audit of UTA's financial statements resulted in an unmodified, or clean, report. There were no questions from the council.

Chair Walker reported that UTA is in the process of selecting a new external financial auditor and an update should be available by the next Local Advisory Council meeting. Additionally, UTA staff has reported on the findings of the Federal Transit Administration Triannual review for 2019 where 18 of the 21 areas were found to have no deficiencies in compliance. All deficiencies were addressed in a timely manner. There were no questions from the council.

Mr. Walker informed the council that there have been a few revisions to the 2020 audit plan to account for staffing changes.

Short discussion regarding the positive direction of the audit committee ensued.

Agency Report. Carolyn Gonot, UTA Executive Director informed the council that UTA's new CFO, Bill Greene will be starting on Monday, September 21st, and will be introduced in an upcoming meeting.

COVID Recovery Task Force Update and Ridership Report. Ms. Gonot turned the time over to Eddy Cumins, UTA Chief Operating Officer. Mr. Cumins informed the council of ridership percentages and service changes from March to September of 2020. Protective measures have been increased on buses and rail.

Ms. Gonot informed the council that the CARES Act Funding was being used against eligible operating expenses and is budgeted to be used over the next three years.

Discussion ensued. A question on time limits to use CARES Funding was posed by Member Acerson and answered by Ms. Gonot.

Via Microtransit Pilot Update. Ms. Gonot reported on the microtransit pilot program and informed the council of ridership goals and data. Protective and safety measures are being taken. An app is being looked at for future use for the program.

Discussion ensued. Questions on ridership and the future of microtransit were posed by Chair Walker and answered by Ms. Gonot and UTA staff.

Preview of Transit-Oriented Development (TOD) Work Session on October 14, 2020. Ms. Gonot reminded the council of the upcoming TOD Work Session scheduled for October 14th, and that it is an opportunity for the council to give feedback. Originally the work session was scheduled for 8:45 am but due to scheduling conflicts Ms. Gonot requested the work session be moved to 2:00 pm.

Chair Walker asked if the work session was being held "in person." Ms. Gonot replied in the affirmative. No objections were given to the time change.

Constituent Services Written Report. Ms. Gonot informed the council that this report is run by UTA's customer service department and gave details and statistics concerning UTA's interactions with customers over the previous year. The report also details the customer service employees' responsibilities.

Board of Trustees Update.

Carolyn Gonot's One-Year Review. Carlton Christensen, Chair of the UTA Board of Trustees, reported to the council that the Board of Trustees is pleased with Ms. Gonot's efforts and work and have adjusted her pay and vacation allowance accordingly per her employment contract.

2021 Budget Development. Mr. Christensen informed the council of the upcoming 2021 budget sessions and invited those of the council who were interested to participate.

Bonding Refunding Opportunity. Mr. Christensen reported that an opportunity has developed to refinance older bonds with current favorable rates. This presentation will follow on the agenda.

Ogden/Weber State Bus Rapid Transit (BRT) Update. Beth Holbrook, UTA Board of Trustees, reported that the Ogden/Weber State BRT is in the final preliminary stages and is currently in final design. It is projected that ground will be broken in late fall, with a completion date of August 2022.

Chair Walker asked about the completion date, and Ms. Holbrook responded.

FrontRunner Business Plan Strategy. Kent Millington, UTA Board of Trustees, presented the FrontRunner business plan and timeline that will effectively expand FrontRunner services, including double tracking in the north part of the state.

Member Hale excused himself from the meeting at 1:54 pm.

Bond Refunding Consultation.

Potential Issuance and Sale of Sales Tax Revenue and Refunding Bonds. Troy Bingham, UTA's Comptroller, reminded the council of the goals for refinancing and then turned the time over to Brian Baker of Zions Public Finance. Mr. Baker gave a history of UTA's 2019 bond refinance, noting the cash flow savings and low interest rates that resulted. A set of bonds from 2012 were not refinanced at the time. It is now recommended that refinancing of the 2012 bonds move forward with the current interest rates and the projection of increased cash flow savings.

Chair Walker commented that it appeared to be a good time to refinance. Discussion ensued. The council did not have any questions or further comments.

Capital Development Consultation and Resolution.

AR2020-09-01 Resolution Approving the Proposed 2021-2025 Capital Plan and Recommending Approval by the Authority's Board of Trustees. Mary DeLoretto, UTA Chief Service Development Officer informed the council that this plan is a five year plan which includes new

construction including studies, state of good repair, facilities maintenance, new vehicles, safety and security items, IT projects, and major equipment purchases over \$25,000. This plan will mitigate challenges of applying a one-year budget to multi-year projects and facilitate better long-term planning. Projects are submitted annually and must be consistent with UTA's goals and financial plan. Ms. DeLoretto presented a summary of the proposed 2021 projects as well as a summary of the five-year plan for projects. Consultation and feedback from Advisory Council members on the plan was requested.

Discussion ensued. Questions on FrontRunner grants and funding for the Vineyard project were posed by the council and answered by Ms. DeLoretto.

Member Cronin moved to approve resolution AR2020-09-01. Member Call seconded the motion, and all voted in favor.

Service Plan Consultation.

2021-2025 Mobility Service Plan Update. Ms. DeLoretto turned the time over to Laura Hanson, UTA Director of Planning. Ms. Hanson reviewed the five-year mobility plan that had been in development prior to COVID-19 but was paused due to the changes of service necessitated by the pandemic. Since the changes from COVID-19, new data has been collected and researched which impact the new five-year plan. The new plan will contain many of the same ideas developed in the initial service choices process but adapts to meet the needs of the changing market. Anticipated service changes are based on the best information that is available at this time, and changes will continue to be addressed throughout the evolving phases of the plan.

There were no comments or questions from the Local Advisory Council members.

Other Business.

The next meeting will be the Transit-Oriented Development Workshop, October 14, 2020 at the adjusted time of 2:00-4:00 p.m. Council members agreed to the new time.

Chair Walker gave a reminder to complete required code of conduct and financial disclosure forms.

Adjournment.

The meeting was adjourned at 2:34 p.m. with a motion by Member Call, second by Member Cronin, and a unanimous vote in favor.

Transcribed by Stephanie Withers
Executive Assistant to the Board
Utah Transit Authority
swithers@rideuta.com
801.287-2581

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/628161.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

Troy Walker

Chair, UTA Local Advisory Council

UNAPPROVED

Appendix A

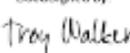
UTAH TRANSIT AUTHORITY ELECTRONIC MEETING DETERMINATION

Consistent with provisions of the Utah Open and Public Meetings Act, specifically UTAH CODE § 52-4-207(4), and acting in my capacity as the Chair of the Local Advisory Council ("Council") of the Utah Transit Authority ("UTA"), I hereby make the following written determinations in support of my decision to hold and convene electronic meetings of the UTA Local Advisory Council without a physical anchor location:

1. Conducting Council and Council Committee meetings with an anchor location that is physically accessible for members of the public to attend in person presents a substantial risk to the health and safety of those who may be present at the anchor location.
2. This determination is based upon the following facts, among others:
 - a. The COVID-19 pandemic is ongoing and significant and continued community, person-to-person transmission of the SARS-CoV-2 virus continues to occur in the state of Utah; and
 - b. Federal, state, and local health authorities have adopted guidelines for the general public and businesses which encourage institutions and individuals to take precautions, including limiting in-person interactions and recommending increased virtual interactions.

This written determination takes effect on September 16, 2020, and is effective until midnight on October 16, 2020, (no more than 30 days after the effective date of this Declaration) and may be re-issued by future written determinations of the Chair of the Council at that or any other appropriate time.

Dated this 9th day of September 2020.

DocuSigned by:

C992EFC035144

Troy Walker, Chair of the Local Advisory Council

Appendix B
Online Public Comment
to the
Local Advisory Council of the Utah Transit Authority (UTA)
September 16, 2020

Received on September 15, 2020 from George Chapman:

I agree with the refunding of the 4% bonds to get lower rate. Since the State Bonding Commission will review and approve, this plan is reasonable.

But I emphasize that that should not give UTA the window to use billions for new projects that they have been floating. With all due respect to Mayor Walker, the idea of spending two billion on a Draper to Lehi TRAX is not efficient use of funds. In this State, good roads create better and faster economic development than rail. Draper and Lehi would both significantly benefit from using billions to build efficient high speed roads through the State Prison site, relatively quickly, with resulting better economic development benefits.

The same philosophy should deter FrontRunner projects like double tracking and electrification. Weekday ridership of less than 5000 is not reason enough to spend billions that could and should be better used for several east west freeways in the Wasatch Front. Each lane of regular road traffic can take 5000 to 10000 vehicles a day without congestion. Note also that the projected ridership on the planned BRTs is around 2000 and they take up a lane. That is not financially reasonable.

I encourage the Advisory Board to recognize that the best use of taxpayer funds is to spend it where it will be most effectively and responsibly used, on roads. When mass transit ridership improves, that can be re-evaluated. Note that the S-Line ridership is around 650 a day! The billions in development in Sugar House occurred due to open space, parks and roads, not rail!

Please focus UTA on providing service and do not accept nor encourage billion dollar projects.



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
FROM: Utah Transit Authority Audit Committee
PRESENTER(S): Troy Walker, Chair Local Advisory Council,
Karen Cronin, Vice-Chair Local Advisory Council

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	Audit Committee Report
AGENDA ITEM TYPE:	Report
RECOMMENDATION:	Informational report for discussion
BACKGROUND:	The UTA Audit Committee met on October 19, 2020 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Chair Troy Walker and Vice-Chair Karen Cronin sit on the Audit Committee along with Trustees Carlton Christensen, Kent Millington, and Beth Holbrook. Chair Walker and Vice-Chair Cronin will report on the meeting's proceedings.
ATTACHMENTS:	None



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
FROM: Carolyn Gonot, Executive Director
PRESENTER(S): Carolyn Gonot, Executive Director

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	Agency Report
AGENDA ITEM TYPE:	Report
RECOMMENDATION:	Informational report for discussion
DISCUSSION:	<p>Carolyn Gonot, UTA Executive Director will report on recent activities of the agency and other items of interest.</p> <ul style="list-style-type: none">- Ridership Summary- 2021 Ski Bus Outreach Efforts



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
FROM: Carlton Christensen, Chair UTA Board of Trustees
PRESENTER(S): Chair Carlton Christensen, Trustee Beth Holbrook

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	Board of Trustees Report
AGENDA ITEM TYPE:	Report
RECOMMENDATION:	Informational report for discussion
DISCUSSION:	Members of the UTA Board of Trustees will report on recent activities of the board and other items of interest.
ATTACHMENTS:	None

MEETING MEMO



TO: Utah Transit Authority Local Advisory Council
FROM: Troy Walker, Chair Local Advisory Council
PRESENTER(S): Troy Walker, Chair Local Advisory Council

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	AR2020-11-01 Resolution Appointing Officers for the Year 2021
AGENDA ITEM TYPE:	Resolution
RECOMMENDATION:	Nominate and vote to appoint Advisory Council officers for the year 2021. Approve Resolution AR2020-11-01
BACKGROUND:	<p>Utah Transit Authority Bylaws (Article III, Section 4) require that the UTA Local Advisory Council annually elect three officers, a Chair, a Vice-Chair, and a Second Vice-Chair from the membership of the Advisory Council.</p> <p>During 2020, Troy Walker served as Chair, Karen Cronin served as Vice-Chair, and Clint Smith served as Second Vice-Chair.</p> <p>Duties of Advisory Council officers are as follows (per Bylaws Article III, Section 7):</p> <ul style="list-style-type: none">○ The Advisory Council Chair shall preside at all Advisory Council meetings. The Advisory Council Chair shall ensure that the Advisory Council carries out its duties under the Public Transit District Act and shall coordinate the agenda with the Board Chair to accomplish this end. The Advisory Council Chair shall serve as the liaison with the Board.○ In the absence of the Advisory Council Chair, the Advisory Council Vice-Chair shall carry out the duties of the Advisory Council Chair.○ The Advisory Council Second Vice-Chair shall attest to all resolutions, ordinances, or orders passed by the Advisory Council. <p>The term for 2021 officers would begin at the first Council meeting in 2021 and expire at the first meeting of the Council in 2022.</p>
DISCUSSION:	<p>The Advisory Council established in Resolution AR2020-02-01 a succession of officers for 2021 appointing Karen Cronin as Chair, Clint Smith as Vice Chair, and a nominee for Second Vice Chair to be elected by the Council.</p> <p>Advisory Council members may decide regarding 2021 officers through open discussion, followed by either a verbal motion and vote or vote by paper ballot, according to the discretion of the Chair.</p>
ATTACHMENTS:	1. AR2020-11-01 Resolution Appointing Officers for the Year 2021

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPOINTING OFFICERS FOR THE YEAR 2021**

AR2020-11-01

November 18, 2020

WHEREAS, the Utah Transit Authority (the "Authority") is a large 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;

WHEREAS, the Authority, through its Board of Trustees ("Board") and Local Advisory Council ("Council") adopted Bylaws through Resolution R2019-06-01 on June 3, 2019;

WHEREAS, the Bylaws require that the Council annually elect three officers, a Chair, a Vice-Chair, and a Second Vice-Chair from the membership of the Council;

WHEREAS, The Council last elected Officers at its February 19, 2020 meeting;

WHEREAS, the Council established in Resolution AR2020-02-01 a succession of officers in 2021 appointing Karen Cronin as Chair, Clint Smith as Vice Chair, and a Second Vice Chair to be elected by the Council; and

WHEREAS, the Council would like to appoint 2021 officers who will assume their positions at the first meeting of the Council in 2021.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby appoints Karen Cronin as Chair, for a term to begin at the first meeting of the Council held in 2021 and expire at the first meeting of the Council held in 2022.
2. That the Local Advisory Council hereby appoints Clint Smith as Vice-Chair, for a term to begin at the first meeting of the Council held in 2021 and expire at the first meeting of the Council held in 2022.

3. That the Local Advisory Council hereby appoints _____ as Second Vice Chair for a term to begin at the first meeting of the Council held in 2021 and expire at the first meeting of the Council held in 2022.
4. That at the first meeting of the Council held in 2022, Clint Smith will assume the office of Chair, _____ will assume the office of Vice Chair, and a new Second Vice Chair, elected by the Council during the last meeting of the Council in 2021, will assume office for the 2022 year.
5. That this Resolution stays in full force and effect until superseded by further action of the Local Advisory Council.
6. That the corporate seal be attached hereto.

Approved and adopted this 18th day of November 2020.

Troy Walker, Chair Local Advisory Council

ATTEST:

Clint Smith, Second Vice Chair Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Mike Bell
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Legal Counsel



MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
FROM: Jana Ostler, Board Manager
PRESENTER(S): Troy Walker, Chair – Local Advisory Council

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	AR2020-11-02 Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2021
AGENDA ITEM TYPE:	Resolution
RECOMMENDATION:	Approve Resolution AR2020-11-02 Giving Notice and Setting Regular Meeting Dates for Calendar Year 2021
BACKGROUND:	<p>The Public Transit District Act stipulates that the UTA Local Advisory Council meet at least quarterly in a meeting open to the public for comment to discuss the service, operations, and any concern with the public transit district operations and functionality.</p> <p>Open meetings laws require that an annual meeting schedule for regular Advisory Council meetings be publicly noticed annually. The following dates are proposed for meetings of the Local Advisory Council in 2021:</p> <ul style="list-style-type: none">• Wednesday, February 17, 2021 at 1:00 p.m.• Wednesday, June 2, 2021 at 1:00 p.m.• Wednesday, September 15, 2021 at 1:00 p.m.• Wednesday, November 17, 2021 at 1:00 p.m.
ATTACHMENTS:	1) AR2020-11-02

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY GIVING NOTICE AND SETTING REGULAR MEETING
DATES FOR CALENDAR YEAR 2021**

AR2020-11-02

November 18, 2020

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 the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act;

WHEREAS, the Utah Public Transit District Act created a Local Advisory Council (the “Council”) and established that the Council shall meet at least quarterly in a meeting open to the public for comment to discuss the service, operations, and any concerns with the public transit district operations and functionality;

WHEREAS, the Utah Open and Public Meetings Act as codified in Title 52, Chapter 4, Part 2 of the Utah Code provides that any public body that holds regular meetings that are scheduled in advance over the course of a year shall give public notice at least once each year of its annual meeting schedule and that such notice shall specify the date, time, and place of such meetings;

WHEREAS, the Local Advisory Council desires to afford stakeholders and the public greater participation and accessibility to its meetings; and

WHEREAS, it is considered necessary and desirable by the Local Advisory Council of the Authority to adopt a resolution providing for the holding and giving notice of regular meetings of the Advisory Council of the Authority.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority that the Council gives notice of its regular meetings for 2021 as follows:

NOTICE OF ANNUAL MEETING SCHEDULE
LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT AUTHORITY

In accordance with the provisions of the Open and Public Meetings Act, public notice is hereby given that the Local Advisory Council of the Utah Transit Authority, a public transit district organized under the laws of the State of Utah, will hold its regular meetings at the indicated hours at the location of 669 West 200 South, Salt Lake City, Utah 84101, or via a remote meeting platform as provided

for in the Utah Open and Public Meetings Act, specifically Utah Code § 52-4-207(4) in the event of a substantial public health risk, on the following dates:

Wednesday, February 17, 2021 at 1:00 p.m.
Wednesday, June 2, 2021 at 1:00 p.m.
Wednesday, September 15, 2021 at 1:00 p.m.
Wednesday, November 17, 2021 at 1:00 p.m.

The agenda of each meeting of the Local Advisory Council, together with the date, time and place of each meeting shall be posted in compliance with the requirements of the Utah Open and Public Meetings Act.

The Local Advisory Council invites brief comments or questions from the public during its regularly scheduled meetings. The Chair of the Local Advisory Council shall determine the duration and timing of the public comment period. Persons desiring to address the Local Advisory Council at a regularly scheduled meeting will be given a limited amount of time to speak. A spokesperson who has been asked by a group to summarize their comments may be allowed additional time.

Notwithstanding the above, in keeping with recommendations of Federal, State, and Local authorities to limit public gatherings in order to control the continuing spread of COVID-19, and in accordance with the Utah Open and Public Meetings Act, specifically Utah Code § 52-4-207(4), the UTA Local Advisory Council may make the following adjustments to its normal meeting procedures including procedures regarding public comment:

- All members of the Local Advisory Council and meeting presenters may participate electronically via phone or video conference with no anchor location.
- Public Comment may not be taken during the meeting but may be submitted through alternate means to be determined and posted for each individual meeting.

Approved and adopted this 18th day of November, 2020.

Troy Walker, Chair Local Advisory Council

ATTEST:

Clint Smith, Second Vice Chair Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Mike Bell
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Legal Counsel

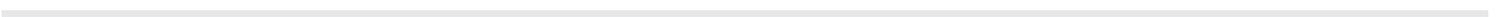
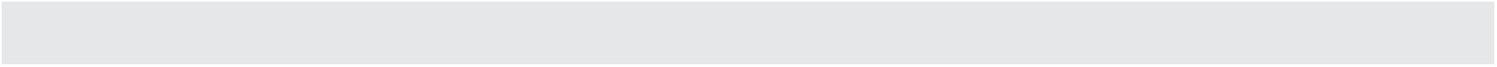


MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Mary DeLoretto, Chief Service Development Officer

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	Resolution AR2020-11-03 Approving the Proposed Capital Project Plan for the Midvalley Connector Bus Rapid Transit Project and Recommending Approval by the Authority's Board of Trustees
AGENDA ITEM TYPE:	Resolution
RECOMMENDATION:	Approve Resolution AR 2020-11-03 approving the Capital Project Plan for the Midvalley Connector Bus Rapid Transit (BRT) Project and recommend approval by the Authority's Board of Trustees.
BACKGROUND:	<p>Per the UTA Board of Trustees Policy 3.3 Capital Development Project Implementation, new Capital Project Plans must be presented to the UTA Local Advisory Council (LAC) for approval, prior to approval by the UTA Board. The Capital Project Plan includes the locally preferred alternative (LPA), as well as the funding plan that identifies funding partners, grant opportunities, and other funding sources. The LPA must be adopted by the local communities and must be included in the applicable Metropolitan Planning Organization's current long-range plan before being approved by UTA.</p> <p>The Midvalley Connector BRT project is a seven-mile BRT project that extends from the Murray Central station, to Salt Lake Community College, then to the West Valley TRAX station. The purpose of the Midvalley Connector is to provide a regional east-west connection to large employment, education and civic centers within the corridor, and to enhance the local economy by encouraging redevelopment and improving accessibility to existing and planned developments. The draft Capital Project Plan for the Midvalley Connector has been prepared and is ready to present to the UTA Board and Local Advisory Council.</p>
DISCUSSION:	In early 2019, while the Midvalley Connector funding plan was still under development, the local project partners – Taylorsville City, West Valley City, and Murray City – each approved the LPA for the project. The project is also included in the Wasatch Front Regional Council WFRC Regional Transportation Plan.



	<p>After local approval, the LPA was subsequently presented to the UTA Local Advisory Council on July 17, 2019 for their review and approval, with the intention of coming back to the council for approval of the full Capital Project Plan once the funding plan was finalized. The UTA Board also approved the LPA at their July 31, 2019 board meeting.</p> <p>The funding plan for the Midvalley Connector project has now been developed and incorporated into the proposed Capital Project Plan, which also includes the previously approved LPA. The funding plan includes local, state and federal funding, totaling \$79.2M, and \$5M in donated right-of-way, to implement the \$84.2 million project. The Midvalley Connector is included in UTA’s proposed 5-year Capital Plan.</p> <p>Staff will present the Capital Project Plan for the Midvalley BRT project for review and recommendation for approval. After receiving input, the plan will be updated as needed and presented to the UTA Board of Trustees for their approval.</p>
ATTACHMENTS:	1. Resolution AR2020-11-03, including Exhibit A (Midvalley BRT Capital Project Plan)

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPROVING THE
CAPITAL PROJECT PLAN FOR THE MIDVALLEY CONNECTOR BUS RAPID
TRANSIT PROJECT AND RECOMMENDING APPROVAL BY THE
AUTHORITY'S BOARD OF TRUSTEES**

AR2020-11-03

November 18, 2020

WHEREAS, the Utah Transit Authority (the "Authority") is a large 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, the Utah Public Transit District Act (UCA 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of project development plans, including funding, of all new capital projects; and

WHEREAS, Board of Trustee Policy 3.3 – Capital Development Project Implementation establishes the procedure for capital development projects, including the review and approval of the Local Advisory Council of Capital Project Plans; and

WHEREAS, the Local Advisory Council previously approved in Resolution AR2019-07-01 the Locally Preferred Alternative (LPA) for the Midvalley Connector Bus Rapid Transit Project; and

WHEREAS, the Authority has developed a Capital Project Plan for the Midvalley Connector Bus Rapid Transit Project (the "Plan") which includes the LPA, as well as the funding plan that identifies funding partners, grant opportunities, and other funding sources; and

WHEREAS, the Authority has submitted its proposed Plan to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Plan and believes it is in the best interest of the Authority and all constituents to approve the Capital Project Plan for the Midvalley Connector Bus

Rapid Transit Project and to forward it to the Board of Trustees with a recommendation for approval;

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority

1. That the Local Advisory Council hereby approves the proposed Capital Project Plan for the Midvalley Connector Bus Rapid Transit Project, attached hereto as Exhibit A.
2. That the Local Advisory Council forwards the Midvalley Bus Rapid Transit Capital Project Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 18th day of November 2020.

Troy Walker, Chair Local Advisory Council

ATTEST:

Clint Smith Second Vice Chair Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Mike Bell
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Legal Counsel

Exhibit A

Midvalley Connector Bus Rapid Transit Capital Project Plan



Midvalley Connector

Project Plan

November 2020

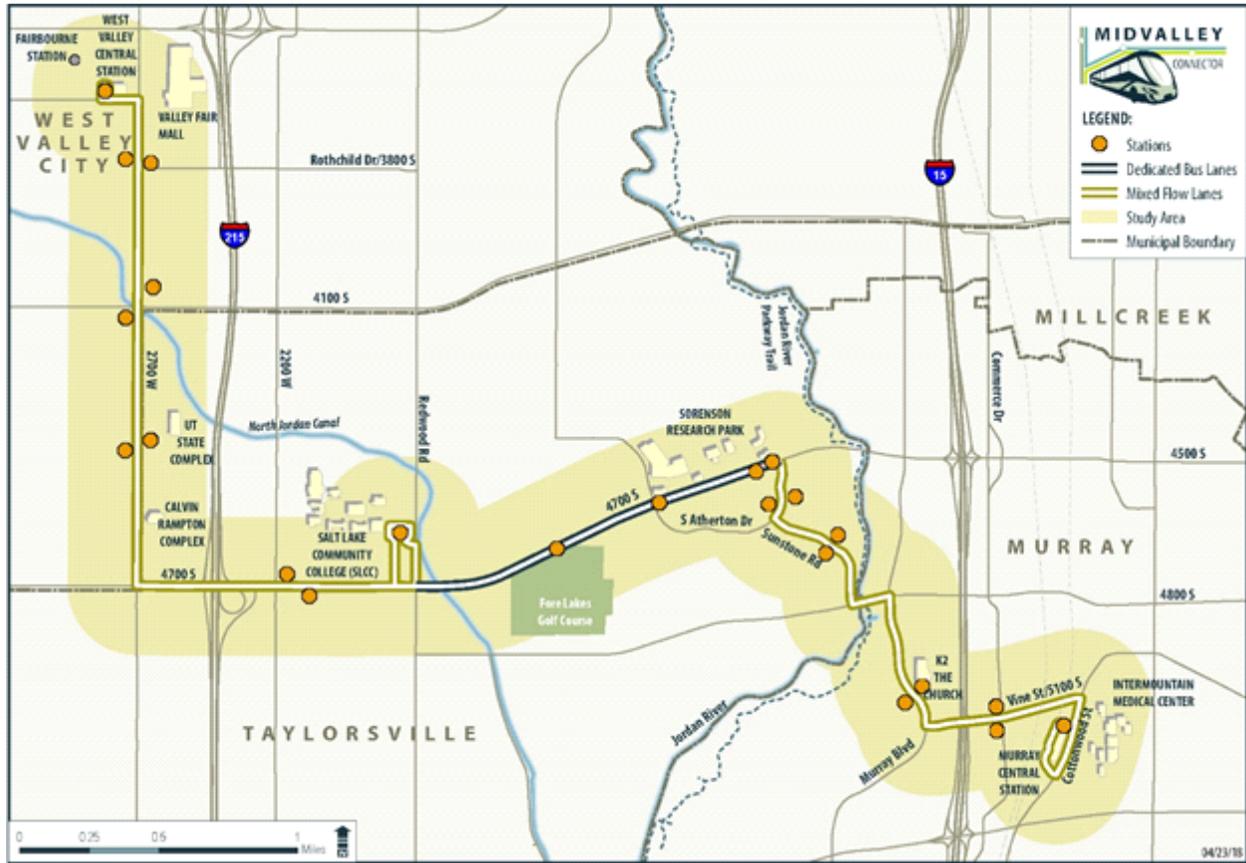
Capital Development Project Plan

Project Type:	New transit corridor-bus rapid transit(BRT)					
Project Name:	Midvalley Connector					
Project Description:	<p>BRT line with 14 stations from Murray Central Station (FrontRunner commuter rail transit and TRAX light rail transit) to the Salt Lake Community College (SLCC) Redwood Campus in Taylorsville to West Valley Central Station. Dedicated BRT lanes (1.4 miles) will be provided on 4700 South, between Redwood Road and Atherton Drive, comprising 20 percent of the seven-mile corridor. A new connector road will be constructed for an improved transit connection to the SLCC Redwood Campus. A multi-use path will be provided along 4500/4700 South, between Atherton Drive and Redwood Road.</p>					
Capital Cost Estimate (YOES):	\$84.2 million (\$8.7M additional spent to date by project partners; ineligible as local matching funds); Costs to be finalized after final engineering					
Annual Operating and Maintenance Cost:	<ul style="list-style-type: none"> \$2.7M/year at 15-minute headways (similar to our current TRAX Schedule) \$3.7M/year at 10-minute headways 					
Funding Sources:	(\$ millions)	2021	2022	2023	2024	Total
	TTIF (committed)	\$1.8	\$12.0	\$9.0	\$0	\$22.8
	Local Funds (committed)	\$1.2	\$6.2	\$0	\$0	\$7.4
	In-kind ROW (committed)	\$0	\$1.8	\$3.2	\$0	\$5.0
	STP-WFRC (committed)	\$0	\$0	\$0	\$2.0	\$2.0
	Federal Small Starts Grant (uncommitted)	\$0	\$0	\$39.0	\$8.0	\$47.0
	TOTAL	\$3.0	\$20.0	\$51.2	\$10.0	\$84.2
Daily Ridership Forecast:	<ul style="list-style-type: none"> 2,200/3,100 (15-minute headways all day or 10-minute headways during peak hours, respectively) 					
Service Frequency:	<ul style="list-style-type: none"> 10 - 15 minutes in peak hours 					
Purpose, Need and Benefits:	<ul style="list-style-type: none"> Provide a local and regional connection for destinations from the Murray Central TRAX and FrontRunner station to the West Valley Central station Improve transit service frequency and visibility to attract riders Increase mobility and provide an alternative mode of transportation for future population and travel demand growth Enhance the local economy by encouraging redevelopment and improving accessibility to existing and planned developments Provide an efficient and direct transit connection from FrontRunner commuter rail and TRAX to local and regional destinations in the study area Increase accessibility and visibility that are currently limited due to a lack of direct transit service connections between the redevelopment areas in the region Provide increased transit service and alternative mobility options to meet the growing demand as the population in the area and SLCC student enrollment continues to grow 					

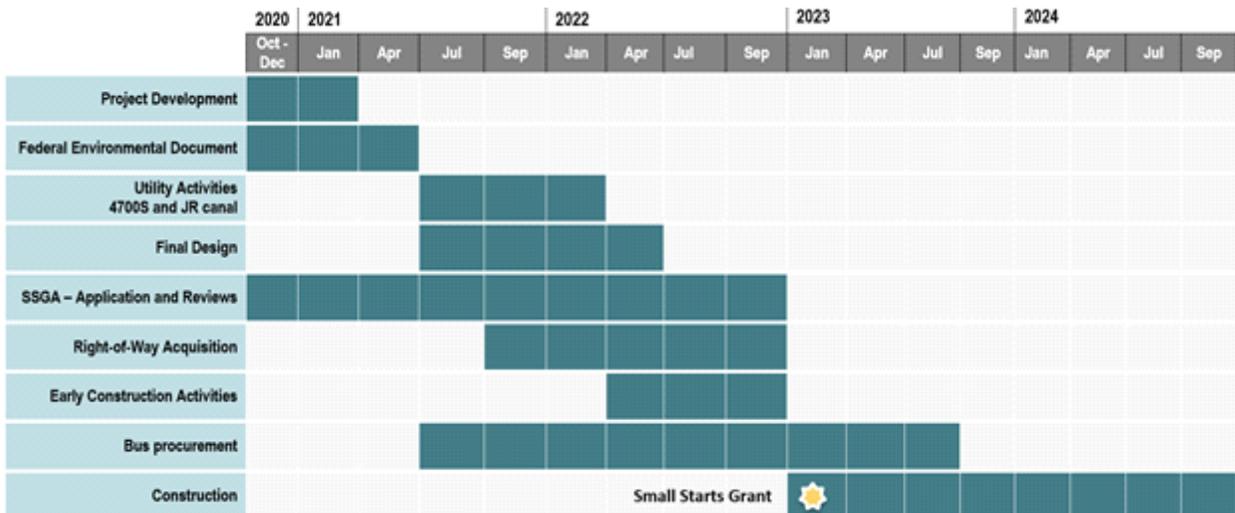
Key Project Impacts and Mitigations:	<ul style="list-style-type: none"> • Construction impacts will be mitigated with standard practices, with particular emphasis on communications and efforts to minimize impacts on business access • Remaining property acquisitions for project right-of-way and temporary construction easements will follow state and federal law • A USACE permit (also 404) and Salt Lake County Flood Control Permit will be required for extension of the North Jordan Canal culvert. • Coordination with EPA, DEQ, and Murray City will be necessary for construction work within the Smelter Site Overlay District - a development permit may be required and handling of hazardous materials will comply with applicable regulations.
Applicable Planning Documents:	<ul style="list-style-type: none"> • Proposed Five-year Capital Plan (UTA) • Regional Transportation Plan (WFRC)
Partners and Roles:	<ul style="list-style-type: none"> • <u>UTA</u>: regional transit agency, design oversight, environmental review preparer, builder and operator • <u>UDOT</u>: state highway owner for portion of route • <u>Wasatch Front Regional Council</u>: federal and state regional planning agency and programming/oversight of Surface Transportation Program (STP) funds • <u>City of Taylorsville</u>: project lead during design; owner of local street for portion of route • <u>Salt Lake County</u>: funding partner • <u>Murray City</u>: owner of local streets for portion of route; oversight of environmental permitting at Murray Central Station • <u>West Valley City</u>: owner of local streets for portion of route and West Valley Station/Mobility Hub • <u>Salt Lake Community College</u>: owner of site for end of line station and access roads
Key Community and Stakeholder Input:	<ul style="list-style-type: none"> • Written and in-person outreach activities were conducted • In general, the comments provided were answered or addressed with project design changes or impact mitigation
Environmental Review Type:	<ul style="list-style-type: none"> • Environmental Study Report—completed and issued August 2019 • Federal environmental document to be determined as federal funds will now be requested

Process Summary:	<ul style="list-style-type: none"> • Original Alternatives Analysis Report was completed in 2009 • Initial planning for a portion of the current project concluded in 2013 • Subsequent planning for the current, extended project concluded in 2019 • The Locally Preferred Alternative (LPA) was adopted by the partner cities, the UTA Local Advisory Council, and the UTA Board of Trustees in 2019 • Commencement of the federal project development process proposed to begin in late 2020
Construction Start Date Forecast:	<ul style="list-style-type: none"> • Early 2021/mid 2022
Opening Date Forecast:	<ul style="list-style-type: none"> • Mid 2024/late 2025
Advisory Council Recommendation and Date:	<ul style="list-style-type: none"> • Requested: November 18, 2020
Board of Trustees Action and Date:	<ul style="list-style-type: none"> • Anticipated: December 2020
Congressional Representative:	<ul style="list-style-type: none"> • Congressman Ben McAdams/Congressional District 4
State Representative:	<ul style="list-style-type: none"> • Karen Kwan, HD 34 • Craig Hall, HD 33 • Carol Spackman Moss, HD 37 • Mark Wheatley, HD 35
State Senator:	<ul style="list-style-type: none"> • Luz Escamilla, SD 1 • Wayne Harper, SD 6 • Karen Mayne, SD 5 • Gene Davis, Sd3
Project Map and Illustrations:	<ul style="list-style-type: none"> • Map of Locally Preferred Alternative • Proposed Project Schedule

Midvalley Connector BRT - Locally Preferred Alternative



Proposed Project Schedule





MEETING MEMO

TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Mary DeLoretto, Chief Service Development Officer

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	Resolution AR2020-09-01 (Amended) Approving the Proposed Amended 2021-25 Capital Plan and Recommending Approval by the Board of Trustees
AGENDA ITEM TYPE:	Resolution
RECOMMENDATION:	Approve Resolution AR2020-09-01 (Amended) approving the proposed revisions to the draft 2021-2025 Capital Plan and recommending approval by the Authority's Board of Trustees.
BACKGROUND:	<p>UTA's 5-year Capital Plan is required to be updated every year, per the UTA Board of Trustees Policy 2.1 <i>Financial Management</i>. The 5-year Capital Plan includes all new construction and capital improvement projects, state of good repair activities, major equipment purchases, and other special projects requiring expenditures over \$25,000. The plan identifies funding sources for each project, which include UTA, state, local partner, and/or grant funds. The plan is required to be fiscally constrained, and maintain assets at a state of good repair to protect UTA's capital investments and minimize future maintenance and replacement costs. Five-year forecasts help mitigate the challenges of applying a one-year budget to multi-year projects, and also help in long-range budget planning.</p> <p>UTA's draft 2021-2025 Capital Plan was presented to the UTA Local Advisory Council (LAC) for consultation on September 16, 2020. The LAC had no proposed changes. Since that time, there have been several proposed updates. Because of these changes, the updated draft 2021-2025 Capital Plan is being brought back to the LAC for their review and recommendation for approval.</p>
DISCUSSION:	<p>Staff will present the proposed revisions to the draft 2021-2025 Capital Plan for review and recommendation for approval. After receiving input, the plan will be finalized and presented to the UTA Board for their approval. Once the UTA Board approves the 2021-2025 Capital Plan, the proposed capital budget for fiscal year 2021 will be incorporated into UTA's proposed 2021 overall budget.</p> <p>The proposed updates to the plan include one new project, budget adjustments for four existing projects, and carryforward requests for ten 2020 capital projects that do</p>

not currently have a proposed 2021 budget. These proposed updates are discussed below.

1. **Suicide Prevention Research project.** This is a new project that will be funded through an FTA grant that UTA recently received. The federal share is \$224,000 and the local match is \$56,000. The project will be completed in 2021. New project budget for 2021: \$280,000.
2. **Rail Rehab and Replacement project.** The 2021 budget for this project budget will be reduced by \$200,000 to account for the proposed 2020 budget amendment that would add \$200,000 to the 2020 Rail Rehab budget. Those funds were added to this year's budget to accelerate safety-related efforts within the Jordan River Service Center yard. New project budget for 2021: \$7,250,000. New 5-year project budget: \$15,575,000.
3. **20 Electric Buses/Infrastructure – VW project.** There was no change to the total 5-year project budget, but funds were redistributed with the 5-year plan to better reflect when the buses would be received and the expenditures would occur. No project expenditures are budgeted for 2021. Expenditures will occur in years 2022 and 2023. Total 5-year budget: \$27,029,240.
4. **Stray Current Mitigation project.** There was no change to the total 5-year project budget, but funds were redistributed with the 5-year plan to better reflect when the buses would be received and the expenditures would occur. New project budget for 2021: \$525,000. Total 5-year project budget: \$2,500,000.
5. **Midvalley BRT project.** This 5-year project budget was increased to reflect the new project funding plan that includes additional project elements, and additional assumed grant funds. Funds were also redistributed to better reflect anticipated years of expenditure. The UTA contribution to this project has been reduced in the new funding proposal. New project budget for 2021: \$3,000,000. New 5-year project budget: \$79,200,000.
6. **Project Carryover Requests.** There are a number of projects that were anticipated to be completed in 2020, but will need to be carried over to 2021. Because these projects are not included in the proposed 2021 budget, the estimated carryover needs have been added to the Capital Plan for 2021, and the 2020 Budget Amendment #3 reflects a corresponding budget reduction. (Note: the New FLHQ Space planning budget will have a net increase of \$10,000 to account for the actual contractor cost that was higher than originally estimated). These projects are listed below, and more detail is include in the 2020 Budget Amendment #3 that is also being presented today. With these changes, an additional \$16,166,452 will be added to the 2021 budget and

overall 5-Year Capital Plan. Correspondingly, \$16,156,452 will be reduced from the 2020 Capital Budget.

- Tooele Bus Facility
- Clearfield FR Station Trail
- Operator Shack at University Med Center EOL
- Provo-Orem BRT
- Sandy Parking Structure
- MOW Building
- New FLHQ Space planning
- Light Rail Seat Replacement
- 5310 Ogden/Layton Funds
- Passenger Info Improvements

ATTACHMENTS:

- 1) Summary table of 5-Year Capital Plan budget changes
- 2) Resolution AR 2020-09-01 (Amended), including Exhibit A (2021-2025 Capital Plan)

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPROVING THE REVISED DRAFT
2021-2025 CAPITAL PLAN AND RECOMMENDING APPROVAL BY THE
AUTHORITY'S BOARD OF TRUSTEES**

AR2020-09-01 (Amended)

November 18, 2020

WHEREAS, the Utah Transit Authority (the "Authority") is a large 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, the Utah Public Transit District Act (UCA 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of project development plans, including funding, of all new capital projects; and

WHEREAS, the Authority developed a Five-Year Capital Plan for the years 2021 through 2025 (the "Plan") which contained a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis;

WHEREAS, the Authority submitted its proposed original Plan to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council reviewed the Authority's original proposed Plan and approved it on September 16, 2020 through Resolution AR2020-09-01; and

WHEREAS, the Authority revised its draft Five-Year Capital Plan for the years 2021 through 2025 prior to the Board of Trustees adoption and now seeks Local Advisory Council review, approval and recommendation for adoption of such revised Plan by the Board of Trustees; and

WHEREAS the Local Advisory Council has reviewed the Authority's proposed revised draft Plan and believes it is in the best interest of the Authority

and all constituents to approve the revised draft Five-Year Capital Budget Plan and to forward it to the Board of Trustees with a recommendation for approval;

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority

1. That the Local Advisory Council hereby approves the proposed 2021-2025 Capital Plan, attached hereto as Exhibit A.
2. That the Local Advisory Council forwards the 2021-2025 Capital Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 18th day of November, 2020.

Troy Walker, Chair Local Advisory Council

ATTEST:

Clint Smith, Second Vice Chair Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Mike Bell

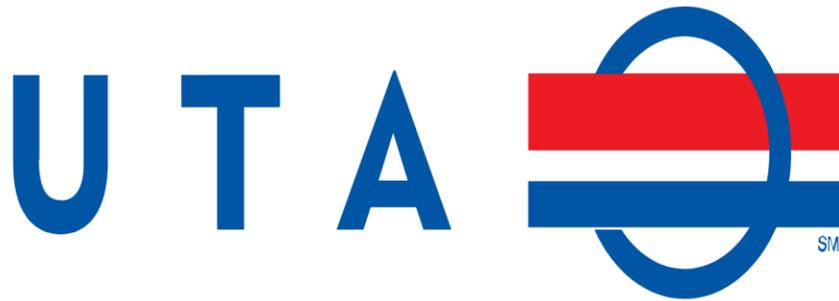
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Legal Counsel

Exhibit A
2021-2025 Capital Plan

Revised Draft

Utah Transit Authority Five-Year Capital Plan

2021-2025



1 Introduction

1.1 Purpose of document

Utah Transit Authority Board of Trustees Policy No. 2.1 Financial Management, requires the Executive Director to develop a five-year capital plan and update it every year for inclusion in the annual budget process discussions and approvals. The plan must be fiscally constrained and maintain all assets in a state of good repair to protect the Authority’s capital investments, maintain safety and minimize future maintenance and replacement costs. Five-year forecasts help mitigate challenges of applying a one-year budget to multi-year projects, and also helps in long-range budget planning, including setting of priorities.

1.2 Definition of Capital Projects

For the purpose of this document, capital projects include all construction, capital improvements, major equipment purchases and other special projects requiring one or more expenditures totaling \$25,000 or more. This includes projects that are partially or fully funded by outside funding sources (e.g. grants, state funds, local partners, etc.). Other requests under \$25,000 should be included in departmental operating budgets.

Examples of capital projects include:

- New construction (new transit infrastructure, facilities, buildings or major additions, including studies/design to support future project construction)
- Building repairs, renovations, demolition, or upgrades
- Major maintenance (capital renewal and deferred maintenance)
- Safety, ADA, or Legal Compliance construction projects
- Energy conservation improvements
- Grounds improvement
- Real Estate Acquisition or Leasing
- Vehicles
- HVAC/Reroofing Projects
- Telecommunication and Information Technology systems (hardware and/or software)
- New or replacement equipment or furniture

2 Five-year Capital Plan Development Process

The annual capital planning process results in a prioritized list of projects for the upcoming fiscal year capital budget and a forward looking five-year capital plan. In general, the projects incorporated into the capital plan must reflect UTA's Strategic Plan and regional transit initiatives.

2.1 Project Requests

New project requests are submitted annually and prioritized by management for funding consideration. The proposed project should meet a specific objective such as a mobility need, state of good repair or infrastructure need or requirement, and be consistent with UTA's overall strategic plan and goals.

Project requests must include the overall project costs, the yearly budget needs for the project development, and the long term operating and maintenance costs, including state of good repair costs if applicable. Potential funding sources are also identified in the project request.

2.2 Project Prioritization

Completed project requests are compiled then prioritized by management. Prioritization considerations include:

- Assuring a safe system
- Taking care of/replacing what we have
- Leveraging grants and other partner funds
- Contributing to system improvements

Projects with a lower priority may be reduced in scope or moved to subsequent years as necessary. Once prioritized, the draft 5-year plan is submitted to the Executive Team for review. Requests are trimmed as needed to meet the anticipated 5-year budget resources, which is based on committed or reasonably foreseeable funding sources.

3 Proposed Capital Plan

The 2021-2025 capital requests have been compiled and prioritized. Tables showing the proposed capital budget by year are presented below in year of expenditure dollars, as well as overall 5-year summaries by both project type and funding source. Attachment A shows the detailed list of projects proposed to be funded, including the annual and 5-year budget, anticipated grant and local partner funds, and the required UTA funds for each project.

The proposed capital plan for 2021 will be incorporated into UTA's proposed 2021 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget amendments as needed.

Proposed 2021 Capital Budget Summary

Project Categories	2021 Proposed Budget	Grants	State/Local Partners	UTA Funds*
Information Technology	\$16,060,000	\$1,172,000		\$14,888,000
Safety and Security	\$1,046,000	\$274,000		\$772,000
Revenue Vehicles & white fleet	\$22,559,000			\$22,559,000
Vehicle Rehab & Repair	\$12,799,000	\$787,000		\$12,011,000
Facilities Maintenance	\$2,650,000			\$2,650,000
Rail Maintenance	\$23,625,000			\$23,625,000
Airport LRT	\$7,000,000			\$7,000,000
Depot District	\$32,400,000	\$9,900,000	\$2,500,000	\$20,000,000
Ogden-Weber BRT	\$52,580,000	\$42,500,000	\$8,450,000	\$1,630,000
TIGER First/Last Mile	\$13,171,000	\$5,201,000	\$7,889,000	\$81,000
Northern Utah County Double Track	\$9,000,000			\$9,000,000
Midvalley BRT	\$3,000,000		\$3,000,000	\$0
Other Capital Projects	\$59,729,000	\$15,959,000	\$11,908,000	\$31,861,000
Total	\$255,619,000	\$75,793,000	\$33,748,000	\$146,078,000

*UTA 2021 funds include: \$51,259,000 in bonds and \$28,306,000 in leasing

Proposed 2022 Capital Budget Summary

Project Categories	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds*
Information Technology	\$4,324,000			\$4,324,000
Safety and Security	\$936,000			\$936,000
Rev. Vehicles & white fleet	\$32,957,000	\$6,540,000		\$26,417,000
Vehicle Rehab & Repair	\$15,032,000	\$764,000		\$14,268,000
Facilities Maintenance	\$3,600,000			\$3,600,000
Rail Maintenance	\$17,375,000			\$17,375,000
Depot District	\$31,200,000	\$3,700,000	\$2,500,000	\$25,000,000
Ogden-Weber BRT	\$37,029,000	\$30,000,000	\$2,229,000	\$4,800,000
TIGER First/Last Mile	\$1,655,000	\$1,050,000	\$605,000	
Midvalley BRT	\$18,200,000		\$18,200,000	
Other Capital Projects	\$67,830,000	\$27,697,000	\$16,442,000	\$23,692,000
Total	\$230,138,000	\$69,751,000	\$39,976,000	\$120,412,000

*UTA 2022 funds include: \$45,700,000 in bonds and \$23,492,000 in leasing

Proposed 2023 Capital Budget Summary

Project Categories	2023 Proposed Budget	Grants	State/Local Partners	UTA Funds*
Information Technology	\$5,774,000			\$5,774,000
Safety and Security	\$756,000			\$756,000
Rev. Vehicles & white fleet	\$56,300,000	\$9,040,000		\$47,260,000
Vehicle Rehab & Repair	\$13,899,000	\$3,350,000		\$10,549,000
Facilities Maintenance	\$2,350,000			\$2,350,000
Rail Maintenance	\$18,550,000			\$18,550,000
Depot District	\$2,500,000		\$2,500,000	\$0
Ogden-Weber BRT	\$5,203,000	\$4,473,000		\$730,000
Midvalley BRT	\$48,000,000	\$39,000,000	\$9,000,000	
Other Capital Projects	\$34,658,000	\$9,611,000	\$12,779,000	\$12,268,000
Total	\$187,990,000	\$65,475,000	\$24,279,000	\$98,237,000

*UTA 2023 funds include: \$14,880,000 in bonds and \$45,510,000 in leasing

Proposed 2024 Capital Budget Summary

Project Categories	2024 Proposed Budget	Grants	State/Local Partners	UTA Funds*
Information Technology	\$10,993,000			\$10,993,000
Safety and Security	\$756,000			\$756,000
Rev. Vehicles & white fleet	\$56,649,000			\$56,649,000
Vehicle Rehab & Repair	\$13,685,000	\$2,400,000		\$11,285,000
Facilities Maintenance	\$2,600,000			\$2,600,000
Rail Maintenance	\$16,963,000			\$16,963,000
Midvalley BRT	\$10,000,000	\$10,000,000		
Davis-SLC Connector	\$100,000,000	\$70,000,000	\$20,000,000	\$10,000,000
Other Capital Projects	\$21,930,000	\$4,976,000	\$20,000	\$16,934,000
Total	\$233,576,000	\$87,376,000	\$20,020,000	\$126,180,000

*UTA 2024 funds include: \$31,573,000 in bonds and \$62,799,000 in leasing

Proposed 2025 Capital Budget Summary

Project Categories	2025 Proposed Budget	Grants	State/Local Partners	UTA Funds*
Information Technology	\$2,715,000			\$2,715,000
Safety and Security	\$700,000			\$700,000
Rev. Vehicles & white fleet	\$56,200,000			\$56,200,000
Vehicle Rehab & Repair	\$15,582,000	\$2,400,000		\$13,182,000
Facilities Maintenance	\$4,350,000			\$4,350,000
Rail Maintenance	\$17,613,000			\$17,613,000
Other Capital Projects	\$8,273,000	\$2,270,000	\$1,667,000	\$4,336,000
Total	\$105,432,000	\$4,670,000	\$1,667,000	\$99,096,000

*UTA 2025 funds include: \$8,000,000 in bonds and \$48,700,000 in leasing

Proposed 5-Year Capital Plan Summary by Project Category

Project Categories	Proposed 5-Year Budget	Grants	State/Local Partners	UTA Funds*
Information Technology	\$39,866,000	\$1,172,000		\$38,694,000
Safety and Security	\$4,194,000	\$274,000		\$3,920,000
Rev. Vehicles & white fleet	\$224,664,000	\$15,579,000		\$209,085,000
Vehicle Rehab & Repair	\$70,997,000	\$9,700,000		\$61,297,000
Facilities Maintenance	\$15,550,000			\$15,550,000
Rail Maintenance	\$94,125,000			\$94,125,000
Airport LRT	\$7,000,000			\$7,000,000
Depot District	\$66,100,000	\$13,600,000	\$7,500,000	\$45,000,000
Ogden-Weber BRT	\$94,813,000	\$76,973,000	\$10,679,000	\$7,160,000
TIGER First/Last Mile	\$14,826,000	\$6,251,000	\$8,494,000	\$81,000
Northern Utah County Double Track	\$9,000,000			\$9,000,000
Midvalley BRT	\$79,200,000	\$49,000,000	\$30,200,000	\$0
Davis-SLC Connector	\$107,800,000	\$70,000,000	\$23,500,000	\$14,300,000
Other Capital Projects	\$184,621,000	\$60,454,000	\$39,316,000	\$84,791,000
Total	\$1,012,755,000	\$303,004,000	\$119,689,000	\$590,002,000

*UTA 5-year funds include: \$151,412,000 in bonds and \$208,807,000 in leasing

Proposed 5-Year Capital Plan Summary by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2021	\$255,619,000	\$75,793,000	\$33,748,000	\$146,078,000
2022	\$230,138,000	\$69,751,000	\$39,976,000	\$120,412,000
2023	\$187,990,000	\$65,475,000	\$24,279,000	\$98,237,000
2024	\$233,576,000	\$87,376,000	\$20,020,000	\$126,180,000
2025	\$105,432,000	\$4,670,000	\$1,667,000	\$99,096,000
Total	\$1,012,755,000	\$303,004,000	\$119,689,000	\$590,002,000

*UTA funds include: \$151,412,000 in bonds and \$208,807,000 in leasing

4 Five-Year Plans

The five-year capital plan will be updated annually. Cost estimates and potential funding sources for projects are more accurate the closer they are to year of expenditure; therefore, in addition to including new project requests each year, the plan will be updated as necessary to adjust project costs and year of expenditure as they become more refined for each project. Funding sources and amounts will also be updated as they become more certain. New grant and partner funds would reduce the amount of needed bond funds.

Approval of the 5-year capital plan will authorize the Agency to enter contracts for those projects that are multi-year in nature.

This 5-year capital plan will inform the ongoing updates to regional transportation plans and associated implementation funding plans prepared by the metropolitan planning organizations within UTA's service area.

4.1 Project Requests

A number of the projects in the 5-year plan reasonably assume that significant local, state, and/or federal funds would be available. If those funds do not materialize, the project would need to be delayed until such time as additional funding could be secured. These projects include:

- Ogden/WSU BRT: Federal Transit Administration Small Starts grant anticipated
- Sharp/Tintic Railroad Connection: Federal Railroad Administration/CRISI grant anticipated
- Midvalley BRT: Federal Transit Administration Small Starts grant anticipated
- FrontRunner Double Tracking: Potential BUILD grant, State and/or TTIF funds
- Point of the Mountain EIS and Preliminary Design: Potential BUILD planning grant and/or TTIF
- Davis-SLC Community Connector: Potential Small Starts, Bus & Bus Facilities grant and/or TTIF

For any new capital development project, such as the Midvalley BRT or the Davis-SLC Community Connector, the locally preferred alternative and the funding plan would have to be presented to the UTA Advisory Council and recommended for approval before the project construction could advance.

The details of the UTA 2021 through 2025 Five-year Capital Plan are presented in the attached tables.

Attachment A
UTA 5-Year Capital Plan - Project Detail
2021 through 2025

UTA 5-Year Capital Plan: 2021-2025 Project Summary

	Project Name	2021 Proposed Budget	Total UTA Funds	2022 Proposed Budget	Total UTA Funds	2023 Proposed Budget	Total UTA Funds	2024 Proposed Budget	Total UTA Funds	2025 Proposed Budget	Total UTA Funds	5-Year Proposed Budget	Total UTA 5-yr Funds
Information Technology													
1	In-house App Dev. & Enhancements	100,000	100,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	900,000	900,000
2	Radio Communication Infrastructure	150,000	150,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	550,000	550,000
3	Server, Storage Infrastructure Eq & SW	245,000	245,000	324,000	324,000	279,000	279,000	323,000	323,000	255,000	255,000	1,426,000	1,426,000
4	Rail Communication On-Board Tech	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000
5	Info Security Eq/SW (PCI Comp & Cyber S)	440,000	440,000	200,000	200,000	445,000	445,000	210,000	210,000	260,000	260,000	1,555,000	1,555,000
6	Bus Communication On-Board Tech	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000
7	IT Managed Reserved (formerly IT Pool)	400,000	400,000	400,000	400,000	350,000	350,000	400,000	400,000	400,000	400,000	1,950,000	1,950,000
8	Network & Infrastructure Equipment	325,000	325,000	475,000	475,000	450,000	450,000	510,000	510,000	300,000	300,000	2,060,000	2,060,000
9	FrontRunner WiFi Enhancements	250,000	250,000	350,000	350,000	50,000	50,000	50,000	50,000	50,000	50,000	750,000	750,000
10	Init APC Upgrade	340,000	340,000	500,000	500,000	-	-	-	-	-	-	840,000	840,000
11	Electronic Fare Collection Maint & Rep	2,500,000	2,500,000	225,000	225,000	300,000	300,000	-	-	-	-	3,025,000	3,025,000
12	ArcGIS GeoEvent Server for Live Data	25,000	25,000	-	-	-	-	-	-	-	-	25,000	25,000
13	Rail TVM SOGR - PCI Compliance	7,800,000	7,800,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	8,000,000	8,000,000
14	TVM for UVX (needed if Free Fare ends)	1,100,000	1,100,000	-	-	-	-	-	-	-	-	1,100,000	1,100,000
15	New Radio Communication System	-	-	-	-	2,000,000	2,000,000	8,000,000	8,000,000	500,000	500,000	10,500,000	10,500,000
16	E Voucher Software Development	215,000	43,000	-	-	-	-	-	-	-	-	215,000	43,000
17	Passenger Information	300,000	300,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	1,700,000	1,700,000
18	Transit Management System	1,620,000	620,000	900,000	900,000	950,000	950,000	550,000	550,000	-	-	4,020,000	3,020,000
19	JDE System Enhancement	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000	250,000
	Total Information Technology	16,060,000	14,888,000	4,324,000	4,324,000	5,774,000	5,774,000	10,993,000	10,993,000	2,715,000	2,715,000	39,866,000	38,694,000
Safety & Security/Police													
	Safety & Security												
20	Corridor Fencing	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000	250,000
21	Camera Sustainability	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000	250,000
22	Access Control for Data Rooms	10,000	10,000	-	-	-	-	-	-	-	-	10,000	10,000
23	Bus Camera Overhaul/Replacement	40,000	40,000	40,000	40,000	-	-	-	-	-	-	80,000	80,000
24	Bus Safety and Security	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	150,000	150,000
25	Facility Security	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000	250,000
26	Next Crossing Camera Installation	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	200,000	200,000
27	Safety General Projects	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000
28	Security General Projects	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	100,000	100,000
29	Suicide Prevention Research Project	280,000	56,000	-	-	-	-	-	-	-	-	280,000	56,000
	Safety & Security Total	670,000	446,000	380,000	380,000	340,000	340,000	340,000	340,000	340,000	340,000	2,070,000	1,846,000
	Police												
30	Ballistic Vest Replacement	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	25,000	25,000	85,000	85,000
31	Vehicle Replacement/Expansion	290,000	290,000	370,000	370,000	330,000	330,000	330,000	330,000	320,000	320,000	1,640,000	1,640,000
32	Tasers	-	-	100,000	100,000	-	-	-	-	-	-	100,000	100,000
33	Emergency Operations Training	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	75,000	75,000
34	Police Radio Replacements	56,000	6,000	56,000	56,000	56,000	56,000	56,000	56,000	-	-	224,000	174,000
	Police Total	376,000	326,000	556,000	556,000	416,000	416,000	416,000	416,000	360,000	360,000	2,124,000	2,074,000
	Total Safety & Security	1,046,000	772,000	936,000	936,000	756,000	756,000	756,000	756,000	700,000	700,000	4,194,000	3,920,000
Asset Management (Vehicles, Facilities, Rail Infrastructure, Rail Systems)													
	Vehicles												
35	Bus Replacement	12,800,000	12,800,000	11,307,289	11,307,289	35,200,000	35,200,000	50,100,000	50,100,000	43,000,000	43,000,000	152,407,289	152,407,289
36	20 Electric Buses/Infrastructure-SLCo	-	-	14,200,000	7,660,380	12,879,240	3,839,620	-	-	-	-	27,079,240	11,500,000
37	Van Pool Replacement	2,205,720	2,205,720	1,424,498	1,424,498	1,270,960	1,270,960	1,423,240	1,423,240	1,800,000	1,800,000	8,124,418	8,124,418
38	Paratransit Vehicle Replacement	3,052,899	3,052,899	3,125,376	3,125,376	3,199,593	3,199,593	3,275,592	3,275,592	3,400,000	3,400,000	16,053,460	16,053,460
39	Bus Engine/Trans/Comp Rehab/Replace	1,500,000	1,500,000	3,000,000	3,000,000	3,000,000	600,000	3,000,000	600,000	3,000,000	600,000	13,500,000	6,300,000
40	Light Rail Vehicle Rehab	6,690,210	6,690,210	7,181,775	7,181,775	7,699,275	7,699,275	8,285,150	8,285,150	10,581,775	10,581,775	40,438,185	40,438,185
41	Commuter Rail Engine Overhaul	2,608,435	1,821,751	2,500,000	1,736,221	1,500,000	550,000	-	-	-	-	6,608,435	4,107,972
42	Non-Rev Service Vehicle Replace	1,500,000	1,500,000	650,000	650,000	750,000	750,000	350,000	350,000	500,000	500,000	3,750,000	3,750,000
43	Comet Car Replacement	3,000,000	3,000,000	2,250,000	2,250,000	3,000,000	3,000,000	1,500,000	1,500,000	7,500,000	7,500,000	17,250,000	17,250,000
44	LRV Accident Repair	1,500,000	1,500,000	1,600,000	1,600,000	700,000	700,000	400,000	400,000	-	-	4,200,000	4,200,000
45	Commuter Rail Vehicle Rehab	500,000	500,000	750,000	750,000	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	6,250,000	6,250,000
	Vehicles Total	35,357,264	34,570,580	47,988,938	40,685,539	70,199,068	57,809,448	70,333,982	67,933,982	71,781,775	69,381,775	295,661,027	270,381,324
	Facilities												
46	Facilities Rehab and Replacement	1,000,000	1,000,000	2,000,000	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	2,000,000	7,000,000	7,000,000
47	Equipment Managed Reserve	250,000	250,000	500,000	500,000	500,000	500,000	500,000	500,000	1,000,000	1,000,000	2,750,000	2,750,000
48	Stations and Platforms Rehab/Replace	350,000	350,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	1,350,000	1,350,000
49	Park and Ride Rehab/Replacement	500,000	500,000	750,000	750,000	500,000	500,000	750,000	750,000	1,000,000	1,000,000	3,500,000	3,500,000
50	Meadowbrook Flooring/Lighting	450,000	450,000	-	-	-	-	-	-	-	-	450,000	450,000
51	Building Remodels/Reconfiguration	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000
	Facilities Total	2,650,000	2,650,000	3,600,000	3,600,000	2,350,000	2,350,000	2,600,000	2,600,000	4,350,000	4,350,000	15,550,000	15,550,000
	Rail Infrastructure												
52	Rail Rehab and Replacement	7,250,000	7,250,000	2,200,000	2,200,000	1,375,000	1,375,000	750,000	750,000	4,000,000	4,000,000	15,575,000	15,575,000
53	Ballast and Ties Rehab/Replacement	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	1,250,000	1,250,000
54	Bridge Rehabilitation & Maintenance	650,000	650,000	300,000	300,000	450,000	450,000	300,000	300,000	400,000	400,000	2,100,000	2,100,000
55	Grade Crossings Rehab/Replacement	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000	10,000,000
	Rail Infrastructure Total	10,150,000	10,150,000	4,750,000	4,750,000	4,075,000	4,075,000	3,300,000	3,300,000	6,650,000	6,650,000	28,925,000	28,925,000
	Rail Systems												
56	Traction Power Rehab/Replacement	6,500,000											

80	Operator Restrooms System-Wide	400,000	80,000	750,000	750,000	750,000	150,000	750,000	150,000	-	0	2,650,000	1,130,000
81	Operator Restrooms - SL County	200,000	200,000	-	-	-	-	-	-	-	0	200,000	200,000
82	650 South Station	2,000,000	-	-	-	-	-	-	-	-	0	2,000,000	-
83	Davis-SLC Community Connector	300,000	300,000	7,500,000	4,000,000	-	-	100,000,000	10,000,000	-	0	107,800,000	14,300,000
84	Sharp-Tintic Rail Connection	2,309,867	40,348	6,479,832	113,189	798,093	13,942	-	-	-	0	9,587,792	167,480
85	North Temple EOL (SLC CMAQ grant)	-	-	-	-	-	-	-	-	3,936,600	-	3,936,600	-
86	U of U EOL	-	-	-	-	-	-	-	-	-	0	-	-
87	Fort Union EOL	3,000,000	3,000,000	-	-	-	-	-	-	-	0	3,000,000	3,000,000
88	5600 W/4500 S EOL	3,000,000	3,000,000	-	-	-	-	-	-	-	0	3,000,000	3,000,000
89	Meadowbrook Expansion	2,600,000	2,600,000	-	-	-	-	-	-	-	0	2,600,000	2,600,000
90	FR Business Plan	-	-	-	-	-	-	-	-	-	0	-	-
91	Layton FrontRunner Parking Garage	-	-	-	-	4,700,000	-	-	-	0	0	4,700,000	-
92	FR Snow Melt System Replacement	50,000	50,000	5,000,000	5,000,000	4,000,000	4,000,000	-	-	0	0	9,050,000	9,050,000
93	MSP220-5310	250,000	10,000	-	-	-	-	-	-	-	-	250,000	10,000
94	MSP221-5310	100,000	5,000	-	-	-	-	-	-	-	-	100,000	5,000
95	MSP222-5310	140,000	8,000	-	-	-	-	-	-	-	-	140,000	8,000
96	FY19/20 - 5310 Funds - SL/WV	3,357,034	-	479,576	-	-	-	-	-	-	-	3,836,610	-
97	FY19/20 - 5310 Funds - O/L	1,884,227	-	269,175	-	-	-	-	-	-	-	2,153,402	-
98	FY19/20 - 5310 Funds - P/O	1,268,262	-	181,180	-	-	-	-	-	-	-	1,449,442	-
99	FY21/22 - 5310 Funds - SL/WV	-	-	1,357,581	-	-	-	-	-	-	-	1,357,581	-
100	FY21/22 - 5310 Funds - O/L	-	-	778,753	-	-	-	-	-	-	-	778,753	-
101	FY21/22 - 5310 Funds - P/O	-	-	513,055	-	-	-	-	-	-	-	513,055	-
102	FY23/24 - 5310 Funds - SL/WV	-	-	-	-	-	-	1,412,427	-	-	-	1,412,427	-
103	FY23/24 - 5310 Funds - O/L	-	-	-	-	-	-	810,215	-	-	-	810,215	-
104	FY23/24 - 5310 Funds - P/O	-	-	-	-	-	-	533,782	-	-	-	533,782	-
105	5310 Admin Funds	280,142	-	294,522	-	306,420	-	-	-	-	-	881,084	-
106	Capital Planning/Env Analysis	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	2,500,000	2,500,000
107	Mid-Valley Connector	3,000,000	-	18,200,000	-	48,000,000	-	10,000,000	-	-	0	79,200,000	-
108	FrontRunner Double Tracking	2,500,000	-	25,000,000	-	12,500,000	-	-	-	-	0	40,000,000	-
109	Green Line Reconfiguration	1,200,000	200,000	-	-	-	-	-	-	-	0	1,200,000	200,000
110	Central Corridor Transit	1,500,000	101,550	1,500,000	101,550	-	-	-	-	-	0	3,000,000	203,100
111	Warm Springs upgrades/exp	1,738,000	1,738,000	-	-	-	-	8,923,000	8,923,000	-	0	10,661,000	10,661,000
112	Gap filler on FR stations	1,000,000	1,000,000	-	-	-	-	-	-	-	0	1,000,000	1,000,000
113	Historic Utah Southern Rail Trail	-	-	-	-	-	-	300,000	-	-	0	300,000	-
114	Mt Ogden Admin Bldg expansion	235,000	235,000	-	-	-	-	-	-	-	0	235,000	235,000
115	Tooele Bus Facility	967,751	-	-	-	-	-	-	-	-	0	967,751	-
116	Clearfield FR Station Trail	1,739,817	89,817	-	-	-	-	-	-	-	0	1,739,817	89,817
117	Operator Shack at Univ Med EOL	175,000	175,000	-	-	-	-	-	-	-	0	175,000	175,000
118	Provo-Orem BRT	3,010,967	3,010,967	-	-	-	-	-	-	-	0	3,010,967	3,010,967
119	Sandy Parking Structure	4,204,174	1,419,921	-	-	-	-	-	-	-	0	4,204,174	1,419,921
120	MOW Building - OK	350,000	350,000	-	-	-	-	-	-	-	0	350,000	350,000
121	New FLHQ Space Planning	45,000	45,000	-	-	-	-	-	-	-	0	45,000	45,000
122	Light Rail Seat Replacement	4,154,000	4,154,000	-	-	-	-	-	-	-	0	4,154,000	4,154,000
123	5310 Ogden/Layton Funds	60,000	-	-	-	-	-	-	-	-	0	60,000	-
124	Passenger Info Improvements	1,459,743	98,743	-	-	-	-	-	-	-	0	1,459,743	98,743
125	Capital Contingency	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000	10,000,000
	Total Capital Development Projects	176,880,521	69,572,476	155,914,486	53,491,547	90,361,259	12,997,238	131,930,123	26,934,099	8,273,039	4,336,439	563,359,428	167,331,800

Total Overall Capital Budget	255,618,785	146,078,056	230,138,424	120,412,086	187,990,327	98,236,686	233,575,605	126,179,581	105,432,314	99,095,714	1,012,755,455	590,002,124
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Summary by Category	2021 Proposed Budget	Total UTA Funds	2022 Proposed Budget	Total UTA Funds	2023 Proposed Budget	Total UTA Funds	2024 Proposed Budget	Total UTA Funds	2025 Proposed Budget	Total UTA Funds	5-Year Proposed Budget	Total 5-yr UTA Funds
Information Technology	16,060,000	14,888,000	4,324,000	4,324,000	5,774,000	5,774,000	10,993,000	10,993,000	2,715,000	2,715,000	39,866,000	38,694,000
Safety & Security	1,046,000	772,000	936,000	936,000	756,000	756,000	756,000	756,000	700,000	700,000	4,194,000	3,920,000
Revenue Service Vehicles & white fleet	22,558,619	22,558,619	32,957,163	26,417,543	56,299,793	47,260,173	56,648,832	56,648,832	56,200,000	56,200,000	224,664,407	209,085,167
Vehicles - Rehab/Repair	12,798,645	12,011,961	15,031,775	14,267,996	13,899,275	10,549,275	13,685,150	11,285,150	15,581,775	13,181,775	70,996,620	61,296,157
Facilities Maintenance	2,650,000	2,650,000	3,600,000	3,600,000	2,350,000	2,350,000	2,600,000	2,600,000	4,350,000	4,350,000	15,550,000	15,550,000
Rail Maintenance Projects	23,625,000	23,625,000	17,375,000	17,375,000	18,550,000	18,550,000	16,962,500	16,962,500	17,612,500	17,612,500	94,125,000	94,125,000
Airport LRT	7,000,000	7,000,000	-	-	-	-	-	-	-	-	7,000,000	7,000,000
Depot District	32,400,124	20,000,000	31,200,000	25,000,000	2,500,000	-	-	-	-	-	66,100,124	45,000,000
Ogden/Weber BRT	52,580,513	1,630,513	37,029,004	4,800,000	5,202,996	729,546	-	-	-	-	94,812,513	7,160,059
TIGER First/Last Mile Projects	13,170,900	80,617	1,655,000	-	-	-	-	-	-	-	14,825,900	80,617
Northern Utah Cnty Dbl Track	9,000,000	9,000,000	-	-	-	-	-	-	-	-	9,000,000	9,000,000
Midvalley BRT	3,000,000	-	18,200,000	-	48,000,000	-	10,000,000	-	-	-	79,200,000	-
Davis-SLC Connector	300,000	300,000	7,500,000	4,000,000	-	-	100,000,000	10,000,000	-	-	107,800,000	14,300,000
Other Capital Projects	59,428,984	31,561,346	60,330,482	19,691,547	34,658,263	12,267,692	21,930,123	16,934,099	8,273,039	4,336,439	184,620,891	84,791,124
Total Overall Capital Budget	255,618,785	146,078,056	230,138,424	120,412,086	187,990,327	98,236,686	233,575,605	126,179,581	105,432,314	99,095,714	1,012,755,455	590,002,124

62	Red Light Signal Enforcement									-	-
	Rail Systems Total	13,475,000	6,500,000	-	-	-	-	-	-	6,975,000	13,475,000
	Total Asset Management	61,632,264	9,500,000	786,684	18,005,720	-	6,690,210	-	-	26,649,650	60,845,580
	Capital Development Projects	2021 Proposed Budget	Bonds	Grants	Lease	State Funding	SL Cnty 4th Qtr	Local Partners	UTA Other	Total UTA Funds	
63	Airport Station Relocation	7,000,000	7,000,000							-	7,000,000
64	3300/3500 South MAX Exp/Optimization	-								-	-
65	Depot District	32,400,124	19,000,000	9,900,124		2,500,000	1,000,000			-	20,000,000
66	Ogden/Weber State University BRT	52,580,513	1,630,513	42,500,000		2,200,000		6,250,000		-	1,630,513
67	TIGER Program of Projects	13,170,900		5,200,903				7,889,380		80,617	80,617
68	Box Elder Right of Way Preservation	1,000,000								1,000,000	1,000,000
69	Weber Cnty CR ROW Preservation	1,000,000						1,000,000		-	-
70	Signal Pre-emption Projects w/UDOT	250,000						250,000		-	-
71	Queue Cutter Projects with UDOT	250,000						250,000		-	-
72	Point of Mountain AA/EIS	2,500,000		2,000,000						500,000	500,000
73	Office Equipment Reserve	100,000								100,000	100,000
74	Positive Train Control	2,500,000								2,500,000	2,500,000
75	Northern Utah County Double Track	9,000,000	9,000,000							-	9,000,000
76	Bus Stop Imp System-Wide ADA	1,000,000		800,000						200,000	200,000
77	Bus Stop Imp/signage - SL County	2,500,000					2,500,000			-	2,500,000
78	UTA ADA Bus Stop Imp Utah Cnty	-								-	-
79	Wayfinding Signage	650,000								650,000	650,000
80	Operator Restrooms System-Wide	400,000	80,000	320,000						-	80,000
81	Operator Restrooms - SL County	200,000					200,000			-	200,000
82	650 South Station	2,000,000						2,000,000		-	-
83	Davis-SLC Community Connector	300,000	300,000							-	300,000
84	Sharp-Tintic Rail Connection	2,309,867		2,040,647		214,417		14,455		40,348	40,348
85	North Temple EOL (SLC CMAQ grant)									-	-
86	U of U EOL									-	-
87	Fort Union EOL	3,000,000					3,000,000			-	3,000,000
88	5600 W/4500 S EOL	3,000,000					3,000,000			-	3,000,000
89	Meadowbrook Expansion	2,600,000					2,600,000			-	2,600,000
90	FR Business Plan									-	-
91	Layton FrontRunner Parking Garage	-								-	-
92	FR Snow Melt System Replacement	50,000								50,000	50,000
93	MSP220-5310	250,000		190,000				50,000		10,000	10,000
94	MSP221-5310	100,000		75,000				20,000		5,000	5,000
95	MSP222-5310	140,000		104,000				28,000		8,000	8,000
96	FY19/20 - 5310 Funds - SLWV	3,357,034		2,260,904				1,096,130		-	-
97	FY19/20 - 5310 Funds - O/L	1,884,227		1,296,929				587,298		-	-
98	FY19/20 - 5310 Funds - P/O	1,268,262		854,438				413,824		-	-
99	FY21/22 - 5310 Funds - SLWV									-	-
100	FY21/22 - 5310 Funds - O/L									-	-
101	FY21/22 - 5310 Funds - P/O									-	-
102	FY23/24 - 5310 Funds - SLWV									-	-
103	FY23/24 - 5310 Funds - O/L									-	-
104	FY23/24 - 5310 Funds - P/O									-	-
105	5310 Admin Funds	280,142		280,142						-	-
106	Capital Planning/Env Analysis	500,000								500,000	500,000
107	Mid-Valley Connector	3,000,000				1,800,000		1,200,000		-	-
108	FrontRunner Double Tracking	2,500,000				2,500,000				-	-
109	Green Line Reconfiguration	1,200,000						1,000,000		200,000	200,000
110	Central Corridor Transit	1,500,000		1,398,450						101,550	101,550
111	Warm Springs upgrades/exp	1,738,000	1,738,000							-	1,738,000
112	Gap filler on FR stations	1,000,000								1,000,000	1,000,000
113	Historic Utah Southern Rail Trail									-	-
114	Mt Ogden Admin Bldg expansion	235,000								235,000	235,000
115	Tooele Bus Facility	967,751		967,751						-	-
116	Clearfield FR Station Trail	1,739,817		1,650,000						89,817	89,817
117	Operator Shack at Univ Med EOL	175,000								175,000	175,000
118	Provo-Orem BRT	3,010,967	3,010,967							-	3,010,967
119	Sandy Parking Structure	4,204,174		300,000				2,484,253		1,419,921	1,419,921
120	MOW Building - OK	350,000								350,000	350,000
121	New FLHQ Space Planning	45,000								45,000	45,000
122	Light Rail Seat Replacement	4,154,000								4,154,000	4,154,000
123	5310 Ogden/Layton Funds	60,000		60,000						-	-
124	Passenger Info Improvements	1,459,743		1,361,000						98,743	98,743
125	Capital Contingency	2,000,000								2,000,000	2,000,000
	Total Capital Development Projects	176,880,521	41,759,480	73,560,288	-	9,214,417	12,300,000	24,533,340	-	15,512,996	69,572,476
	Total Overall Capital Budget	255,618,785	51,259,480	75,792,972	28,305,720	9,214,417	18,990,210	24,533,340	-	47,522,646	146,078,056
	Summary by Category	2021 Proposed Budget	Bonds	Grants	Lease	State Funding	SL Cnty 4th Qtr	Local Partners	UTA Other	Total UTA Funds	
	Information Technology	16,060,000	-	1,172,000	10,300,000	-	-	-		4,588,000	14,888,000
	Safety & Security	1,046,000	-	274,000	-	-	-	-		772,000	772,000
	Revenue Service Vehicles & white fleet	22,558,619	3,000,000	-	18,005,720	-	-	-		1,552,899	22,558,619
	Vehicles - Rehab/Repair	12,798,645	-	786,684	-	-	6,690,210	-		5,321,751	12,011,961
	Facilities Maintenance	2,650,000	-	-	-	-	-	-		2,650,000	2,650,000
	Rail Maintenance Projects	23,625,000	6,500,000	-	-	-	-	-		17,125,000	23,625,000
	Airport LRT	7,000,000	7,000,000	-	-	-	-	-		-	7,000,000
	Depot District	32,400,124	19,000,000	9,900,124	-	2,500,000	1,000,000	-		-	20,000,000
	Ogden/Weber BRT	52,580,513	1,630,513	42,500,000	-	2,200,000	-	6,250,000		-	1,630,513
	TIGER First/Last Mile Projects	13,170,900	-	5,200,903	-	-	-	7,889,380		80,617	80,617
	Northern Utah Cnty Dbl Track	9,000,000	9,000,000	-	-	-	-	-		-	9,000,000
	Midvalley BRT	3,000,000	-	-	-	1,800,000	-	1,200,000		-	-
	Davis-SLC Connector	300,000	300,000	-	-	-	-	-		-	300,000
	Other Capital Projects	59,428,984	4,828,967	15,959,261	-	2,714,417	11,300,000	9,193,960	-	15,432,379	31,561,346
	Total Overall Capital Budget	255,618,785	51,259,480	75,792,972	28,305,720	9,214,417	18,990,210	24,533,340	-	47,522,646	146,078,056

	Rail Systems Total	12,625,000	9,500,000	-	-	-	-	-	3,125,000	12,625,000
	Total Asset Management	68,963,938	11,750,000	7,303,399	23,492,167	-	7,181,775	-	19,236,597	61,660,539
	Capital Development Projects	2022 Proposed Budget	Bonds	Grants	Lease	State Funding	SL Cnty 4th Qtr	Local Partners	UTA Other	Total UTA Funds
63	Airport Station Relocation	-							-	-
64	3300/3500 South MAX Exp/Optimization								-	-
65	Depot District	31,200,000	25,000,000	3,700,000		2,500,000			-	25,000,000
66	Ogden/Weber State University BRT	37,029,004	4,800,000	30,000,000		2,229,004			-	4,800,000
67	TIGER Program of Projects	1,655,000		1,050,000				605,000	-	-
68	Box Elder Right of Way Preservation	4,000,000							4,000,000	4,000,000
69	Weber Cnty CR ROW Preservation	3,000,000							3,000,000	3,000,000
70	Signal Pre-emption Projects w/UDOT	250,000						250,000	-	-
71	Queue Cutter Projects with UDOT	250,000						250,000	-	-
72	Point of Mountain AA/EIS	3,000,000		1,000,000		1,500,000			500,000	500,000
73	Office Equipment Reserve	100,000							100,000	100,000
74	Positive Train Control	801,808							801,808	801,808
75	Northern Utah County Double Track	-							-	-
76	Bus Stop Imp System-Wide ADA	1,000,000		800,000					200,000	200,000
77	Bus Stop Imp/signage - SL County	1,575,000					1,575,000		-	1,575,000
78	UTA ADA Bus Stop Imp Utah Cnty								-	-
79	Wayfinding Signage	1,250,000		200,000					1,050,000	1,050,000
80	Operator Restrooms System-Wide	750,000	150,000						600,000	750,000
81	Operator Restrooms - SL County								-	-
82	650 South Station	-							-	-
83	Davis-SLC Community Connector	7,500,000	4,000,000					3,500,000	-	4,000,000
84	Sharp-Tintic Rail Connection	6,479,832		5,724,593		601,499		40,551	113,189	113,189
85	North Temple EOL (SLC CMAQ grant)								-	-
86	U of U EOL								-	-
87	Fort Union EOL								-	-
88	5600 W/4500 S EOL								-	-
89	Meadowbrook Expansion								-	-
90	FR Business Plan								-	-
91	Layton FrontRunner Parking Garage	-							-	-
92	FR Snow Melt System Replacement	5,000,000							5,000,000	5,000,000
93	MSP220-5310								-	-
94	MSP221-5310								-	-
95	MSP222-5310								-	-
96	FY19/20 - 5310 Funds - SL/WV	479,576		322,986				156,590	-	-
97	FY19/20 - 5310 Funds - O/L	269,175		185,276				83,899	-	-
98	FY19/20 - 5310 Funds - P/O	181,180		122,063				59,117	-	-
99	FY21/22 - 5310 Funds - SL/WV	1,357,581		1,357,581					-	-
100	FY21/22 - 5310 Funds - O/L	778,753		778,753					-	-
101	FY21/22 - 5310 Funds - P/O	513,055		513,055					-	-
102	FY23/24 - 5310 Funds - SL/WV								-	-
103	FY23/24 - 5310 Funds - O/L								-	-
104	FY23/24 - 5310 Funds - P/O								-	-
105	5310 Admin Funds	294,522		294,522					-	-
106	Capital Planning/Env Analysis	500,000							500,000	500,000
107	Mid-Valley Connector	18,200,000				12,000,000		6,200,000	-	-
108	FrontRunner Double Tracking	25,000,000		15,000,000		10,000,000			-	-
109	Green Line Reconfiguration								-	-
110	Central Corridor Transit	1,500,000		1,398,450					101,550	101,550
111	Warm Springs upgrades/exp								-	-
112	Gap filler on FR stations								-	-
113	Historic Utah Southern Rail Trail								-	-
114	Mt Ogden Admin Bldg expansion								-	-
115	Tooele Bus Facility	-							-	-
116	Clearfield FR Station Trail								-	-
117	Operator Shack at Univ Med EOL								-	-
118	Provo-Orem BRT								-	-
119	Sandy Parking Structure								-	-
120	MOW Building - OK								-	-
121	New FLHQ Space Planning								-	-
122	Light Rail Seat Replacement								-	-
123	5310 Ogden/Layton Funds								-	-
124	Passenger Info Improvements								-	-
125	Capital Contingency	2,000,000							2,000,000	2,000,000
	Total Capital Development Projects	155,914,486	33,950,000	62,447,279	-	28,830,503	1,575,000	11,145,157	17,966,547	53,491,547
	Total Overall Capital Budget	230,138,424	45,700,000	69,750,678	23,492,167	28,830,503	8,756,775	11,145,157	42,463,144	120,412,086
	Summary by Category	2022 Proposed Budget	Bonds	Grants	Lease	State Funding	SL Cnty 4th Qtr	Local Partners	UTA Other	Total UTA Funds
	Information Technology	4,324,000	-	-	-	-	-	-	4,324,000	4,324,000
	Safety & Security	936,000	-	-	-	-	-	-	936,000	936,000
	Revenue Service Vehicles & white fleet	32,957,163	2,250,000	6,539,620	23,492,167	-	-	-	675,376	26,417,543
	Vehicles - Rehab/Repair	15,031,775	-	763,779	-	-	7,181,775	-	7,086,221	14,267,996
	Facilities Maintenance	3,600,000	-	-	-	-	-	-	3,600,000	3,600,000
	Rail Maintenance Projects	17,375,000	9,500,000	-	-	-	-	-	7,875,000	17,375,000
	Airport LRT	-	-	-	-	-	-	-	-	-
	Depot District	31,200,000	25,000,000	3,700,000	-	2,500,000	-	-	-	25,000,000
	Ogden/Weber BRT	37,029,004	4,800,000	30,000,000	-	2,229,004	-	-	-	4,800,000
	TIGER First/Last Mile Projects	1,655,000	-	1,050,000	-	-	-	605,000	-	-
	Northern Utah Cnty Dbl Track	-	-	-	-	-	-	-	-	-
	Midvalley BRT	18,200,000	-	-	-	12,000,000	-	6,200,000	-	-
	Davis-SLC Connector	7,500,000	4,000,000	-	-	-	-	3,500,000	-	4,000,000
	Other Capital Projects	60,330,482	150,000	27,697,279	-	12,101,499	1,575,000	840,157	17,966,547	19,691,547
	Total Overall Capital Budget	230,138,424	45,700,000	69,750,678	23,492,167	28,830,503	8,756,775	11,145,157	42,463,144	120,412,086

62	Red Light Signal Enforcement									
	Rail Systems Total	14,475,000	11,000,000	-	-	-	-	-	3,475,000	14,475,000
	Total Asset Management	91,099,068	14,000,000	12,389,620	43,510,173	-	7,699,275	-	13,500,000	78,709,448
	Capital Development Projects	2023 Proposed Budget	Bonds	Grants	Lease	State Funding	SL Cnty 4th Qtr	Local Partners	UTA Other	Total UTA Funds
63	Airport Station Relocation	-							-	-
64	3300/3500 South MAX Exp/Optimization								-	-
65	Depot District	2,500,000				2,500,000			-	-
66	Ogden/Weber State University BRT	5,202,996	729,546	4,473,450					-	729,546
67	TIGER Program of Projects	-							-	-
68	Box Elder Right of Way Preservation	2,000,000							2,000,000	2,000,000
69	Weber Cnty CR ROW Preservation	-							-	-
70	Signal Pre-emption Projects w/UDOT	-							-	-
71	Queue Cutter Projects with UDOT	-							-	-
72	Point of Mountain AA/EIS	3,000,000				2,500,000			500,000	500,000
73	Office Equipment Reserve	100,000							100,000	100,000
74	Positive Train Control	-							-	-
75	Northern Utah County Double Track	-							-	-
76	Bus Stop Imp System-Wide ADA	1,000,000		800,000					200,000	200,000
77	Bus Stop Imp/signage - SL County	1,653,750					1,653,750		-	1,653,750
78	UTA ADA Bus Stop Imp Utah Cnty								-	-
79	Wayfinding Signage	1,350,000		200,000					1,150,000	1,150,000
80	Operator Restrooms System-Wide	750,000	150,000	600,000					-	150,000
81	Operator Restrooms - SL County	-							-	-
82	650 South Station								-	-
83	Davis-SLC Community Connector	-		-				-	-	-
84	Sharp-Tintic Rail Connection	798,093		705,073		74,084		4,994	13,942	13,942
85	North Temple EOL (SLC CMAQ grant)	-							-	-
86	U of U EOL								-	-
87	Fort Union EOL								-	-
88	5600 W/4500 S EOL								-	-
89	Meadowbrook Expansion								-	-
90	FR Business Plan								-	-
91	Layton FrontRunner Parking Garage	4,700,000		2,000,000				2,700,000	-	-
92	FR Snow Melt System Replacement	4,000,000							4,000,000	4,000,000
93	MSP220-5310								-	-
94	MSP221-5310								-	-
95	MSP222-5310								-	-
96	FY19/20 - 5310 Funds - SL/WV								-	-
97	FY19/20 - 5310 Funds - O/L								-	-
98	FY19/20 - 5310 Funds - P/O								-	-
99	FY21/22 - 5310 Funds - SL/WV								-	-
100	FY21/22 - 5310 Funds - O/L								-	-
101	FY21/22 - 5310 Funds - P/O								-	-
102	FY23/24 - 5310 Funds - SL/WV								-	-
103	FY23/24 - 5310 Funds - O/L								-	-
104	FY23/24 - 5310 Funds - P/O								-	-
105	5310 Admin Funds	306,420		306,420					-	-
106	Capital Planning/Env Analysis	500,000							500,000	500,000
107	Mid-Valley Connector	48,000,000		39,000,000		9,000,000			-	-
108	FrontRunner Double Tracking	12,500,000		5,000,000		7,500,000			-	-
109	Green Line Reconfiguration								-	-
110	Central Corridor Transit								-	-
111	Warm Springs upgrades/exp								-	-
112	Gap filler on FR stations								-	-
113	Historic Utah Southern Rail Trail								-	-
114	Mt Ogden Admin Bldg expansion								-	-
115	Tooele Bus Facility								-	-
116	Clearfield FR Station Trail								-	-
117	Operator Shack at Univ Med EOL								-	-
118	Provo-Orem BRT								-	-
119	Sandy Parking Structure								-	-
120	MOW Building - OK								-	-
121	New FLHQ Space Planning								-	-
122	Light Rail Seat Replacement								-	-
123	5310 Ogden/Layton Funds								-	-
124	Passenger Info Improvements								-	-
125	Capital Contingency	2,000,000							2,000,000	2,000,000
	Total Capital Development Projects	90,361,259	879,546	53,084,943	-	21,574,084	1,653,750	2,704,994	10,463,942	12,997,238
	Total Overall Capital Budget	187,990,327	14,879,546	65,474,563	45,510,173	21,574,084	9,353,025	2,704,994	28,493,942	98,236,686
	Summary by Category	2023 Proposed Budget	Bonds	Grants	Lease	State Funding	SL Cnty 4th Qtr	Local Partners	UTA Other	Total UTA Funds
	Information Technology	5,774,000	-	-	2,000,000	-	-	-	3,774,000	5,774,000
	Safety & Security	756,000	-	-	-	-	-	-	756,000	756,000
	Revenue Service Vehicles & white fleet	56,299,793	3,000,000	9,039,620	43,510,173	-	-	-	750,000	47,260,173
	Vehicles - Rehab/Repair	13,899,275	-	3,350,000	-	-	7,699,275	-	2,850,000	10,549,275
	Facilities Maintenance	2,350,000	-	-	-	-	-	-	2,350,000	2,350,000
	Rail Maintenance Projects	18,550,000	11,000,000	-	-	-	-	-	7,550,000	18,550,000
	Airport LRT	-	-	-	-	-	-	-	-	-
	Depot District	2,500,000	-	-	-	2,500,000	-	-	-	-
	Ogden/Weber BRT	5,202,996	729,546	4,473,450	-	-	-	-	-	729,546
	TIGER First/Last Mile Projects	-	-	-	-	-	-	-	-	-
	Northern Utah Cnty Dbl Track	-	-	-	-	-	-	-	-	-
	Midvalley BRT	48,000,000	-	39,000,000	-	9,000,000	-	-	-	-
	Davis-SLC Connector	-	-	-	-	-	-	-	-	-
	Other Capital Projects	34,658,263	150,000	9,611,493	-	10,074,084	1,653,750	2,704,994	10,463,942	12,267,692
	Total Overall Capital Budget	187,990,327	14,879,546	65,474,563	45,510,173	21,574,084	9,353,025	2,704,994	28,493,942	98,236,686

62	Red Light Signal Enforcement									-	-
	Rail Systems Total	13,662,500	11,000,000	-	-	-	-	-	-	2,662,500	13,662,500
	Total Asset Management	89,896,482	12,500,000	2,400,000	54,798,832	-	8,103,375	-	-	12,094,275	87,496,482
	Capital Development Projects	2024 Proposed Budget	Bonds	Grants	Lease	State Funding	SL Cnty 4th Qtr	Local Partners	UTA Other	Total UTA Funds	
63	Airport Station Relocation	-								-	-
64	3300/3500 South MAX Exp/Optimization	-								-	-
65	Depot District	-								-	-
66	Ogden/Weber State University BRT	-								-	-
67	TIGER Program of Projects	-								-	-
68	Box Elder Right of Way Preservation	2,000,000								2,000,000	2,000,000
69	Weber Cnty CR ROW Preservation	-								-	-
70	Signal Pre-emption Projects w/UDOT	-								-	-
71	Queue Cutter Projects with UDOT	-								-	-
72	Point of Mountain AA/EIS	-								-	-
73	Office Equipment Reserve	100,000								100,000	100,000
74	Positive Train Control	-								-	-
75	Northern Utah County Double Track	-								-	-
76	Bus Stop Imp System-Wide ADA	1,000,000		800,000						200,000	200,000
77	Bus Stop Imp/signage - SL County	1,736,438					1,736,438			-	1,736,438
78	UTA ADA Bus Stop Imp Utah Cnty	364,261		339,600						24,661	24,661
79	Wayfinding Signage	1,500,000		200,000						1,300,000	1,300,000
80	Operator Restrooms System-Wide	750,000	150,000	600,000						-	150,000
81	Operator Restrooms - SL County	-								-	-
82	650 South Station	-								-	-
83	Davis-SLC Community Connector	100,000,000	10,000,000	70,000,000				20,000,000		-	10,000,000
84	Sharp-Tintic Rail Connection	-								-	-
85	North Temple EOL (SLC CMAQ grant)	-								-	-
86	U of U EOL									-	-
87	Fort Union EOL									-	-
88	5600 W/4500 S EOL									-	-
89	Meadowbrook Expansion									-	-
90	FR Business Plan									-	-
91	Layton FrontRunner Parking Garage	-								-	-
92	FR Snow Melt System Replacement									-	-
93	MSP220-5310									-	-
94	MSP221-5310									-	-
95	MSP222-5310									-	-
96	FY19/20 - 5310 Funds - SL/WV									-	-
97	FY19/20 - 5310 Funds - O/L									-	-
98	FY19/20 - 5310 Funds - P/O									-	-
99	FY21/22 - 5310 Funds - SL/WV									-	-
100	FY21/22 - 5310 Funds - O/L									-	-
101	FY21/22 - 5310 Funds - P/O									-	-
102	FY23/24 - 5310 Funds - SL/WV	1,412,427		1,412,427						-	-
103	FY23/24 - 5310 Funds - O/L	810,215		810,215						-	-
104	FY23/24 - 5310 Funds - P/O	533,782		533,782						-	-
105	5310 Admin Funds									-	-
106	Capital Planning/Env Analysis	500,000								500,000	500,000
107	Mid-Valley Connector	10,000,000		10,000,000						-	-
108	FrontRunner Double Tracking									-	-
109	Green Line Reconfiguration									-	-
110	Central Corridor Transit									-	-
111	Warm Springs upgrades/exp	8,923,000	8,923,000							-	8,923,000
112	Gap filler on FR stations									-	-
113	Historic Utah Southern Rail Trail	300,000		279,690				20,310		-	-
114	Mt Ogden Admin Bldg expansion									-	-
115	Tooele Bus Facility									-	-
116	Clearfield FR Station Trail									-	-
117	Operator Shack at Univ Med EOL									-	-
118	Provo-Orem BRT									-	-
119	Sandy Parking Structure									-	-
120	MOW Building - OK									-	-
121	New FLHQ Space Planning									-	-
122	Light Rail Seat Replacement									-	-
123	5310 Ogden/Layton Funds									-	-
124	Passenger Info Improvements									-	-
125	Capital Contingency	2,000,000								2,000,000	2,000,000
	Total Capital Development Projects	131,930,123	19,073,000	84,975,714	-	-	1,736,438	20,020,310	-	6,124,661	26,934,099
	Total Overall Capital Budget	233,575,605	31,573,000	87,375,714	62,798,832	-	9,839,813	20,020,310	-	21,967,936	126,179,581
	Summary by Category	2024 Proposed Budget	Bonds	Grants	Lease	State Funding	SL Cnty 4th Qtr	Local Partners	UTA Other	Total UTA Funds	
	Information Technology	10,993,000	-	-	8,000,000	-	-	-		2,993,000	10,993,000
	Safety & Security	756,000	-	-	-	-	-	-		756,000	756,000
	Revenue Service Vehicles & white fleet	56,648,832	1,500,000	-	54,798,832	-	-	-		350,000	56,648,832
	Vehicles - Rehab/Repair	13,685,150	-	2,400,000	-	-	8,103,375	-		3,181,775	11,285,150
	Facilities Maintenance	2,600,000	-	-	-	-	-	-		2,600,000	2,600,000
	Rail Maintenance Projects	16,962,500	11,000,000	-	-	-	-	-		5,962,500	16,962,500
	Airport LRT	-	-	-	-	-	-	-		-	-
	Depot District	-	-	-	-	-	-	-		-	-
	Ogden/Weber BRT	-	-	-	-	-	-	-		-	-
	TIGER First/Last Mile Projects	-	-	-	-	-	-	-		-	-
	Northern Utah Cnty Dbl Track	-	-	-	-	-	-	-		-	-
	Midvalley BRT	10,000,000	-	10,000,000	-	-	-	-		-	-
	Davis-SLC Connector	100,000,000	10,000,000	70,000,000	-	-	-	20,000,000		-	10,000,000
	Other Capital Projects	21,930,123	9,073,000	4,975,714	-	-	1,736,438	20,310		6,124,661	16,934,099
	Total Overall Capital Budget	233,575,605	31,573,000	87,375,714	62,798,832	-	9,839,813	20,020,310	-	21,967,936	126,179,581

	Rail Systems Total	10,962,500	500,000	-	-	-	-	-	10,462,500	10,962,500
	Total Asset Management	93,744,275	8,000,000	2,400,000	48,200,000	-	8,103,375	-	27,040,900	91,344,275
	Capital Development Projects	2025 Proposed Budget	Bonds	Grants	Lease	State Funding	SLCnty 4th Qtr	Local Partners	UTA Other	Total UTA Funds
63	Airport Station Relocation								-	-
64	3300/3500 South MAX Exp/Optimization	-							-	-
65	Depot District	-							-	-
66	Ogden/Weber State University BRT	-							-	-
67	TIGER Program of Projects	-							-	-
68	Box Elder Right of Way Preservation	-							-	-
69	Weber Cnty CR ROW Preservation	-							-	-
70	Signal Pre-emption Projects w/UDOT	-							-	-
71	Queue Cutter Projects with UDOT	-							-	-
72	Point of Mountain AA/EIS	-							-	-
73	Office Equipment Reserve	100,000.00							100,000	100,000.00
74	Positive Train Control	-							-	-
75	Northern Utah County Double Track	-							-	-
76	Bus Stop Imp System-Wide ADA	-							-	-
77	Bus Stop Imp/signage - SL County	1736439					1,736,439		0	1736439
78	UTA ADA Bus Stop Imp Utah Cnty	-							-	0
79	Wayfinding Signage	-							0	0
80	Operator Restrooms System-Wide	-							0	0
81	Operator Restrooms - SL County	-							0	0
82	650 South Station	-							0	0
83	Davis-SLC Community Connector	-							0	0
84	Sharp-Tintic Rail Connection	-							0	0
85	North Temple EOL (SLC CMAQ grant)	3,936,600		2,270,092				1,666,508	-	-
86	U of U EOL	-							0	0
87	Fort Union EOL	-							0	0
88	5600 W/4500 S EOL	-							0	0
89	Meadowbrook Expansion	-							0	0
90	FR Business Plan	-							0	0
91	Layton FrontRunner Parking Garage	0							0	0
92	FR Snow Melt System Replacement	0							0	0
93	MSP220-5310	-							-	-
94	MSP221-5310	-							-	-
95	MSP222-5310	-							-	-
96	FY19/20 - 5310 Funds - SLWV	-							-	-
97	FY19/20 - 5310 Funds - O/L	-							-	-
98	FY19/20 - 5310 Funds - P/O	-							-	-
99	FY21/22 - 5310 Funds - SLWV	-							-	-
100	FY21/22 - 5310 Funds - O/L	-							-	-
101	FY21/22 - 5310 Funds - P/O	-							-	-
102	FY23/24 - 5310 Funds - SLWV	-							-	-
103	FY23/24 - 5310 Funds - O/L	-							-	-
104	FY23/24 - 5310 Funds - P/O	-							-	-
105	5310 Admin Funds	-							-	-
106	Capital Planning/Env Analysis	500,000							500,000	500,000
107	Mid-Valley Connector	-							-	0
108	FrontRunner Double Tracking	-							-	0
109	Green Line Reconfiguration	-							-	0
110	Central Corridor Transit	-							-	0
111	Warm Springs upgrades/exp	-							-	0
112	Gap filler on FR stations	-							-	0
113	Historic Utah Southern Rail Trail	-							-	0
114	Mt Ogden Admin Bldg expansion	-							-	0
115	Tooele Bus Facility	-							-	0
116	Clearfield FR Station Trail	-							-	0
117	Operator Shack at Univ Med EOL	-							-	0
118	Provo-Orem BRT	-							-	0
119	Sandy Parking Structure	-							-	0
120	MOW Building - OK	-							-	0
121	New FLHQ Space Planning	-							-	0
122	Light Rail Seat Replacement	-							-	0
123	5310 Ogden/Layton Funds	-							-	0
124	Passenger Info Improvements	-							-	0
125	Capital Contingency	2,000,000							2,000,000	2,000,000
	Total Capital Development Projects	8,273,039	-	2,270,092	-	-	1,736,439	1,666,508	2,600,000	4,336,439
	Total Overall Capital Budget	105,432,314	8,000,000	4,670,092	48,700,000	-	9,839,814	1,666,508	32,555,900	99,095,714
	Summary by Category	2025 Proposed Budget	Bonds	Grants	Lease	State Funding	SLCnty 4th Qtr	Local Partners	UTA Other	Total UTA Funds
	Information Technology	2,715,000	-	-	500,000	-	-	-	2,215,000	2,715,000
	Safety & Security	700,000	-	-	-	-	-	-	700,000	700,000
	Revenue Service Vehicles & white fleet	56,200,000	7,500,000	-	48,200,000	-	-	-	500,000	56,200,000
	Vehicles - Rehab/Repair	15,581,775	-	2,400,000	-	-	8,103,375	-	5,078,400	13,181,775
	Facilities Maintenance	4,350,000	-	-	-	-	-	-	4,350,000	4,350,000
	Rail Maintenance Projects	17,612,500	500,000	-	-	-	-	-	17,112,500	17,612,500
	Airport LRT	-	-	-	-	-	-	-	-	-
	Depot District	-	-	-	-	-	-	-	-	-
	Ogden/Weber BRT	-	-	-	-	-	-	-	-	-
	TIGER First/Last Mile Projects	-	-	-	-	-	-	-	-	-
	Northern Utah Cnty Dbl Track	-	-	-	-	-	-	-	-	-
	Midvalley BRT	-	-	-	-	-	-	-	-	-
	Davis-SLC Connector	-	-	-	-	-	-	-	-	-
	Other Capital Projects	8,273,039	-	2,270,092	-	-	1,736,439	1,666,508	2,600,000	4,336,439
	Total Overall Capital Budget	105,432,314	8,000,000	4,670,092	48,700,000	-	9,839,814	1,666,508	32,555,900	99,095,714

	Rail Systems Total	65,200,000	38,500,000	-	-	-	-	-	26,700,000	65,200,000
	Total Asset Management	405,336,027	55,750,000	25,279,703	188,006,892	-	37,778,010	-	98,521,422	380,056,324
	Capital Development Projects	5-Year Proposed Budget	Total 5-yr Bond	Total 5-yr Grant	Total 5-yr Lease	Total 5-yr State	Total 5-yr SLCnty	Total 5-yr Local	Total 5-yr UTA Other	Total 5-yr UTA Funds
63	Airport Station Relocation	7,000,000	7,000,000	-	-	-	-	-	-	7,000,000
64	3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-	-
65	Depot District	66,100,124	44,000,000	13,600,124	-	7,500,000	1,000,000	-	-	45,000,000
66	Ogden/Weber State University BRT	94,812,513	7,160,059	76,973,450	-	4,429,004	-	6,250,000	-	7,160,059
67	TIGER Program of Projects	14,825,900	-	6,250,903	-	-	-	8,494,380	80,617	80,617
68	Box Elder Right of Way Preservation	9,000,000	-	-	-	-	-	-	9,000,000	9,000,000
69	Weber Cnty CR ROW Preservation	4,000,000	-	-	-	-	-	1,000,000	3,000,000	3,000,000
70	Signal Pre-emption Projects w/UDOT	500,000	-	-	-	-	-	500,000	-	-
71	Queue Cutter Projects with UDOT	500,000	-	-	-	-	-	500,000	-	-
72	Point of Mountain AA/EIS	8,500,000	-	3,000,000	-	4,000,000	-	-	1,500,000	1,500,000
73	Office Equipment Reserve	500,000	-	-	-	-	-	-	500,000	500,000
74	Positive Train Control	3,301,808	-	-	-	-	-	-	3,301,808	3,301,808
75	Northern Utah County Double Track	9,000,000	9,000,000	-	-	-	-	-	-	9,000,000
76	Bus Stop Imp System-Wide ADA	4,000,000	-	3,200,000	-	-	-	-	800,000	800,000
77	Bus Stop Imp/signage - SL County	9,201,627	-	-	-	-	9,201,627	-	0	9,201,627
78	UTA ADA Bus Stop Imp Utah Cnty	364,261	-	339,600	-	-	-	-	24,661	24,661
79	Wayfinding Signage	4,750,000	-	600,000	-	-	-	-	4,150,000	4,150,000
80	Operator Restrooms System-Wide	2,650,000	530,000	1,520,000	-	-	-	-	600,000	1,130,000
81	Operator Restrooms - SL County	200,000	-	-	-	-	200,000	-	-	200,000
82	650 South Station	2,000,000	-	-	-	-	-	2,000,000	-	-
83	Davis-SLC Community Connector	107,800,000	14,300,000	70,000,000	-	-	-	23,500,000	-	14,300,000
84	Sharp-Tintic Rail Connection	9,587,792	-	8,470,313	-	890,000	-	60,000	167,480	167,480
85	North Temple EOL (SLC CMAQ grant)	3,936,600	-	2,270,092	-	-	-	1,666,508	-	-
86	U of U EOL	-	-	-	-	-	-	-	-	-
87	Fort Union EOL	3,000,000	-	-	-	-	3,000,000	-	-	3,000,000
88	5600 W/4500 S EOL	3,000,000	-	-	-	-	3,000,000	-	-	3,000,000
89	Meadowbrook Expansion	2,600,000	-	-	-	-	2,600,000	-	-	2,600,000
90	FR Business Plan	-	-	-	-	-	-	-	-	-
91	Layton FrontRunner Parking Garage	4,700,000	-	2,000,000	-	-	-	2,700,000	-	-
92	FR Snow Melt System Replacement	9,050,000	-	-	-	-	-	-	9,050,000	9,050,000
93	MSP220-5310	250,000	-	190,000	-	-	-	50,000	10,000	10,000
94	MSP221-5310	100,000	-	75,000	-	-	-	20,000	5,000	5,000
95	MSP222-5310	140,000	-	104,000	-	-	-	28,000	8,000	8,000
96	FY19/20 - 5310 Funds - SLWV	3,836,610	-	2,583,890	-	-	-	1,252,720	-	-
97	FY19/20 - 5310 Funds - O/L	2,153,402	-	1,482,205	-	-	-	671,197	-	-
98	FY19/20 - 5310 Funds - P/O	1,449,442	-	976,501	-	-	-	472,941	-	-
99	FY21/22 - 5310 Funds - SLWV	1,357,581	-	1,357,581	-	-	-	-	-	-
100	FY21/22 - 5310 Funds - O/L	778,753	-	778,753	-	-	-	-	-	-
101	FY21/22 - 5310 Funds - P/O	513,055	-	513,055	-	-	-	-	-	-
102	FY23/24 - 5310 Funds - SLWV	1,412,427	-	1,412,427	-	-	-	-	-	-
103	FY23/24 - 5310 Funds - O/L	810,215	-	810,215	-	-	-	-	-	-
104	FY23/24 - 5310 Funds - P/O	533,782	-	533,782	-	-	-	-	-	-
105	5310 Admin Funds	881,084	-	881,084	-	-	-	-	-	-
106	Capital Planning/Env Analysis	2,500,000	-	-	-	-	-	-	2,500,000	2,500,000
107	Mid-Valley Connector	79,200,000	-	49,000,000	-	22,800,000	-	7,400,000	-	-
108	FrontRunner Double Tracking	40,000,000	-	20,000,000	-	20,000,000	-	-	-	-
109	Green Line Reconfiguration	1,200,000	-	-	-	-	-	1,000,000	200,000	200,000
110	Central Corridor Transit	3,000,000	-	2,796,900	-	-	-	-	203,100	203,100
111	Warm Springs upgrades/exp	10,661,000	10,661,000	-	-	-	-	-	-	10,661,000
112	Gap filler on FR stations	1,000,000	-	-	-	-	-	-	1,000,000	1,000,000
113	Historic Utah Southern Rail Trail	300,000	-	279,690	-	-	-	20,310	-	-
114	Mt Ogden Admin Bldg expansion	235,000	-	-	-	-	-	-	235,000	235,000
115	Tooele Bus Facility	967,751	-	967,751	-	-	-	-	-	-
116	Clearfield FR Station Trail	1,739,817	-	1,650,000	-	-	-	-	89,817	89,817
117	Operator Shack at Univ Med EOL	175,000	-	-	-	-	-	-	175,000	175,000
118	Provo-Orem BRT	3,010,967	3,010,967	-	-	-	-	-	-	3,010,967
119	Sandy Parking Structure	4,204,174	-	300,000	-	-	-	2,484,253	1,419,921	1,419,921
120	MOW Building - OK	350,000	-	-	-	-	-	-	350,000	350,000
121	New FLHQ Space Planning	45,000	-	-	-	-	-	-	45,000	45,000
122	Light Rail Seat Replacement	4,154,000	-	-	-	-	-	-	4,154,000	4,154,000
123	5310 Ogden/Layton Funds	60,000	-	-	-	-	-	-	-	-
124	Passenger Info Improvements	1,459,743	-	1,361,000	-	-	-	-	98,743	98,743
125	Capital Contingency	10,000,000	-	-	-	-	-	-	10,000,000	10,000,000
	Total Capital Development Projects	563,359,428	95,662,026	276,278,316	-	59,619,004	19,001,627	60,070,309	52,668,147	167,331,800
	Total Overall Capital Budget	1,012,755,455	151,412,026	303,004,019	208,806,892	59,619,004	56,779,637	60,070,309	173,003,569	590,002,124
	Summary by Category	5-Year Proposed Budget	Total 5-yr Bond	Total 5-yr Grant	Total 5-yr Lease	Total 5-yr State	Total 5-yr SLCnty	Total 5-yr Local	Total 5-yr UTA Other	Total 5-yr UTA Funds
	Information Technology	39,866,000	-	1,172,000	20,800,000	-	-	-	17,894,000	38,694,000
	Safety & Security	4,194,000	-	274,000	-	-	-	-	3,920,000	3,920,000
	Revenue Service Vehicles & white fleet	224,664,407	17,250,000	15,579,240	188,006,892	-	-	-	3,828,275	209,085,167
	Vehicles - Rehab/Repair	70,996,620	-	9,700,463	-	-	37,778,010	-	23,518,147	61,296,157
	Facilities Maintenance	15,550,000	-	-	-	-	-	-	15,550,000	15,550,000
	Rail Maintenance Projects	94,125,000	38,500,000	-	-	-	-	-	55,625,000	94,125,000
	Airport LRT	7,000,000	7,000,000	-	-	-	-	-	-	7,000,000
	Depot District	66,100,124	44,000,000	13,600,124	-	7,500,000	1,000,000	-	-	45,000,000
	Ogden/Weber BRT	94,812,513	7,160,059	76,973,450	-	4,429,004	-	6,250,000	-	7,160,059
	TIGER First/Last Mile Projects	14,825,900	-	6,250,903	-	-	-	8,494,380	80,617	80,617
	Northern Utah Cnty Dbl Track	9,000,000	9,000,000	-	-	-	-	-	-	9,000,000
	Midvalley BRT	79,200,000	-	49,000,000	-	22,800,000	-	7,400,000	-	-
	Davis-SLC Connector	107,800,000	14,300,000	70,000,000	-	-	-	23,500,000	-	14,300,000
	Other Capital Projects	184,620,891	14,201,967	60,453,839	-	24,890,000	18,001,627	14,425,929	52,587,530	84,791,124
	Total Overall Capital Budget	1,012,755,455	151,412,026	303,004,019	208,806,892	59,619,004	56,779,637	60,070,309	173,003,569	590,002,124

NOVEMBER 18, 2020: 5-YEAR CAPITAL PLAN UPDATE

Project	Sept 16 ¹ 2021 Budget	Revised 2021 Budget	Variance 2021	Sept 16 ¹ 5-Year Plan 2021-2025	Revised 5-Year Plan 2021-2025	Variance 5-Year Plan 2021-2025
PROJECT REVISIONS						
Suicide Prevention	\$0	\$280,000	\$280,000	\$0	\$280,000	\$280,000
Rail Rehab/ Replacement	7,450,000	7,250,000	(200,000)	15,775,000	15,575,000	(200,000)
20 Electric Buses - VW	14,200,000	-	(14,200,000)	27,079,240	27,079,240	-
Stray Current Mitigation	700,000	525,000	(175,000)	2,500,000	2,500,000	-
Midvalley BRT	27,905,000	3,000,000	(24,905,000)	44,483,000	79,200,000	34,717,000
Subtotal	\$50,255,000	\$11,055,000	(\$39,200,000)	\$89,837,240	\$124,634,240	\$34,797,000
CARRY FORWARD ADJUSTMENTS						
Tooele Bus Facility	\$0	\$967,751	\$967,751	\$0	\$967,751	\$967,751
Clearfield FR Station Trail	-	1,739,817	1,739,817	-	1,739,817	1,739,817
Operator Shack at Univ Med EOL	-	175,000	175,000	-	175,000	175,000
Provo-Orem BRT	-	3,010,967	3,010,967	-	3,010,967	3,010,967
Sandy Parking Structure	-	4,204,174	4,204,174	-	4,204,174	4,204,174
MOW Building	-	350,000	350,000	-	350,000	350,000
New FLHQ Space Planning	-	45,000	45,000	-	45,000	45,000
Light Rail Seat Replacement	-	4,154,000	4,154,000	-	4,154,000	4,154,000
5310 Ogden/Layton Funds	-	60,000	60,000	-	60,000	60,000
Passenger Info Improvements	-	1,459,743	1,459,743	-	1,459,743	1,459,743
Subtotal ²	\$0	\$16,166,452	\$16,166,452	\$0	\$16,166,452	\$16,166,452
TOTAL CHANGES	\$50,255,000	\$27,221,452	(\$23,033,548)	\$89,837,240	\$140,800,692	\$50,963,452

Notes:

¹ Local Advisory Council reviewed and recommended approval of the 5 Year Capital Plan on Sep 16, 2020

² Amendment #3 to the Capital budget reduced the 2020 Capital budget by \$16,156,452 to accommodate the movement of this budget authority to 2021. The Board approved Amendment #3 at its October 28 meeting.



MEETING MEMO

TO: Utah Transit Authority Board of Trustees
THROUGH: Carolyn Gonot, Executive Director
FROM: Bill Greene, Chief Financial Officer
PRESENTER(S): Bill Greene, Chief Financial Officer

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	Agency 2021 Tentative Budget
AGENDA ITEM TYPE:	Consultation
RECOMMENDATION:	Review the Tentative 2021 Budget and provide advice to the Board of Trustees.
BACKGROUND:	<p>On September 16, 2020, the Local Advisory Council received, as part of the Board of Trustees report, a brief introduction to the 2021 budget development process and timeline. During this same meeting the Advisory Council had an opportunity to review, discuss and approve the proposed five-year Capital plan for 2021-2025. (AR2020-09-01) Since that presentation, UTA has made some updates to the capital plan, specifically shifting dollars from 2021 to future years to reflect current estimated cash flow. You will see those changes reflected in the materials today.</p> <p>Carolyn Gonot and her Executive team had four key budget strategies guiding the development of the 2021 budget.</p> <ol style="list-style-type: none">1. Continue to be fiscally responsible with UTA funds.2. Find ways to react to and plan for regional recovery from the COVID-19 pandemic.3. Maintain August 2020 baseline service levels (91 percent of pre-COVID-19 service)4. Centralize budgets to improve clarity, ownership and reorganize and restructure within current resources to create efficiencies and help achieve UTA's mission and vision. <p>UTA has updated revenue and expense assumptions with these strategies in mind and worked with the Board of Trustees to finalize the Tentative 2021 Budget, which the Board of Trustees approved at their November 4th, 2020 meeting.</p> <p>The public hearing period for the budget runs through December 11th, 2020. On November 10th, the Board of Trustees held a virtual open house and on November 11th, the Board of Trustees will conduct a budget open house and public hearing on the 2021 Tentative Budget.</p>

DISCUSSION:

Agency staff will provide an overview of the 2021 Tentative Budget to the Local Advisory Council at their meeting on November 18th and ask for their input and advice prior to submitting a final budget to the Board of Trustees for approval in December. Summary information about the 2021 Tentative Budget is provided in the tables on the next page and in more detail in the 2021 Tentative Budget Document attached.

**UTAH TRANSIT AUTHORITY
2021 TENTATIVE OPERATING BUDGET
October 30, 2020**

<u>Revenue</u>	2021 Tentative Budget
1 Sales Tax	\$ 364,088,000
2 Federal Preventative Maintenance	70,507,000
3 Passenger Revenue	31,979,000
4 Advertising	1,363,000
5 Investment Income	4,649,000
6 Other Revenues	10,822,000
7 CARES Act Funding	101,000,000
8 Total Revenue	584,408,000
<u>Operating Expense</u>	
9 Bus	107,925,000
10 Commuter Rail	28,921,000
11 Light Rail	55,405,000
12 Paratransit Service	24,112,000
13 Rideshare/Vanpool	3,645,000
14 Operations Support	53,454,000
15 Administration	40,113,000
16 Planning/Capital Support	6,393,000
17 Non-Departmental	6,562,000
18 Total Operating Expense	326,530,000
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>	
19 Principal and Interest	143,775,000
20 Contribution to Reserves	3,997,000
21 Contribution to Capital	110,106,000
22 Total Debt Service and Reserves	257,878,000
23 Total Expense	\$ 584,408,000

**UTAH TRANSIT AUTHORITY
2021 TENTATIVE CAPITAL BUDGET - SUMMARY
October 30, 2020**

<u>Funding Sources</u>	2021 Tentative Budget
24 UTA Current Year Funding	\$ 128,073,000
25 Grants	75,793,000
26 Local Partner Contributions	24,533,000
27 State Contribution	9,214,000
28 Leasing	18,006,000
29 Total Funding Sources	255,619,000
<u>Expense</u>	
30 Depot District	32,400,000
31 Ogden/Weber BRT	52,581,000
32 Airport Station Relocation	7,000,000
33 State of Good Repair	78,738,000
34 Other Capital Projects	84,900,000
35 Total Expense	\$ 255,619,000

	The 2021 Final Budget will be reviewed at the December 9, 2021 Board of Trustees meeting with adoption scheduled for the December 16, 2020 Board of Trustees meeting.
ALTERNATIVES:	The Advisory Council, along with other stakeholders and public are encouraged to provide input and advice throughout the public comment period that ends on December 11, 2020. Advice of the Council and others will be taken into consideration by the Board of Trustees as they direct and review a final budget for approval on December 16 th .
FISCAL IMPACT:	The 2021 Tentative Budget is accounted for in the Agency's long-range Transit Financial Plan.
ATTACHMENTS:	1) 2021 Tentative Budget Document

Utah Transit Authority

Tentative Budget Document 2021



Message from Executive Director



The 2021 UTA operating budget and the five-year capital plan reflect UTA's response to the COVID-19 pandemic and provide essential transit services to support the regional recovery. I am extremely proud of our employees who have risen to the challenge of these difficult times and deliver critical service for those that rely on transit most. I thank the front-line operators, maintenance workers and support staff that demonstrate incredible commitment, ingenuity and dedication to our customers and the ongoing care of our system.

In April 2020, UTA took decisive action to cut our service levels in half as ridership dropped 70 percent systemwide. The modified service plan focused on providing core service while prioritizing the health and safety of employees and customers. In August 2020, armed with ridership and performance data, feedback from our customers and stakeholders, and forecasts for regional economic conditions, we worked with the Board of Trustees to develop a plan to restore service levels to 91 percent of pre-pandemic levels. The service adjustments were tailored to reflect the emerging travel needs of our customers and accommodate social distancing. We also designed the current service plan to provide flexibility with capacity that will support the regional recovery.

In 2020, the federal government allocated \$187 million in federal relief funding through a CARES Act grant to buffer revenue losses and sustain transit agencies' ability to provide essential transit service. UTA used these grant funds in 2020 to support operating costs and offset revenue losses. We will continue to use the CARES Act grant funds through 2021 to support the 2021 operating and capital budgets and provide for the long-term viability of the system.

The budget includes \$327 million in operating expenses and \$256 million of capital investment to fund the provision of safe, convenient, reliable service and targeted investments in our infrastructure. The budget leverages federal and local contributions from our partners that make up nearly one-half of the capital program. UTA also utilizes about \$70 million received from the Federal Transit Administration each year for preventive maintenance of the revenue vehicle fleet and system infrastructure.

The \$256 million in the 2021 capital budget and the \$1 billion five-year plan focuses on systemwide safety and reliability and our ongoing commitment to maintaining a state of good repair for our revenue vehicles, infrastructure, and supporting systems. The capital plan also:

- Funds the new Depot District facility to meet the future needs of the system
- Completes the Ogden-Weber State bus rapid transit (BRT) line providing regional connectivity
- Outlines the potential future construction of the proposed Mid-valley and Davis-Salt Lake City bus rapid transit (BRT) lines
- Completes the \$23 million relocation of the Airport TRAX station as part of the \$4 billion renovation at the Salt Lake City International Airport





Backstopped by the incredibly resilient Utah economy and infusion of CARES Act funds, the 2021 Budget sustains the service plan adopted in August and supports the region’s economic recovery as the pandemic subsides. We will continue to work closely with our regional partners, elected officials, and customers to emerge from these difficult times with energy and optimism for the future of the system.

Together with our employees, the Board of Trustees, and our community partners, we look forward to continuing to provide our customers, safe, reliable, and convenient transit service for the region.



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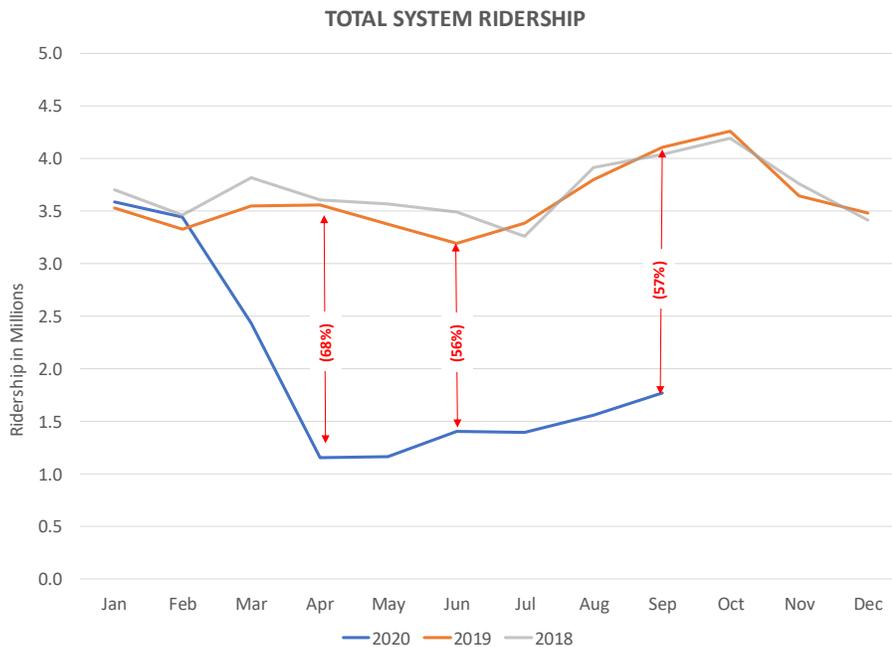
2021 Tentative Budget Overview

The Utah Transit Authority's 2021 Budget was developed in an environment of historic economic uncertainty. The Operating budget reflects current national, state and regional economic projections and UTA's service and operating plans in response to the COVID-19 pandemic. It also allows the agency to provide safe, secure and reliable service while maintaining the capacity and capability to respond to the evolving needs of our

customers and the communities we serve.

On April 5, 2020, in order to limit the spread of the COVID-19 virus, keep customers and employees safe, respond to dramatic losses in ridership and fares, and react to projected steep reductions in sales tax revenues, UTA enacted service changes that:

- Reduced trip frequencies and span of service on bus, TRAX and FrontRunner service
- Suspended some commuter bus routes
- Ended Saturday FrontRunner service early



With these service changes and in addition to regular daily vehicle and station cleaning, UTA also implemented additional disinfecting and social distancing measures to keep riders and employees safe, including:

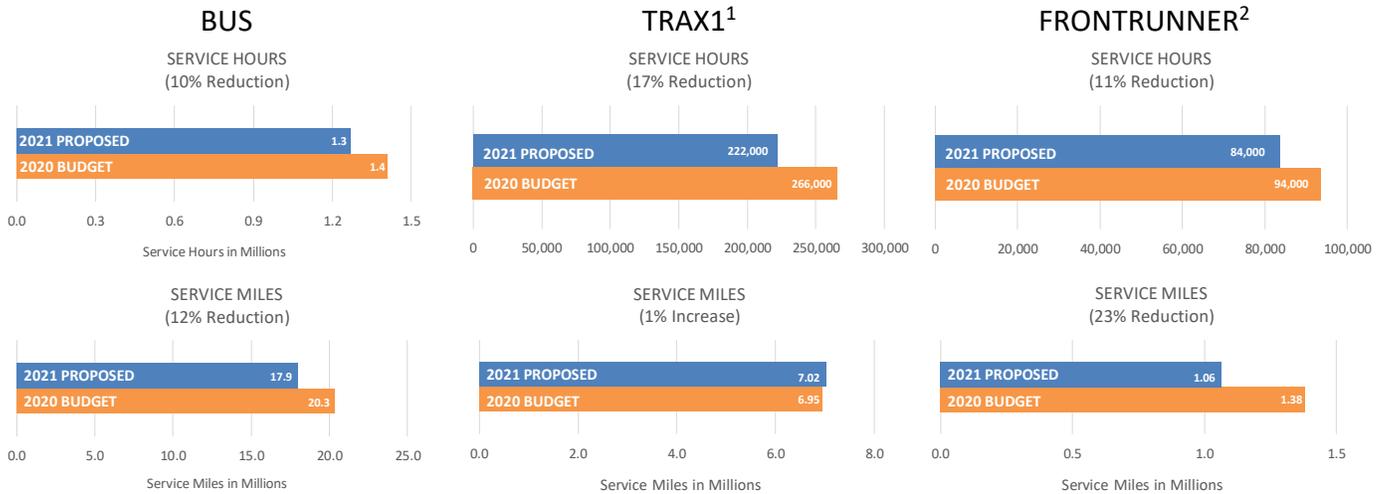
- Daily disinfecting of vehicles, stations and facilities
- Providing hand sanitizer to Bus Operators
- Discontinued the practice of having bus operators and Transit Police officers handling passes and conducting visual fare inspections only
- To support social distancing guidelines, UTA moved the yellow passenger line back on buses to provide six feet between operators and riders
- Posted signs on buses advising riders to board through the rear doors
- Allowing passengers who utilize the ramps or require ADA assistance to board through the front door



For more information on UTA’s comprehensive response to the COVID-19 pandemic visit our website at www.rideuta.com/recovery

Four months later, on August 23, 2020 as a result of increasing ridership numbers, public feedback, and changes regarding COVID policies, much of the service that was changed or reduced in April was restored, or even improved, beyond pre-COVID levels. As a result of the August changes, UTA service levels were restored to about 91% of what it was before the pandemic.

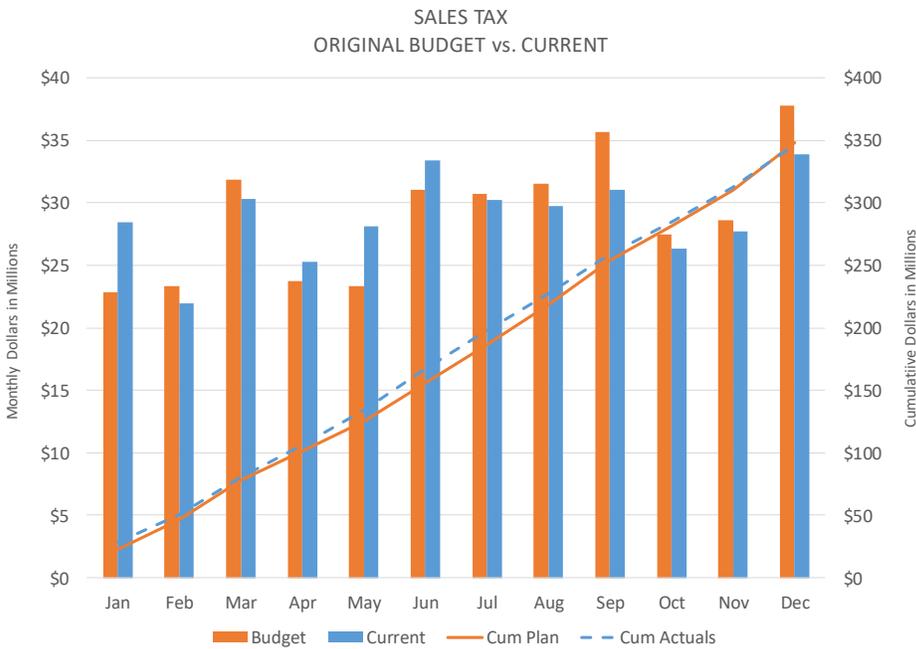
The 2021 budget request assumes continuation of the service levels implemented on August 23, 2020.



¹ TRAX service miles based on train car miles. In order to effect social distancing, UTA added cars to the operating trainsets, thereby increasing the service miles.

² In response to ridership decreases on FrontRunner, UTA reduced the number of cars in operating trainsets, thereby reducing the service miles.





SALES TAX

“Utah’s economy ranks as the best of any state. At a time when COVID-19 has sent unemployment soaring into the double digits across much of the country, Utah’s monthly jobless rate stands at 5.1%, less than half the 11.1% national unemployment rate for June.

Even before the coronavirus hit American shores, economic conditions in Utah were far stronger than they were in most of the country. From the first quarter in 2015 through the first quarter in 2020, Utah’s economy grew at an annual rate of 3.4%, compared to the 1.9% national GDP

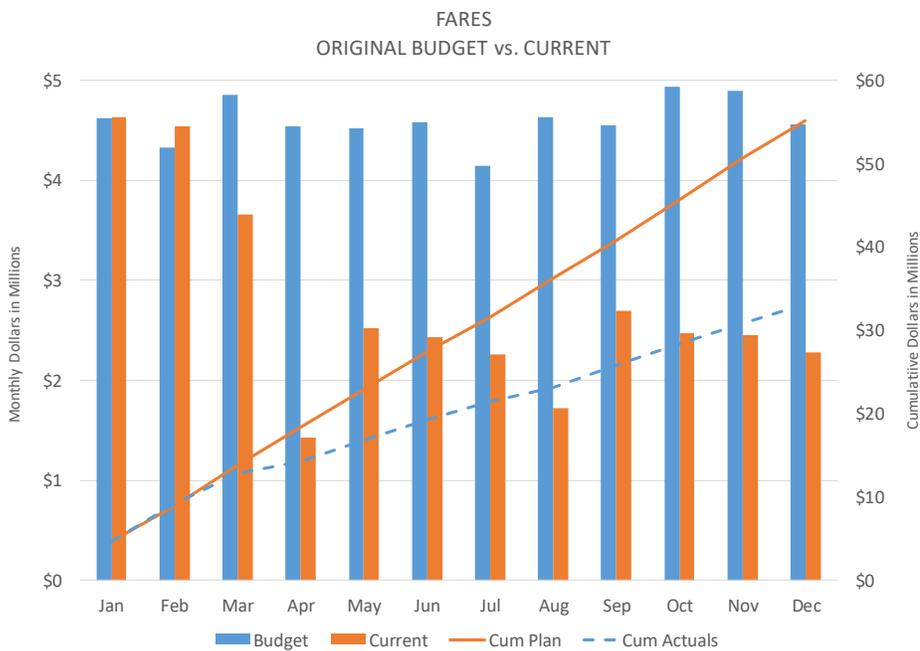
growth rate. Utah is one of only seven states with a poverty rate below 10%.”³

The economy in the UTA service area has been strong during the COVID-19 pandemic. Through July 2020, sales tax receipts that comprise over 60 percent of UTA’s operating revenues are about 13 percent or \$20 million higher than for the same period in 2019.

Sales tax assumptions supporting the 2021 budget request were developed based on 2020 actuals and projections from the Governor’s Office of Management and Budget. Sales taxes for 2021 are assumed to increase five percent over 2020 projections - \$364 million.

³From 24/7 Wall Street August 25, 2020
<https://247wallst.com/special-report/2020/08/25/the-states-with-the-best-and-worst-economies-4/2/>





PASSENGER REVENUES

2020 fares are projected to be about \$22 million lower than the adopted 2020 budget for fares.

The 2021 projection for fares is about \$1.5 million lower than the current forecast for 2020 fares - \$32 million. This is the result of projecting current lower fare revenues over 12 months. The 2020 projection includes three months of pre-COVID fare collections

CARES ACT FUNDING

On Friday, March 27, 2020, President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law. FTA allocated \$25 billion to recipients of urbanized area and rural area formula funds. Funding is provided at a 100-percent federal share, with no local match required, and is available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. Operating expenses incurred beginning on January 20, 2020 are also eligible, including operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during an emergency.

UTA acted quickly and secured a grant for \$187.2 million to support ongoing operating, maintenance and capital costs. Based on current projections, UTA will be reimbursed by FTA for approximately \$87 million in 2020 and will exhaust the remaining \$100 million in grant funds in 2021.

This funding has been a lifeline for UTA and has allowed the agency to offset losses in fare revenues, avoid layoffs and retain operators and other vital staff necessary to support current levels of service with social distancing and position UTA for service restoration as the pandemic recedes.





- **Operating Expense Projections**

- 91% of Pre-COVID Service Levels
- \$6.5 million is proposed in this budget to fund emerging needs as the region continues to react to and recover from the pandemic
- Increase of 12 FTE for service employees to support additional cleaning, sanitizing, and disinfecting protocols

- **Capital Expenditures**

- Includes \$32.4 million of construction costs for the Depot District maintenance facility
- \$52.6 million for the Ogden/Weber State University BRT (assumes FTA funding)
- \$7.0 million for the Airport TRAX station relocation
- \$16 million for information technology improvements and state of good repair
- Applies \$23.6 million toward rail maintenance infrastructure investment in a state of good repair
- Other capital is directed toward first/last mile projects throughout the service area, double tracking a portion commuter rail in northern Utah County, addition of end of line facilities, bus stop improvements, TRAX seat replacements and wayfinding improvements



2021 Tentative Budget Key Assumptions and Sources and Uses

Early in the 2021 budget process, staff began identifying key assumptions that would assist in the development of the 2021 budget. Initial assumptions from June were re-evaluated in August and presented to the Board of Trustees and the Local Advisory Council in September and October for their review. The key assumptions and rationale for the assumptions are provided below.

SOURCES

Sales Tax Revenues - \$364.1 million:

Budget assumes a five percent increase over 2020 projected sales tax collections. The estimate is informed by long-term trends in sales tax growth and State of Utah 2020 and 2021 tax growth projections from the Governor's Office of Management and Budget.

Fares – \$32.0 million:

Slow ridership recovery and resulting lower fare collections due to ongoing COVID-19 impacts are projected in 2021. The budget assumes a four percent reduction in fare revenue from projected 2020 levels. The 2021 budget reflects lower anticipated first quarter collections in 2021 as compared to 2020. The budget of \$32 million reflects a 42 percent reduction in fare revenues from pre-pandemic 2019 levels.

Federal Operating Revenue – \$70.5 million

The budget assumes a slight increase (four percent) over 2020 levels for the federal formula driven programs, that fund preventive maintenance of UTA's revenue vehicles and its facilities.

Other Operating Revenue - \$16.8 million:

Other Operating Revenue is budgeted to decline somewhat from projected 2020 budget Other Revenue. This drop is primarily driven by lower advertising revenues and investment earnings driven by the economic impact of COVID-19.

CARES Act Funding - \$101 million:

UTA received \$187.2 million in FTA Section 5307 CARES Act Funds. It is anticipated that UTA will spend \$86.2 million of these grant funds in 2020. The 2021 budget programs the remaining \$101 million for support of operating and capital programs. UTA will draw down all grant funds in 2021.

Federal and Local Capital Revenue - \$75.8 million:

The budget assumes \$75.8 million in existing or anticipated federal and local grants for 2021.

- \$42.5 million for Ogden BRT
- \$9.9 million for UTA Depot District maintenance facility
- \$5.2 million for Tiger grants for "Last Mile" transportation projects
- Balance of amount spread among many smaller projects



USES

Debt Service - \$143.8 million:

Includes \$39.2 million in principal and \$96.6 million in interest and includes the estimated debt service associated with the April 2020 refinancing of the 2012 bonds. This budget also reflects the ongoing offset of \$8.9 million from the federal interest subsidy related to the Build America Bonds issued in 2012.

Estimate payment to Utah County under the 2018 interlocal agreement for principal and interest on the UVX BRT is \$6.9 million.

Capital Leases - \$9.9 million:

The budget assumes \$9.9 million in lease payments for revenue vehicles and Salt Lake City service vehicles.

Employee Compensation and Benefits - \$233.6 million:

The 2021 budget reflects a one percent increase over the 2020 budget. The 2021 budget includes a 2.64 percent increase for salaries and wages and 3.87 percent for benefits. This is consistent with the terms of the recently ratified ATU bargaining agreement.

Fuel - \$15.9 million:

Fuel is budgeted 22 percent or \$4.4 million lower than 2020. Approximately \$3 million (68 percent) of this reduction is related to lower consumption and \$1.4 million is due to updated assumptions for 2021 fuel costs. The 2021 budget assumes \$2.25/gallon for diesel (\$2.50 in 2020) and \$2.15/gallon for gasoline (\$2.34 in 2020). There is no change in the assumptions for CNG.

Utilities - \$12 million:

Includes electricity and propulsion power. No rate changes are expected for 2021 with consumption expected to remain steady.

Parts - \$20.7 million:

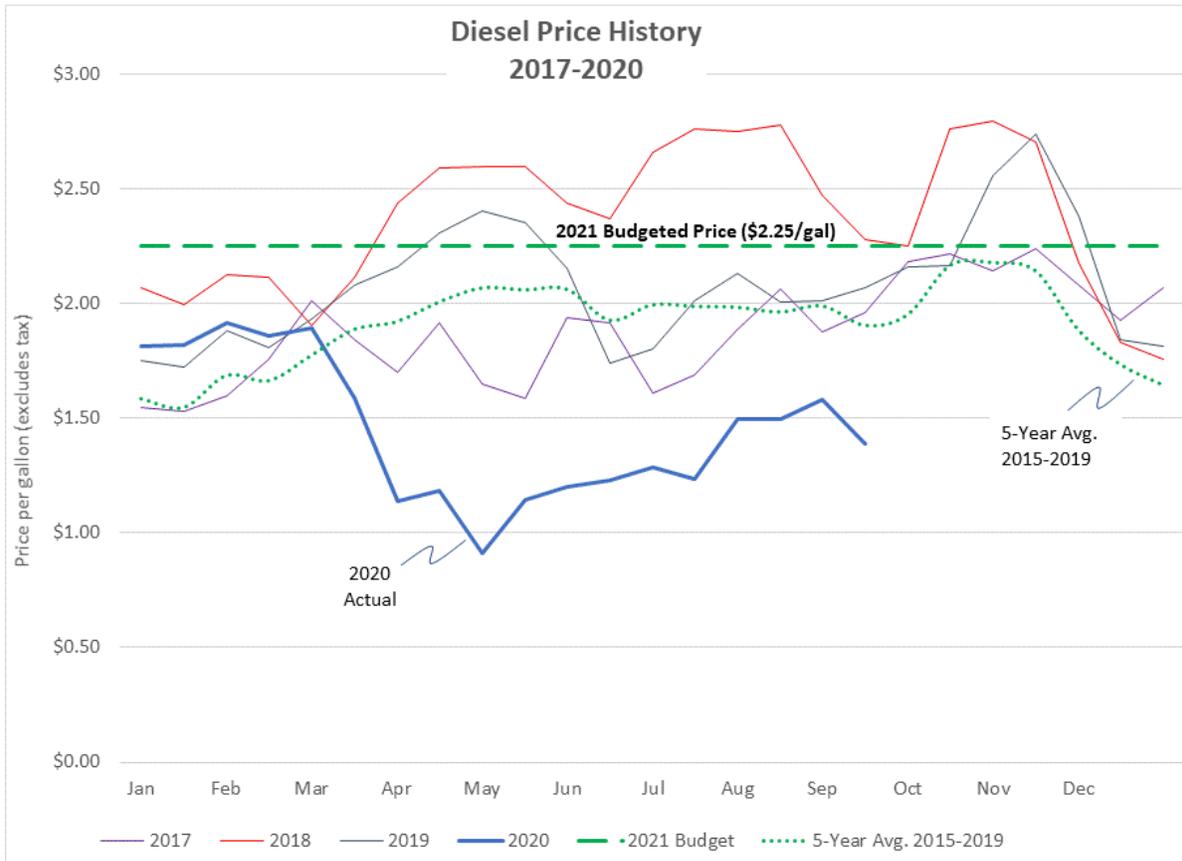
2021 budget reflects a \$1 million (five percent) increase over 2020 budget primarily due to increases in light rail parts and pandemic supplies.

Other O&M Costs - \$22.2 million

This 2021 budgeted amount represents a \$5 million (27 percent) increase over 2020 levels. The increase is attributable to the creation of a non-departmental cost center to fund emerging needs as the region continues to react to and recover from the pandemic.

State of Good Repair – \$61.6 million: In accordance with national efforts to bring all transit systems into a state of good repair, UTA has allocated \$61.6 million of its capital budget toward vehicle replacements, technology replacements and upgrades, facility maintenance, rail vehicle overhauls, and rail system replacements.





Revenues

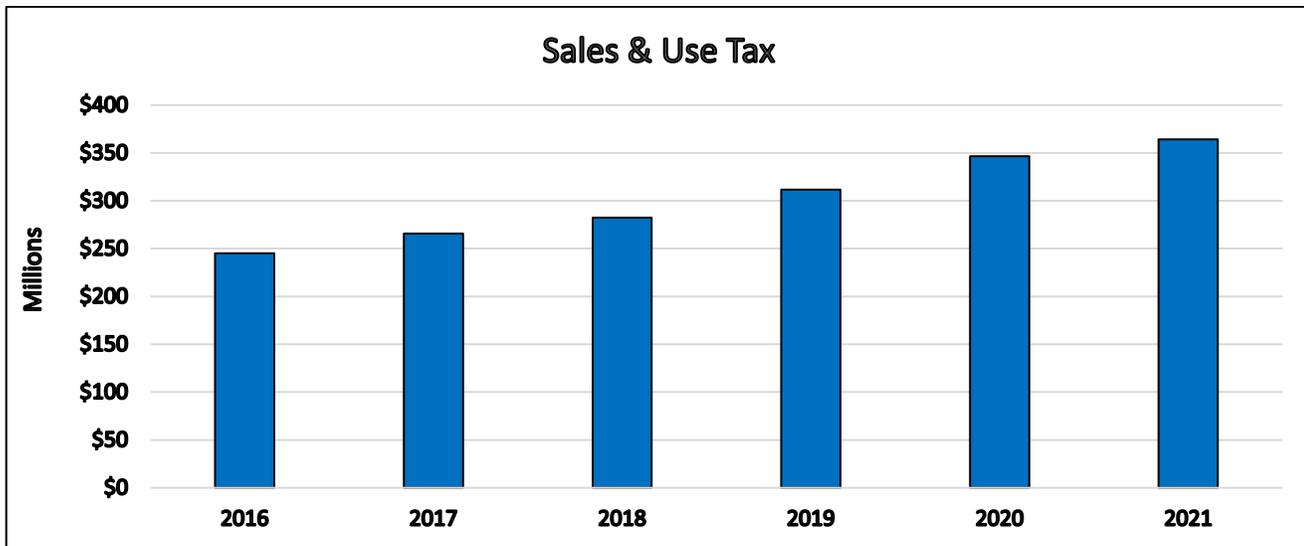
Source: Sales and Use Tax

The largest operating source of revenue for the Authority is a local sales tax, which is imposed by the individual jurisdictions within the service area of the Authority. In July 2019, the Salt Lake County Council and the Utah County Commission approved increasing their tax rate by 0.25 percent with 0.10 percent dedicated to UTA. Accordingly, the 2020 budget reflects a full year of collections from these sales taxes.

UTA’s sales tax is applied by each jurisdiction within the service area to gross taxable sales within the service district. From 2004 through 2019, gross taxable sales have grown by an average of 6.9%. Although year over year sales tax growth is 6.6% through July 2021 collections, UTA is assuming average tax growth for 2021 will be 5.0%. Based on these assumptions and actual tax collections through July, UTA is projecting 2021 sales tax collections to be \$364 million.

Year	2016	2017	2018	2019	2020*	2021*
Sales Tax	\$227,703,000	\$245,008,000	\$265,770,00	\$298,640,000	\$346,751,00	\$364,088,000

*Budget/Projected



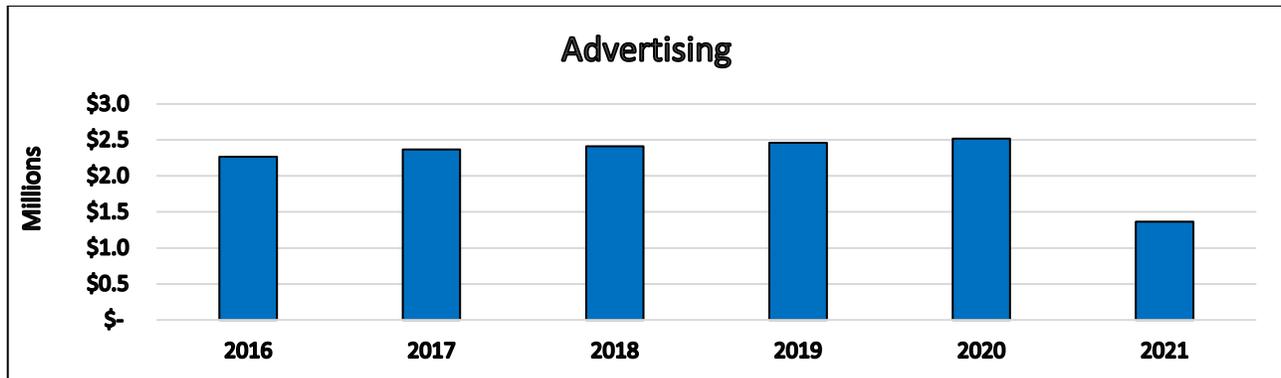
Revenues (continued)

Source: Advertising

Advertising revenues for the Authority comes from the lease of exterior space on the sides and rear of the bus and light rail vehicles. The compound annual growth rate for advertising over the last four years has been somewhat flat. For 2021 advertising is projected to produce \$1.36 million, a decrease due to the economic conditions related to the impact of COVID-19.

Year	2016	2017	2018	2019	2020*	2021*
Advertising	\$2,267,000	\$2,367,000	\$2,413,000	\$2,463,000	\$2,517,000	\$1,363,000

* Budget/Projected



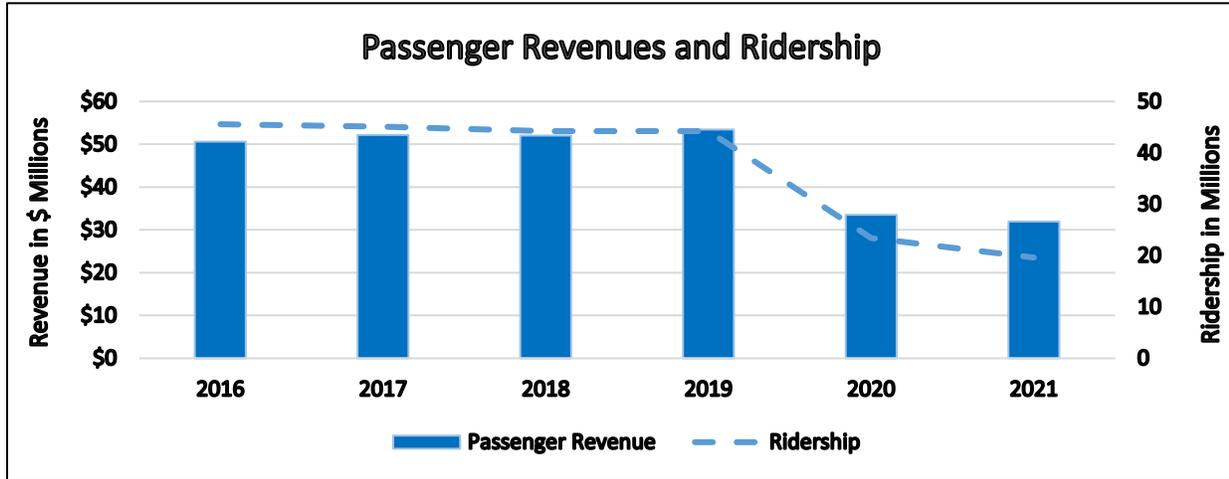
Source: Passenger Revenue

Since 2013, the Authority's base fare has been \$2.50. Fares range from \$1.25 for senior citizens to \$5.50 for premium express service. Although ridership has declined since 2015, the average revenue per ride has increased from \$1.12 to \$1.18. Additional service in Salt Lake City and Salt Lake County, a micro-transit pilot in Southwest Salt Lake County, and continued population and employment growth, will all contribute to an increase in passenger revenues. Due to the current economic conditions and impacts of COVID-19, UTA's projected 2020 passenger revenues are \$33.5 million with 2021 being projected at \$32 million.

Year	2016	2017	2018	2019	2020*	2021*
Passenger Revenue	\$50,624,000	\$52,159,000	\$52,052,000	\$52,649,000	\$33,511,000	\$31,979,000
Ridership*	45,572,702	45,119,782	44,216,695	44,239,223	23,436,211	19,611,896

* Budget/Projected



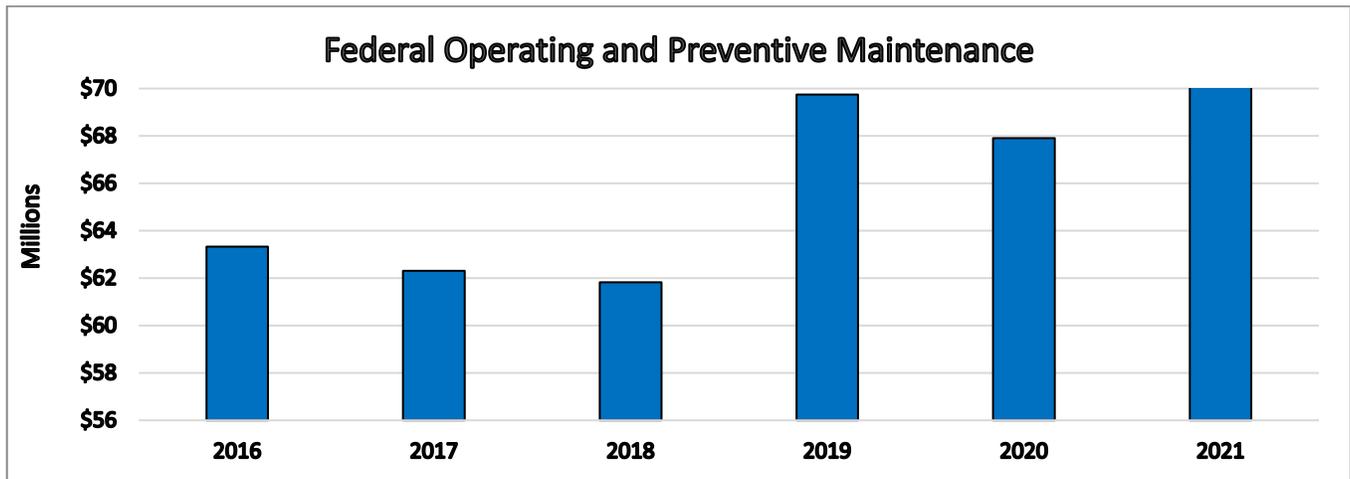


Source: Federal Operating and Preventive Maintenance Revenue Grants

In 2016 the Transportation Bill, Fixing Americas’ Surface Transportation (FAST) was approved by Congress. FAST allows the Authority to use formula funds for preventive maintenance. These formula funds may be used to cover up to 80% of preventive maintenance costs. After operating additional TRAX lines/extensions for 7 years UTA qualified for additional formula funds.

Year	2016	2017	2018	2019	2020*	2021*
Operating Grants	\$63,335,000	\$62,314,000	\$61,821,000	\$69,746,000	\$67,911,000	\$70,507,000

* Budget/Projected

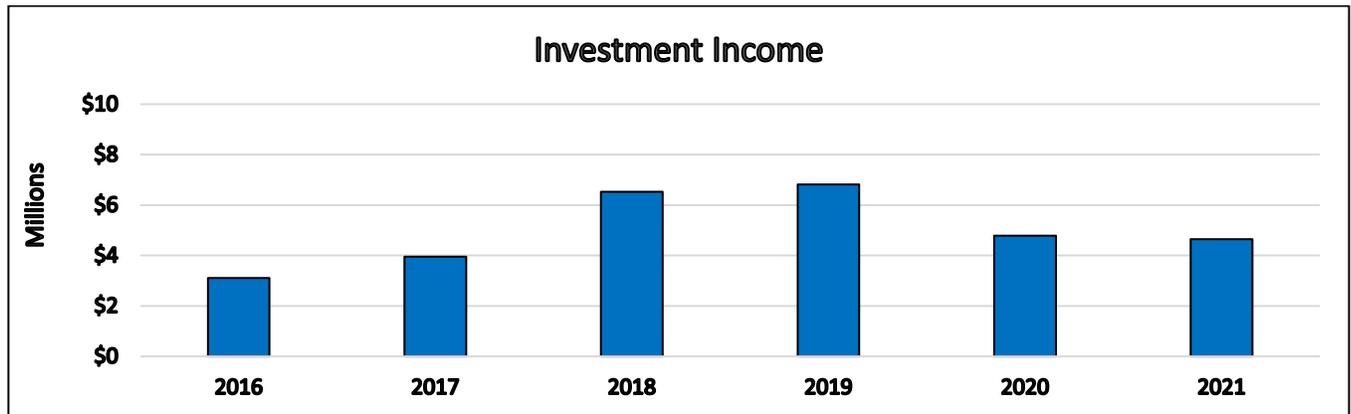


Source: Investment Income

Interest income consists of interest earned on invested operating funds not yet expended and funds held for future capital expenditures. Some of the Authority's funds are invested with the Public Treasurers Investment Fund managed by the State Treasurer's office; others are placed in investments that can yield a higher interest but are still secure.

Interest rates have fallen below the 2020 projection of 3.55%. An approximate rate of 2.95% is applied to projected reserve accounts in the 2020 Transit Development Plan. Due to the current economic conditions and impacts of COVID-19, UTA's projected 2020 investment revenues are \$4.79 million with 2021 being projected at \$4.65 million.

Year	2016	2017	2018	2019	2020*	2021*
Investment Income	\$3,108,000	\$3,955,000	\$6,526,000	\$6,822,000	\$4,794,000	\$4,649,000

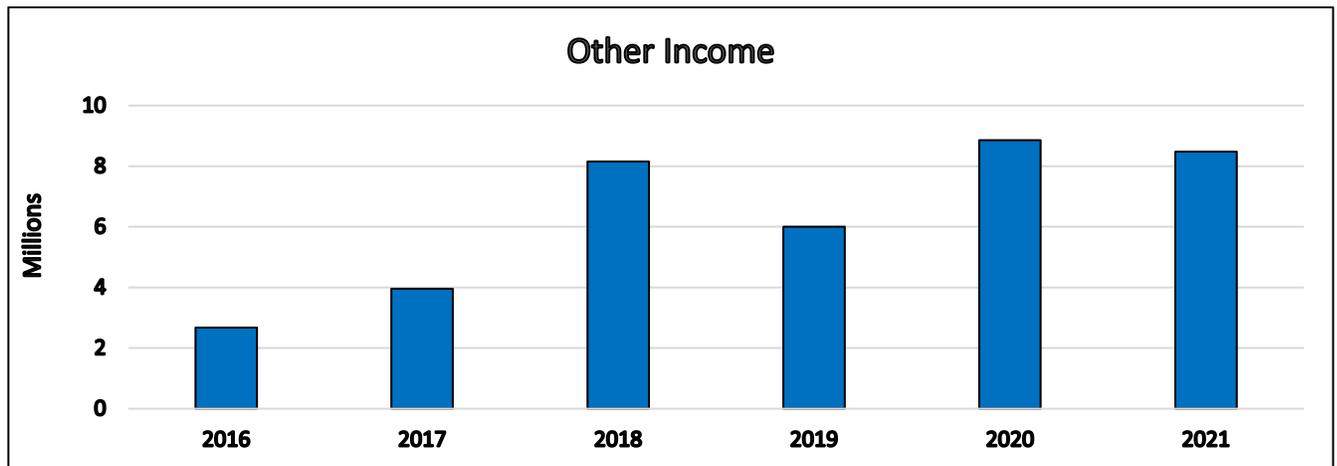


Source: Other Income

Other income for 2021 consists of \$4.3 million from Salt Lake City for enhanced bus service, \$0.5 million from Salt Lake County for enhanced transit services, a \$2.1 million sales tax distribution from the Utah Department of Transportation, \$1.1 million from property fees, and \$0.3 million from transit-oriented development revenues.

Year	2016	2017	2018	2019	2020*	2021*
Other Income	\$3,108,000	\$3,954,000	\$8,156,000	\$6,001,000	\$8,858,000	\$10,663,000

* Budget

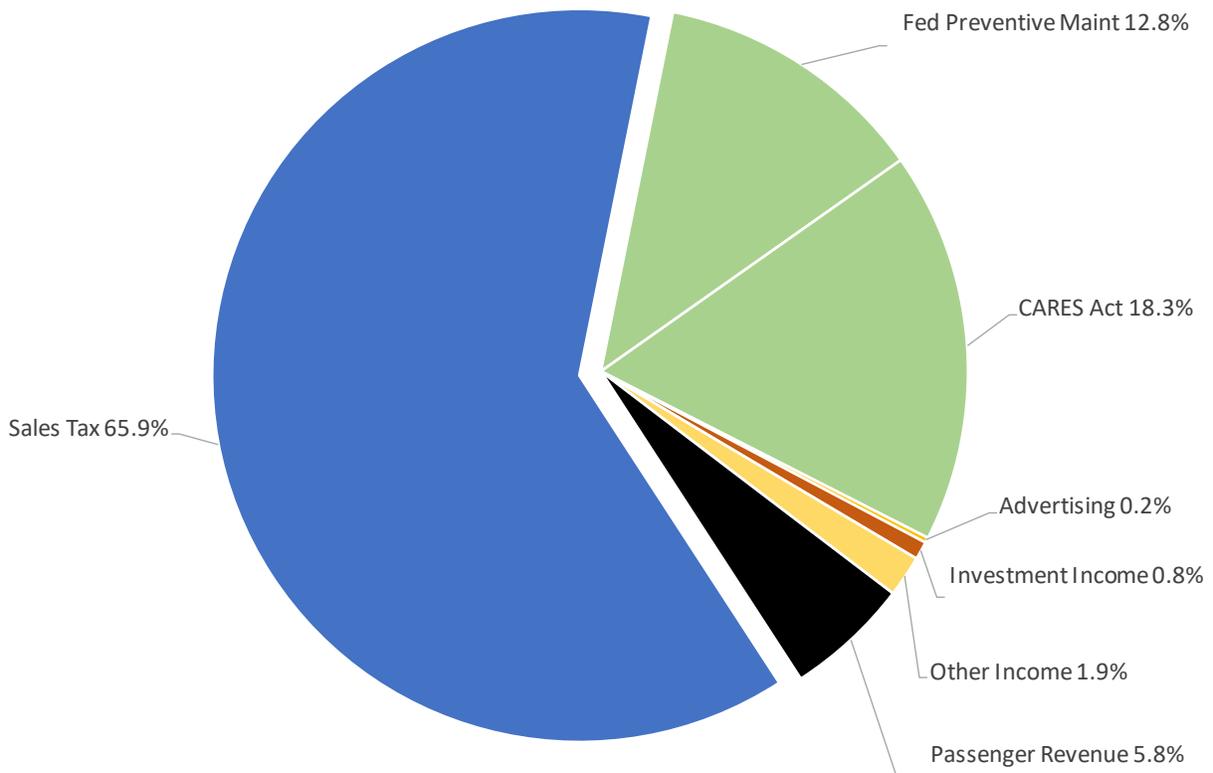


2021 OPERATING REVENUES

UTA reports as a single enterprise fund and all revenues are deposited in the UTA Operating Fund. Within this enterprise fund, UTA maintains two budgets – one for operations and one for capital. Transfers from the enterprise fund to the Capital program are made as necessary to support investment in the system.

Sales tax revenue at \$364.1 million, or 66% of total revenues, represents the largest funding source for the 2021 budget. CARES Act funding totals \$101 million, Federal preventive maintenance totals \$70.5 million, and passenger revenues total \$32.0 million. Other revenues include, in order of magnitude, investment income, local support, advertising, and other fees.

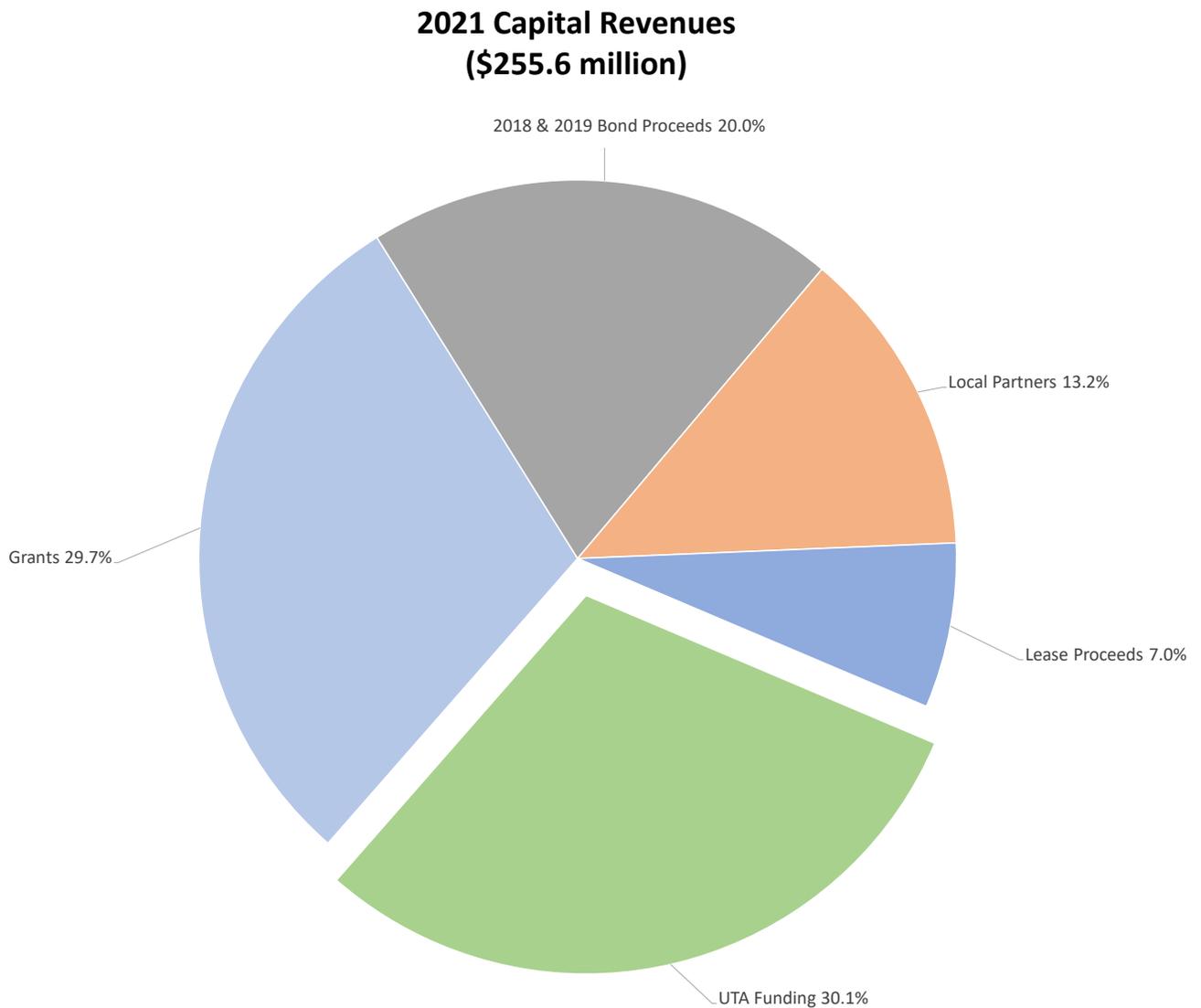
**2021 Operating Revenues
(\$584.4 million)**



CAPITAL REVENUES

2021 Capital grants are anticipated to provide \$75.8 million with local partners and the State of Utah providing \$33.7 million. Lease proceeds are estimated at \$18 million. Bonds issued in 2018 and 2019 provide \$51.2 million of proceeds that will be used in 2021.

There is also a transfer of \$76.8 million in UTA revenues from UTA's Operating Fund to support the 2021 Capital Program.



2021 Capital Budget Funding Sources

Utah Transit Authority 2021 Tentative Capital Budget		2021 Capital
Funding Sources		
UTA Funding		\$ 128,073,000
Grants		75,793,000
Local Partner Contribution		24,533,000
Leasing		18,006,000
State Contribution		9,214,000
		\$ 255,619,000
Capital Uses		
Ogden/Weber State University BRT		\$ 52,581,000
Depot District Bus Maintenance Facility		32,400,000
Airport TRAX Station Relocation		7,000,000
State of Good Repair Projects - Light rail overhaul, bus replacement, rail locomotive engine rebuilds, rail replacement, facility maintenance, bus engine replacements, bus validator replacement, passenger information signs, and safety enhancements		78,738,000
Other Capital Projects - First/last mile improvements, Box Elder right-of-way, Northern Utah County double track, bus stop improvements, wayfinding, and end-of-line facilities.		84,900,000
Total Capital Uses		\$ 255,619,000



2021 Debt Service Detail

2021 Debt Service (000's)	Amounts	Totals
Interest on Bonds	\$ 96,629	
Interest Subsidy (Build America Bonds)	(8,870)	
Net Interest	87,759	
Principal on Bonds	39,165	
Net Bond Principal and Interest		126,924
Lease Payments on Revenue Service Vehicles	9,406	
Principal and Interest to Utah County	6,949	
Salt Lake City Bus Lease	497	16,852
Total 2021 Debt Service		<u>\$ 143,775</u>

UTA continues to look for opportunities to refund bonds when possible in the future. The net present value saving from the 2019, 2020, and 2020B refundings is approximately \$20.3 million. These refundings also unrestricted debt reserve funds, changed principal payments, and restructured the debt to lower maximum annual debt service in 2029 through 2039.

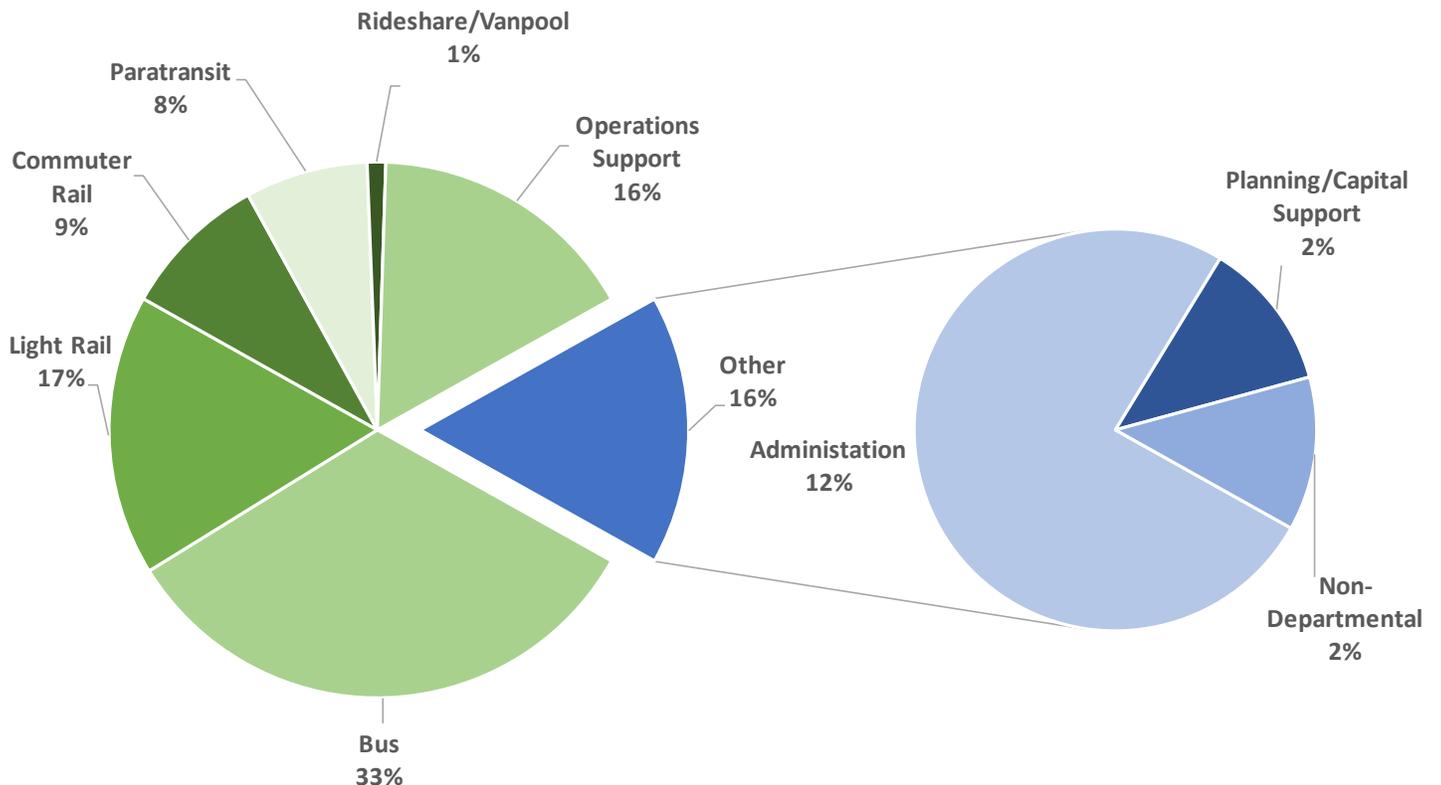


2021 TENTATIVE OPERATING BUDGET

The 2021 Tentative Operating Budget includes over \$273 million for operations and maintenance of the system, or 84 percent of the 2021 budget request. These functions are represented in the green shaded segments in the graph below.

The other functions (blue segments comprising 16 percent) include Administration, Planning/Capital Support and \$6.5 million set aside to fund emerging needs as UTA and the region react to and recover from the pandemic. Administration includes executive leadership and support, human capital management, payroll, accounting, purchasing and other finance functions, service development, information technology, strategic planning, continuous improvement, data management, and other functions that support the delivery of service.

**2021 Tentative Operating Budget
(\$326.5 million)**



2021 Tentative Operations Budget: Expense Projections

	FY 2020 Budget	FY 2021 Budget	Change
Bus	\$108,868,992	\$107,925,104	\$(943,888)
Light Rail	52,208,951	55,404,928	3,195,977
Commuter Rail	30,711,342	28,920,873	(1,790,469)
Paratransit	24,887,147	24,111,761	(775,386)
Rideshare/Vanpool	3,298,190	3,644,685	346,495
Operations Support	50,353,076	53,454,084	3,101,008
Administration	38,081,502	40,112,853	2,031,351
Planning/Capital Support ¹	6,443,876	6,393,224	(50,652)
Non-Departmental ²	1,632,924	6,562,491	4,929,567
Total Division	\$316,486,000	\$326,530,000	\$10,044,000

The operations portion of the 2021 Tentative Budget totals \$326.5 million (before allocation of \$11.4 million of expense to capital projects and \$3.6 million from Salt Lake County's 4th quarter revenues to specific line items in 2021). The table above shows the allocation of the operations portion of the budget by line item. Almost 72% of the operations budget is dedicated to labor and fringe costs. Together with fuel & lubricants (4.9%), parts, net of warranty recovery (6.4%), and services (6.0%), those four items comprise 92% of the total operations budget.

1. Planning/Capital Support is comprised of Planning, Capital Development & Real Estate
2. Non-Departmental contains funds for emerging needs as the region continues to react to and recover from the pandemic



KEY ELEMENTS:

- Service Adjustment: In 2021 UTA is planning to operate 91% of pre-COVID levels of service
 - In August 2020, UTA reintroduced a significant amount of service to the system. Service levels were determined based on ridership trends and projections, input from our riders, and a focus on supporting essential workers and key areas across our system as the state of Utah began easing restrictions and returning businesses and schools/universities.
 - \$6.5 million is proposed in this budget to fund emerging needs as the region continues to react to and recover from the pandemic.
- Operations Support & Administration
 - Information Technology projects: Net increase of \$1.5M for equipment replacement and upgrades
 - Increased training and support expense for Rail Maintenance Apprenticeship programs
 - Increased contract services for additional Maintenance systems support of \$1.5M
 - Repurposed and restructured within current staffing levels to maximize efficiency
- FTE Changes: 52.5 FTE decrease
 - **Operations:**
 - Decrease overall of 33 FTE (primarily driven by fewer operators due to reduced service levels)
 - Increase in Asset Management of 7 FTE
 - Increase in Bus Maintenance of 12 FTE
 - **Administrative:**
 - Decrease of 17.5 FTE for operator trainees in Talent Development
 - Increase of 2 FTE in Operations Analysis & Solutions
 - Increase of 1 FTE in Talent Development
 - Increase of 1 FTE in Enterprise Strategy

2021 CAPITAL BUDGET PROJECT SUMMARY

2021 Capital Projects	Project Amount
Information Technology Projects	\$ 16,060,000
Safety & Security Projects	1,046,000
Revenue Service Vehicles	22,558,619
Vehicles - Rehab/Repair	12,798,645
Facilities Maintenance Projects	2,650,000
Rail Maintenance Projects	23,625,000
Ogden/Weber State University BRT	52,580,513
Depot District	32,400,124
TIGER Program of Projects	13,170,900
Northern Utah County Double Track	9,000,000
Airport Station Relocation	7,000,000
Sandy Parking Structure	4,204,174
Light Rail Seat Replacement	4,154,000
Provo-Orem BRT	3,010,967
5600 West 4500 South End of Line	3,000,000
Fort Union End of Line	3,000,000
Mid-Valley Connector	3,000,000
Meadowbrook Expansion	2,600,000
Bus Stop Signage - SL County	2,500,000
FrontRunner Double Tracking	2,500,000
Point of Mountain Study	2,500,000
Positive Train Control	2,500,000
Sharp-Tintic Rail Connection	2,309,867
650 South Station	2,000,000
Clearfield FR Station Trail	1,739,817
Warm Springs Upgrades	1,738,000
Central Corridor Transit	1,500,000
Passenger Information Improvements	1,459,743
Other Capital Projects	19,012,416
Total Capital Expenditure Budget	\$ 255,618,785

Sources & Uses

Summary of TFP (\$,000's)		Forecast 2021	Forecast 2022	Forecast 2023	Forecast 2024	Forecast 2025
A	Beginning Balance	\$ 352,121	\$ 338,205	\$ 345,479	\$ 299,196	\$ 242,167
	Revenue					
	Sales Tax	364,088	382,292	401,407	421,477	442,551
	Federal ¹	171,507	71,212	73,903	74,642	75,388
	Passenger	31,979	36,033	40,700	46,183	52,649
	Other Revenues	16,834	19,123	19,382	20,217	18,462
B	Total Revenues	\$ 584,408	\$ 508,660	\$ 535,392	\$ 562,518	\$ 589,050
C	Total Operating Expenses	\$ 326,530	\$ 354,179	\$ 365,688	\$ 377,571	\$ 389,840
D	Net Available	\$ 609,999	\$ 492,686	\$ 515,184	\$ 484,144	\$ 441,377
E	Capital Sources	\$ 127,599	\$ 242,784	\$ 142,303	\$ 162,195	\$ 54,537
F	Capital Uses	255,619	230,138	187,990	233,576	105,432
G	Debt Service	\$ 143,775	\$ 159,852	\$ 171,925	\$ 176,720	\$ 185,667
H	Net Change (Sources less Uses)	\$ (13,917)	\$ 7,275	\$ (47,908)	\$ (63,153)	\$ (37,353)
I	Ending Balance	\$ 338,205	\$ 345,479	\$ 297,572	\$ 236,043	\$ 204,814
J	Required Reserves	\$ 154,723	\$ 158,870	\$ 160,596	\$ 162,379	\$ 164,219
K	Unrestricted Cash Balance	\$ 183,482	\$ 186,610	\$ 138,600	\$ 79,788	\$ 39,135
	D = A + B - C					
	I = D + E - F - G					
Footnote: ¹ CARES Act Funding 2021 \$101 million						



Financial Structure

Accounting Method

UTA reports as a single enterprise fund and uses the accrual method of accounting. Under this method, revenues are recognized when they are earned and expenses are recognized when they are incurred.

Department /Fund Relationship

Within the enterprise fund, UTA maintains two budgets – one for operations and one for capital. Within the operations budget, expenses are tracked by type of service mode (bus, light rail, commuter rail, paratransit, or rideshare/vanpool) as well as operations support, administrative, non-operating, and debt service.

Departments within operations and operations support by type of service are:

Bus	Light Rail	Commuter Rail	Paratransit	Rideshare Vanpool
Mt. Ogden Operations	Light Rail Operations	Commuter Rail Operations	Paratransit Operations	Van Pools
Mt. Ogden Maintenance	Light Rail Maintenance	Commuter Rail Maintenance	Paratransit Maintenance	Rideshare Administration
Mt. Ogden Administration	Light Rail Jordan River Maintenance	Commuter Rail Administration	Special Service Administration	
Timpanogos Operations	Light Rail Administration	Maintenance of Way Systems	Mobility Management	
Timpanogos Maintenance	Rail Fleet Sustainability	Maintenance of Way Infrastructure		
Timpanogos Administration	Maintenance of Way Systems			
Meadowbrook Operations	Maintenance of Way Infrastructure			
Meadowbrook Maintenance				
Meadowbrook Administration				
Central Maintenance				
Integrated Service Planning				
Transit Communications Center				

Departments within the Operations Support, Administrative, and Non-operating classifications are provided on the following page.



Operations Support	Administrative	Non-operating
Support Maintenance	Product Development & Sales	Capital Projects & Development
Fleet Engineering	Fares	Planning
Asset Management - State of Good Repair	Risk Management	Real Estate
Vehicle Disposal	Technology Security	Service Development
Facilities	Communications & Deployment	
Ticket Vending Machine Maintenance	Applications Support	
Radio & Rail Communications	Application Development	
Supply Chain - Purchasing	Network Support	
Supply Chain - Warehousing	Quality Assurance	
Farebox Service	Accounting	
Fare Strategy & Operations	Finance	
Customer Service	Intermodal Center - SLC	
Public Safety	Intermodal Center - Ogden	
Operations Analysis & Solutions	Budget & Financial Analysis	
Data Quality & Ridership	Innovative Mobility Services	
Safety & Security	Government Relations	
Bus Communications	Public Relations & Marketing	
Talent Development	Planning & Engagement	
	Board of Trustees	
	Total Rewards	
	People Office	
	Human Resources and Labor Relations	
	Workforce Planning	
	Operations Office	
	Internal Audit	
	Executive Director	
	Legal	
	Civil Rights	
	Corporate Support	
	Customer Experience	
	Enterprise Strategy	

Within the capital budget, expenses are tracked by discrete projects, Safety & Security, State of Good Repair (capital maintenance to the transit infrastructure), and Information Technology. More detail about capital investments are provided in the Capital and Debt section.

Basis of Budgeting

Budgeting is based upon the accrual basis with these exceptions:

- UTA budgets capital expense rather than depreciation expense
- UTA does not budget for change in actuarial estimates for the pension
- In addition to bond interest expense, UTA budgets annual bond principal payments
- The annual budget excludes amortization of bond issuance premiums and discount



Financial Information and Policies

Basis of Accounting

The Authority reports as a single enterprise fund and uses the accrual method of accounting. Under this method, revenues are recognized when they are earned, and expenses are recognized when they are incurred.

Standards for Reporting Purposes

The financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America as prescribed by GASB.

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts or revenues and expenses during the reporting period. Actual results could differ from those estimates.

Federal Planning Assistance and Preventive Maintenance Grants

Federal planning assistance grants received from the Federal Transit Administration (FTA) and preventive maintenance grants are recognized as revenue and receivable during the period in which the related expenses are incurred and eligibility requirements are met. The current reauthorizations act, Fix America's Surface Transportation (FAST), allows for the replacement and repair of aging infrastructure.

Federal Grants for Capital Expenses

The U.S. Department of Transportation, through contracts between the Authority and the FTA, provides federal funds of 35% to 93% of the cost of property and equipment acquired by the Authority through federal grants. Grant funds for capital expenses are earned and recorded as capital contribution revenue when the capital expenses are made and eligibility requirements are met.

Contributions from Other Governments (Sales Tax)

As approved by the voters or county governing bodies, sales tax for transit is collected to provide the Authority with funds for mass transit purposes. Funds are utilized for operations and for the local share of capital expenses. Sales tax revenues are accrued as a revenue and receivable for the month in which the sales take place. The Authority does not have taxing authority in any jurisdiction; therefore this revenue is considered a contribution from another government.



Approved Local Option Sales Tax:

Salt Lake County	0.7875%
Davis County	0.6500%
Weber County	0.6500%
Box Elder County	0.5500%
Utah County	0.6260%
Tooele County	0.4000%

Budgetary and Accounting Controls

The Authority's annual budgets are approved by the Board of Trustees, as provided for by law. Operating and non- operating revenues and expenses are budgeted on the accrual basis except for depreciation, pension actuarial expenses, bond principal payments, and amortization of bond issuance premiums and discounts. Capital expenses and grant reimbursements are budgeted on a project basis. Multi-year projects are approved in whole, but are budgeted based on estimated annual expenses and revenues.

The Authority adopts its annual budget in December of the preceding year.



UTA BOARD OF TRUSTEES BYLAWS

ARTICLE VII – CONDUCTING BUSINESS

Section 1 **Resolutions, Orders and Ordinance – Vote Recorded**

Each and every formal action by the Board and Advisory Council shall be taken by the passage of a resolution, order or ordinance by the Board or Advisory Council. Resolutions and ordinances shall be by roll call vote with each affirmative and negative vote recorded. Proposed resolutions and ordinances shall be forwarded to each Trustee and Member by electronic means at least twenty-four hours before the ordinance is presented for adoption. All resolutions and ordinances passed by the Board and Advisory Council shall be authenticated as soon as practicable after their passage by the signature of the applicable Chair and attested to by the Board Secretary or Advisory Council, Second Vice-Chair, and kept in the official records of the Authority. A record of meetings of the Board and Advisory Council shall be made and retained as provided by law.

Section 2 **Adoption and Amendment of Bylaws**

These Bylaws may be adopted and amended by an affirmative vote by a majority of the Board after consultation with the Advisory Council.

Section 3 **Fiscal Year**

The fiscal year of the Authority shall commence on January 1 and end December 31 of each calendar year.

Section 4 **Principal Place of Business**

The principal place of business for the Authority, and the location of all offices and departments, shall be determined from time to time by the Board. The Board Secretary shall publish the location of the principal place of business in the Government Entity Database maintained by the Division of Corporations of the State of Utah.

Section 5 **Budget**

The Authority shall prepare an annual budget for the consideration of the Board each year in compliance with applicable law. After analyzing the proposed budget and making any corrections or revisions that it may find necessary and consulting with the Advisory Council, the Board shall adopt a final annual budget prior to the end of each fiscal year.

Section 6 **Audit Reports**

A. Annual Audit - The Board shall cause an annual audit of the Authority's financial statements to be



conducted in accordance with general accepted auditing standards following the end of each fiscal year and in compliance with the Act. The audit shall be performed by an independent certified public accounting firm selected by the Board. The auditor shall provide a signed auditor's opinion as to the fair presentation of the financial position of the Authority and the results of Authority operations and changes in its financial position for the fiscal year ended. The audit shall be made available in compliance with the Act.

- B. Other Audits – In consultation with the Advisory Council, the Board may cause audits other than the annual audit to be made, which shall be made available in compliance with the Act.

Utah's Provisions Applicable to All Local Districts

17B-1-702 Local District to Submit Budgets

Except as provided in paragraph (a), within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of each local district with an annual budget of \$50,000 or more shall send a copy of its tentative budget and notice of the time and place for its budget hearing to 1) each of its constituent entities that has in writing requests a copy; and (2) to each of its customer agencies that has in writing requested a copy.

(a) Within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of trustees of a large public transit district as defined in Section 17B-2a-802 shall send a copy of its tentative budget and notice of the time and place for its budget hearing to 1) each of its constituent entities; 2) each of its customer agencies that has in writing requested a copy; 3) the governor; and 4) the Legislature.

The local district shall include with the tentative budget a signature sheet that includes 1) language that the constituent entity or customer agency received the tentative budget and has no objection to it; and 2) a place for the chairperson or other designee of the constituent entity or customer agency to sign.

Each constituent entity and each customer agency that receives the tentative budget shall review the tentative budget submitted by the district and either 1) sign the signature sheet and return it to the district; or 2) attend the budget hearing or other meeting scheduled by the district to discuss the objections to the proposed budget.

If any constituent entity or customer agency that received the tentative budget has not returned the signature sheet to the local district within 15 calendar days after the tentative budget was mailed, the local district shall send a written notice of the budget hearing to each constituent entity or customer agency that did not return a signature sheet and invite them to attend that hearing. If requested to do so by any constituent entity or customer agency, the local district shall schedule a meeting to discuss the



budget with the constituent entities and customer agencies. At the budget hearing, the local district board shall 1) explain its budget and answer any questions about it; 2) specifically address any questions or objections raised by the constituent entity, customer agency, or those attending the meeting; and 3) seek to resolve the objections.

Nothing in this part prevents a local district board from approving or implementing a budget over any or all constituent entity's or customer agency's protest, objections, or failure to respond.

Utah's Provisions Applicable to All Local District 17-B-1-1102 Limitation on Bonds

A public transit district may not issue general obligations bonds if the issuance of the bonds will cause the outstanding principal amount of all of the district's general obligation bonds to exceed the amount that results from multiplying the fair market value of the taxable property within the district, as determined under Section 11-14-301(3)(b) by 3%. Bonds or other obligations of a public transit district that are not general obligation bonds are not included in this limit.

Board of Trustees Policy No. 2.1 Financial Management – Key Budget Provisions July 31, 2019

A. Reserves

1. The Authority will maintain the following reserves:

- a. General operating reserves, including the risk reserve, funded at a level equal to at least twelve percent (12%) of the Authority's budgeted operating expense, excluding non-operating expense, to be used as a working capital account throughout the year. The Treasurer will manage the use of the funds in the general operating reserve.
- b. Service stabilization reserve funded at a level equal to three percent (3%) of the Authority's budgeted operating expense, excluding nonoperating expense, to be used to avoid service reductions at such times as the Authority faces a revenue shortfall or cost overrun due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the service stabilization reserve are used.



c. Bond reserves funded at a level required by bond covenants to be used for the payment of debt service in the event that the Authority fails to make scheduled bond principal and interest payments. The Board of Trustees must give its prior approval before funds in the bond reserve are used.

d. Capital replacement reserve to reach a level equal to one percent (1%) of the property, facilities, and equipment cost as reported in the comprehensive annual financial report to be used for capital repair or replacement costs due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the capital replacement reserve are used.

2. The Board of Trustees may establish other reserves and make additional contributions to existing reserves.
3. Reserve balances will be reported on the Authority's monthly financial statements.
4. Upon the use of any service stabilization, bond or capital replacement reserves, the Board of Trustees will, by resolution, establish a timeline for the full reimbursement of the reserves within 60 months after their first use and begin to restore reserves used no later than 24 months after their first use.

B. Grants

1. The allocation of anticipated formula fund grants will be determined during the annual budget process.

C. Long-term Financial Planning

1. The Executive Director will develop a long-term (20 years or longer) financial plan incorporating the Board of Trustees' strategic plan, identifying the Authority's long-term financial challenges and proposed solutions based upon reasonable projections of revenue and expense including operations and maintenance, reasonably anticipated new funding programs, capital expansion, maintenance of a state of good repair of existing assets, asset replacement, and debt issuance. The Executive Director will update the long-term financial plan three times a year.
2. The Board of Trustees will review the long-term financial plan annually and report it to the State Bonding Commission.

D. Budgeting

1. As provided for in the Authority's Bylaws, the Authority will prepare an annual budget and the Board of Trustees, after consultation with the Advisory Council, will approve the budget.
2. The Board of Trustees may amend or supplement the budget at any time after its adoption.
3. The Executive Director may make administrative adjustments to an adopted budget without Board of Trustee approval as long as those changes will not have a significant policy impact or affect budgeted year-end fund balances.



E. Capital

1. The Executive Director will develop a five-year capital plan and update it every year for inclusion in the annual budget process discussions and approvals. The five-year capital plan will be fiscally constrained and will maintain all assets at a state of good repair to protect the Authority's capital investment and minimize future maintenance and replacement costs.

Budget Process

This section describes the process for preparing, reviewing, and adopting the budget for the coming fiscal year. It also includes procedures for amending the budget after adoption and the process used in developing the capital budget. A budget calendar for the budgeted year 2021 is included at the end of this section.

Budget Process: The Executive Director and Chief Financial Officer, with the advice and counsel of the Board of Trustees and the Local Advisory Council, prepare a preliminary budget for the ensuing year including operation, maintenance, administration expenses, debt service, and capital expenditures.

The yearly process starts in Spring with the Authority's Executive Team and staff assessing likely growth estimates for revenues, operating expenses, and capital projects. Budget priorities are discussed and a preliminary five-year capital plan is developed. Changes in assumptions are incorporated into the long-term financial plan model and operating and capital budget targets are developed by early July. After a preliminary budget outlook is reviewed with the Board of Trustees, the Executive Director develops and distributes budget preparation instructions for Authority staff.

A draft five-year capital plan is completed and reviewed with the Board of Trustees and the Local Advisory Council in September. The first year of the capital plan, which includes specific capital projects and the funding available through outside funding such as grants, local partners, state funding, and financing are included in the next year's capital budget.

By late August each Chief Officer submits an operating budget which is at or below the budget target for their departments and which supports the Board of Trustees' budget priorities. The Executive Team reviews the operating budgets and makes any adjustments it deems necessary. Preliminary budgets are reviewed with the Board of Trustees in September. Any modifications to the budget are completed by early October.

In November, the Executive Director presents the 2021 tentative budget to the Board of Trustees for their review and approval. Once the tentative budget is approved by the Board of Trustees, it is sent to the Governor's Office, State Legislature and Local Governments and a 30-day comment period, which includes a



public hearing, is established. In early December, the Executive prepares and presents the 2021 Final Budget to the Board of Trustees for its review and approval.

Adoption of Annual Budget: Before the first day of each fiscal year, the Board shall adopt the annual budget by a vote of a quorum of the total Board. If, for any reason, the Board has not adopted the annual budget on or before the first day of January of any fiscal year, the preliminary budget for such year shall be in effect for such fiscal year until the annual budget is adopted.

Please refer to the 2021 UTA Budget Preparation Schedule at the end of this section.

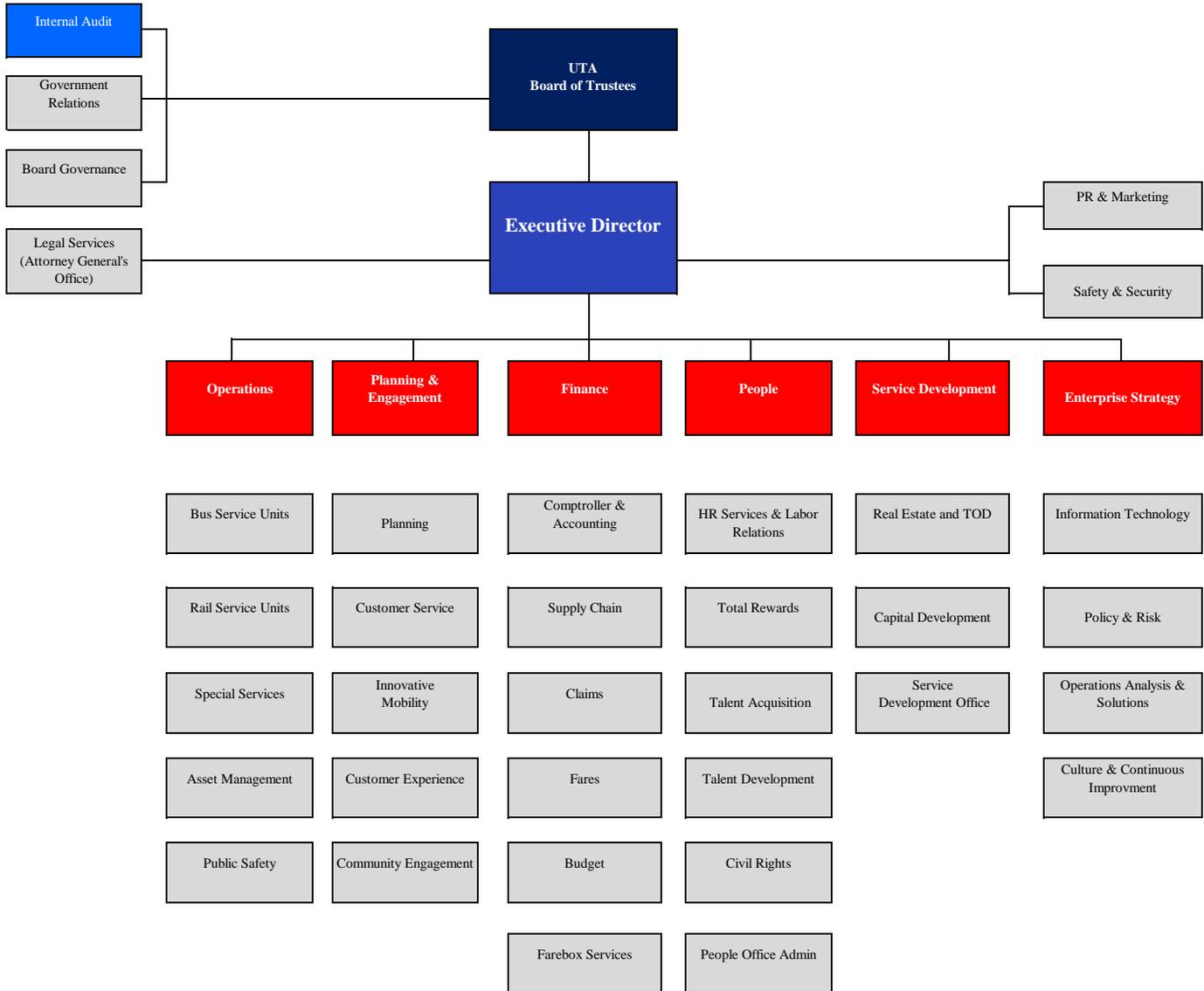


Annual Budget Schedule:

<u>Task</u>	<u>Completion Date</u>
Executive Director prepares and distributes budget preparation memo based upon Board of Trustee's budget priorities and available funding per the long-term financial model	July 13, 2020
Draft Budgets due from Executive Team. (Executive Team will notify their direct reports of earlier submission dates before this time to allow for executive review).	August 28, 2020
Executive team evaluates 2021 operating and capital budget submittals	Sept. 4, 2020
Preliminary 2021 operating and capital budgets reviewed with the Board of Trustees	Sept 28 to Oct 2, 2020
Final adjustments to 2021 budget	Oct. 2, 2020
2021 Tentative Budget provided to Board of Trustees	Oct. 28, 2020
Board of Trustees reviews 2021 Tentative Budget	Nov. 4, 2020
Budget Review and Comment Period	Nov. 11 to Dec. 11, 2020
Board of Trustees holds public hearing on 2021 Budget	Nov. 11, 2020
Board of Trustees considers approval of the 2021 Final Budget	Dec. 16, 2020
Staff submits Final Budget to State Auditor	Dec. 31, 2020
Staff prepares, prints, and distributes 2021 Budget Document to the Board of Trustees, Operating Departments and interested parties	Dec. 31, 2020



Organizational Chart



2021 Tentative Operating Budget

2021 UTA Operating Budget by Mode

	FY 2020 Budget	FY 2021 Budget	Change
Bus	\$108,868,992	\$107,925,104	\$(943,888)
Light Rail	52,208,951	55,404,928	3,195,977
Commuter Rail	30,711,342	28,920,873	(1,790,469)
Paratransit	24,887,147	24,111,761	(775,386)
Rideshare/Vanpool	3,298,190	3,644,685	346,495
Operations Support	50,353,076	53,454,084	3,101,008
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Planning/Capital Support ¹	6,443,876	6,393,224	(50,652)
Non-Departmental ²	1,632,924	6,562,491	4,929,567
Total Division	\$316,486,000	\$326,530,000	\$10,044,000

2020 and 2021 Proposed Budget by Office

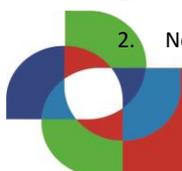
	FY 2020 Budget	FY 2021 Budget	Change
Board	\$2,786,780	\$2,720,074	\$(66,706)
Executive Director	7,911,851	7,890,971	(20,880)
Operations	249,647,850	252,598,361	2,950,511
Finance	13,289,788	13,863,537	573,749
Service Development	4,310,543	4,439,940	129,397
Planning & Engagement	10,967,764	10,649,039	(318,725)
Enterprise Strategy	17,059,501	19,880,699	2,821,198
People	8,879,000	7,924,891	(954,109)
Non-Departmental ²	1,632,924	6,562,491	4,929,567
Total Division	\$316,486,000	\$326,530,000	\$10,044,000

The 2021 Operating Budget was designed with the following strategies:

- Primary Goal: Maintain Fiscal Responsibility
- Maintain August 2020 baseline service levels
- Centralize budgets to improve clarity, ownership, and overall understanding of current state
- Repurpose funds between offices and departments to improve budget alignment with annual initiatives and support current and future agency needs.

1. Planning/Capital Support is comprised of Planning, Capital Development & Real Estate

2. Non-Departmental contains funds for emerging needs as the region continues to react to and recover from the pandemic



2021 UTA Operating Budget Expenses by Category

	FY2020 Budget	FY 2021 Budget	% Change
Wages	\$157,322,390	\$158,310,407	0.6%
Fringe	73,460,319	75,251,668	2.4%
Services	27,511,998	31,470,240	14.4%
Fuel	20,281,070	15,874,843	(21.7)%
Parts	19,734,825	20,694,821	4.9%
Utilities	11,977,462	12,025,731	0.4%
Other O&M	17,452,984	22,233,919	27.4%
Capitalized Costs	(11,255,047)	(9,331,626)	17.1%
Total Budget	\$316,486,000	\$326,530,000	3.2%

Key Budget Changes:

- Decrease in fuel due to lower price per gallon and reduced service levels
- Increase in wages and fringe benefits
- Increase in Contract Services for additional cleaning services in Rail and Trax as well as increase maintenance support for UTA's infrastructure
- Increase in Information Technology for critical state of good repair and technology projects
- Increase non departmental by \$6.5 million to fund emerging needs as the region continues to react to and recover from the pandemic



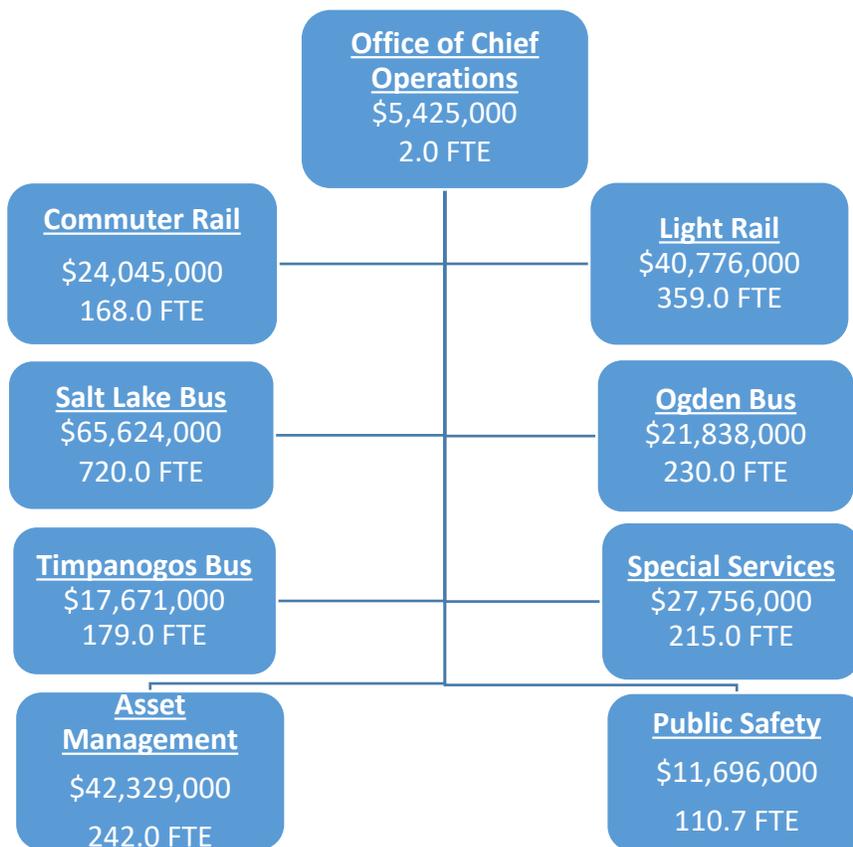
UTA FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change
Board	14.0	13.5	(0.5)
Executive Director	39.5	37.5	(2.0)
Operations	2,258.7	2,225.7	(33.0)
Finance	109.0	105.1	(3.9)
Service Development	31.0	32.0	1.0
Planning & Engagement	71.5	71.5	0.0
Enterprise Strategy	97.5	104.0	6.5
People	79.7	58.2	(21.5)
Totals	2,700.9	2,647.5	(53.4)



2021 Operating Budget by Office, Cost Center, Category & FTE

Operations



The Operations Office is comprised of six service units spread out across our system as well as our Public Safety Department and Asset Management (Engineering & Support Maintenance).

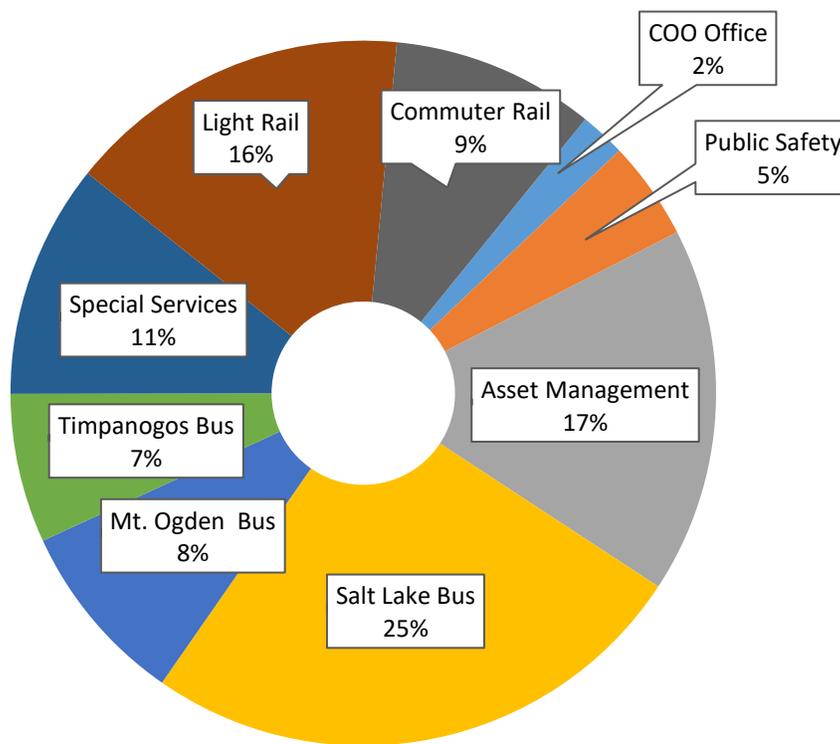
UTA Operations provides the following to make the UTA System work:

- *Service Operations.* Operate buses, light rail, commuter rail, vanpool, and paratransit services across the UTA service area in a safe and efficient manner.
- *Maintenance Services.* Maintain the buses, rail cars and rail right of way to allow the safe and comfortable operation of services to UTA’s customers.
- *Operations Planning.* Operations planners partner with the service planners on designing and operationalizing the service plan in a way that aligns with our focus areas of Service, People and Stewardship.
- *Public Safety.* UTA has an internal police department focused on keeping our community, our riders and our employees safe. Our police also engage in community service and support our local authorities.



2021 Proposed Operations Budget

Expenses: \$257.2M



Key Budget Changes:

- Reduced miles and hours
- Increase non-departmental by \$4.4 million to fund emerging needs
- Increased rail cleaning contract \$334K
- Increased Light Rail Maintenance parts budget \$1.3M
- Operationalized Light Rail overhaul labor cost \$3M
- Increased MOW overtime due to RWIC responsibilities \$170K
- Net Decrease in FTE 33 due to reduced service levels



2021 Proposed Operations Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
COO Office	\$11,698,488	\$12,558,068	\$859,580
Asset Management	39,504,307	42,329,442	2,825,134
Salt Lake Bus	65,516,696	65,624,238	107,542
Mt. Ogden Bus	22,404,996	21,838,431	(566,565)
Timpanogos Bus	18,239,979	17,671,215	(568,764)
Special Services	28,185,337	27,756,446	(428,891)
Light Rail	38,092,266	40,775,968	2,683,702
Commuter Rail	26,005,780	24,044,553	(1,961,227)
Non-Departmental	132,446	4,562,491	4,430,045
Totals	\$249,780,296	\$257,160,852	\$7,380,556

Key Initiatives:

- Partner with Service Planning to identify and enhance essential service routes
- Begin implementation of Rail Maintenance Apprenticeship programs
- Navigate new normal (maintain situational awareness, monitor performance, and adjust as required)
- Provide efficient and effective service in regards to ridership, cost, and reliability and minimizing service interruptions (KPI's)
- Ensure safe and secure system with emphasis on avoidable accidents and police presence (KPI's)
- Finalize Commuter Rail replacement/rehab plan and develop long-term replacement strategy for SD100 and SD160 light rail fleets
- Initiate an Asset Management Committee to ensure alignment between long range plans, state of good repair priorities, and financial forecast



2021 Proposed Operations Budget Expenses by Category

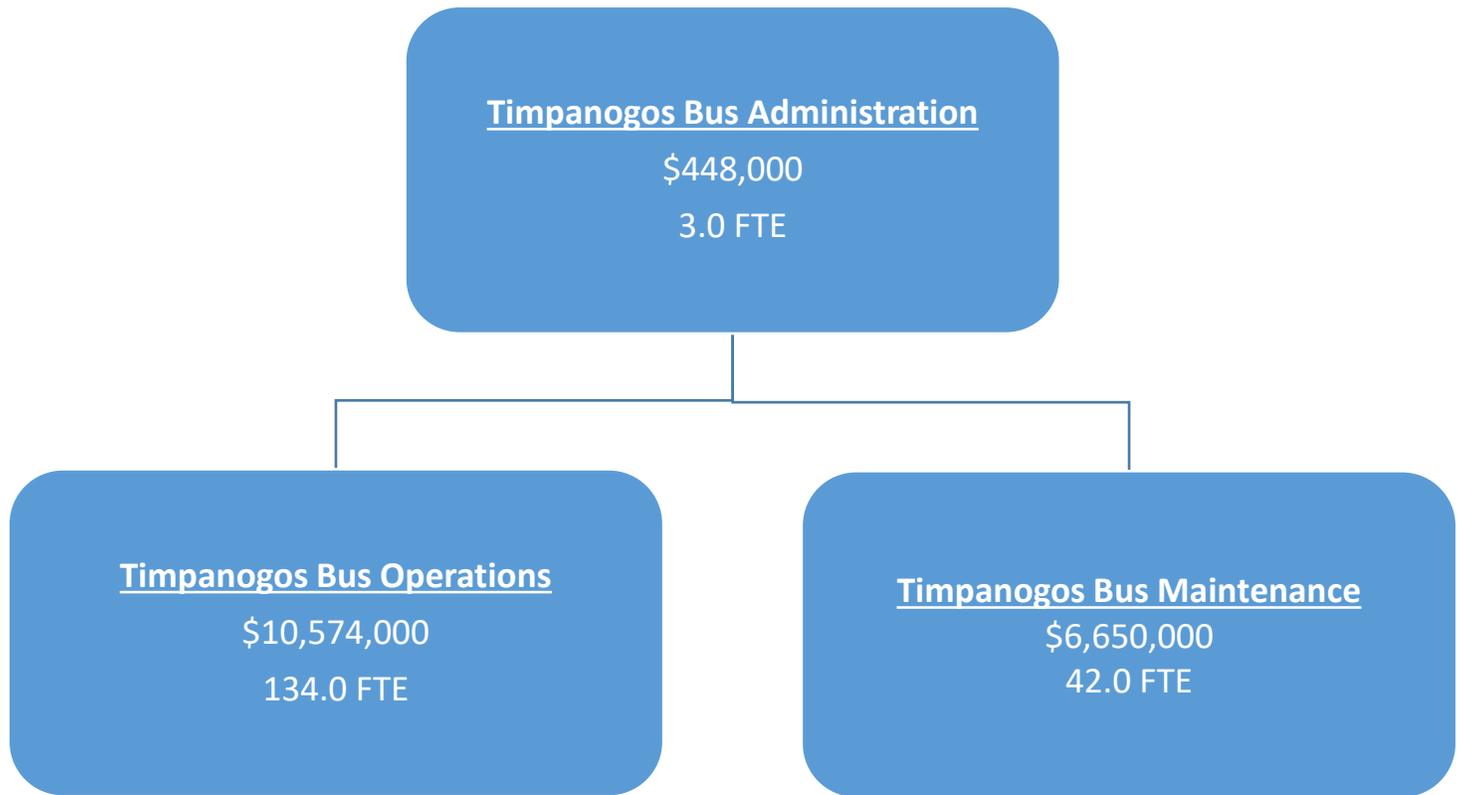
Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$127,105,830	\$127,882,484	0.6%
Fringe	60,775,635	62,516,781	2.9%
Services	12,542,532	14,570,675	16.2%
Fuel	20,214,325	15,813,103	(21.8)%
Parts	19,472,143	20,442,354	5.0%
Utilities	11,172,180	11,162,053	(0.1)%
Non-Departmental	145,446	4,562,491	3,036.9%
Capitalized Costs	(10,496,754)	(8,427,602)	19.7%
Other O&M	8,848,958	8,638,513	(2.4)%
Totals	\$249,780,296	\$257,160,852	3.0%

Operations FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
COO Office	2.0	2.0	0.0	
Public Safety	109.7	110.7	1.0	
Asset Management	234.0	242.0	8.0	
Salt Lake Bus	727.5	720.0	(7.5)	
Mt. Ogden Bus	235.0	230.0	(5.0)	
Timpanogos Bus	183.0	179.0	(4.0)	
Special Services	219.0	215.0	(4.0)	
Light Rail	365.0	359.0	(6.0)	
Commuter Rail	183.5	168.0	(15.5)	
Totals	2,258.7	2,225.7	(33.0)	



Timpanogos Service Unit



2021 Proposed Timpanogos Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Timp Administration	\$439,560	\$447,693	\$8,133
Timp Operations	10,762,272	10,573,829	(188,443)
Timp Maintenance	7,038,147	6,649,693	(388,454)
Totals	\$18,239,979	\$17,671,215	\$(568,764)

2021 Proposed Timpanogos Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$9,791,460	\$9,799,692	0.1%
Fringe	4,866,576	4,817,377	(1.0)%
Services	107,370	131,495	22.5%
Fuel	2,189,260	1,738,621	(20.6)%
Parts	700,719	651,495	(7.0)%
Utilities	190,261	158,202	(16.9)%
Other O&M	394,333	374,333	(5.1)%
Totals	\$18,239,979	\$17,671,215	(3.1)%



Timpanogos FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Timp Administration	3.0	3.0	0.0	
Timp Operations	140.0	134.0	(6.0)	
Timp Maintenance	40.0	42.0	2.0	
Totals	183.0	179.0	(4.0)	Reduced service

Key Budget Changes:

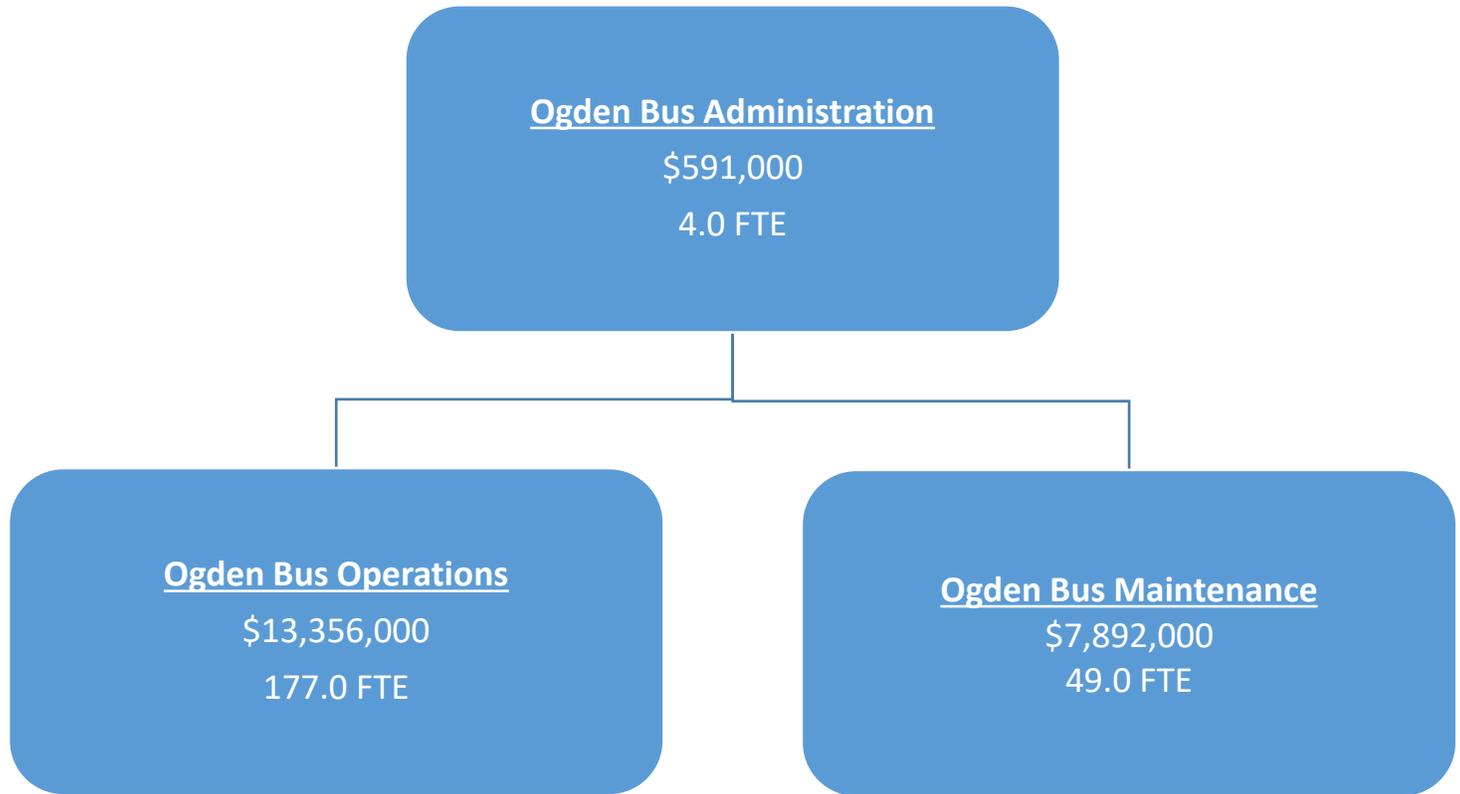
- Reduced Miles & Hours
 - 199K fewer miles
 - 19.5K fewer hours
- Net Decrease in 4 FTE

Key Initiatives:

- Central corridor Transit Project/Environmental Study
 - Bus Rapid Transit - Lehi to Provo
- Increased employee involvement and training
- Partner with CSDO on service recovery plans, future studies and implementation
 - Point of the Mountain/Central Corridor Coordination
 - South Utah County Transit Study
 - Saratoga Springs/Eagle Mountain Study



Ogden Service Unit



2021 Proposed Mt. Ogden Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Ogden Administration	\$487,002	\$590,920	\$103,918
Ogden Operations	13,532,596	13,355,563	(177,033)
Ogden Maintenance	8,385,398	7,891,948	(493,450)
Totals	\$22,404,996	\$21,838,431	\$(566,565)

2021 Proposed Mt. Ogden Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$12,299,788	\$12,201,833	(0.8)%
Fringe	5,855,352	6,115,681	4.4%
Services	186,000	212,050	14.0%
Fuel	2,624,713	2,029,256	(22.7)%
Parts	749,325	652,875	(12.9)%
Utilities	14,000	12,700	(9.3)%
Other O&M	675,818	614,036	(8.9)%
Totals	\$22,404,996	\$21,838,431	(2.5)%



Mt. Ogden FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Ogden Administration	3.0	4.0	1.0	
Ogden Operations	185.0	177.0	(8.0)	
Ogden Maintenance	47.0	49.0	2.0	
Totals	235.0	230.0	(5.0)	Reduced Service

Key Budget Changes:

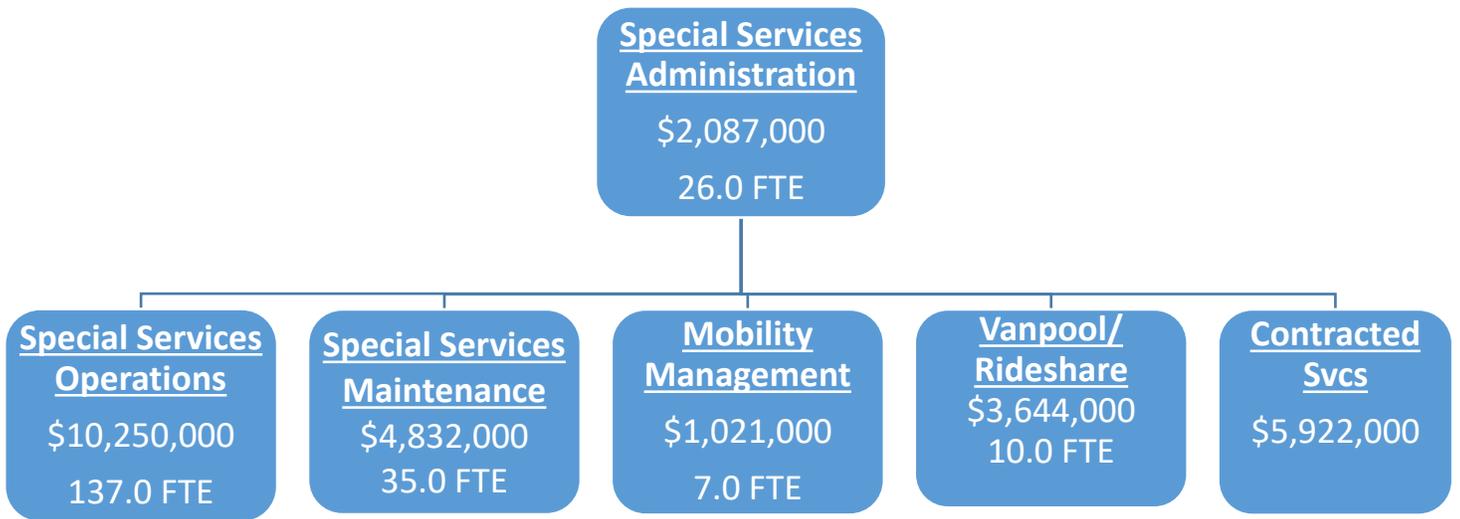
- Reduced Miles & Hours
 - 756K fewer miles
 - 25 K fewer hours
- Net Decrease in 5 FTE

Key Initiatives:

- Continue Covid-19 recovery efforts
- Prepare for Ogden/WSU BRT opening
- Partner with Service Planning on service recovery plan and implementation
- Meet all COO KPI's providing efficient, safe, and reliable service
- Renew focus on customer service and employee engagement to help restore customer confidence



Special Services Service Unit



2021 Proposed Special Services Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Special Svcs Administration	\$2,034,964	\$2,087,229	\$52,265
Special Svcs Operations	10,728,252	10,250,052	(478,200)
Special Svcs Maintenance	5,199,707	4,832,223	(367,484)
Vanpool/Rideshare	3,298,190	3,644,685	346,495
Mobility Management	1,276,863	1,020,616	(256,247)
Contracted Services	5,647,361	5,921,641	274,280
Totals	\$28,185,337	\$27,756,446	\$(428,891)

2021 Proposed Special Services Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$11,486,900	\$11,292,000	(1.7)%
Fringe	5,790,708	5,714,587	(1.3)%
Services	6,684,703	6,526,537	(2.4)%
Fuel	2,209,988	2,228,769	0.8%
Parts	357,697	325,504	(9.0)%
Supplies	129,447	114,976	(11.2)%
Other O&M	1,525,894	1,554,073	1.8%
Totals	\$28,185,337	\$27,756,446	(1.5)%



Special Services FTE Summary

2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Special Services Administration	26.0	26.0	0.0	
Special Services Operations	142.0	137.0	(5.0)	
Special Services Maintenance	34.0	35.0	1.0	
Vanpool/Rideshare	10.0	10.0	0.0	
Mobility Management	7.0	7.0	0.0	
Totals	219.0	215.0	(4.0)	Reduced Service

Key Budget Changes:

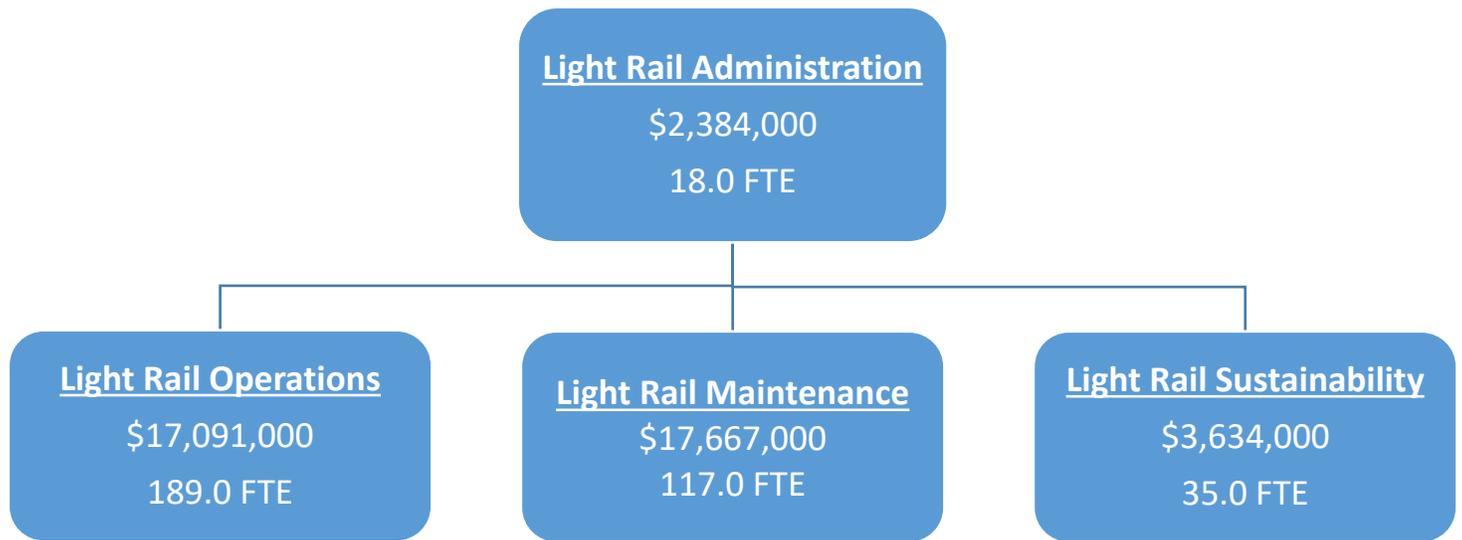
- Reduced Miles & Hours
 - 536K fewer miles
 - 21.5K fewer hours
- Net Decrease in 3 FTE
- Increase Vanpool insurance \$183K
- Increase Paratransit contract services \$575K

Key Initiatives:

- Explore Vanpool insurance alternatives
- Implement comprehensive transportation plan for people with disabilities and seniors
- Perform cost analysis and determine feasibility of insourcing Paratransit operations in the Northern/Southern service areas
- Purchase and implement Trapeze Mobility Management Software



Light Rail Service Unit



2021 Proposed Light Rail Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Light Rail Administration	\$2,668,795	\$2,384,438	\$(284,357)
Light Rail Operations	17,440,820	17,090,669	(350,151)
Light Rail Maintenance	17,272,992	17,666,812	393,820
Light Rail Sustainability	709,659	3,634,049	2,924,390
Totals	\$38,092,266	\$40,775,968	\$2,683,702

2021 Proposed Light Rail Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$23,426,894	\$22,740,839	(2.9)%
Fringe	10,731,372	10,856,491	1.2%
Services	1,294,855	1,377,972	6.4%
Fuel	117,064	66,910	(42.8)%
Parts	9,851,253	11,209,830	13.8%
Supplies	917,872	763,635	(16.8)%
Capitalized Costs	(8,849,145)	(6,773,450)	23.5%
Other O&M	602,101	533,741	(11.4)%
Totals	\$38,092,266	\$40,775,968	7.0%



Light Rail FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Light Rail Administrative	20.0	18.0	(2.0)	
Light Rail Operations	193.0	189.0	(4.0)	
Light Rail Maintenance	117.0	117.0	0.0	
Rail Sustainability	35.0	35.0	0.0	
Totals	365.0	359.0	(6.0)	Reduced Service

Key Budget Changes:

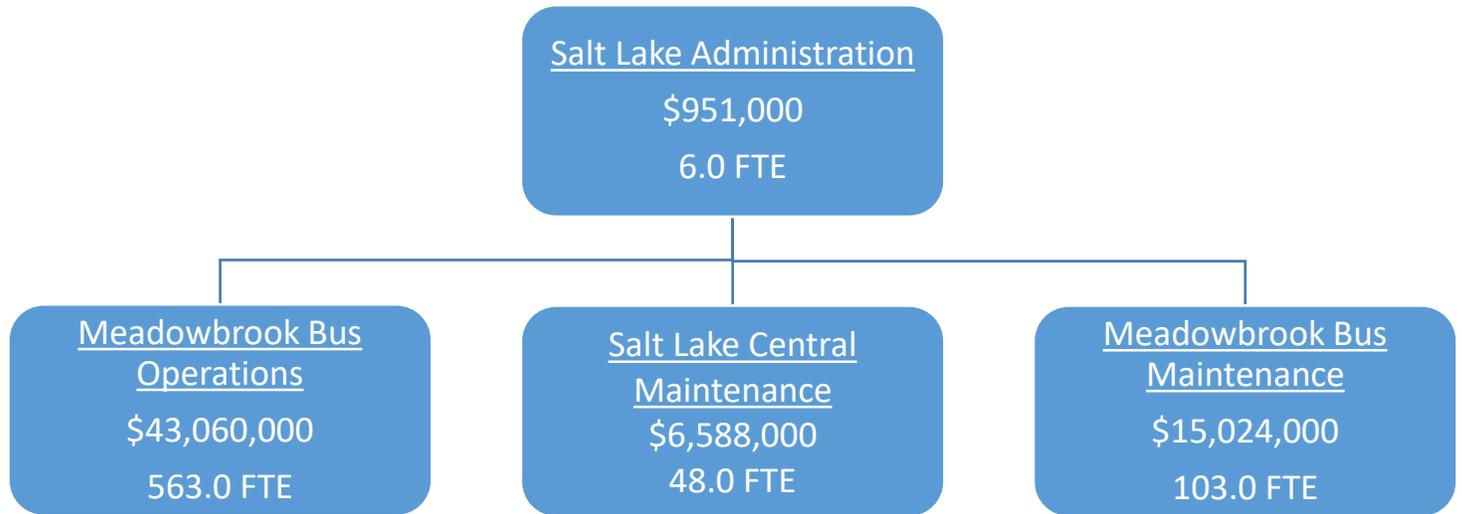
- Reduced Hours
 - 44K fewer hours
- Net Decrease in 6 FTE
- Operationalized overhaul labor budget—transferred funding from capital \$3M
- Increased services contract budget for enhanced cleaning \$200K
- Increased Maintenance parts budget \$1.3M

Key Initiatives:

- Support airport start up
- Complete Light Rail seat replacement project
- Begin implementation of Light Rail Maintenance Apprenticeship Program
- Initiate campaign to improve 200 S & 400 W Curves
- GPS activated noise (wheel squeal) mitigation system- Future plans for system-wide sensor design
- Continue Light Rail overhaul program
- Conduct campaigns to minimize weather-related delays
- Investigate use of HVAC UV lights and pursue funding source



Salt Lake Service Unit



2021 Proposed Salt Lake Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Salt Lake Administration	\$1,071,699	\$950,796	\$(120,903)
Salt Lake Operations	41,831,952	43,060,256	1,228,304
Salt Lake Maintenance	22,613,045	21,613,186	(999,859)
Totals	\$65,516,696	\$65,624,238	\$107,542

2021 Proposed Salt Lake Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$36,869,224	\$37,454,487	1.6%
Fringe	18,116,528	19,157,588	5.7%
Services	366,387	521,288	42.3%
Fuel	5,985,192	4,732,408	(20.9)%
Parts	2,367,080	2,066,882	(12.7)%
Supplies	513,364	472,626	(7.9)%
Other O&M	1,298,921	1,218,959	(6.2)%
Totals	\$65,516,696	\$65,624,238	0.2%



Salt Lake FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Salt Lake Administration	7.0	6.0	(1.0)	
Salt Lake Operations	577.0	563.0	(14.0)	
Salt Lake Maintenance	143.5	151.0	7.5	
Totals	727.5	720.0	(7.5)	Reduced Service

Key Budget Changes:

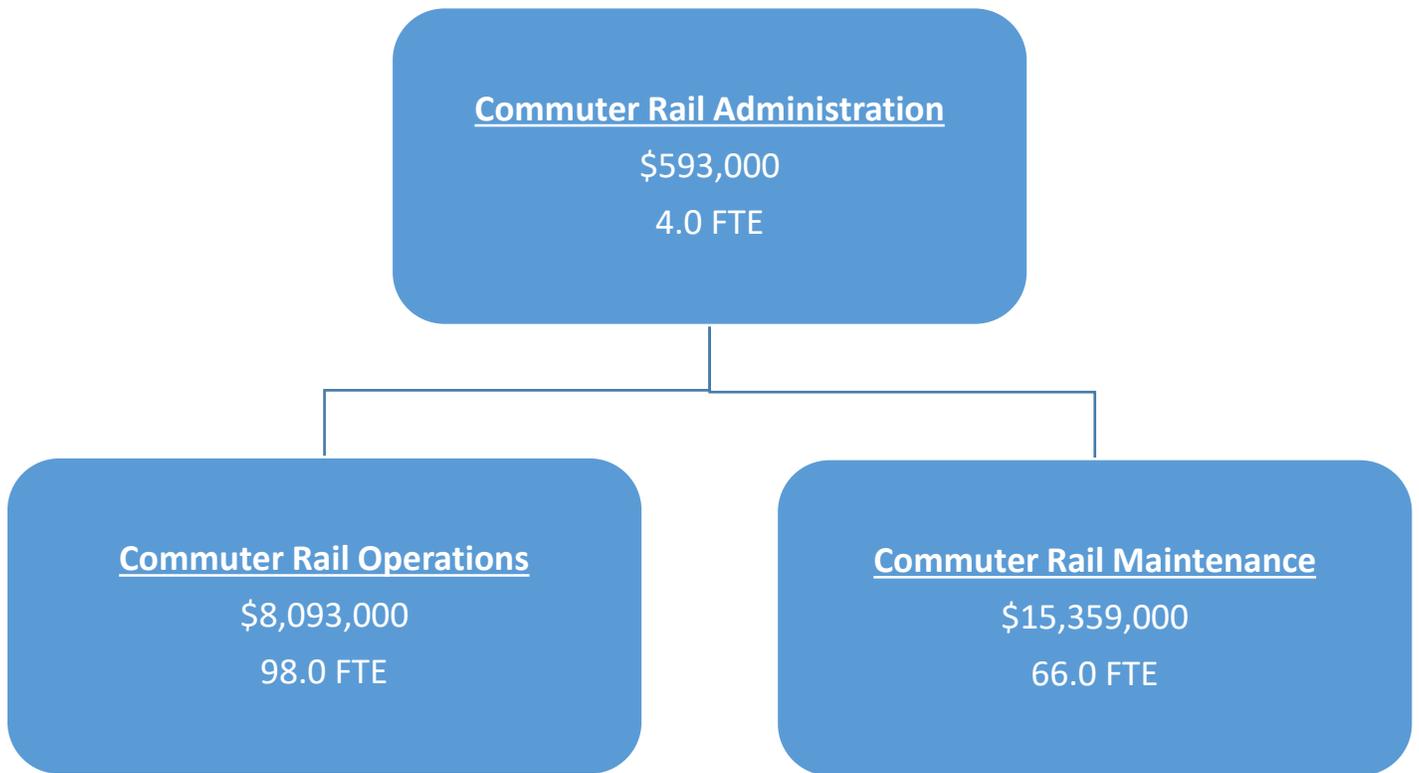
- Reduced Miles and Hours
 - 756K fewer miles
 - 25K fewer hours
- Net Decrease in 7.5FTE
- Increase Contract Services \$115K for Camera System

Key Initiatives:

- Continue Covid-19 Recovery
- Implement Supervisor development/training – succession planning
- Partner with Service Planning on service recovery plan and implementation
- Complete Meadowbrook Maintenance Bldg (three bay expansion)
- Electric buses
- Continue to fine tune electric bus processes in preparation for additional buses
- Airport TRAX bus bridge



Commuter Rail Service Unit



2021 Proposed Commuter Rail Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Com. Rail Administration	\$633,252	\$592,870	\$(40,382)
Com. Rail Operations	8,486,175	8,092,897	(393,278)
Com. Rail Maintenance	16,886,353	15,358,786	(1,527,567)
Totals	\$26,005,780	\$24,044,553	\$(1,961,227)

2021 Proposed Commuter Rail Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$10,527,301	\$10,164,208	(3.4)%
Fringe	4,554,576	4,632,927	1.7%
Services	619,039	755,679	22.1%
Fuel	6,583,013	4,533,989	(31.1)%
Parts	3,702,080	3,670,264	(0.9)%
Supplies	465,217	480,203	3.2%
Capitalized Costs	(635,609)	(444,152)	30.1%
Other O&M	190,163	251,435	32.2%
Totals	\$26,005,780	\$24,044,553	(7.5)%



Commuter Rail FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Com. Rail Administrative	5.0	4.0	(1.0)	
Com. Rail Operations	113.5	98.0	(15.5)	
Com. Rail Maintenance	65.0	66.0	1.0	
Totals	183.5	168.0	(15.5)	Reduced Service

Key Budget Changes:

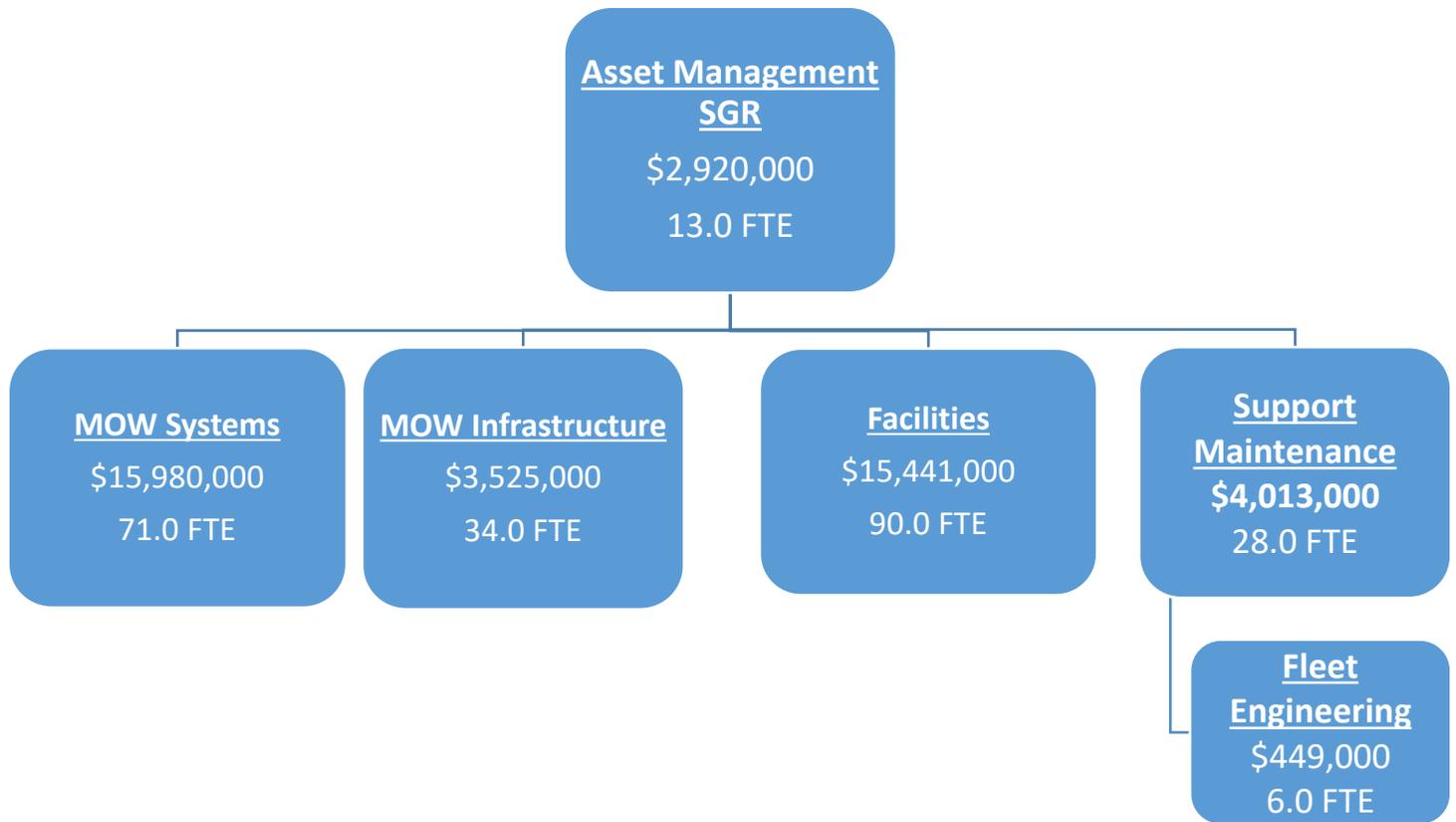
- Reduced Miles and Hours
 - 317K fewer miles
 - 10K fewer hours
- Net Decrease in 15 FTE
- Increase Contract Services \$134K for enhanced cleaning

Key Initiatives:

- Continue locomotive overhaul
- Complete four locomotives annually
- Establish long-term car replacement/overhaul program plan
- Begin implementation of CR Maintenance Apprenticeship Program
- Vineyard Station Implementation
- Implementing use of HVAC UV lights
- Support Future of FrontRunner Objectives



Asset Management Service Unit



2021 Proposed Asset Management Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Support Maintenance	\$3,890,934	\$4,013,619	\$122,685
Fleet Engineering	437,290	448,565	11,275
Asset Management- SGR	1,125,924	2,920,552	1,794,628
Facilities	15,227,913	15,441,426	213,513
MOW - Systems	15,538,974	15,979,880	440,905
MOW - Infrastructure	3,283,272	3,525,400	242,128
Totals	\$39,504,307	\$42,329,442	\$2,825,134

2021 Proposed Asset Management Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$15,495,343	\$16,639,133	7.4%
Fringe	7,247,239	7,613,599	5.1%
Services	3,058,850	4,815,534	57.4%
Parts	1,876,200	2,002,692	6.7%
Supplies	1,303,490	733,250	(43.7)%
Utilities	10,827,830	10,773,069	(0.5)%
Capitalized Costs	(1,012,000)	(1,210,000)	19.6%
Other O&M	707,355	962,165	36.0%
Totals	\$39,504,307	\$42,329,442	7.2%



Asset Management FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Support Maintenance	27.00	28.00	1.0	
Fleet Engineering	6.00	6.00	0.0	
Asset Mgt SGR	8.00	13.00	5.0	Support SGR/Maintenance
Facilities	89.00	90.00	1.0	Bus Stop Support
MOW Systems	71.00	71.00	1.0	Vineyard
MOW Infrastructure	33.00	34.00	1.0	
Totals	234.00	242.00	8.0	SGR/Maintenance

Key Budget Changes:

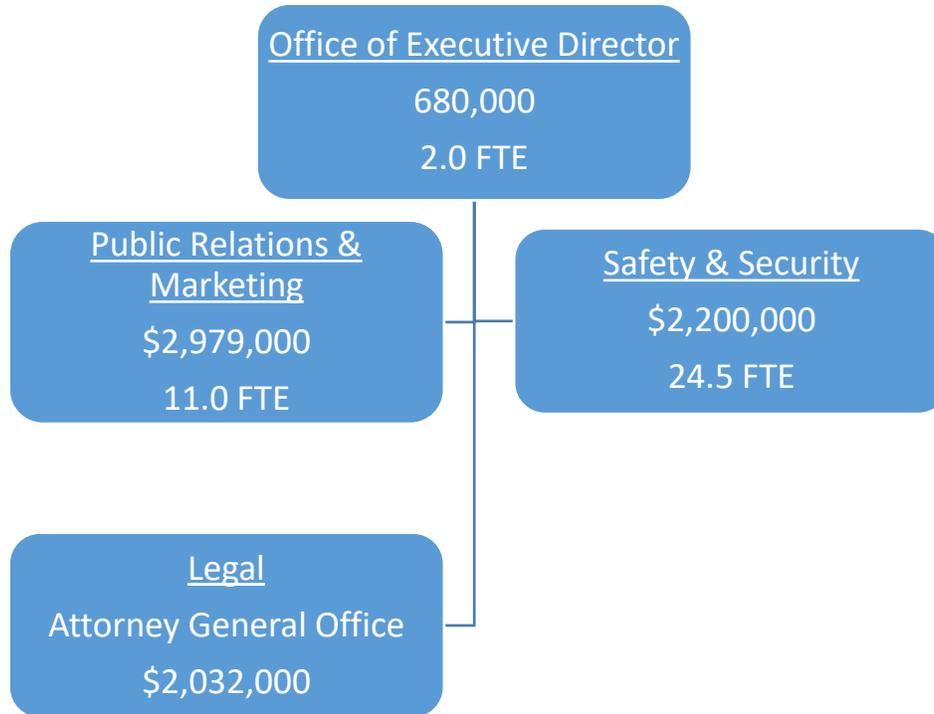
- Increased MOW parts \$100K for increased maintenance on FrontRunner and Trax
- Increased 6 FTE
- Increased contract services \$1.5M for additional maintenance and state of good repair support
- Moved systems engineering team from MOW to SGR to consolidate SGR project management team. Neutral impact

Key Initiatives:

- Develop SGR metrics to track budget needs, backlog, and completed projects
- Begin implementation of MOW apprenticeship training program
- Implement electronic tracking of facilities and MOW inspections, preventative maintenance activities, and repair activities
- Develop long-term replacement strategy for SD100 and SD160 light rail fleets
- Develop plan to right size MOW, Facilities, and Body Shop to keep up with expanded needs
- Update TAM plan and TAM policies within UTA for a coordinated asset management approach



Executive Director



The Executive Director focuses internally on running the day to day organization. The Executive Director sets the annual strategies, initiatives and goals for the Agency and partners with each Executive Office to fulfill UTA's mission.

UTA Executive Office provides the following to make the UTA System work:

- Executive Director. Provides leadership and daily management to UTA's workforce.
- In addition to the six chief offices, the Executive Director also oversees the following departments:
 - *Safety & Security*. Focused on UTA wide safety and security practices and regulations are met.
 - *Legal*. Works directly with our inhouse representation from the Attorney General's Office.
 - *Public Relations and Marketing*. Coordinates, directs and implements public relations and marketing of our products and services as well as internal communications.



2021 Executive Director Operating Budget Expenses by Division

	FY 2020 Budget	FY 2021 Budget	Change
Executive Director	\$930,234	\$680,432	\$(249,802)
Legal	2,004,880	2,031,752	26,872
Public Relations & Mktg	2,877,952	2,978,779	100,827
Safety & Security	2,098,785	2,200,008	101,223
Total Division	\$7,911,851	\$7,890,971	\$(20,880)

2021 Executive Director Operating Budget Expenses by Category

	FY 2020 Budget	FY 2021 Budget	% Change
Wages	\$2,516,016	\$2,599,152	3.3%
Fringe	956,820	994,857	4.0%
Services	3,094,080	3,351,700	8.3%
Media	605,000	605,000	0.0%
Other O&M	739,935	340,262	(54.0)%
Total Group	\$7,911,851	\$7,890,971	(0.3)%

Also, under the purview of the Executive Director is the non-departmental cost center which has \$2 million proposed in this budget to fund emerging needs as the region continues to react to and recover from the pandemic.

	FY 2020 Budget	FY 2021 Budget	Change
Non-Departmental	1,500,478	2,000,000	33.3%



Executive Director FTE Summary: 2020 Budget and 2021 Proposed Budget

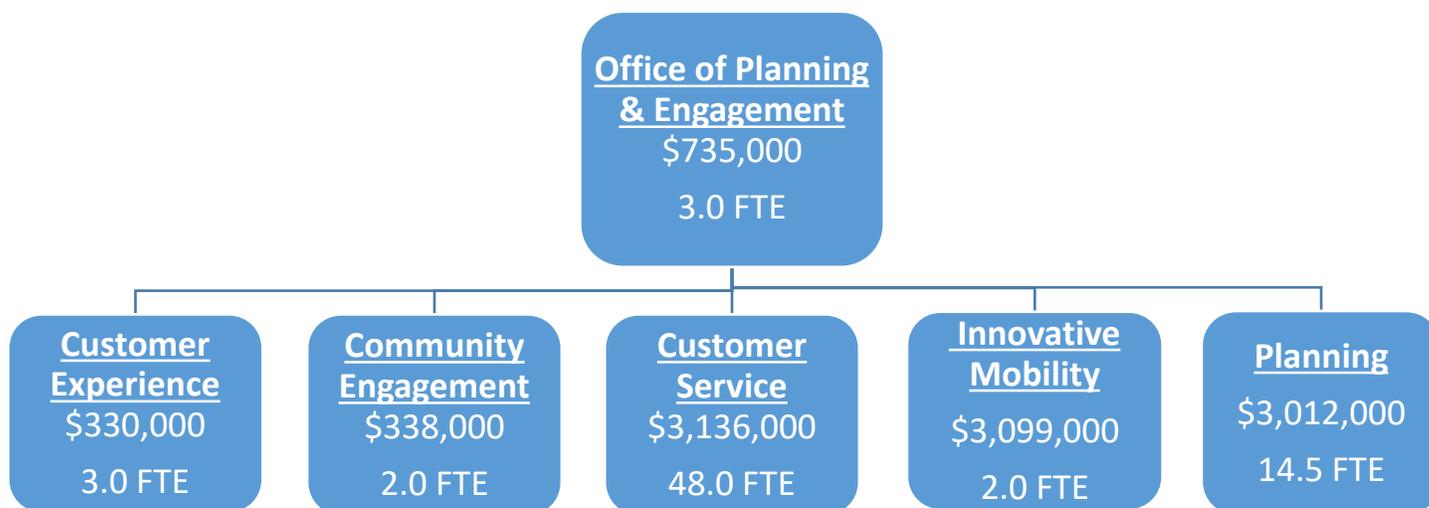
	2020 Budget	2021 Proposed	Change	Reason
Executive Director	2.0	2.0	0.0	
Legal	0.0	0.0	0.0	
Public Relations & Mktg	11.0	11.0	0.0	
Safety & Security	25.5	24.5	(1.0)	Transfer
Totals	38.5	37.5	(1.0)	

Key Budget Changes:

- Transfer Motivosity for Employee Recognition to Total Rewards (\$390K)
- Increase non-departmental due to COVID-19 uncertainties \$499,522
- Reduce APTA one-time 2020 expense by (\$20K) for hosting



Planning & Engagement



This Office supports UTA's planning and community engagement efforts focused on customer service, customer experience and providing innovative mobility solutions.

UTA Planning & Engagement provides the following to make the UTA System work:

- *Planning.* The Planning Department's role is to ensure that UTA is prepared to meet the needs of the future. This includes working with local governments, regional and state agencies to anticipate future growth and development and find the right transit solutions to meet those needs.
- *Customer Service.* The Customer Service teams provide information about UTA services, receive and process customer feedback, sell UTA fare media and handle the lost and found items found on public transit. We are responsible to ensure that customers can maneuver throughout the service areas with confidence in our service districts and service types.
- *Community Engagement.* This team serves as a trusted resource and a catalyst for effective partnerships with our riders, key stakeholders, and community. Act as a facilitator/access point for public hearings and community events/activities.
- *Customer Experience.* Evaluates our system focused on the impact ease of the customer journey. Partners with our service units to ensure consistency across our service area, optimizing our customer experience.
- *Innovative Mobility.* Dedicated to help shape the evolving transportation landscape for the riders and communities we serve by identifying opportunities and testing new ideas that can improve our transit service.



2021 Proposed Planning & Engagement Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Chief Planning & Engagement	\$718,726	\$735,064	\$16,338
Service Planning	1,068,512	1,058,247	(10,265)
Planning	2,133,333	1,953,284	(180,049)
Community Engagement	255,120	337,773	82,653
Customer Experience	576,260	330,253	(246,007)
Customer Service	3,132,784	3,135,566	2,782
Innovative Mobility	3,083,029	3,098,852	15,823
Totals	\$10,967,764	\$10,649,039	\$(318,725)

2021 Proposed Planning & Engagement Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$3,920,176	\$4,007,008	2.2%
Fringe	1,834,752	1,783,533	(2.8)%
Services	4,587,938	4,279,548	(6.7)%
Supplies	319,646	224,840	(29.7)%
Other O&M	305,252	354,110	16.0%
Totals	\$10,967,764	\$10,649,039	(2.9)%



Planning & Engagement FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Planning & Engagement	3.0	3.0	0.0	
Service Planning	8.5	8.5	0.0	
Planning	6.0	6.0	0.0	
Community Engagement	2.0	2.0	0.0	
Customer Experience	3.0	3.0	0.0	
Customer Service	48.0	48.0	0.0	
Innovative Mobility	2.0	2.0	0.0	
Totals	71.5	71.5	0.0	

Key Budget Changes:

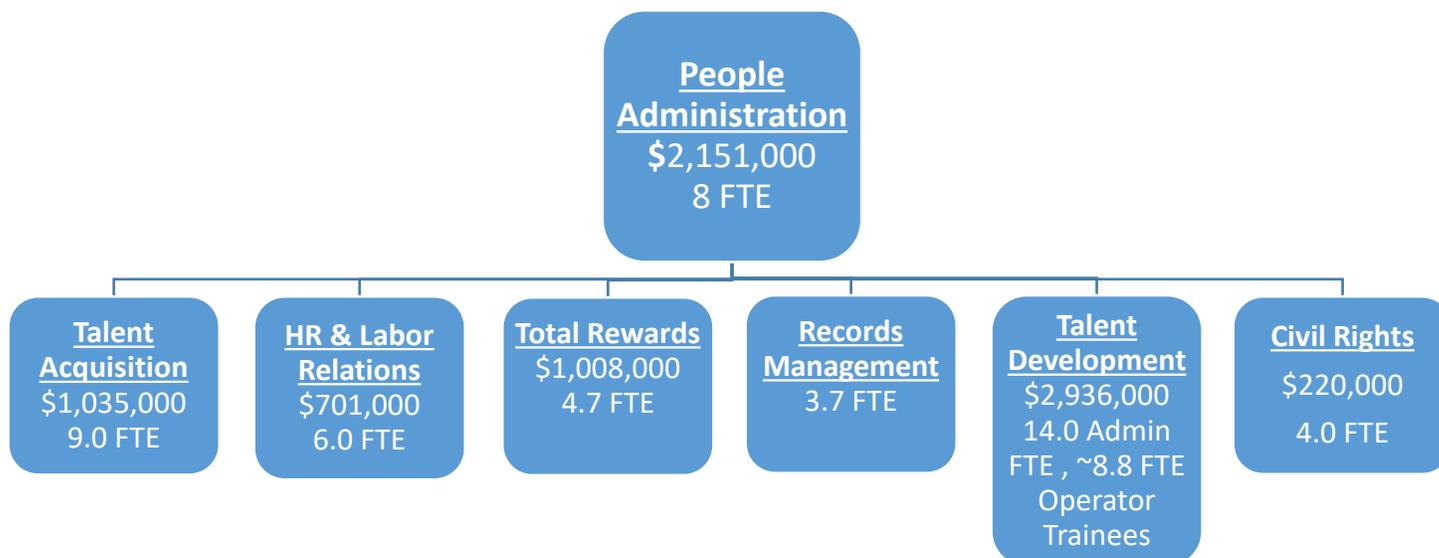
- FTE's remain unchanged
- Overall budget remained neutral
- Majority of line items reduced
- Added funds to the Dues and Memberships line item to enhance participation in chambers and community organizations: +\$25K

Key Initiatives:

- Complete RFP for on-demand services and innovative technology that can be used for key service integration
- Prepare a regional transit market analysis for the Point of the Mountain/Central Corridor project area
- Build strong community outreach programs with professional groups such as chambers, community agencies and private organizations that strengthen UTA's relationships in the community
- Continue to strengthen relationships and implement programs that help build access to opportunities for low income, transit-dependent and underserved communities



People



The People Office is focused on providing service to our employees through the entire employee life cycle from recruitment to retirement and ensures UTA's employees and leaders have what they need to succeed at accomplishing the Agencies objectives and goals.

UTA People office provides the following to make the UTA System work:

- *HR & Labor Relations:* From daily HR transactions to long-term talent goals, we collaborate with employees and leaders to fulfil the people portion of UTA's business strategies, using deliberate talent management and deployment.
- *Total Rewards:* Manages and administers employee programs such as health & wellness, retirement, and time off.
- *Talent Acquisition:* In partnership with hiring officials, the team analyzes current & future staffing needs and identifies effective strategies for sourcing, recruiting, and onboarding.
- *Talent Development:* An internal resource to UTA providing technical, professional, regulatory/compliance training and leadership development that support the UTA Way.
- *Records Management:* Oversees UTA's records and ensures the Agency is meeting its retention policies.
- *Compensation/Analytics:* Embedded within the People Office are also our Compensation Analyst and Strategic Analyst who focus on use data, best practices and benchmarking to ensure we have competitive and fair pay practices as well as use data for continuously improving our work and impact across the Agency.
- *Civil Rights:* Ensure UTA remains in compliance with all relevant civil rights laws, regulations, standards, and Executive Orders which prohibit discrimination or harassment of employees, applicants, or customers. This office also oversees our ADA & DBE teams.



2021 Proposed People Office Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Chief People Officer	2,231,300	2,151,696	(79,604)
Talent Acquisition	1,020,702	1,034,769	14,067
Culture & Talent Development	3,368,384	2,445,506	(922,878)
HR Services & Labor Relations	746,005	701,305	(44,700)
Civil Rights	804,079	583,776	(220,303)
Total Rewards	708,530	1,007,839	299,309
Totals	\$8,879,000	\$7,924,891	\$(954,109)

2021 Proposed People Office Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$5,050,872	\$4,145,461	(17.9)%
Fringe	1,994,736	1,777,771	(10.9)%
Services	797,603	748,733	(6.1)%
Other O&M	1,035,789	1,252,926	21.0%
Totals	\$8,879,000	\$7,924,891	(10.7)%



People FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Chief People Officer	11.0	11.7	0.7	Transfer Comp Analyst
Talent Acquisition	9.0	9.0	0.0	
Culture & Talent Development	43.0	22.8	(20.2)	225 to 75 HC trainees
HR & LR	6.0	6.0	0.0	
Civil Rights	5.0	4.0	(1.0)	
Total Rewards	5.7	4.7	(1.0)	
Totals	79.7	58.2	(21.5)	

Key Budget Changes:

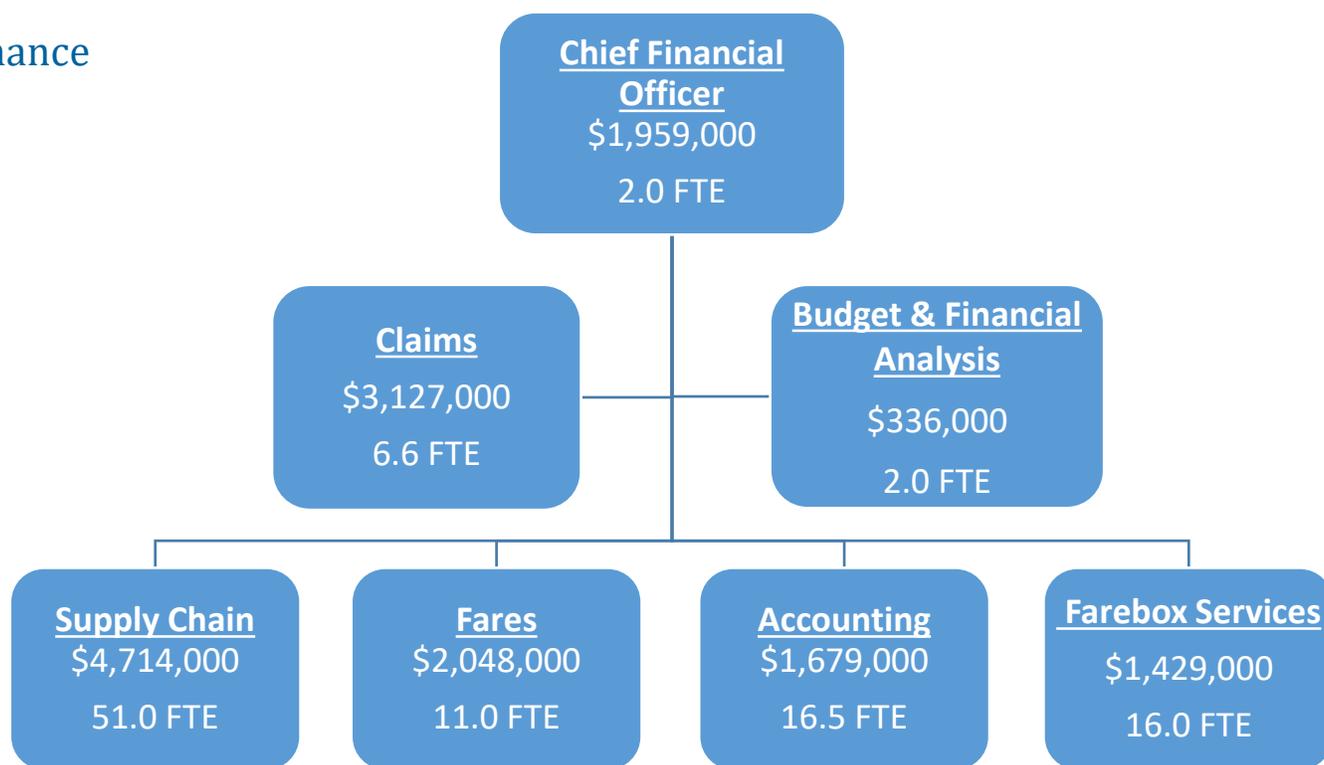
- Reduced \$400K from CPO centralized budget for vacation accrual to decentralized fringe budget throughout the organization
- Repurposed \$250K bus operator trainee wages to Rail Maintenance Apprenticeship Program
- Moved funding for Motivosity from Executive Director budget to Total Rewards - \$300K

Key Initiatives:

- Develop phase 2 of UTA's succession plan and implement training & development opportunities associated with phase 1
- Partner with Rail Maintenance groups to complete design of apprenticeship programs and implement first year modules
- Rollout updated "UTA Way" to include a focus on UTA's Inclusion and Belonging culture
- Implement updated People Management philosophy, to include new performance management tools to better support employee development
- Promote enhanced health and wellness programs to create better opportunities for participation and use of current services
- Develop Employee Value Proposition as an attraction and retention strategy
- Improve employee communications systems



Finance



Finance ensures UTA practices efficient, sound financial and resource management practices and oversees financial controls necessary to support the enterprise. Finance plans, allocates, and manages UTA's financial resources, leads financial risk management/mitigation, audit management, revenue collection, corporate investments, financial contract relationships, and pension fund and debt management.

UTA Finance office provides the following to make the UTA System work:

- *Budget and Financial Analysis.* Responsible for financial analysis, forecasting and planning, budget development, management, and monitoring/reporting on budget execution.
- *Accounting.* Manages payroll operations, accounts payable, accounts receivable, and financial reporting. Accounting is also the owner of the Enterprise Resource Planning system (ERP) – the financial system of record for the agency.
- *Fares.* Responsible for fare policy development, fare reporting and analysis, program administration of contract fares and all activities related to public fares including fare revenue collections and operations.
- *Supply Chain.* Supply Chain manages procurement, contracting, inventory, warranty claims, shipping & receiving, central warehouse operations and production control processes in support of TRAX, FrontRunner and all administrative functions.
- *Claims and Insurance.* Manages risk and exposure for the agency. The Department manages all UTA claims and insurance programs including property damage, workers compensation, Personal Injury Protection and oversees capital development project insurance programs.
- *Farebox Services.* Responsible for processes related to cash collection and processing including cash pick up, handling, reconciliation, and the reporting and tracking of cash. Farebox Services is also responsible for repairing, maintaining, and keeping all fare collection machines in proper working order and a state of good repair.



2021 Proposed Finance Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Supply Chain	\$4,511,379	\$4,713,937	\$202,558
Claims & Insurance	3,064,210	3,127,160	62,950
Fares	2,151,227	2,048,060	(103,167)
Accounting	1,682,883	1,678,615	(4,268)
CFO	643,164	529,895	(113,269)
Farebox Services	906,622	1,429,381	522,759
Budget	330,303	336,489	6,186
Totals	\$13,289,788	\$13,863,537	\$573,749

2021 Proposed Finance Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$6,632,164	\$6,669,010	0.6%
Fringe	3,100,260	2,961,559	(4.5)%
Services	552,458	1,233,588	123.3%
Insurance	2,361,742	2,382,060	0.9%
Other O&M	643,164	617,320	(4.0)%
Totals	\$13,289,788	\$13,863,537	4.3%



Finance FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Supply Chain	51.0	51.0	0.0	
Claims & Insurance	6.6	6.6	0.0	
Fares	15.0	11.0	(4.0)	
Accounting	16.5	16.5	0.0	
CFO	3.0	2.0	(1.0)	
Farebox Services	15.0	16.0	1.0	
Budget & Financial Analysis	2.0	2.0	0.0	
Totals	109.0	105.0	(4.0)	Transfers

Key Budget Changes:

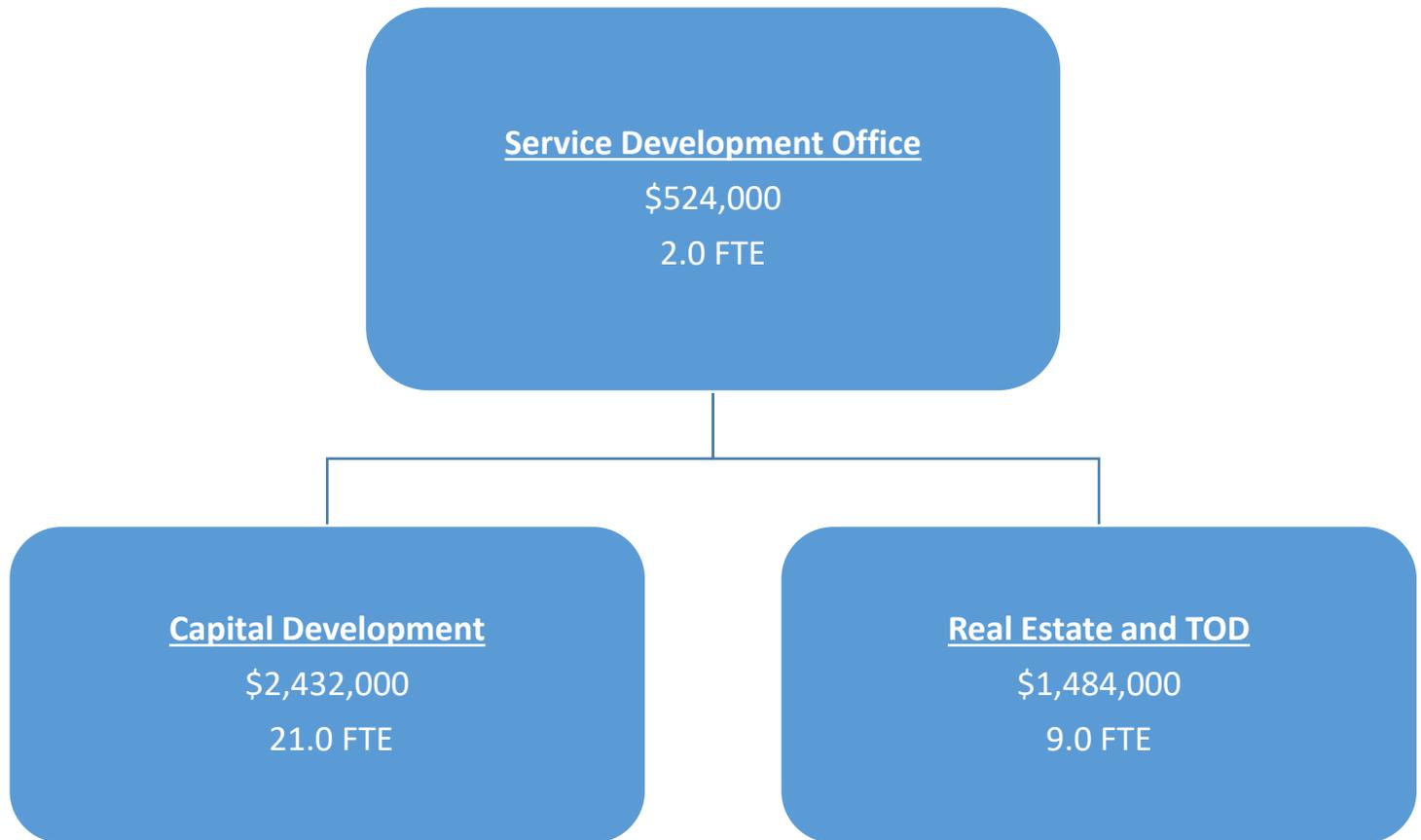
- Increase contractual services \$330K, proposal includes a re-keying of bus cash fare boxes to insure on going security
- Increase contractual services \$100K to improve technology capabilities and streamline requisition to purchase order process at UTA
- Enhance TVM Maintenance with a contracted vendor, shifted 3 FTE to MOW
- Transfer Financial Services Administrator and associated costs to Farebox Services

Key Initiatives:

- Implementing additional cash controls for Farebox Services and TVM Maintenance
- Evaluating technology in Supply Chain buyer area to streamline the bidding and proposal receipt process to reduce time between requisition and receipt of goods and services by departments



Service Development



This office oversees our capital work focused on safety, state of good repair, regulatory and service expansion needs.

UTA Service Development provides the following to make the UTA System work

- *Service Development.* Work to transition projects from the visioning and local planning provided by the Planning Department to the project implementation phase.
- *Project engineering.* Responsible for project design, design review, and project construction management.
- *Environmental, Grants, and Project Controls.* Provide support for all departments on grants development, project controls/reporting, and environmental issues.
- *Real Estate and Transit Oriented Development.* Facilitates the acquisition, lease, management, disposition, and development of all UTA real property. Responsible to protect UTA's real property while generating revenue and upholding UTA's principal objectives.



2021 Proposed Service Development Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
CSDO Office	\$376,020	\$523,572	\$147,552
Capital Development	2,429,761	2,432,312	2,551
Real Estate	1,504,762	1,484,056	(20,706)
Totals	\$4,310,543	\$4,439,940	\$129,397

2021 Proposed Service Development Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$2,722,668	\$2,873,676	5.5%
Fringe	1,110,120	1,179,793	6.3%
Services	718,050	850,400	18.4%
Leases	180,500	162,000	(10.2)%
Capitalized Cost	(585,293)	(807,024)	(37.9)%
Other O&M	164,498	181,095	10.1%
Totals	\$4,310,543	\$4,439,940	3.0%



Service Development FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
CSDO Office	2.0	2.0	0.0	
Capital Development	20.0	21.0	1.0	Interns
Real Estate	9.0	9.0	0.0	
Totals	31.0	32.0	1.0	

Key Budget Changes:

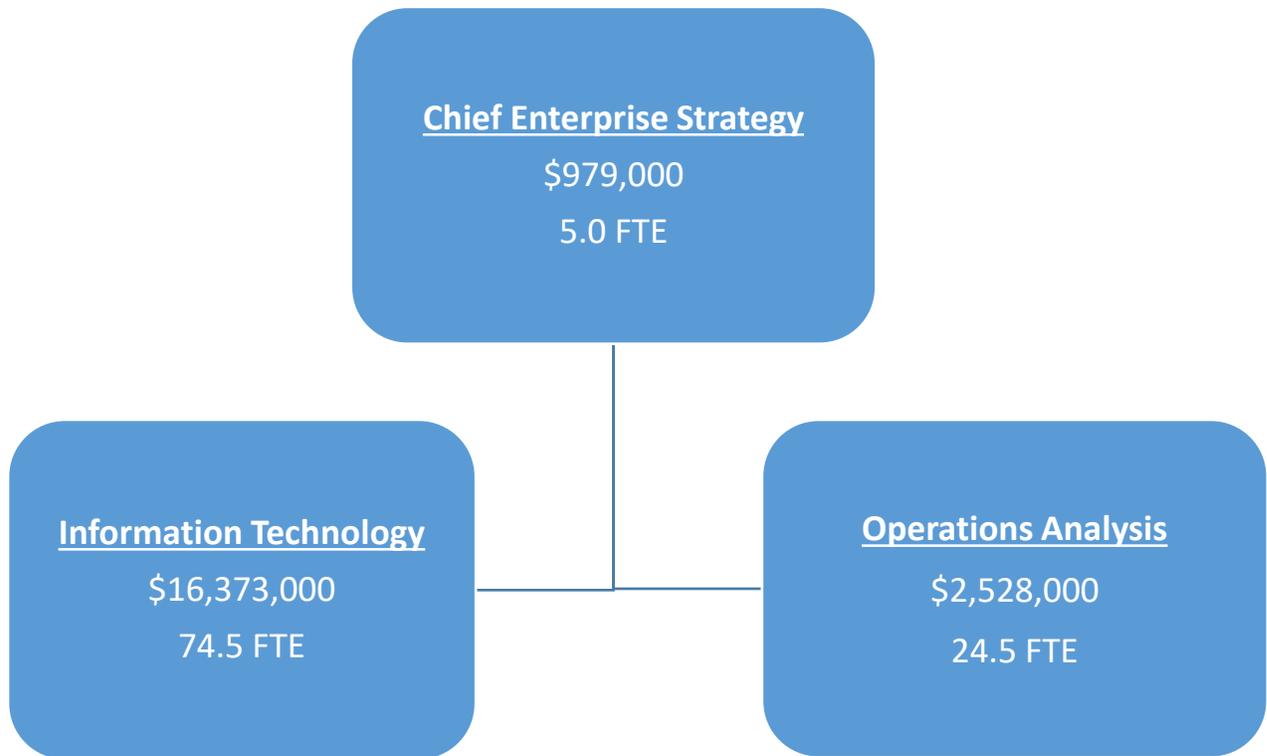
- The overall CSDO budget has gone down slightly between 2020 and 2021
- The increase in the CSDO office budget is due to an increase in fringe benefit costs, and an increase in funding (\$100K) for professional and technical services

Key Initiatives:

- Maintain and enhance partnerships with local and state entities in order to help guide transit decision-making efforts and advance transit projects, including transit-oriented development
- Evaluate future bus fleet options, considering different propulsion modes (diesel, electric, CNG)
- Revisit capital program development process in partnership with Finance office
- Support Salt Lake County's project to place air quality monitors on our battery electric buses
- Develop new financial modeling tools to support development of short and long term Operating and Capital financial plans, financial forecasting, and scenario development
- Develop a 10 year forecast of capital needs to improve safety and regulatory compliance, address SOGR, and implement system enhancements, expansion, and improvements



Enterprise Strategy



This Office brings together an Enterprise wide view of our critical systems that drive Agency performance.

UTA Enterprise Strategy office provides the following to make the UTA System work:

- *Culture & Continuous Improvement*: Oversees the design, development, and deployment of UTA's cultural initiatives and teach continuous improvement tools and concepts which support and align with UTA's culture model- the UTA Way.
- *Information Technology*: Provides ongoing support for and improvements to applications, data network needs, telephone communication, on-board technologies, radio communication, and administrative systems.
- *Operations Analysis & Solutions (OAS)*: OAS focuses on two critical areas: Promoting a data-driven culture and improving client experience in using technology tools to meet day to day business needs.
- *Risk & Policy*: This will be a new area of focus in 2021 to establish an Enterprise Risk Program to help UTA focus on managing and mitigating risk Agency wide. This office will also oversee our Policy committee which will enable a global view of our policies and ensure our polices support our long-term Agency strategies and goals.



2021 Proposed Enterprise Strategy Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Chief Enterprise Strategy	\$0	\$978,905	\$978,905
Information Technology	14,834,406	16,373,414	1,539,008
Operations Analysis	\$2,225,095	\$2,528,380	\$303,285
Totals	\$17,059,501	\$19,880,699	\$2,821,198

2021 Proposed Enterprise Strategy Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$7,963,992	\$8,763,168	10.0%
Fringe	3,183,432	3,536,540	11.1%
Services	4,616,373	5,865,596	27.1%
Other O&M	1,295,704	1,715,395	32.4%
Totals	\$17,059,501	\$19,880,699	16.5%



Enterprise Strategy FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Chief Enterprise Strategy	0.0	5.0	5.0	
Information Systems	75.0	74.5	(0.5)	
Operations Analysis	22.5	24.5	2.0	Support Systems
Totals	97.5	104.0	6.5	Restructure

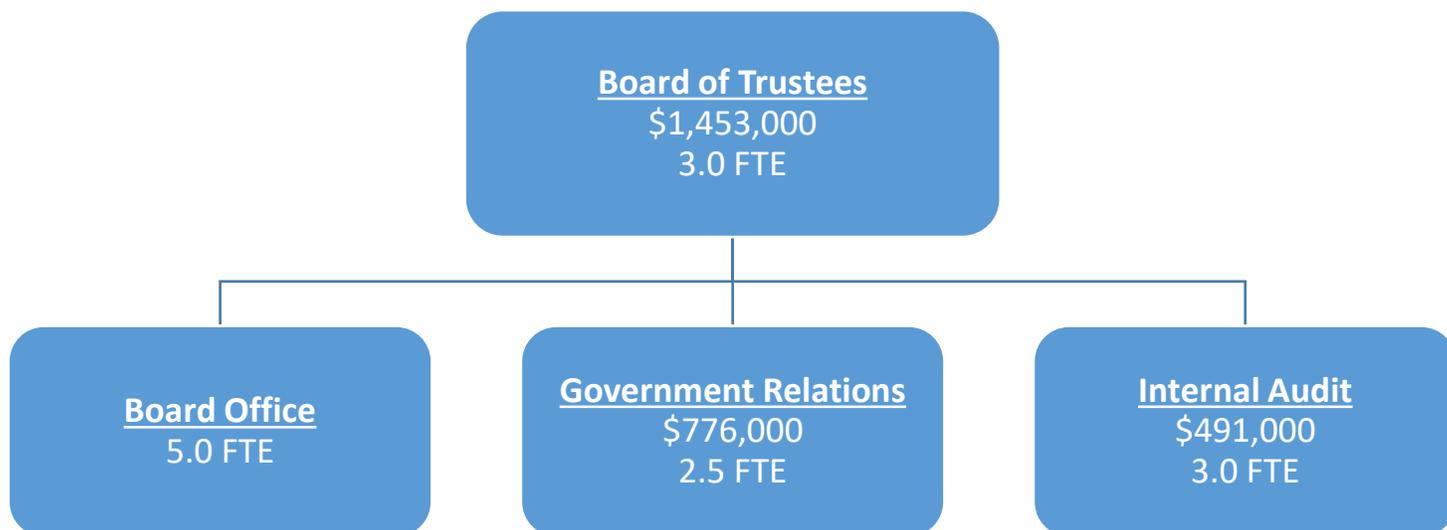
Key Budget Changes:

- Transfer headcount to reflect proposed organizational restructuring
- Increase FTE by 2 in Operations Analysis
- Increase Computer Hardware/Software due to equipment replacements and upgrades \$588K
- Consolidate oversight of UTA software programs and applications \$952K

Key Initiatives:

- Stand Up New Office
- UTA Rail Network Assessment and Firewalls added for security
- Office 365 Deployment & Exchange Email Migration to Office 365
- Assume Computer Hardware SoGR from Business Units
- Ensure compliance with FTA/State reporting requirements for ridership and service data
- Improve mission-critical business systems client experience
- Employee Engagement Survey
- UTA Way Rollout





The UTA Board of Trustees are appointed by the Governor to represent their respective counties. The Trustees work closely with our legislators, local governments, stakeholders and community members. They partner with the Executive Director in setting the vision and long-term priorities for the Agency.

The Board of Trustees Office provides the following to make the UTA System work:

- Board of Trustees. Provides leadership, fiscal oversight and support the Executive Director in the daily management of UTA's services.
- In addition to their external focus the Board of Trustees also oversees the following departments:
 - *Internal Audit*. The audit team plays a critical role in evaluating and improving UTA's system of governance, risk management, and controls. This is done primarily through execution of the annual internal audit plan, which is defined and approved by the Board of Trustees.
 - *Government Relations*. Engages externally with elected officials at a federal, state, and local level to inform, advocate and influence public policy that impacts UTA. They also collaborate and coordinate with partners and advocates on all three of these levels to promote the best interests of the organization.



2021 Proposed Board of Trustees Operating Budget Expenses by Department

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Internal Audit	\$488,576	\$490,888	\$2,312
Government Relations	770,448	776,436	5,988
Board of Trustees	1,527,756	1,452,750	(75,006)
Totals	\$2,786,780	\$2,720,074	\$(66,706)

2021 Proposed Board of Trustees Operating Budget Expenses by Category

Category	2020 Amended Budget	2021 Proposed Budget	Change FY20 – FY21
Wages	\$1,410,672	\$1,370,448	(2.9)%
Fringe	504,564	500,834	(0.7)%
Services	602,964	570,000	(5.5)%
Other O&M	268,580	278,792	3.8%
Totals	\$2,786,780	\$2,720,074	(2.4)%



Board of Trustees FTE Summary: 2020 Budget and 2021 Proposed Budget

	2020 Budget	2021 Proposed	Change	Reason
Board of Trustees	8.0	8.0	0.0	
Government Relations	3.0	2.5	(0.5)	Intern
Internal Audit	3.0	3.0	0.0	
Totals	14.0	13.5	(0.5)	

Key Budget Changes:

- Transfer Software contracts to IT

Key Initiatives:

- Strategic Plan
- Board Management Software
- Transparent, accountable and accessible governance
- Stakeholder relationships and collaboration for shared transit solutions
- Agency leadership that engages employees and continues to build customer confidence



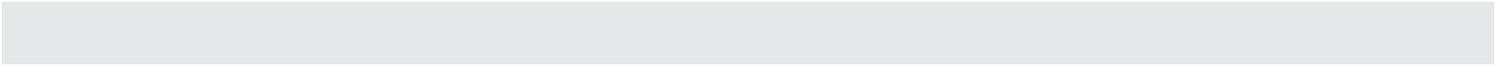


MEETING MEMO

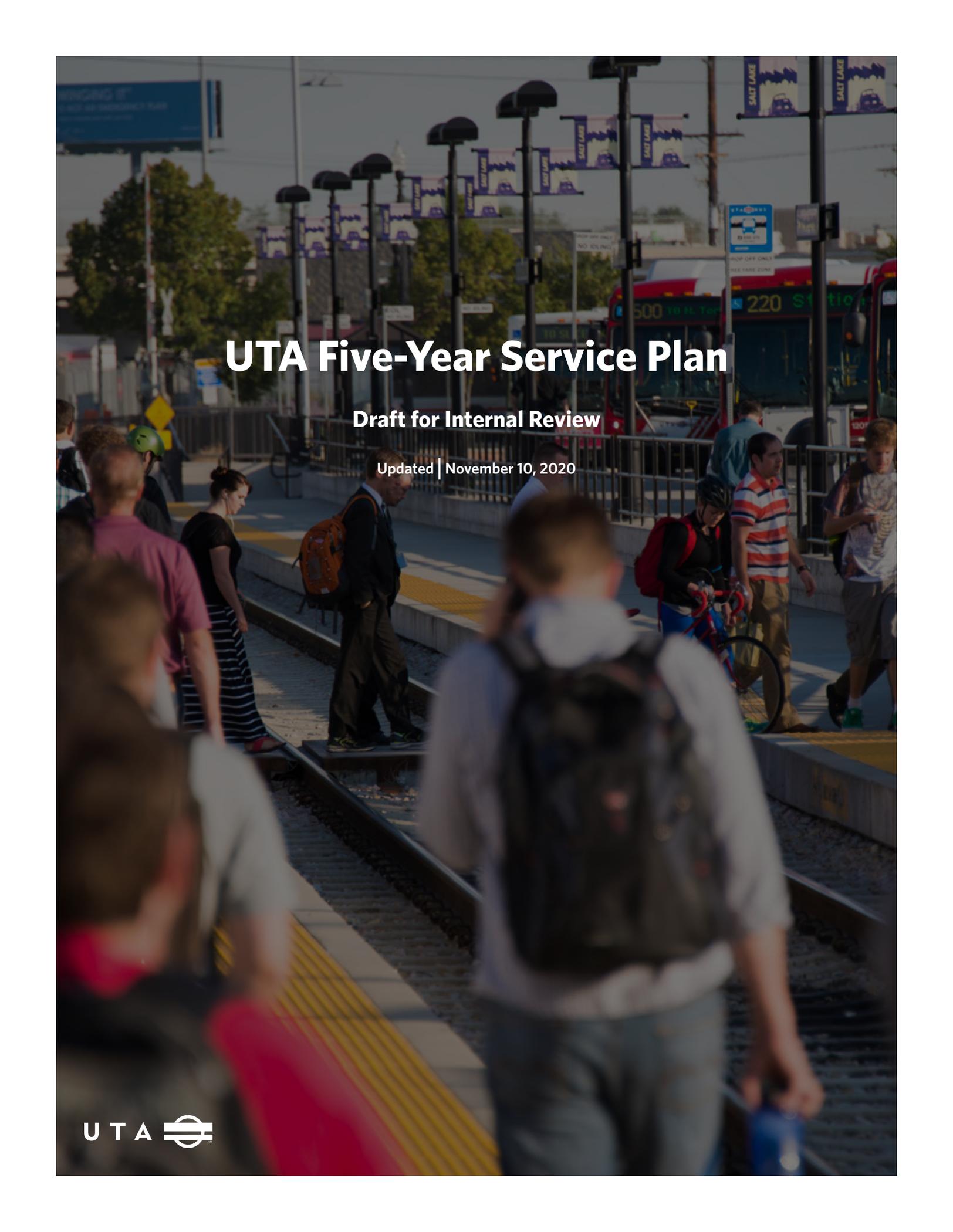
TO: Utah Transit Authority Local Advisory Council
THROUGH: Carolyn Gonot, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Laura Hanson, Director of Planning

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	Draft Five-Year Service Plan
AGENDA ITEM TYPE:	Discussion
RECOMMENDATION:	Informational report for discussion
BACKGROUND:	<p>In the 2018 General Session of the Utah State Legislature, SB 136 revised the governance of the Utah Transit Authority and added statutory requirements for service plans to be developed by the authority at least every two and one-half years. The statute requires the Local Advisory Council to review, approve and recommend the service plan to the Board of Trustees for their adoption.</p> <p>UTA's Board of Trustees Policy 3.2, Service Planning Implementation outlines a process for the development of a Five-Year Service Plan, which will guide the development and implementation of specific service changes. The policy identifies points at which the Local Advisory Council and Board of Trustees will approve the Five-Year Service Plan and therefore meet the requirements of the legislation.</p> <p>UTA staff has been working over the past two years to develop a Five-Year Service Plan. This work began with the UTA Service Choices effort, through which we engaged over 3,500 members of the public on the topic of how UTA should prioritize its bus service resources. A draft plan that responded to this feedback was about ready to be released for public comment in March, exactly when the coronavirus pandemic and recession hit. This caused UTA to pause and reconsider the draft plan considering revised financial projections and changing travel and ridership patterns.</p> <p>UTA staff has worked quickly to develop a revised Five-Year Service Plan that adapts to the current conditions in our agency and region.</p>
DISCUSSION:	<p>The Draft Five-Year Service Plan is a dynamic roadmap for UTA's near-term service planning. The plan itself is a snapshot in time. It reflects UTA's intended service plan based on the best information available. Each proposed concept in this plan is subject to change based on further review and analysis, available resources, operational feasibility, or other unforeseen circumstances.</p>



	<p>Developed during the COVID-19 pandemic, this plan:</p> <ul style="list-style-type: none">• Seeks to align UTA’s service network with new projections of available revenue;• Aims to achieve higher ridership long-term by aligning service with emerging travel patterns; and• Works to strengthen customer confidence in UTA by ensuring that public transit is available when and where people need it. <p>In addition to the operations planning process described above, every two years UTA planners will update this plan to reflect changes in local land use patterns, demographics, new technologies, and to align with current UTA financial and labor resources.</p> <p>This Five-Year Service Plan is based on seven Guiding Framework elements:</p> <ol style="list-style-type: none">1. System-Wide Planning2. Core Routes Network3. All-Day Service4. Longer Hours5. Innovative Transit Solutions & New Technologies6. Preparing for Future Projects7. Service Choices <p>This Draft Five-Year Service Plan will be reviewed with the Local Advisory Council at their meeting on November 18th. Feedback from the Local Advisory Council will be incorporated into the plan and be made available for public review and comment. This comment period will remain open until the Local Advisory Council and Board of Trustees review a final plan for approval in February 2021.</p> <p>Following approval of the Five-Year Service Plan, UTA will engage with local stakeholders and riders to refine the concepts presented in this plan to ensure we meet the needs of the community. Before implementation, every service change concept in this plan will be further analyzed and refined through UTA’s regular Change Day process, which includes additional public engagement, civil rights Title VI analysis, and operational considerations.</p>
ALTERNATIVES:	For informational purposes only.
FISCAL IMPACT:	This Five-Year Service Plan is not a prescriptive list of service changes, but rather serves as a guiding document. Therefore, there is no fiscal impact associated with the plan.
ATTACHMENTS:	<ol style="list-style-type: none">1. Draft 2021-2025 Five-Year Service Plan2. Regional Plan Summaries



UTA Five-Year Service Plan

Draft for Internal Review

Updated | November 10, 2020



UTA Five-Year Service Plan

Draft for Internal Review

Updated | November 10, 2020

This document was prepared for review and approval by the UTA Board of Trustees and Local Advisory Council and is subject to change. Last updated on date listed above. An interactive version of this document is available at rideuta.com/serviceplan.

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- 10 The Path Ahead: UTA's Five-Year Service Plan**
- 18 Transportation Equity**
- 20 Vision**
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Introduction



Planning Now for the Path Ahead

The Utah Transit Authority is pleased to present this Five-Year Service Plan for all interested parties. This document is also available in an interactive format at rideuta.com/serviceplan.

The Five-Year Service Plan is a dynamic guide for UTA's near-term future. This document, like a route map, is a snapshot in time. It reflects UTA's intended service based on the best information available. Each proposed concept is subject to change. UTA has limited resources. We carefully consider the operational cost and feasibility of any potential change. As this plan is updated, any additional services will be subject to available resources.

Developed during the COVID-19 pandemic, this plan:

- Seeks to align UTA's service network with new projections of **available revenue**;
- Aims to achieve **higher ridership** long-term by aligning service with emerging travel patterns; and
- Works to **strengthen customer confidence** in UTA by ensuring that public transit is available when and where people need it.

This guide is the result of UTA's ongoing planning process. Every two years, UTA will update the plan to reflect changes in local land use patterns, demographics, new technologies, and current UTA financial and labor resources.

UTA is taking steps to stabilize our funding and labor resources as the region recovers from the pandemic. At this point, UTA does not anticipate implementing any major service changes in 2021.

During 2021, UTA will conduct additional analysis and community engagement around the concepts presented in this plan. We will use that preparation to implement the plan beginning in 2022 and to inform the next update to this plan.

UTA's Planning Process

The path ahead for public transit has many partners and many moving parts. UTA's service planning and implementation process seeks to refine proposals based on input received and ongoing analysis. We conduct this process in four phases:

Strategic Planning

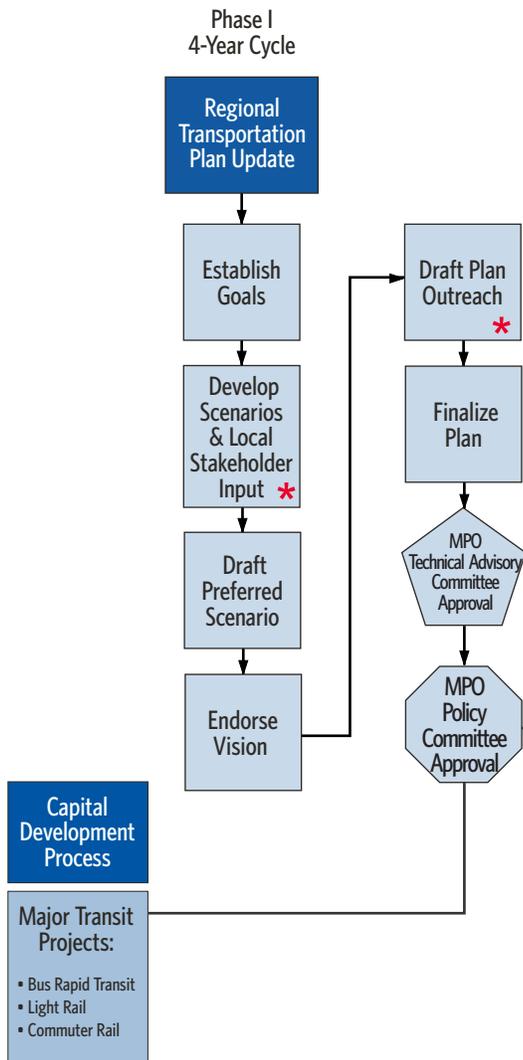
Service Planning

Operations Planning

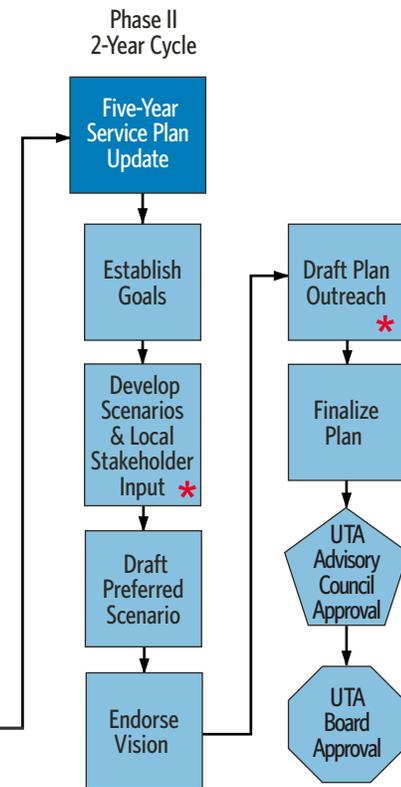
Implementation



Strategic Planning



Service Planning



Planning begins with collaboration in the development of long-range Regional Transportation Plans (RTPs).

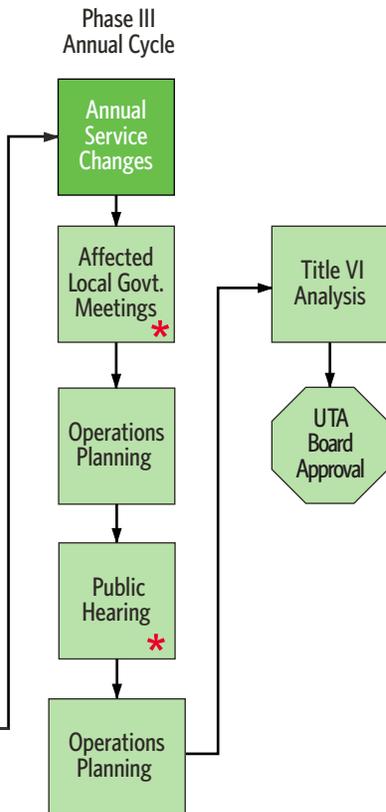
Our best long-term look at the path ahead comes through community collaboration and data-driven analysis. WFRC and MAG develop RTPs in partnership with the community, UTA, and other partner agencies. These plans set the direction for the region's transportation system over the next 30 years.

The Five-Year Service Plan covers all UTA transit services that do not involve major capital construction projects.

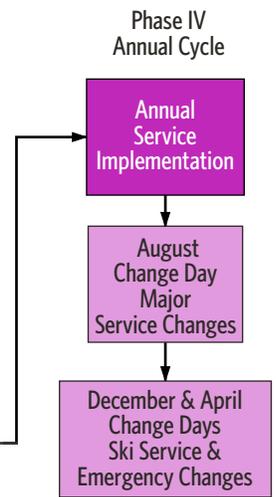
At UTA, our service planners work to create a dynamic path toward the future. The plan presented here is the product of the service planning phase. Following extensive public engagement and development of service plan scenarios, UTA's Local Advisory Council and Board of Trustees adopt the plan.

* Community Engagement Opportunity

Operations Planning



Implementation



This phase translates proposed changes into guidance for transit operations. This often leads to further adjustments to the Five-Year Service Plan.

Proposed service changes are fluid; many factors shape their final form. Before they are implemented, service changes are the subject of additional outreach, public hearings, a Title VI analysis, and development of route schedules.

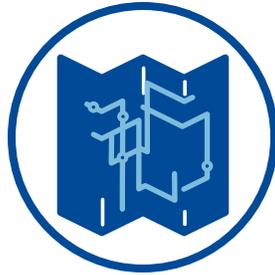
In this phase, all final transit service changes become active on one of UTA's Change Days, which occur every April, August, and November.

UTA informs affected riders well in advance about service changes through social media, new printed schedules, signage at transit stops, and media announcements. Customer service representatives are available to help riders navigate changes.

* Community Engagement Opportunity

Guiding Framework

System-Wide Planning



This plan **maximizes regional connectivity** by emphasizing links between modes and geographic areas.

Developing the best path forward requires viewing service through a system-wide lens. UTA's priority is to provide service to the places and by the modes that will best fulfill community needs while also striving to improve efficiency and effectiveness. Achieving these goals may, however, require shifting resources from one mode to another. It also may emphasize transfers as a way to maximize access across a connected system.

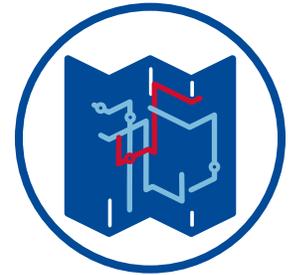
All-Day Service



More mid-day service means more transit available when you need it.

UTA has historically been largely focused on meeting the needs of traditional commuters, with more service in the morning and evening peak commuting hours. Over time, we have seen a steadier stream of travel throughout the day. The COVID-19 pandemic has highlighted a shift in this pattern. This Five-Year Service Plan seeks to meet the needs of as many people as possible by increasing the availability of all-day services.

Core Route Network



A **connected network of high-frequency core routes** is designed for convenience and efficiency.

These routes will operate every day of the week and, on most days, will run every 15 minutes or better from early morning to late evening. Core Routes will also have increased amenities at bus stops. By creating a network of connected, high-frequency core routes, you will be able to reach many destinations throughout the region conveniently and comfortably. In addition, UTA is currently investigating using a combination of technology and infrastructure improvements to reduce travel times and improve reliability across the network. UTA's goal is that on any Core Route, you will have a comfortable experience and that you won't need to rely on a schedule to get where you need to go.

Longer Hours



Earlier and later trips means additional options for a ride home – even if your work, entertainment, or shopping runs late.

Public transit must provide reliable round-trip service to be an effective transportation option. Transit service won't help you if it doesn't run early or late enough to match your needs. This Five-Year Service Plan expands service hours on many routes to include earlier and later trips, better serving those with shift schedules or unexpected late-night trips. As a bonus, longer hours work better for our drivers too!

The Path Ahead for Future Projects



Exciting new services are coming, and this plan is a step toward them.

UTA's path ahead includes several new services currently in the planning, design, or construction phases. In Davis and Weber Counties, these include the Ogden-Weber BRT and South Davis-SLC Connector. In Salt Lake County, this includes the Mid-Valley BRT, 5600 West Express Bus, and transit development near the Point of the Mountain. And in Utah County, projects underway include the Central Corridor BRT and Vineyard FrontRunner Station. This plan will be updated as these developments come online. In the meantime, we are preparing to adjust existing service in anticipation of changes to the transit network that these projects will bring.

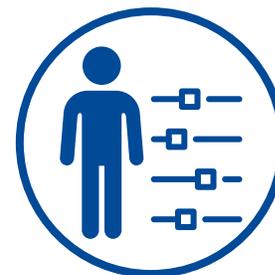
Innovative Transit Solutions and New Technologies



*Innovative transportation zones create opportunities for **mobility and connection in areas less amenable to traditional public transit.***

The path ahead for transportation is rapidly evolving. As new technologies emerge, we expect to see additional opportunities for creative transit solutions throughout the life of this plan. UTA's existing services include FLEX, which allows requests for pick-up/drop-off up to three-quarters of a mile off the regular route, as well as a microtransit pilot with UTA On Demand by Via. We envision new roles for FLEX in serving emerging transit markets. We are also contemplating a number of new Innovative Mobility Solution Zones, which could be served by microtransit or another technology-linked service.

Service Choices



*Working with input received from the communities we serve, this plan seeks opportunities to **increase frequency and ridership, while also providing options in coverage areas.***

This plan is the culmination of the Service Choices planning effort which began in March 2018. Service Choices was an extensive outreach effort that sought community input on how UTA should prioritize its resources. UTA's riders and stakeholders asked UTA to focus more of its resources on changes to service that would likely result in increased transit ridership. There was still a strong desire to balance this with a basic level of transit coverage in less densely developed places.



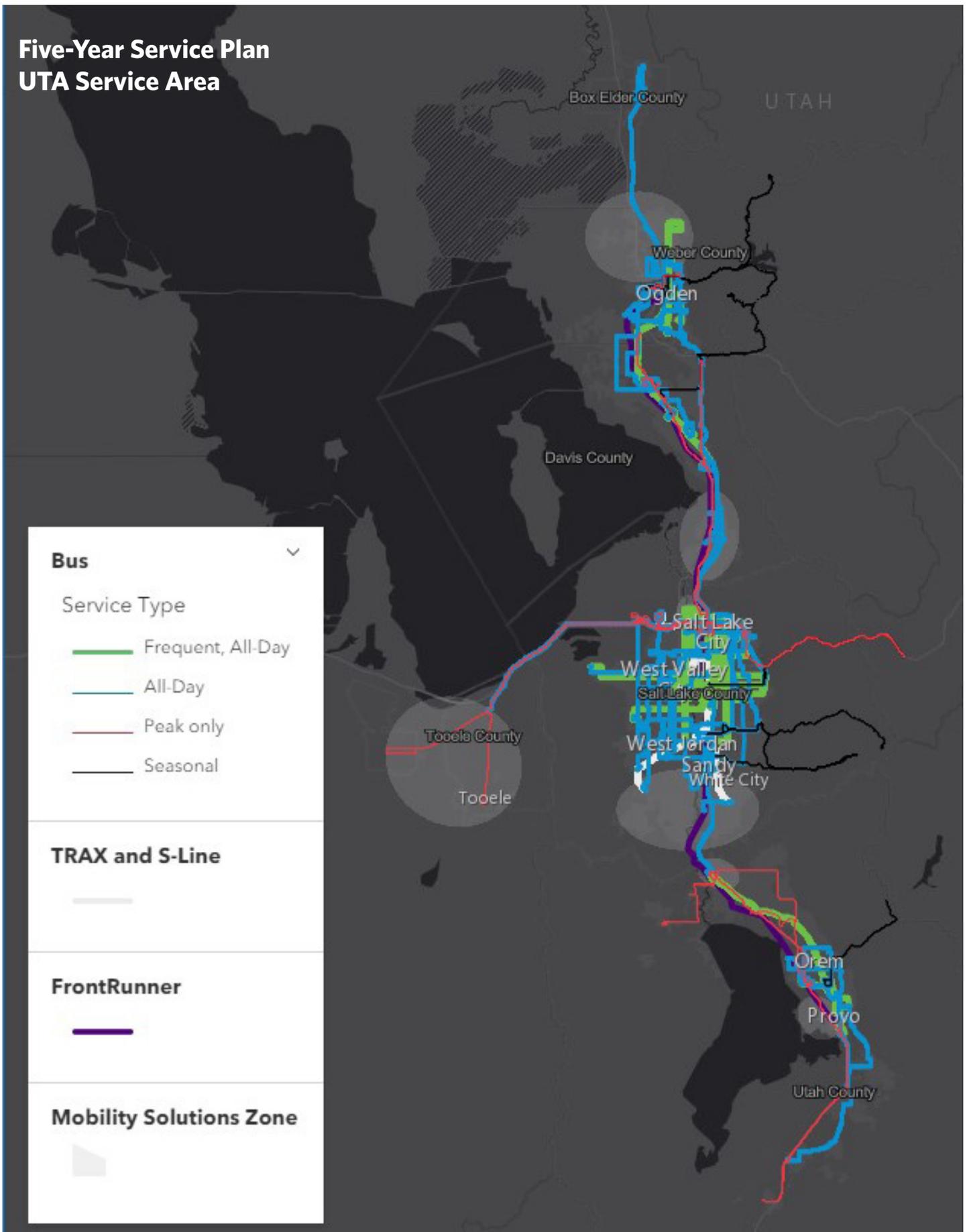
The Path Ahead: UTA's Five-Year Service Plan

The UTA Five-Year Service Plan presents a series of service change concepts. The lines on the map should be viewed as corridors to be served rather than as finalized routes. As mentioned previously, all concepts presented in this plan are subject to additional analysis, and public input will be considered before any change is implemented.

Our region is growing rapidly. Where and how we grow has impacts on the transportation network. This vision for the path ahead works to address these impacts through improvements to the transit system.



Five-Year Service Plan UTA Service Area



Box Elder, Weber, and Davis Counties

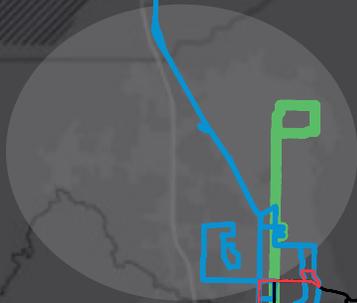
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7. Streamline connections to Roy FrontRunner Station to reduce transfer times
8. Improve connections from FrontRunner to the University of Utah and Research Park
9. Consider innovative transit solutions in North Weber and South Davis Counties which provide better all-day coverage and replace routes with few riders
10. Construct a new transit hub at the Dee Events Center
11. Continue purchasing Right of Way for future transit needs in Box Elder County

Next Steps

UTA plans to initiate a robust dialogue with the community to ensure we are putting the right service in the right place. ***Specific areas of focus for community engagement and additional analysis include all proposed innovative mobility zones, and the area of South Davis County.*** This plan will be updated to reflect the outcomes of those analyses.

Five-Year Service Plan Box Elder, Weber, and Davis Counties



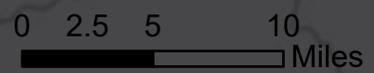
Ogden



-  Project Sites
-  Future Transit Study Area
-  Mobility Solution Zones

Service Type

-  Peak Only Bus Service
-  Seasonal Bus Service
-  All-Day Bus Service
-  Frequent, All-Day Bus Service
-  TRAX and Streetcar
-  FrontRunner





Salt Lake and Tooele Counties

The following potential changes are part of the Five-Year Service Plan vision for Salt Lake and Tooele Counties:

1. Improve frequency and hours of service on many routes
2. Implement a network of high-frequency Core Routes
3. Adjust local bus routes to prepare for future Midvalley Connector and 5600 West service
4. Improve connections between Tooele County and Salt Lake County
5. Improve connections to Rose Park and Glendale as part of the Salt Lake City Transit Master Plan
6. Improve connections from FrontRunner to the University of Utah and Research Park
7. Consider continued innovative mobility solutions like microtransit in Herriman, Riverton, South Jordan, Bluffdale, and Draper in South Salt Lake County
8. Consider innovative transit solutions to increase coverage in Tooele Valley
9. Construct a new transit hub on the west side of Salt Lake City
10. Improve all-day service on many routes
11. Improve service on the west side of Salt Lake County with new connections to the airport and inland port via 3600 West, 5600 West, and 3100 South

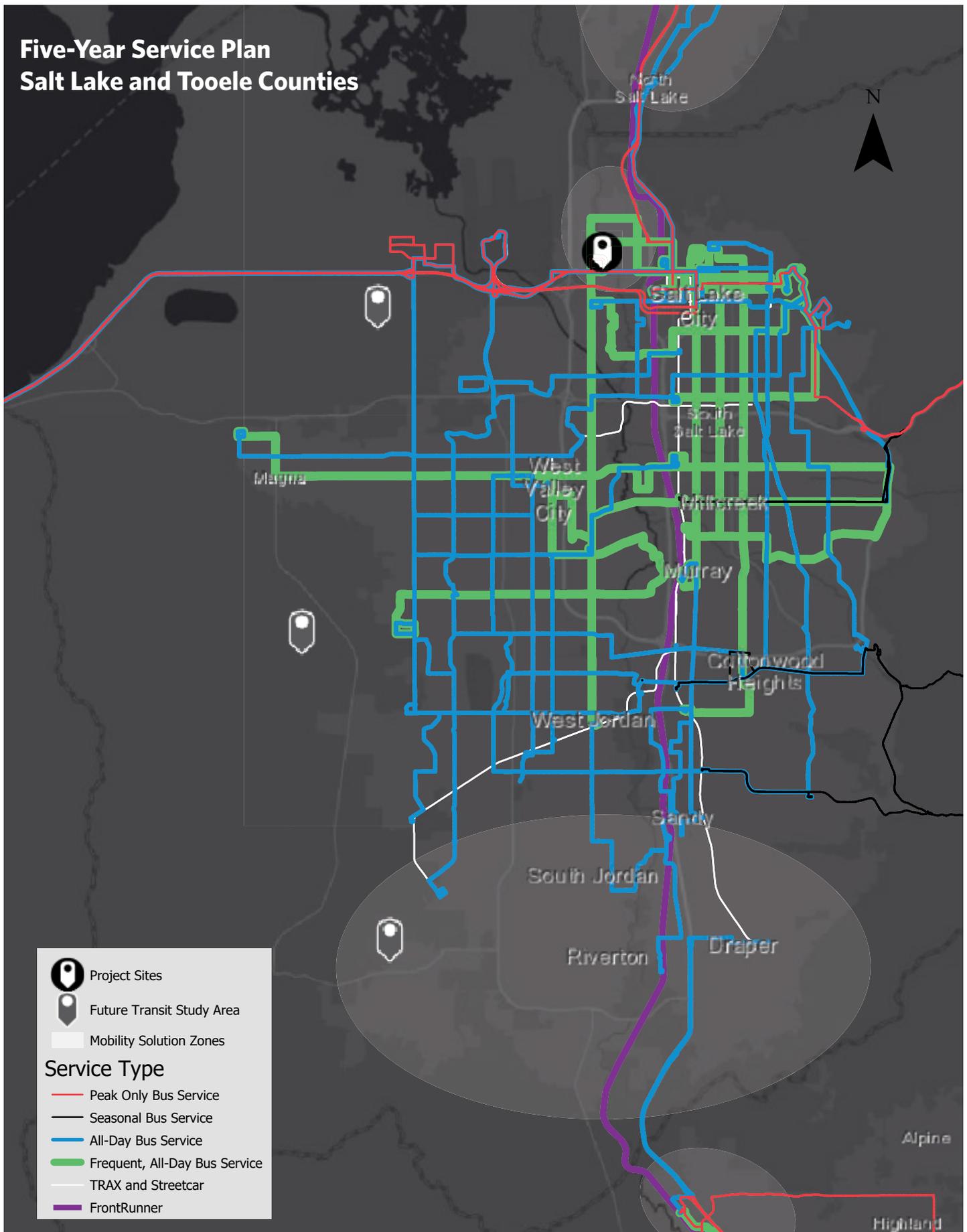
Next Steps

UTA plans to initiate a robust dialogue with the community to ensure we are putting the right service in the right place. **Specific areas of focus for community engagement and additional analysis include all proposed innovative mobility zones, and the area of Southwest Salt Lake County, the West Bench, Research Park, the Cottonwood Canyons, and the Point of the Mountain.** This plan will be updated to reflect the outcomes of those analyses.

Five-Year Service Plan Salt Lake and Tooele Counties



Five-Year Service Plan Salt Lake and Tooele Counties



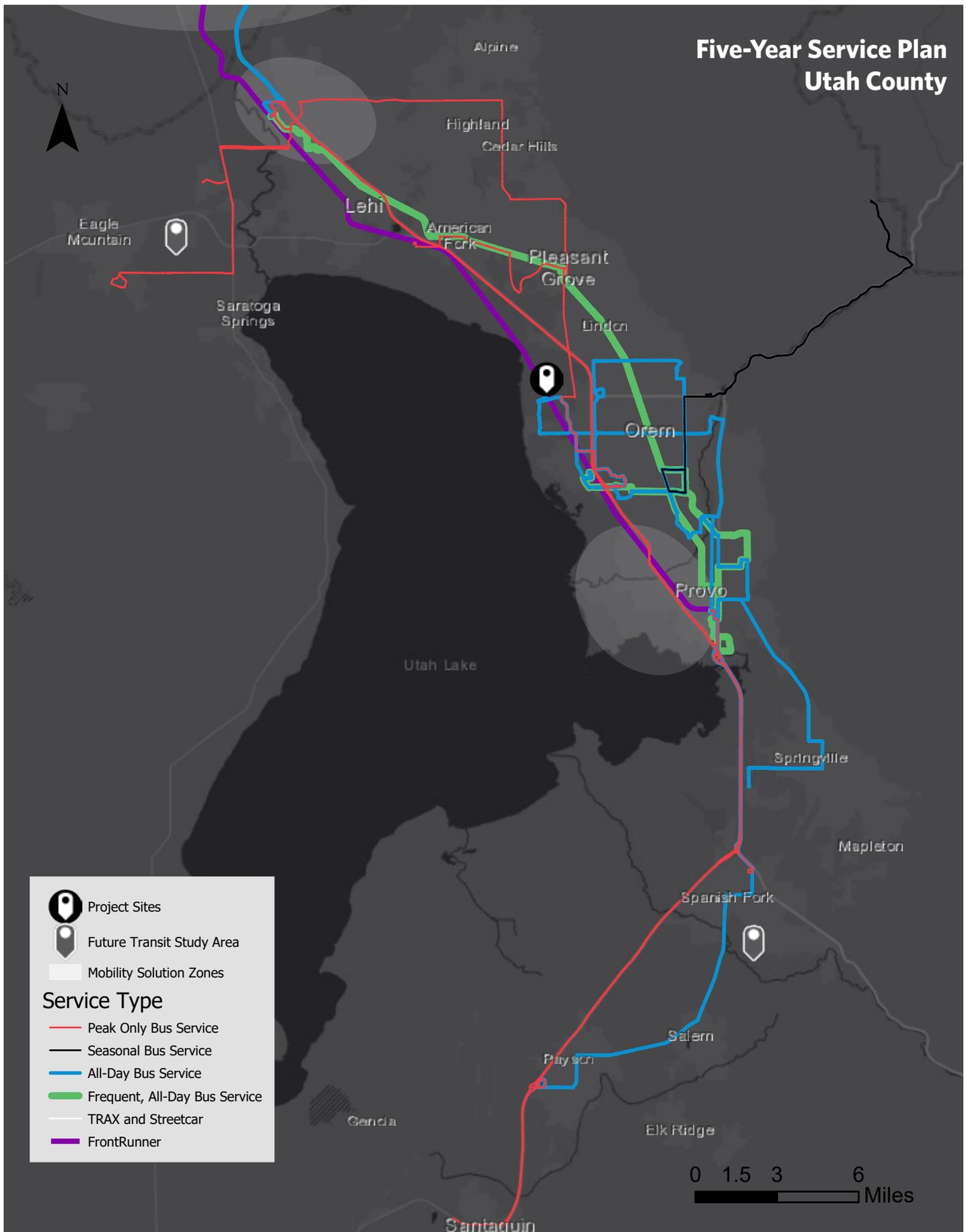
Utah County

The following potential changes are part of the Five-Year Service Plan vision for Utah County:

1. Open Vineyard FrontRunner Station
2. Adjust local bus service to serve Vineyard FrontRunner Station
3. Improve all-day service and overall hours of service on many routes
4. Consider innovative mobility solutions in west Provo and Thanksgiving Point to add better coverage and replace routes with few riders

Next Steps

UTA plans to initiate a robust dialogue with the community to ensure we are putting the right service in the right place. ***Specific areas of focus for community engagement and additional analysis include all proposed innovative mobility zones, the Eagle Mountain and Saratoga Springs area, Central Corridor, and South County.*** This plan will be updated to reflect the outcomes of those analyses.



Transportation Equity

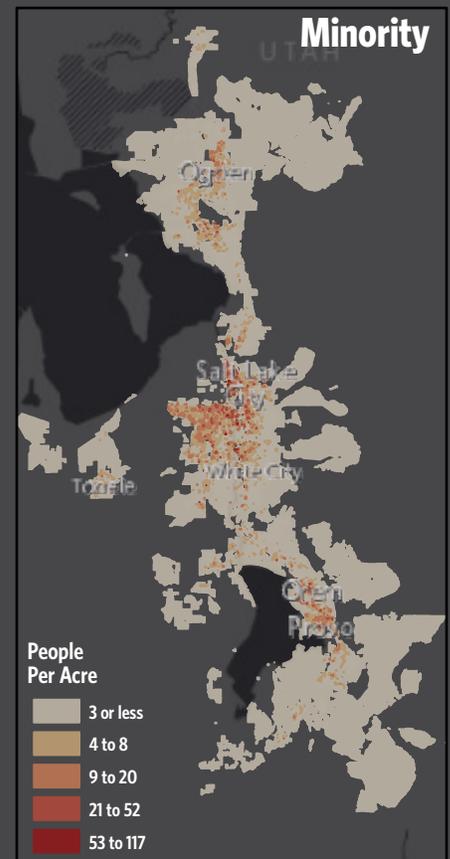
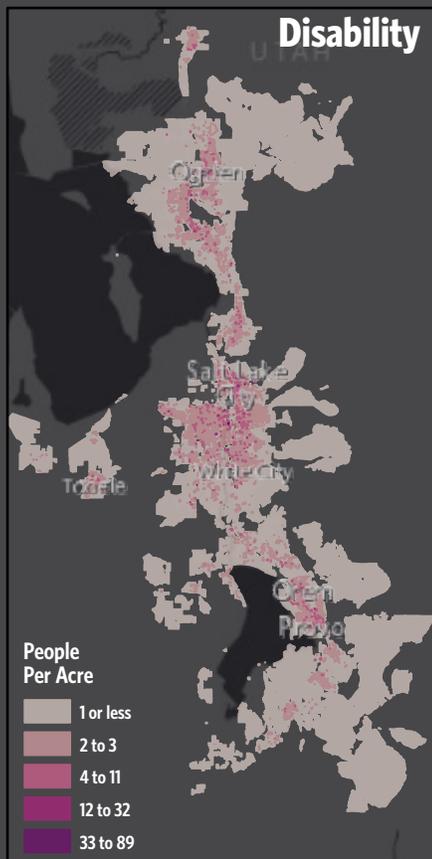
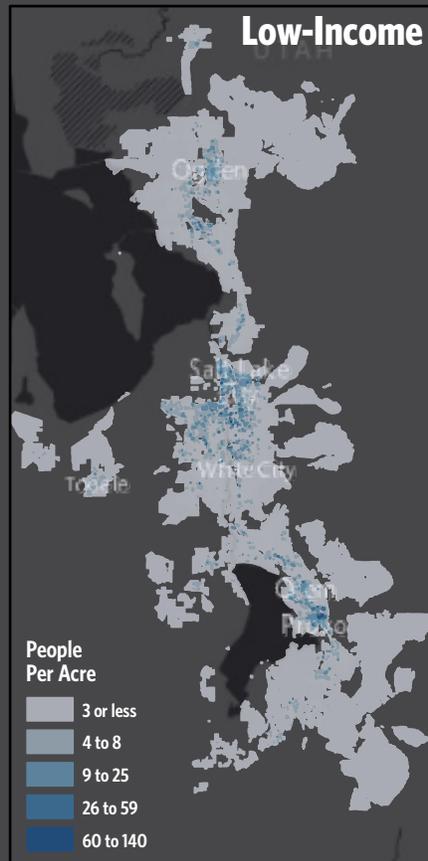
In creating a comprehensive path ahead, UTA seeks to provide transportation options that create benefits for all members of the community. Lack of access to transportation can restrict opportunities to connect to jobs and essential services such as schools, healthcare, and grocery stores. For people within certain demographic groups, including those experiencing poverty, the elderly, and individuals with limited mobility, barriers to transportation may be especially burdensome. Many of these same people have often been historically underrepresented in transportation planning and decision making.

Prior to the 2023 update to this plan, UTA will conduct a series of transportation equity gap analyses. We will also seek to better engage underrepresented communities to identify access issues within the transit system. Our goal is to work directly with the communities we serve to identify solutions that expand access to opportunity by improving people's ability to connect to UTA's transit network.



Mapping Transportation Equity

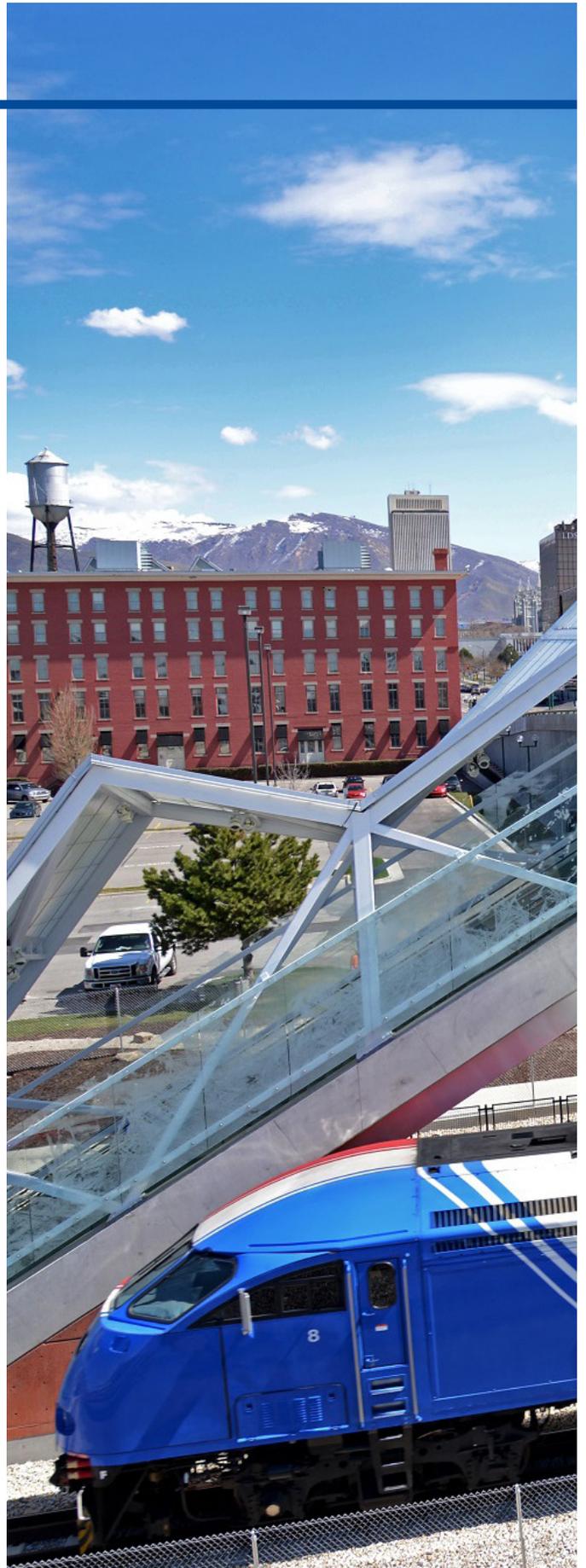
These maps show some of the demographic characteristics that we use when considering equity in transportation planning overlaid on UTA's service area.



Source: 2014-2018 ACS. Additional details on data source and definitions available at rideuta.com/serviceplan



Vision

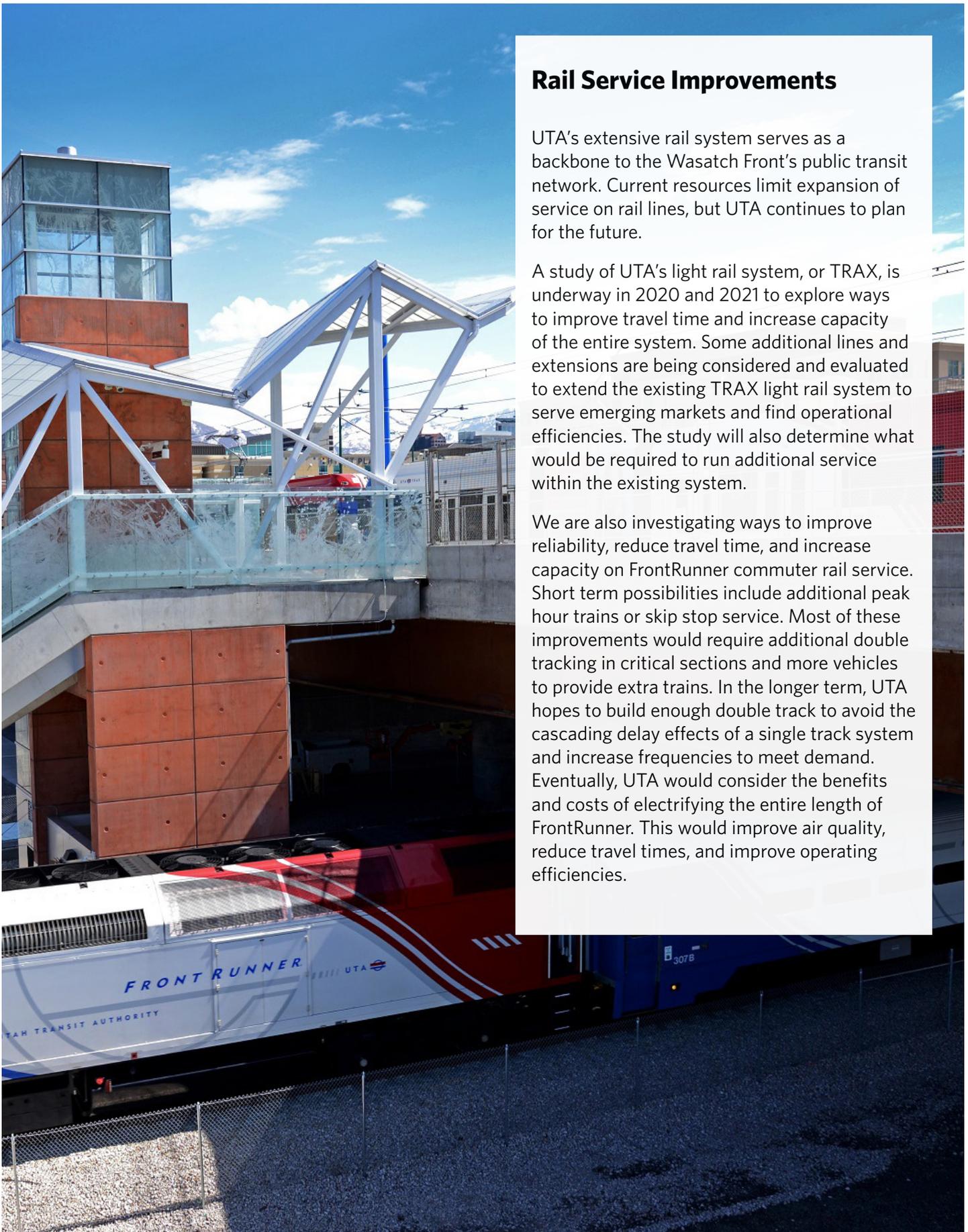


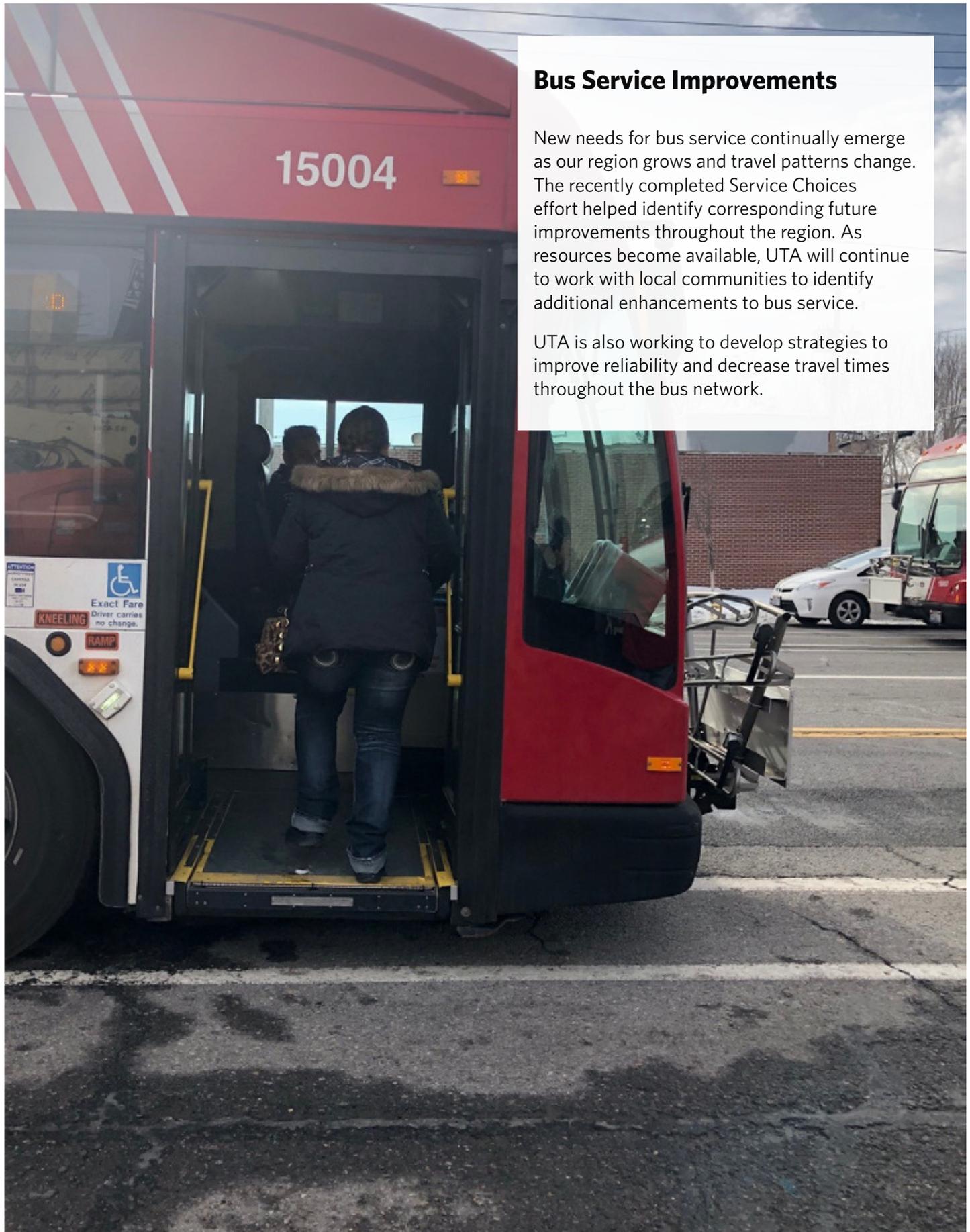
Rail Service Improvements

UTA's extensive rail system serves as a backbone to the Wasatch Front's public transit network. Current resources limit expansion of service on rail lines, but UTA continues to plan for the future.

A study of UTA's light rail system, or TRAX, is underway in 2020 and 2021 to explore ways to improve travel time and increase capacity of the entire system. Some additional lines and extensions are being considered and evaluated to extend the existing TRAX light rail system to serve emerging markets and find operational efficiencies. The study will also determine what would be required to run additional service within the existing system.

We are also investigating ways to improve reliability, reduce travel time, and increase capacity on FrontRunner commuter rail service. Short term possibilities include additional peak hour trains or skip stop service. Most of these improvements would require additional double tracking in critical sections and more vehicles to provide extra trains. In the longer term, UTA hopes to build enough double track to avoid the cascading delay effects of a single track system and increase frequencies to meet demand. Eventually, UTA would consider the benefits and costs of electrifying the entire length of FrontRunner. This would improve air quality, reduce travel times, and improve operating efficiencies.





Bus Service Improvements

New needs for bus service continually emerge as our region grows and travel patterns change. The recently completed Service Choices effort helped identify corresponding future improvements throughout the region. As resources become available, UTA will continue to work with local communities to identify additional enhancements to bus service.

UTA is also working to develop strategies to improve reliability and decrease travel times throughout the bus network.

A Cleaner Fleet

UTA's Depot District Clean Fuels Tech Center is currently under construction. When completed, this new facility will allow for UTA to charge new electric buses and fuel even more compressed natural gas (CNG) vehicles. UTA is committed to being a proactive partner in improving Utah's air quality and will be diversifying its fleet over the next decade.



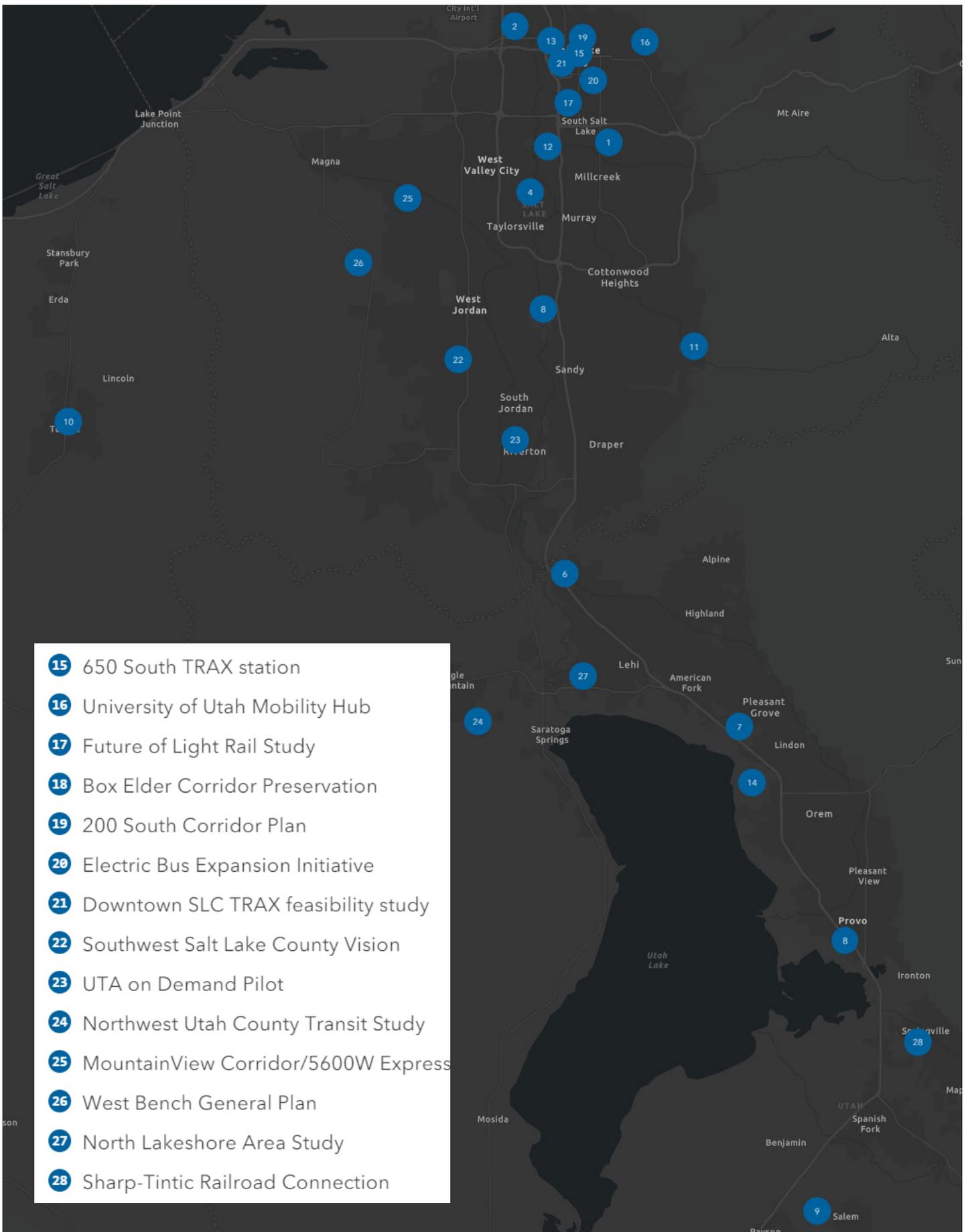


Current Studies and Projects

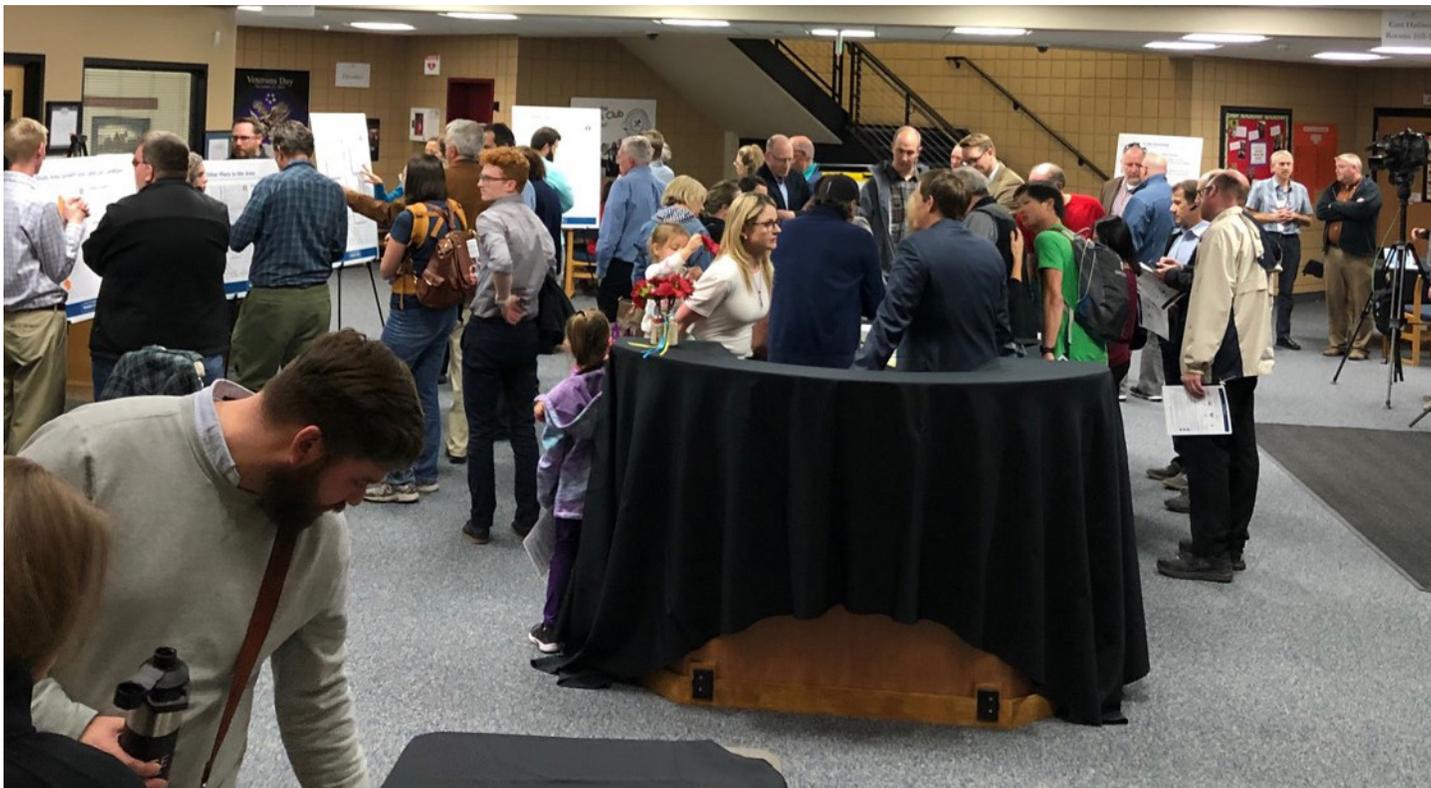
UTA and its partners are currently conducting a number of regional studies and projects. As these initiatives go forward, they may require adjustments to our service plans. A map and list of projects and studies are provided. Additional details and links available at rideuta.com/serviceplan.

Note: Map points are generalized and may not represent extent of study or project area.

- 1 Local Link
- 2 North Temple Transit Hub
- 3 Davis-SLC Community Connector
- 4 Midvalley Connector
- 5 Ogden/WSU BRT
- 6 Point of the Mountain Transit Study
- 7 Central Corridor Transit Study
- 8 FrontRunner Implementation Strategy
- 9 South Valley Transit Study
- 10 Tooele Transit Feasibility Study
- 11 Little Cottonwood Canyon EIS
- 12 3300 Core Route
- 13 Depot District Clean Fuel Tech Center
- 14 Vineyard FrontRunner Station



Engagement



Specific areas of additional study and community engagement for this plan include:

- All innovative mobility zone
- South Davis County
- Salt Lake County’s West Bench
- Research Park
- Cottonwood Canyons
- Point of the mountain
- Eagle Mountain/Saratoga Springs
- Utah County’s Central Corridor
- South Utah County

The outcomes of these efforts will be used to inform the 2023 update to this Five-Year Service plan.

This Five-Year Service Plan is a conceptual path forward. It represents a vision for the future, not a prescriptive list of definitive changes. UTA is committed to creating service that works for the community. Our path toward implementing this plan includes robust community engagement around each of the plan’s concepts.

In the coming months and years, UTA will be reaching out to the community to understand your priorities for public transit. We will use a variety of tools and approaches to engage local governments, transit riders, community leaders, and the general public. These opportunities will give the community a chance to shape service changes and improvements in their region. You can expect opportunities to provide input prior to each UTA Change Day and throughout the year. We’ll continue to update this document with new information and progress. Stay tuned!

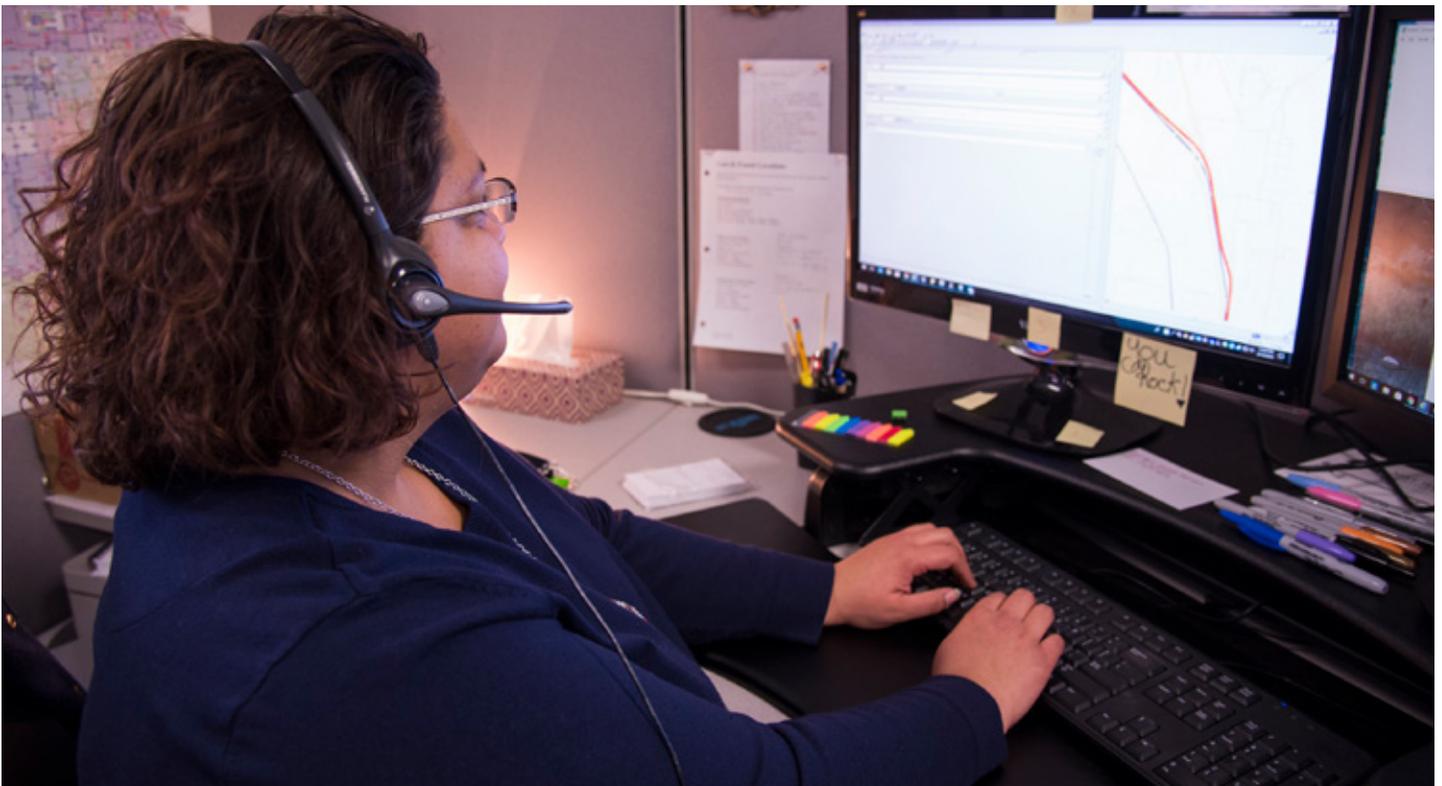
If you have feedback on UTA's Five-Year Service Plan now, let us know. Here are some ways to contact us:

Call or Email Us

General inquiries can be made Monday through Saturday from 6 a.m. to 9 p.m. and Sunday from 8:30 a.m. to 5 p.m. at (801) RIDE-UTA (801-743-3882) or at rideuta@rideuta.com.

Customer Concerns and Feedback

To provide customer feedback, or comments, you may submit an electronic comment, or call Customer Support and select the option for feedback: 801-743-3882.



UTA: PLANNING FOR THE FUTURE

Salt Lake and Tooele Counties

UTA's Five-Year Service Plan is a vision for the future to guide potential service planning changes over the next years and get people where they need to go.



Our region is growing rapidly. Where and how we grow has impacts on the transportation network. This vision for the path ahead works to address these impacts through improvements to the transit system.

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GUIDING FRAMEWORK



System-Wide Planning

This plan maximizes regional connectivity by emphasizing links between modes and geographic areas.



All-Day Service

More mid-day service means more transit available when you need it.



Core Route Network

A connected network of high-frequency core routes is designed for convenience and efficiency.



Longer Hours

Earlier and later trips means additional options for a ride home - even if your work, entertainment, or shopping runs late.



The Path Ahead for Future Projects

Exciting new services are coming, and this plan is a step toward them.



Innovative Transit Solutions and New Technologies

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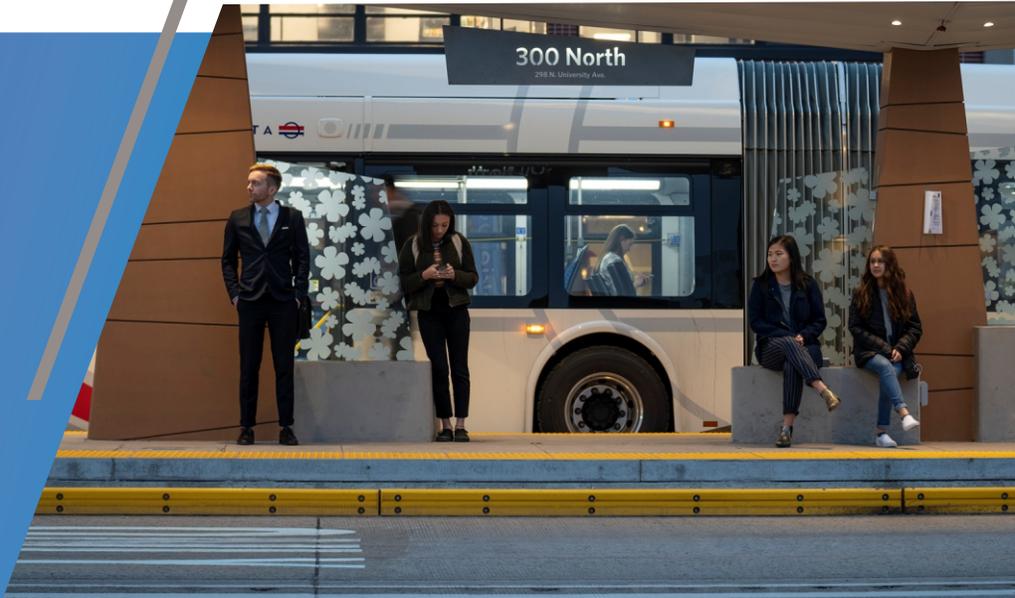
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MEETING MEMO

TO: Utah Transit Authority Board of Trustees
THROUGH: Carolyn Gonot, Executive Director
FROM: Nichol Bourdeaux, Chief Marketing and Communications Officer
PRESENTER(S): Jaron Robertson, Director Innovative Mobility Solutions

LOCAL ADVISORY COUNCIL MEETING DATE: November 18, 2020

SUBJECT:	South Salt Lake County Microtransit Pilot Report Q3 and Survey Results
AGENDA ITEM TYPE:	Discussion Item
RECOMMENDATION:	Informational report for discussion
BACKGROUND:	<p>The South Salt Lake Microtransit Pilot (UTA on Demand by Via) is a 12-month pilot to demonstrate and test innovative transit services and technologies for improved operations, customer experience, and transit coverage. The pilot was launched on November 20, 2019, as part of a public-private partnership with Via.</p> <p>The service area includes a 65 square mile geofenced service area in the cities of Bluffdale, Draper, Herriman, Riverton, and sections of Sandy and South Jordan. Operating hours are Monday – Friday from 6 am to 9 pm. In addition, existing UTA fixed route and flex route services continue to operate within the service area.</p> <p>Via is providing a Transportation as a Service (TaaS) solution, which includes mobile phone technology, drivers, vehicles, and administrative services for day-to-day operations. UTA and Via are partnering in providing joint customer service and marketing services.</p>
DISCUSSION:	<p>As part of the Pilot objectives, the Innovative Mobility Solutions (IMS) team is evaluating performance metrics to determine if microtransit can provide a valuable and cost-effective service that meets the needs of UTA and the communities in the service area. This includes continued performance monitoring of flex route services in the area. Upon completion of the pilot, IMS will make a recommendation regarding the future of microtransit and other UTA services within South Salt Lake County.</p> <p>UTA staff will present to the Local Advisory Council an update regarding the performance of microtransit services and COVID-19 impacts for the operations of the pilot through September 2020. Discussion topics include:</p> <ul style="list-style-type: none">• Trends and performance• Customer and stakeholder survey results

	<ul style="list-style-type: none">• Incorporation of FAREPAY and electronic fare media into the Via app• Next steps
ALTERNATIVES:	N/A
FISCAL IMPACT:	N/A
ATTACHMENTS:	None