



Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, November 17, 2021 9:00 AM FrontLines Headquarters

UTA Local Advisory Council will meet in person at UTA FrontLines Headquarters (FLHQ) 669 West 200 South, Salt Lake City, Utah.

OPENING BUSINESS

1. **Call to Order & Opening Remarks** Chair Karen Cronin
2. **Pledge of Allegiance** Chair Karen Cronin
3. **Safety First Minute** Sheldon Shaw
4. **Public Comment** Chair Karen Cronin
5. **Consent** Chair Karen Cronin
 - a. Approval of September 15, 2021 Local Advisory Council Meeting Minutes

CONSULTATION WITH BOARD OF TRUSTEES

6. **Capital Projects**
 - a. AR 2021-11-01 - Resolution Approving the Proposed 2022-2026 Capital Plan and Recommending Approval by the Authority's Board of Trustees Bill Greene
David Hancock
Daniel Hofer
 - b. FrontRunner Forward Update Todd Provost
7. **Budget**
 - a. Consultation on Agency's Tentative 2022 Budget Bill Greene
8. **Service Planning**
 - a. UTA Long Range Transit Plan (LRTP) Overview Russ Fox
Kerry Doane
 - b. UTA On Demand Update: Southern Salt Lake County and Salt Lake City Westside Services Jaron Robertson

9. Discussion

- a. Open Dialogue with the Board of Trustees Karen Cronin
Carlton Christensen

REPORTS AND OTHER BUSINESS

10. Resolutions

- a. AR2021-11-02 Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2022 Karen Cronin

11. Reports

- a. Agency Report Mary DeLoretto
 - Grants Update
 - Community Engagement Update
 - Ridership Report
- b. Audit Committee Report Karen Cronin

12. Other Business

Chair Karen Cronin

- a. Next meeting - February 16, 2022 at 1:00 p.m.

13. Adjourn

Chair Karen Cronin

- Members of the Local Advisory Council and meeting presenters will participate in person, however members may join electronically as needed.
- Meeting proceedings may be viewed remotely by following the instructions and link on the UTA Board Meetings page - <https://www.rideuta.com/Board-of-Trustees/Meetings>
- Public Comment may be given live during the meeting by attending in person at the meeting location.
- Public Comment may also be given through alternate means. See instructions below.
 - o Comment online at <https://rideuta.com/Board-of-Trustees/Local-Advisory-Council>
 - o Comment via email at advisorycouncil@rideuta.com
 - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
 - o Comments submitted before 2:00 p.m. on Tuesday, November 16th will be distributed to council members prior to the meeting.
- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3535. Request for accommodations should be made at least two business days in advance of the scheduled meeting.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/17/2021

TO: Local Advisory Council
THROUGH: Jana Ostler, Board Manager
FROM: Jana Ostler, Board Manager

TITLE:

Approval of September 15, 2021 Local Advisory Council Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the September 15, 2021 Local Advisory Council Meeting

BACKGROUND:

A regular meeting of the UTA Local Advisory Council was held in-person and broadcast live via the link and instructions on the UTA Board Meetings page on Wednesday, September 15, 2021 at 9:00 a.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 <https://www.utah.gov/pmn/sitemap/notice/697151.html>](https://www.utah.gov/pmn/sitemap/notice/697151.html) and video feed is available through the [UTA Board Meetings page <https://rideuta.com/Board-of-Trustees/Meetings>](https://rideuta.com/Board-of-Trustees/Meetings).

ATTACHMENTS:

1. 2021-09-15_LAC_Minutes_unapproved



Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, September 15, 2021

9:00 AM

FrontLines Headquarters

Present: Chair Karen Cronin
Vice Chair Clint Smith
2nd Vice-Chair Julie Fullmer
Council Member Leonard Call
Council Member Erik Craythorne
Council Member Robert Hale
Council Member Mark Johnson

Excused: Council Member Erin Mendenhall
Council Member Troy Walker

Council Member Walker joined remotely for a portion of the meeting. Alternate Council Member Jon Larsen attended in place of Council Member Mendenhall. Also participating were UTA's Board of Trustees and members of UTA staff.

OPENING BUSINESS

1. Call to Order & Opening Remarks

Chair Cronin welcomed attendees, including Alternate Member Jon Larsen, acting for Member Mendenhall, and called the meeting to order at 9:02 a.m.

2. Pledge of Allegiance

Chair Cronin led the Pledge of Allegiance.

3. Safety First Minute

Sheldon Shaw, UTA Director of Safety and Security, gave a brief safety message.

4. Public Comment

It was noted that there was no public comment received for the meeting either on line or in person.

5. Consent

a. Approval of June 2, 2021 Local Advisory Council Meeting Minutes

A motion was made by Vice Chair Smith, and seconded by 2nd Vice-Chair Fullmer, to approve the consent agenda. The motion carried unanimously.

CONSULTATION WITH BOARD OF TRUSTEES**6. Capital Projects****a. Utah Transit Authority Capital Projects Update**

David Hancock, Acting UTA Chief Service Development Officer, presented an update on the construction of the Airport TRAX Realignment/Station, the Depot District Bus Maintenance Facility, the Vineyard FrontRunner Double Track/Station, and the Ogden/Weber State University BRT. The Airport TRAX station's grand opening is being planned for November 1, 2021. The Depot District Bus Maintenance Facility is projected to be completed in the spring of 2023. The Ogden/Weber State University BRT will be ready to begin shuttle service on the WSU campus by August 2022 and project completion is scheduled for August 2023. Todd Provost, UTA Director of Capital Development, presented an update on the development of the Future of FrontRunner, the S-line Streetcar extension, the Point of the Mountain BRT, the Mid-Valley BRT, and the Central Corridor.

The council asked questions about demolition on the Depot District project, utilization of the Ogden/WSU BRT project, how project development priorities will be made, and on the bus bridge options for the airport project. Member Fullmer gave comments on the Vineyard station project. Staff responded. Discussion ensued.

Trustee Christensen gave comments on the sequencing of timing on the projects. Member Fullmer asked a question about how the council can support UTA in the 5-year plan. Trustee Holbrook responded. Discussion ensued.

b. Utah Transit Authority Draft 2022-2026 Five-Year Capital Plan

Mr. Hancock reported that the 5-Year Capital Plan goals are:

- Maintain a safe system that operates in a state of good repair
 - Provide a plan consistent with the constraints of the projected capital budget
 - Provide a plan consistent with available capacity of project delivery resources
 - Include service expansion projects consistent with the regional long-range transit plans
- Leverage UTA funds with federal grants and partner funds

The emphasis for 2022 is delivering the projects funded in the capital budget by creating pipeline projects, leveraging capital contingency, creating partnership funding, and by creating a revolving fund for TOD working capital. Dan Hofer, UTA Manager of Capital Assets and Project Control, presented the current active and proposed projects for the 5-year plan, noting that active projects are funded and proposed projects are not yet funded, but are being tracked. The 5-year capital project categories, process, and evaluation criteria were presented. Mr. Hancock presented the proposed 2022 capital budget summary and the proposed asset management details. The proposed 5-year capital budget was also given by year, noting anticipated grants and partner

funds.

The council asked questions about the revolving fund approach, if there is an ability to meet the growth demands with the projects, partnership funding, about the criteria for the projects, and the definition of public support. Staff responded. Discussion ensued.

7. Bond Refunding

a. Potential 2015A Senior and Subordinate Sales Tax Revenue Refunding Bond Opportunity in 2021

Bill Greene, UTA Chief Financial Officer, introduced Brian Baker of Zion's Public Finance. Mr. Baker presented the considerations for bond refunding. Bob Kinney with Wells Fargo presented the 10-year US Treasury yield curve, noting the bonds will be taxable. Mr. Baker presented the proposed series 2015A taxable advance refunding results. The process timeline of refunding was also presented.

Trustee Christensen made comments on the state bonding commission's support of refunding the bonds.

Chair Cronin called for a break at 10:21 a.m.

Chair Cronin reconvened the meeting at 10:34 a.m.

8. Transit-Oriented Development (TOD)

a. Transit Oriented Development (TOD) Overview and Project Update

Paul Drake, UTA Director of Real Estate and TOD, introduced Jordan Swain, UTA TOD Project Manager, and Sean Murphy, UTA TOD Project Manager. Mr. Drake presented an update on the TOD projects, which goal is to integrate public transit into communities through station area planning, partnering, education, and TOD implementation.

Mr. Murphy gave an update on the South Utah County Station area plans which includes Springville, Spanish Fork, and Payson, noting the land use review, the vision, the market study, and bike/pedestrian connectivity. Mr. Murphy also gave an update on the Point of the Mountain Station area plan which includes Draper and Lehi. Next steps for this project were noted. Mr. Murphy gave an update on the Salt Lake Central plan, noting the three districts included in this project and the collaboration with Salt Lake City.

Mr. Swain gave an update on the Ogden Station TOD, noting the anticipated completion of the station area plan by the end of 2021, and the Clearfield Station which should start infrastructure construction in the fall of 2021. Mr. Swain also gave an update on the Midvale Center Street project.

Mr. Drake gave an update on the Sandy Civic Center station, noting that it's in the final construction phase, and the Jordan Valley TOD, noting that it has completed its second

phase.

The council asked a question about the name of the Lehi project, and the real estate of the Midvale project. Trustee Christensen and staff responded. Discussion ensued.

9. Discussion

a. Open Dialogue with the Board of Trustees

Chair Cronin and Member Smith asked about the process of finding a new Executive Director for UTA. Trustee Christensen responded. Discussion ensued.

Member Hale asked about bus service to the Sandy City Library. Trustee Christensen responded.

Trustee Holbrook made comments about the value of having open dialogue with the council.

REPORTS AND OTHER BUSINESS

10. Discussion

a. Local Advisory Council Duties

Mike Bell, Assistant Attorney General, presented a background on the development of the Local Advisory Council and the general role as taken from the statute. Consultative duties were defined. Specific responsibilities include to review, approve, and recommend for final adoption by the Board of Trustees, district service plans, development plans, and TOD plans. Other duties include setting compensation packages for the board of trustees, annually engaging with safety and security teams, and assisting with coordinated mobility and constituent services provided by UTA. Mr. Bell outlined the mechanics of the council.

The council made comments on responsibilities that are expected. Discussion ensued.

Council Member Walker joined the meeting by phone at 11:02 a.m.

11. Resolution

a. AR2021-09-01 - Resolution Setting the Compensation for the Board of Trustees

Chair Cronin clarified that trustee compensation was to be set for the *position* of member of the board of trustees and not the individuals holding the positions. The proposed resolution confirms the base compensation set by the Local Advisory Council previously and establishes the State of Utah cost of living adjustment (COLA) as the vehicle for compensation increases for trustees. The resolution also notes that increases would not exceed the legislative cap for compensation.

The council asked questions about the State COLA, why it is the council's responsibility to set compensation, and about clarification on the timing of increases. Mr. Bell

responded. Discussion ensued.

Member Walker added comments in support of using the state COLA as a guide.

A motion was made by Council Member Craythorne, and seconded by Council Member Call, that this Resolution be approved contingent upon adding modifications that address the timing of cost of living increases based on trustee appointment dates. The motion carried unanimously.

12. Reports

a. Agency Report

- Ridership Report
- Federal Stimulus Funds Update
- Adopt-a-Stop Program
- Mobile Pop-up Vaccine Clinics

Mary DeLoretto, UTA Executive Director, presented that free fare would be offered for airplane boarding passes with those using transit for the airport.

Eddy Cumins, UTA Chief Operating Officer, presented the current ridership levels, noting that numbers are rising.

Mr. Greene gave an update on the use of the stimulus packages received for COVID relief. The allocations and ending balance were presented, as well as how funds are being used.

Adopt-a-Stop Program. Megan Waters, UTA Community Engagement Manager, highlighted the Adopt a Stop program pilot, noting which stops and businesses are participating in the program. Ms. Waters also presented the Mobile Pop-up Vaccine Clinics where coordination is happening with state health partners, vaccine providers, and UTA real estate to determine the logistics for mobile vaccine clinics.

The council asked about why microtransit and bus numbers are recovering more quickly than others and about positive rising percentages. Mr. Cumins responded.

Member Walker left the meeting at 11:46 a.m.

Member Fullmer left the meeting at 11:51 a.m.

b. Audit Committee Report

Member Smith reported on the Audit Committee Meetings that took place on June 21 and August 23, 2021, noting that remediation on findings are making appropriate progress with some deadline extensions. Systems that were presented in the meeting are running well.

13. Other Business

- a. Next meeting - November 17, 2021 at 9:00 a.m.

14. Adjourn

A motion to adjourn was made by Vice Chair Smith, and seconded by Council Member Johnson. The motion carried unanimously.

Transcribed by Stephanie Tomlin
Executive Assistant to the Board

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/702108.html> entire content.

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

Approved Date:

Karen Cronin
Chair, Local Advisory Council



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/17/2021

TO: Local Advisory Council
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: David Hancock, Acting Chief Service Development Officer
PRESENTER(S): Bill Greene, Chief Financial Officer
David Hancock, Acting Chief Service Development Officer
Dan Hofer, Manager Capital Assets and Project Controls

TITLE:

AR 2021-11-01 - Resolution Approving the Proposed 2022-2026 Capital Plan and Recommending Approval by the Authority's Board of Trustees

AGENDA ITEM TYPE:

LAC - Resolution

RECOMMENDATION:

Adopt resolution AR2021-11-01 approving the proposed 2022-2026 Capital Plan and recommending approval by the Authority's Board of Trustees.

BACKGROUND:

UTA's 5-year Capital Plan is required to be updated every year, per the UTA Board of Trustees Policy 2.1 Financial Management. The 5-year Capital Plan includes all construction, capital improvements, major equipment purchases, and other special projects requiring expenditures over \$25,000. This includes projects that are funded partially or fully by outside funding sources, such as grants or local partners.

The plan is required to be financially 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 support long-range financial planning and prudent management of the Enterprise.

This proposed 5-Year Capital Plan covers the period from 2022 through 2026.

DISCUSSION:

Staff will present the updated draft 5-year Capital Plan for 2022 through 2026 for the Local Advisory Council's

recommendation and approval. After recommendation by the Local Advisory Council the final 5-year Capital Plan will be brought back to the Board of Trustees in December 2021 for final approval.

Staff presented the draft 5-year Capital Plan to the LAC on September 15th, 2021. Input was received and the plan was updated. The updates include the following:

- Added rail maintenance capital projects for training yard and training aids to support the Agency's new Rail Maintenance Apprenticeship program
 - Advanced 5600 West BRT/Westside Express project to 2022 for design effort
 - Refined project estimates for some capital projects
-

ALTERNATIVES:

The Local Advisory Council may make recommendations for revisions to be considered by the Board of Trustees when adopting the final plan.

FISCAL IMPACT:

Once the UTA Board approves the final 5-year Capital Plan, the capital budget for fiscal year 2022 will be incorporated into UTA's proposed 2022 overall budget. The 5-year capital plan will inform the Agency's 5-year financial plan.

ATTACHMENTS:

- AR 2021-11-01 - Resolution Approving the Proposed 2022-2026 Capital Plan and Recommending Approval by the Authority's Board of Trustees
- Updated 5-year Capital Plan

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPROVING THE PROPOSED
2022-2026 CAPITAL PLAN AND RECOMMENDING APPROVAL BY THE
AUTHORITY'S BOARD OF TRUSTEES**

AR2021-11-01

November 17, 2021

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 (UTAH CODE § 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 has developed a Five-Year Capital Plan for the years 2022 through 2026 (the "Plan") which contains a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis; 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 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 2022-2026 Capital Plan, attached hereto as Exhibit A.

2. That the Local Advisory Council forwards the 2022-2026 Capital Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 17th day of November 2021

Karen Cronin, Chair
Local Advisory Council

ATTEST:

Vice-Chair or Second Vice-Chair
Local Advisory Council

Approved As To Form:

DocuSigned by:
Mike Bell

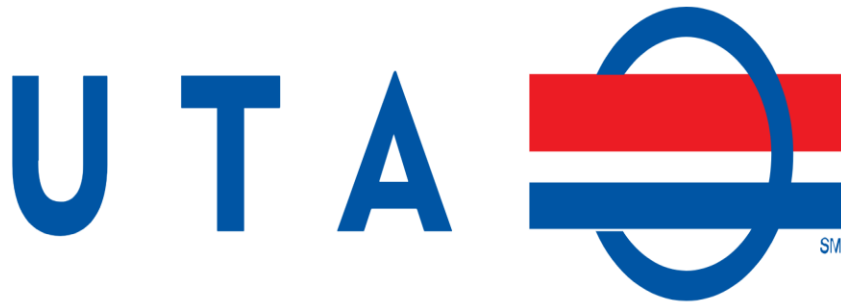
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Legal Counsel

Exhibit A
2022-2026 Capital Plan

DRAFT

Utah Transit Authority Five-Year Capital Plan

2022-2026



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 encompass UTA's Strategic Goals and Objectives including:

- Service
 - Leveraging grants and other partner funds
 - Contributing to system improvements
- Stewardship
 - Maintaining a State of Good Repair
 - Assuring a safe system
- People
 - Benefits to UTA patrons
 - Benefits to UTA employees

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

Overview

UTA's capital plan is focused on delivery of projects. A key consideration in developing funding allocations is the agency's project delivery capacity after considering available resources.

As part of the 2022-2026 Five Year Capital Plan, projects have been classified into an "Active" or "Proposed" status. "Active" projects are projects UTA is actively pursuing and has allocated funding. "Proposed" projects are projects that have been identified but do not have all the resources necessary to deliver the project. Resources include:

- Funding
- Detailed Project Scope
- Comprehensive budget estimates
- High-level project delivery schedule
- Adequate personnel to deliver project

As those resources become available and the agency wishes to advance a project to the active classification, the Project Manager or Director/Regional General Manager will coordinate with those individuals responsible for getting a project added to the capital budget and prepare the necessary material for the Board to consider approving the request to advance the project(s). This would typically occur during the annual budget development process but could be advanced after consultation with the Local Advisory Council and Board approval.

The 2022-2026 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 2022 will be incorporated into UTA's proposed 2022 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

In the following tables, any discrepancy between the proposed budget and source funds is currently being pursued through the grant applications.

Proposed 2022 Capital Budget Summary

Project Categories	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	1,762,653	1,433,047	299,606	30,000
Asset Management-Facilities	4,600,000	-	-	4,600,000
Asset Management- Rail Infrastructure	9,300,000	-	-	9,300,000
Asset Management- Rail Systems	18,590,000	-	365,000	18,225,000
Asset Management-Vehicle New Purchase	23,625,911	4,983,108	-	18,642,803
Asset Management-Vehicle Rehabilitation	15,221,775	763,779	-	14,457,996
Information Technology	13,614,900	-	-	13,614,900
Major Capital Project	98,872,107	27,098,435	37,368,217	34,405,455
Other Capital Projects	37,112,341	10,012,556	6,016,149	21,083,636
Property/TOD/Real Estate	3,290,000	-	-	3,290,000
Safety & Security/Police	2,068,061	-	-	2,068,061
Grand Total	228,057,748	44,290,925	44,048,972	139,717,851

*UTA 2022 funds include: \$35,000,000 in bonds and approximately \$15,832,000 in leasing

Proposed 2023 Capital Budget Summary

Project Categories	2023 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	306,420	306,420	-	-
Asset Management- Facilities	7,450,000	-	-	7,450,000
Asset Management- Rail Infrastructure	4,075,000	-	-	4,075,000
Asset Management- Rail Systems	22,875,000	12,144,282	-	10,730,718
Asset Management- Vehicle New Purchase	66,993,075	14,902,000	1,431,824	50,659,251
Asset Management- Vehicle Rehabilitation	16,149,275	3,350,000	-	12,799,275
Information Technology	23,057,654	-	-	23,057,654
Major Capital Project	169,847,501	30,647,528	88,856,158	3,303,815
Other Capital Projects	47,279,200	10,197,910	5,554,203	27,187,087
Property/TOD/Real Estate	727,500	-	-	727,500
Safety & Security/Police	1,487,476	-	-	1,487,476
Grand Total	360,248,101	71,548,140	95,842,185	141,477,776

*UTA 2023 funds include: approximately \$5,256,000 in bonds and \$41,921,000 in leasing

Proposed 2024 Capital Budget Summary

Project Categories	2024 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	-	-	-	-
Asset Management- Facilities	6,700,000	-	-	6,700,000
Asset Management- Rail Infrastructure	3,300,000	-	-	3,300,000
Asset Management- Rail Systems	17,966,500	13,100,000	-	4,866,500
Asset Management- Vehicle New Purchase	55,148,832	-	-	55,148,832
Asset Management- Vehicle Rehabilitation	16,685,150	-	-	16,685,150
Information Technology	25,184,865	-	-	25,184,865
Major Capital Project	112,323,299	-	82,323,299	-
Other Capital Projects	31,021,600	1,747,312	3,876,634	23,197,964
Property/TOD/Real Estate	727,500	-	-	727,500
Safety & Security/Police	1,233,224	-	-	1,233,224
Grand Total	270,290,970	14,847,312	86,199,933	137,044,035

*UTA 2024 funds include: \$0 in bonds and approximately \$57,799,000 in leasing

Proposed 2025 Capital Budget Summary

Project Categories	2025 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	-	-	-	-
Asset Management-Facilities	4,450,000	-	-	4,450,000
Asset Management- Rail Infrastructure	6,650,000	-	-	6,650,000
Asset Management- Rail Systems	9,687,500	5,000,000	-	4,687,500
Asset Management-Vehicle New Purchase	48,700,000	-	-	48,700,000
Asset Management-Vehicle Rehabilitation	18,581,775	-	-	18,581,775
Information Technology	10,831,069	-	-	10,831,069
Major Capital Project	112,500,000	-	105,000,000	-
Other Capital Projects	25,426,600	2,340,018	5,216,979	17,869,603
Property/TOD/Real Estate	727,500	-	-	727,500
Safety & Security/Police	1,100,000	-	-	1,100,000
Grand Total	238,654,444	7,340,018	110,216,979	113,597,447

*UTA 2025 funds include: \$0 in bonds and \$51,200,000 in leasing

Proposed 2026 Capital Budget Summary

Project Categories	2026 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	-	-	-	-
Asset Management-Facilities	1,850,000	-	-	1,850,000
Asset Management- Rail Infrastructure	4,900,000	-	-	4,900,000
Asset Management- Rail Systems	5,525,000	750,000	-	4,775,000
Asset Management-Vehicle New Purchase	26,050,000	-	-	26,050,000
Asset Management-Vehicle Rehabilitation	21,000,000	-	-	21,000,000
Information Technology	4,821,676	-	-	4,821,676
Major Capital Project	61,500,000	-	54,000,000	-
Other Capital Projects	20,600,000	-	3,500,000	17,100,000
Property/TOD/Real Estate	727,500	-	-	727,500
Safety & Security/Police	795,000	-	-	795,000
Grand Total	147,769,176	750,000	57,500,000	82,019,176

*UTA 2026 funds include: \$0 in bonds and \$32,800,000 in leasing

Proposed 5-Year Capital Plan Summary by Project Category

Project Categories	Proposed 5-Year Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	2,069,073	1,739,467	299,606	30,000
Asset Management-Facilities	25,050,000	-	-	25,050,000
Asset Management- Rail Infrastructure	28,225,000	-	-	28,225,000
Asset Management- Rail Systems	74,644,000	30,994,282	365,000	43,284,718
Asset Management-Vehicle New Purchase	220,517,818	19,885,108	1,431,824	199,200,886
Asset Management-Vehicle Rehabilitation	87,637,975	4,113,779	-	83,524,196
Information Technology	77,510,164	-	-	77,510,164
Major Capital Project	555,042,907	57,745,963	367,547,674	37,709,270
Other Capital Projects	161,439,741	24,297,796	24,163,965	106,438,290
Property/TOD/Real Estate	6,200,000	-	-	6,200,000
Safety & Security/Police	6,683,761	-	-	6,683,761
Grand Total	1,245,020,439	138,776,395	393,808,069	613,856,285

*UTA 5-year funds include: approximately \$40,906,000 in bonds and \$255,551,000 in leasing

Proposed 5-Year Capital Plan Summary by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2022	228,057,748	44,290,925	44,048,972	139,717,851
2023	360,248,101	71,548,140	95,842,185	141,477,776
2024	270,290,970	14,847,312	86,199,933	137,044,035
2025	238,654,444	7,340,018	110,216,979	113,597,447
2026	147,769,176	750,000	57,500,000	82,019,176
Total	1,245,020,439	138,776,395	393,808,069	613,856,285

*UTA funds include: \$40,256,000 in bonds and \$199,551,000 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.

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 assume that significant local, state, and/or federal funds may become 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:

- Midvalley BRT: Federal Transit Administration Small Starts grant anticipated
- SL-Central Headquarters: Significant Local Partner contributions anticipated
- Point of the Mountain Transit: Significant State and/or Federal funds anticipated

For any new capital development project, such as the Mid-Valley BRT, Point of the Mountain Transit, or S-Line Extension, 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 2022 through 2026 Five-year Capital Plan are presented in the attached tables.

Attachment A
UTA 5-Year Capital Plan - Project Detail
2022 through 2026

UTA 5- Year Capital Plan: 2022-2026 Summary

Programs/Projects	2022 Total Budget	2022 Total UTA Funds	2023 Proposed Budget	2023 Total UTA Funds	2024 Proposed Budget	2024 Total UTA Funds	2025 Proposed Budget	2025 Total UTA Funds	2026 Proposed Budget	2026 Total UTA Funds	5- Year Proposed Budget	Total UTA 5- Year Funds
5310 Project	1,762,653	30,000	306,420	-	-	-	-	-	-	-	2,069,073	30,000
CDA006- 5310 Admin Funds	294,522	-	306,420	-	-	-	-	-	-	-	600,942	-
ICI213- E Voucher Phase 2	538,200	30,000	-	-	-	-	-	-	-	-	538,200	30,000
MSP249- FY19/20 - 5310 Funds - SL/WV	479,576	-	-	-	-	-	-	-	-	-	479,576	-
MSP250- FY19/20 - 5310 Funds - O/L	269,175	-	-	-	-	-	-	-	-	-	269,175	-
MSP251- FY19/20 - 5310 Funds - P/O	181,180	-	-	-	-	-	-	-	-	-	181,180	-
Asset Management- Facilities	4,600,000	4,600,000	7,450,000	7,450,000	6,700,000	6,700,000	4,450,000	4,450,000	1,850,000	1,850,000	25,050,000	25,050,000
FMA559- Office Equipment Reserve	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000
FMA652- Equipment Managed Reserve	1,000,000	1,000,000	500,000	500,000	500,000	500,000	1,000,000	1,000,000	500,000	500,000	3,500,000	3,500,000
FMA653- Facilities Rehab and Replacement	1,500,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	2,000,000	-	-	5,500,000	5,500,000
FMA672- Park and Ride Rehab/Replacement	750,000	750,000	500,000	500,000	750,000	750,000	1,000,000	1,000,000	500,000	500,000	3,500,000	3,500,000
FMA673- Stations and Platforms Rehab/Replace	500,000	500,000	250,000	250,000	250,000	250,000	250,000	250,000	500,000	500,000	1,750,000	1,750,000
FMA679- Building Remodels/Reconfiguration	250,000	250,000	100,000	100,000	100,000	100,000	100,000	100,000	250,000	250,000	800,000	800,000
NP-51- Warm Springs Sewer Line Relocation	500,000	500,000	-	-	-	-	-	-	-	-	500,000	500,000
SGR392- FR Snow Melt System Replacement	-	-	5,000,000	5,000,000	4,000,000	4,000,000	-	-	-	-	9,000,000	9,000,000
Asset Management- Rail Infrastructure	9,300,000	9,300,000	4,075,000	4,075,000	3,300,000	3,300,000	6,650,000	6,650,000	4,900,000	4,900,000	28,225,000	28,225,000
MSP257- Gap filler on FR stations	750,000	750,000	-	-	-	-	-	-	-	-	750,000	750,000
SGR359- Bridge Rehabilitation & Maintenance	300,000	300,000	450,000	450,000	300,000	300,000	400,000	400,000	400,000	400,000	1,850,000	1,850,000
SGR385- Rail Rehab and Replacement	5,500,000	5,500,000	1,375,000	1,375,000	750,000	750,000	4,000,000	4,000,000	2,000,000	2,000,000	13,625,000	13,625,000
SGR393- Grade Crossings Rehab/Replacement	2,500,000	2,500,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,500,000	2,500,000	11,000,000	11,000,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	-	-	1,000,000	1,000,000
Asset Management- Rail Systems	18,590,000	18,225,000	22,875,000	10,730,718	17,966,500	4,866,500	9,687,500	4,687,500	5,525,000	4,775,000	74,644,000	43,284,718
MSP189- Signal Pre-emption Projects w/UDOT	365,000	-	-	-	-	-	-	-	-	-	365,000	-
SGR047- Stray Current Mitigation	525,000	525,000	525,000	525,000	462,500	462,500	462,500	462,500	525,000	525,000	2,500,000	2,500,000
SGR397- Traction Power Rehab/Replacement	10,000,000	10,000,000	17,400,000	5,255,718	13,100,000	-	5,000,000	-	750,000	-	46,250,000	15,255,718
SGR398- OCS Wire Survey	2,700,000	2,700,000	950,000	950,000	904,000	904,000	925,000	925,000	925,000	925,000	6,404,000	6,404,000
SGR403- Train Control Rehab/Replacement	3,000,000	3,000,000	2,000,000	2,000,000	1,500,000	1,500,000	1,300,000	1,300,000	1,325,000	1,325,000	9,125,000	9,125,000
SGR404- Rail Switches/Trackwork Controls	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
Asset Management- Vehicle New Purchase	23,625,911	18,642,803	66,993,075	50,659,251	55,148,832	55,148,832	48,700,000	48,700,000	26,050,000	26,050,000	220,517,818	199,200,886
NP-52- VW battery buses	7,118,748	2,135,640	22,030,000	9,918,000	-	-	-	-	-	-	29,148,748	12,053,640
REV205- Non-Rev Service Vehicle Replace	650,000	650,000	750,000	750,000	350,000	350,000	500,000	500,000	750,000	750,000	3,000,000	3,000,000
REV209- Paratransit Vehicle Replacment	3,125,376	3,125,376	3,199,593	3,199,593	3,275,592	3,275,592	3,400,000	3,400,000	3,400,000	3,400,000	16,400,561	16,400,561
REV211- Bus Replacement	11,307,289	11,307,289	35,200,000	35,200,000	50,100,000	50,100,000	43,000,000	43,000,000	20,200,000	20,200,000	159,807,289	159,807,289
REV212- Park City Lo/No Grant	-	-	4,542,522	320,698	-	-	-	-	-	-	4,542,522	320,698
REV232- Van Pool Replacement	1,424,498	1,424,498	1,270,960	1,270,960	1,423,240	1,423,240	1,800,000	1,800,000	1,700,000	1,700,000	7,618,698	7,618,698
Asset Management- Vehicle Rehabilitation	15,221,775	14,457,996	16,149,275	12,799,275	16,685,150	16,685,150	18,581,775	18,581,775	21,000,000	21,000,000	87,637,975	83,524,196
NP-16- GPS Telemetrics System	440,000	440,000	-	-	-	-	-	-	-	-	440,000	440,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,000,000	2,000,000	3,000,000	600,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	14,000,000	11,600,000
REV233- Comet Car Replacement	-	-	2,250,000	2,250,000	3,000,000	3,000,000	3,000,000	3,000,000	7,500,000	7,500,000	15,750,000	15,750,000
SGR040- Light Rail Vehicle Rehab	7,181,775	7,181,775	7,699,275	7,699,275	8,285,150	8,285,150	10,581,775	10,581,775	10,500,000	10,500,000	44,247,975	44,247,975
SGR353- Commuter Rail Engine Overhaul	3,250,000	2,486,221	1,500,000	550,000	-	-	-	-	-	-	4,750,000	3,036,221
SGR386- LRV Accident Repair	1,600,000	1,600,000	700,000	700,000	400,000	400,000	-	-	-	-	2,700,000	2,700,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	750,000	750,000	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	-	-	5,750,000	5,750,000
Information Technology	13,614,900	13,614,900	23,057,654	23,057,654	25,184,865	25,184,865	10,831,069	10,831,069	4,821,676	4,821,676	77,510,164	77,510,164
ICI001- Passenger Information	750,000	750,000	2,000,000	2,000,000	350,000	350,000	-	-	-	-	3,100,000	3,100,000
ICI005- EFC Rehab and Replacement	225,000	225,000	300,000	300,000	-	-	-	-	-	-	525,000	525,000
ICI146- FrontRunner WiFi Enhancements	350,000	350,000	50,000	50,000	50,000	50,000	50,000	50,000	350,000	350,000	850,000	850,000
ICI173- JDE System Enhancement	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	-	200,000	200,000
ICI179- Network & Infrastructure Equipment	398,900	398,900	278,404	278,404	296,740	296,740	280,704	280,704	278,716	278,716	1,533,464	1,533,464
ICI183- Legal SW	30,000	30,000	-	-	-	-	-	-	-	-	30,000	30,000
ICI186- In-house App Dev. & Enhancements	50,000	50,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	850,000	850,000
ICI191- IT Managed Reserved (formerly IT Pool)	300,000	300,000	350,000	350,000	400,000	400,000	400,000	400,000	400,000	400,000	1,850,000	1,850,000
ICI197- Bus Communication On-Board Tech	85,000	85,000	100,000	100,000	100,000	100,000	100,000	100,000	200,000	200,000	585,000	585,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	410,000	410,000	445,000	445,000	210,000	210,000	260,000	260,000	475,000	475,000	1,800,000	1,800,000
ICI199- Rail Communication On-Board Tech	80,000	80,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	480,000	480,000
ICI201- Server, Storage Infrastructure Eq & SW	556,000	556,000	594,000	594,000	473,000	473,000	165,000	165,000	186,000	186,000	1,974,000	1,974,000
ICI202- Radio Communication Infrastructure	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000
ICI214- Init APC Upgrade	-	-	335,500	335,500	243,000	243,000	243,000	243,000	262,600	262,600	1,084,100	1,084,100

UTA 5- Year Capital Plan: 2022-2026 Summary

Programs/Projects	2022 Total Budget	2022 Total UTA Funds	2023 Proposed Budget	2023 Total UTA Funds	2024 Proposed Budget	2024 Total UTA Funds	2025 Proposed Budget	2025 Total UTA Funds	2026 Proposed Budget	2026 Total UTA Funds	5- Year Proposed Budget	Total UTA 5- Year Funds
ICI217- Transit Management Sytem	2,400,000	2,400,000	950,000	950,000	-	-	-	-	-	-	3,350,000	3,350,000
NP-1- 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
NP-14- Fares Systems Replacement Program	7,000,000	7,000,000	15,054,750	15,054,750	14,612,125	14,612,125	8,382,365	8,382,365	1,999,360	1,999,360	47,048,600	47,048,600
NP-45- ERP / HCM and Maintenance System External Needs Review	150,000	150,000	150,000	150,000	-	-	-	-	-	-	300,000	300,000
NP-46- JDE 9.2. Application Upgrade - UNx	250,000	250,000	-	-	-	-	-	-	-	-	250,000	250,000
NP-47- SharePoint 2016 Migration to SharePoint Online Support	60,000	60,000	-	-	-	-	-	-	-	-	60,000	60,000
NP-54- Customer Relations Software Replacement	370,000	370,000	-	-	-	-	-	-	270,000	270,000	640,000	640,000
Major Capital Project	98,872,107	34,405,455	169,847,501	3,303,815	112,323,299	-	112,500,000	-	61,500,000	-	555,042,907	37,709,270
MSP102- Depot District	32,562,000	25,387,170	12,000,000	188,661	-	-	-	-	-	-	44,562,000	25,575,831
MSP185- Ogden/Weber State University BRT	25,465,107	4,800,000	17,402,501	1,365,154	-	-	-	-	-	-	42,867,608	6,165,154
MSP205- TIGER Program of Projects	8,206,000	2,281,300	2,500,000	-	-	-	-	-	-	-	10,706,000	2,281,300
MSP215- Sharp-Tintic Rail Connection	1,439,000	36,985	8,695,000	-	123,299	-	-	-	-	-	10,257,299	36,985
MSP216- Point of Mountain AA/EIS	3,000,000	-	3,000,000	1,000,000	-	-	-	-	-	-	6,000,000	1,000,000
MSP252- FrontRunner Double Tracking	15,000,000	1,500,000	47,250,000	750,000	86,000,000	-	112,500,000	-	61,500,000	-	322,250,000	2,250,000
MSP253- Mid-Valley Connector	10,000,000	-	70,000,000	-	25,000,000	-	-	-	-	-	105,000,000	-
MSP259- S-Line Extension	1,200,000	-	9,000,000	-	1,200,000	-	-	-	-	-	11,400,000	-
MSP260- 5600 West/Mountain View Corridor Transit Project	2,000,000	400,000	-	-	-	-	-	-	-	-	2,000,000	400,000
Other Capital Projects	37,112,341	21,083,636	47,279,200	27,187,087	31,021,600	23,197,964	25,426,600	17,869,603	20,600,000	17,100,000	161,439,741	106,438,290
MSP122- Positive Train Control	302,000	302,000	-	-	-	-	-	-	-	-	302,000	302,000
MSP132- Technical Support for IPCS Maintenance and Enhancements	85,000	85,000	85,000	85,000	-	-	-	-	-	-	170,000	170,000
MSP140- Box Elder Right of Way Preservation	3,500,000	-	3,500,000	-	3,500,000	-	3,500,000	-	3,500,000	-	17,500,000	-
MSP194- 650 South Station	894,146	375,000	-	-	-	-	-	-	-	-	894,146	375,000
MSP198- Wayfinding Signage	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	1,500,000	1,500,000
MSP202- Davis-SLC Community Connector	300,000	300,000	-	-	-	-	-	-	-	-	300,000	300,000
MSP227- Meadowbrook Expansion	250,000	250,000	-	-	-	-	-	-	-	-	250,000	250,000
MSP233- North Temple EOL (SLC CMAQ grant)	-	-	-	-	-	-	3,936,600	-	-	-	3,936,600	-
MSP248- 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
MSP255- Central Corridor Transit	500,000	35,000	-	-	-	-	-	-	-	-	500,000	35,000
MSP258- Mt Ogden Admin Bldg expansion	500,000	500,000	5,000,000	5,000,000	4,000,000	4,000,000	-	-	-	-	9,500,000	9,500,000
MSP999- Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000	25,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	1,500,000	300,000	1,500,000	300,000	2,000,000	400,000	-	-	-	-	5,000,000	1,000,000
NP-18- Program Management Support	4,000,000	4,000,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	17,200,000	17,200,000
NP-23- 3500 South TSP Upgrade	288,000	288,000	-	-	-	-	-	-	-	-	288,000	288,000
NP-29- New Maintenance Training Facility	480,000	480,000	4,320,000	480,000	2,300,000	380,000	-	-	-	-	7,100,000	1,340,000
NP-31- Optical Detection Next Steps	75,000	75,000	75,000	75,000	-	-	-	-	-	-	150,000	150,000
NP-39- Tooele County Microtransit & Vehicle Electrification	1,608,995	230,099	-	-	-	-	-	-	-	-	1,608,995	230,099
NP-55- Transit Signal Priority On Board Units (TOBU) Project	57,200	39,542	499,200	345,092	821,600	567,964	390,000	269,603	-	-	1,768,000	1,222,201
NP-57- Light Rail Red Signal Enforcement	300,000	300,000	5,000,000	5,000,000	3,500,000	3,500,000	3,000,000	3,000,000	2,500,000	2,500,000	14,300,000	14,300,000
NP-58- MOW Training Yard	1,000,000	1,000,000	1,500,000	1,500,000	500,000	500,000	500,000	500,000	500,000	500,000	4,000,000	4,000,000
NP-59- Trax Operational Simulator	1,000,000	1,000,000	-	-	-	-	-	-	-	-	1,000,000	1,000,000
NP-60- Public Partnership Projects	10,000,000	1,301,995	10,000,000	1,301,995	-	-	-	-	-	-	20,000,000	2,603,990
NP-69- TechLink Corridor Study	450,000	200,000	2,450,000	-	-	-	-	-	-	-	2,900,000	200,000
NP-70- Bus Stop Enhancements	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000	5,000,000
NP-71- Route End of Line (EOL) Enhancements	500,000	500,000	1,500,000	1,250,000	3,000,000	2,750,000	3,000,000	3,000,000	3,000,000	3,000,000	11,000,000	10,500,000
NP-72- System Restrooms	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000	5,000,000
SGR358- Frontrunner Paint Booth	150,000	150,000	-	-	-	-	-	-	-	-	150,000	150,000
SGR390- OK Manufacturing Building	1,350,000	1,350,000	750,000	750,000	-	-	-	-	-	-	2,100,000	2,100,000
NP-76- Historic Utah Southern Rail Trail	22,000	22,000	-	-	300,000	-	-	-	-	-	322,000	22,000
NP-77- Apprenticeship Training Aids	200,000	200,000	-	-	-	-	-	-	-	-	200,000	200,000
Property/TOD/Real Estate	3,290,000	3,290,000	727,500	727,500	727,500	727,500	727,500	727,500	727,500	727,500	6,200,000	6,200,000
NP-10- Property Management - Capital Repairs	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	200,000	200,000
NP-11- SLCentral HQ Office	1,000,000	1,000,000	-	-	-	-	-	-	-	-	1,000,000	1,000,000
NP-12- TOD Working Capital	2,250,000	2,250,000	687,500	687,500	687,500	687,500	687,500	687,500	687,500	687,500	5,000,000	5,000,000
Safety & Security/Police	2,068,061	2,068,061	1,487,476	1,487,476	1,233,224	1,233,224	1,100,000	1,100,000	795,000	795,000	6,683,761	6,683,761
FMA516- Corridor Fencing	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	-	200,000	200,000
FMA535- Ballistic Vest Replacement	15,000	15,000	15,000	15,000	15,000	15,000	25,000	25,000	25,000	25,000	95,000	95,000
FMA538- Police Radio Replacements	56,000	56,000	56,000	56,000	56,000	56,000	-	-	-	-	168,000	168,000

UTA 5- Year Capital Plan: 2022-2026 Summary

Programs/Projects	2022 Total Budget	2022 Total UTA Funds	2023 Proposed Budget	2023 Total UTA Funds	2024 Proposed Budget	2024 Total UTA Funds	2025 Proposed Budget	2025 Total UTA Funds	2026 Proposed Budget	2026 Total UTA Funds	5- Year Proposed Budget	Total UTA 5- Year Funds
FMA539- Tasers	100,000	100,000	-	-	-	-	-	-	-	-	100,000	100,000
FMA543- Vehicle Replacement/Expansion	370,000	370,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	350,000	1,770,000	1,770,000
FMA557- Bus Safety and Security	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	-	-	120,000	120,000
FMA604- Safety General Projects	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	-	400,000	400,000
FMA645- Camera Sustainability	470,000	470,000	420,000	420,000	420,000	420,000	420,000	420,000	420,000	420,000	2,150,000	2,150,000
FMA656- Facility Security	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	-	200,000	200,000
FMA658- Bus Camera Overhaul/Replacement	40,000	40,000	-	-	-	-	-	-	-	-	40,000	40,000
FMA659- Emergency Operations Training	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	-	-	60,000	60,000
FMA676- Security General Projects	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	-	-	80,000	80,000
ICI140- Next Crossing Camera Installation	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	-	-	160,000	160,000
NP-36- Arc Flash Analysis	362,061	362,061	341,476	341,476	87,224	87,224	-	-	-	-	790,761	790,761
NP-38- Police CAD/RMS w Optional Taser/Body Cams	350,000	350,000	-	-	-	-	-	-	-	-	350,000	350,000
Grand Total	228,057,748	139,717,851	360,248,101	141,477,776	270,290,970	137,044,035	238,654,444	113,597,447	147,769,176	82,019,176	1,245,020,439	613,856,285

UTA 5- Year Capital Plan: 2022 Details

Programs/Projects	2022 Total	2022 Bonds	2022 Grants	2022 Grants-	2022 Lease	2022 State	2022 4th Qtr	2022 Local	2022- UTA Local
5310 Project	1,762,653	-	1,433,047	-	-	-	-	299,606	30,000
CDA006- 5310 Admin Funds	294,522	-	294,522	-	-	-	-	-	-
ICI213- E Voucher Phase 2	538,200	-	508,200	-	-	-	-	-	30,000
MSP249- FY19/20 - 5310 Funds - SL/WV	479,576	-	322,986	-	-	-	-	156,590	-
MSP250- FY19/20 - 5310 Funds - O/L	269,175	-	185,276	-	-	-	-	83,899	-
MSP251- FY19/20 - 5310 Funds - P/O	181,180	-	122,063	-	-	-	-	59,117	-
Asset Management- Facilities	4,600,000	-	-	-	-	-	-	-	4,600,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	-	100,000
FMA652- Equipment Managed Reserve	1,000,000	-	-	-	-	-	-	-	1,000,000
FMA653- Facilities Rehab and Replacement	1,500,000	-	-	-	-	-	-	-	1,500,000
FMA672- Park and Ride Rehab/Replacement	750,000	-	-	-	-	-	-	-	750,000
FMA673- Stations and Platforms Rehab/Replace	500,000	-	-	-	-	-	-	-	500,000
FMA679- Building Remodels/Reconfiguration	250,000	-	-	-	-	-	-	-	250,000
NP-51- Warm Springs Sewer Line Relocation	500,000	-	-	-	-	-	-	-	500,000
Asset Management- Rail Infrastructure	9,300,000	-	-	-	-	-	-	-	9,300,000
MSP257- Gap filler on FR stations	750,000	-	-	-	-	-	-	-	750,000
SGR359- Bridge Rehabilitation & Maintenance	300,000	-	-	-	-	-	-	-	300,000
SGR385- Rail Rehab and Replacement	5,500,000	-	-	-	-	-	-	-	5,500,000
SGR393- Grade Crossings Rehab/Replacement	2,500,000	-	-	-	-	-	-	-	2,500,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	-	-	-	-	-	-	-	250,000
Asset Management- Rail Systems	18,590,000	10,000,000	-	-	-	-	-	365,000	8,225,000
MSP189- Signal Pre-emption Projects w/UDOT	365,000	-	-	-	-	-	-	365,000	-
SGR047- Stray Current Mitigation	525,000	-	-	-	-	-	-	-	525,000
SGR397- Traction Power Rehab/Replacement	10,000,000	10,000,000	-	-	-	-	-	-	-
SGR398- OCS Wire Survey	2,700,000	-	-	-	-	-	-	-	2,700,000
SGR403- Train Control Rehab/Replacement	3,000,000	-	-	-	-	-	-	-	3,000,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	-	-	-	-	-	-	-	2,000,000
Asset Management- Vehicle New Purchase	23,625,911	-	4,983,108	-	15,831,787	-	-	-	2,811,016
NP-52- VW battery buses	7,118,748	-	4,983,108	-	-	-	-	-	2,135,640
REV205- Non-Rev Service Vehicle Replace	650,000	-	-	-	-	-	-	-	650,000
REV209- Paratransit Vehicle Replacment	3,125,376	-	-	-	3,100,000	-	-	-	25,376
REV211- Bus Replacement	11,307,289	-	-	-	11,307,289	-	-	-	-
REV232- Van Pool Replacement	1,424,498	-	-	-	1,424,498	-	-	-	-
Asset Management- Vehicle Rehabilitation	15,221,775	-	763,779	-	-	-	7,181,775	-	7,276,221
NP-16- GPS Telemetrics System	440,000	-	-	-	-	-	-	-	440,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR040- Light Rail Vehicle Rehab	7,181,775	-	-	-	-	-	7,181,775	-	-
SGR353- Commuter Rail Engine Overhaul	3,250,000	-	763,779	-	-	-	-	-	2,486,221
SGR386- LRV Accident Repair	1,600,000	-	-	-	-	-	-	-	1,600,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	750,000	-	-	-	-	-	-	-	750,000
Information Technology	13,614,900	-	-	-	-	-	-	-	13,614,900
ICI001- Passenger Information	750,000	-	-	-	-	-	-	-	750,000
ICI005- EFC Rehab and Replacement	225,000	-	-	-	-	-	-	-	225,000
ICI146- FrontRunner WiFi Enhancements	350,000	-	-	-	-	-	-	-	350,000
ICI173- JDE System Enhancement	50,000	-	-	-	-	-	-	-	50,000
ICI179- Network & Infrastructure Equipment	398,900	-	-	-	-	-	-	-	398,900
ICI183- Legal SW	30,000	-	-	-	-	-	-	-	30,000
ICI186- In-house App Dev. & Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI191- IT Managed Reserved (formerly IT Pool)	300,000	-	-	-	-	-	-	-	300,000
ICI197- Bus Communication On-Board Tech	85,000	-	-	-	-	-	-	-	85,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	410,000	-	-	-	-	-	-	-	410,000
ICI199- Rail Communication On-Board Tech	80,000	-	-	-	-	-	-	-	80,000
ICI201- Server, Storage Infrastructure Eq & SW	556,000	-	-	-	-	-	-	-	556,000
ICI202- Radio Communication Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI217- Transit Management Sytem	2,400,000	-	-	-	-	-	-	-	2,400,000
NP-14- Fares Systems Replacement Program	7,000,000	-	-	-	-	-	-	-	7,000,000

UTA 5- Year Capital Plan: 2022 Details

Programs/Projects	2022 Total	2022 Bonds	2022 Grants	2022 Grants-	2022 Lease	2022 State	2022 4th Qtr	2022 Local	2022- UTA Local
NP-45- ERP / HCM and Maintenance System External Needs Review	150,000	-	-	-	-	-	-	-	150,000
NP-46- JDE 9.2. Application Upgrade - UNx	250,000	-	-	-	-	-	-	-	250,000
NP-47- SharePoint 2016 Migration to SharePoint Online Support	60,000	-	-	-	-	-	-	-	60,000
NP-54- Customer Relations Software Replacement	370,000	-	-	-	-	-	-	-	370,000
Major Capital Project	98,872,107	25,000,000	27,098,435	-	-	33,446,247	400,000	3,921,970	9,005,455
MSP102- Depot District	32,562,000	25,000,000	3,377,587	-	-	3,797,243	-	-	387,170
MSP185- Ogden/Weber State University BRT	25,465,107	-	18,436,103	-	-	2,229,004	-	-	4,800,000
MSP205- TIGER Program of Projects	8,206,000	-	2,798,700	-	-	-	-	3,126,000	2,281,300
MSP215- Sharp-Tintic Rail Connection	1,439,000	-	886,045	-	-	80,000	-	435,970	36,985
MSP216- Point of Mountain AA/EIS	3,000,000	-	-	-	-	3,000,000	-	-	-
MSP252- FrontRunner Double Tracking	15,000,000	-	-	-	-	13,500,000	-	-	1,500,000
MSP253- Mid-Valley Connector	10,000,000	-	-	-	-	9,640,000	-	360,000	-
MSP259- S-Line Extension	1,200,000	-	-	-	-	1,200,000	-	-	-
MSP260- 5600 West/Mountain View Corridor Transit Project	2,000,000	-	1,600,000	-	-	-	400,000	-	-
Other Capital Projects	37,112,341	-	10,012,556	-	-	-	4,038,000	6,016,149	17,045,636
MSP122- Positive Train Control	302,000	-	-	-	-	-	-	-	302,000
MSP132- Technical Support for IPCS Maintenance and Enhancements	85,000	-	-	-	-	-	-	-	85,000
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-
MSP194- 650 South Station	894,146	-	-	-	-	-	-	519,146	375,000
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP202- Davis-SLC Community Connector	300,000	-	-	-	-	-	-	-	300,000
MSP227- Meadowbrook Expansion	250,000	-	-	-	-	-	250,000	-	-
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP255- Central Corridor Transit	500,000	-	465,000	-	-	-	-	-	35,000
MSP258- Mt Ogden Admin Bldg expansion	500,000	-	-	-	-	-	-	-	500,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	1,500,000	-	1,200,000	-	-	-	-	-	300,000
NP-18- Program Management Support	4,000,000	-	-	-	-	-	1,500,000	-	2,500,000
NP-23- 3500 South TSP Upgrade	288,000	-	-	-	-	-	288,000	-	-
NP-29- New Maintenance Training Facility	480,000	-	-	-	-	-	-	-	480,000
NP-31- Optical Detection Next Steps	75,000	-	-	-	-	-	-	-	75,000
NP-39- Tooele County Microtransit & Vehicle Electrification	1,608,995	-	1,378,896	-	-	-	-	-	230,099
NP-55- Transit Signal Priority On Board Units (TOBU) Project	57,200	-	10,256	-	-	-	-	7,402	39,542
NP-57- Light Rail Red Signal Enforcement	300,000	-	-	-	-	-	-	-	300,000
NP-58- MOW Training Yard	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-59- Trax Operational Simulator	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-60- Public Partnership Projects	10,000,000	-	6,958,404	-	-	-	-	1,739,601	1,301,995
NP-69- TechLink Corridor Study	450,000	-	-	-	-	-	-	250,000	200,000
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	1,000,000	-	-
NP-71- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	-	500,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	1,000,000	-	-
SGR358- Fronrunner Paint Booth	150,000	-	-	-	-	-	-	-	150,000
SGR390- OK Manufacturing Building	1,350,000	-	-	-	-	-	-	-	1,350,000
NP-76- Historic Utah Southern Rail Trail	22,000	-	-	-	-	-	-	-	22,000
NP-77- Apprenticeship Training Aids	200,000	-	-	-	-	-	-	-	200,000
Property/TOD/Real Estate	3,290,000	-	-	-	-	-	-	-	3,290,000
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-11- SLCentral HQ Office	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-12- TOD Working Capital	2,250,000	-	-	-	-	-	-	-	2,250,000
Safety & Security/Police	2,068,061	-	-	-	-	-	-	-	2,068,061
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	-	50,000
FMA535- Ballistic Vest Replacement	15,000	-	-	-	-	-	-	-	15,000

UTA 5- Year Capital Plan: 2022 Details

Programs/Projects	2022 Total	2022 Bonds	2022 Grants	2022 Grants-	2022 Lease	2022 State	2022 4th Qtr	2022 Local	2022- UTA Local
FMA538- Police Radio Replacements	56,000	-	-	-	-	-	-	-	56,000
FMA539- Tasers	100,000	-	-	-	-	-	-	-	100,000
FMA543- Vehicle Replacement/Expansion	370,000	-	-	-	-	-	-	-	370,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	470,000	-	-	-	-	-	-	-	470,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	-	50,000
FMA658- Bus Camera Overhaul/Replacement	40,000	-	-	-	-	-	-	-	40,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	-	15,000
FMA676- Security General Projects	20,000	-	-	-	-	-	-	-	20,000
ICI140- Next Crossing Camera Installation	40,000	-	-	-	-	-	-	-	40,000
NP-36- Arc Flash Analysis	362,061	-	-	-	-	-	-	-	362,061
NP-38- Police CAD/RMS w Optional Taser/Body Cams	350,000	-	-	-	-	-	-	-	350,000
Grand Total	228,057,748	35,000,000	44,290,925	-	15,831,787	33,446,247	11,619,775	10,602,725	77,266,289

UTA 5- Year Capital Plan: 2023 Details

Programs/Projects	2023 Total	2023 Bonds	2023 Grants	2023 Grants-	2023 Lease	2023 State	2023 4th Qtr	2023 Local	2023- UTA Local
5310 Project	306,420	-	306,420	-	-	-	-	-	-
CDA006- 5310 Admin Funds	306,420	-	306,420	-	-	-	-	-	-
Asset Management- Facilities	7,450,000	-	-	-	-	-	-	-	7,450,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	-	100,000
FMA652- Equipment Managed Reserve	500,000	-	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	-	1,000,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	-	250,000
FMA679- Building Remodels/Reconfiguration	100,000	-	-	-	-	-	-	-	100,000
SGR392- FR Snow Melt System Replacement	5,000,000	-	-	-	-	-	-	-	5,000,000
Asset Management- Rail Infrastructure	4,075,000	-	-	-	-	-	-	-	4,075,000
SGR359- Bridge Rehabilitation & Maintenance	450,000	-	-	-	-	-	-	-	450,000
SGR385- Rail Rehab and Replacement	1,375,000	-	-	-	-	-	-	-	1,375,000
SGR393- Grade Crossings Rehab/Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	-	-	-	-	-	-	-	250,000
Asset Management- Rail Systems	22,875,000	5,255,718	12,144,282	-	-	-	-	-	5,475,000
SGR047- Stray Current Mitigation	525,000	-	-	-	-	-	-	-	525,000
SGR397- Traction Power Rehab/Replacement	17,400,000	5,255,718	12,144,282	-	-	-	-	-	-
SGR398- OCS Wire Survey	950,000	-	-	-	-	-	-	-	950,000
SGR403- Train Control Rehab/Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	-	-	-	-	-	-	-	2,000,000
Asset Management- Vehicle New Purchase	66,993,075	-	14,902,000	-	39,670,553	-	-	1,431,824	10,988,698
NP-52- VW battery buses	22,030,000	-	12,112,000	-	-	-	-	-	9,918,000
REV205- Non-Rev Service Vehicle Replace	750,000	-	-	-	-	-	-	-	750,000
REV209- Paratransit Vehicle Replacment	3,199,593	-	-	-	3,199,593	-	-	-	-
REV211- Bus Replacement	35,200,000	-	-	-	35,200,000	-	-	-	-
REV212- Park City Lo/No Grant	4,542,522	-	2,790,000	-	-	-	-	1,431,824	320,698
REV232- Van Pool Replacement	1,270,960	-	-	-	1,270,960	-	-	-	-
Asset Management- Vehicle Rehabilitation	16,149,275	-	3,350,000	-	2,250,000	-	7,699,275	-	2,850,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	2,400,000	-	-	-	-	-	600,000
REV233- Comet Car Replacement	2,250,000	-	-	-	2,250,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	7,699,275	-	-	-	-	-	7,699,275	-	-
SGR353- Commuter Rail Engine Overhaul	1,500,000	-	950,000	-	-	-	-	-	550,000
SGR386- LRV Accident Repair	700,000	-	-	-	-	-	-	-	700,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	1,000,000	-	-	-	-	-	-	-	1,000,000
Information Technology	23,057,654	-	-	-	-	-	-	-	23,057,654
ICI001- Passenger Information	2,000,000	-	-	-	-	-	-	-	2,000,000
ICI005- EFC Rehab and Replacement	300,000	-	-	-	-	-	-	-	300,000
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancement	50,000	-	-	-	-	-	-	-	50,000
ICI179- Network & Infrastructure Equipment	278,404	-	-	-	-	-	-	-	278,404
ICI186- In-house App Dev. & Enhancements	200,000	-	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserved (formerly IT Pool)	350,000	-	-	-	-	-	-	-	350,000
ICI197- Bus Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	445,000	-	-	-	-	-	-	-	445,000
ICI199- Rail Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Eq & SW	594,000	-	-	-	-	-	-	-	594,000
ICI202- Radio Communication Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214- Init APC Upgrade	335,500	-	-	-	-	-	-	-	335,500

UTA 5- Year Capital Plan: 2023 Details

Programs/Projects	2023 Total	2023 Bonds	2023 Grants	2023 Grants-	2023 Lease	2023 State	2023 4th Qtr	2023 Local	2023- UTA Local
ICI217- Transit Management Sytem	950,000	-	-	-	-	-	-	-	950,000
NP-1- New Radio Communication System	2,000,000	-	-	-	-	-	-	-	2,000,000
NP-14- Fares Systems Replacement Program	15,054,750	-	-	-	-	-	-	-	15,054,750
NP-45- ERP / HCM and Maintenance System External Needs Review	150,000	-	-	-	-	-	-	-	150,000
Major Capital Project	169,847,501	-	30,647,528	47,040,000	-	86,963,458	188,661	1,892,700	3,115,154
MSP102- Depot District	12,000,000	-	8,694,582	-	-	3,116,757	188,661	-	-
MSP185- Ogden/Weber State University BRT	17,402,501	-	16,037,347	-	-	-	-	-	1,365,154
MSP205- TIGER Program of Projects	2,500,000	-	1,207,300	-	-	-	-	1,292,700	-
MSP215- Sharp-Tintic Rail Connection	8,695,000	-	4,708,299	-	-	3,986,701	-	-	-
MSP216- Point of Mountain AA/EIS	3,000,000	-	-	-	-	2,000,000	-	-	1,000,000
MSP252- FrontRunner Double Tracking	47,250,000	-	-	-	-	46,500,000	-	-	750,000
MSP253- Mid-Valley Connector	70,000,000	-	-	47,040,000	-	22,360,000	-	600,000	-
MSP259- S-Line Extension	9,000,000	-	-	-	-	9,000,000	-	-	-
Other Capital Projects	47,279,200	-	10,197,910	4,340,000	-	-	1,800,000	5,554,203	25,387,087
MSP132- Technical Support for IPCS Maintenance and Enhancements	85,000	-	-	-	-	-	-	-	85,000
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP258- Mt Ogden Admin Bldg expansion	5,000,000	-	-	-	-	-	-	-	5,000,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	1,500,000	-	1,200,000	-	-	-	-	-	300,000
NP-18- Program Management Support	3,300,000	-	-	-	-	-	1,500,000	-	1,800,000
NP-29- New Maintenance Training Facility	4,320,000	-	-	3,840,000	-	-	-	-	480,000
NP-31- Optical Detection Next Steps	75,000	-	-	-	-	-	-	-	75,000
NP-55- Transit Signal Priority On Board Units (TOBU) Project	499,200	-	89,506	-	-	-	-	64,602	345,092
NP-57- Light Rail Red Signal Enforcement	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-58- MOW Training Yard	1,500,000	-	-	-	-	-	-	-	1,500,000
NP-60- Public Partnership Projects	10,000,000	-	6,958,404	-	-	-	-	1,739,601	1,301,995
NP-69- TechLink Corridor Study	2,450,000	-	1,950,000	500,000	-	-	-	-	-
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	200,000	-	800,000
NP-71- Route End of Line (EOL) Enhancements	1,500,000	-	-	-	-	-	100,000	250,000	1,150,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	-	-	1,000,000
SGR390- OK Manufacturing Building	750,000	-	-	-	-	-	-	-	750,000
Property/TOD/Real Estate	727,500	-	-	-	-	-	-	-	727,500
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-12- TOD Working Capital	687,500	-	-	-	-	-	-	-	687,500
Safety & Security/Police	1,487,476	-	-	-	-	-	-	-	1,487,476
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	-	50,000
FMA535- Ballistic Vest Replacement	15,000	-	-	-	-	-	-	-	15,000
FMA538- Police Radio Replacements	56,000	-	-	-	-	-	-	-	56,000
FMA543- Vehicle Replacement/Expansion	350,000	-	-	-	-	-	-	-	350,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	420,000	-	-	-	-	-	-	-	420,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	-	50,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	-	15,000
FMA676- Security General Projects	20,000	-	-	-	-	-	-	-	20,000
ICI140- Next Crossing Camera Installation	40,000	-	-	-	-	-	-	-	40,000
NP-36- Arc Flash Analysis	341,476	-	-	-	-	-	-	-	341,476

UTA 5- Year Capital Plan: 2023 Details

Programs/Projects	2023 Total	2023 Bonds	2023 Grants	2023 Grants-	2023 Lease	2023 State	2023 4th Qtr	2023 Local	2023- UTA Local
Grand Total	360,248,101	5,255,718	71,548,140	51,380,000	41,920,553	86,963,458	9,687,936	8,878,727	84,613,569

UTA 5- Year Capital Plan: 2024 Details

Progrmas/Projects	2024 Total Budget	2024 Bonds	2024 Grants	2024 Grants- Unfunded	2024 Lease	2024 State	2024 4th Qtr	2024 Local Partners	2024- UTA Local
Asset Management- Facilities	6,700,000	-	-	-	-	-	-	-	6,700,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	-	100,000
FMA652- Equipment Managed Reserve	500,000	-	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	-	1,000,000
FMA672- Park and Ride Rehab/Replacement	750,000	-	-	-	-	-	-	-	750,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	-	250,000
FMA679- Building Remodels/Reconfiguration	100,000	-	-	-	-	-	-	-	100,000
SGR392- FR Snow Melt System Replacement	4,000,000	-	-	-	-	-	-	-	4,000,000
Asset Management- Rail Infrastructure	3,300,000	-	-	-	-	-	-	-	3,300,000
SGR359- Bridge Rehabilitation & Maintenance	300,000	-	-	-	-	-	-	-	300,000
SGR385- Rail Rehab and Replacement	750,000	-	-	-	-	-	-	-	750,000
SGR393- Grade Crossings Rehab/Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	-	-	-	-	-	-	-	250,000
Asset Management- Rail Systems	17,966,500	-	13,100,000	-	-	-	-	-	4,866,500
SGR047- Stray Current Mitigation	462,500	-	-	-	-	-	-	-	462,500
SGR397- Traction Power Rehab/Replacement	13,100,000	-	13,100,000	-	-	-	-	-	-
SGR398- OCS Wire Survey	904,000	-	-	-	-	-	-	-	904,000
SGR403- Train Control Rehab/Replacement	1,500,000	-	-	-	-	-	-	-	1,500,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	-	-	-	-	-	-	-	2,000,000
Asset Management- Vehicle New Purchase	55,148,832	-	-	-	54,798,832	-	-	-	350,000
REV205- Non-Rev Service Vehicle Replace	350,000	-	-	-	-	-	-	-	350,000
REV209- Paratransit Vehicle Replacment	3,275,592	-	-	-	3,275,592	-	-	-	-
REV211- Bus Replacement	50,100,000	-	-	-	50,100,000	-	-	-	-
REV232- Van Pool Replacement	1,423,240	-	-	-	1,423,240	-	-	-	-
Asset Management- Vehicle Rehabilitation	16,685,150	-	-	-	3,000,000	-	8,285,150	-	5,400,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	-	3,000,000
REV233- Comet Car Replacement	3,000,000	-	-	-	3,000,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	8,285,150	-	-	-	-	-	8,285,150	-	-
SGR386- LRV Accident Repair	400,000	-	-	-	-	-	-	-	400,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
Information Technology	25,184,865	-	-	-	-	-	-	-	25,184,865
ICI001- Passenger Information	350,000	-	-	-	-	-	-	-	350,000
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancement	50,000	-	-	-	-	-	-	-	50,000
ICI179- Network & Infrastructure Equipment	296,740	-	-	-	-	-	-	-	296,740
ICI186- In-house App Dev. & Enhancements	200,000	-	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserved (formerly IT Pool)	400,000	-	-	-	-	-	-	-	400,000
ICI197- Bus Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	210,000	-	-	-	-	-	-	-	210,000
ICI199- Rail Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Eq & SW	473,000	-	-	-	-	-	-	-	473,000
ICI202- Radio Communication Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	-	243,000
NP-1- New Radio Communication System	8,000,000	-	-	-	-	-	-	-	8,000,000
NP-14- Fares Systems Replacement Program	14,612,125	-	-	-	-	-	-	-	14,612,125
Major Capital Project	112,323,299	-	-	30,000,000	-	82,323,299	-	-	-
MSP215- Sharp-Tintic Rail Connection	123,299	-	-	-	-	123,299	-	-	-

UTA 5- Year Capital Plan: 2024 Details

Progrmas/Projects	2024 Total Budget	2024 Bonds	2024 Grants	2024 Grants- Unfunded	2024 Lease	2024 State	2024 4th Qtr	2024 Local Partners	2024- UTA Local
MSP252- FrontRunner Double Tracking	86,000,000	-	-	5,000,000	-	81,000,000	-	-	-
MSP253- Mid-Valley Connector	25,000,000	-	-	25,000,000	-	-	-	-	-
MSP259- S-Line Extension	1,200,000	-	-	-	-	1,200,000	-	-	-
Other Capital Projects	31,021,600	-	1,747,312	2,199,690	-	-	1,600,000	3,876,634	21,597,964
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP258- Mt Ogden Admin Bldg expansion	4,000,000	-	-	-	-	-	-	-	4,000,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	2,000,000	-	1,600,000	-	-	-	-	-	400,000
NP-18- Program Management Support	3,300,000	-	-	-	-	-	1,500,000	-	1,800,000
NP-29- New Maintenance Training Facility	2,300,000	-	-	1,920,000	-	-	-	-	380,000
NP-55- Transit Signal Priority On Board Units (TOBU) Project	821,600	-	147,312	-	-	-	-	106,324	567,964
NP-57- Light Rail Red Signal Enforcement	3,500,000	-	-	-	-	-	-	-	3,500,000
NP-58- MOW Training Yard	500,000	-	-	-	-	-	-	-	500,000
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-71- Route End of Line (EOL) Enhancements	3,000,000	-	-	-	-	-	100,000	250,000	2,650,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-76- Historic Utah Southern Rail Trail	300,000	-	-	279,690	-	-	-	20,310	-
Property/TOD/Real Estate	727,500	-	-	-	-	-	-	-	727,500
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-12- TOD Working Capital	687,500	-	-	-	-	-	-	-	687,500
Safety & Security/Police	1,233,224	-	-	-	-	-	-	-	1,233,224
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	-	50,000
FMA535- Ballistic Vest Replacement	15,000	-	-	-	-	-	-	-	15,000
FMA538- Police Radio Replacements	56,000	-	-	-	-	-	-	-	56,000
FMA543- Vehicle Replacement/Expansion	350,000	-	-	-	-	-	-	-	350,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	420,000	-	-	-	-	-	-	-	420,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	-	50,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	-	15,000
FMA676- Security General Projects	20,000	-	-	-	-	-	-	-	20,000
ICI140- Next Crossing Camera Installation	40,000	-	-	-	-	-	-	-	40,000
NP-36- Arc Flash Analysis	87,224	-	-	-	-	-	-	-	87,224
Grand Total	270,290,970	-	14,847,312	32,199,690	57,798,832	82,323,299	9,885,150	3,876,634	69,360,053

UTA 5- Year Capital Plan: 2025 Details

Programs/Projects	2025 Total Budget	2025 Bonds	2025 Grants	2025 Grants-Unfunded	2025 Lease	2025 State	2025 4th Qtr	2025 Local Partners	2025- UTA Local
Asset Management- Facilities	4,450,000	-	-	-	-	-	-	-	4,450,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	-	100,000
FMA652- Equipment Managed Reserve	1,000,000	-	-	-	-	-	-	-	1,000,000
FMA653- Facilities Rehab and Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
FMA672- Park and Ride Rehab/Replacement	1,000,000	-	-	-	-	-	-	-	1,000,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	-	250,000
FMA679- Building Remodels/Reconfiguration	100,000	-	-	-	-	-	-	-	100,000
Asset Management- Rail Infrastructure	6,650,000	-	-	-	-	-	-	-	6,650,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	-	400,000
SGR385- Rail Rehab and Replacement	4,000,000	-	-	-	-	-	-	-	4,000,000
SGR393- Grade Crossings Rehab/Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR401- Ballast and Ties Rehab/Replacement	250,000	-	-	-	-	-	-	-	250,000
Asset Management- Rail Systems	9,687,500	-	5,000,000	-	-	-	-	-	4,687,500
SGR047- Stray Current Mitigation	462,500	-	-	-	-	-	-	-	462,500
SGR397- Traction Power Rehab/Replacement	5,000,000	-	5,000,000	-	-	-	-	-	-
SGR398- OCS Wire Survey	925,000	-	-	-	-	-	-	-	925,000
SGR403- Train Control Rehab/Replacement	1,300,000	-	-	-	-	-	-	-	1,300,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	-	-	-	-	-	-	-	2,000,000
Asset Management- Vehicle New Purchase	48,700,000	-	-	-	48,200,000	-	-	-	500,000
REV205- Non-Rev Service Vehicle Replace	500,000	-	-	-	-	-	-	-	500,000
REV209- Paratransit Vehicle Replacment	3,400,000	-	-	-	3,400,000	-	-	-	-
REV211- Bus Replacement	43,000,000	-	-	-	43,000,000	-	-	-	-
REV232- Van Pool Replacement	1,800,000	-	-	-	1,800,000	-	-	-	-
Asset Management- Vehicle Rehabilitation	18,581,775	-	-	-	3,000,000	-	10,581,775	-	5,000,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	-	3,000,000
REV233- Comet Car Replacement	3,000,000	-	-	-	3,000,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	10,581,775	-	-	-	-	-	10,581,775	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
Information Technology	10,831,069	-	-	-	-	-	-	-	10,831,069
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancement	50,000	-	-	-	-	-	-	-	50,000
ICI179- Network & Infrastructure Equipment	280,704	-	-	-	-	-	-	-	280,704
ICI186- In-house App Dev. & Enhancements	200,000	-	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserved (formerly IT Pool)	400,000	-	-	-	-	-	-	-	400,000
ICI197- Bus Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	260,000	-	-	-	-	-	-	-	260,000
ICI199- Rail Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Eq & SW	165,000	-	-	-	-	-	-	-	165,000
ICI202- Radio Communication Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	-	243,000
NP-1- New Radio Communication System	500,000	-	-	-	-	-	-	-	500,000
NP-14- Fares Systems Replacement Program	8,382,365	-	-	-	-	-	-	-	8,382,365
Major Capital Project	112,500,000	-	-	7,500,000	-	105,000,000	-	-	-
MSP252- FrontRunner Double Tracking	112,500,000	-	-	7,500,000	-	105,000,000	-	-	-
Other Capital Projects	25,426,600	-	2,340,018	-	-	-	1,500,000	5,216,979	16,369,603

UTA 5- Year Capital Plan: 2025 Details

Programs/Projects	2025 Total Budget	2025 Bonds	2025 Grants	2025 Grants- Unfunded	2025 Lease	2025 State	2025 4th Qtr	2025 Local Partners	2025- UTA Local
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP233- North Temple EOL (SLC CMAQ grant)	3,936,600	-	2,270,092	-	-	-	-	1,666,508	-
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-18- Program Management Support	3,300,000	-	-	-	-	-	1,500,000	-	1,800,000
NP-55- Transit Signal Priority On Board Units (TOBU) Project	390,000	-	69,926	-	-	-	-	50,471	269,603
NP-57- Light Rail Red Signal Enforcement	3,000,000	-	-	-	-	-	-	-	3,000,000
NP-58- MOW Training Yard	500,000	-	-	-	-	-	-	-	500,000
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-71- Route End of Line (EOL) Enhancements	3,000,000	-	-	-	-	-	-	-	3,000,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	-	-	1,000,000
Property/TOD/Real Estate	727,500	-	-	-	-	-	-	-	727,500
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-12- TOD Working Capital	687,500	-	-	-	-	-	-	-	687,500
Safety & Security/Police	1,100,000	-	-	-	-	-	-	-	1,100,000
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	-	50,000
FMA535- Ballistic Vest Replacement	25,000	-	-	-	-	-	-	-	25,000
FMA543- Vehicle Replacement/Expansion	350,000	-	-	-	-	-	-	-	350,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	420,000	-	-	-	-	-	-	-	420,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	-	50,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	-	15,000
FMA676- Security General Projects	20,000	-	-	-	-	-	-	-	20,000
ICI140- Next Crossing Camera Installation	40,000	-	-	-	-	-	-	-	40,000
Grand Total	238,654,444	-	7,340,018	7,500,000	51,200,000	105,000,000	12,081,775	5,216,979	50,315,672

UTA 5- Year Capital Plan: 2026 Details

Program/Project Name	2026 Total Budget	2026 Bonds	2026 Grants	2026 Grants- Unfunded	2026 Lease	2026 State	2026 4th Qtr	2026 Local Partners	2026- UTA Local
Asset Management- Facilities	1,850,000	-	-	-	-	-	-	-	1,850,000
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	-	100,000
FMA652- Equipment Managed Reserve	500,000	-	-	-	-	-	-	-	500,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	500,000	-	-	-	-	-	-	-	500,000
FMA679- Building Remodels/Reconfiguration	250,000	-	-	-	-	-	-	-	250,000
Asset Management- Rail Infrastructure	4,900,000	-	-	-	-	-	-	-	4,900,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	-	400,000
SGR385- Rail Rehab and Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
SGR393- Grade Crossings Rehab/Replacement	2,500,000	-	-	-	-	-	-	-	2,500,000
Asset Management- Rail Systems	5,525,000	-	750,000	-	-	-	-	-	4,775,000
SGR047- Stray Current Mitigation	525,000	-	-	-	-	-	-	-	525,000
SGR397- Traction Power Rehab/Replacement	750,000	-	750,000	-	-	-	-	-	-
SGR398- OCS Wire Survey	925,000	-	-	-	-	-	-	-	925,000
SGR403- Train Control Rehab/Replacement	1,325,000	-	-	-	-	-	-	-	1,325,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	-	-	-	-	-	-	-	2,000,000
Asset Management- Vehicle New Purchase	26,050,000	-	-	-	25,300,000	-	-	-	750,000
REV205- Non-Rev Service Vehicle Replace	750,000	-	-	-	-	-	-	-	750,000
REV209- Paratransit Vehicle Replacment	3,400,000	-	-	-	3,400,000	-	-	-	-
REV211- Bus Replacement	20,200,000	-	-	-	20,200,000	-	-	-	-
REV232- Van Pool Replacement	1,700,000	-	-	-	1,700,000	-	-	-	-
Asset Management- Vehicle Rehabilitation	21,000,000	-	-	-	7,500,000	-	10,500,000	-	3,000,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	-	3,000,000
REV233- Comet Car Replacement	7,500,000	-	-	-	7,500,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	10,500,000	-	-	-	-	-	10,500,000	-	-
Information Technology	4,821,676	-	-	-	-	-	-	-	4,821,676
ICI146- FrontRunner WiFi Enhancements	350,000	-	-	-	-	-	-	-	350,000
ICI179- Network & Infrastructure Equipment	278,716	-	-	-	-	-	-	-	278,716
ICI186- In-house App Dev. & Enhancements	200,000	-	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserved (formerly IT Pool)	400,000	-	-	-	-	-	-	-	400,000
ICI197- Bus Communication On-Board Tech	200,000	-	-	-	-	-	-	-	200,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	475,000	-	-	-	-	-	-	-	475,000
ICI199- Rail Communication On-Board Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Eq & SW	186,000	-	-	-	-	-	-	-	186,000
ICI202- Radio Communication Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214- Init APC Upgrade	262,600	-	-	-	-	-	-	-	262,600
NP-14- Fares Systems Replacement Program	1,999,360	-	-	-	-	-	-	-	1,999,360
NP-54- Customer Relations Software Replacement	270,000	-	-	-	-	-	-	-	270,000
Major Capital Project	61,500,000	-	-	7,500,000	-	54,000,000	-	-	-
MSP252- FrontRunner Double Tracking	61,500,000	-	-	7,500,000	-	54,000,000	-	-	-
Other Capital Projects	20,600,000	-	-	-	-	-	1,500,000	3,500,000	15,600,000
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-

UTA 5- Year Capital Plan: 2026 Details

Program/Project Name	2026 Total Budget	2026 Bonds	2026 Grants	2026 Grants- Unfunded	2026 Lease	2026 State	2026 4th Qtr	2026 Local Partners	2026- UTA Local
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-18- Program Management Support	3,300,000	-	-	-	-	-	1,500,000	-	1,800,000
NP-57- Light Rail Red Signal Enforcement	2,500,000	-	-	-	-	-	-	-	2,500,000
NP-58- MOW Training Yard	500,000	-	-	-	-	-	-	-	500,000
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	-	-	1,000,000
NP-71- Route End of Line (EOL) Enhancements	3,000,000	-	-	-	-	-	-	-	3,000,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	-	-	1,000,000
Property/TOD/Real Estate	727,500	-	-	-	-	-	-	-	727,500
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-12- TOD Working Capital	687,500	-	-	-	-	-	-	-	687,500
Safety & Security/Police	795,000	-	-	-	-	-	-	-	795,000
FMA535- Ballistic Vest Replacement	25,000	-	-	-	-	-	-	-	25,000
FMA543- Vehicle Replacement/Expansion	350,000	-	-	-	-	-	-	-	350,000
FMA645- Camera Sustainability	420,000	-	-	-	-	-	-	-	420,000
Grand Total	147,769,176	-	750,000	7,500,000	32,800,000	54,000,000	12,000,000	3,500,000	37,219,176



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/17/2021

TO: Local Advisory Council
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: Dave Hancock, Acting Chief Service Development Officer
PRESENTER(S): Todd Provost, Capital Development Director

TITLE:

FrontRunner Forward Update

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:

In the 2021 legislative session, the State of Utah allocated \$300,000,000 for UTA to strategically double track sections of the FrontRunner corridor in order to provide faster, more frequent transit service. UTA has been steadily advancing the FrontRunner Forward project in order to achieve this goal.

DISCUSSION:

Since the 2021 legislative appropriation was made, UTA's FrontRunner Forward team has made significant progress in determining where double tracking sections are needed in order to be able to provide more frequent and faster commuter rail service. This determination was made based on an extensive operational analysis of the system. Also, UTA has procured a program management consultant team to specifically focus on helping UTA deliver the program. The team has completed the conceptual design and cost estimates for the initial double tracking sections and is completing a Strategic Investment Plan for the long-term vision of FrontRunner. UTA is also in the process of procuring a pool of consultants for completing the Environmental Documentation and Design phases for those doubletrack sections.

ALTERNATIVES:

N/A

FISCAL IMPACT:

This work will determine how UTA should spend the State Funding.

ATTACHMENTS:

None



Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 11/17/2021

TO: Local Advisory Council
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): William Greene, Chief Financial Officer

TITLE:

Consultation on Agency's Tentative 2022 Budget

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

Review the Tentative 2022 Budget and provide advice/input to the Board of Trustees.

BACKGROUND:

Each year, in compliance with State of Utah Code 17B-2a-808.1, the Board of Trustees adopts a tentative budget for the next year and sets a public hearing at which interested parties may comment on the tentative budget.

On October 13, 2021, the Board of Trustees received a presentation on the 2021 Tentative Budget. Subsequently, at their October 27, 2021 Board meeting, the Board approved a resolution adopting the 2022 tentative budget and conducted a public hearing on November 4, 2021.

The 2022 Tentative Budget was sent to the Governor's office, Legislature, mayors, commissioners, metropolitan planning organizations, and others. It has also been made available to the public on UTA's website and will be open for comment throughout the public comment period. The 30-day public comment period will conclude on December 4, 2021 with all comments provide to the Trustees.

On November 17, 2021, the Local Advisory Council will be given the opportunity to review the 2022 Tentative Budget and provide their advice/input to the Board of Trustees.

The 2022 Final Budget will be reviewed at the December 8, 2021 Board of Trustees meeting with adoption

scheduled for the December 15, 2021 Board of Trustees meeting.

The detail of the 2022 Tentative Budget is attached.

DISCUSSION:

The 2022 Budget and supporting 5-Year plans are bolstered by the resilience and strength of the Regional economy and support from the federal government and UTA’s state and local partners. This has allowed UTA to substantially improve its long-term financial outlook.

The agency has been able to abandon a planned \$103 million bond sale in 2022 as envisioned in the adopted 2021-2025 5-Year Capital Plan. This decision contributed to a positive credit rating change to AA and completion of an October \$448 million bond refunding in a very difficult market - saving over \$20 million in debt service over the next 15 years.

The 2022 Tentative Budget describes a hopeful future for the Agency and the Region. Building on UTA’s focus areas of Service, Stewardship, and People and with guidance from the Board of Trustees, a framework was developed to inform the budget.

This framework and the resulting budget focus on six key areas:

- Set a strong financial foundation for the future
- Deliver on capital project commitments
- Ridership recovery and service restoration
- Recruitment and retention
- Maintain and grow local partnerships
- Pursue state and partner funding

The 2022 Operating Budget:

- Includes service adjustments across the system resulting in an additional 99,000 hours of new or restored service
- Expands the successful on-demand Microtransit program in Tooele and Davis counties
- Begins operations on new bus rapid transit service in Ogden with the Ogden Express or “OGX”
- Includes a comprehensive package of initiatives to recruit new employees and retain the existing workforce
- Develops and implements a new Rail Maintenance Apprenticeship program - modeled after UTA’s highly successful Bus Maintenance program
- Invests in information technology to support existing functions and develop new tools to move the Agency forward

ALTERNATIVES:

The Advisory Council is encouraged to provide their feedback to the Board of Trustees on this tentative budget and any additional considerations that should be discussed.

FISCAL IMPACT:

The 2022 Tentative Budget includes \$356 million in operating expenses and \$228 million of capital investment to fund the provision of safe, convenient, reliable service and targeted investments in our infrastructure. The budget includes federal and local contributions from our partners.

ATTACHMENTS:

1. Budget Summary to Stakeholders
2. 2022 Tentative Budget Document

Budget priorities outlined here affect you and your community. We've developed our budget with UTA goals in mind, including our overarching focus areas of service, people, and stewardship. Funds to support public transit come from multiple sources, including sales tax – your money supports UTA and so you should have a voice in this process. Tell us what you value most and let us know if we're getting it right.

Overall Budget Goals

Set a strong financial foundation for the future	Deliver on capital project commitments	Ridership recovery and service restoration	Recruitment & retention	Pursue federal, state and partner funding	Maintain and grow local partnerships
--	--	--	-------------------------	---	--------------------------------------

Budget Overview

The 2022 budget was developed during a time of hopeful recovery, to reflect current economic projections and targeted investments, while providing safe, secure and reliable service. The 2022 budget includes \$356 million in operating expenses and \$228 million of capital investment to fund the provision of safe, convenient, and reliable service and key investments in our infrastructure. The budget includes federal, state, and local contributions from our partners.

Like our fellow transit agencies across the country, we continue to feel the impacts of the pandemic, including challenges in recruiting and retaining employees. The 2022 budget includes specific actions to help the agency continue to recover, as well as expand and improve service to the community.

The 2022 Operating Budget includes:

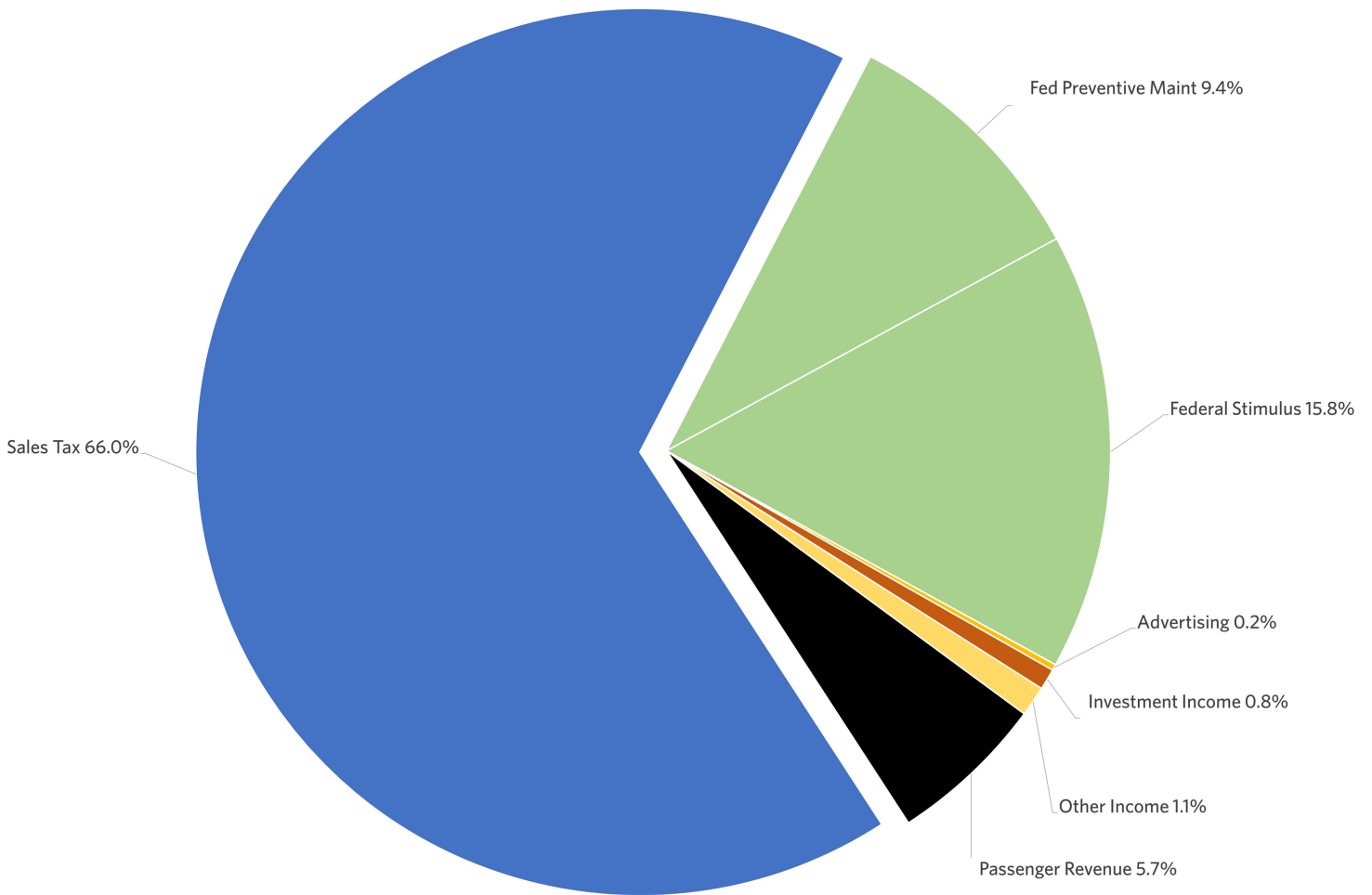
Service adjustments including almost 100,000 annual hours of new or restored service.	Expansion of UTA On Demand Microtransit service in Tooele and Davis Counties.	Service on our new bus rapid transit line "Ogden Express" or "OGX"	Rail Maintenance apprenticeship program
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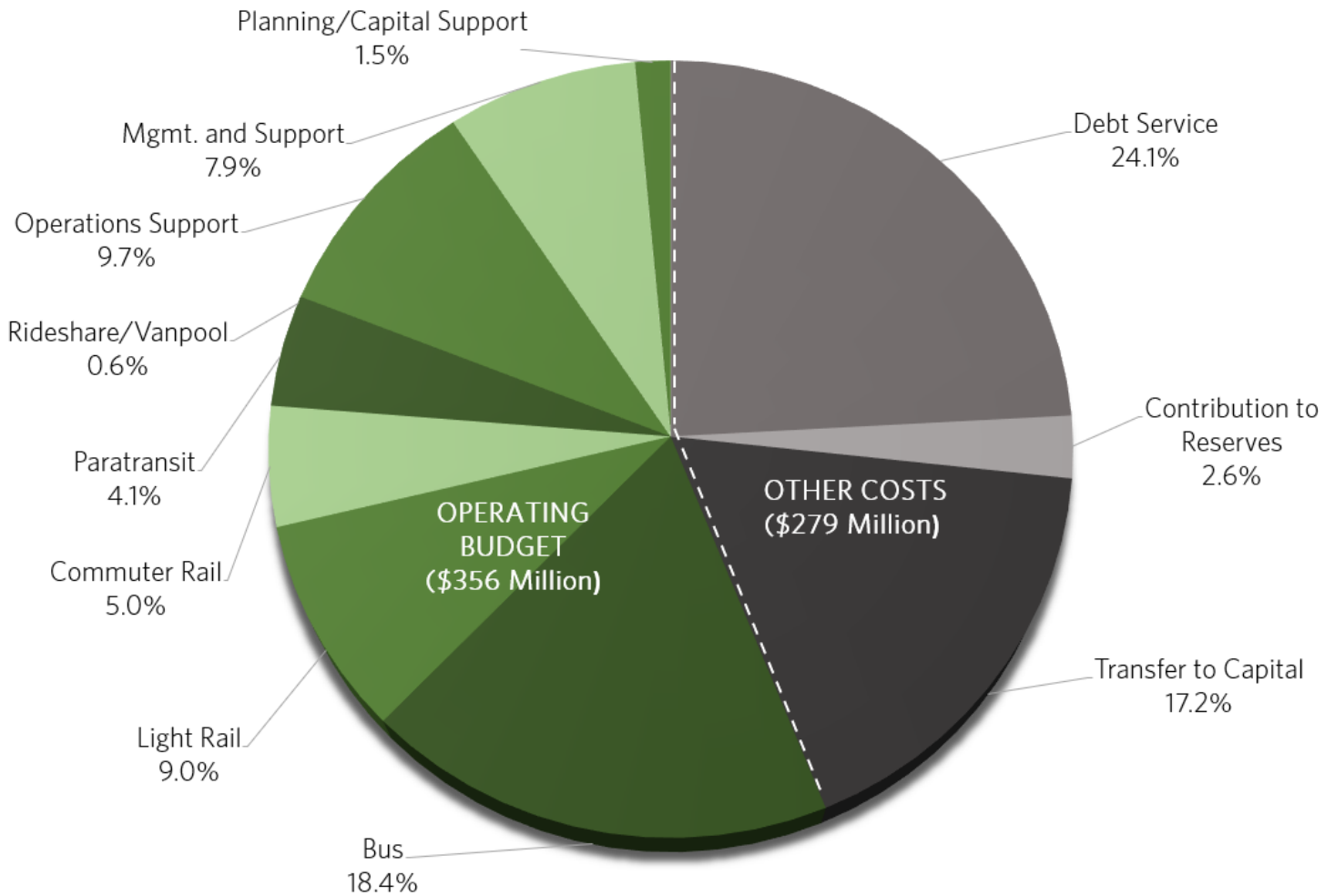
The 2022 budget and 5-year plans provide an exciting vision for the future at UTA and the Wasatch Front region. We are prepared to deliver on the incredible commitments our federal, state, county, local, and regional partners, elected officials, and customers, have entrusted in us. We are poised and excited to continue providing Wasatch Front residents safe, reliable, and convenient transit service.

Operating Budget Overview

UTA receives Operating revenues from multiple sources. Sales tax revenue at \$419 million, or 67 percent of total revenues, represents the largest funding source for the 2022 budget. Federal stimulus funding totals \$100 million, Federal preventive maintenance totals \$60 million, and passenger revenues total \$36 million. Other revenues include, in order of magnitude, investment income, local support, advertising, and other fees.

2022 Operating Revenues (\$634.5 million)



2022 Operating Expense (\$634.5 million)

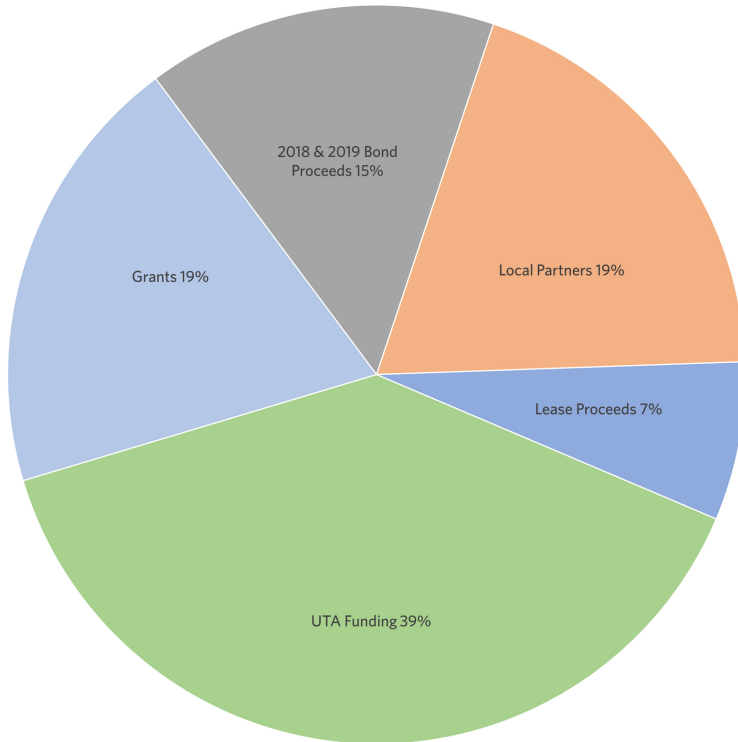
Almost 72 percent of the operating budget is dedicated to labor and fringe costs. Together with fuel & power (7.1 percent), parts, net of warranty recovery (6.4 percent), and services (9.1 percent), those four items comprise 94 percent of the total operations budget.

Key Operating Budget Categories:

- Debt Service - Includes lease payments for UTA's revenue vehicles
- Employee compensation and benefits
- Utilities, including electricity, heat, light, and other utilities.
- Parts
- Other operations and maintenance, including the Rail Apprenticeship Program
- Fuel & propulsion power

Capital Budget Overview

2022 Capital Revenues (\$228 million)



Key Capital Budget Projects:

Programs/Projects	2022 Total Budget
5310 Project	1,762,653
Asset Management - Facilities	4,600,000
Asset Management - Rail Infrastructure	9,300,000
Asset Management - Rail Systems	18,590,000
Asset Management - Vehicle New Purchase	23,625,911
Asset Management - Vehicle Rehabilitation	15,221,775
Information Technology	13,614,900
Major Capital Project	98,872,107
Depot District	32,562,000
Ogden/Weber State University BRT	25,465,107
TIGER Program of Projects	8,206,000
Sharp-Tintic Rail Connection	1,439,000
Point of the Mountain AA/EIS	3,000,000
FrontRunner Double Tracking	15,000,000
Mid-Valley Connector	10,000,000
S-Line Extension	1,200,000
5600 West/Mountain View Corridor Transit Project	2,000,000
Other Capital Projects	37,112,341
Property/TOD/Real Estate	3,290,000
Safety & Security/Police	2,068,061
Grand Total	228,057,748

Ways to Get Involved!

Review the 2022 UTA budget and comment between November 4, 2021 - December 4, 2021. Submit your feedback in any of the following ways:

- Email: hearingofficer@rideuta.com
- Phone: 801-743-3882
- Mailing: Utah Transit Authority, C/O Megan Waters, 669 W 200 S, Salt Lake City, UT 84101
- Website: www.rideuta.com/budget - scroll to the bottom to submit your feedback!
- Public Hearing & Open House: Thursday, November 4, 3-3:30 - Open House, 3:30 - Public Hearing
 - Location: 669 West 200 South, Salt Lake City, UT. Join virtually: www.rideuta.com/Board-of-Trustees/Meetings

Complete information on the 2022 Tentative Budget can be found at rideuta.com/budget.

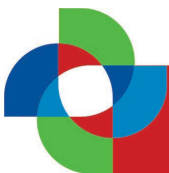
Utah Transit Authority

Tentative Budget Document 2022



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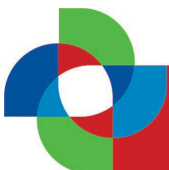
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Message from the Executive Director



Bolstered by Utah's strong economy and significant commitments from our federal, state, and local partners, the Utah Transit Authority's 2022 budget and underlying five-year Capital and Operating plans position the agency for a future of growth and expansion.

Our 2,800 employees have performed admirably during the COVID-19 pandemic, continuing to provide essential transportation services to the region and especially those most dependent on transit. Our front-line operators, maintenance workers, safety and security personnel and support staff have endured these difficult times and inspired our organization.

However, like our fellow transit agencies across the country, we continue to feel the impacts of the pandemic. The plans and mitigation strategies articulated in this budget include specific actions to help the agency continue to recover, as well as expand and improve service to the community.

After carefully monitoring ridership and route performance for the first half of 2021, UTA continued its efforts to restore service, guided by UTA's adopted 5-Year Service Plan and the route evaluation criteria outlined in our Service Guidelines. In August, UTA increased service on the S-Line Streetcar, TRAX and FrontRunner to address gaps created by COVID-19 service reductions. The Board of Trustees also approved transitioning UTA On Demand to a permanent service. Building on the success of the Microtransit pilot, several underperforming Flex routes were replaced with UTA On Demand with increased service hours on weekdays and Saturdays.

The 2022 budget includes additional service adjustments across fixed route bus, paratransit, and FrontRunner, including almost 100,000 annual hours of new or restored service, primarily focused in Salt Lake County with revenue from our City and County partners. The request also includes a further expansion of UTA On Demand Microtransit service in Tooele and Davis Counties. Later next year, we will begin partial service on our new bus rapid transit line connecting the FrontRunner Ogden Station with Weber State University (WSU) through downtown Ogden. The "Ogden Express" or "OGX" will connect entertainment, retail, and business destinations from downtown Ogden to WSU every 10-15 minutes on weekdays and 15-30 minutes on weekends with a fleet of all-electric buses. Initial OGX shuttle service on WSU campus will begin August 2022, and the full line will open August 2023.

Like so many industries across the state and country, UTA is facing unprecedented challenges in recruiting and retaining employees, from bus operators to maintenance employees to administration. The 2022 budget includes funding for strategic recruitment and retention to allow UTA to emerge from the pandemic with a highly skilled and capable workforce engaged in delivering our operating and capital programs.

Leveraging one-time funds, the 2022 budget includes an historic commitment to the workforce of the future. Working with our labor partners, UTA will begin developing and implementing a long-planned Rail



Maintenance apprenticeship program, modeled after our highly successful Bus Maintenance apprenticeship program. During the coming year, UTA will develop curriculum and course materials, purchase training aids and develop state-of-the art training and tools to graduate rail apprentices to journey level status. This investment will pay on-going dividends in safety and security, reliability, service quality and cost effectiveness. The programs will be prepared for certification with the Department of Labor by the end of 2022.

During the 2021 Session, the State Legislature invested \$330 million to plan for, expand, and improve public transportation across UTA's service area. Of that, \$300 million was earmarked to fund double tracking of the FrontRunner commuter rail system and leverage federal funds for the project. Double-tracking FrontRunner in strategic locations will enable UTA to improve travel time and increase ridership along this important corridor.

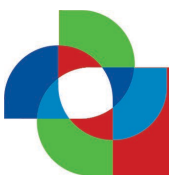
This extraordinary commitment by the State, coupled with strong partnerships with the Federal Transit Administration, Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG) and a host of local government partners, have created a renewed sense of urgency and heightened expectations for project and program delivery at UTA. In response, UTA has been ramping up planning and design efforts, identified needed project delivery resources, and introduced a more focused approach to project and program delivery that will ensure successful delivery of the 5-year program.

The \$228 million in the 2022 capital budget and the \$1.2 billion 5-Year Capital Plan focuses on system-wide safety and reliability and reflects our ongoing commitment to maintaining a state of good repair for our revenue vehicles, infrastructure, and supporting systems. The capital plan also:

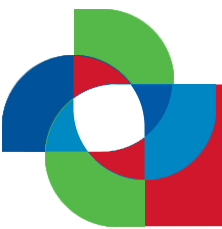
- Funds strategic double tracking along the FrontRunner alignment
- Completes the new Depot District facility to meet the future growth of the system
- Completes the Ogden Express – OGX (BRT) line in Ogden, increasing regional connectivity
- Funds the design and construction of the Mid-Valley bus rapid transit (BRT) line and the S-Line Streetcar extension
- Provides planning and design funds for major investments at Point of the Mountain, South Valley Transit, and others
- Provides \$20 million to help our local partners complete high priority projects that support transit throughout our service area
- Begins planning for the replacement of our light rail and commuter rail fleets as they reach the end of their planned lifespan in the next decade

The 2022 budget and 5-year plans provide an exciting vision for the future at UTA and the Wasatch Front region. We are prepared to deliver on the incredible commitments our federal, state, county, local, and regional partners, elected officials, and customers, have entrusted in us.

Together with our employees, the Board of Trustees, and our community partners, we are poised and excited to continue providing Wasatch Front residents safe, reliable, and convenient transit service.



Budget Overview

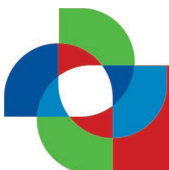


Budget Summaries

UTAH TRANSIT AUTHORITY 2022 TENTATIVE OPERATING BUDGET October 27, 2021

Exhibit A-1

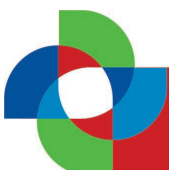
<u>Revenue</u>	2022 Tentative <u>Budget</u>
1 Sales Tax	\$ 419,100,000
2 Federal Preventive Maintenance	59,500,000
3 Passenger Revenue	36,033,000
4 Advertising	1,370,000
5 Investment Income	4,832,000
6 Other Revenues	13,826,000
7 Stimulus Funding	100,100,000
8 Total Revenue	634,761,000
<u>Operating Expense</u>	
9 Bus	116,830,000
10 Commuter Rail	31,721,000
11 Light Rail	56,900,000
12 Paratransit Service	25,888,000
13 Rideshare/Vanpool	3,705,000
14 Operations Support	61,525,000
15 Management & Support	49,140,000
16 Planning/Capital Support	9,377,000
17 Non-Departmental	1,000,000
18 Total Operating Expense	356,086,000
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>	
19 Principal and Interest	144,340,000
20 Bond Service Utah County for UVX BRT program	8,872,000
21 Contribution to Reserves	16,400,000
22 Transfer to Capital	109,063,000
23 Total Debt Service and Reserves	278,675,000
24 Total Expense	\$ 634,761,000



UTAH TRANSIT AUTHORITY
2022 TENTATIVE CAPITAL BUDGET - SUMMARY
October 27, 2021

Exhibit A-1

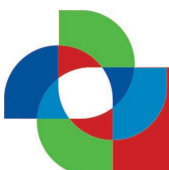
<u>Funding Sources</u>	<u>2022 Tentative Budget</u>	
25 UTA Current Year Funding	\$ 121,386,000	
26 Grants	44,291,000	
27 Local Partner Contributions	10,603,000	
28 State Contribution	35,946,000	
29 Leasing	15,832,000	
30 Total Funding Sources	<u>228,058,000</u>	-
<u>Expense</u>		
31 State of Good Repair	71,338,000	
32 Depot District	32,562,000	
33 Ogden/Weber BRT	25,465,000	
34 Front Runner Forward	15,000,000	
35 Mid Valley Connector	10,000,000	
36 TIGER Program of Projects	8,206,000	
37 Other Capital Projects	65,487,000	
38 Total Expense	<u>\$ 228,058,000</u>	-



UTAH TRANSIT AUTHORITY
2022 TENTATIVE OPERATING BUDGET
October 27, 2021

Exhibit A-2

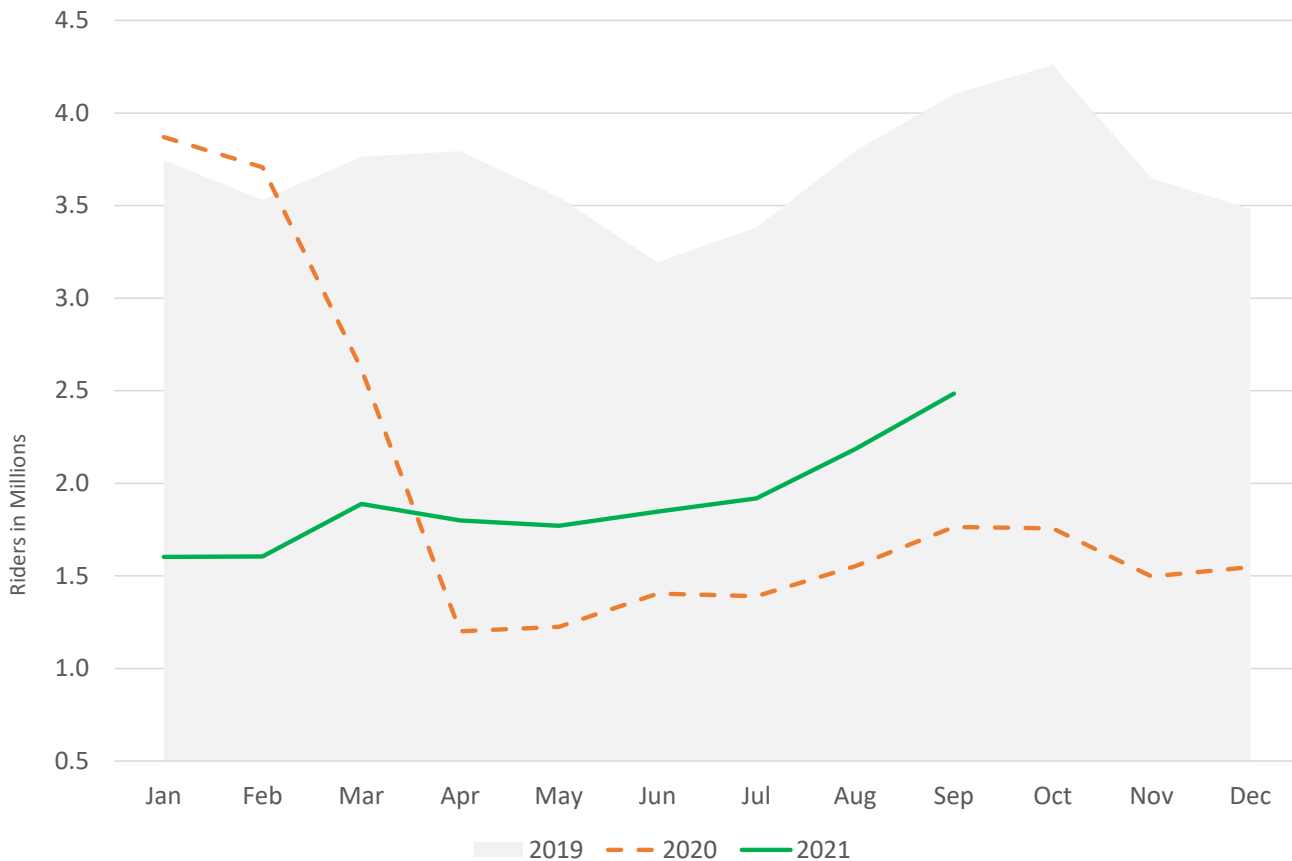
<u>Revenue</u>	Tentative 2022 Budget	
1 Sales Tax	\$ 419,100,000	
2 Federal Preventive Maintenance	59,500,000	
3 Passenger Revenue	36,033,000	
4 Advertising	1,370,000	
5 Investment Income	4,832,000	
6 Other Revenues	13,826,000	
7 Stimulus Funding	100,100,000	
8 Total Revenue	\$ 634,761,000	
<u>Operating Expense</u>		FTE
9 Board of Trustees	\$ 2,677,000	13.4
10 Executive Director	8,446,000	41.5
11 Operations	270,502,000	2,285.2
12 Finance	14,589,000	113.5
13 Service Development	7,782,000	56.0
14 Planning & Engagement	13,086,000	73.2
15 Enterprise Strategy	22,525,000	115.0
16 People Office	15,479,000	84.0
17 Non-Departmental	1,000,000	-
18 Total Operations	356,086,000	2,781.8
19 Debt Service	153,212,000	
20 Contribution to Reserves	16,400,000	
21 Transfer to Capital Budget	109,063,000	
22 Total Tentative 2020 Operating Budget	\$ 634,761,000	2,781.8



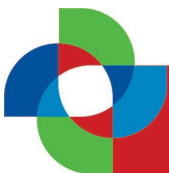
2022 Tentative Budget Overview

The Utah Transit Authority's 2022 Budget was developed during a time of hopeful recovery modulated by corrections and adjustments as the pandemic receded but returned with the emergence of new variants. UTA responded to the ebbs and flows and steadily moved toward its goal of restoring service and encouraging the return of ridership. The 2022 Budget reflects current economic projections and targeted investments to achieve this goal while providing safe, secure, and reliable service.

Total System Ridership



2022 ridership is recovering at about the pace projected in the 2021 Budget forecast. While ridership through September lags 2019 totals by about 40 percent, steady and significant gains over 2020 ridership can be seen on the chart above. In fact, 2021 ridership for the months April through September are about 40 percent over ridership for the same period in 2020. The 2022 Budget and underlying 5-year financial plan assume that the system will return to 2019 ridership levels by 2025. Recovery has been uneven by mode.

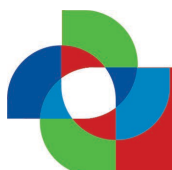
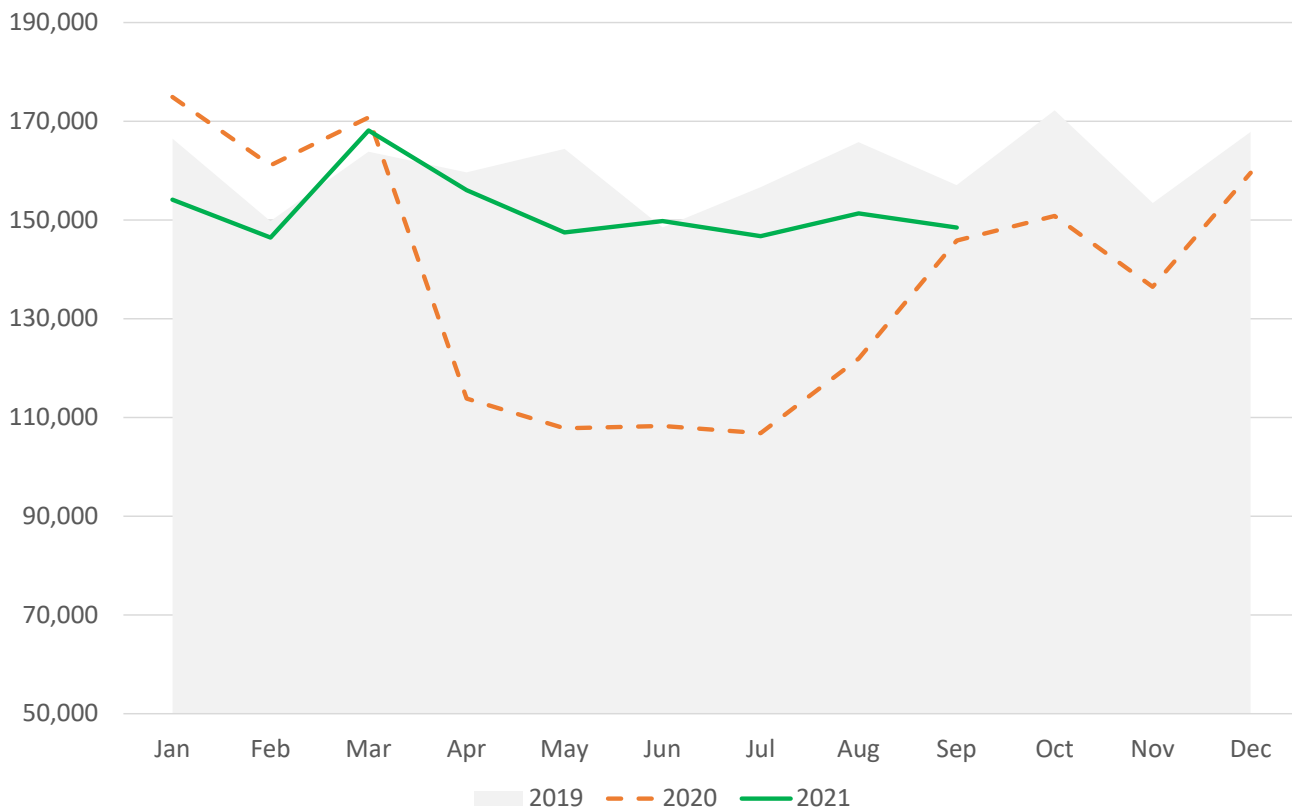


On April 5, 2020, to limit the spread of the COVID-19 virus, keep customers and employees safe, respond to dramatic losses in ridership and fares, and react to projected steep reductions in sales tax revenues, UTA reduced service by about 50 percent.

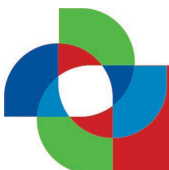
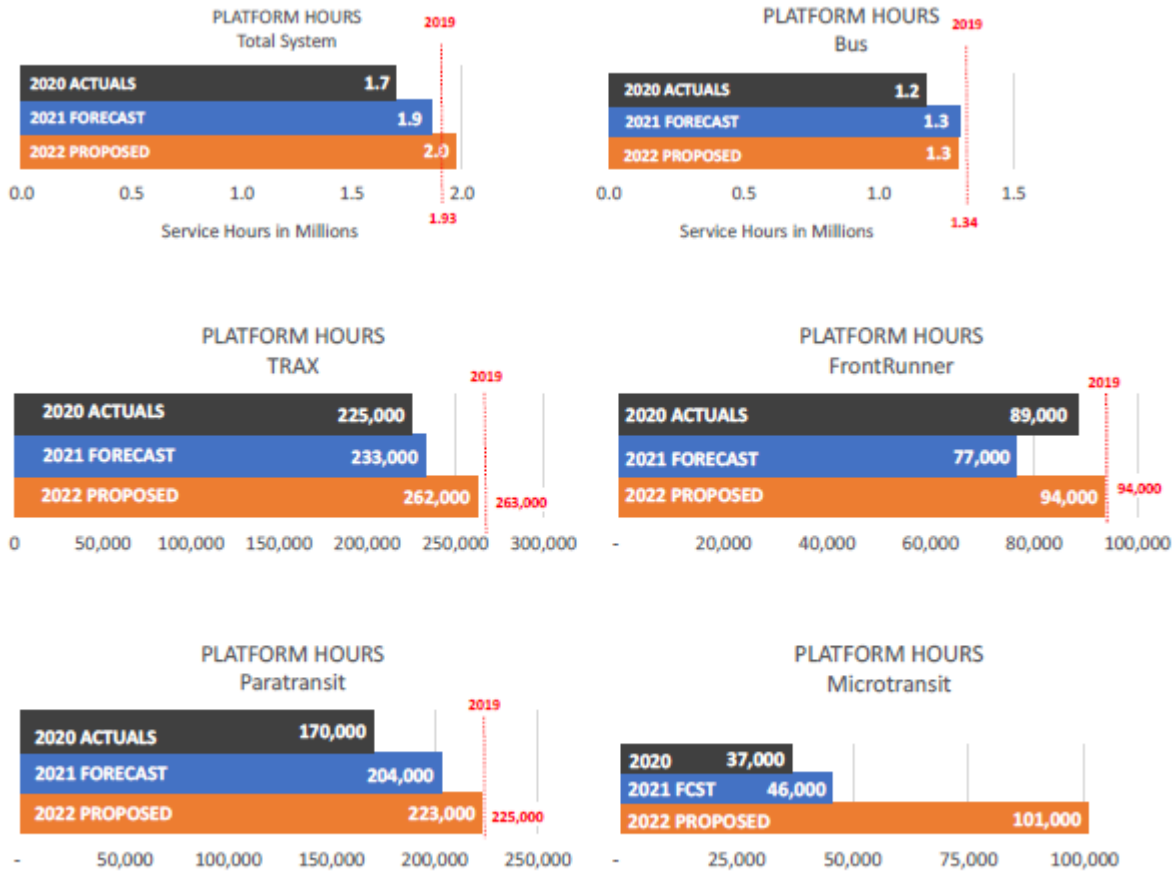
Four months later, as a result of increasing ridership numbers, public feedback, and changes regarding COVID policies, much of the service that was changed or reduced in April was restored, or even improved, beyond pre-COVID levels.

In 2021, UTA continued its targeted service change strategy focusing on route performance and emerging ridership trends. The August service change reduced/replaced unproductive service, added service, and introduced Microtransit as a new, permanent mode.

Total Platform Hours



The 2022 budget envisions adding 99,000 hours of service across modes and throughout the system. When these service changes are implemented next summer, all modes except Microtransit will be operating slightly behind pre-COVID levels. Microtransit was introduced in 2019 on a pilot basis and, with the proposed service additions in 2022, will nearly triple in size.



Key Assumptions and Sources and Uses

In the spring and early summer of 2021, staff began identifying key assumptions that would assist in the development of the 2022 budget and underlying 5-year plans. For the first time in recent history, UTA contracted with the Economic Development Unit at the University of Utah to generate sales tax forecasts. This Tentative Budget and 5-year plan include assumptions from the University's April 2021 forecast. The forecast will be updated in October and will inform the 2022 Final Budget and 5-year plans.

Other assumptions developed in April 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.

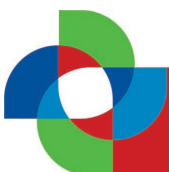
Summary – 2022 Sources

Operating sources of funds are \$599.2 million, a decrease of \$69.1 million or (10.3%) from the FY21 forecast. The primary sources are detailed below:

- Sales Tax contributions of \$419.1 million are up \$17.6 million. This assumes a 4.38% growth in sales tax over projected 2021 sales tax collections. In 2021 UTA engaged Stephen C. Bannister, PH.D. Associate Director of Economics at the University of Utah to provide an expert view of our historical sales tax data and provide UTA with professional forecasts based on the University's econometric models. These funds are used for operations and maintenance, agency operating, and future project development expenses.
- Federal Stimulus funds – The CARES, CRRSAA, and a third round of federal COVID related relief known as American Rescue Plan Act (ARPA) have been used to supplement operations and maintenance. The majority of these three stimulus programs has been consumed in 2021 with 100.0 million projected to be utilized in 2022.

This amount and the strategy to spend all Stimulus funds is under review at the time of printing. Final decisions will be reflected in the 2022 Final Budget and supporting 5-Year Capital Plan.

- Passenger revenue is \$36.0 million, up \$4.0 million from FY21. Slow ridership recovery has resulted in lower fare growth in collections due to ongoing COVID impacts in ridership habits and trends. The projected increase in fare revenue is due to the return to front door boardings.
- Federal Preventive funds are programmed at \$59.5 million to support both TRAX, Streetcar and Frontrunner systemwide improvements and State of Good Repair. These Federal formula programs fund a portion of preventive maintenance.



- Other revenue is \$19.9 million, up from \$17.8 million in FY21 primarily due to increasing advertising revenue, investment interest, Transit Oriented Development funding returns. The economic impact of COVID is still affecting UTA's revenue sources.

Capital sources of funds are \$112.7 million, a decrease of \$38.7 million or (25.5) % from the FY21 forecast. The primary sources are detailed below:

- Grant funding has a decrease of \$33.8 million. These funds are used for specific approved capital projects.
- Leasing sources of funds has a decrease of \$19.1 million. These funds are used for the purchase of revenue vehicles and is determined by the revenue vehicles replacement plan.
- Utah State funding for capital projects has increased of \$28.6 million. These funds are used for specific approved capital projects.
- Local funding from local communities and organizations decreased \$14.5 million. These funds are used for specific approved capital projects.

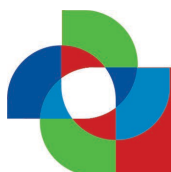
Summary – 2022 Uses

Operating uses of funds are \$356.1 million, an increase of \$33.8 million or 10.5% from the FY21 budget. The primary uses are detailed below:

- Employee compensation and benefits increased 7.8% and 10.8% respectively. These increases are due to an average wage increase of 3.1%, increased benefits costs of 7.5%, and the reestablishment of hiring after a pause due to the economic impact of COVID. The FY22 budget includes the hiring of 133 FTE's.
- Fuel costs are budgeted at an increase of 14.9%. Fuel prices have increased significantly due to supply chain and demand issues. The FY22 budget assumes \$2.50 per gallon for diesel and \$2.35 per gallon for gasoline.
- Utilities costs are projected to increase 7.3%. Greater importance will be placed on utility costs as UTA balances the bus fleet with electric service vehicles.
- Parts represent a 1.3% increase primarily due to increases in prices for parts and increased shipping cost. Overall usage of parts is expected to decline if those two factors are excluded from parts costs.

Capital uses of funds are \$228.1 million, this represents a reduction of a decrease of about \$28 million over the adopted 2021 Budget. The primary uses are detailed below:

- Major capital projects such as: \$32.6 million Depot District transit center, \$25.5 million Ogden/Weber State University BRT (OSX), \$15.0 million Frontrunner double tracking project, and \$15.0 million for the beginning of the Mid-Valley Connector (BRT) in Salt Lake County.



- UTA has allocated \$71.4 million to continue efforts to bring all transit systems into a state of good repair. This includes capital budget toward vehicle replacements, technology replacements and upgrades, facility maintenance, rail vehicles overhauls and rail system replacements.
- Other capital projects consist of, but not limited to, Box Elder right-of-way preservation, wayfinding signage, end of line enhancements, bus garage expansions, video camera sustainability and expansion, arc flash project, facility security, and a Frontrunner paint booth.

Debt Service is cash that is required to cover the repayment of interest and principal on the debt related to UTA's Bond and Leasing program. Total combined debt service for FY22 is \$153.2 million, which includes Leasing debt of \$10.5 million. The FY22 debt service budget also reflects the ongoing offset of \$8.9 million from the federal interest subsidy related to the Build America Bonds issued in 2012.



Sources – 2022 Detail

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.

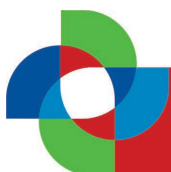
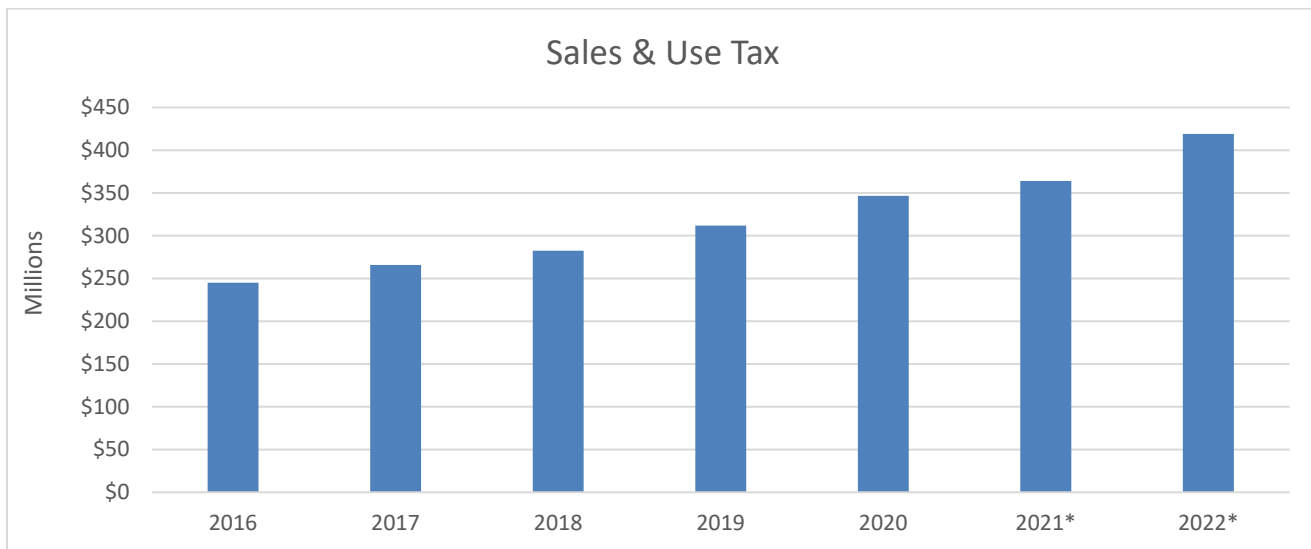
UTA’s sales tax is applied by each jurisdiction within the service area to gross taxable sales within the service district. From 2004 through 2020, gross taxable sales have grown by an average of 7.0%. Sales tax forecasting is a priority for UTA, and in 2021 UTA engaged Stephen C. Bannister, PH.D. Associate Director of Economics at the University of Utah to provide an expert view of historical sales tax data and generate the most accurate forecast possible, using the best methodology available.

2022 Sales Tax Revenues - \$419.1 million:

The 2022 Budget assumes a 4.5 percent increase over 2021 projected sales tax collections. The estimate is based on the University’s Economic Development Unit (EDU), projected sales tax growth rates applied to an adjusted 2021 projection using actuals through July. The estimate is generated using EDU’s econometric models. Sales tax forecasts will be updated by EDU in October and will inform the Final 2022 Budget and supporting 5-year Capital and financial plans.

Year	2017	2018	2019	2020	2021*	2022*
Sales Tax	\$245,008,000	\$265,770,000	\$298,640,000	\$361,591,000	\$401,500,000	\$419,100,000

*Budget/Projected

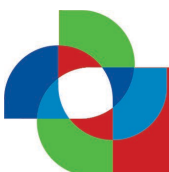
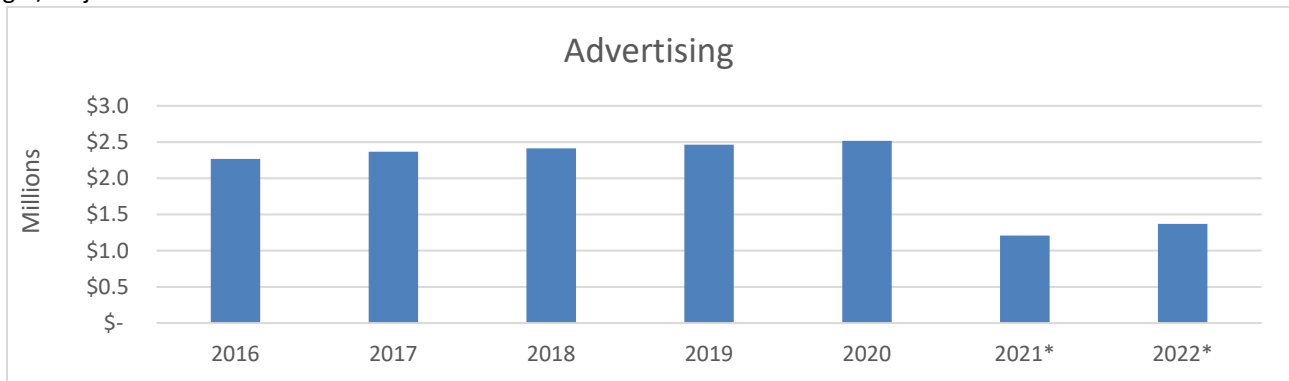


Advertising

Advertising revenues for the Authority come from the lease of exterior space on the sides and rear of bus, light rail vehicles, and the signage inside of commuter rail cars. The annual growth rate for advertising over the last four years has been declining. For 2021 and 2022 advertising is projected to produce \$1.2 million and \$1.4 million, a decrease due to the economic conditions related to the impact of COVID.

Year	2017	2018	2019	2020	2021*	2022*
Advertising	\$2,367,000	\$2,413,000	\$2,463,000	\$2,035,000	\$1,208,000	\$1,370,000

* Budget/Projected



Passenger Revenue

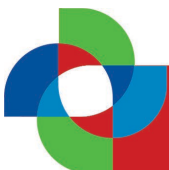
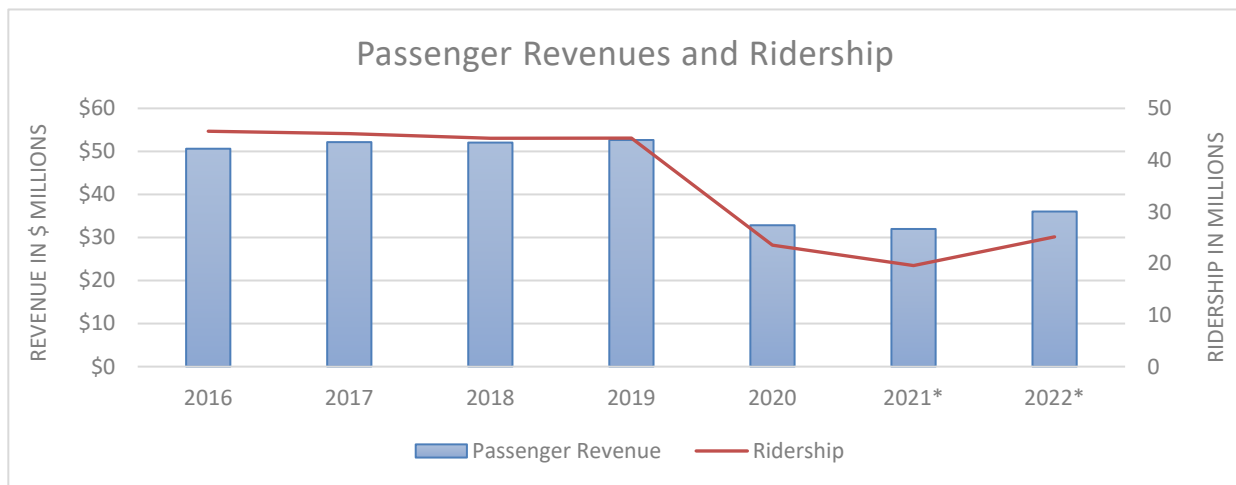
Since 2013, the Authority's base fare has been \$2.50. Fares range from \$1.25 for senior citizens to \$5.50 for premium express service. Additional service in Salt Lake City and Salt Lake County, service increases planned in 2022, and continued population and employment growth, will all contribute to an increase in passenger revenues.

2022 Passenger Revenue – \$36.0 million:

Ridership and fares recovered roughly as projected in the 2021 budget. The 2022 budget assumes a 12 percent increase in passenger revenues, driven by continued growth in ridership. The 5-year plan assumes that passenger revenues will return to pre-pandemic levels by 2025.

Year	2017	2018	2019	2020	2021*	2022*
Passenger Revenue	\$52,159,000	\$52,052,000	\$52,649,000	\$32,845,000	\$31,979,000	\$36,033,000
Ridership*	45,119,782	44,216,695	44,239,223	23,530,441	19,564,000	25,115,000

* Budget/Projected



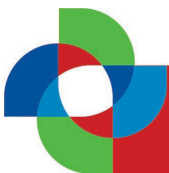
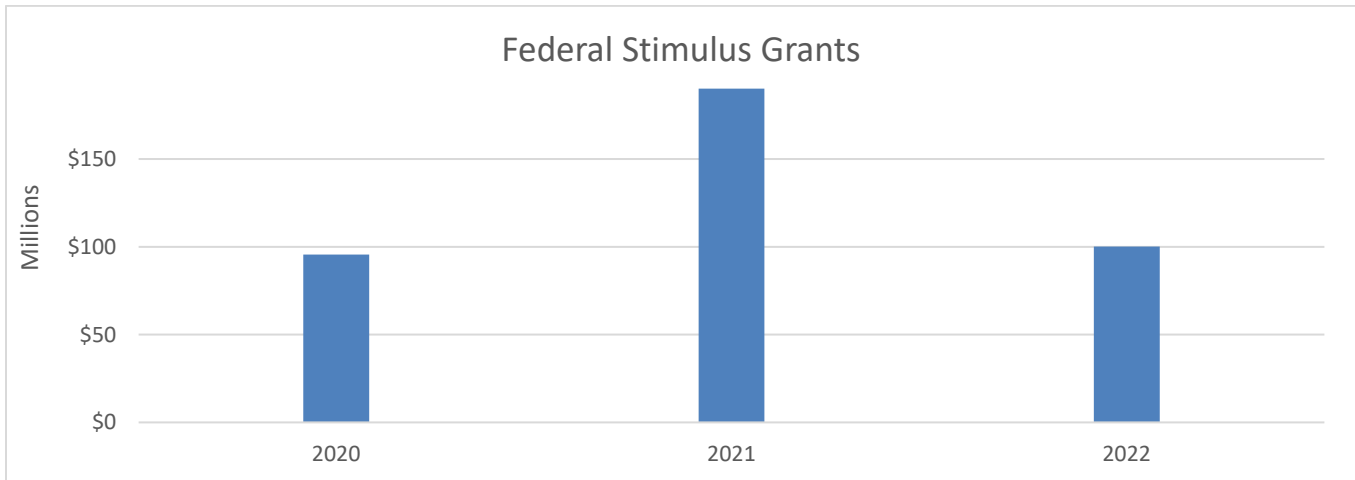
Federal Stimulus Grants

Congress enacted three federal stimulus programs to support Transit Operations in the United States. 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. UTA received about \$390 million in federal Stimulus funds from the CARES, CRRSAA, and ARP Acts. These funds were provided to transit agencies to support day-to-day operations, help offset lost fare revenues and support the economic recovery.

Operating expenses incurred beginning on January 20, 2020, were eligible including expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during an emergency. CARES Act funding of \$187 million was exhausted in 2021. The CRRSAA Act funding of \$33.6 is also completely drawn down. ARPA reimbursement will occur as follows: \$68 million in 2021 and the remaining \$100 million in 2022.

2022 Federal Stimulus Funding - \$100.1 million:

UTA has aggressively drawn down these funds and will exhaust the last of them (ARPA) in 2022. UTA has used these funds to support service, retain its workforce, offset lost fare revenues, and position itself to support economic recovery in the region.



Federal Preventive Maintenance Formula Grants

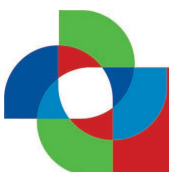
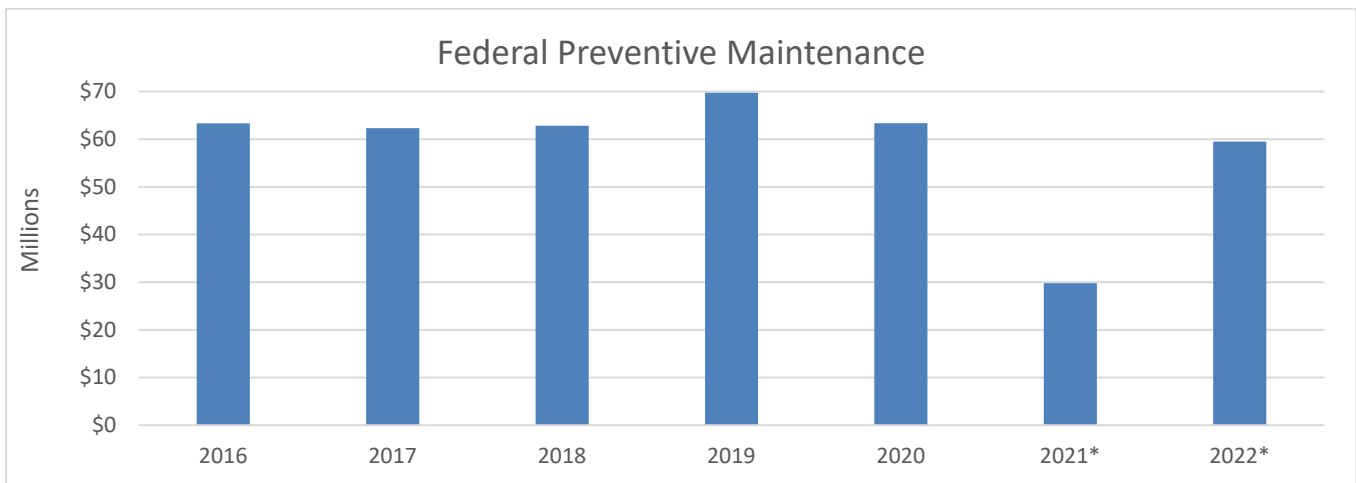
In 2016 the Transportation Bill, Fixing Americas' Surface Transportation (FAST) was approved by Congress. FAST allows the Authority to use formula funds for preventive maintenance. These formula funds may be used to cover up to 80% of preventive maintenance costs. After operating additional TRAX lines/extensions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

2022 Federal Preventive Maintenance – \$59.5 million

The financial plan assumes \$59.5 million in FTA formula funds to support the operating program (preventive maintenance).

Year	2017	2018	2019	2020	2021*	2022*
Operating Grants	\$62,314,000	\$61,821,000	\$69,746,000	\$63,351,000	\$29,800,000	\$59,500,000

* Budget/Projected



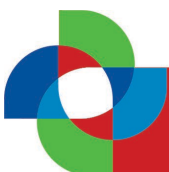
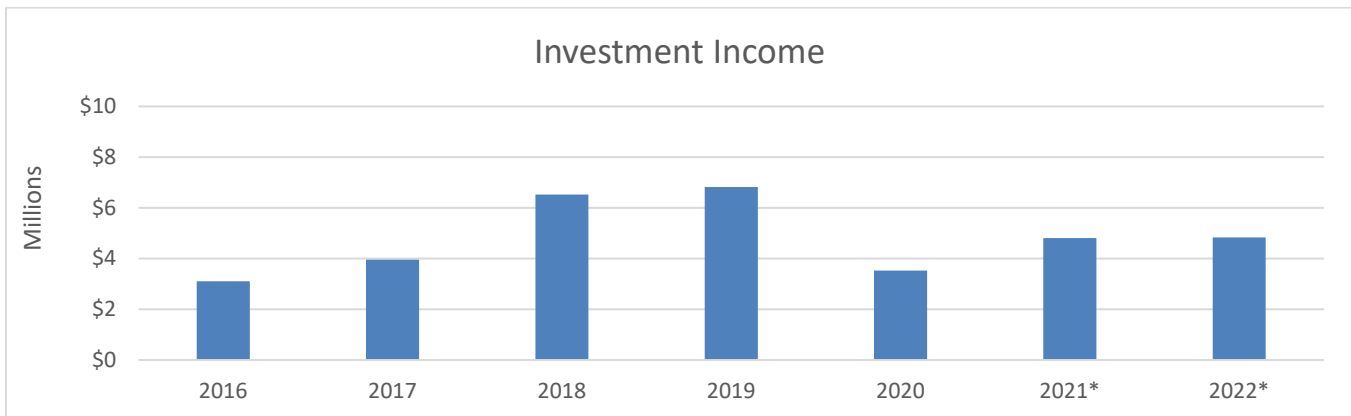
Investment Income

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 2021 projection of 2.30%. An approximate rate of 2.00% is applied to projected reserve accounts in the 2022 Transit Development Plan. Due to the current economic conditions and impacts of COVID, UTA’s projected 2021 investment revenues are \$4.80 million with 2022 being projected at \$4.83million.

Year	2017	2018	2019	2020	2021*	2022*
Investment Income	\$3,955,000	\$6,526,000	\$6,822,000	\$3,526,000	\$4,807,000	\$4,832,000

* Budget/Projected

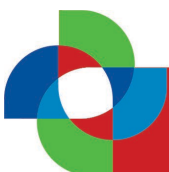
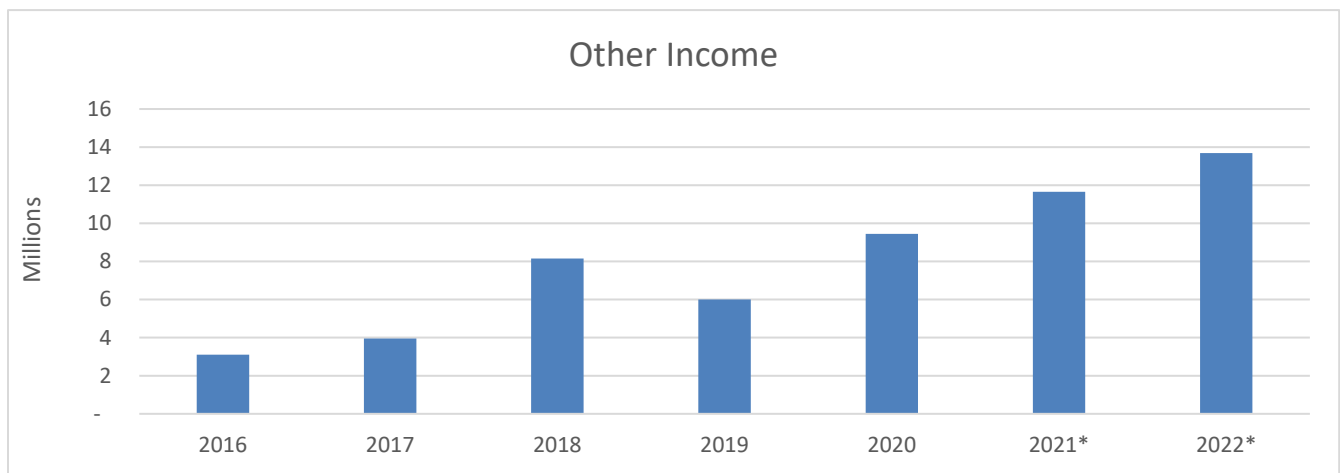


Other Income

Other income for 2022 consists of \$6.78 million from Salt Lake City for enhanced bus service, \$3.1 million for enhanced transit services, a \$2.0 million sales tax distribution from the Utah Department of Transportation, \$.62 million from MAG’s passenger fare replacement, and \$1.02 million from transit-oriented development revenues.

Year	2017	2018	2019	2020	2021*	2022*
Other Income	\$3,954,000	\$8,156,000	\$6,001,000	\$9,443,000	\$11,656,000	\$13,687,000

* Budget/Projected



Uses – 2022 Detail

Debt Service - \$153.2 million:

Includes the ongoing offset of \$8.9 million from the federal interest subsidy related to the Build America Bonds issued in 2012.

The estimated payment to Utah County under the 2018 interlocal agreement for principal and interest on bonds issued for the UVX BRT program is \$8.9 million.

Debt Service	FY20 Actual	FY21 Budget	FY22 Budget
Administration			
Principal	\$ 31,200,000	\$ 39,165,000	\$ 46,150,000
Interest	96,775,000	96,629,000	96,625,000
Build America Subsidies	(8,893,000)	(8,870,000)	(8,893,000)
Leasing	7,514,000	9,406,000	10,458,000
Other	6,108,000	8,195,000	8,872,000
Administration Total	\$ 132,704,000	\$ 144,525,000	\$ 153,212,000
Total Debt Service	\$ 132,704,000	\$ 144,525,000	\$ 153,212,000

Lease payments - \$14.3 million:

The budget assumes \$14.3 million in 2022 lease payments for UTA's revenue vehicles. UTA leases non-grant backed revenue vehicles, paratransit vehicles and vanpool vehicles.

Employee Compensation and Benefits - \$254.1 million:

The 2022 budget reflects an 8.7 percent increase over the 2021 budget. The 2022 budget includes an average increase of 3.1 percent for salaries and wages and 7.5 percent for benefits.

Utilities - \$6.4 million:

Includes electricity (excluding propulsion power), heat, light and other utilities. Costs are expected to increase 7.3 percent in 2022, with a significant portion of the increase (\$132,000) driven by higher data circuit charges. Like fuel, UTA staff will monitor utility costs and adjust the Final Budget if necessary.

Parts - \$22.8 million:

2022 budget reflects a \$303,000 (1.3 percent) increase over 2021 budget. Before inflation expectations for parts of 5% and increased freight cost expectations of over \$100,000, total parts usage declines in the 2022 budget versus 2021.



Other O&M Costs - \$25.1 million

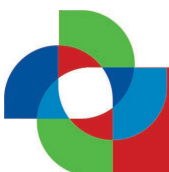
This 2022 budgeted amount represents a \$3.7 million (17 percent) increase over 2021 levels. The increase reflects the one-time costs associated with the Rail Apprenticeship Program (\$5.1 million) and offsets in Agency Contingencies and other offsetting adjustments.

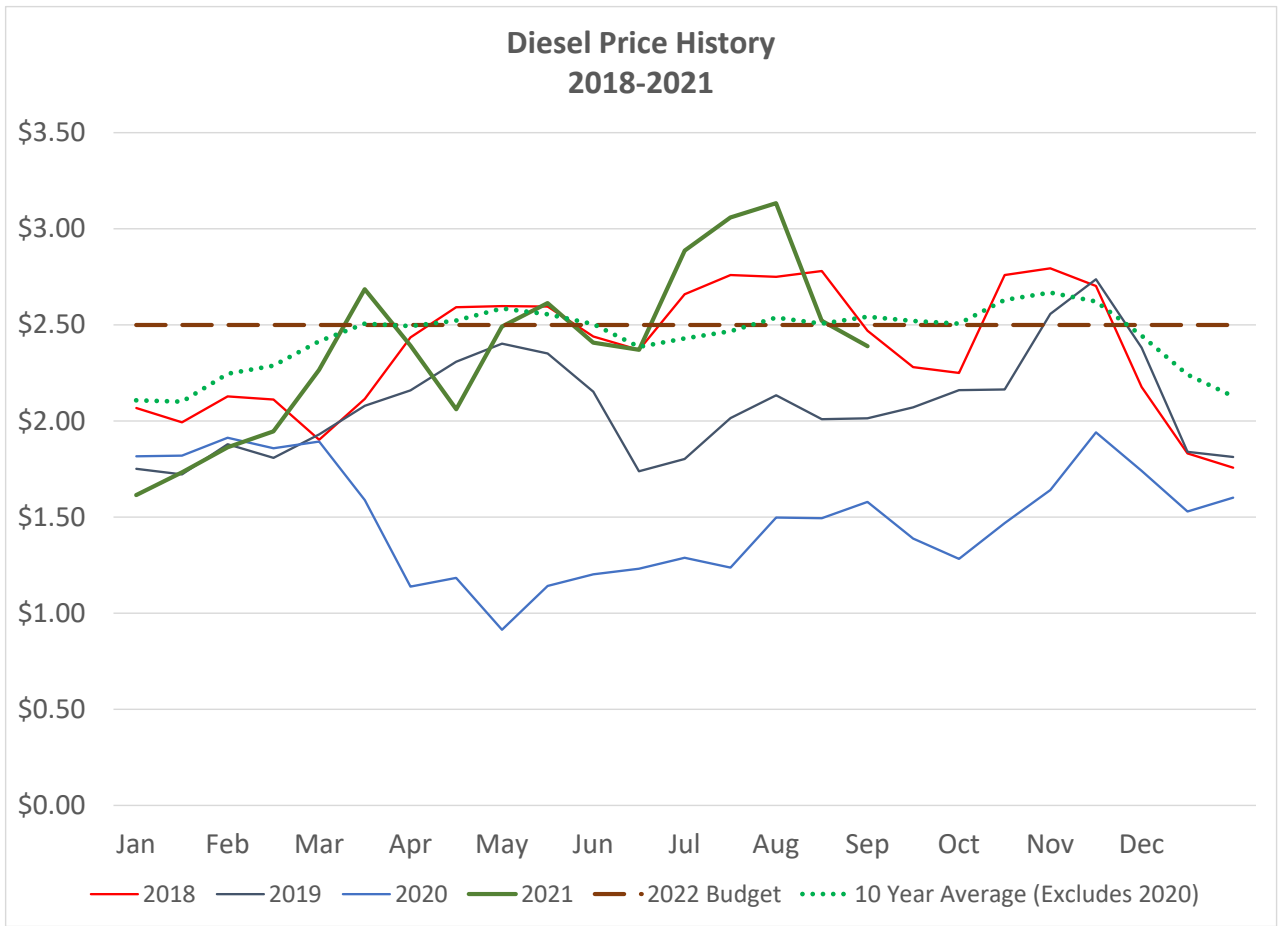
Fuel and Propulsion Power - \$25.2 million:

Fuel is budgeted 20.5 percent or \$3.1 million higher than 2021. Approximately \$1.3 million (43 percent) of this reduction is related to higher consumption and \$1.7 million is due to updated assumptions for 2022 fuel costs. The 2022 Tentative Budget assumes \$2.50/gallon for diesel (\$2.25 in 2021) and \$2.35/gallon for gasoline (\$2.15 in 2021). There is no change in the assumptions for CNG.

Fuel prices have continued to climb over the period that the Tentative Budget was being developed. Fuel prices will be re-evaluated prior to approval of the Final Budget and adjustments will be considered.

Propulsion power cost is expected to increase by about \$105,000 or 1.7%, driven by small changes in miles driven by light rail. No major changes are expected in propulsion power rates during 2022.





Sources and Uses

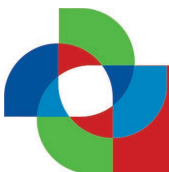
2022 Revenue Comparison

	2020 Actual	2021 Forecast	2022 Budget	Change 2022 - 2021
Sales Tax	\$ 361.6	\$ 401.5	\$ 419.1	\$ 17.6
Preventive Maintenance ¹	64.6	29.8	59.5	29.7
Stimulus Funds	95.6	192.8	100.1	(92.7)
Passenger Revenue	32.8	32.0	36.0	4.0
Salt Lake City Revenue ²	4.1	5.1	6.8	1.7
Investment Income	3.5	4.8	4.8	(0.0)
Advertising Revenue	2.0	1.4	1.4	0.0
Other Revenues	5.3	6.5	7.0	0.5
Total Revenue Sources	\$ 569.7	\$ 673.8	\$ 634.6	\$ (39.2)

Footnotes

¹ Final allocations between Federal/Stimulus funds and Operating/Capital will be reconciled in Final Budget

² Revenue backed service in Salt Lake City

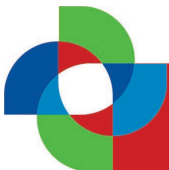


5-Year Sources and Uses

		Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
	Sources	2021	2022	2023	2024	2025	2026
A	Beginning Balance	\$ 333.1	\$ 516.6	\$ 520.6	\$ 431.8	\$ 363.1	\$ 308.1
	Sales Tax	\$ 401.5	\$ 419.1	\$ 437.2	\$ 455.4	\$ 473.6	\$ 491.8
	PM Funds (FTA)	29.8	59.5	73.9	74.6	75.4	76.1
	Stimulus Funds	192.8	100.1	-	-	-	-
	Passenger Revenue	32.0	36.0	40.7	46.2	52.6	55.3
	Capital Sources	151.4	106.7	263.2	191.0	176.3	98.6
	Other Sources	17.8	20.0	19.9	19.3	18.0	21.0
B	Total Sources	\$ 825.2	\$ 741.4	\$ 834.9	\$ 786.6	\$ 795.9	\$ 742.9
	Uses						
	Operating Expense	\$ 322.3	\$ 356.1	\$ 400.1	\$ 418.1	\$ 436.7	\$ 455.9
	Capital Expense	174.9	228.1	360.2	270.3	238.7	147.8
	Debt Service	144.5	153.2	163.4	167.0	175.5	181.7
C	Total Uses	\$ 641.8	\$ 737.4	\$ 923.7	\$ 855.4	\$ 850.9	\$ 785.3
D	Net Change	\$ 183.4	\$ 4.1	\$ (88.8)	\$ (68.8)	\$ (54.9)	\$ (42.5)
E	Ending Balance	\$ 516.6	\$ 520.6	\$ 431.8	\$ 363.1	\$ 308.1	\$ 265.7
F	Reserves	142.0	158.4	162.1	166.0	170.1	168.6
G	Unrestricted Fund Balance	\$ 374.5	\$ 371.5	\$ 273.5	\$ 200.9	\$ 142.1	\$ 95.6

E = A + B - C

G = E - F

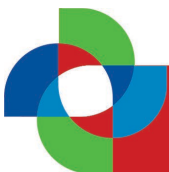


2022 Tentative Operating Budget by Mode:

	FY 2021 Budget	FY 2022 Budget	Change
Bus	\$107,925,000	\$116,830,000	\$8,905,000
Light Rail	55,486,000	56,900,000	1,414,000
Commuter Rail	28,948,000	31,721,000	2,773,000
Paratransit	24,025,000	25,888,000	1,863,000
Rideshare/Vanpool	3,645,000	3,705,000	60,000
Operations Support	50,472,000	61,525,000	11,053,000
Administration	44,784,000	49,140,000	4,356,000
Planning/Capital Support ¹	9,228,000	9,377,000	149,000
Non-Departmental ²	2,000,000	1,000,000	(1,000,000)
Total Division	\$326,513,000	\$356,086,000	\$29,573,000

The operations portion of the 2022 Tentative Budget totals \$356.1 million. The table above shows the allocation of the Operations Budget by line item. Almost 72 percent of the operations budget is dedicated to labor and fringe costs. Together with fuel & power (7.1 percent), parts, net of warranty recovery (6.4 percent), and services (9.1 percent), those four items comprise 94 percent 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



2022 Operating Budget Request Detail

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 326,512	\$ (6,748)	\$ 1,247	\$ 3,911	\$ 9,369	\$ 3,471	\$ 337,763	\$ 18,323	\$ 356,086

2022 Additions

Restore Service

Service Changes	\$ 6,915
Support Costs	656
Rail Apprenticeship Program	5,100
Recruitment and Retention	1,624
Information Technology	1,308
Other Management and Support	1,220
Operating Contingency	<u>1,500</u>
Total	\$18,323

Restore Service

Building on UTA's service guidelines that provide a gap analysis, consider service contracts and agreements, operational improvements, working conditions, customer, operator and community feedback and the service plan increments outlined in the adopted 5-year service plan, a menu of service options was developed.

These options were weighed and scrutinized for operational feasibility ultimately resulting in a recommended package of service changes across modes and the system.

- \$4.2 million in targeted expansion of service in selected areas, based on expected ridership and partner funding
- Enhanced Frontrunner service of approximately \$1.0 million to help meet requirements associated with new Vineyard station
- Introduction of new Microtransit services of \$1.4 million in the South Davis County and Tooele County areas to provide enhanced service and transit coverage.
- Additional Paratransit service to support service additions
- Additional support for the Transit Communications Center
- Funding for additional transit stop maintenance
- Revenue vehicle overhauls



Rail Apprentices Program

One of the cornerstones of UTA's approach to recruitment and retention is a new Rail Maintenance Apprenticeship program. Leveraging one-time funds UTA is proposing to make a significant investment in this program that will help develop the highly skilled workforce of the future that we will need.

The program will build on the highly successful Bus Apprenticeship program. In 2022, staff will develop curriculum and training materials and purchase training aids for a new training center. This will allow apprentices to develop their skills as they move to journey level. UTA will seek Department of Labor Certification for this program in 2022.

Recruitment and Retention

Like transit agencies all over the country and Utah businesses, UTA is having trouble recruiting and retaining employees. This budget request contains a comprehensive approach including:

- Operator retention strategies that create flexibility and certainty in operator schedules
- Additional bus operator training
- Leadership development and succession planning
- Inclusion and belonging program support
- Employer of Choice branding and onboarding support
- Workforce planning

Information Technology

Technology is playing a larger role in the delivery of transit services. This request recognizes the need for ongoing support of existing technology and systems and contains investments in new and emerging technology.

- Increase in utility costs necessary to support Century Link lumen services including creating redundancy in links to remote offices
- Continued rollout of Office 365 begun in 2021
- Upgrades and modifications to the enterprise financial system – JDE
- Azure Cloud Services – providing the necessary hardware/connections and application development support as more of UTA's applications move to the cloud
- Contract support for application and software development to support the agency's business needs

Other Management and Support

Operating program support across multiple departments, including:

- Airport station customer service staffing
- Public relations outreach
- Payroll processing
- Risk management



2022 Budget Request - Staffing

Department	2021 Amended Budget	2022 Proposed Budget	Change FTE FY21 - FY22	Change FTE % FY21 - FY22
Board	13.5	13.4	(0.1)	-0.9%
Executive Director	37.5	41.5	4.0	10.7%
Operations	2,211.7	2,285.2	73.5	3.3%
Finance	105.1	113.5	8.4	8.0%
Service Development	45.0	56.0	11.0	24.4%
Enterprise Strategy	105.0	115.0	10.0	9.5%
Planning & Engagement	71.5	73.2	1.7	2.4%
People Office	59.5	84.0	24.5	41.2%
Totals	2,648.8	2,781.8	133.0	5.0%

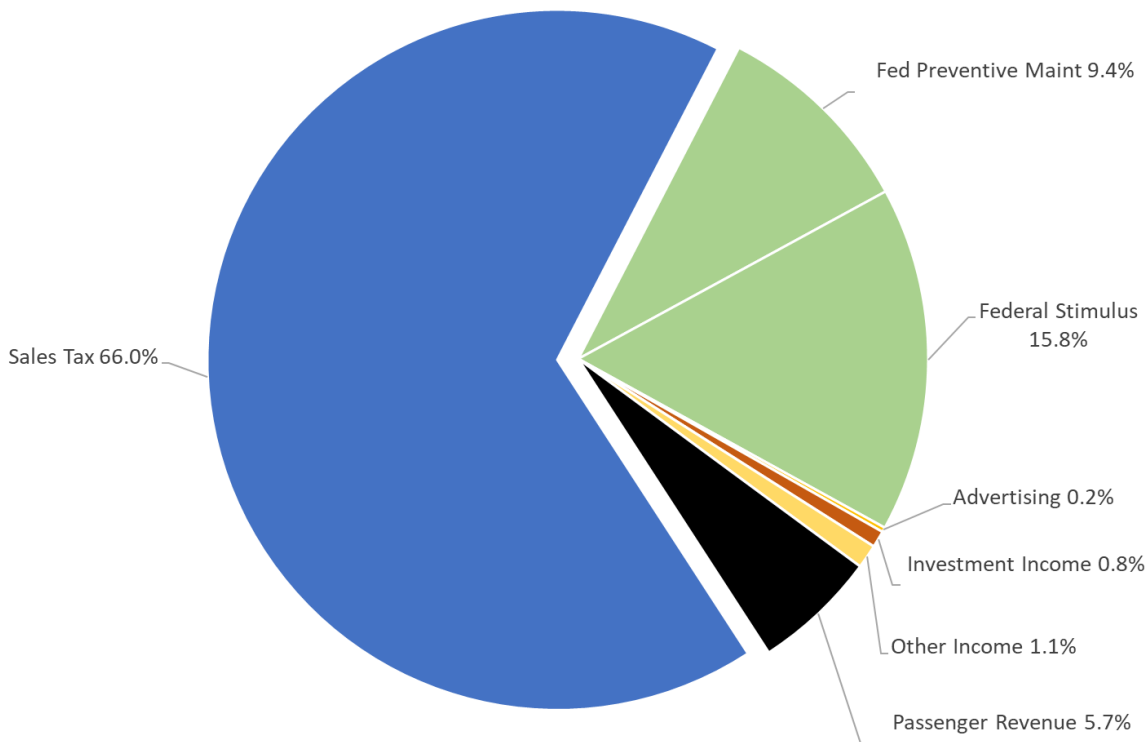


2022 Operating Revenue Summary

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 –operations and capital. Transfers from the enterprise fund to the Capital program are made as necessary to support investment in the system.

Sales tax revenue at \$419 million, or 70 percent of total revenues, represents the largest funding source for the 2022 budget. Federal stimulus funding totals \$100 million, Federal preventive maintenance totals \$60 million, and passenger revenues total \$36 million. Other revenues include, in order of magnitude, investment income, local support, advertising, and other fees.

2022 Operating Revenues (\$634.5 million)



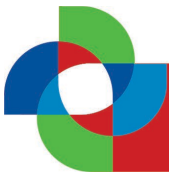
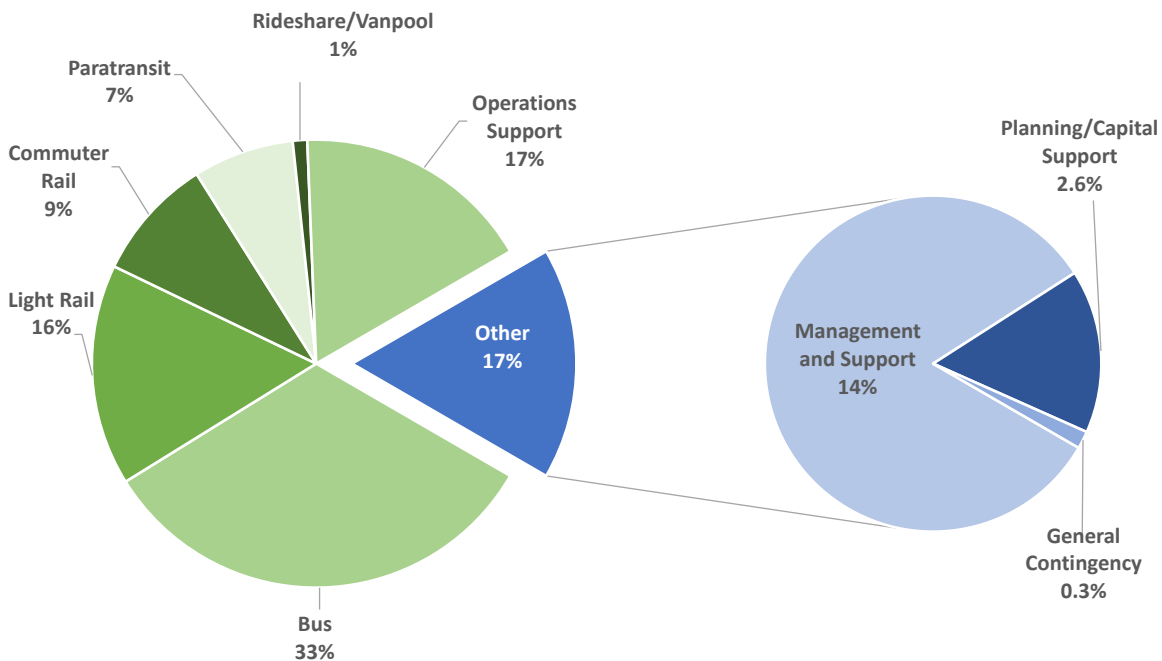
2022 Tentative Operating Budget Summary

The 2022 Tentative Operating Budget includes over \$297 million for operations and maintenance of the system, or 83 percent of the 2022 budget request. These functions are represented in the green shaded segments in the graph below.

The “Other” functions (blue segments comprising 17 percent) include Management and Support, Planning/Capital Support and \$1.0 million set aside to fund emerging/emergency needs as UTA and the region continue to react and recover from the pandemic.

Management and Support includes executive leadership and support, human capital management, communications, payroll, accounting, purchasing, warehouse, fares, service development, information technology, strategic planning, continuous improvement, data management, and other functions that support the capital and operating programs at UTA.

2022 Tentative Operating Budget (\$356.1 million)



2022 Tentative Operating Budget

Summary by Mode

	FY 2021 Budget	FY 2022 Budget	Change
Bus	\$107,925,104	\$116,829,982	\$8,904,878
Light Rail	55,486,453	56,899,729	1,413,276
Commuter Rail	28,948,048	31,721,199	2,773,151
Paratransit	24,024,713	25,888,110	1,863,397
Rideshare/Vanpool	3,644,685	3,704,913	60,228
Operations Support	50,472,071	61,524,988	11,052,917
Administration	44,783,860	49,140,060	4,356,200
Planning/Capital Support	9,227,523	9,376,709	149,186
Non-Departmental	2,000,000	1,000,000	(1,000,000)
Total Division	\$326,512,457	\$356,085,690	\$29,573,233

Summary by Office

	FY 2021 Budget	FY 2022 Budget	Change
Board	\$2,720,074	\$2,677,442	\$(42,632)
Executive Director	7,890,971	8,445,684	554,713
Operations	254,205,987	270,501,615	16,295,628
Finance	13,863,537	14,589,315	725,778
Service Development	7,274,239	7,781,813	507,574
Planning & Engagement	10,649,039	13,086,278	2,437,239
Enterprise Strategy	19,880,699	22,524,933	2,644,234
People	8,027,911	15,478,610	7,450,699
Non-Departmental	2,000,000	1,000,000	(1,000,000)
Total Division	\$326,512,457	\$356,085,690	\$29,573,233

The 2022 Operating Budget was designed with the following goals:

- Set a strong financial foundation for the future
- Deliver on Capital project commitments
- Ridership recovery and service restoration
- Recruitment and Retention
- Pursue Federal, State, and Partner Funding
- Maintain/grow local partnerships



Summary by Budget Expenses by Category

	FY2021 Budget	FY 2022 Budget	Change
Wages	\$158,368,493	\$170,747,523	7.8%
Fringe	75,243,781	83,340,042	10.8%
Services	30,393,901	33,167,680	9.1%
Fuel	21,938,262	25,210,783	14.9%
Parts	22,518,325	22,821,044	1.3%
Utilities	5,962,312	6,396,797	7.3%
Other O&M	21,419,009	25,064,222	17.0%
Capitalized Costs	(9,331,626)	(10,662,401)	14.3%
Total Budget	\$326,512,457	\$356,085,690	\$29,573,233

Summary of budget changes

- Increase in fuel due to higher price per gallon and increased service levels vs 2021 levels
- Increase in wages and fringe benefits
- Increase in Contract Services for additional investment in UTA information systems and Microtransit services
- Increase in Utilities expenses to reflect increases in costs for Facilities and Maintenance of Way
- Increase in Other O&M primarily reflects \$5 million increase in investment in new apprenticeship programs to enhance employee recruitment and retention
- Increase in Capitalized Costs reflects increased investment in resources to support 2022-2026 capital program delivery

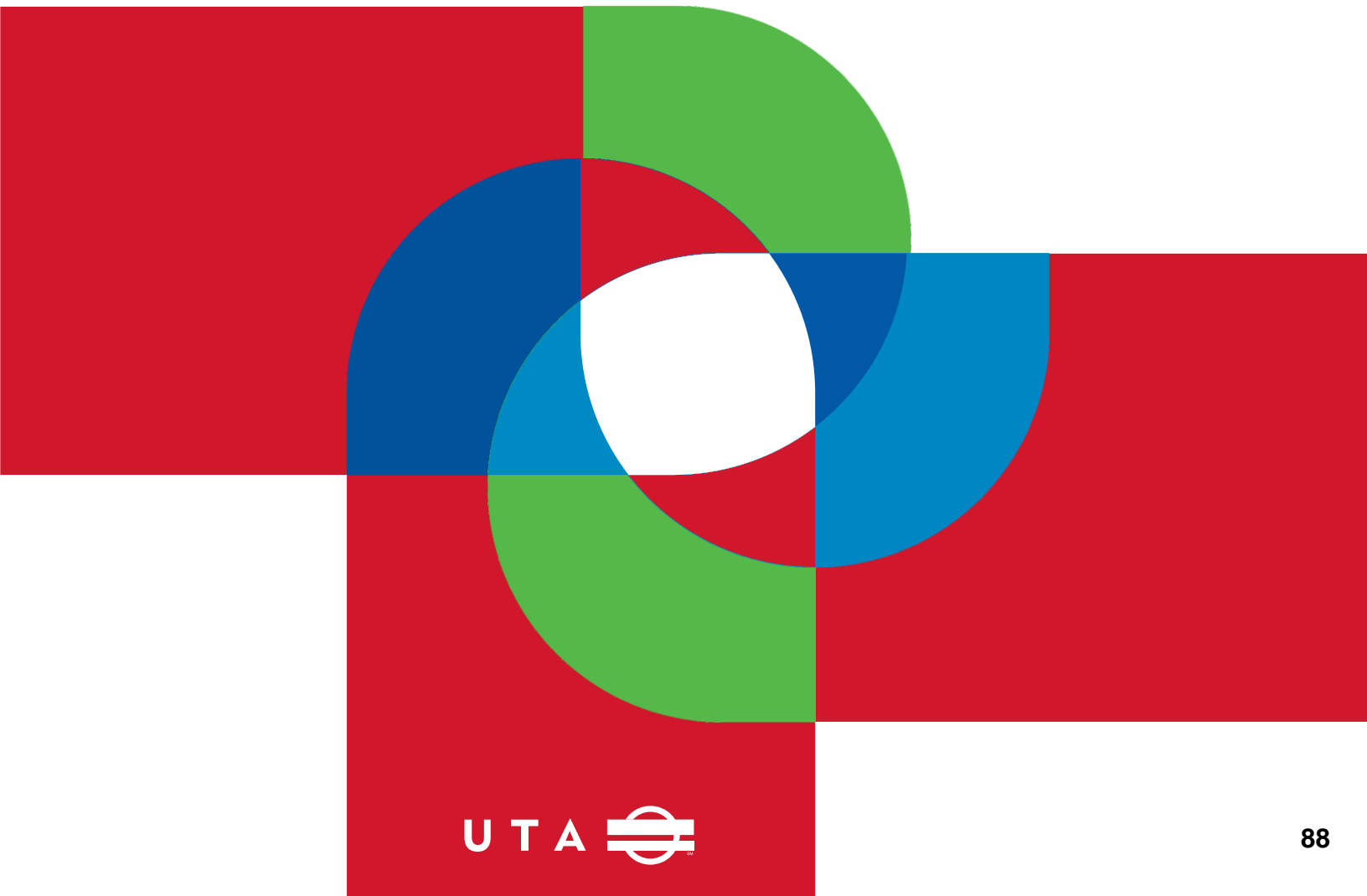


FTE Summary

	2021 Budget	2022 Proposed	Change
Board	13.50	13.38	(0.12)
Executive Director	37.50	41.50	4.00
Operations	2,211.73	2,285.23	73.50
Finance	105.05	113.45	8.40
Service Development	45.00	56.00	11.00
Planning & Engagement	71.50	73.22	1.72
Enterprise Strategy	105.00	115.00	10.00
People	59.48	84.00	24.52
Totals	2,648.76	2,781.78	133.02

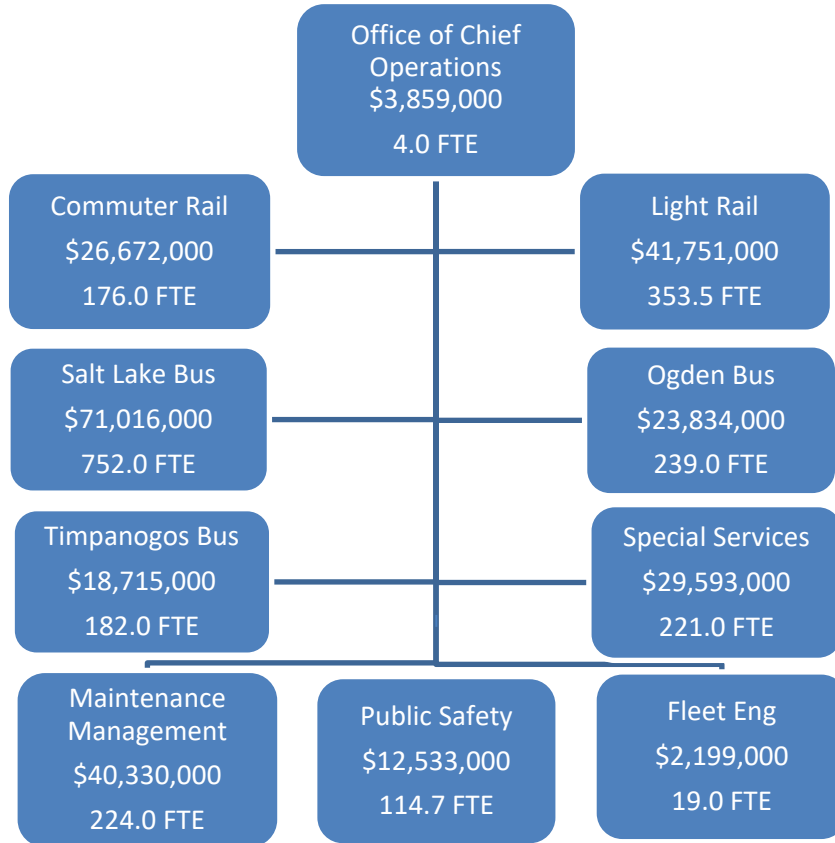


Departmental Information



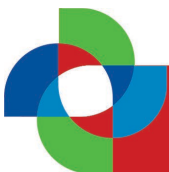
2022 Operating Budget by Office, Cost Center, Category & FTE

Operations



The Operations Office is comprised of six service units covering UTA’s service area and Public Safety, Fleet Engineering and Asset Management (Engineering & Support Maintenance) Departments. UTA Operations provides the following functions:

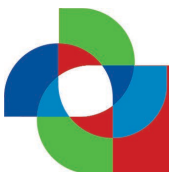
- **Service Operations.** Operate buses, light rail, commuter rail, vanpool, and paratransit services across the UTA service area in a safe and efficient manner.
- **Maintenance Services.** Maintain the buses, rail cars and rail right of way to allow the safe and comfortable operation of services to UTA’s customers.
- **Operations Planning.** The Operations Planning Department partners with Service Planning to design and operationalize the adopted 5-year Service Plan.
- **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.
- **Fleet Engineering.** Assists in fleet acquisition and maintenance across all modes.



2022 Proposed Operations Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
COO Office*	\$17,495,162	\$18,591,219	\$1,096,057
Maintenance Mgt	39,087,022	40,329,686	1,242,664
Salt Lake Bus	65,624,238	71,015,605	5,391,367
Mt. Ogden Bus	21,838,431	23,834,271	1,995,840
Timpanogos Bus	17,671,215	18,714,968	1,043,753
Special Services	27,669,398	29,593,023	1,923,625
Light Rail	40,775,968	41,751,166	975,198
Commuter Rail	24,044,553	26,671,678	2,627,125
Totals	\$254,205,987	\$270,501,615	\$16,295,628

**Includes Public Safety and Fleet Engineering*



2022 Operations Budget Changes

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 254,206	\$ (5,062)	\$ (478)	\$ 2,433	\$ 7,683	\$ 3,339	\$ 262,120	\$ 8,381	\$ 270,502

Summary of budget changes

- Added 99,000 hours of annualized service
- Added 73.5 Headcount
- Increased cost over 2022 baseline \$8,381,000
 - Direct Operating \$5,576,000
 - Includes SLC service mobilization
- Contingency \$2,805,000
 - Service \$1,805,000 (UVX, SLC, Paratransit)
 - Emergency/Emerging \$1,000,000
 - COVID Supplies

Operations 2022 Key Initiatives

- Implement expanded service as identified in adopted Five-Year Service Plan
- Continue COVID recovery efforts
- Provide efficient and effective service - ridership, cost, reliability, and minimizing service interruptions (KPI's)
- Ensure safe and secure system with emphasis - avoidable accidents and police presence (KPI's)
- Continue development of the business plan for FrontRunner to create a system-wide service vision and define short- and long-term investments and funding strategies
- Finalize fixed bus fleet replacement plan aligned with Revenue Fleet Replacement Plan
- Support implementation of Rail Apprenticeship Program



2022 Proposed Operations Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$126,653,465	\$134,721,496	6.4%
Fringe	61,909,435	67,547,450	9.1%
Services	12,204,691	12,478,657	2.2%
Fuel	21,875,022	25,021,411	14.4%
Parts	22,265,858	22,456,879	0.9%
Utilities	5,095,134	5,345,648	4.9%
Non-Departmental	0	0	0%
Other O&M	12,179,984	10,837,475	-11.0%
Capitalized Costs	(7,977,602)	(7,907,401)	-0.9%
Totals	\$254,205,987	\$270,501,615	6.4%

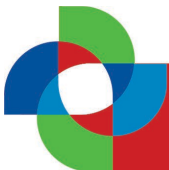
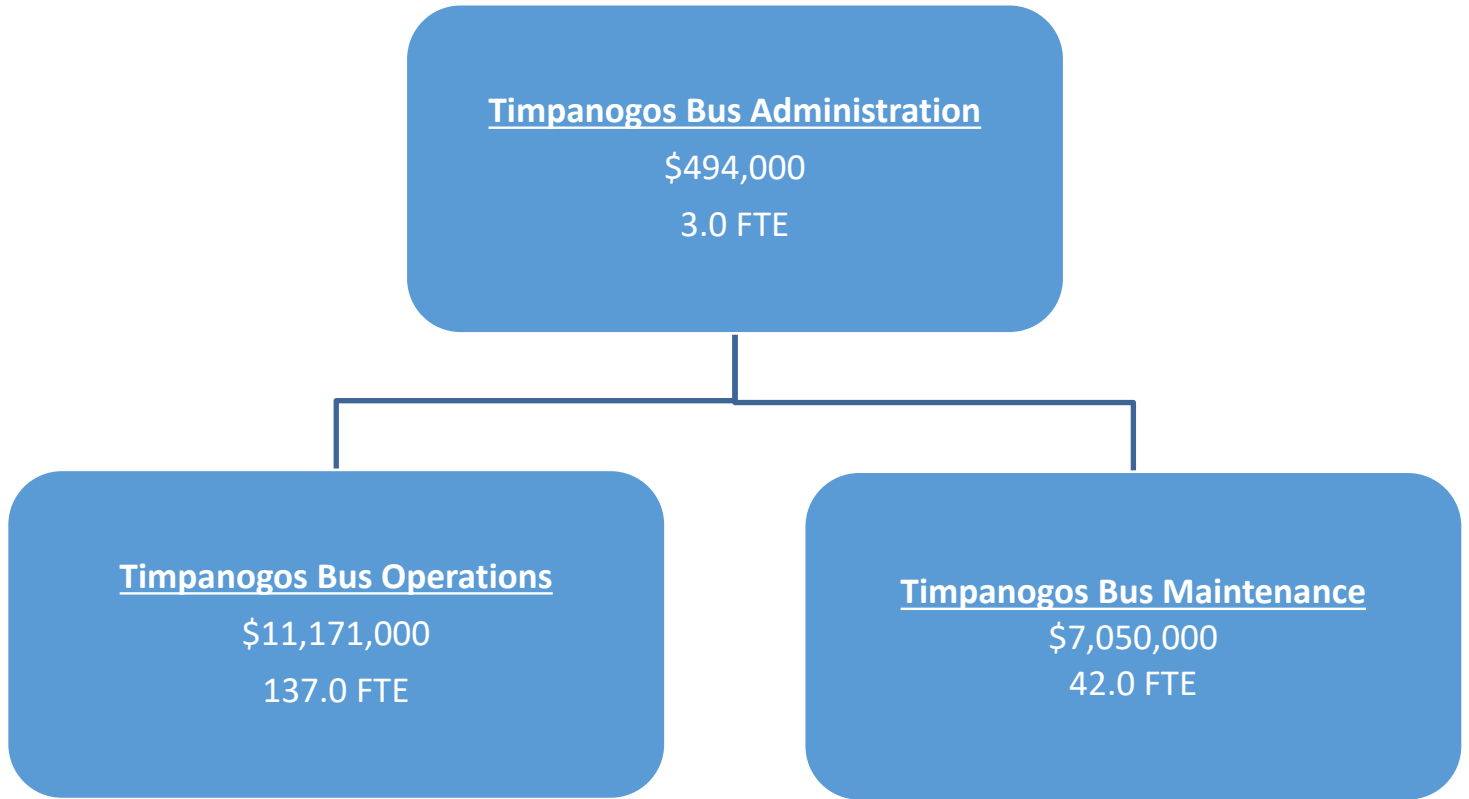


Operations FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
COO Office	2.00	4.00	2.00
Public Safety	110.73	114.73	4.00
Fleet Engineering	5.00	19.00	14.00
Maintenance Mgt	224.00	224.00	-
Salt Lake Bus	720.00	752.00	32.00
Mt. Ogden Bus	230.00	239.00	9.00
Timpanogos Bus	179.00	182.00	3.00
Special Services	214.00	221.00	7.00
Light Rail	359.00	353.50	(5.50)
Commuter Rail	168.00	176.00	8.00
Totals	2,211.73	2,285.23	73.50



Timpanogos Service Unit



2022 Proposed Timpanogos Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Timp Administration	\$447,693	\$493,966	\$46,273
Timp Operations	10,573,829	11,170,508	596,679
Timp Maintenance	6,649,693	7,050,494	400,801
Totals	\$17,671,215	\$18,714,968	\$1,043,753

2022 Proposed Timpanogos Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$9,799,692	\$10,184,833	3.9%
Fringe	4,817,377	5,289,058	9.8%
Services	118,995	121,809	2.4%
Fuel	1,738,621	1,927,445	10.9%
Parts	939,047	925,922	-1.4%
Utilities	12,000	15,900	32.5%
Other O&M	245,483	250,001	1.8%
Totals	\$17,671,215	\$18,714,968	5.9%



Timpanogos FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Timp Administration	3.00	3.00	-
Timp Operations	134.00	137.00	3.00
Timp Maintenance	42.00	42.00	-
Totals	179.00	182.00	3.00

Summary of budget changes:

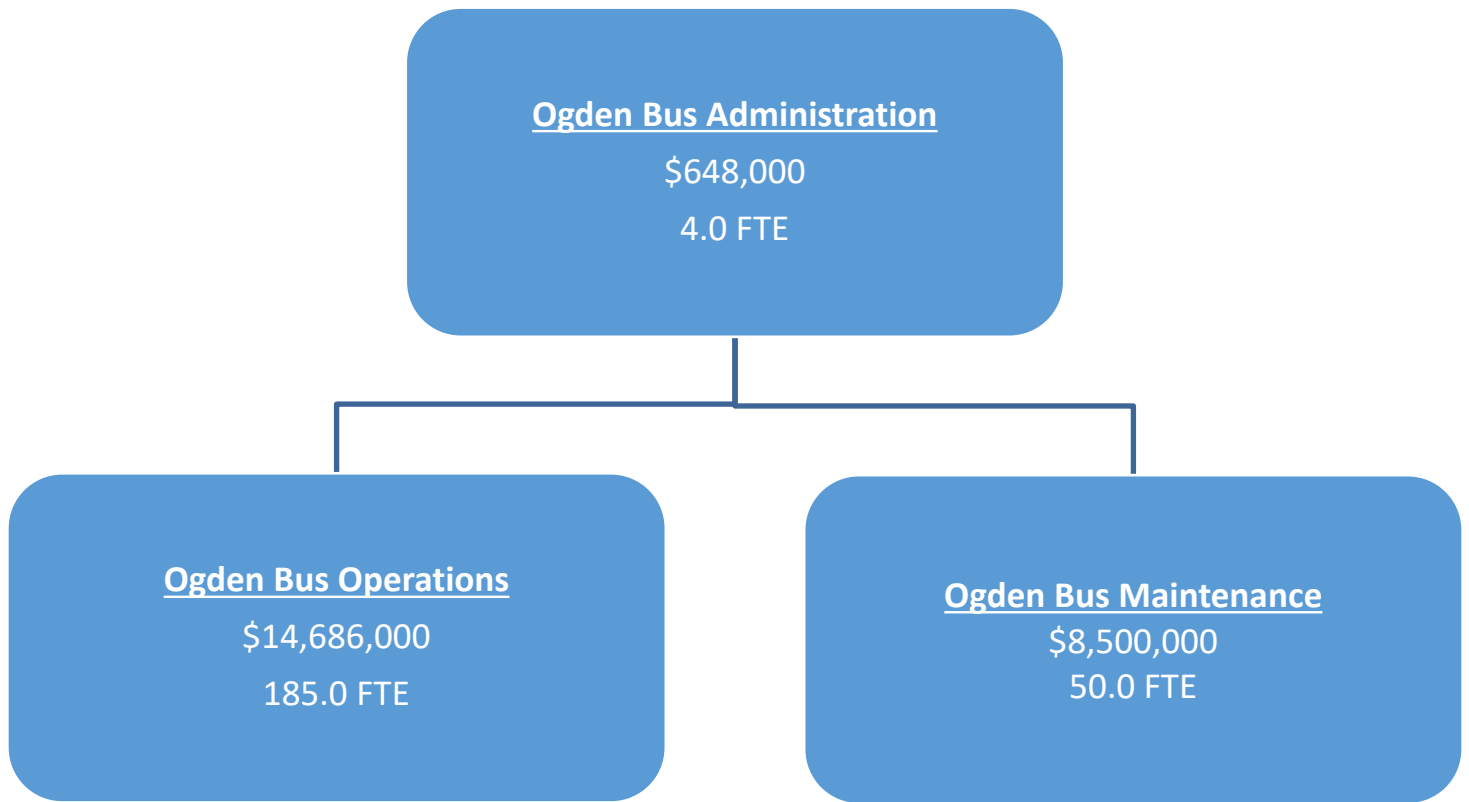
- Extend route 834 from Orem to Vineyard Station (April 2022)
- Adjust 871 service in Lehi Tech Corridor 30 to 60 minutes (August 2022)
- Three additional Operators
- Increased service cost \$326,000

Key Initiatives:

- Continue COVID recovery efforts
- Meet all COO KPI's providing efficient, safe, and reliable service
- Restore six-minute UVX service during peaks
- Partner with CSDO on Central Corridor implementation study and planning process
- Participate and support the Environmental Impact Study process for the South Valley Transit Study in partnership with CSDO
- Implement Traffic Signal Priority Pilot Project with UDOT for the route 850 (Lehi to Provo on State Street)
- Focus on employee engagement opportunities



Ogden Service Unit



2022 Proposed Mt. Ogden Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Ogden Administration	\$590,920	\$648,015	\$57,095
Ogden Operations	13,355,563	14,686,489	1,330,926
Ogden Maintenance	7,891,948	8,499,767	607,819
Totals	\$21,838,431	\$23,834,271	\$1,995,840

2022 Proposed Mt. Ogden Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$12,201,833	\$13,266,820	8.7%
Fringe	6,115,681	6,658,484	8.9%
Services	173,250	191,000	10.2%
Fuel	2,029,256	2,235,368	10.2%
Parts	1,031,426	1,133,454	9.9%
Utilities	12,700	15,000	18.1%
Other O&M	274,285	334,145	21.8%
Totals	\$21,838,431	\$23,834,271	9.1%



Mt. Ogden FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Ogden Administration	4.00	4.00	-
Ogden Operations	177.00	185.00	8.00
Ogden Maintenance	49.00	50.00	1.00
Totals	230.00	239.00	9.00

Summary of budget changes:

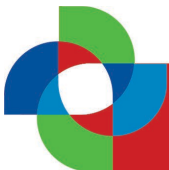
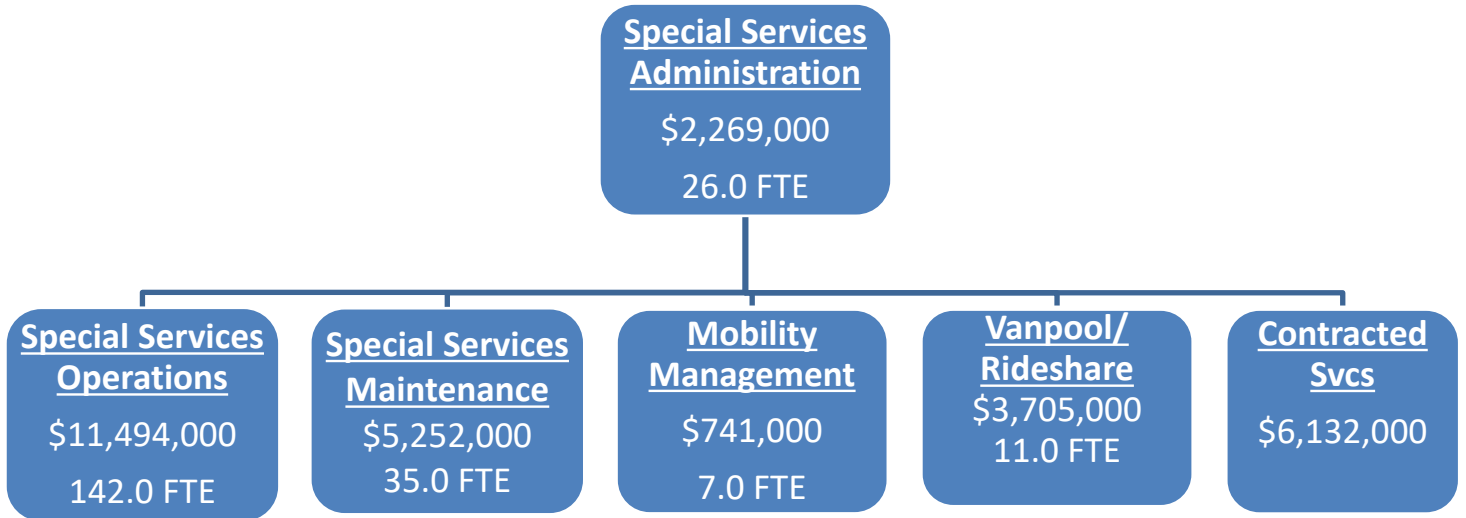
- Begin Weber State Shuttle portion of OGX (Fall 2022)
 - Five additional operators
 - Increased service cost \$260,000
- OGX mobilization
 - BRT Route and Electric Bus training for operations and maintenance
 - One additional Operations Supervisor
 - One additional Mechanic
 - Increased cost \$428,000

Key Initiatives:

- Continue COVID Recovery
- Successfully implement OGX/Weber State Shuttle
- Integrate eleven Battery Electric Buses and charging infrastructure
- Prepare for OGX opening
- Provide service for Warriors Over the Wasatch Air Show
- Meet all COO KPI's providing efficient, safe, and reliable service
- Focus on customer service and employee engagement
- Rollout new employee suggestion program
- Complete Mt. Ogden administration building expansion design



Special Services Service Unit

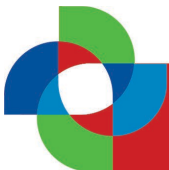


2022 Proposed Special Services Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Special Svcs Administration	\$2,000,181	\$2,269,109	\$268,928
Special Svcs Operations	10,250,052	11,494,224	1,244,172
Special Svcs Maintenance	4,832,223	5,252,225	420,002
Vanpool/Rideshare	3,644,685	3,704,913	60,228
Mobility Management	1,020,616	740,649	(279,967)
Contracted Services	5,921,641	6,131,903	210,262
Totals	\$27,669,398	\$29,593,023	\$1,923,625

2022 Proposed Special Services Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$11,231,772	\$12,242,253	9.0%
Fringe	5,687,767	6,376,476	12.1%
Services	6,479,037	6,653,604	2.7%
Fuel	2,228,769	2,593,028	16.3%
Parts	518,944	457,621	-11.8%
Other O&M	1,523,109	1,420,041	-6.8%
Capitalized Cost	-	(150,000)	
Totals	\$27,669,398	\$29,593,023	7.0%



Special Services FTE Summary 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Special Services Administration	25.00	26.00	1.00
Special Services Operations	137.00	142.00	5.00
Special Services Maintenance	35.00	35.00	-
Vanpool/Rideshare	10.0	11.0	1.0
Mobility Management	7.0	7.0	0.0
Totals	214.00	221.00	7.00

Summary of budget changes:

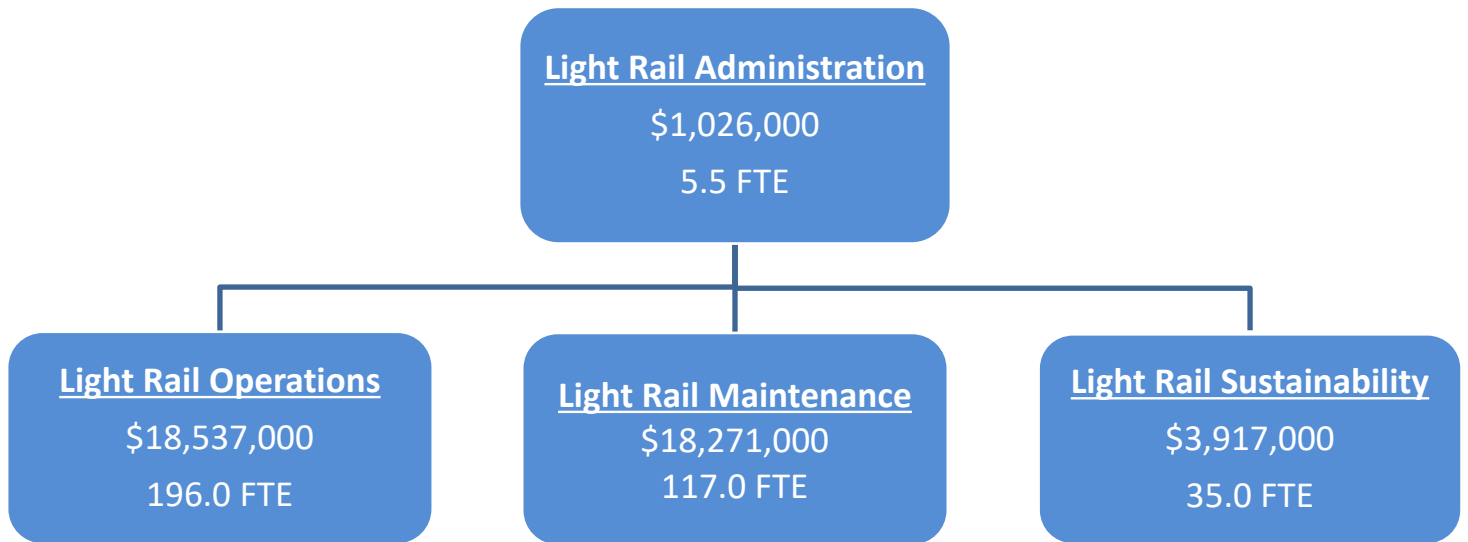
- Increased F-Route service (August 2021)
- Added F514, F11, F202, F525, F232
- Reduced F-Route service in the UTA On-Demand Zone (August 2021)
- Increased service cost \$719,000

Key Initiatives:

- Continue COVID recovery efforts
- Meet all COO KPI's providing efficient, safe, and reliable service
- Monitor Paratransit ridership and adjust as necessary
- Evaluate scheduling software for future implementation
- Explore TNC (Uber/Lyft/Taxi) pilot as optional Paratransit service
- Convert Tooele service to UTA On-Demand
- Launch eVoucher Program
- Implement Vanpool on-board technology



Light Rail Service Unit

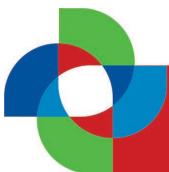


2022 Proposed Light Rail Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Light Rail Administration	\$2,384,438	\$1,026,009	\$(1,358,429)
Light Rail Operations	17,090,669	18,536,751	1,446,082
Light Rail Maintenance	17,666,812	18,271,303	604,491
Light Rail Sustainability	3,634,049	3,917,103	283,054
Totals	\$40,775,968	\$41,751,166	\$975,198

2022 Proposed Light Rail Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$22,740,839	\$23,033,401	1.3%
Fringe	10,856,491	11,286,767	4.0%
Services	1,280,372	1,245,432	-2.7%
Fuel	66,910	66,825	-0.1%
Parts	11,215,830	11,468,830	2.3%
Other O&M	1,388,976	1,468,212	5.7%
Capitalized Costs	(6,773,450)	(6,818,301)	0.7%
Totals	\$40,775,968	\$41,751,166	2.4%



Light Rail FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Light Rail Administrative	18.00	5.50	(12.50)
Light Rail Operations	189.00	196.00	7.00
Light Rail Maintenance	117.0	117.0	0.0
Rail Sustainability	35.0	35.0	0.0
Totals	359.00	353.50	(5.50)

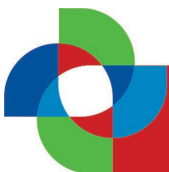
Summary of budget changes:

- Expanded Service
 - Added 15-minute service (August 2021)
 - Added extended Sunday service to support airport opening (November 2021)
 - Increase service cost \$1,420,000
- Reduced head count
 - Moved 11 employees to Fleet Engineering
 - Moved 2 employees to Training Department
 - Added 7 employees to Operations
 - Cost decrease (\$1,684,000)

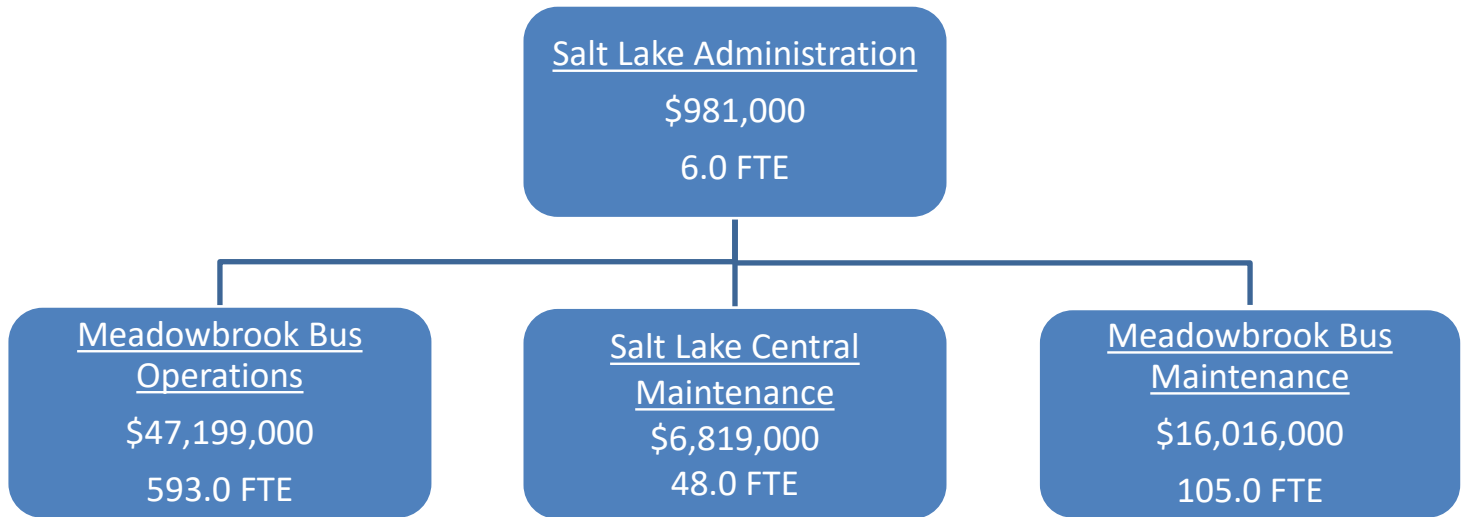


Key Initiatives:

- Continue COVID recovery efforts
- Meet all COO KPI's providing efficient, safe, and reliable service
- Implement expanded event planning committee
- Complete Light Rail seat replacement project
- Finalize engineering and design of upgraded train communication system
- Open 650 South Station
- Work closely with Service Development on S-Line project
- Coordinate with MOW on SGR efforts to minimize service disruptions
- Support Rail Maintenance Apprenticeship Program



Salt Lake Service Unit



2022 Proposed Salt Lake Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Salt Lake Administration	\$950,796	\$980,759	\$29,963
Salt Lake Operations	43,060,256	47,199,472	4,139,216
Salt Lake Maintenance	21,613,186	22,835,374	1,222,188
Totals	\$65,624,238	\$71,015,605	\$5,391,367

2022 Proposed Salt Lake Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$37,454,487	\$40,272,577	7.5%
Fringe	19,157,588	20,925,727	9.2%
Services	408,288	398,400	-2.4%
Fuel	4,762,408	5,246,689	10.2%
Parts	2,914,843	2,862,052	-1.8%
Other O&M	926,624	1,310,160	41.4%
Totals	\$65,624,238	\$71,015,605	8.2%



Salt Lake FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Salt Lake Administration	6.00	6.00	-
Salt Lake Operations	563.00	593.00	30.00
Salt Lake Maintenance	151	153	2.00
Totals	720.00	752.00	32.00

Summary of budget changes:

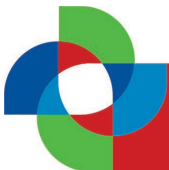
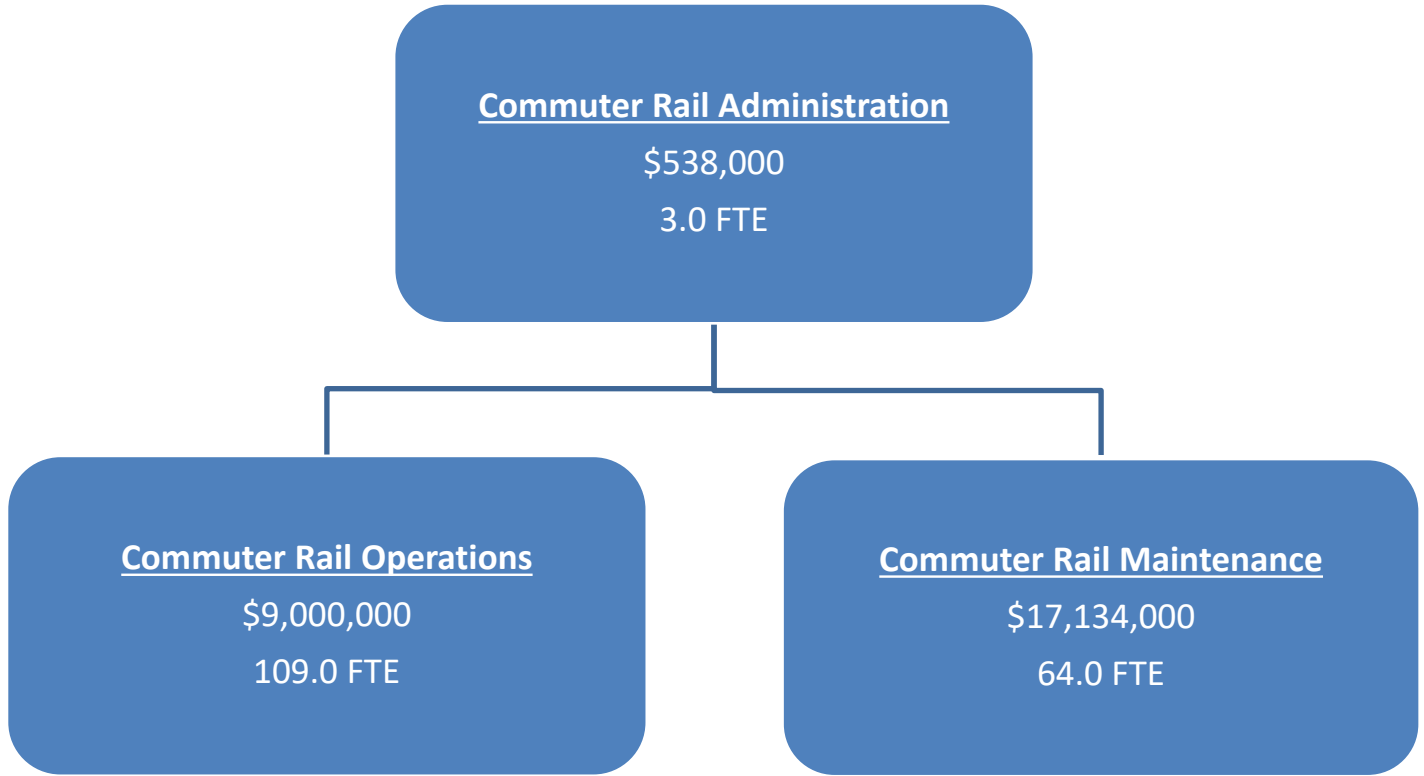
- Mobilization and new service to begin August 2022
 - SLC and SL County Service Improvements
- Transfer Service to Flex Route and On Demand (August 2021)
- Net increased service cost \$2,581,000

Key Initiatives:

- Continue COVID recovery efforts
- Meet all COO KPI's providing efficient, safe, and reliable service
- Implement increased service in Salt Lake County service
- Prepare for SLC agreement service (August 2022)
- Finalize Meadowbrook Maintenance expansion
- Complete final phases of Depot District construction
- Complete supervisor training
- Implement staffing strategies in current employment market



Commuter Rail Service Unit



2022 Proposed Commuter Rail Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Com. Rail Administration	\$592,870	\$537,588	\$(55,282)
Com. Rail Operations	8,092,897	8,999,967	907,070
Com. Rail Maintenance	15,358,786	17,134,123	1,775,337
Totals	\$24,044,553	\$26,671,678	\$2,627,125

2022 Proposed Commuter Rail Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$10,164,208	\$10,706,410	5.3%
Fringe	4,632,927	4,873,003	5.2%
Services	717,029	809,461	12.9%
Fuel	4,533,989	6,259,684	38.1%
Parts	3,644,311	3,701,000	1.6%
Other O&M	796,241	722,120	-9.3%
Capitalized Costs	(444,152)	(400,000)	-9.9%
Totals	\$24,044,553	\$26,671,678	10.9%



Commuter Rail FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Com. Rail Operations	98.00	109.00	11.00
Com. Rail Maintenance	66.00	64.00	(2.00)
Com. Administrative	4.00	3.00	(1.00)
Totals	168.00	176.00	8.00

Summary of budget changes:

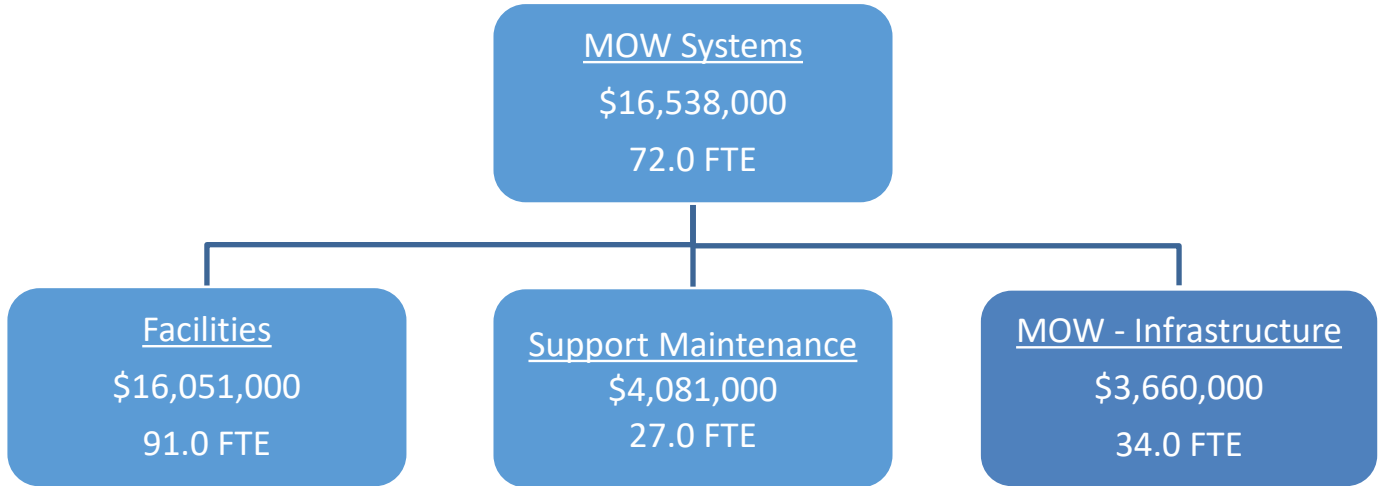
- Added late night service and extended two peak half trips (August 2021)
- Added six additional weekday trips and addition of Vineyard Station (April 2022)
- Moved three FTE to Training
- Increased service cost \$1,026,077

Key Initiatives:

- Continue COVID recovery efforts
- Meet all COO KPI's providing efficient, safe, and reliable service
- Support Rail Maintenance Apprenticeship Program
- Continue locomotive overhaul
 - Four locomotives annually
- Support opening of Vineyard station and integrate into schedule
- Work with Service Development on FrontRunner Forward Business Plan and project objectives

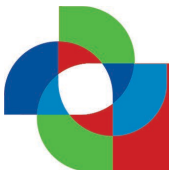


Maintenance Management Service Unit



2022 Proposed Maintenance Management Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Support Maintenance	\$4,031,616	\$4,080,771	\$49,155
Facilities	15,441,426	16,050,830	609,404
MOW - Systems	16,088,580	16,537,747	449,167
MOW - Infrastructure	3,525,400	3,660,338	134,938
Totals	\$39,087,022	\$40,329,686	\$1,242,664



2022 Proposed Maintenance Management Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$15,043,550	\$15,361,543	2.1%
Fringe	6,826,504	7,169,020	5.0%
Services	2,910,800	2,954,796	1.5%
Fuel	6,323,069	6,480,423	2.5%
Parts	2,000,165	1,908,000	-4.6%
Utilities	4,729,250	4,960,504	4.9%
Other O&M	1,713,684	1,700,400	-0.8%
Capitalized Costs	(460,000)	(205,000)	-55.4%
Totals	\$39,087,022	\$40,329,686	3.2%

Maintenance Management FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Support Maintenance	28.00	27.00	(1.00)
Facilities	90.00	91.00	1.00
MOW Systems	72.00	72.00	-
MOW Infrastructure	34.00	34.00	-
Totals	224.00	224.00	-





Summary of budget changes:

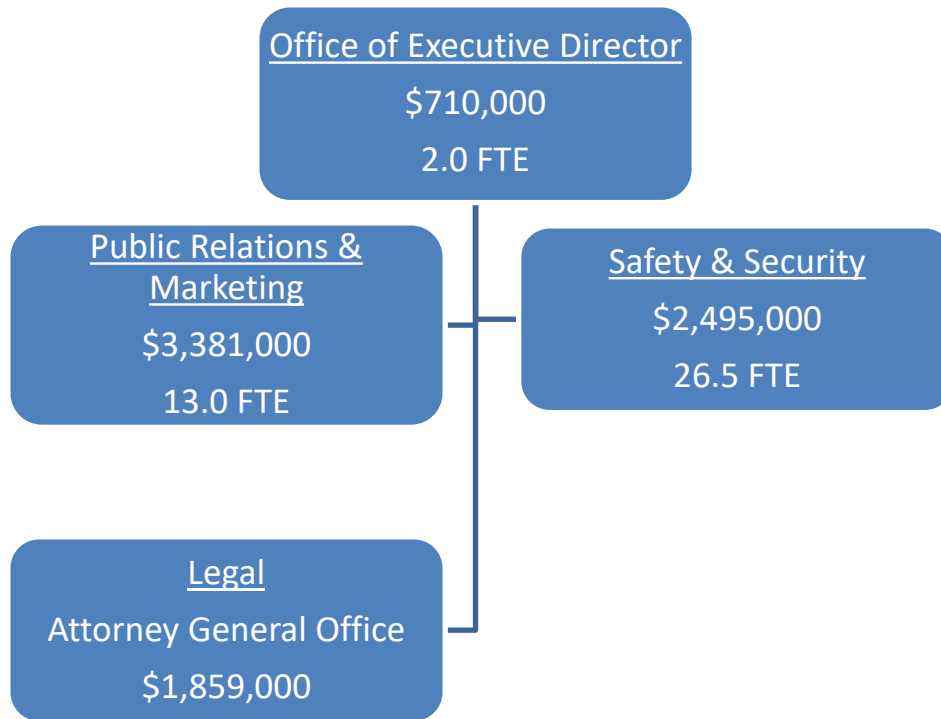
- Enhanced Bus stop maintenance
- Increased contract services for OGX snow removal
- Increased contract services for additional EOL restrooms

Key Initiatives:

- Develop a bus repair prioritization plan
- Contract third-party utility auditing company to monitor utility billing and rates
- Support MOW apprenticeship training program
- Continue MOW management restructure to meet changing infrastructure needs



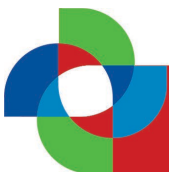
Executive Director



The Executive Director's Office 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 ensuring 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.



2022 Executive Director Operating Budget Expenses by Division

Category	2021 Budget	2022 Proposed Budget	Change
Executive Director	\$680,432	\$710,000	\$29,568
Legal	2,031,752	1,859,162	(172,590)
Public Relations & Mktg	2,978,779	3,381,597	402,818
Safety & Security	2,200,008	2,494,925	294,917
Total Division	\$7,890,971	\$8,445,684	\$554,713

2022 Executive Director Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$2,599,152	\$2,889,336	11.2%
Fringe	994,857	1,211,286	21.8%
Services	3,346,700	3,461,500	3.4%
Media	605,000	625,000	3.3%
Other O&M	345,262	420,562	21.8%
Capitalized Cost		(162,000)	(54.0)%
Total Group	\$7,890,971	\$8,445,684	7.0%

Also, under the purview of the Executive Director is the non-departmental cost center which has \$1 million proposed in this budget to fund emerging/emergency needs.

	FY 2021 Budget	FY 2022 Budget	Change
Non-Departmental	\$2,000,000	\$1,000,000	-50%



Executive Director FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Executive Director	2.0	2.0	0.0
Legal	0.0	0.0	0.0
Public Relations & Mktg	11.00	13.00	2.00
Safety & Security	24.50	26.50	2.00
Totals	37.50	41.50	4.00

2022 Executive Director Budget Changes

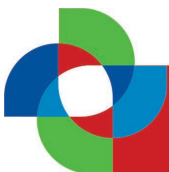
Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 9,891	\$ -	\$ 141	\$ -	\$ 133	\$ (41)	\$ 10,124	\$ (678)	\$ 9,446

Summary of budget changes:

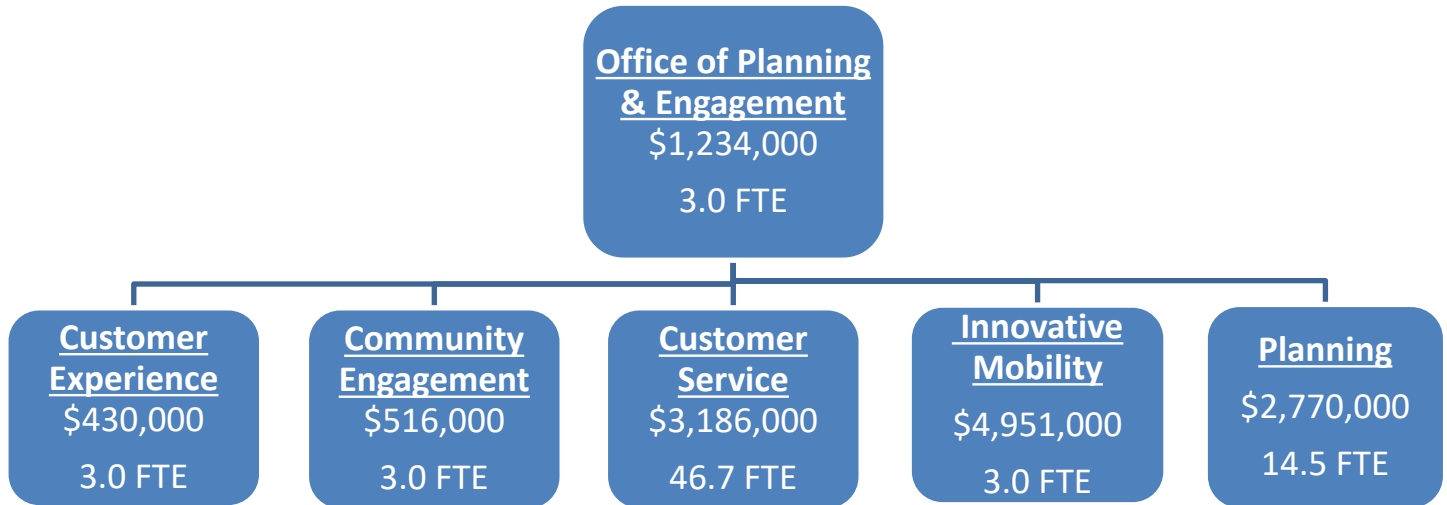
- Added additional legal support position for expanding capital program. The cost for this position will be offset by the capital projects being supported
- Reduced the amount needed for outside legal counsel now that a major litigation effort has concluded
- Reduced the agency contingency from \$2 million to \$1 million. There has been limited use of this contingency in 2021 and the reduced amount is expected to be sufficient

Executive Director Key Initiatives 2022:

- Set a strong financial foundation for the future
- Deliver on Capital project commitments
- Ridership recovery and service restoration
- Recruitment and Retention
- Pursue Federal, State, and Partner Funding
- Maintain/grow local partnerships



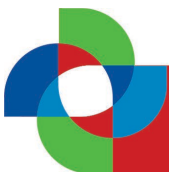
Planning & Engagement



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, provide rider information through the Gov Delivery system and social media outlets, sell UTA fare media and handle the lost and found items found on public transit. They are responsible to ensure that customers can maneuver throughout the service areas with confidence in UTA’s service districts and service types.
- *Community Engagement.* This team serves as a trusted resource and a catalyst for effective partnerships with UTA’s riders, key stakeholders, and community. Acts as a facilitator/access point for public hearings and community events/activities.
- *Customer Experience.* Evaluates UTA’s system focused on the impact ease of the customer journey. Partners with service units to ensure consistency across the service area, optimizing 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.



2022 Proposed Planning & Engagement Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Chief Planning & Engagement	\$735,064	\$1,234,236	\$499,172
Service Planning	1,058,247	1,174,694	116,447
Planning	1,953,284	1,594,896	(358,388)
Community Engagement	430,317	515,774	85,457
Customer Experience	330,253	429,812	99,559
Customer Service	3,043,022	3,185,611	142,589
Innovative Mobility	3,098,852	4,951,255	1,852,403
Totals	\$10,649,039	\$13,086,278	\$2,437,239

2022 Proposed Planning & Engagement Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$4,007,500	\$4,217,808	5.2%
Fringe	1,778,561	1,972,816	10.9%
Services	4,274,448	5,756,086	34.7%
Fuel	8,740	118,527	1256.1%
Other O&M	579,790	1,021,041	76.1%
Totals	\$10,649,039	\$13,086,278	22.9%



Planning & Engagement FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
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	3.0	3.0	0.0
Customer Experience	3.0	3.0	0.0
Customer Service	46.0	46.7	0.7
Innovative Mobility	2.0	3.0	1.0
Totals	71.5	73.2	1.7

2022 Planning & Engagement Budget Changes

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 10,649	\$ (468)	\$ 28	\$ 910	\$ 226	\$ 149	\$ 11,494	\$ 1,592	\$ 13,086

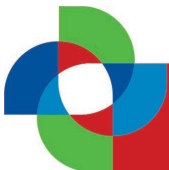
Summary of budget changes:

- Innovative Mobility service additions and contingency
- Additional Customer Service support for the airport station
- Budget changes due to the reorganization of staff and resource within the department

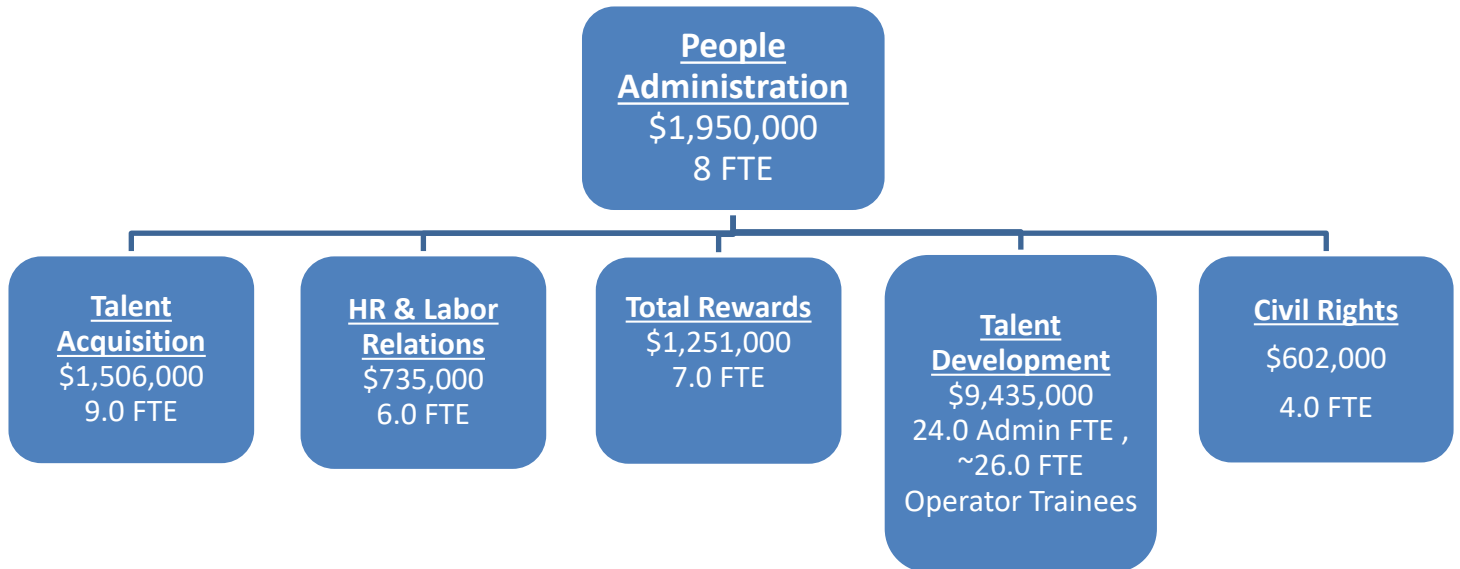


Planning & Engagement 2022 Key Initiatives

- Major Planning and Engagement Office Initiatives
 - UTA On Demand
 - 5-year Service Plan
 - Long Range Transit Plan
 - CRM technology enhancements
 - Art in Transit
- Other Key Initiatives:
 - Complete agency community engagement assessment
 - Planning document suite alignment
 - Elevate Membership and Sponsorship program through staff participation and DE& I goals



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, HR & Labor Relations collaborates 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 leave administration.
- *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.
- *Compensation/Analytics:* Embedded within the People Office are also a Compensation Analyst and Strategic Analyst who focus on use data, best practices, and benchmarking to ensure UTA has competitive and fair pay practices and use data to continuously improve compensation practices 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 UTA's ADA & DBE teams.

2022 Proposed People Office Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Chief People Officer	\$2,167,668	\$1,949,540	\$(218,128)
Talent Acquisition	1,034,769	1,505,991	471,222
Culture & Talent Development	2,532,554	9,434,868	6,902,314
HR Services & Labor Relations	701,305	735,059	33,754
Civil Rights	583,776	602,024	18,248
Total Rewards	1,007,839	1,251,128	243,289
Totals	\$8,027,911	\$15,478,610	\$7,450,699

2022 Proposed People Office Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$4,217,293	\$5,285,856	25.3%
Fringe	1,808,959	2,324,055	28.5%
Services	667,733	1,597,611	139.3%
Other O&M	1,333,926	6,271,088	370.1%
Totals	\$8,027,911	\$15,478,610	92.8%



People FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Chief People Officer	12.00	8.00	(4.00)
Talent Acquisition	9.00	9.00	-
Culture & Talent Development	23.75	50.00	26.25
HR & LR	6.00	6.00	-
Civil Rights	4.00	4.00	-
Total Rewards	4.73	7.00	2.27
Totals	59.48	84.00	24.52

2022 People Budget Changes

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 8,028	\$ (400)	\$ 458	\$ -	\$ 225	\$ 176	\$ 8,488	\$ 6,990	\$ 15,479

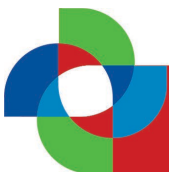
Summary of budget changes:

- Transferred Records Management staff and coordinating budget to Enterprise Strategy
- Create Rail Maintenance Apprenticeship program
- Support ongoing staffing and service expansion
- Support key recruitment and critical program support

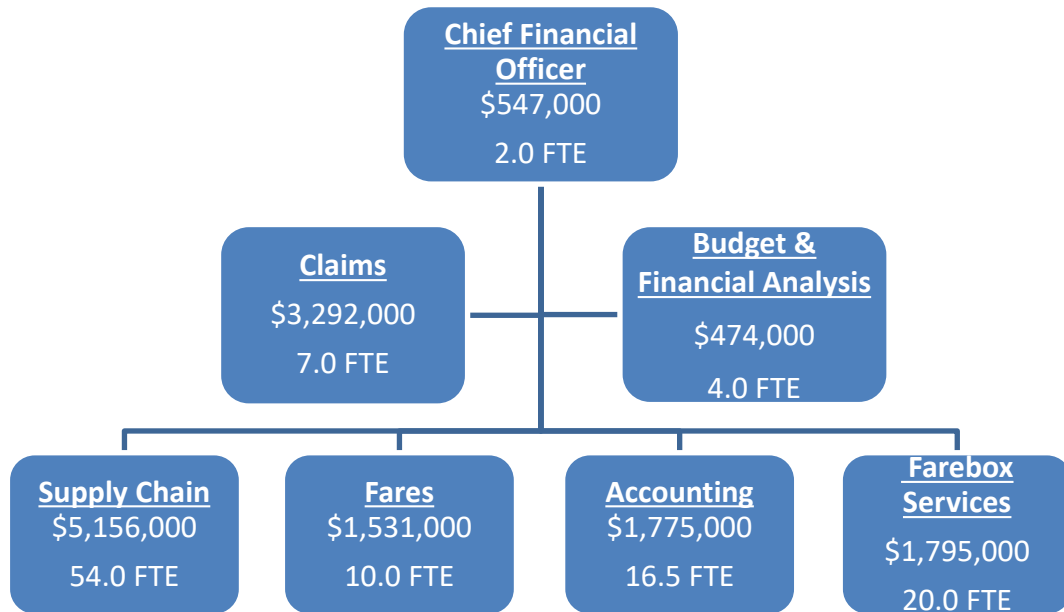


People 2022 Key Initiatives:

- Design significant portions of three Rail Maintenance Apprenticeship Programs and begin training
- Finalize Inclusion and Belonging Strategic Plan and begin implementation
- Develop workforce planning model to inform medium and long-term needs
- Implement succession planning development activities focused on mid- and senior management
- Continue to adjust recruitment strategies to keep UTA competitive in the labor market and ensure staffing of critical positions
- Implement updated compensation structure and accompanying policies
- Review comprehensive total rewards package



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



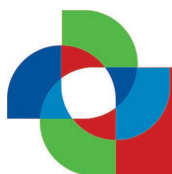
responsible for repairing, maintaining, and keeping all fare collection machines in proper working order and a state of good repair.

2022 Proposed Finance Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
CFO	\$529,895	\$546,818	\$16,923
Supply Chain	4,713,937	5,155,686	441,749
Claims & Insurance	3,127,160	3,291,804	164,644
Fares	1,452,111	1,531,322	79,211
Accounting	1,678,615	1,794,507	115,892
Farebox Services	2,025,330	1,795,228	(230,102)
Budget	336,489	473,950	137,461
Totals	\$13,863,537	\$14,589,315	\$725,778

2022 Proposed Finance Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$6,669,010	\$7,391,088	10.8%
Fringe	2,961,559	3,381,654	14.2%
Services	1,195,438	732,486	-38.7%
Insurance	2,382,060	2,481,500	4.2%
Other O&M	725,470	963,587	32.8%
Capitalized Expense	(70,000)	(361,000)	415.7%
Totals	\$13,863,537	\$14,589,315	5.2%



Finance FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
CFO	2.00	2.00	-
Claims & Insurance	6.60	7.00	0.40
Budget & Financial Analysis	2.00	4.00	2.00
Accounting	16.50	16.50	-
Supply Chain	51.0	54.0	3.0
Fares	10.0	10.0	0.0
Farebox Services	17.0	20.0	3.0
Totals	105.05	113.45	8.40

2022 Finance Budget Changes

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 13,864	\$ (560)	\$ 129	\$ -	\$ 372	\$ 312	\$ 14,118	\$ 471	\$ 14,589

Summary of budget changes:

- Introduce efficiencies in Fare Collection organization
- Support improved Asset Management and Capital Accounting/Grant Reporting
- Improve invoice processing and reduce time to pay
- Improve payroll processing
- Support Program Delivery and improve efficiency
- Support vehicle overhaul and maintenance program
- Connect near and short-term financial planning and improve use of financial data across the Enterprise

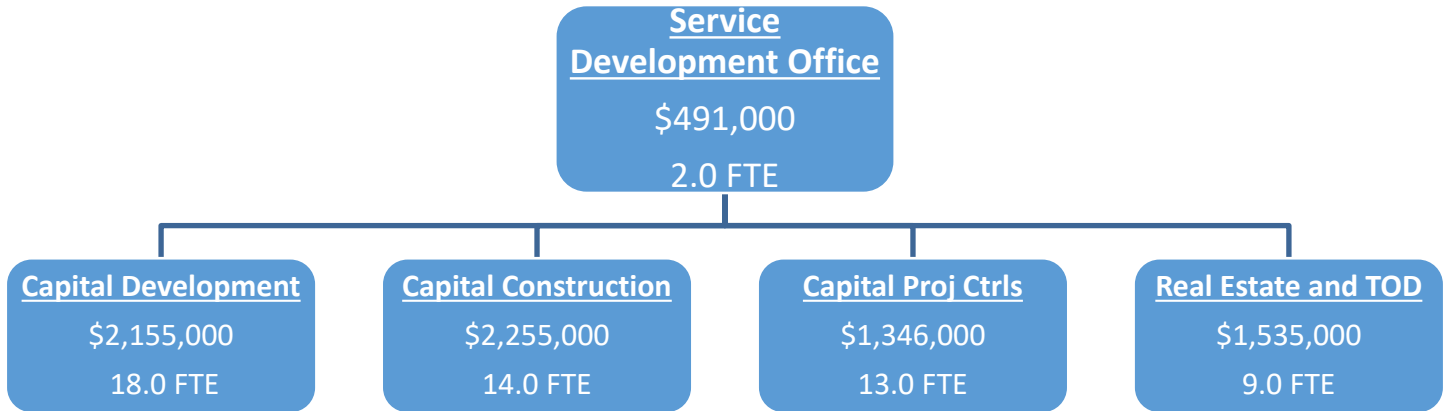


Finance 2022 Key Initiatives

- Look for opportunities to enhance long term financial viability of UTA
- Bond refunding opportunities
- Support partnership opportunities
- Create models and BI tools to support financial decision making
- Enhance trust and credibility in UTA Finance Office
- Improve processing time and customer service on finance functions
- Provide accurate, timely and complete financial information
- Manage financial audits and reduce recommendations/findings
- Address outstanding audit items
- Continue to strengthen fare collection function



Service Development



This office oversees UTA's 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, asset management, 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.

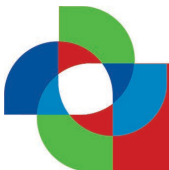


2022 Proposed Service Development Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
CSDO Office	\$518,467	\$491,058	\$(27,409)
Capital Development	2,131,572	2,155,494	23,922
Capital Construction	2,632,580	2,254,524	(378,056)
Capital & Project Controls	507,564	1,346,048	838,484
Real Estate	1,484,056	1,534,689	50,633
Totals	\$7,274,239	\$7,781,813	\$507,574

2022 Proposed Service Development Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$4,088,457	\$5,178,240	26.7%
Fringe	1,755,916	2,294,221	30.7%
Services	2,279,995	1,741,600	-23.6%
Leases	162,000	162,000	0.0%
Capitalized Cost	(1,257,024)	(2,205,000)	75.4%
Other O&M	244,895	610,752	149.4%
Totals	\$7,274,239	\$7,781,813	7.0%



Service Development FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
CSDO Office	2.00	2.00	-
Capital Development	16.00	18.00	2.00
Capital Construction	12.00	14.00	2.00
Capital/Proj Ctrl's	6.00	13.00	7.00
Real Estate	9.00	9.00	-
Totals	45.00	56.00	11.00

2022 Service Development Budget Changes

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 7,274	\$ (184)	\$ 468	\$ -	\$ 213	\$ 3	\$ 7,774	\$ 7	\$ 7,782

Summary of budget changes:

- The majority of the 2022 budget changes will be capitalized
- Enhance capital program delivery and support functions

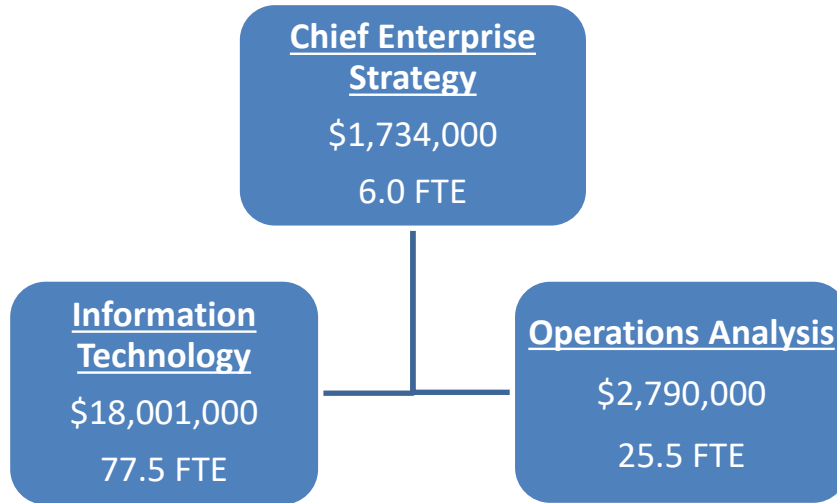


Service Development 2022 Key Initiatives

- Enhance service delivery through successful capital development, project controls, and construction project management.
- Meet stakeholder expectations and commitments through enhanced service delivery
- Create partnership funding initiative to fund transit improvements with local partners and stake holders
- Create pipeline projects for routine enhancements to keep the system in a state of good repair
- Finalize business plan for FrontRunner to create a system-wide service vision and define short- and long-term investments
- Create TOD managed reserve to capture cost benefit of program
- Work with People Office to develop Capital project funding training aids in support of apprenticeship program

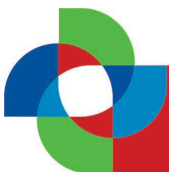


Enterprise Strategy



This Office brings together an Enterprise-wide view of UTA’s 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, organizational development and implement 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, passenger information, and administrative systems.
- *Operations Analysis & Solutions (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*: In 2022 an Enterprise Risk Program will be deployed to help UTA focus on managing and mitigating risk Agency wide. This office will also oversee our UTA Policies and Agency standard operating procedures and ensure support our long-term Agency strategies and goals.
- *Records Management*: Oversees UTA’s records and ensures the Agency is following proper retention policies and responding to all GRAMA requests.



2022 Proposed Enterprise Strategy Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Chief Enterprise Strategy	\$978,905	\$1,734,108	\$755,203
Information Technology	16,373,414	18,001,077	1,627,663
Operations Analysis	2,528,380	2,789,748	261,368
Totals	\$19,880,699	\$22,524,933	\$2,644,234

2022 Proposed Enterprise Strategy Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$8,763,168	\$9,663,023	10.3%
Fringe	3,533,660	4,045,609	14.5%
Services	5,854,896	6,886,045	17.6%
Utilities	686,495	827,736	20.6%
Other O&M	1,042,480	877,831	-15.8%
Totals	\$19,880,699	\$22,524,933	13.3%



Enterprise Strategy FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Chief Enterprise Strategy	6.00	12.00	6.00
Information Systems	74.50	77.50	3.00
Operations Analysis	24.50	25.50	1.00
Totals	105.00	115.00	10.00

2022 Enterprise Strategy Budget Changes

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 19,881	\$ -	\$ 501	\$ -	\$ 452	\$ 132	\$ 20,966	\$ 1,558	\$ 22,525

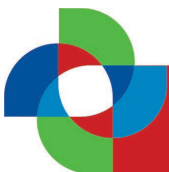
Summary of budget changes:

- Increased use of cloud-based and ERP services
- Increase in utilities to support second data circuit, redundant links, and cellular data to support transit management system program on all revenue vehicles
- Complete conversion to Microsoft Office 365
- Provide additional help desk support
- Increase network support
- Provide support to new technology initiatives such as signal prioritization and state of good repair

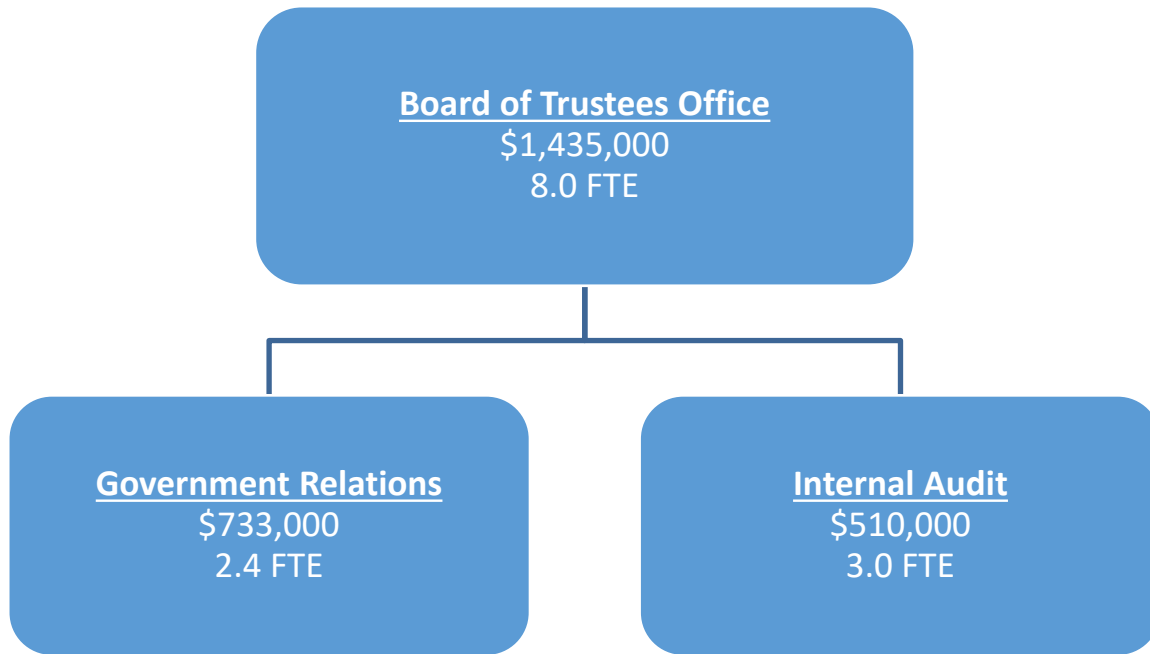


Enterprise Strategy 2022 Key Initiatives

- Annual Employee Engagement Survey
- Complete Year 2 of UTA Way Training & Establish Sustainability Plan
- Stand up Enterprise Risk Management Program
- Complete Real Estate/TOD Legacy Records Project
- Move into the Records Assessment Center
- Deploy UTA Strategic Framework across UTA
- Launch Policy SharePoint site
- Complete installation of new Tablets in the bus fleet to finish the CAD/AVL/MDD project
- Begin the Fares Technology System replacement program
- Complete the Office 365 implementation, email migration and user training
- Replace the primary data Storage Area Network (SAN) appliance for State of Good Repair
- Implement the Security Operations Center as a Service (SOCaaS) and Cyber Incident Response



UTA Board of Trustees



The UTA Board of Trustees are appointed by the Governor to represent their respective counties. The Trustees work closely with 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. Provide 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 Audit Committee.
 - *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.



2022 Proposed Board of Trustees Operating Budget Expenses by Department

Category	2021 Budget	2022 Proposed Budget	Change
Internal Audit	\$490,888	\$510,064	\$19,176
Government Relations	776,436	732,683	(43,753)
Board of Trustees	1,452,750	1,434,695	(18,055)
Totals	\$2,720,074	\$2,677,442	\$(42,632)

2022 Proposed Board of Trustees Operating Budget Expenses by Category

Category	2021 Budget	2022 Proposed Budget	Change
Wages	\$1,370,448	\$1,400,676	2.2%
Fringe	500,834	562,951	12.4%
Services	570,000	513,695	-9.9%
Other O&M	278,792	200,120	-28.2%
Totals	\$2,720,074	\$2,677,442	-1.6%



Board of Trustees FTE Summary: 2021 Budget and 2022 Proposed Budget

	2021 Budget	2022 Proposed	Change
Board of Trustees	8.00	8.00	-
Government Relations	2.50	2.38	(0.12)
Internal Audit	3.00	3.00	-
Totals	13.50	13.38	(0.12)

2022 Board Budget Changes

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 2,720	\$ -	\$ -	\$ -	\$ 66	\$ 17	\$ 2,802	\$ (125)	\$ 2,677

Summary of budget changes:

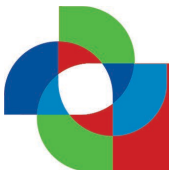
- Budget target reflects a \$125K reduction from 2022 budget base:
 - Reduction savings = \$75K
 - Transfer of expense to CPEO = \$50K



Board of Trustees 2022 Key Initiatives

Key Initiatives:

- Update UTA's Strategic Plan
- Continue pursuit of funding partnerships for transit capital and service initiatives
- Ongoing development and accountability of key operational, service, capital and long-range plans within UTA and with our stakeholders
- Maintain and grow stakeholder and industry partner collaboration and shared solutions
- Ongoing development of accountable policies and procedures
- Maintain transparent, accountable and accessible governance of UTA
- Develop and manage 2022 Internal Audit Plan
- Pursue opportunities through Internal Audit to provide continuous and real-time assurance through data analytical procedures



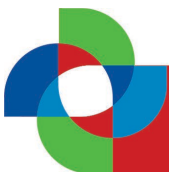
2022 Capital Budget and 5-Year Plan

2022 CAPITAL BUDGET PROJECT SUMMARY

Programs/Projects	2022 Budget	2022 Grants	2022 State & Local Partners	2022 UTA Funds
5310 Project	\$ 1,762,653	\$ 1,433,047	\$ 299,606	\$ 30,000
Asset Management- Facilities	4,600,000	-	-	4,600,000
Asset Management- Rail Infrastructure	9,300,000	-	-	9,300,000
Asset Management- Rail Systems	18,590,000	-	365,000	18,225,000
Asset Management- Vehicle New Purchase	23,625,911	4,983,108	-	18,642,803
Asset Management- Vehicle Rehabilitation	15,221,775	763,779	-	14,457,996
Information Technology	13,614,900	-	-	13,614,900
Major Capital Project	98,872,107	27,098,435	37,368,217	34,405,455
Other Capital Projects	37,112,341	10,012,556	6,016,149	21,083,636
Property/TOD/Real Estate	3,290,000	-	-	3,290,000
Safety & Security/Police	2,068,061	-	-	2,068,061
Grand Total	\$ 228,057,748	\$ 44,290,925	\$ 44,048,972	\$ 139,717,851

2022 STATE OF GOOD REPAIR SUMMARY

Highlighted Projects	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds
Asset Management- Facilities	\$ 4,600,000	\$ -	\$ -	\$ 4,600,000
Asset Management- Rail Infrastructure	9,300,000	-	-	9,300,000
Asset Management- Rail Systems	18,590,000	-	365,000	18,225,000
Asset Management- Vehicle New Purchase	23,625,911	4,983,108	-	18,642,803
Asset Management- Vehicle Rehabilitation	15,221,775	763,779	-	14,457,996
Total	\$ 71,337,686	\$ 5,746,887	\$ 365,000	\$ 65,225,799



2022 MAJOR PROJECT SUMMARY

Highlighted Projects	2022 Proposed		State/Local		UTA Funds
	Budget	Grants	Partners		
MSP102- Depot District	\$ 32,562,000	\$ 3,377,587	\$ 3,797,243	\$ 25,387,170	
MSP185- Ogden/WSU BRT	25,465,107	18,436,103	2,229,004	4,800,000	
MSP205- TIGER Program of Projects	8,206,000	2,798,700	3,126,000	2,281,300	
MSP215- Sharp-Tintic Rail Connection	1,439,000	886,045	515,970	36,985	
MSP216- Point of Mountain AA/EIS	3,000,000	-	3,000,000	-	
MSP252- FrontRunner Forward	15,000,000	-	13,500,000	1,500,000	
MSP253- Mid-Valley Connector	10,000,000	-	10,000,000	-	
MSP259- S-Line Extension	1,200,000	-	1,200,000	-	
Express	2,000,000	1,600,000	-	400,000	
Total	\$ 98,872,107	\$ 27,098,435	\$ 37,368,217	\$ 34,405,455	

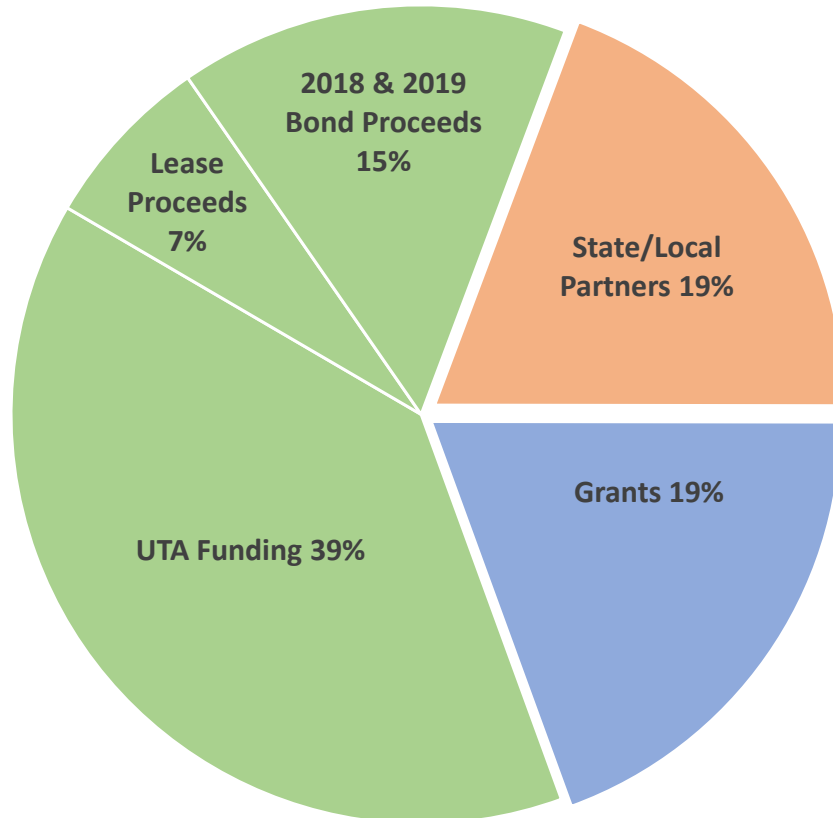
2022-2026 5-YEAR PLAN

Year	Proposed Budget	Grants	Pending Grants	State/Local Partners	UTA Funds*
2022	\$ 228,057,748	\$ 44,290,925	\$ -	\$ 44,048,972	\$ 139,717,851
2023	360,248,101	71,548,140	51,380,000	95,842,185	141,477,776
2024	270,290,970	14,847,312	32,199,690	86,199,933	137,044,035
2025	238,654,444	7,340,018	7,500,000	122,298,754	101,515,672
2026	147,769,176	750,000	7,500,000	69,500,000	70,019,176
Total	\$ 1,245,020,439	\$138,776,395	\$ 98,579,690	\$417,889,844	\$589,774,510

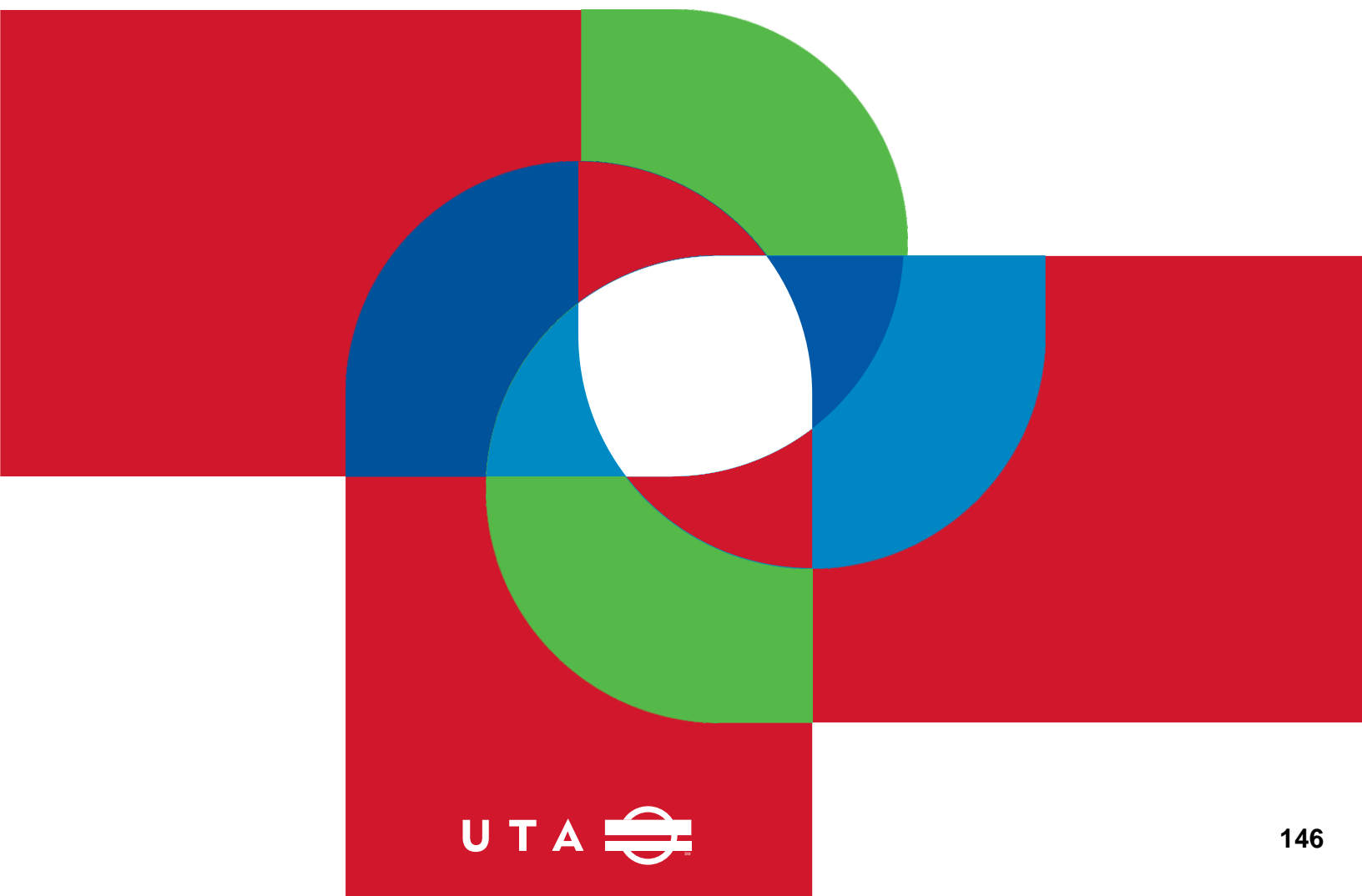


Capital Revenues

**2022 Capital Revenues
(\$228 million)**



Financial Structure, Policy, and Process



Financial Structure

Accounting Method

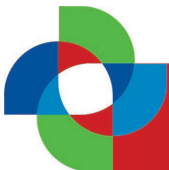
UTA reports as a single enterprise fund and uses the accrual method of accounting. Under this method, revenues are recognized when they are earned and expenses are recognized when they are incurred.

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 is 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. Congress is engaged in negotiations on the next Transportation Act at the time this document was printed.

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 (Budget Related)

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.

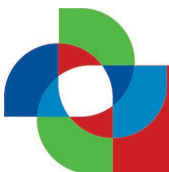
(a) Within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of trustees of a large public transit district as defined in Section 17B-2a-802 shall send a copy of its tentative budget and notice of the time and place for its budget hearing 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 2022 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.

Preparation of the annual budget is intertwined and coordinated with input from various updates from of the Agency's financial plan. There are four stages in the annual budget process:

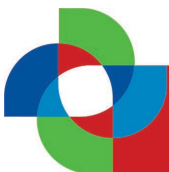
1. Budget Planning
2. Establishing the Base Budget
3. Identification, prioritization, and selection of Budget Initiatives from Budget Planning phase or other processes for inclusion in the Tentative Budget
4. Preparation, and approval of Tentative and Final Budgets

The yearly process starts in the Spring with the Authority's Executive Team and staff assessing estimates for revenues, operating expenses, and capital projects. Budget priorities are discussed, and a preliminary five-year capital plan is developed.

Budget Planning starts the Budget Development process. Budget Plans provide key information for UTA's decision-making process around resource allocation. They clearly articulate Office/Department objectives, business, or operating environment, change drivers, change initiatives, prioritization criteria and connection to the UTA Way and Strategic Framework. Budget Plans are an input to the budget outlook process and form the foundation for potential Budget Initiatives.

After a preliminary budget outlook is reviewed with the Board of Trustees, the Executive Director develops and distributes budget preparation instructions for Authority staff.

Changes in assumptions are incorporated into the 5-Year financial plan and a Base Operating Budget (Base Budget) for the upcoming year is calculated. One-time costs are eliminated, current year technical budget adjustments, mid-year service changes, and know labor cost changes, fuel and power cost change projections, and inflationary factors are applied to the current adopted budget to arrive at a Base Budget at the account code level for each Office. The Base Budget is then projected over the 5-year planning horizon and the agency determines if the Base Budget is sustainable.



The next phase of the Budget Development process is the development of new Budget Initiatives. Budget Initiatives are informed by the Budget Planning process and emerging factors. This is the process to identify priority investments in the Operating program or, if the Base Budget is not sustainable, initiatives are identified to bring the financial plan back into balance. Budget Initiatives are reviewed and prioritized by the Executive Team for inclusion in the budget request.

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.

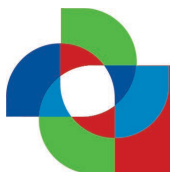
In August each Chief Officer submits an operating budget which includes the Base Budget level and any approved Budget Initiatives. The Executive Team reviews the operating budgets and makes any adjustments it deems necessary. Preliminary budgets are reviewed with the Board of Trustees in September. Any modifications to the budget are completed by early October.

In late October or early November, the Executive Director presents the 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. Input from the Local Advisory Council on the Tentative Budget is sought following Board approval.

In early December, the Executive prepares and presents the 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 (Tentative Budget) for such year shall be in effect for such fiscal year until the annual budget is adopted.

Please refer to the 2022 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	June 24, 2021
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 13, 2021
Executive team evaluates 2022 operating and capital budget submittals	August 24, 2021
Preliminary 2022 operating and capital budgets reviewed with the Board of Trustees	Sept 13 to 17, 2021
Final adjustments to 2022 budget	Oct. 8, 2021
2022 Tentative Budget provided to Board of Trustees	Oct. 13, 2021
Board of Trustees reviews and approves 2022 Tentative Budget	Oct. 27, 2021
Budget Review and Comment Period	Nov. 3 to Dec. 3, 2021
Board of Trustees holds public hearing on 2022 Budget	Nov. 3, 2021
Local Advisory Council reviews Tentative 2022 Budget	Nov. 17, 2021
Local Advisory Council Approves Final 5-Year Capital Plan	Nov. 17, 2021
Board of Trustees reviews final 2022 Budget Documents and 5-Year Capital Plan	Dec. 8, 2021
Board of Trustees considers approval of the 2022 Final Budget and 5-Year Capital Plan	Dec. 15, 2021
Staff submits Final Budget to State Auditor	Dec. 31, 2021
Staff prepares, prints, and distributes 2022 Budget Document to the Board of Trustees, Operating Departments and interested parties	Dec. 31, 2021





Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 11/17/2021

TO: Local Advisory Council
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Russell Fox, Director of Planning
Kerry Doane, Manager of Strategic Planning

TITLE:

UTA Long Range Transit Plan (LRTP) Overview

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational Item for Discussion

BACKGROUND:

UTA is developing a 30-year Long Range Transit Plan (LRTP) focused on understanding and responding to the future needs of the communities we serve. This plan will provide a comprehensive, system wide vision to guide UTA's planning into the future.

The primary goals of the LRTP process are to:

- **Strengthen partnerships with the communities UTA serves** through collaborative plan development
- **Assess long-term transit needs** through data collection and analysis, as well as public engagement
- **Develop a system-wide vision for the future** to meet anticipated needs through improvements across all modes of the transit system
- **Establish strategies for implementation** through a financial analysis and identification of potential partnerships and resources needed to achieve the long-term vision

The LRTP will serve as a complementary planning process to the Regional Transportation Plans (RTPs) developed by Mountainland Association of Governments (MAG) and Wasatch Front Regional Council (WFRC). Like the RTPs, the LRTP is planned for adoption in 2023 and will be updated on a 4-year cycle. Unlike the RTPs, the LRTP will include all aspects of local and regional transit service delivery across the UTA service area.

DISCUSSION:

UTA Staff will deliver a presentation that provides an overview of the UTA LRTP process. The presentation will highlight the following:

Current Status:

- In Progress - Municipal Listening Tour
 - Complete: Box Elder, Tooele Counties
 - Nearly Complete: Weber, Davis, Salt Lake Counties
 - Starting November 2021: Utah County
- Next Steps:
 - Procure Consultant
 - Round one of community engagement

ALTERNATIVES:

N/A

FISCAL IMPACT:

N/A

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/17/2021

TO: Local Advisory Council
THROUGH: Mary DeLoretto, Interim Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Jaron Robertson, Director Innovative Mobility Solutions

TITLE:

UTA On Demand Update: Southern Salt Lake County and Salt Lake City Westside Services

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

Southern Salt Lake County Service:

The South Salt Lake County Microtransit Service (UTA On Demand) began as a pilot in November 2019. The pilot experienced early adoption and success prior to the COVID-19 pandemic meeting most goals and objectives. UTA continued and extended the pilot throughout the COVID-19 pandemic and was able to demonstrate the nimbleness and adaptability of microtransit by continuing to provide high-quality transit service, maintaining a good customer experience, and lowering operating expenses. As part of the August 2021 change day and UTA's Five-Year Service Plan, UTA made the pilot a permanent service and discontinued five flex route services within the area.

The service continues to operate in the cities of Bluffdale, Draper, Herriman, Riverton, and sections of Sandy, and South Jordan. The service area was expanded from 65 to 71 square miles. Operating hours were expanded from Monday - Friday, 6:00 am to 9:00 pm to Monday - Friday, 4:00 am to 12:15 am. Saturday service was also added and operates from 6:00 am to 1:15 am. UTA and Via launched a new UTA branded app, and the service began providing paratransit to microtransit connections.

Salt Lake City Westside Service:

UTA has partnered with Salt Lake City to fund the UTA On Demand Salt Lake City Westside microtransit service

under a Microtransit Cooperative Agreement and UTA’s partnership with Via. The service aligns with Salt Lake City’s Transit Master Plan, UTA’s Five-Year Service Plan, and other fixed route service changes planned as part of the August 2022 Change Day. The Salt Lake City Westside service will be deployed as part of the December 2021 change day.

The UTA - Salt Lake City Microtransit Cooperative Agreement provides 12 months of Salt Lake City funding for UTA to provide the UTA On Demand Salt Lake City Westside microtransit service with UTA’s vendor Via. Salt Lake City will reimburse UTA on a monthly basis for actual expenses incurred including a 5% operations support fee for all Via provided service and fueling expenses. Marketing and promotions will be a direct pass through on UTA expenses incurred. UTA will retain all fares collected during the 12 months of service.

DISCUSSION:

UTA On Demand Southern Salt Lake County update:

Staff will provide an update regarding service performance since the August 2021 change day. Discussion topics will include the following:

- Overview of service changes
- Overview of service performance including ridership, customer experience, travel patterns, and paratransit connections
- Successes and challenges with the service
- Marketing and communications update

UTA On Demand Salt Lake City Westside Service:

Staff will discuss the planned UTA On Demand microtransit service, which will include an overview of the following:

- UTA - Salt Lake City Microtransit Cooperative Agreement
 - Purpose: Salt Lake City Transit Master Plan and UTA 5-year Service Plan including 2022 proposed changes
 - Microtransit service overview, including the following: goals, objectives, service area, service parameters, operating days and hours, customer experience, fares, customer service, and budget
 - The marketing, communications, and community engagement plans for the service
-



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 11/17/2021

TO: Local Advisory Council
PRESENTER(S): Chair Karen Cronin
Chair Carlton Christensen

TITLE:

Open Dialogue with the Board of Trustees

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational discussion with UTA Board of Trustees

DISCUSSION:

Local Advisory Council members and Board of Trustees will engage in discussion on topics concerning the Utah Transit Authority. No action will be taken.

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/17/2021

TO: Local Advisory Council
FROM: Jana Ostler, Board Manager
PRESENTER(S): Karen Cronin, Chair- Local Advisory Council

TITLE:

AR2021-11-02 Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2022

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution AR 2021-11-02 Giving Notice and Setting Regular Meeting Dates for the Local Advisory Council for Calendar Year 2022

BACKGROUND:

The Public Transit District Act stipulates that the UTA Local Advisory Council meet at least quarterly with the UTA Board of Trustees 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.

DISCUSSION:

Open meetings laws require a regular schedule of meetings be publicly noticed annually. The following dates are proposed for meetings of the Local Advisory Council in 2022:

- Wednesday, February 16, 2022, 1:00 p.m.
- Wednesday, June 1, 2022, 1:00 p.m.
- Wednesday, September 7, 2022, 1:00 p.m.
- Wednesday, November 2, 2022, 1:00 p.m.

ATTACHMENTS:

AR2021-11-02 Resolution Giving Notice and Setting Regular Meeting Dates for Calendar Year 2022

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY GIVING NOTICE AND SETTING REGULAR MEETING
DATES FOR CALENDAR YEAR 2022**

AR2021-11-02

November 17, 2021

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 2022 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 16, 2022, 1:00 p.m.
Wednesday, June 1, 2022, 1:00 p.m.
Wednesday, September 7, 2022, 1:00 p.m.
Wednesday, November 2, 2022, 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.

Approved and adopted this 17th day of November, 2021.

Karen Cronin, Chair Local Advisory Council

Attest:

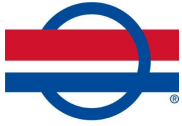
Vice-Chair or Second Vice-Chair
Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Legal Counsel



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 11/17/2021

TO: Local Advisory Council
FROM: Mary DeLoretto, Interim Executive Director
PRESENTER(S): Mary DeLoretto, Interim Executive Director

TITLE:

Agency Report

- Grants Update
- Community Engagement Update
- Ridership Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Mary DeLoretto, Interim Executive Director will report on recent activities of the agency and other items of interest.

- Grants Update
- Community Engagement Update
- Ridership Report



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 11/17/2021

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

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The UTA Audit Committee met on November 15, 2021 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Karen Cronin, Local Advisory Council Chair, participated as Audit Committee member along with Trustees Carlton Christensen, Jeff Acerson, and Beth Holbrook.

DISCUSSION:

Chair Cronin will give a report on the activities of the UTA Audit Committee.

ATTACHMENTS:

None