



Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, May 31, 2023

1:00 PM

FrontLines Headquarters

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

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

- 1. Call to Order & Opening Remarks** Chair Mark Johnson
- 2. Pledge of Allegiance** Chair Mark Johnson
- 3. Safety First Minute** Alisha Garrett
- 4. Public Comment** Chair Mark Johnson
- 5. Oath of Office** Cathie Griffiths
 - a. Oath of Office: UTA Local Advisory Council Member
- Neal Berube
 - b. Oath of Office: UTA Local Advisory Council Alternate
Member - Brandon Gordon
- 6. Consent** Chair Mark Johnson
 - a. Approval of February 15, 2023 Local Advisory
Council Meeting Minutes
- 7. Reports**
 - a. Executive Director Report Jay Fox
 - Impact of 2023 Legislation for UTA
 - Collective Bargaining Agreement Highlights
- 8. Capital Projects**
 - a. Mid-Valley Connector and Ogden Express (OGX)
Updates David Hancock
Andrea Pullos
 - b. AR2023-05-01 - Resolution Approving the Davis-Salt
Lake City Community Connector Locally Preferred
Alternative and Recommending Approval by the
Authority's Board of Trustees Patti Garver

- | | | |
|----|--|--------------------------------|
| c. | AR2023-05-02 - Resolution Approving the Proposed Second Amendment to the 2023-2027 Capital Plan and Recommending Approval by the Authority's Board of Trustees | Mary DeLoretto Daniel Hofer |
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9. Budget and Investments

- | | | |
|----|---|--------------------------------|
| a. | Proposed 2023 Operating and Capital Budget Amendments | Brad Armstrong Daniel Hofer |
| b. | Proposed Escrow Substitution for the 2019 and 2021 Defeased Bond Escrows | Troy Bingham Brian Baker |
| c. | Proposed Bond Tender of Certain Taxable and Tax-Exempt Debt to Produce Debt Service Savings | Troy Bingham Brian Baker |

10. Service Planning

- | | | |
|----|---|------------------------------|
| a. | August 2023 Change Day Update | Nichol Bourdeaux Russ Fox |
| b. | Sandy City and South Jordan City Small Area Transit Study | Russ Fox Eric Callison |

11. Discussion

- | | | |
|----|--|-------------------------------------|
| a. | Annual Safety and Security Update | Cherryl Beveridge Dalan Taylor |
| b. | Federal Railroad Administration Corridor Identification and Development Program Update | Hal Johnson |
| c. | Open Dialogue with the Board of Trustees | Mark Johnson Carlton Christensen |

12. Reports and Other Business

- | | | |
|----|--|--------------------|
| a. | Audit Committee Report | Chair Mark Johnson |
| b. | Next Meeting: Wednesday, September 27, 2023 at 1:00 p.m. | |

13. Adjourn

Chair Mark Johnson

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.
- Meeting proceedings may be viewed remotely through the public meeting portal link on the UTA Board Meetings page - <https://www.rideuta.com/Board-of-Trustees/Meetings>

- In the event of technical difficulties with the remote connection or live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.
- Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting below.
 - o Use this link - https://rideuta.zoom.us/webinar/register/WN_ds_9p49WRhGhV7Hv6EbyMA and follow the instructions to register for the meeting (you will need to provide your name and email address).
 - o Sign on to the Zoom meeting through the URL provided after registering.
 - o Sign on 5 minutes prior to the meeting start time.
 - o Use the "raise hand" function in Zoom to indicate you would like to make a comment.
 - o Comments are limited to 3 minutes per commenter.
- Public Comment may also be given through alternate means. See instructions below.
 - 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, May 30th will be distributed to council members prior to the meeting.
- Meetings are audio and video recorded and live-streamed.
- Members of the Local Advisory Council and meeting presenters will participate in person, however members may join electronically as needed, with 24 hour advanced notice.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
FROM: Mark Johnson, Local Advisory Council Chair
PRESENTER(S): Cathie Griffiths, Executive Assistant to Board Chair

TITLE:

Oath of Office: UTA Local Advisory Council Member - Neal Berube

AGENDA ITEM TYPE:

Oath of Office

RECOMMENDATION:

Oath of office administered by notary public, Cathie Griffiths

BACKGROUND:

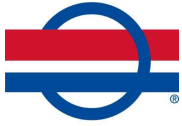
The Utah Public Transit District Act (17B-2a-808.2) establishes a nine-member Local Advisory Council with members appointed by Council of Government (COG) bodies across the UTA service district. Statute indicates that the Weber Area Council of Governments shall appoint one member to the Local Advisory Council. Additionally, UTA Bylaws Article 1, section 3 stipulate that the oath of office must be administered to Local Advisory Council members before commencing the duties of the office.

DISCUSSION:

On January 09, 2023 the Weber Area COG voted to appoint Neal Berube as a member of the UTA Local Advisory Council representing the Weber County Area.

ATTACHMENTS:

None



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
FROM: Mark Johnson, Local Advisory Council Chair
PRESENTER(S): Cathie Griffiths, Executive Assistant to Board Chair

TITLE:

Oath of Office: UTA Local Advisory Council Alternate Member - Brandon Gordon

AGENDA ITEM TYPE:

Oath of Office

RECOMMENDATION:

Oath of office administered by notary public, Cathie Griffiths

BACKGROUND:

The Utah Public Transit District Act (17B-2a-808.2) establishes a nine-member Local Advisory Council with members appointed by Council of Government (COG) bodies across the UTA service district. UTA Bylaws Article 3, section 10 allows each appointing authority the right to select alternative representatives to the Local Advisory Council (LAC). Alternate members may participate in meetings, make motions, count toward a quorum, and vote in matters before the LAC if the appointing authority's member is not present and the alternate has been properly designated to participate in the member's place.

DISCUSSION:

On February 2, 2023, the Utah County COG appointed Brandon Gordon to serve as alternate member of the UTA Local Advisory Council representing Utah County.

ATTACHMENTS:

None



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 5/31/2023

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

TITLE:

Approval of February 15, 2023 Local Advisory Council Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the February 15, 2023 Local Advisory Council Meeting

BACKGROUND:

A regular meeting of the UTA Local Advisory Council was held in person and broadcast live via the link on the UTA Board Meetings page on February 15, 2023 at 1:00 p.m. Minutes from the meeting document the actions of the Council and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the [Utah Public Notice Website <https://www.utah.gov/pmn/sitemap/notice/812189.html>](https://www.utah.gov/pmn/sitemap/notice/812189.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. 2023-02-15_LAC_Minutes_UNAPPROVED



Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, February 15, 2023

1:00 PM

FrontLines Headquarters

Present: Vice Chair Mark Johnson
2nd Vice-Chair Troy Walker
Council Member Karen Cronin
Council Member Erin Mendenhall
Council Member Dan Peay
Council Member Trent Staggs
Council Member Bob Stevenson

Excused: Chair Julie Fullmer
Alternate Council Member Ellen Birrell
Alternate Council Member Jon Larsen
Alternate Council Member Brandon Gordon
Alternate Council Member Clark Wilkinson
Council Member Neal Berube

Also in attendance were UTA Board of Trustees Chair Carlton Christensen, Trustee Beth Holbrook, and Trustee Jeff Acerson, along with UTA staff and interested community members.

1. Call to Order & Opening Remarks

Vice-Chair Johnson welcomed attendees and called the meeting to order at 1:10 p.m. and noted he will be acting as Chair in the absence of Chair Fullmer who is excused. He announced this is an in-person, recorded meeting, with live viewing available online and live public comment available in-person and via Zoom.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Steve Wright, UTA Chief Communications Officer, provided a brief safety message.

4. Public Comment

Vice-Chair Johnson reported no written public comments nor online comments were received for the meeting. An in-person comment was presented by Dirk Burton, Mayor of West Jordan City, who praised UTA for the extended, 24-hour airport service during the NBA All-Star Weekend where record numbers of travelers are expected.

5. Consent**a. Approval of November 02, 2022 Local Advisory Council Meeting Minutes**

It was noted a revised version of the minutes was provided to the Council prior to the meeting following a correction request by Council Member Staggs.

A motion was made by Council Member Stevenson and seconded by Council Member Cronin, to approve the consent agenda with the revised minutes. The motion carried by unanimous vote.

6. Service Planning Consultation**a. Regional Transportation Plan Process**

Jay Fox, UTA Executive Director, referenced UTA's Five-Year Service Plan (FYSP) which is being presented to the Council today. He felt it beneficial for the Council to understand the foundational planning process of the Regional Transportation Plan (RTP) and how it ties in with the agency's FYSP. Representatives from Wasatch Front Regional Council, (WFRC), and Mountainland Association of Governments, (MAG), were invited to speak to that process.

Andrew Gruber, WFRC Executive Director, introduced Lauren Victor, WFRC Transportation Planner; LaNiece Davenport, MAG Director of Regional Planning and Policy; and Michelle Carol, newly appointed Executive Director for MAG.

Mr. Gruber provided a high level overview of the regional planning process and how it ties in to the UTA service planning process through a unified transportation plan which includes land use and future, anticipated planning needs.

Ms. Davenport shared the Wasatch Choice Vision as the over-arching plan for the WFRC and MAG regions which encompasses key strategies around economic development, land use, and transportation, while working collaboratively with various partners. She referenced the MAG Roadway and Transit RTP projects and next steps for 2023.

Ms. Victor presented an overview of the RTP process which operates on a four-year cycle. She shared the development phases of the plan spanning years 2023-2050 and the phase one timeline. Ms. Victor noted a public comment period for the RTP is now open on the WFRC website and will open on the MAG website on March 1st.

Questions regarding legislative funding of projects, the planning cycle, and public comment, were posed by the Council and answered by WFRC and MAG staff.

b. AR2023-02-01 - Resolution Approving the Proposed 2023-2027 Five-Year Service Plan and Recommending Adoption by the Authority's Board of Trustees

Nichol Bourdeaux, UTA Chief Planning and Engagement Officer, was joined by Megan Waters, UTA Community Engagement Director, and Jaron Robertson, UTA Acting Planning Director.

Ms. Bourdeaux introduced the 2023-2027 Five-Year Service Plan (FYSP) being

presented to the Council for approval and recommendation for adoption by the UTA Board of Trustees. She provided a brief overview of the development process, including the associated steps and timeline. Ms. Bourdeaux turned the time over to Ms. Waters to speak to community engagement efforts

Ms. Waters summarized survey responses and public comments. The survey yielded over 3,000 responses in addition to 298 public comments. She mentioned UTA's public engagement report can be accessed on the UTA website at rideuta.com/FYSP. Ms. Bourdeaux stated that all comments received a response, which aligns with the agency's efforts to foster more customer engagement.

Ms. Waters shared the common response themes which included access, first and last mile, expansion of services and coverage, amenities, digital signage and wayfinding, and zero fare. She shared comments requesting improved coverage for East to West connections in addition to Provo and Utah County routes 821, 822 and 823.

Council Member Staggs asked about response numbers and inquired if survey demographics were available. Ms. Bourdeaux commented that information on respondent demographics could be compiled for future distribution.

Mr. Robertson outlined the process, planning and development of the FYSP and summarized the proposed changes and improvements to services and routes in each service area through years 2023 to 2027. He then presented the service adjustments for August 2023 change day.

Mr. Robertson stated the plan is reviewed annually as part of UTA's budget process, in addition to a two-year review which takes into account major changes including economic factors and operator hiring, and noted adjustments will be made as necessary.

In closing, he touched upon the agency's vision, (long-range transit plan), which includes future, long-term projects outside the FYSP.

Discussion ensued. Questions and comments concerning connectivity in American Fork, on demand services in Box Elder, and survey responses were raised by the Council and addressed by staff.

Council Member Staggs referenced a question and associated responses from the UTA public engagement survey regarding service needs in the South West areas of Salt Lake County.

Ms. Bourdeaux stated ridership data supports the current service plan in that area. She noted that during the service plan review which occurs every two years, the data and ridership needs will be evaluated again to see if service changes need to be re-prioritized.

A motion was made by Council Member Mendenhall and seconded by Council Member Stevenson, that this resolution be approved. The motion carried with six aye votes and one nay vote from Council Member Staggs.

7. Transit Oriented Development Consultation**a. AR2023-02-02 - Resolution Approving and Recommending Adoption of the Station Area Plan for Farmington Utah**

Paul Drake, UTA Director of Real Estate and TOD, was joined by Lyle Gibson, Farmington City Planner, to put forth a resolution to approve and recommend the adoption of a Station Area Plan for Farmington City.

Mr. Drake provided an overview of the proposed station area plan including the scope, property area and current usage, in addition to recommendations for planning and development as part of the proposed plan. Mr. Drake noted the plan was adopted by Farmington City and certified by WFRC in Q4 of 2022.

Mr. Gibson shared his enthusiasm for the plan and the opportunities for Farmington City to increase the residential, office, and retail development around Farmington station.

A motion was made by Council Member Staggs and seconded by 2nd Vice-Chair Walker, that this resolution be approved. The motion carried with seven aye votes and no nay votes.

b. AR2023-02-03 - Resolution Approving and Recommending Adoption of the Station Area Plan for Lehi Utah

Paul Drake, UTA Director of Real Estate and TOD, was joined by Mike West, Lehi City Planner, to put forth a resolution to approve and recommend the adoption of a Station Area Plan for Lehi City.

Mr. Drake provided an overview of the Lehi station area plan including the scope, property area and current usage, in addition to recommendations for planning and development as part of the proposed plan. Mr. Drake noted the plan was adopted by Lehi City in Q1 of 2023 and was developed in collaboration with Thanksgiving Point developers.

Mr. West expressed the city's desire to embrace the potential of transportation, connectivity, and affordable housing in the area in addition to development in the surrounding areas including Thanksgiving Point.

A question was posed by Council Member Stevenson regarding affordable housing in the area. Mr. West and Mr. Drake responded.

A motion was made by Council Member Stevenson and seconded by 2nd Vice-Chair Walker, that this resolution be approved. The motion carried with seven aye votes and no nay votes.

8. Budget & Finance Consultation**a. 2023 Budget Amendment #1 - Capital**

Bill Greene, UTA Chief Financial Officer, was joined by Mary DeLoretto, UTA Chief Service Development Officer, and Daniel Hofer, UTA Director of Capital Assets and Project Controls to present an amendment to the 2023 capital budget.

Mr. Greene provided an overview of the capital budget amendment which will add \$11 million to the Ogden/Weber State OGX BRT project. This amendment corrects a budget preparation oversight and recognizes additional funding available to the project from new and existing grants. Mr. Greene pointed out this action is 100% revenue-backed and does not impact the UTA fund balance.

Vice-Chair Johnson called for a break at 2:25 p.m.

The meeting reconvened at 2:35 p.m.

9. Discussion

a. Legislative Priorities

Shule Bishop, UTA Government Relations Director, reported on recent legislative activities and priorities impacting the agency. He summarized information and actions pertaining to the following legislative activity:

- SB 27 S4: Transportation Revisions
- SB 84 S1: Housing and Transit Reinvestment Zone Amendments
- SB 125: Transportation Infrastructure Amendments
- SB 185 S1: Transportation Amendments
- HB 243: Public Transit Employee Collective Bargaining Amendments
- HB 439: Railroad Drone Amendments
- Resolution: Transit Operator Safety Awareness Resolution
- Request: Zero Fare Project Appropriation Request

Discussion ensued regarding SB 27 S4: Transportation Revisions and the Board of Trustees' salary cap with a cost of living adjustment (COLA) increase. Mr. Bishop reported the salary cap in the statute states Board members cannot receive a salary over \$150,000 but they can received COLA increases.

Questions regarding the salary structure and approval process were posed by the Council and answered by staff. It was noted the Council reviews the salary structure as part of the annual budget process each year and adjustments can be made as deemed necessary by the Council.

Mr. Bishop closed his report by noting there are two more weeks remaining in the legislative session.

b. Open Dialogue with the Board of Trustees

Vice-Chair Johnson yielded the floor to the UTA Board of Trustees and Local Advisory Council Members for open dialogue.

Carlton Christensen, UTA Board of Trustees Chair, spoke about operator hiring challenges due to the labor shortage. He noted this has been a limiting factor in providing existing and new services and further impacts the agency's FYSP. He said proactive solutions continue to be sought to address the issue. Beth Holbrook, UTA Board Trustee, added safety concerns pose an additional challenge including the

increase in operator assaults. Chair Christensen remarked low unemployment rates and competition with other agencies is an issue facing many organizations, not just UTA.

Vice-Chair Johnson turned the time over to Council Member Staggs who had requested a few minutes to address the Council. He referenced the last meeting in which Alternate Council Member Birrell shared a prepared statement on his behalf and voted his disapproval on the 2023-2027 Capital Plan.

Council Member Staggs shared his continued concerns regarding transit options in his area as compared to Salt Lake City. He referenced data outlining ridership, service levels, cost per mode, and sales tax revenue for each city. He recommended the council review the information.

Discussion ensued. Council Member Staggs' concerns were acknowledged by the council and the need for continued dialogue on the matter was recognized.

10. Council Business

a. **AR2023-02-04 Resolution of the Local Advisory Council of the Utah Transit Authority Appointing Council Officers for the Year 2023**

Vice-Chair Johnson introduced a resolution to appoint Council Officers for the Local Advisory Council for 2023. He noted the established succession of officers for 2023 as follows:

Current Vice-Chair, (Mark Johnson), will move into the position of Council Chair.
Current 2nd Vice-Chair, (Troy Walker), will move into the position of Vice-Chair.

Vice-Chair Johnson called for any opposition to these successions. No opposition was voiced.

Vice-Chair Johnson called for nominations for 2nd Vice-Chair. Nominations were received to appoint Council Member Stevenson to the position of 2nd Vice-Chair.

A motion was made by Council Member Mendenhall and seconded by Vice-Chair Johnson, that Council Member Bob Stevenson be approved as 2nd Vice-Chair and the resolution appointing council officers be approved. The motion carried with seven aye votes and no nay votes.

11. Reports & Other Business

a. **Executive Director Report**

- **2022 Year-End Ridership Report**
- **NBA All-Stars Service Update**

2022 Year-End Ridership Report

Mr. Fox presented the 2022 Year-End Ridership report and summarized service-related data with comparisons between 2021 and 2022. Overall system-wide ridership increased by 31% with total ridership for 2022 at 31,439,582. Mr. Fox noted that despite inclement weather, service reliability was at 91%.

He proceeded to review month-by-month comparisons and data trends by mode, in

addition to 2022 UTA On Demand data which showed total ridership at 246,797.

A question concerning ridership demographics for On Demand was posed by Council Member Mendenhall and answered by Mr. Fox.

NBA All-Star Service Update

Mr. Fox introduced UTA's service plan for the NBA All-Star weekend. He shared information relating to the events, the many partners involved in the planning and preparation efforts and UTA's plan to meet the anticipated transit demand for the 100,000+ expected visitors.

Mr. Fox highlighted a transit service map detailing the extended services that will be provided including 24-hour airport TRAX service, a FrontRunner Sunday service, and extended late night hours on other service modes. Zero fare will be in place for this event. UTA staff volunteers will be mobilized across the system ready to assist customers.

Mr. Fox gave special thanks to Ms. Bourdeaux and Cheryl Beveridge, UTA Chief Operating Officer, for their leadership and planning efforts.

Council Member Mendenhall thanked UTA for their planning efforts. She referenced the "Visit Salt Lake" website which details many activities, including several free events, taking place over the weekend.

b. Audit Committee Report

Vice-Chair Johnson provided a brief summary of the UTA Audit Committee meeting held on December 12, 2022. The committee discussed and approved the proposed engagement letters for the external audits performed by Crowe, LLP. Topics of discussion included the 2022 Internal Audit Plan and proposed projects for the 2023 Internal Audit Plan. Presentations were received on the Fuel Cost Audit, Commuter Rail Assessment, and Fleet Engineering Assessment.

c. Next Meeting: Wednesday, May 31st, 2023 at 1:00 p.m.

12. Adjourn

A motion was made by Council Member Cronin and seconded by 2nd Vice-Chair Walker to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 3:31 p.m.

Transcribed by Hayley Mitchell
Executive Assistant to the Board
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials and audio located at <https://www.utah.gov/pm/sitemap/notice/812189.html> for entire content.

Meeting materials along with a time-stamped video recording may also be accessed at http://rideuta.granicus.com/player/clip/214?view_id=1&redirect=true&h=fafe25181dfb7bd3a3b9004d833131a9

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

Approved Date:

Mark Johnson
Chair, UTA Advisory Council



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
FROM: Jay Fox, Executive Director
PRESENTER(S): Jay Fox, Executive Director

TITLE:

Executive Director Report

- Impact of 2023 Legislation for UTA
- Collective Bargaining Agreement Highlights

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Jay Fox, Executive Director, will report on recent activities of the agency and other items of interest including:

- Impact of 2023 Legislation for UTA (Shule Bishop)
 - Collective Bargaining Agreement Highlights (Kim Shanklin)
-



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Capital Services Officer
PRESENTER(S): Dave Hancock, Director of Capital Development
Andrea Pullos, Project Manager

TITLE:

Mid-Valley Connector and Ogden Express (OGX) Updates

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion only

BACKGROUND:

The MidValley Connector is a corridor-based bus rapid transit (BRT) system between the West Valley City Hub and the Murray City Hub in Salt Lake County, Utah designed to improve the existing 47 and 227 bus route services. The project is in the final design phase and preparing to go out to bid August 2023.

The Ogden Express (OGX) is a corridor-based bus rapid transit (BRT) system between the Ogden Intermodal Center (now called Ogden Central) through Weber State University to McKay Dee Hospital in Weber County, Utah. This project has been under construction since 2021 and will be open for revenue service August 2023.

DISCUSSION:

Mid-Valley is a 7-mile corridor that will have 1.4 miles of exclusive bus lanes and operate at a 15-minute peak hours service. The alignment will include 15 transit station locations between the West Valley City Transit Hub and the Murray Transit Hub.

OGX is a 5.3-mile corridor that will have 1.8 miles of exclusive bus lanes and operate at a 10-minute peak hours service with a shuttle running on WSU campus to make 5-minute head ways

during peak school hours. The alignment will include 13 transit station locations between Ogden Central and McKay Dee Hospital.

Both of these projects will have passenger amenities such as platforms with shelters, real-time bus arrival information on electronic signs, and night-time platform lighting. The BRT stops will have transit priority lanes.

These projects are being presented today as an informational item.

ALTERNATIVES:

Information only

FISCAL IMPACT:

The estimated capital construction costs for these projects are included in 5-year capital plan.

ATTACHMENTS:

None



Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Capital Services Officer
PRESENTER(S): Patti Garver, Manager of Environmental Services

TITLE:

AR2023-05-01 - Resolution Approving the Davis-Salt Lake City Community Connector Locally Preferred Alternative and Recommending Approval by the Authority's Board of Trustees

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution AR-2023-05-01 Davis-SLC Community Connector Locally Preferred Alternative (LPA) and recommend approval by UTA's Board of Trustees.

BACKGROUND:

The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and Salt Lake City, Utah. In 2014, the Utah Transit Authority (UTA) conducted an alternatives analysis and, with input from the community, selected a preferred corridor connecting downtown Salt Lake City with the Woods Cross Front Runner station. In 2021, this alignment was modified to extend northward to the Farmington FrontRunner station, and to continue eastward from downtown Salt Lake City into the University of Utah and Research Park.

DISCUSSION:

The approximate 26-mile corridor will have 15-minute all day service (14 hours per day) with 30-minute service in the early mornings and late evenings. The alignment will include 12 transit stations between approximately 500 South in Bountiful to 200 South in Salt Lake City. These stations are proposed to have passenger amenities such as platforms with shelters, real-time bus arrival information on electronic signs, and night-time platform lighting. The project also overlaps with Salt Lake City's 200 South Transit Corridor project, currently under construction.

Salt Lake City's 200 South bus stops will have transit priority lanes, in-lane bus stops with floating bus stops with buffered bike lanes. The Davis-Salt Lake City Community Connector will overlap with these enhanced transit stops at 300 East, 500 East, 700 East, and 900 East.

As stated in Board of Trustees Policy No. 3.3, Capital Development Project Implementation, a Capital Project Plan, along with comments received from affected partners, will be presented to the UTA Local Advisory Council for its approval and recommendation for adoption by the Board of Trustees. The Capital Project Plan will then advance to the UTA Board of Trustees for its final approval and adoption, and to the federal funding agency if federal funding is being sought.

The LPA is being presented today for approval by the Local Advisory Council. The Capital Project Plan, which will include the LPA and the proposed project funding plan, will be presented at a later date, once funding sources have been determined.

ALTERNATIVES:

If this LPA is not adopted by the Local Advisory Council and the Board of Trustees, the project will be further delayed.

FISCAL IMPACT:

UTA has already been selected to receive \$1.5M in flex funds from Wasatch Front Regional Council (WFRC) for project design. The estimated capital construction costs for the project are included in UTA's 5-Year Capital Plan.

ATTACHMENTS:

Resolution AR2023-05-01

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH
TRANSIT AUTHORITY APPROVING THE DAVIS-SALT LAKE CITY
COMMUNITY CONNECTOR LOCALLY PREFERRED ALTERNATIVE
AND RECOMMENDING APPROVAL BY THE AUTHORITY'S
BOARD OF TRUSTEES**

AR2023-05-01

May 31, 2023

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 – Special Districts Act and the Utah Public Transit District Act; and

WHEREAS, the demand for transit service is anticipated to increase as populations continue to grow in Davis County and Salt Lake County; and

WHEREAS, the Cities of Bountiful, Centerville, Farmington, North Salt Lake, West Bountiful, and Woods Cross, Salt Lake City, Utah Department of Transportation, Salt Lake County, University of Utah, Wasatch Front Regional Council, and the Authority (the "Project Partners") have agreed to a corridor-based bus rapid transit alignment connecting the FrontRunner Farmington station to the FrontRunner North Temple Station and to Research Park at the University of Utah ("Davis-Salt Lake City Community Connector"); and

WHEREAS, based on input from the affected communities, a proposed Locally Preferred Alternative ("LPA") for the Davis-Salt Lake City Community Connector has been provided to the Project Partners, and has been included in the Wasatch Front Regional Council's draft 2023-2050 Regional Transportation Plan; and

WHEREAS, the Authority's Board of Trustees has adopted Policy No. 3.3 – Capital Development Project Implementation (the "Policy") that requires the Local Advisory Council to review and approve Capital Project Plans, including LPAs that have been presented to local partners and approved by the affected Metropolitan Planning Organization, prior to approval by the Authority's Board of Trustees; and

WHEREAS, approval of the LPA by the Local Advisory Council and the Board of Trustees will allow the project partners to complete a National Environmental Policy Act (NEPA) document, while continuing to develop the project funding plan; and

WHEREAS, the Local Advisory Council has reviewed the LPA for the Davis-Salt Lake City Community Connector and believes it is in the best interest of the

Authority and the affected communities to approve the LPA for the Davis-Salt Lake City Community Connector 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 LPA for the Davis-Salt Lake City Community Connector, attached hereto as Exhibit A.
2. That the Local Advisory Council forwards the LPA to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 31st day of May 31, 2023.

Mark Johnson, Chair
Local Advisory Council

ATTEST:

Troy Walker, Vice Chair
Local Advisory Council

(Corporate Seal)

Approved as to Form:

DocuSigned by:

Mike Bell

Legal Counsel

Exhibit A

Davis-SLC Community Connector LPA



- Proposed Route Alignment
- Proposed Station
- Proposed Stop
- Bamberger Bridge Alternative
- - - Trax
- + FrontRunner
- Ⓜ FrontRunner Stations



Davis-Salt Lake City Community Connector

Davis-Salt Lake City Community Connector LPA



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Capital Services Officer
PRESENTER(S): Mary DeLoretto, Chief Capital Services Officer
Daniel Hofer, Director of Capital Assets and Project Controls

TITLE:

AR2023-05-02 - Resolution Approving the Proposed Second Amendment to the 2023-2027 Capital Plan and Recommending Approval by the Authority's Board of Trustees

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution AR2023-05-02 to approve the second amendment to the 2023-2027 UTA Capital Plan and recommend adoption by the Authority's Board of Trustees.

BACKGROUND:

On December 21, 2022 the Board of Trustees approved the 2023-27 Capital Plan and the 2023 Capital Budget. A first amendment to the Capital Plan was presented to the Local Advisory Council in February and adopted by the Board of Trustees on March 8, 2023. UTA staff are now proposing a second amendment that will add two new projects to the 2023 Capital Plan and advance an existing 2024 project to the 2023 budget year. This proposal would amend the 2023-27 Capital Plan, allowing the three projects described below to be considered for a 2023 Capital Budget amendment to support this plan.

Board of Trustee Policy Number 2.1, Financial Management, allows the Board of Trustees, after consultation with the Local Advisory Council, to amend the budget.

DISCUSSION:

The amendments being proposed to the 5-Year Capital Plan and 2023 Capital Budget include:

2023-2027 5-Year Capital Plan Amendment

The proposed amendment adds two projects to the approved 2023-2027 Capital Plan and accelerates existing

funding for a third project from 2024 to 2023.

1) ICI230- Workforce/Enterprise Asset Management System - 5-Year Cost is \$13,446,000

This is a new project that UTA feels is in alignment with our overall strategy. The project will upgrade and provide a replacement for a comprehensive Operations System. This is a critical operational and technology infrastructure to support and deploy UTA’s daily service delivery needs in both Operations and Maintenance. The software UTA are procuring will have two primary focus areas:

1- Workforce Management System: A system that allows for the effective management of the entire bid to pay process for operators, train hosts, maintenance, and other UTA team members across all modes while adhering to all regulatory requirements.

2- Enterprise Asset Management System: A single, transit specific, asset management and maintenance system allowing for deep native integration with UTA data ecosystems.

Multiple Application Systems at UTA have exceeded or will reach the end of their useful life over the next couple years. An example of this is the OWATS (Operations Work Assignment and Tracking System) system that operators use to bid on routes, assign daily schedules, and track and measure key records. This system has several challenges with its infrastructure and is no longer supportable. There are currently over 21 separate one-off application systems used that require critical enhancements or full replacements. This project will be for a comprehensive Operating System for all Operations/Maintenance groups at UTA, which will improve reporting, improve operational efficiencies, and expand functionality with scalability and additional security measures.

The project delivery team has been working hard to refine this project’s scope, schedule, and budget and is ready to execute on this initiative.

2) MSP240- Operator Restrooms throughout System - 5-Year Cost is \$1,854,000

This is a project that had previously existed in UTA’s 5-year Capital Plan as recently as 2021. The project had stalled but is ready to be reintroduced into the capital program. The project delivery team has been working hard on its scope, schedule, and budget reviews and has a delivery plan that will allow for up to four restrooms to be installed throughout UTA’s system this year. This project does have a federal grant associated with it and will also be transferring \$854,000 from an existing SGR409- System Restroom project to complete funding for his project.

3) MSP205- Tiger Program of Projects - 5-Year Cost is \$13,269,000

This is a project that UTA has been working on since 2018 and is nearing completion. This project is part of a federal grant which has a completion date set for this year in Q4. To better align the budget with the delivery requirements of this grant, UTA is seeking to move the 2024 approved plan of \$2,805,000 into the 2023 current budget year.

These three projects have a 5-year total estimated cost of \$28.6 million, with a total net addition to the 5-year plan of \$1 million (which is revenue backed through grant funding). There is no impact to UTA’s fund balance.

ICI230 & MSP240 projects have progressed to a point where they are ready to move forward and start the procurement process pending the addition of the projects to the capital plan and budget.

The majority of the funds for the additional project budget modifications will come from adjusting the budgets of other projects in the adopted 5-Year Capital Plan to better align with their overall delivery potential for the year based on the current anticipated need. UTA will add \$1 million in grant funds to the MSP240 project in 2023.

ALTERNATIVES:

MSP240- Operator Restrooms throughout the system & ICI230- Workforce/Enterprise Asset Management System projects could wait to be added to the 2024-2028 Capital Plan, but UTA would lose 6 months in procurement and construction time which would cause delays to these projects. UTA would also be at risk of losing the grant funds if they are not executed this year.

MSP205- Tiger Program of Projects could run a risk of having insufficient budget authority this year to complete the project in accordance with the terms of their grant agreement.

FISCAL IMPACT:

The request to amend the Five-Year Capital Plan can be addressed by incorporating a secured federal grant and reassigning existing capital budget funds from other projects in the approved 5-Year Capital Plan to make up the balances of these projects.

These requests will not have a negative impact on UTA's fund balance over the 5-Year Capital Plan.

ATTACHMENTS:

- Resolution AR2023-05-02
- Second Amendment to 2023-2027 Capital Plan (as an exhibit to the resolution)

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE
UTAH TRANSIT AUTHORITY APPROVING THE
PROPOSED SECOND AMENDMENT TO THE 2023-2027 CAPITAL PLAN AND
RECOMMENDING APPROVAL BY THE AUTHORITY'S
BOARD OF TRUSTEES**

AR2023-05-02

May 31, 2023

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 – Special 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 adopted by Resolution R2022-12-04 a Five-Year Capital Plan for the years 2023 through 2027 (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 developed a Second Amendment to the approved Five-Year Capital Plan and has submitted its proposed Second Amendment to the Local Advisory Council seeking its review, approval, and recommendation for adoption by the Authority's Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Second Amendment and believes it is in the best interest of the Authority and all constituents to approve the Second Amendment to the Five-Year Capital 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 Second Amendment to the 2023-2027 Capital Plan, attached hereto as Exhibit A.

AR2023-05-02

2. That the Local Advisory Council forwards the Second Amendment to the 2023-2027 Capital Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 31st day of May 2023

Mark Johnson, Chair
Local Advisory Council

ATTEST:

Troy Walker, Vice Chair
Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Legal Counsel

Exhibit A
(Second Amendment to the 2023-2027 Capital Plan)

Proposed Capital Plan Amendment - 2023-2027 Program Summary

| Department/ Project Code/Project Name | 2023 Total Budget | 2024 Total Budget | 2025 Total Budget | 2026 Total Budget | 2027 Total Budget | 2023-2027 External Funds Total Budget | 2023-2027 UTA Funds Total Budget | 2023-2027 Total Budget |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|--|-------------------------------------|---------------------------|
| 5310 Projects | 8,832,000 | 681,000 | 307,000 | 307,000 | 307,000 | 10,166,000 | 268,000 | 10,434,000 |
| CDA006- 5310 Admin Funds | 307,000 | 307,000 | 307,000 | 307,000 | 307,000 | 1,535,000 | - | 1,535,000 |
| ICI181- Mobility Management | - | - | - | - | - | - | - | - |
| ICI213- E Voucher Phase 2 | 415,000 | 374,000 | - | - | - | 539,000 | 250,000 | 789,000 |
| ICI227- Voucher Project | 10,000 | - | - | - | - | 10,000 | - | 10,000 |
| MSP175- 5310 Ogden/Layton Funds | - | - | - | - | - | - | - | - |
| MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON | 24,000 | - | - | - | - | 24,000 | - | 24,000 |
| MSP180- FFY 15/17 - 5310 Program - PROVO/OREM | 64,000 | - | - | - | - | 64,000 | - | 64,000 |
| MSP181- FFY 15/17 - 5310 Program - SLC/West Valley | 144,000 | - | - | - | - | 144,000 | - | 144,000 |
| MSP220- FFY 17/18 - 5310 Program - SLC/West Valley | 280,000 | - | - | - | - | 280,000 | - | 280,000 |
| MSP221- FFY 17/18 - 5310 Program - Ogden/Layton | 137,000 | - | - | - | - | 137,000 | - | 137,000 |
| MSP222- FFY 17/18 - 5310 Program - Provo/Orem | 215,000 | - | - | - | - | 215,000 | - | 215,000 |
| MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating) | 477,000 | - | - | - | - | 477,000 | - | 477,000 |
| MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating) | 240,000 | - | - | - | - | 240,000 | - | 240,000 |
| MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating) | 175,000 | - | - | - | - | 175,000 | - | 175,000 |
| MSP276- FFY 2022 - 5310 Program - SLC/West Valley | 1,231,000 | - | - | - | - | 1,231,000 | - | 1,231,000 |
| MSP277- FFY 2022 - 5310 Program - Ogden/Layton | 686,000 | - | - | - | - | 686,000 | - | 686,000 |
| MSP278- FFY 2022 - 5310 Program - Provo/Orem | 474,000 | - | - | - | - | 474,000 | - | 474,000 |
| MSP279- FFY 2021 - 5310 Program - Ogden/Layton | 383,000 | - | - | - | - | 383,000 | - | 383,000 |
| MSP280- FFY 2021 - 5310 Program - SLC/West Valley | 677,000 | - | - | - | - | 677,000 | - | 677,000 |
| MSP281- FFY 2021 - 5310 Program - Provo/Orem | 260,000 | - | - | - | - | 260,000 | - | 260,000 |
| MSP295- ARPA 5310 | 249,000 | - | - | - | - | 249,000 | - | 249,000 |
| MSP296- CRRSAA 5310 | 249,000 | - | - | - | - | 249,000 | - | 249,000 |
| MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital) | 1,113,000 | - | - | - | - | 1,095,000 | 18,000 | 1,113,000 |
| MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital) | 628,000 | - | - | - | - | 628,000 | - | 628,000 |
| MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital) | 394,000 | - | - | - | - | 394,000 | - | 394,000 |
| Capital Construction | 42,099,000 | 2,050,000 | 1,000,000 | 500,000 | - | 36,437,000 | 9,212,000 | 45,649,000 |
| MSP081- Tooele Bus Facility | - | - | - | - | - | - | - | - |
| MSP102- Depot District | 12,001,000 | - | - | - | - | 11,812,000 | 189,000 | 12,001,000 |
| MSP122- Positive Train Control | - | - | - | - | - | - | - | - |
| MSP124- Airport Station Relocation | - | - | - | - | - | - | - | - |
| MSP185- Ogden/Weber State University BRT | 25,785,000 | - | - | - | - | 24,625,000 | 1,160,000 | 25,785,000 |
| MSP194- 650 South Station | - | - | - | - | - | - | - | - |
| MSP227- Meadowbrook Expansion | - | - | - | - | - | - | - | - |
| MSP228- Operator Restrooms- Salt Lake County | - | - | - | - | - | - | - | - |
| MSP271- MOW Training Yard | 2,050,000 | 2,050,000 | 1,000,000 | 500,000 | - | - | 5,600,000 | 5,600,000 |
| MSP272- Trax Operational Simulator | 1,763,000 | - | - | - | - | - | 1,763,000 | 1,763,000 |
| MSP282- Frontrunner Platform Modification | 500,000 | - | - | - | - | - | 500,000 | 500,000 |
| Capital Development | 88,816,000 | 100,404,000 | 119,889,000 | 27,094,000 | 14,375,000 | 240,141,000 | 110,437,000 | 350,578,000 |
| FMA683- Apprenticeship Training Aids | - | - | - | - | - | - | - | - |
| MSP096- Provo-Orem BRT | - | - | - | - | - | - | - | - |
| MSP132- Technical Support for ICPS Maintenance and Enhancements | 36,000 | - | - | - | - | - | 36,000 | 36,000 |
| MSP140- Box Elder County Corridor Preservation | 2,075,000 | 1,575,000 | 1,575,000 | 1,575,000 | 1,575,000 | - | 8,375,000 | 8,375,000 |
| MSP156- Prop 1 Passenger Imp. Davis County | 943,000 | - | - | - | - | - | 943,000 | 943,000 |
| MSP162- Electric Bus Purchase Lo/No Grant | - | - | - | - | - | - | - | - |

Proposed Capital Plan Amendment - 2023-2027 Program Summary

| Department/ Project Code/Project Name | 2023 Total Budget | 2024 Total Budget | 2025 Total Budget | 2026 Total Budget | 2027 Total Budget | 2023-2027 External Funds Total Budget | 2023-2027 UTA Funds Total Budget | 2023-2027 Total Budget |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|--|-------------------------------------|---------------------------|
| MSP193- Weber County Corridor Preservation | 2,824,000 | - | - | - | - | 2,824,000 | - | 2,824,000 |
| MSP196- Bus Stop Imp System-Wide ADA | - | - | - | - | - | - | - | - |
| MSP202- Davis-SLC Community Connector | 1,700,000 | 5,864,000 | 35,566,000 | 12,519,000 | - | 51,192,000 | 4,457,000 | 55,649,000 |
| MSP205- TIGER Program of Projects | 13,269,000 | - | - | - | - | 7,568,000 | 5,701,000 | 13,269,000 |
| MSP207- 3300/3500 South MAX Exp/Optimization | 1,101,000 | 1,001,000 | - | - | - | 1,976,000 | 126,000 | 2,102,000 |
| MSP208- Clearfield FR Station Trail | 1,501,000 | - | - | - | - | 1,451,000 | 50,000 | 1,501,000 |
| MSP215- Sharp/Tintic | 110,000 | 395,000 | - | - | - | - | 505,000 | 505,000 |
| MSP216- Point of the Mountain Transit | 3,000,000 | 500,000 | 500,000 | 500,000 | 500,000 | 5,000,000 | - | 5,000,000 |
| MSP224- Bus Stop Improvements- Utah County | - | - | - | - | - | - | - | - |
| MSP229- Bus Stop Imp/signage - SL County | 1,478,000 | - | - | - | - | - | 1,478,000 | 1,478,000 |
| MSP232- Northern Utah County Double Track | - | - | - | - | - | - | - | - |
| MSP240- Operator Restrooms throughout System | 1,854,000 | - | - | - | - | 1,000,000 | 854,000 | 1,854,000 |
| MSP248- Planning & Environmental Analysis | 360,000 | 360,000 | 500,000 | 500,000 | 500,000 | - | 2,220,000 | 2,220,000 |
| MSP252- FrontRunner Forward | 3,880,000 | 500,000 | 500,000 | 800,000 | 600,000 | 6,280,000 | - | 6,280,000 |
| MSP253- Mid-Valley Connector | 15,001,000 | 45,103,000 | 43,976,000 | - | - | 104,080,000 | - | 104,080,000 |
| MSP254- TechLink Corridor | 1,200,000 | 1,200,000 | 5,000,000 | - | - | 6,200,000 | 1,200,000 | 7,400,000 |
| MSP255- Central Corridor Transit | - | - | - | - | - | - | - | - |
| MSP258- Mt. Ogden Admin Bldg. Expansion | 3,090,000 | 5,900,000 | 2,200,000 | - | - | - | 11,190,000 | 11,190,000 |
| MSP259- S-Line Extension | 7,870,000 | 6,700,000 | 3,080,000 | - | - | 17,650,000 | - | 17,650,000 |
| MSP260- Westside Express (5600 West) | 1,000,000 | 9,086,000 | 7,322,000 | - | - | 16,908,000 | 500,000 | 17,408,000 |
| MSP264- South Valley Transit | 3,830,000 | 2,000,000 | 2,620,000 | - | - | 5,830,000 | 2,620,000 | 8,450,000 |
| MSP265- Program Management Support | 3,300,000 | 3,300,000 | 3,300,000 | 3,300,000 | 3,300,000 | - | 16,500,000 | 16,500,000 |
| MSP266- 3500 South TSP Upgrade | - | - | - | - | - | - | - | - |
| MSP267- New Maintenance Training Facility | 2,300,000 | 2,300,000 | 3,300,000 | - | - | 3,760,000 | 4,140,000 | 7,900,000 |
| MSP268- Optical Detection Next Steps | 109,000 | - | - | - | - | 35,000 | 74,000 | 109,000 |
| MSP269- Warm Springs Sewer Line Relocation | 50,000 | - | - | - | - | - | 50,000 | 50,000 |
| MSP273- Public Partnership Projects | 2,000,000 | - | - | - | - | - | 2,000,000 | 2,000,000 |
| MSP274- Historic Utah Southern Rail Trail | 14,000 | - | - | - | - | - | 14,000 | 14,000 |
| MSP286- Utah County Park & Ride Lots | 230,000 | 2,220,000 | 2,550,000 | - | - | 4,200,000 | 800,000 | 5,000,000 |
| MSP287- 900 East UVX Station | 4,300,000 | - | - | - | - | 4,000,000 | 300,000 | 4,300,000 |
| MSP288- Sustainability Project Pool | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | - | 1,000,000 | 1,000,000 |
| MSP289- Historic Orchard Pathway (Box Elder County) | 206,000 | - | - | - | - | 187,000 | 19,000 | 206,000 |
| MSP290- Orange Street Microtransit Vehicle Electric Chargers for micr | 414,000 | - | - | - | - | - | 414,000 | 414,000 |
| MSP291- CareATC Location Build Out | 35,000 | - | - | - | - | - | 35,000 | 35,000 |
| MSP293- Sheperd Lane Embankment | 300,000 | 3,700,000 | - | - | - | - | 4,000,000 | 4,000,000 |
| REV239- HB322 Future Rail Car Purchase Payment | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | - | 25,000,000 | 25,000,000 |
| SGR358- Frontrunner Paint Booth | - | - | - | - | - | - | - | - |
| SGR407- Bus Stop Enhancements | 3,090,000 | 1,000,000 | 1,100,000 | 1,100,000 | 1,100,000 | - | 7,390,000 | 7,390,000 |
| SGR408- Route End of Line (EOL) Enhancements | 1,000,000 | 1,500,000 | 500,000 | 500,000 | 500,000 | - | 4,000,000 | 4,000,000 |
| SGR409- System Restrooms | 146,000 | 1,000,000 | 1,100,000 | 1,100,000 | 1,100,000 | - | 4,446,000 | 4,446,000 |
| Contingency | 3,496,000 | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | - | 23,496,000 | 23,496,000 |
| MSP999- Capital Contingency | 3,496,000 | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | - | 23,496,000 | 23,496,000 |
| Facilities- SGR | 7,021,000 | 9,117,000 | 6,245,000 | 3,527,000 | 3,823,000 | - | 29,733,000 | 29,733,000 |
| FMA559- Office Equipment Reserve | 100,000 | 100,000 | 100,000 | 100,000 | - | - | 400,000 | 400,000 |
| FMA652- Facilities, Equipment Managed Reserve | 571,000 | 500,000 | 1,000,000 | 500,000 | 750,000 | - | 3,321,000 | 3,321,000 |

2023-2027 Program Summary

| Department/ Project Code/Project Name | 2023 Total Budget | 2024 Total Budget | 2025 Total Budget | 2026 Total Budget | 2027 Total Budget | 2023-2027 External Funds Total Budget | 2023-2027 UTA Funds Total Budget | 2023-2027 Total Budget |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|--|-------------------------------------|---------------------------|
| FMA653- Facilities Rehab and Replacement | 1,780,000 | 1,500,000 | 2,000,000 | 1,000,000 | 1,000,000 | - | 7,280,000 | 7,280,000 |
| FMA672- Park and Ride Rehab/Replacement | 500,000 | 750,000 | 1,000,000 | 500,000 | 500,000 | - | 3,250,000 | 3,250,000 |
| FMA673- Stations and Platforms Rehab/Replace | 560,000 | 250,000 | 250,000 | 500,000 | 250,000 | - | 1,810,000 | 1,810,000 |
| FMA678- Meadowbrook Flooring/Lighting | - | - | - | - | - | - | - | - |
| FMA679- Building Remodels/Reconfiguration | 1,170,000 | 900,000 | 900,000 | 900,000 | 1,200,000 | - | 5,070,000 | 5,070,000 |
| FMA685- Wheel Truing Machine JRSC | - | 4,000,000 | - | - | - | - | 4,000,000 | 4,000,000 |
| FMA686- Warehouse Equipment Managed Reserve | 375,000 | 117,000 | 95,000 | 27,000 | 123,000 | - | 737,000 | 737,000 |
| SGR390- Jordan River Bldg 2 Remodel | 1,965,000 | 1,000,000 | 900,000 | - | - | - | 3,865,000 | 3,865,000 |
| Information Technology | 21,990,000 | 26,983,000 | 17,936,000 | 10,964,000 | 3,569,000 | - | 81,442,000 | 81,442,000 |
| ICI001- Passenger Information Signage | 3,202,000 | 350,000 | - | - | - | - | 3,552,000 | 3,552,000 |
| ICI005- EFC – Rehab & Replacement | 225,000 | 150,000 | - | - | - | - | 375,000 | 375,000 |
| ICI146- FrontRunner WiFi Enhancements | 712,000 | 100,000 | 50,000 | 50,000 | 50,000 | - | 962,000 | 962,000 |
| ICI173- JDE System Enhancements | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | - | 250,000 | 250,000 |
| ICI179- Network Infrastructure Equipment & Software | 242,000 | 271,000 | 313,000 | 279,000 | 150,000 | - | 1,255,000 | 1,255,000 |
| ICI183- Legal SW | - | - | - | - | - | - | - | - |
| ICI186- In House Application Development | 283,000 | 200,000 | 200,000 | 200,000 | 200,000 | - | 1,083,000 | 1,083,000 |
| ICI191- IT Managed Reserves | 446,000 | 400,000 | 400,000 | 400,000 | 400,000 | - | 2,046,000 | 2,046,000 |
| ICI197- Bus Communications On-Board Technology | 102,000 | 100,000 | 100,000 | 200,000 | 200,000 | - | 702,000 | 702,000 |
| ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity) | 410,000 | 283,000 | 260,000 | 475,000 | 250,000 | - | 1,678,000 | 1,678,000 |
| ICI199- Rail Communication Onboard Tech | 197,000 | 100,000 | 100,000 | 100,000 | 100,000 | - | 597,000 | 597,000 |
| ICI201- Server, Storage Infrastructure Equipment & Software | 1,681,000 | 269,000 | 286,000 | 173,000 | 173,000 | - | 2,582,000 | 2,582,000 |
| ICI202- Radio Comm Infrastructure | 174,000 | 100,000 | 100,000 | 100,000 | 100,000 | - | 574,000 | 574,000 |
| ICI211- TC-1 Timekeeping Upgrade | - | - | - | - | - | - | - | - |
| ICI214- Init APC Upgrade | 486,000 | 243,000 | 243,000 | - | - | - | 972,000 | 972,000 |
| ICI216- SSBU Mobility Eligibility Center Trapeze Software | 170,000 | - | - | - | - | - | 170,000 | 170,000 |
| ICI217- Transit Management System | 950,000 | - | - | - | - | - | 950,000 | 950,000 |
| ICI222- Fares Systems Replacement Program | 5,500,000 | 13,867,000 | 11,434,000 | 6,587,000 | 200,000 | - | 37,588,000 | 37,588,000 |
| ICI223- ERP Analysis | 300,000 | - | - | - | - | - | 300,000 | 300,000 |
| ICI224- JDE 9.2. Application Upgrade - UNx | - | - | - | - | - | - | - | - |
| ICI225- SharePoint Cloud Migration | 60,000 | - | - | - | - | - | 60,000 | 60,000 |
| ICI226- New Radio Communication System | 2,000,000 | 7,000,000 | 500,000 | 150,000 | 150,000 | - | 9,800,000 | 9,800,000 |
| ICI228- CPO New HRIS system application upgrade | 500,000 | 1,000,000 | 1,000,000 | - | - | - | 2,500,000 | 2,500,000 |
| ICI230- Workforce/Enterprise Asset Management | 4,300,000 | 2,500,000 | 2,900,000 | 2,200,000 | 1,546,000 | - | 13,446,000 | 13,446,000 |
| Infrastructure SGR Projects | 53,309,000 | 40,623,000 | 35,095,000 | 27,963,000 | 25,572,000 | 111,520,000 | 71,042,000 | 182,562,000 |
| MSP189- Signal Pre-emption Projects w/UDOT | 200,000 | - | - | - | - | 200,000 | - | 200,000 |
| MSP241- Queue Cutter Projects with UDOT | - | - | - | - | - | - | - | - |
| SGR047- Stray Current Mitigation | 567,000 | 534,000 | 603,000 | 510,000 | 530,000 | - | 2,744,000 | 2,744,000 |
| SGR359- Bridge Rehabilitation & Maintenance | 625,000 | 472,000 | 400,000 | 320,000 | 400,000 | - | 2,217,000 | 2,217,000 |
| SGR370- Light Rail Red Signal Enforcement | 3,315,000 | 3,500,000 | 3,000,000 | 2,500,000 | - | - | 12,315,000 | 12,315,000 |
| SGR385- Rail Rehab and Replacement | 14,650,000 | 3,500,000 | 4,000,000 | 4,000,000 | 4,000,000 | 18,920,000 | 11,230,000 | 30,150,000 |
| SGR393- Grade Crossing Rehab/Replacement | 4,750,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 6,607,000 | 10,143,000 | 16,750,000 |
| SGR397- Traction Power Rehab/Replacement | 15,332,000 | 15,332,000 | 6,152,000 | 800,000 | - | 29,451,000 | 8,165,000 | 37,616,000 |
| SGR398- OCS Rehab/Replace | 2,000,000 | 2,035,000 | 8,000,000 | 6,000,000 | 6,000,000 | 19,228,000 | 4,807,000 | 24,035,000 |
| SGR401- Ballast and Tie Rehab/Replacement | 250,000 | 350,000 | 400,000 | 400,000 | 400,000 | - | 1,800,000 | 1,800,000 |
| SGR403- Train Control Rehab/Replacement | 4,400,000 | 8,600,000 | 6,000,000 | 7,543,000 | 7,492,000 | 22,616,000 | 11,419,000 | 34,035,000 |

Proposed Capital Plan Amendment - 2023-2027 Program Summary

| Department/ Project Code/Project Name | 2023 Total Budget | 2024 Total Budget | 2025 Total Budget | 2026 Total Budget | 2027 Total Budget | 2023-2027 External Funds Total Budget | 2023-2027 UTA Funds Total Budget | 2023-2027 Total Budget |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|---------------------------------------|----------------------------------|------------------------|
| SGR404- Rail Switches/Trackwork Controls | 2,820,000 | 1,300,000 | 2,000,000 | 2,250,000 | 3,000,000 | 8,496,000 | 2,874,000 | 11,370,000 |
| SGR410- Fiber Rehab/Replacement | 4,400,000 | 2,000,000 | 1,540,000 | 640,000 | 750,000 | 6,002,000 | 3,328,000 | 9,330,000 |
| Planning | 4,127,000 | 1,935,000 | 1,800,000 | 1,800,000 | 1,800,000 | 1,683,000 | 9,779,000 | 11,462,000 |
| ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus S | 412,000 | - | - | - | - | 336,000 | 76,000 | 412,000 |
| ICI221- Customer Relations Software Replacement | 270,000 | 135,000 | - | - | - | - | 405,000 | 405,000 |
| MSP198- Wayfinding Plan | 1,500,000 | 1,500,000 | 1,500,000 | 1,500,000 | 1,500,000 | - | 7,500,000 | 7,500,000 |
| MSP284- Route Planning Restoration using Equity Index | 300,000 | - | - | - | - | 300,000 | - | 300,000 |
| MSP285- Bus Network Optimization Program (BNOP) | 100,000 | - | - | - | - | - | 100,000 | 100,000 |
| MSP292- AOPPP: Paratransit Forward Study | 385,000 | - | - | - | - | 385,000 | - | 385,000 |
| MSP294- Planning Studies Managed Reserve | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | - | 1,500,000 | 1,500,000 |
| REV234- Tooele County Microtransit & Vehicle Electrification | 860,000 | - | - | - | - | 662,000 | 198,000 | 860,000 |
| Property/TOC | 8,627,000 | 2,634,000 | 1,184,000 | 791,000 | 63,000 | 1,955,000 | 11,344,000 | 13,299,000 |
| MSP186- Sandy Parking Structure | - | - | - | - | - | - | - | - |
| MSP261- Property Management - Capital Repairs | 40,000 | 40,000 | 40,000 | 40,000 | - | - | 160,000 | 160,000 |
| MSP262- SLCentral HQ Office | 1,780,000 | 1,000,000 | - | - | - | - | 2,780,000 | 2,780,000 |
| MSP263- TOD Working Capital | 688,000 | 688,000 | 688,000 | 688,000 | - | - | 2,752,000 | 2,752,000 |
| MSP275- Station Area Planning | 1,119,000 | 906,000 | 456,000 | 63,000 | 63,000 | 1,955,000 | 652,000 | 2,607,000 |
| MSP283- ROW & Facility Property Opportunity Buy | 5,000,000 | - | - | - | - | - | 5,000,000 | 5,000,000 |
| Revenue/Service Vehicles | 92,249,000 | 76,910,000 | 80,935,000 | 144,664,000 | 190,278,000 | 221,036,000 | 364,000,000 | 585,036,000 |
| MSP210- Update Bike Cars on FrontRunner | - | - | - | - | - | - | - | - |
| MSP247- Light Rail Seat Replacement | - | - | - | - | - | - | - | - |
| MSP270- Transit Signal Priority On Board Units (TOBU) Project | 113,000 | 661,000 | 1,269,000 | 580,000 | 22,000 | 654,000 | 1,991,000 | 2,645,000 |
| REV205- Replacement Non-Revenue Support Vehicles | 1,148,000 | 500,000 | 500,000 | 750,000 | 750,000 | - | 3,648,000 | 3,648,000 |
| REV209- Paratransit Replacements | 3,328,000 | 3,328,000 | 2,883,000 | 3,435,000 | 3,546,000 | - | 16,520,000 | 16,520,000 |
| REV211- Replacement Buses | 31,452,000 | 38,787,000 | 42,816,000 | 50,891,000 | 26,910,000 | - | 190,856,000 | 190,856,000 |
| REV212- Park City Lo/No Grant | 4,543,000 | - | - | - | - | 4,222,000 | 321,000 | 4,543,000 |
| REV224- Bus Overhaul | 2,100,000 | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 | - | 10,100,000 | 10,100,000 |
| REV232- Van Pool Van Replacements | 1,923,000 | 1,676,000 | 1,717,000 | 1,758,000 | 1,800,000 | - | 8,874,000 | 8,874,000 |
| REV233- Commuter Rail Vehicle Procurement - Used | 4,000,000 | 8,000,000 | - | - | - | - | 12,000,000 | 12,000,000 |
| REV236- VW Battery Buses | 22,030,000 | - | - | - | - | 15,508,000 | 6,522,000 | 22,030,000 |
| REV237- GPS Telemetrics System | 380,000 | - | - | - | - | - | 380,000 | 380,000 |
| REV238- SD100/SD160 Light Rail Vehicle Replacement | 2,000,000 | 5,000,000 | 16,000,000 | 73,500,000 | 143,500,000 | 180,000,000 | 60,000,000 | 240,000,000 |
| SGR040- Light Rail Vehicle Rehab | 13,610,000 | 10,662,000 | 9,000,000 | 8,000,000 | 8,000,000 | 20,652,000 | 28,620,000 | 49,272,000 |
| SGR353- Commuter Rail Engine Overhaul | 3,035,000 | 2,395,000 | 1,000,000 | - | - | - | 6,430,000 | 6,430,000 |
| SGR386- Repair Damaged LRV | 1,422,000 | 1,901,000 | - | - | - | - | 3,323,000 | 3,323,000 |
| SGR391- Commuter Rail Vehicle Rehab | 1,165,000 | 2,000,000 | 3,750,000 | 3,750,000 | 3,750,000 | - | 14,415,000 | 14,415,000 |
| Safety and Security | 6,094,000 | 2,823,000 | 2,817,000 | 2,793,000 | 2,912,000 | 21,000 | 17,418,000 | 17,439,000 |
| FMA516- Corridor Fencing | 50,000 | 55,000 | 61,000 | 67,000 | 74,000 | - | 307,000 | 307,000 |
| FMA543- Police Fleet Vehicles | 400,000 | 53,000 | 55,000 | 57,000 | 59,000 | - | 624,000 | 624,000 |
| FMA557- Bus Safety and Security | 30,000 | 33,000 | 37,000 | 41,000 | 45,000 | - | 186,000 | 186,000 |
| FMA604- Safety General Projects | 100,000 | 110,000 | 121,000 | 133,000 | 146,000 | - | 610,000 | 610,000 |
| FMA645- Camera Sustainability | 670,000 | 682,000 | 696,000 | 710,000 | 726,000 | - | 3,484,000 | 3,484,000 |
| FMA656- Facility Security | 50,000 | 50,000 | 50,000 | - | 74,000 | - | 224,000 | 224,000 |
| FMA658- Bus Replacement Camera System | 2,470,000 | 621,000 | 621,000 | 621,000 | 621,000 | - | 4,954,000 | 4,954,000 |
| FMA659- Emergency Operations Training | 15,000 | - | 15,000 | - | - | - | 30,000 | 30,000 |

Proposed Capital Plan Amendment - 2023-2027 Program Summary

| Department/ Project Code/Project Name | 2023 Total Budget | 2024 Total Budget | 2025 Total Budget | 2026 Total Budget | 2027 Total Budget | 2023-2027 External Funds Total Budget | 2023-2027 UTA Funds Total Budget | 2023-2027 Total Budget |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--|-------------------------------------|---------------------------|
| FMA676- Security General Projects | 120,000 | 22,000 | 24,000 | 27,000 | 30,000 | - | 223,000 | 223,000 |
| FMA680- Suicide Prevention Research Project | 40,000 | 30,000 | - | - | - | 21,000 | 49,000 | 70,000 |
| FMA681- Arc Flash Analysis | 705,000 | - | - | - | - | - | 705,000 | 705,000 |
| FMA684- Police Managed Reserve | 300,000 | 150,000 | 150,000 | 150,000 | 150,000 | - | 900,000 | 900,000 |
| ICI140- Next Crossing Cameras | 40,000 | 70,000 | 40,000 | 40,000 | 40,000 | - | 230,000 | 230,000 |
| ICI229- Red/Blue/Green/Frontrunner Camera Systems | 1,104,000 | 947,000 | 947,000 | 947,000 | 947,000 | - | 4,892,000 | 4,892,000 |
| Grand Total | 336,660,000 | 269,160,000 | 272,208,000 | 225,403,000 | 247,699,000 | 622,959,000 | 728,171,000 | 1,351,130,000 |



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Brad Armstrong, Director Budget and Financial Strategy
Daniel Hofer, Director Capital Assets and Project Controls

TITLE:

Proposed 2023 Operating and Capital Budget Amendments

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

Recommend amendment to 2023 Operating Budget to reflect increased costs associated with the ratification of the Bargaining Unit (ATU) agreement. Also include in the amendment the approval of additional costs associated with adjusting administrative position compensation to reflect current labor market conditions. Recommend amendment to 2023 Capital Budget as presented.

BACKGROUND:

Board of Trustee Policy Number 2.1, Financial Management, allows the Board of Trustees, after consultation with the Local Advisory Council, to amend the budget at any time after its adoption. The Authority is in need of amending the 2023 Operating and Capital Budgets to account for 1) a new collective bargaining agreement with the ATU Local 382 2) adjustments to compensation for certain administrative positions to align with labor market studies, and 3) amendment two to the 2023-2027 Capital Plan.

DISCUSSION:

2023 Operating Budget Amendment

Bargaining Agreement

UTA and ATU Local 382 negotiated and agreed upon a new Bargaining agreement which was ratified recently

by represented members of the bargaining unit and the UTA Board. The term of the new contract is for three years ending in December of 2025. Ratification of this contract will result in higher compensation costs than are currently reflected in the 2023 Operating Budget.

The terms of the newly ratified bargaining agreement will result in increased compensation expenses for UTA in 2023. UTA is proposing to increase the budgeted costs in the Amended 2023 budget by \$7.74 million to reflect these changes. Included in these costs would be additional wage, fringe benefits and leave expenses.

Labor Market Adjustments

The UTA People Office engaged in labor market studies to assess whether compensation for various administrative positions within UTA are set at a competitive level to retain and attract the right people to work at UTA. The People Office identified several positions that should have their compensation levels increased to competitive levels. Implementation of these recommendations will result in increased costs which are not currently reflected in the 2023 Operating Budget. These adjustments are designed to help UTA be more competitive in both retaining and attracting talented individuals to administrative positions within the organization. If approved, the proposed adjustments will require an additional \$1.01 million increase in the Amended 2023 Budget.

For informational purposes, there have been several moves of positions between various UTA departments since the approval of the 2023 Operating Budget. As a result of these moves, costs have changed in various budget mode categories shown on the Operating Budget Exhibit A. However, these moves resulted in no net change in overall costs in the budget.

2023 Capital Budget Amendment #2

For the 2023 Capital Budget Amendment #2, UTA staff are proposing the addition of two new projects to the 2023 Capital Plan, and to advance the 2024 budget of an existing project to the 2023 budget year to facilitate delivery of that project. This proposal would add budget authority in 2023 for the three projects described below. The proposed amendment will require an additional \$6,663,000 in 2023 Budget Authority. This includes:

- **MSP205- Tiger Program of Projects**

Proposed 2023 Budget \$13,269,000 - net increase \$2,809,000

\$2,809,000 in planned 2024 funding accelerated from 2024 to 2023 to complete this project per grant agreements

- **MSP240- Operator Restrooms throughout System**

Proposed 2023 Budget \$1,854,000 - net increase \$1,000,000

\$1,000,000 in grant funding. Remaining \$854,000 in required budget authority will be realized by reducing the 2023 budget for project SGR409- System Restrooms Modification

- **ICI230- Workforce/Enterprise Asset Management System**

Proposed 2023 Budget \$4,300,000, net increase \$2,854,000

\$2,854,000 in additional 2023 Budget Authority is required - this increase in required 2023 budget authority will be offset by reductions in 2024 projects. The remaining \$1,446,000 in required budget

authority will be realized by reducing the 2023 budget for project MSP269- Warm Springs Sewer Line Relocation

ALTERNATIVES:

Capital Budget Amendment #2

MSP240- Operator Restrooms throughout System & ICI230- Workforce/Enterprise Asset Management System projects could wait to be added to the 2024-2028 Capital Plan, but UTA would lose 6 months in procurement and construction time which would cause delays to these projects. UTA would also be at risk of losing the grant funds if they are not executed this year.

MSP205- Tiger Program of Projects could run a risk of having insufficient budget authority this year to complete the project in accordance with the terms of their grant agreement.

FISCAL IMPACT:

Operating Budget Amendment #1

Additional budgeted expense in 2023 of \$7.74 million associated with the ratified agreement with the ATU. An additional \$1.01 million in budgeted expense in 2023 associated with administrative market rate compensation adjustments. Total proposed increase to be reflected in the Amended 2023 Operating Budget of \$8.75 million.

Capital Budget Amendment #2

The request to amend the 2023 Capital Budget will advance \$6.663 million from future budget years and grant funds to the 2023 Capital Budget to fund the projects presented. These capital requests will not have a negative impact on UTA's fund balance over the 5-Year Capital Plan.

ATTACHMENTS:

- 2023 Amended Operating Budget Exhibit A by Mode
- 2023 Amended Operating Budget Exhibit A-2 Financial by Office
- 2023 Amended Operating Budget Exhibit A-2 FTE
- Proposed 2023 Capital Budget Amendment 2 Exh A-1

UTAH TRANSIT AUTHORITY
PROPOSED 2023 OPERATING BUDGET AMENDMENT
May 10, 2023

Exhibit A

| <u>Revenue</u> | Final 2023 Budget | Bargaining Comp Adjustments | Admin Market Wage Adjustments | Other Adjustments | Amended 2023 Budget |
|--|-----------------------|-----------------------------------|-------------------------------------|----------------------|------------------------|
| 1 Sales Tax | \$ 480,000,000 | | | | \$ 480,000,000 |
| 2 Federal Preventive Maintenance | 84,903,000 | | | | 84,903,000 |
| 3 Passenger Revenue | 35,850,000 | | | | 35,850,000 |
| 4 Advertising | 2,322,000 | | | | 2,322,000 |
| 5 Investment Income | 7,215,000 | | | - | 7,215,000 |
| 6 Other Revenues | 11,634,000 | | | - | 11,634,000 |
| 7 Stimulus Funding | - | | | | - |
| 8 Total Revenue | 621,924,000 | - | - | - | 621,924,000 |
| | | | | | |
| <u>Operating Expense</u> | | | | | |
| 9 Bus | 133,746,000 | 5,454,000 | 309,000 | (242,000) | 139,267,000 |
| 10 Commuter Rail | 35,258,000 | 612,000 | 122,000 | - | 35,992,000 |
| 11 Light Rail | 61,926,000 | 1,658,000 | 28,000 | (63,000) | 63,549,000 |
| 12 Paratransit Service | 27,257,000 | 895,000 | 96,000 | - | 28,248,000 |
| 13 Rideshare/Vanpool | 3,995,000 | 9,000 | 11,000 | - | 4,015,000 |
| 14 Microtransit | 9,193,000 | 4,000 | - | (33,000) | 9,164,000 |
| 15 Operations Support | 61,869,000 | 663,000 | 514,000 | (258,000) | 62,788,000 |
| 16 Management & Support | 55,199,000 | (1,628,000) | (152,000) | 364,000 | 53,783,000 |
| 17 Planning/Capital Support | 11,114,000 | 68,000 | 77,000 | 232,000 | 11,491,000 |
| 18 Non-Departmental | 1,000,000 | - | - | - | 1,000,000 |
| 19 Total Operating Expense | 400,557,000 | 7,735,000 | 1,005,000 | - | 409,297,000 |
| | | | | | |
| <u>Debt Service, Contribution to Reserves, and Transfer to Capital</u> | | | | | |
| 20 Principal and Interest | 157,941,000 | | | | 157,941,000 |
| 21 Bond Service Utah County for UVX BRT | 3,375,000 | | | | 3,375,000 |
| 22 Contribution to Reserves | 15,640,000 | | | | 15,640,000 |
| 23 Transfer to Capital | 44,411,000 | | | - | 44,411,000 |
| 24 Total Debt Service and Reserves | 221,367,000 | - | - | - | 221,367,000 |
| 25 Total Expense | \$ 621,924,000 | \$ 7,735,000 | \$ 1,005,000 | \$ - | \$ 630,664,000 |

UTAH TRANSIT AUTHORITY
PROPOSED 2023 OPERATING BUDGET AMENDMENT
May 10, 2023

Exhibit A-2
Financial

| | Final 2023 Budget | Bargaining Comp Adjustments | Admin Market Wage Adjustments | Other Adjustments | Amended 2023 Budget |
|---------------------------------------|-----------------------|-----------------------------------|-------------------------------------|----------------------|------------------------|
| <u>Revenue</u> | | | | | |
| 1 Sales Tax | \$ 480,000,000 | | | | \$ 480,000,000 |
| 2 Federal Preventive Maintenance | 84,903,000 | | | | 84,903,000 |
| 3 Passenger Revenue | 35,850,000 | | | | 35,850,000 |
| 4 Advertising | 2,322,000 | | | | 2,322,000 |
| 5 Investment Income | 7,215,000 | | | | 7,215,000 |
| 6 Other Revenues | 11,634,000 | | | | 11,634,000 |
| 7 Stimulus Funding | - | | | | - |
| 8 Total Revenue | 621,924,000 | | | | 621,924,000 |
| <u>Operating Expense</u> | | | | | |
| 9 Board of Trustees | 3,147,000 | 20,000 | 1,000 | - | 3,168,000 |
| 10 Executive Director | 5,926,000 | 24,000 | 14,000 | 59,000 | 6,023,000 |
| 11 Communications | 3,943,000 | 12,000 | 7,000 | - | 3,962,000 |
| 12 Operations | 302,743,000 | 9,012,000 | 906,000 | (63,000) | 312,599,000 |
| 13 Finance | 17,195,000 | 144,000 | 138,000 | (16,000) | 17,461,000 |
| 14 Service Development | 8,754,000 | 61,000 | 39,000 | (83,000) | 8,771,000 |
| 15 Planning & Engagement | 18,657,000 | 53,000 | 67,000 | 40,000 | 18,817,000 |
| 16 Enterprise Strategy | 24,822,000 | 111,000 | 76,000 | - | 25,009,000 |
| 17 People Office | 14,369,000 | (1,702,000) | (243,000) | 63,000 | 12,487,000 |
| 18 Non-Departmental | 1,000,000 | - | | | 1,000,000 |
| 19 Total Operations | 400,557,000 | 7,735,000 | 1,005,000 | - | 409,297,000 |
| 20 Debt Service | 161,316,000 | | | | 161,316,000 |
| 21 Contribution to Reserves | 15,640,000 | | | | 15,640,000 |
| 22 Transfer to Capital Budget | 44,411,000 | | | | 44,411,000 |
| 23 Total 2023 Operating Budget | \$ 621,924,000 | \$ 7,735,000 | \$ 1,005,000 | \$ - | \$ 630,664,000 |

UTAH TRANSIT AUTHORITY
PROPOSED 2023 OPERATING BUDGET AMENDMENT
May 10, 2023

Exhibit A-2
FTE

| | <u>Final 2023 Budget FTE</u> | <u>New FTE Positions*</u> | <u>Existing FTE Position Moves</u> | <u>Amended 2023 Budget</u> |
|-------------------------|----------------------------------|-------------------------------|--|--------------------------------|
| <u>Executive</u> | | | | |
| 1 Board of Trustees | 14.4 | 1.0 | - | 15.4 |
| 2 Executive Director | 30.5 | - | 1.5 | 32.0 |
| 3 Communications | 15.0 | - | - | 15.0 |
| 4 Operations | 2,335.2 | - | (1.0) | 2,334.2 |
| 5 Finance | 123.5 | 1.0 | (0.5) | 124.0 |
| 6 Service Development | 62.0 | 2.0 | (2.0) | 62.0 |
| 7 Planning & Engagement | 80.2 | - | 1.0 | 81.2 |
| 8 Enterprise Strategy | 122.0 | - | - | 122.0 |
| 9 People Office | 84.0 | 1.0 | 1.0 | 86.0 |
| 10 Non-Departmental | - | - | - | - |
| 11 Total FTE | 2,866.8 | 5.0 | (0.0) | 2,871.8 |

*New FTE Positions approved by Board in prior Technical Budget Adjustments

**UTAH TRANSIT AUTHORITY
2023 CAPITAL BUDGET
AMENDMENT 2 - May 10, 2023**

Exhibit A-1

| <u>Funding Sources</u> | <u>Amended 1 2023 Capital Budget</u> | <u>Capital Budget Amendment 2</u> | <u>Amended 2 2023 Capital Budget</u> |
|---|--|---------------------------------------|--|
| 1 UTA Current Year Funding | \$ 134,242,000 | \$ 4,036,000 | \$ 138,278,000 |
| 2 Grants | 129,280,000 | 2,222,000 | 131,502,000 |
| 3 Local Partner Contributions | 13,929,000 | 30,000 | 13,959,000 |
| 4 State Contribution | 10,695,000 | 375,000 | 11,070,000 |
| 5 Leasing | 41,851,000 | | 41,851,000 |
| 6 Total Funding Sources | 329,997,000 | 6,663,000 | 336,660,000 |
| | | | |
| <u>Expense</u> | | | |
| 7 State of Good Repair | 150,579,000 | (854,000) | 149,725,000 |
| 8 Mid Valley Connector | 15,001,000 | - | 15,001,000 |
| 9 Ogden/Weber BRT | 25,785,000 | - | 25,785,000 |
| 10 Depot District | 12,001,000 | - | 12,001,000 |
| 13 Front Runner Forward | 3,880,000 | - | 3,880,000 |
| 11 Warm Springs Sewer Relocation | 1,496,000 | (1,446,000) | 50,000 |
| 12 TIGER Program of Projects | 10,460,000 | 2,809,000 | 13,269,000 |
| 13 Workforce/Enterprise Asset Mgmt System | - | 4,300,000 | 4,300,000 |
| 14 Operator Restrooms | - | 1,854,000 | 1,854,000 |
| 15 Capital Contingency | 3,496,000 | - | 3,496,000 |
| 16 Other Capital Projects | 107,299,000 | - | 107,299,000 |
| 17 Total Expense | \$ 329,997,000 | \$ 6,663,000 | \$ 336,660,000 |



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, CFO
PRESENTER(S): Troy Bingham, Comptroller
Brian Baker, Zion Public Finance

TITLE:

Proposed Escrow Substitution for the 2019 and 2021 Defeased Bond Escrows

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

The Advisory Council is encouraged to provide consultation and advice to the Board of Trustees on the proposal to sell the current 2019 and 2021 escrows and re-populate them with more efficient SLGS (State and Local Government Securities).

BACKGROUND:

UTA's finance staff and bond counsel have presented an opportunity to the Authority to consider selling the current 2019 and 2021 bond escrows and re-populating them with more efficient SLGS. State statutes governing UTA require several steps to consider a bond escrow substitution, including consultation with the Local Advisory Council. Following the Advisory Council's consultation, the Board of Trustees will need to act on a resolution at a future meeting of the Board to set terms of the potential escrow swap and to authorize financial agents to carry out the process. Staff will then start working with Zions Public Finance (the municipal advisor), Gilmore Bell (bond counsel), and Causey, Demgen & Moore PC (bidding and verification agent) to prepare bidding and legal documents.

DISCUSSION:

In November 2019 and 2021 escrows were originally created for 2015 Bond Refundings, UTA bid out the escrow and received better results from treasury securities than State and Local Government Securities (SLGS) at that time. Currently, the shift in rates allows for a restructuring to capture savings and make the existing

escrows more efficient. Present opportunities to generate cash savings are now available by doing an escrow substitution. The combined escrows hold approximately \$500 million in securities that mature 15-30 days before they are needed to defease bonds in 2023-2025.

If approved by the Board, current escrow securities could be liquidated and SLGS would be purchased with those proceeds for less than the amount of the securities sold. UTA could execute the escrow substitution on any day where the bond market rallies through the day (so that the rates on the sold escrow securities will be lower compared to the available SLGS rates that were published in the morning). The difference between the price the escrow is liquidated for and the cost of the SLGS necessary to re-populate the escrow is UTA's cash savings. SLGS rates are known at 8 AM Utah time, UTA would not actually complete the escrow liquidation unless we know the economic savings would meet desired targets.

ALTERNATIVES:

The Council is encouraged to provide input and advice to the Board during this discussion to help inform the Board's final decision.

FISCAL IMPACT:

Desired staff targets are currently estimated at \$500,000

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, CFO
PRESENTER(S): Troy Bingham, Comptroller
Brian Baker, Zion Public Finance

TITLE:

Proposed Bond Tender of Certain Taxable and Tax-Exempt Debt to Produce Debt Service Savings

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

The Advisory Council is encouraged to provide consultation and advice to the Board of Trustees prior to proceeding to the State Financial Review Commission about tendering outstanding taxable and tax-exempt UTA sales tax bonds for savings.

BACKGROUND:

A bond tender is an offer by UTA to purchase bonds from investors that are currently not callable and are currently worth less than other higher interest rate investments. Tendered bonds from the 2019B, 2020B and 2016 series would be purchased with the proceeds of a 2023 tax-exempt bond issue. In a bond tender, UTA would invite existing bondholders to "tender" their bonds at specified prices determined by UTA, its Municipal Advisor, and its Dealer-Manager. Estimating a tender with a 30% pro-rata success rate (meaning acceptance by the bond holder) would mean nearly \$78 million in refunding bonds, with present value savings of \$8.7 million.

State statutes governing UTA's bond refunding require several steps, including consultation with the Local Advisory Council and approval by the State's Financial Review Commission. Following these steps, the Board of Trustees will need to act on a resolution where they would set terms of the potential tendering and authorize financial agents to carry out the process. Staff will then start working with Zions Public Finance (the municipal advisor), Gilmore Bell (bond counsel), and UTA's underwriters to solicit current bond holders.

DISCUSSION:

At the Council's May 31st meeting, UTA's Municipal Advisor from Zion Public Finance will present the latest forecast for the tendering with the possible net present value savings and speculated interest rates in the market at the time of new tax-exempt bond issue.

ALTERNATIVES:

This proposal is subject to ideal conditions in market and some of UTA's bond investors may be willing to tender bonds, while others, like insurance companies who like to hold bonds to maturity, are unlikely to participate. If the conditions are not right in the market the tendering might be put on hold or cancelled.

The Advisory Council is encouraged to provide input and advice to the Board during this discussion to help inform the Board's final decision.

FISCAL IMPACT:

Desired targets would be 5% net present value savings and at least \$5,000,000

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Nichol Bourdeaux, Chief Planning and Engagement Officer
Russ Fox, Director of Planning

TITLE:

August 2023 Change Day Update

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

In alignment with the 2023-2027 Five-Year Service Plan, UTA adjusts transit services three times per year as part of the April, August, and December changes days. Changes can include new routes, elimination of routes, route alignment changes, and schedule changes. Generally, all major service changes take place as part of the August change day, with other minor service adjustments, including starting and stopping seasonal ski service taking place during the April and December change days.

The August 2023 change day is planned for August 20, 2023. Multiple factors shape the final proposed service changes. Before major changes are implemented, proposed changes are subject to additional outreach efforts which include public hearings, a Title VI analysis, and the development of route schedules. The Title VI analysis and public engagement report for August 2023 change day was presented to the Board of Trustees in the May 24, 2023 board meeting.

DISCUSSION:

An outline of proposed August 2023 changes was presented to the Local Advisory Council in February 2023 in conjunction with the approval of the 2023-2027 Five-Year Service Plan. UTA staff will give an update on

proposed changes.

ALTERNATIVES:

N/A

FISCAL IMPACT:

All proposed service changes are included in the adopted 2023 budget

ATTACHMENTS:

None



Utah Transit Authority

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669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux: Chief Planning and Engagement Officer
PRESENTER(S): Russell Fox, Director of Planning
Eric Callison, Manager of Service Planning

TITLE:

Sandy City and South Jordan City Small Area Transit Study

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

UTA, along with Sandy City and South Jordan City are beginning a Small Area Transit Study. The desired outcome is for UTA, Sandy City and South Jordan City to understand the potential transit market and needs in the near term, given changes in real estate development and population/employment growth that are anticipated within the study area.

DISCUSSION:

The study will involve UTA, Sandy City, South Jordan City, UDOT, WFRC, and the South Valley Chamber. The study area will be from 90th South to 106th South and from Sandy Parkway/Jordan Gateway to State Street. The work is intended to revisit the recommendations from the 2009 South Jordan Trolley Feasibility and 2015 Sandy/South Jordan Circulator studies. The scope of work is to evaluate the feasibility of those recommendations, develop new recommendations as appropriate, and identify an incremental path forward for implementation.

Timeline

- April - Kickoff
- June/July - identify needs and brainstorm solutions

- August/September - Present and gather feedback on draft recommendations
 - October - Present Final recommendations
-

ALTERNATIVES:

None

FISCAL IMPACT:

These small area studies are funded through the Service Planning budget prior to the development of the Long Range Transit Plan.

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Cherryl Beveridge, Chief Operating Officer
PRESENTER(S): Cherryl Beveridge, Chief Operating Officer,
Dalan Taylor, Chief of Police

TITLE:

Annual Safety and Security Update

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

The Utah Public Transit District Act §17B-2a-808.2(4)(a) directs the Local Advisory Council to engage at least annually with the safety and security team of the agency to ensure coordination with local municipalities and counties.

DISCUSSION:

The 2023 Safety and Security discussion focuses on the UTA Police Department and Emergency Management. This presentation highlights UTA Police Department Staffing, 2021/2022 crime statistics, coordination efforts with local municipalities, key events, and emergency management incidents and activities.

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: 5/31/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning & Engagement Officer
PRESENTER(S): Hal Johnson, Acting Director of Innovative Mobility Solutions

TITLE:

Federal Railroad Administration Corridor Identification and Development Program Update

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

This is an information item on the Federal Railroad Administration Corridor Identification and Development Program and recent applications submitted. There is no action needed.

BACKGROUND:

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL). Public Law 117-58. The BIL authorized the Secretary of Transportation to establish the Corridor ID Program to facilitate the development of intercity passenger rail corridors. Unprecedented levels of funding have been provided to the FRA (Federal Railroad Administration) programs. The Corridor ID Program is a comprehensive intercity passenger rail planning and development program that will help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation.

DISCUSSION:

UTA partnered with officials in Idaho, Utah, and Nevada to submit two Corridor ID applications. The Pioneer Corridor (Boise to SLC) would restore a key segment of Amtrak's former Pioneer Line between two of the fastest-growing cities in the U.S. The corridor would also serve rural and disadvantaged communities in the Mountain West that currently lack access to the intercity rail network or many other transportation options. The Pioneer Corridor application was submitted by the Idaho Transportation Department.

The proposed Desert Wind (SLC to Las Vegas) service restoration parallels the I-15 corridor between Las Vegas

and Salt Lake City. This service would connect some of the Nation’s fastest-growing regions in Utah and Nevada. The need for multi-modal connections between Las Vegas and Salt Lake City has been highlighted in previous studies. The Utah Department of Transportation (UDOT) submitted the application for the Desert Wind Corridor. Being part of the program could make UTA and our corridor eligible for investments from the FRA.

ALTERNATIVES:

N/A

FISCAL IMPACT:

None currently. The first phase of the Corridor ID program includes \$500,000 in “seed money” with no match requirements.

ATTACHMENTS:

None



U T A

Utah Transit Authority

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Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 5/31/2023

TO: Local Advisory Council
PRESENTER(S): Chair Mark Johnson
Chair Carlton Christensen

TITLE:

Open Dialogue with the Board of Trustees

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational discussion with UTA Board of Trustees

DISCUSSION:

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

ATTACHMENTS:

None



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 5/31/2023

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

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The UTA Audit Committee met on March 6, 2023 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Audit Committee Members Carlton Christensen, Jeff Acerson, Beth Holbrook, and Mark Johnson participated in the meeting.

DISCUSSION:

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

ATTACHMENTS:

None