Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, September 15, 2021 | 9:00 AM | FrontLines Headquarters

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

- Members of the Local Advisory Council and meeting presenters will participate in person.
- Meeting proceedings may be viewed remotely by following the instructions and link on the UTA Board Meetings page - https://www.rideuta.com/Board-of-Trustees/Meetings
- Public Comment may be given live during the meeting by attending in person at the meeting location.
- Public Comment may also be given through alternate means. See instructions below.
    - Comment online at https://rideuta.com/Board-of-Trustees/Local-Advisory-Council
    - Comment via email at advisorycouncil@rideuta.com
    - Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
    - Comments submitted before 2:00 p.m. on Tuesday, September 14th will be distributed to council members prior to the meeting.
- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting calldredge@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.

OPENING BUSINESS

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

CONSULTATION WITH BOARD OF TRUSTEES

6. **Capital Projects**
    a. Utah Transit Authority Capital Projects Update — David Hancock

b.	Utah Transit Authority Draft 2022-2026 Five-Year Capital Plan	David Hancock Bill Greene Daniel Hofer

7. Bond Refunding

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

8. Transit-Oriented Development (TOD)

a.	Transit Oriented Development (TOD) Overview and Project Update	Paul Drake Jordan Swain Sean Murphy

9. Discussion

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

REPORTS AND OTHER BUSINESS

10. Discussion

a.	Local Advisory Council Duties	Mike Bell

11. Resolution

a.	AR2021-09-01 - Resolution Setting the Compensation for the Board of Trustees	Karen Cronin Clint Smith Julie Fullmer

12. Reports

a.	Agency Report - Ridership Report - Federal Stimulus Funds Update - Adopt-a-Stop Program - Mobile Pop-up Vaccine Clinics	Mary DeLoretto
b.	Audit Committee Report	Karen Cronin Clint Smith

13. Other Business — Chair Karen Cronin

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

14. Adjourn — Chair Karen Cronin

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council **Date:** 9/15/2021

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

TITLE:

Approval of June 2, 2021 Local Advisory Council Meeting Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the June 2, 2021 Local Advisory Council Meeting

BACKGROUND:
A regular meeting of the UTA Local Advisory Council was held remotely via WebEx and broadcast live via the link and instructions on the UTA Board Meetings page on Wednesday, June 2, 2021 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/680047.html> and video feed is available through the UTA Board Meetings page <https://rideuta.com/Board-of-Trustees/Meetings>.

ATTACHMENTS:
1. 2021-06-02_LAC_Minutes_unapproved

Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, June 2, 2021 **1:00 PM** **FrontLines Headquarters**

This meeting was held remotely via phone or video conference and broadcast live for the public via the link and instructions on the UTA Board Meetings page.
https://rideuta.com/Board-of-Trustees/Meetings

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

Also participating were members of UTA staff, outside presenters, and members of the pulic.

OPENING BUSINESS

1. Call to Order

Chair Cronin welcomed attendees and called the meeting to order at 1:05 p.m., noting that this is an all-remote meeting as allowed through UTAH CODE § 52-4-207(4) due to the COVID-19 pandemic. The complete electronic meeting determination statement was read by Jana Ostler, UTA Board Manager, and is included as Appendix A to these minutes.

Chair Cronin noted that Member Call and Member Mendenhall are excused from today's meeting.

2. Safety First Minute

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

3. Public Comment

Chair Cronin noted that members of the public were invited to attend and comment live during the meeting; however, no live pubic comment was given. It was also noted that online comment received for the meeting was distributed to the committee prior to the meeting and will be included as Appendix B to these minutes.

4. Consent

a. Approval of February 17, 2021 Local Advisory Council Meeting Minutes

b. Approval of March 24, 2021 Local Advisory Council Transit-Oriented Development (TOD) Work Session Minutes

A motion to approve the consent agenda was made by Member Smith and seconded by Member Fullmer. The motion carried unanimously.

CONSULTATION WITH BOARD OF TRUSTEES

5. Capital Development Update

a. 2021 Legislative Appropriations for UTA Capital Projects

Mary DeLoretto, UTA Chief Service Development Officer, presented that of the state funding appropriations from HB433 one-time general funds of $101.6M, $100M is slated for double-tracking strategic sections of the FrontRunner commuter rail system, and $1.6M is slated for a rail station in the city of Vineyard. From the funds for bonding for transportation $232M is slated for public transit projects: $200M is slated for double-tracking strategic sections of the FrontRunner commuter rail system, $12M is slated for construction and improvements to the S-Line streetcar facilities in Salt Lake City, $11M is slated for bus rapid transit (BRT) in the Salt Lake Midvalley area, $5M is slated for an environmental study at the Point of the Mountain area, and $4M is slated for a UTA and Sharp-Tintic railroad consolidation project in Utah County.

The FrontRunner Forward Project is to implement strategic double-tracking, vehicle technologies and safety improvements to allow for enhanced speed, frequency, capacity, and reliability of FrontRunner service. In 2021 operations modeling and simulations are being used to determine what double tracking and vehicle technologies would be needed to improve the service. A program manager is assisting with strategic planning, conceptual design, cost estimates, impact analysis, and stakeholder engagement to help keep the program moving forward. This includes beginning conceptual engineering and environmental documentation for critical double tracking areas and beginning a strategic business plan to help guide the FRF long-term investments and funding plan.

The project for the Vineyard FrontRunner station and northern Utah County double tracking includes a new Vineyard FrontRunner station and a 1.8-mile section of double-track north of the new station allowing oncoming trains to “pass” each other without having to wait at the station. In May of 2021 Pre-construction, groundbreaking, and construction began. Construction will continue through the summer and fall, with an anticipated opening in December of 2021. An additional $1.6M was appropriated from the state legislature for the Vineyard station.

The S-Line Streetcar Extension project will extend the S-Line farther into the heart of

Sugar House, offering an alternative mode of transportation to users and community for front door access to surrounding amenities and regional urban trails, including Parleys Trail, and the McClellan Trail. In 2021 community outreach and engagement is being encouraged through coordinated efforts. A study is also being made for alignment and station location options. $12M from the State legislature for the S-Line extension was appropriated.

The midvalley connector project will connect FrontRunner, the red line, and the blue line to the Salt Lake Community College and the green line. The 7-mile line will include 15 stations and 1.4 miles of center-running, exclusive BRT lanes. In 2021 FTA approved the project for entry into the Capital Investment Grants program and environmental documentation is being prepared for that submittal. A memorandum of understanding to solidify partner roles in the project is under development. An additional $11M from the State legislature was appropriated for this project.

In the point of the mountain environmental analysis project a bus rapid transit (BRT) has been identified as the preferred alternative for transit running between the FrontRunner Draper station and the FrontRunner Lehi station. The system will cross The Point development and utilize the UTA right of way (ROW) from the Highline Station at 14600 South to the South Triumph Station in Lehi. The project is now moving into environmental analysis and conceptual engineering. In 2021 preferred alternative refinements are being made, conceptual engineering is beginning, and the environmental review will begin. $5M from the State legislature for environmental and design portions of the project has been appropriated.

In the Sharp-Tintic rail consolidation project UTA owns portions of the Sharp subdivisions and the Tintic Railroad corridors, however, there is no connection between the two. This project will eliminate five at-grade crossings, facilitate future development in Springville and Spanish Fork, and allow for future UTA expansion to the south. In 2021 coordination with the cities is happening, the environmental will be finalized, and the design and conception will begin. $4M from the State legislature was appropriated for this project.

The council did not have any questions.

b. Point of the Mountain Transit Study Locally Preferred Alternative (LPA) Update

Patti Garver, UTA Manager of Environmental and Grant Services, gave an overview of the project noting that the purpose of this project is for high-capacity transit to connect southern Salt Lake County and northern Utah County with connections to existing and emerging development areas. The project is now ready to begin environmental analysis.

This project looked at two options. The first being a gold standard BRT and the second being rail options. The BRT option is approximately half the cost, will be easier to construct and operate, and will be faster to implement than the rail option. Based on those factors, the preferred alternative is the BRT option. This option will include:

- High-quality (“gold-standard”) BRT,
- Connects FrontRunner Draper to Lehi FrontRunner,
- Connects the Point and other emerging economic development areas,
- Up to 10 stations.

Through 2021 the project is going through LPA approval/adoption. Funding for the project will come from legislative appropriations, UTA 2021 funds, and STBG funds. Next steps include preferred alternative refinements, conceptual engineering, the completion of the environmental, and preliminary and final designs.

The council did not have any questions.

6. Budget Consultation

a. Consultation on Amendment 1 to the Authority’s 2021 Budget

Bill Green, UTA Chief Financial Officer, provided background on the proposed amendment 1 to the Authority's 2021 budget noting that it was per the Board of Trustee policy 2.1 that the Board of Trustees may amend or supplement the budget after its adoption. An increase in the overall capital budget is to be presented to the Local Advisory Council for consultation prior to final approval of the Board of Trustees. The proposed is a $7.35M amendment. Mr. Green turned the time over to Ms. DeLoretto.

Ms. DeLoretto presented six projects with the request to increase existing capital budgets including the FrontRunner Forward project, building remodel projects, general safety projects, corridor fencing, non-revenue service vehicles, and maintaining the capital contingency budget. The Box Elder right of way preservation funds are in the budget for 2022, but will be available to purchase through UDOT surplus in 2021. The request is to accelerate the budget to make this purchase available in 2021. Two new projects are being proposed to use the State legislature appropriated funds, the S-Line extension and the 5600 West project in conjunction with the UDOT mountain corridor project.

The council asked questions on the Box Elder project and ARP funds. Ms. DeLoretto and Mr. Green responded. Discussion ensued.

7. Transit-Oriented Development (TOD) Update

a. Resolution AR2021-06-01 Approving the Updated Station Area Plan for Ogden Central Station

Paul Drake, UTA Director of Real Estate and TOD, introduced the project for review and turned the time over to Brandon Cooper of Ogden City who informed the council of the future development of the Ogden area. Jordan Swain, UTA TOD Project Manager, presented that the purpose of the update reconciles recommendations made in Ogden Onboard and Make Ogden, identifies major infrastructure improvements, provides a more detailed vision for the FrontRunner station, and provides an implementation plan, including a phasing schedule, stakeholder responsibilities, and funding sources.

The plan in this area will calm traffic along Wall Street, frame smaller, walk-able blocks within the development, add additional west-bound connections, create strong pedestrian crossings along Wall Street and within neighborhoods, and preserve and expand options for existing and future bus routes. Parking will be overseen by Ogden City with 400 dedicated transit stalls in the southern parking structure with an option for expansion. The bus loop reconfiguration will square and consolidate the bus staging areas and incorporate a BRT platform and other related infrastructure as approved by the FTA. The FrontRunner platform may potentially be relocated to be adjacent to Union Station. Mr. Swain presented the implementation plan moving forward.

The Council asked about UTA's portion of the partnership and real estate. Mr. Drake and Mr. Swain responded. Discussion ensued.

A motion was made by Member Walker, and seconded by Member Fullmer, that this Resolution be approved. The motion carried by a unanimous vote.

8. Service Update

a. August 2021 Change Day

Nichol Bourdeaux, UTA Chief Planning and Engagement Officer, recommended moving the South Salt Lake County Microtransit Pilot to permanent service, and then turned the time over to Ryan Taylor, UTA Special Services General Manager. Mr. Taylor proposed to convert three fixed routes into Flex routes within the Microtransit area. Mr. Taylor also recommended to redistribute approximately 16,800 annual Flex route hours from within the Microtransit area to other areas of the county to improve and expand service coverage through other Flex routes. Mr. Taylor turned the time over to Eric Callison, UTA Manager of Service Planning. Mr. Callison gave an overview of the changes by route. The proposed net agency cost for these changes is $112,000.

Member Hale asked a question about senior centers. Mr. Caliison responded. Discussion ensued.

9. Discussion

a. 2021 Safety and Security Presentation

Eddy Cumins, UTA Chief Operation Officer, introduced Fred Ross, UTA Chief of Police, and Tal Ehlers, UTA Emergency Management Program Manager, and turned the time over to Chief Ross.

Chief Ross presented the UTA Police Department's current staffing numbers and positions filled and gave an overview of the 2019/2020 person and property crimes statistics. Key events for Salt Lake County are the utilization of the CODE RED notification software for all of the police agencies in the county, enabling the ability to receive and send "real time" intel during protests and marches, and the ability to share intel with agencies in adjoining counties. Key events for Utah County are establishing regular contact with businesses along the UVX line, educating owners and managers on the reporting procedures, and collaborating with local municipalities to alleviate issues. Key events for Davis and Weber Counties are working directly with local and federal agencies to identify, track, and apprehend a known terrorist, participating in mulit-agency training operation in Layton, and utilizing UTA bomb dogs to assist partner agencies throughout UTA's service area. Chief Ross turned the time over to Mr. Ehlers.

Mr. Ehlers reported on the involvement of the Emergency Management Center, noting participation in COVID-19 response, earthquake response, response to statewide protests and marches, help with high wind and weather incidents, assistance during the Vice President debate, assistance in the 2020 Presidential election, and assistance during the District Attorney case briefing. Through 2021 there has been continued participation in the Utah State emergency response team drills, emergency plans have been updated, a liaison with state and local municipalities was maintained for situational awareness, active threat exercises were conducted, and compliance with CFR 239.103 was ensured.

The council did not have any questions.

b. Open Dialogue with the Board of Trustees

Chair Cronin noted that the topic of the Board of Trustee's compensation would be addressed during the Local Advisory Council's September meeting.

The council asked questions on the upcoming vacancy of UTA's Executive Director. Chair Christensen responded. Discussion ensued.

Member Smith asked a question about ridership numbers. Chair Christensen responded. Discussion ensued.

REPORTS AND OTHER BUSINESS

10. Reports

a. Agency Report

Carolyn Gonot, UTA Executive Director, turned the time over to Mr. Cumins who reported on the ridership report for January through April of 2021. When ridership for 2021 is compared to 2019 it is down 23%, and when compared to 2020 ridership is down 54%. Mr. Cumins reported on the ridership numbers across each mode where numbers are anticipated to grow over the coming months.

The council did not have any questions but discussion on ridership ensued.

Mr. Green gave an update on the stimulus funds appropriated to UTA over the past year. Through January 2021, all of the stimulus funds have been used to support operations and maintenance with some funds put towards minor capital investment. Beginning in February 2021, UTA began to use the stimulus funds for preventive maintenance and administration and support costs. Using the stimulus funds for preventive maintenance has the effect of "freeing up" FTA formula funds that will now be re-assigned to capital projects.

Member Fuller asked questions about funds and costs. Mr. Green responded. Discussion ensued.

b. Audit Committee Report

Member Smith reported on the Audit Committee which met on April 19, 2021 noting that there was a report on the status of the 2021 internal audit plan, as well as the positive progress of the findings from past audits. Some due dates of the findings needed to be extended to allow enough time for completion.

The council did not have any questions.

11. Other Business

a. Revised Meeting Dates for Fall 2021

The council discussed options for rescheduling the September and November 2021 Local Advisory Council meetings to avoid conflict with other events.

12. Adjourn

A motion to adjourn was made by Member Smith, and seconded by Member Hale. The motion carried by a unanimous vote.

The meeting adjourned at 3:15 p.m.

Appendix A

UTAH TRANSIT AUTHORITY
ELECTRONIC MEETING DETERMINATION

Consistent with the Utah Open and Public Meetings Act, (UTAH CODE § 52-4-207.4), as the Chair of the Local Advisory Council ("Council") of the Utah Transit Authority ("UTA"), I hereby make the following written determinations in support of my decision to hold electronic meetings of the UTA Local Advisory Council without a physical anchor location:

1. Due to the ongoing COVID -19 pandemic, conducting Local Advisory Council meetings with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location.
2. Federal, state, and local health authorities continue to encourage institutions and individuals to limit in-person interactions.

This written determination takes effect on June 2, 2021, and is effective until midnight on July 1, 2021, and may be re-issued by future written determinations as deemed appropriate.

Dated this 12th day of May 2021.

Appendix B

Received on June 1, 2021 from George Chapman:
UTA should be using the $350 million in the bank to buy 300 plus electric buses. It should not attempt a major redevelopment in Ogden or in the Station Center. UTA is supposed to be a service oriented entity, not a development company.
It is pursuing eminent domain on a 7/11 that the community needs and loves and uses instead of a mostly empty parking lot 100 feet north. UTA should not be destroying small businesses.
Implementing free fare on Ogden's BRT while making regular bus service stay at $2.50 is disrespectful and seems to be used to justify a questionable project. I hope UTA does not say " BRTs are successful" because free fare is what is successful.
Carolyn Gonot knew more about mass transit service than the top 10 managers at UTA put together (except Jeff Acerson). Losing her was a serious blow to UTA providing service. The Advisory Board should investigate why she left and how would she have changed UTA if alliwed to do her job.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 9/15/2021

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

TITLE:

Utah Transit Authority Capital Projects Update

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
The Service Development Department delivers capital projects to enhance and expand UTA's transit system. There are currently many projects in various phases of project development and construction.

DISCUSSION:
UTA Staff will update the Advisory Council on the progress of the following projects.

Project	Phase
Airport Station Relocation	Construction
Depot District	Construction
Ogden BRT	Construction
Vineyard Station and Double Track	Construction
S-Line	Development
Future of FrontRunner	Development
Point of Mountain	Development
Central Corridor	Development

ALTERNATIVES:
N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 9/15/2021

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

TITLE:

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

AGENDA ITEM TYPE:
LAC - Consultation

RECOMMENDATION:
Discuss Agency's Draft 2022-2026 Five-Year Capital Plan and receive input from the Advisory Council Members

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

The plan is required to be financially constrained and maintain assets at a state of good repair to protect UTA's capital investments and minimize future maintenance and replacement costs. Five-year forecasts help mitigate the challenges of applying a one-year budget to multi-year projects and support long-range financial planning and prudent management of the enterprise.

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

DISCUSSION:
Staff will present the proposed draft 5-year Capital Plan for 2022 through 2026 for review and discussion. As project delivery schedules are updated, and carryover forecasts are determined, it is anticipated that the draft plan will be refined and updated to reflect Board and LAC input, as well as the carryover forecasts. The updated 5-Year Capital Plan will be brought back to the Advisory Council and Board of Trustees later this fall for review

and final adoption.

ALTERNATIVES:

N/A

FISCAL IMPACT:

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

ATTACHMENTS:

Draft 5-year Capital Plan

Utah Transit Authority Five-Year Capital Plan

2022-2026

Draft – August 2021

1 Introduction

1.1 Purpose of document

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

1.2 Definition of Capital Projects

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

Examples of capital projects include:

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

2 Five-year Capital Plan Development Process

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

2.1 Project Requests

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

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

2.2 Project Prioritization

Completed project requests are compiled then prioritized by management. Prioritization considerations encompass UTA's Strategic Goals and Objectives including:

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

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

3 Proposed Capital Plan

Overview

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

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

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

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

The 2022-2026 capital requests have been compiled and prioritized. Tables showing the proposed capital budget by year are presented below in year of expenditure dollars, as well as overall 5-year summaries by both project type and funding source. Attachment A shows the detailed list of projects proposed to be funded, including the annual and 5-year budget, anticipated grant and local partner funds, and the required UTA funds for each project.

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

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

Proposed 2022 Capital Budget Summary

Project Categories	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	$1,762,653	$1,433,047	$299,606	$30,000
Asset Management- Facilities	$4,600,000	$0	$0	$4,600,000
Asset Management- Rail Infrastructure	$9,300,000	$0	$0	$9,300,000
Asset Management- Rail Systems	$18,590,000	$0	$365,000	$18,225,000
Asset Management- Vehicle New Purchase	$23,625,911	$4,983,108	$0	$18,642,803
Asset Management- Vehicle Rehabilitation	$14,471,775	$763,779	$0	$13,707,996
Information Technology	$13,614,900	$5,600,000	$0	$8,014,900
Major Capital Project	$101,872,107	$25,498,435	$42,368,217	$34,005,455
Other Capital Projects	$35,071,195	$10,012,556	$5,497,003	$19,561,636
Property/TOD/Real Estate	$6,040,000	$0	$0	$6,040,000
Safety & Security/Police	$2,068,061	$0	$0	$2,068,061
Grand Total	**$231,016,602**	**$48,290,925**	**$48,529,826**	**$134,195,851**

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

Proposed 2023 Capital Budget Summary

Project Categories	2023 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	$306,420	$306,420	$0	$0
Asset Management- Facilities	$7,450,000	$0	$0	$7,450,000
Asset Management- Rail Infrastructure	$4,075,000	$0	$0	$4,075,000
Asset Management- Rail Systems	$22,875,000	$12,144,282	$0	$10,730,718
Asset Management- Vehicle New Purchase	$66,993,075	$14,902,000	$1,431,824	$50,659,251
Asset Management- Vehicle Rehabilitation	$16,149,275	$3,350,000	$0	$12,799,275
Information Technology	$23,057,654	$13,643,800	$0	$9,413,854
Major Capital Project	$169,847,501	$30,647,528	$88,856,158	$3,303,815
Other Capital Projects	$45,704,200	$11,597,910	$5,554,203	$24,212,087
Property/TOD/Real Estate	$40,000	$0	$0	$40,000
Safety & Security/Police	$1,487,476	$0	$0	$1,487,476
Grand Total	**$357,985,601**	**$86,591,940**	**$95,842,185**	**$124,171,476**

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

Proposed 2024 Capital Budget Summary

Project Categories	2024 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	$0	$0	$0	$0
Asset Management- Facilities	$6,700,000	$0	$0	$6,700,000
Asset Management- Rail Infrastructure	$3,300,000	$0	$0	$3,300,000
Asset Management- Rail Systems	$17,966,500	$13,100,000	$0	$4,866,500
Asset Management- Vehicle New Purchase	$55,148,832	$0	$0	$55,148,832
Asset Management- Vehicle Rehabilitation	$16,685,150	$2,400,000	$0	$14,285,150
Information Technology	$25,184,865	$11,689,700	$0	$13,495,165
Major Capital Project	$112,323,299	$0	$82,323,299	$5,000,000
Other Capital Projects	$30,221,600	$2,547,312	$3,856,324	$21,897,964
Property/TOD/Real Estate	$40,000	$0	$0	$40,000
Safety & Security/Police	$1,233,224	$0	$0	$1,233,224
Grand Total	**$268,803,470**	**$29,737,012**	**$86,179,623**	**$125,966,835**

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

Proposed 2025 Capital Budget Summary

Project Categories	2025 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	$0	$0	$0	$0
Asset Management- Facilities	$4,450,000	$0	$0	$4,450,000
Asset Management- Rail Infrastructure	$6,650,000	$0	$0	$6,650,000
Asset Management- Rail Systems	$9,687,500	$5,000,000	$0	$4,687,500
Asset Management- Vehicle New Purchase	$48,700,000	$0	$0	$48,700,000
Asset Management- Vehicle Rehabilitation	$18,581,775	$2,400,000	$10,581,775	$5,600,000
Information Technology	$10,831,069	$0	$0	$10,831,069
Major Capital Project	$117,500,000	$0	$105,000,000	$5,000,000
Other Capital Projects	$24,926,600	$2,340,018	$6,716,979	$15,869,603
Property/TOD/Real Estate	$40,000	$0	$0	$40,000
Safety & Security/Police	$1,100,000	$0	$0	$1,100,000
Grand Total	**$242,466,944**	**$9,740,018**	**$122,298,754**	**$102,928,172**

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

Proposed 2026 Capital Budget Summary

Project Categories	2026 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	$0	$0	$0	$0
Asset Management- Facilities	$1,850,000	$0	$0	$1,850,000
Asset Management- Rail Infrastructure	$4,900,000	$0	$0	$4,900,000
Asset Management- Rail Systems	$5,525,000	$750,000	$0	$4,775,000
Asset Management- Vehicle New Purchase	$26,050,000	$0	$0	$26,050,000
Asset Management- Vehicle Rehabilitation	$21,000,000	$2,400,000	$10,500,000	$8,100,000
Information Technology	$4,821,676	$0	$0	$4,821,676
Major Capital Project	$66,500,000	$0	$54,000,000	$5,000,000
Other Capital Projects	$20,100,000	$0	$5,000,000	$15,100,000
Property/TOD/Real Estate	$40,000	$0	$0	$40,000
Safety & Security/Police	$795,000	$0	$0	$795,000
Grand Total	**$151,581,676**	**$3,150,000**	**$69,500,000**	**$71,431,676**

*UTA 2026 funds include: $0 in bonds and $29,400,000 in leasing

Proposed 5-Year Capital Plan Summary by Project Category

Project Categories	Proposed 5-Year Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	$2,069,073	$1,739,467	$299,606	$30,000
Asset Management- Facilities	$25,050,000	$0	$0	$25,050,000
Asset Management- Rail Infrastructure	$28,225,000	$0	$0	$28,225,000
Asset Management- Rail Systems	$74,644,000	$30,994,282	$365,000	$43,284,718
Asset Management- Vehicle New Purchase	$220,517,818	$19,885,108	$1,431,824	$199,200,886
Asset Management- Vehicle Rehabilitation	$86,887,975	$11,313,779	$0	$75,574,196
Information Technology	$77,510,164	$30,933,500	$0	$46,576,664
Major Capital Project	$568,042,907	$56,145,963	$372,547,674	$52,309,270
Other Capital Projects	$156,023,595	$26,497,796	$23,624,509	$99,641,290
Property/TOD/Real Estate	$6,200,000	$0	$0	$6,200,000
Safety & Security/Police	$6,683,761	$0	$0	$6,683,761
Grand Total	**$1,251,854,293**	**$177,509,895**	**$398,268,613**	**$582,775,785**

*UTA 5-year funds include: approximately $40,256,000 in bonds and $199,551,000 in leasing

Proposed 5-Year Capital Plan Summary by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2022	$231,016,602	$48,290,925	$48,529,826	$134,195,851
2023	$357,985,601	$86,591,940	$95,842,185	$124,171,476
2024	$268,803,470	$29,737,012	$86,179,623	$125,966,835
2025	$242,466,944	$9,740,018	$122,298,754	$102,928,172
2026	$151,581,676	$3,150,000	$69,500,000	$71,431,676
Total	**$1,251,554,293**	**$177,509,895**	**$398,268,613**	**$582,475,785**

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

4 Five-Year Plans

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

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

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

4.1 Project Requests

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

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

For any new capital development project, such as the Mid-Valley BRT, Point of the Mountain Transit, or S-Line Extension, the locally preferred alternative and the funding plan would have to be presented to the UTA Advisory Council and recommended for approval before the project construction could advance.

The details of the UTA 2022 through 2026 Five-year Capital Plan are presented in the attached tables.

Attachment A

UTA 5-Year Capital Plan - Project Detail

2022 through 2026

UTA 5- Year Capital Plan: 2022-2026 Summary

Program/Project Name	2022 Proposed Budget	2022 Total UTA Funds	2023 Proposed Budget	2023 Total UTA Funds	2024 Proposed Budget	2024 Total UTA Funds	2025 Proposed Budget	2025 Total UTA Funds	2026 Proposed Budget	2026 Total UTA Funds	5- Year Proposed Budget	Total UTA 5- Year Funds
5310 Project	**$1,762,653**	**$30,000**	**$306,420**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,069,073**	**$30,000**
CDA006- 5310 Admin Funds	$294,522	$0	$306,420	$0	$0	$0	$0	$0	$0	$0	$600,942	$0
ICI213- E Voucher Phase 2	$538,200	$30,000	$0	$0	$0	$0	$0	$0	$0	$0	$538,200	$30,000
MSP249- FY19/20 - 5310 Funds - SL/WV	$479,576	$0	$0	$0	$0	$0	$0	$0	$0	$0	$479,576	$0
MSP250- FY19/20 - 5310 Funds - O/L	$269,175	$0	$0	$0	$0	$0	$0	$0	$0	$0	$269,175	$0
MSP251- FY19/20 - 5310 Funds - P/O	$181,180	$0	$0	$0	$0	$0	$0	$0	$0	$0	$181,180	$0
Asset Management- Facilities	**$4,600,000**	**$4,600,000**	**$7,450,000**	**$7,450,000**	**$6,700,000**	**$6,700,000**	**$4,450,000**	**$4,450,000**	**$1,850,000**	**$1,850,000**	**$25,050,000**	**$25,050,000**
FMA559- Office Equipment Reserve	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000	$500,000
FMA652- Equipment Managed Reserve	$1,000,000	$1,000,000	$500,000	$500,000	$500,000	$500,000	$1,000,000	$1,000,000	$500,000	$500,000	$3,500,000	$3,500,000
FMA653- Facilities Rehab and Replacement	$1,500,000	$1,500,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$2,000,000	$2,000,000	$0	$0	$5,500,000	$5,500,000
FMA672- Park and Ride Rehab/Replacement	$750,000	$750,000	$500,000	$500,000	$750,000	$750,000	$1,000,000	$1,000,000	$500,000	$500,000	$3,500,000	$3,500,000
FMA673- Stations and Platforms Rehab/Replace	$500,000	$500,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$500,000	$500,000	$1,750,000	$1,750,000
FMA679- Building Remodels/Reconfiguration	$250,000	$250,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$250,000	$250,000	$800,000	$800,000
NP-51- Warm Springs Sewer Line Relocation	$500,000	$500,000	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	$500,000
SGR392- FR Snow Melt System Replacement	$0	$0	$5,000,000	$5,000,000	$4,000,000	$4,000,000	$0	$0	$0	$0	$9,000,000	$9,000,000
Asset Management- Rail Infrastructure	**$9,300,000**	**$9,300,000**	**$4,075,000**	**$4,075,000**	**$3,300,000**	**$3,300,000**	**$6,650,000**	**$6,650,000**	**$4,900,000**	**$4,900,000**	**$28,225,000**	**$28,225,000**
MSP257- Gap filler on FR stations	$750,000	$750,000	$0	$0	$0	$0	$0	$0	$0	$0	$750,000	$750,000
SGR359- Bridge Rehabilitation & Maintenance	$300,000	$300,000	$450,000	$450,000	$300,000	$300,000	$400,000	$400,000	$400,000	$400,000	$1,850,000	$1,850,000
SGR385- Rail Rehab and Replacement	$5,500,000	$5,500,000	$1,375,000	$1,375,000	$750,000	$750,000	$4,000,000	$4,000,000	$2,000,000	$2,000,000	$13,625,000	$13,625,000
SGR393- Grade Crossings Rehab/Replacement	$2,500,000	$2,500,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,500,000	$2,500,000	$11,000,000	$11,000,000
SGR401- Ballast and Ties Rehab/Replacement	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$0	$0	$1,000,000	$1,000,000
Asset Management- Rail Systems	**$18,590,000**	**$18,225,000**	**$22,875,000**	**$10,730,718**	**$17,966,500**	**$4,866,500**	**$9,687,500**	**$4,687,500**	**$5,525,000**	**$4,775,000**	**$74,644,000**	**$43,284,718**
MSP189- Signal Pre-emption Projects w/UDOT	$365,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$365,000	$0
SGR047- Stray Current Mitigation	$525,000	$525,000	$525,000	$525,000	$462,500	$462,500	$462,500	$462,500	$525,000	$525,000	$2,500,000	$2,500,000
SGR397- Traction Power Rehab/Replacement	$10,000,000	$10,000,000	$17,400,000	$5,255,718	$13,100,000	$0	$5,000,000	$0	$750,000	$0	$46,250,000	$15,255,718
SGR398- OCS Wire Survey	$2,700,000	$2,700,000	$950,000	$950,000	$904,000	$904,000	$925,000	$925,000	$925,000	$925,000	$6,404,000	$6,404,000
SGR403- Train Control Rehab/Replacement	$3,000,000	$3,000,000	$2,000,000	$2,000,000	$1,500,000	$1,500,000	$1,300,000	$1,300,000	$1,325,000	$1,325,000	$9,125,000	$9,125,000
SGR404- Rail Switches/Trackwork Controls	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$10,000,000	$10,000,000
Asset Management- Vehicle New Purchase	**$23,625,911**	**$18,642,803**	**$66,993,075**	**$50,659,251**	**$55,148,832**	**$55,148,832**	**$48,700,000**	**$48,700,000**	**$26,050,000**	**$26,050,000**	**$220,517,818**	**$199,200,886**
NP-52- VW battery buses	$7,118,748	$2,135,640	$22,030,000	$9,918,000	$0	$0	$0	$0	$0	$0	$29,148,748	$12,053,640
REV205- Non-Rev Service Vehicle Replace	$650,000	$650,000	$750,000	$750,000	$350,000	$350,000	$500,000	$500,000	$750,000	$750,000	$3,000,000	$3,000,000
REV209- Paratransit Vehicle Replacment	$3,125,376	$3,125,376	$3,199,593	$3,199,593	$3,275,592	$3,275,592	$3,400,000	$3,400,000	$3,400,000	$3,400,000	$16,400,561	$16,400,561
REV211- Bus Replacement	$11,307,289	$11,307,289	$35,200,000	$35,200,000	$50,100,000	$50,100,000	$43,000,000	$43,000,000	$20,200,000	$20,200,000	$159,807,289	$159,807,289
REV212- Park City Lo/No Grant	$0	$0	$4,542,522	$320,698	$0	$0	$0	$0	$0	$0	$4,542,522	$320,698
REV232- Van Pool Replacement	$1,424,498	$1,424,498	$1,270,960	$1,270,960	$1,423,240	$1,423,240	$1,800,000	$1,800,000	$1,700,000	$1,700,000	$7,618,698	$7,618,698
Asset Management- Vehicle Rehabilitation	**$14,471,775**	**$13,707,996**	**$16,149,275**	**$12,799,275**	**$16,685,150**	**$14,285,150**	**$18,581,775**	**$5,600,000**	**$21,000,000**	**$8,100,000**	**$86,887,975**	**$75,574,196**
NP-16- GPS Telemetrics System	$440,000	$440,000	$0	$0	$0	$0	$0	$0	$0	$0	$440,000	$440,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	$2,000,000	$2,000,000	$3,000,000	$600,000	$3,000,000	$600,000	$3,000,000	$600,000	$3,000,000	$600,000	$14,000,000	$4,400,000
REV233- Comet Car Replacement	$0	$0	$2,250,000	$2,250,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$7,500,000	$7,500,000	$15,750,000	$15,750,000
SGR040- Light Rail Vehicle Rehab	$7,181,775	$7,181,775	$7,699,275	$7,699,275	$8,285,150	$8,285,150	$10,581,775	$0	$10,500,000	$0	$44,247,975	$44,247,975
SGR353- Commuter Rail Engine Overhaul	$2,500,000	$1,736,221	$1,500,000	$550,000	$0	$0	$0	$0	$0	$0	$4,000,000	$2,286,221
SGR386- LRV Accident Repair	$1,600,000	$1,600,000	$700,000	$700,000	$400,000	$400,000	$0	$0	$0	$0	$2,700,000	$2,700,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	$750,000	$750,000	$1,000,000	$1,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$0	$0	$5,750,000	$5,750,000
Information Technology	**$13,614,900**	**$8,014,900**	**$23,057,654**	**$9,413,854**	**$25,184,865**	**$13,495,165**	**$10,831,069**	**$10,831,069**	**$4,821,676**	**$4,821,676**	**$77,510,164**	**$46,576,664**
ICI001- Passenger Information	$750,000	$750,000	$2,000,000	$400,000	$350,000	$350,000	$0	$0	$0	$0	$3,100,000	$1,500,000
ICI005- EFC Rehab and Replacement	$225,000	$225,000	$300,000	$300,000	$0	$0	$0	$0	$0	$0	$525,000	$525,000
ICI146- FrontRunner WiFi Enhancements	$350,000	$350,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$350,000	$350,000	$850,000	$850,000
ICI173- JDE System Enhancement	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$0	$0	$200,000	$200,000
ICI179- Network & Infrastructure Equipment	$398,900	$398,900	$278,404	$278,404	$296,740	$296,740	$280,704	$280,704	$278,716	$278,716	$1,533,464	$1,533,464
ICI183- Legal SW	$30,000	$30,000	$0	$0	$0	$0	$0	$0	$0	$0	$30,000	$30,000
ICI186- In-house App Dev. & Enhancements	$50,000	$50,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$850,000	$850,000

UTA 5- Year Capital Plan: 2022-2026 Summary

Program/Project Name	2022 Proposed Budget	2022 Total UTA Funds	2023 Proposed Budget	2023 Total UTA Funds	2024 Proposed Budget	2024 Total UTA Funds	2025 Proposed Budget	2025 Total UTA Funds	2026 Proposed Budget	2026 Total UTA Funds	5- Year Proposed Budget	Total UTA 5- Year Funds
ICI191- IT Managed Reserved (formerly IT Pool)	$300,000	$300,000	$350,000	$350,000	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000	$1,850,000	$1,850,000
ICI197- Bus Communication On-Board Tech	$85,000	$85,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$200,000	$200,000	$585,000	$585,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	$410,000	$410,000	$445,000	$445,000	$210,000	$210,000	$260,000	$260,000	$475,000	$475,000	$1,800,000	$1,800,000
ICI199- Rail Communication On-Board Tech	$80,000	$80,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$480,000	$480,000
ICI201- Server, Storage Infrastructure Eq & SW	$556,000	$556,000	$594,000	$594,000	$473,000	$473,000	$165,000	$165,000	$186,000	$186,000	$1,974,000	$1,974,000
ICI202- Radio Communication Infrastructure	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000	$500,000
ICI214- Init APC Upgrade	$0	$0	$335,500	$335,500	$243,000	$243,000	$243,000	$243,000	$262,600	$262,600	$1,084,100	$1,084,100
ICI217- Transit Management Sytem	$2,400,000	$2,400,000	$950,000	$950,000	$0	$0	$0	$0	$0	$0	$3,350,000	$3,350,000
NP-1- New Radio Communication System	$0	$0	$2,000,000	$2,000,000	$8,000,000	$8,000,000	$500,000	$500,000	$0	$0	$10,500,000	$10,500,000
NP-14- Fares Systems Replacement Program	$7,000,000	$1,400,000	$15,054,750	$3,010,950	$14,612,125	$2,922,425	$8,382,365	$8,382,365	$1,999,360	$1,999,360	$47,048,600	$17,715,100
NP-45- ERP / HCM and Maintenance System External Needs Review	$150,000	$150,000	$150,000	$150,000	$0	$0	$0	$0	$0	$0	$300,000	$300,000
NP-46- JDE 9.2. Application Upgrade - UNx	$250,000	$250,000	$0	$0	$0	$0	$0	$0	$0	$0	$250,000	$250,000
NP-47- SharePoint 2016 Migration to SharePoint Online Support	$60,000	$60,000	$0	$0	$0	$0	$0	$0	$0	$0	$60,000	$60,000
NP-54- Customer Relations Software Replacement	$370,000	$370,000	$0	$0	$0	$0	$0	$0	$270,000	$270,000	$640,000	$640,000
Major Capital Project	**$101,872,107**	**$34,005,455**	**$169,847,501**	**$3,303,815**	**$112,323,299**	**$5,000,000**	**$117,500,000**	**$5,000,000**	**$66,500,000**	**$5,000,000**	**$568,042,907**	**$52,309,270**
MSP102- Depot District	$32,562,000	$25,387,170	$12,000,000	$188,661	$0	$0	$0	$0	$0	$0	$44,562,000	$25,575,831
MSP185- Ogden/Weber State University BRT	$25,465,107	$4,800,000	$17,402,501	$1,365,154	$0	$0	$0	$0	$0	$0	$42,867,608	$6,165,154
MSP205- TIGER Program of Projects	$8,206,000	$2,281,300	$2,500,000	$0	$0	$0	$0	$0	$0	$0	$10,706,000	$2,281,300
MSP215- Sharp-Tintic Rail Connection	$1,439,000	$36,985	$8,695,000	$0	$123,299	$0	$0	$0	$0	$0	$10,257,299	$36,985
MSP216- Point of Mountain AA/EIS	$3,000,000	$0	$3,000,000	$1,000,000	$0	$0	$0	$0	$0	$0	$6,000,000	$1,000,000
MSP252- FrontRunner Double Tracking	$15,000,000	$1,500,000	$47,250,000	$750,000	$91,000,000	$5,000,000	$117,500,000	$5,000,000	$66,500,000	$5,000,000	$337,250,000	$17,250,000
MSP253- Mid-Valley Connector	$15,000,000	$0	$70,000,000	$0	$20,000,000	$0	$0	$0	$0	$0	$105,000,000	$0
MSP259- S-Line Extension	$1,200,000	$0	$9,000,000	$0	$1,200,000	$0	$0	$0	$0	$0	$11,400,000	$0
Other Capital Projects	**$35,071,195**	**$19,561,636**	**$45,704,200**	**$24,212,087**	**$30,221,600**	**$21,897,964**	**$24,926,600**	**$15,869,603**	**$20,100,000**	**$15,100,000**	**$156,023,595**	**$99,641,290**
MSP122- Positive Train Control	$302,000	$302,000	$0	$0	$0	$0	$0	$0	$0	$0	$302,000	$302,000
MSP132- Technical Support for IPCS Maintenance and Enhancements	$85,000	$85,000	$85,000	$85,000	$0	$0	$0	$0	$0	$0	$170,000	$170,000
MSP140- Box Elder Right of Way Preservation	$3,500,000	$0	$3,500,000	$0	$3,500,000	$0	$3,500,000	$0	$3,500,000	$0	$17,500,000	$0
MSP194- 650 South Station	$150,000	$150,000	$0	$0	$0	$0	$0	$0	$0	$0	$150,000	$150,000
MSP198- Wayfinding Signage	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$1,500,000	$1,500,000
MSP202- Davis-SLC Community Connector	$300,000	$300,000	$0	$0	$0	$0	$0	$0	$0	$0	$300,000	$300,000
MSP227- Meadowbrook Expansion	$250,000	$250,000	$0	$0	$0	$0	$0	$0	$0	$0	$250,000	$250,000
MSP233- North Temple EOL (SLC CMAQ grant)	$0	$0	$0	$0	$0	$0	$3,936,600	$0	$0	$0	$3,936,600	$0
MSP248- Capital Planning/Env Analysis	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$2,500,000	$2,500,000
MSP255- Central Corridor Transit	$500,000	$35,000	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	$35,000
MSP258- Mt Ogden Admin Bldg expansion	$500,000	$500,000	$5,000,000	$5,000,000	$4,000,000	$4,000,000	$0	$0	$0	$0	$9,500,000	$9,500,000
MSP999- Capital Contingency	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$25,000,000	$25,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	$1,500,000	$300,000	$1,500,000	$300,000	$2,000,000	$400,000	$0	$0	$0	$0	$5,000,000	$1,000,000
NP-18- Program Management Support	$4,000,000	$4,000,000	$3,300,000	$3,300,000	$3,300,000	$3,300,000	$3,300,000	$1,800,000	$3,300,000	$1,800,000	$17,200,000	$17,200,000
NP-23- 3500 South TSP Upgrade	$288,000	$288,000	$0	$0	$0	$0	$0	$0	$0	$0	$288,000	$288,000
NP-29- New Maintenance Training Facility	$480,000	$480,000	$4,320,000	$480,000	$2,300,000	$380,000	$0	$0	$0	$0	$7,100,000	$1,340,000
NP-39- Tooele County Microtransit & Vehicle Electrification	$1,608,995	$230,099	$0	$0	$0	$0	$0	$0	$0	$0	$1,608,995	$230,099
NP-55- Transit Signal Priority On Board Units (TOBU) Project	$57,200	$39,542	$499,200	$345,092	$821,600	$567,964	$390,000	$269,603	$0	$0	$1,768,000	$1,222,201
NP-57- Light Rail Red Signal Enforcement	$300,000	$300,000	$5,000,000	$5,000,000	$3,500,000	$3,500,000	$3,000,000	$3,000,000	$2,500,000	$2,500,000	$14,300,000	$14,300,000
NP-59- Trax Operational Simulator	$1,000,000	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$1,000,000
NP-60- Public Partnership Projects	$10,000,000	$1,301,995	$10,000,000	$1,301,995	$0	$0	$0	$0	$0	$0	$20,000,000	$2,603,990

UTA 5- Year Capital Plan: 2022-2026 Summary

Program/Project Name	2022 Proposed Budget	2022 Total UTA Funds	2023 Proposed Budget	2023 Total UTA Funds	2024 Proposed Budget	2024 Total UTA Funds	2025 Proposed Budget	2025 Total UTA Funds	2026 Proposed Budget	2026 Total UTA Funds	5- Year Proposed Budget	Total UTA 5- Year Funds
NP-69- TechLink Corridor Study	$450,000	$200,000	$2,450,000	$0	$0	$0	$0	$0	$0	$0	$2,900,000	$200,000
NP-70- Bus Stop Enhancements	$1,000,000	$1,000,000	$1,000,000	$200,000	$1,000,000	$800,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$5,000,000	$4,000,000
NP-71- Route End of Line (EOL) Enhancements	$500,000	$500,000	$1,500,000	$1,250,000	$3,000,000	$2,750,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$11,000,000	$10,500,000
NP-72- System Restrooms	$1,000,000	$1,000,000	$1,000,000	$400,000	$1,000,000	$400,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$5,000,000	$3,800,000
SGR358- Frontrunner Paint Booth	$150,000	$150,000	$0	$0	$0	$0	$0	$0	$0	$0	$150,000	$150,000
SGR390- OK Manufacturing Building	$1,350,000	$1,350,000	$750,000	$750,000	$0	$0	$0	$0	$0	$0	$2,100,000	$2,100,000
Property/TOD/Real Estate	**$6,040,000**	**$6,040,000**	**$40,000**	**$40,000**	**$40,000**	**$40,000**	**$40,000**	**$40,000**	**$40,000**	**$40,000**	**$6,200,000**	**$6,200,000**
NP-10- Property Management - Capital Repairs	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$200,000	$200,000
NP-11- SLCentral HQ Office	$1,000,000	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,000,000	$1,000,000
NP-12- TOD Working Capital	$5,000,000	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$5,000,000	$5,000,000
Safety & Security/Police	**$2,068,061**	**$2,068,061**	**$1,487,476**	**$1,487,476**	**$1,233,224**	**$1,233,224**	**$1,100,000**	**$1,100,000**	**$795,000**	**$795,000**	**$6,683,761**	**$6,683,761**
FMA516- Corridor Fencing	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$0	$0	$200,000	$200,000
FMA535- Ballistic Vest Replacement	$15,000	$15,000	$15,000	$15,000	$15,000	$15,000	$25,000	$25,000	$25,000	$25,000	$95,000	$95,000
FMA538- Police Radio Replacements	$56,000	$56,000	$56,000	$56,000	$56,000	$56,000	$0	$0	$0	$0	$168,000	$168,000
FMA539- Tasers	$100,000	$100,000	$0	$0	$0	$0	$0	$0	$0	$0	$100,000	$100,000
FMA543- Vehicle Replacement/Expansion	$370,000	$370,000	$350,000	$350,000	$350,000	$350,000	$350,000	$350,000	$350,000	$350,000	$1,770,000	$1,770,000
FMA557- Bus Safety and Security	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$0	$0	$120,000	$120,000
FMA604- Safety General Projects	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$0	$0	$400,000	$400,000
FMA645- Camera Sustainability	$470,000	$470,000	$420,000	$420,000	$420,000	$420,000	$420,000	$420,000	$420,000	$420,000	$2,150,000	$2,150,000
FMA656- Facility Security	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$0	$0	$200,000	$200,000
FMA658- Bus Camera Overhaul/Replacement	$40,000	$40,000	$0	$0	$0	$0	$0	$0	$0	$0	$40,000	$40,000
FMA659- Emergency Operations Training	$15,000	$15,000	$15,000	$15,000	$15,000	$15,000	$15,000	$15,000	$0	$0	$60,000	$60,000
FMA676- Security General Projects	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$0	$0	$80,000	$80,000
ICI140- Next Crossing Camera Installation	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$0	$0	$160,000	$160,000
NP-36- Arc Flash Analysis	$362,061	$362,061	$341,476	$341,476	$87,224	$87,224	$0	$0	$0	$0	$790,761	$790,761
NP-38- Police CAD/RMS w Optional Taser/Body Cams	$350,000	$350,000	$0	$0	$0	$0	$0	$0	$0	$0	$350,000	$350,000
Grand Total	**$231,016,602**	**$134,195,851**	**$357,985,601**	**$124,171,476**	**$268,803,470**	**$125,966,835**	**$242,466,944**	**$102,928,172**	**$151,581,676**	**$71,431,676**	**$1,251,854,293**	**$582,775,785**

UTA 5- Year Capital Plan: 2022 Details

Program/Project Name	2022 Total Budget	2022 Bonds	2022 Grants	2022 Grants-Unfunded	2022 Lease	2022 State	2022 4th Qtr	2022 Local Partners	2022- UTA Local
5310 Project	**$1,762,653**	**$0**	**$1,433,047**	**$0**	**$0**	**$0**	**$0**	**$299,606**	**$30,000**
CDA006- 5310 Admin Funds	$294,522	$0	$294,522	$0	$0	$0	$0	$0	$0
ICI213- E Voucher Phase 2	$538,200	$0	$508,200	$0	$0	$0	$0	$0	$30,000
MSP249- FY19/20 - 5310 Funds - SL/WV	$479,576	$0	$322,986	$0	$0	$0	$0	$156,590	$0
MSP250- FY19/20 - 5310 Funds - O/L	$269,175	$0	$185,276	$0	$0	$0	$0	$83,899	$0
MSP251- FY19/20 - 5310 Funds - P/O	$181,180	$0	$122,063	$0	$0	$0	$0	$59,117	$0
Asset Management- Facilities	**$4,600,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,600,000**
FMA559- Office Equipment Reserve	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
FMA652- Equipment Managed Reserve	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
FMA653- Facilities Rehab and Replacement	$1,500,000	$0	$0	$0	$0	$0	$0	$0	$1,500,000
FMA672- Park and Ride Rehab/Replacement	$750,000	$0	$0	$0	$0	$0	$0	$0	$750,000
FMA673- Stations and Platforms Rehab/Replace	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
FMA679- Building Remodels/Reconfiguration	$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
NP-51- Warm Springs Sewer Line Relocation	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
SGR392- FR Snow Melt System Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
Asset Management- Rail Infrastructure	**$9,300,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$9,300,000**
MSP257- Gap filler on FR stations	$750,000	$0	$0	$0	$0	$0	$0	$0	$750,000
SGR359- Bridge Rehabilitation & Maintenance	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
SGR385- Rail Rehab and Replacement	$5,500,000	$0	$0	$0	$0	$0	$0	$0	$5,500,000
SGR393- Grade Crossings Rehab/Replacement	$2,500,000	$0	$0	$0	$0	$0	$0	$0	$2,500,000
SGR401- Ballast and Ties Rehab/Replacement	$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
Asset Management- Rail Systems	**$18,590,000**	**$10,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$365,000**	**$8,225,000**
MSP189- Signal Pre-emption Projects w/UDOT	$365,000	$0	$0	$0	$0	$0	$0	$365,000	$0
SGR047- Stray Current Mitigation	$525,000	$0	$0	$0	$0	$0	$0	$0	$525,000
SGR397- Traction Power Rehab/Replacement	$10,000,000	$10,000,000	$0	$0	$0	$0	$0	$0	$0
SGR398- OCS Wire Survey	$2,700,000	$0	$0	$0	$0	$0	$0	$0	$2,700,000
SGR403- Train Control Rehab/Replacement	$3,000,000	$0	$0	$0	$0	$0	$0	$0	$3,000,000
SGR404- Rail Switches/Trackwork Controls	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
Asset Management- Vehicle New Purchase	**$23,625,911**	**$0**	**$4,983,108**	**$0**	**$15,831,787**	**$0**	**$0**	**$0**	**$2,811,016**
NP-52- VW battery buses	$7,118,748	$0	$4,983,108	$0	$0	$0	$0	$0	$2,135,640
REV205- Non-Rev Service Vehicle Replace	$650,000	$0	$0	$0	$0	$0	$0	$0	$650,000
REV209- Paratransit Vehicle Replacment	$3,125,376	$0	$0	$0	$3,100,000	$0	$0	$0	$25,376
REV211- Bus Replacement	$11,307,289	$0	$0	$0	$11,307,289	$0	$0	$0	$0
REV212- Park City Lo/No Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV232- Van Pool Replacement	$1,424,498	$0	$0	$0	$1,424,498	$0	$0	$0	$0
Asset Management- Vehicle Rehabilitation	**$14,471,775**	**$0**	**$763,779**	**$0**	**$0**	**$0**	**$7,181,775**	**$0**	**$6,526,221**
NP-16- GPS Telemetrics System	$440,000	$0	$0	$0	$0	$0	$0	$0	$440,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
REV233- Comet Car Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR040- Light Rail Vehicle Rehab	$7,181,775	$0	$0	$0	$0	$0	$7,181,775	$0	$0
SGR353- Commuter Rail Engine Overhaul	$2,500,000	$0	$763,779	$0	$0	$0	$0	$0	$1,736,221

UTA 5- Year Capital Plan: 2022 Details

Program/Project Name	2022 Total Budget	2022 Bonds	2022 Grants	2022 Grants-Unfunded	2022 Lease	2022 State	2022 4th Qtr	2022 Local Partners	2022- UTA Local
SGR386- LRV Accident Repair	$1,600,000	$0	$0	$0	$0	$0	$0	$0	$1,600,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	$750,000	$0	$0	$0	$0	$0	$0	$0	$750,000
Information Technology	**$13,614,900**	**$0**	**$5,600,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,014,900**
ICI001- Passenger Information	$750,000	$0	$0	$0	$0	$0	$0	$0	$750,000
ICI005- EFC Rehab and Replacement	$225,000	$0	$0	$0	$0	$0	$0	$0	$225,000
ICI146- FrontRunner WiFi Enhancements	$350,000	$0	$0	$0	$0	$0	$0	$0	$350,000
ICI173- JDE System Enhancement	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
ICI179- Network & Infrastructure Equipment	$398,900	$0	$0	$0	$0	$0	$0	$0	$398,900
ICI183- Legal SW	$30,000	$0	$0	$0	$0	$0	$0	$0	$30,000
ICI186- In-house App Dev. & Enhancements	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
ICI191- IT Managed Reserved (formerly IT Pool)	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
ICI197- Bus Communication On-Board Tech	$85,000	$0	$0	$0	$0	$0	$0	$0	$85,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	$410,000	$0	$0	$0	$0	$0	$0	$0	$410,000
ICI199- Rail Communication On-Board Tech	$80,000	$0	$0	$0	$0	$0	$0	$0	$80,000
ICI201- Server, Storage Infrastructure Eq & SW	$556,000	$0	$0	$0	$0	$0	$0	$0	$556,000
ICI202- Radio Communication Infrastructure	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI214- Init APC Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI217- Transit Management Sytem	$2,400,000	$0	$0	$0	$0	$0	$0	$0	$2,400,000
NP-1- New Radio Communication System	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-14- Fares Systems Replacement Program	$7,000,000	$0	$5,600,000	$0	$0	$0	$0	$0	$1,400,000
NP-45- ERP / HCM and Maintenance System External Needs Review	$150,000	$0	$0	$0	$0	$0	$0	$0	$150,000
NP-46- JDE 9.2. Application Upgrade - UNx	$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
NP-47- SharePoint 2016 Migration to SharePoint Online Support	$60,000	$0	$0	$0	$0	$0	$0	$0	$60,000
NP-54- Customer Relations Software Replacement	$370,000	$0	$0	$0	$0	$0	$0	$0	$370,000
Major Capital Project	**$101,872,107**	**$25,000,000**	**$25,498,435**	**$0**	**$0**	**$38,446,247**	**$0**	**$3,921,970**	**$9,005,455**
MSP102- Depot District	$32,562,000	$25,000,000	$3,377,587	$0	$0	$3,797,243	$0	$0	$387,170
MSP185- Ogden/Weber State University BRT	$25,465,107	$0	$18,436,103	$0	$0	$2,229,004	$0	$0	$4,800,000
MSP205- TIGER Program of Projects	$8,206,000	$0	$2,798,700	$0	$0	$0	$0	$3,126,000	$2,281,300
MSP215- Sharp-Tintic Rail Connection	$1,439,000	$0	$886,045	$0	$0	$80,000	$0	$435,970	$36,985
MSP216- Point of Mountain AA/EIS	$3,000,000	$0	$0	$0	$0	$3,000,000	$0	$0	$0
MSP252- FrontRunner Double Tracking	$15,000,000	$0	$0	$0	$0	$13,500,000	$0	$0	$1,500,000
MSP253- Mid-Valley Connector	$15,000,000	$0	$0	$0	$0	$14,640,000	$0	$360,000	$0
MSP259- S-Line Extension	$1,200,000	$0	$0	$0	$0	$1,200,000	$0	$0	$0
Other Capital Projects	**$35,071,195**	**$0**	**$10,012,556**	**$0**	**$0**	**$0**	**$4,038,000**	**$5,497,003**	**$15,523,636**
MSP122- Positive Train Control	$302,000	$0	$0	$0	$0	$0	$0	$0	$302,000
MSP132- Technical Support for IPCS Maintenance and Enhancements	$85,000	$0	$0	$0	$0	$0	$0	$0	$85,000
MSP140- Box Elder Right of Way Preservation	$3,500,000	$0	$0	$0	$0	$0	$0	$3,500,000	$0

UTA 5- Year Capital Plan: 2022 Details

Program/Project Name	2022 Total Budget	2022 Bonds	2022 Grants	2022 Grants-Unfunded	2022 Lease	2022 State	2022 4th Qtr	2022 Local Partners	2022- UTA Local
MSP194- 650 South Station	$150,000	$0	$0	$0	$0	$0	$0	$0	$150,000
MSP198- Wayfinding Signage	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
MSP202- Davis-SLC Community Connector	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
MSP227- Meadowbrook Expansion	$250,000	$0	$0	$0	$0	$0	$250,000	$0	$0
MSP233- North Temple EOL (SLC CMAQ grant)	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP248- Capital Planning/Env Analysis	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
MSP255- Central Corridor Transit	$500,000	$0	$465,000	$0	$0	$0	$0	$0	$35,000
MSP258- Mt Ogden Admin Bldg expansion	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
MSP999- Capital Contingency	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	$1,500,000	$0	$1,200,000	$0	$0	$0	$0	$0	$300,000
NP-18- Program Management Support	$4,000,000	$0	$0	$0	$0	$0	$1,500,000	$0	$2,500,000
NP-23- 3500 South TSP Upgrade	$288,000	$0	$0	$0	$0	$0	$288,000	$0	$0
NP-29- New Maintenance Training Facility	$480,000	$0	$0	$0	$0	$0	$0	$0	$480,000
NP-39- Tooele County Microtransit & Vehicle Electrification	$1,608,995	$0	$1,378,896	$0	$0	$0	$0	$0	$230,099
NP-55- Transit Signal Priority On Board Units (TOBU) Project	$57,200	$0	$10,256	$0	$0	$0	$0	$7,402	$39,542
NP-57- Light Rail Red Signal Enforcement	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
NP-59- Trax Operational Simulator	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
NP-60- Public Partnership Projects	$10,000,000	$0	$6,958,404	$0	$0	$0	$0	$1,739,601	$1,301,995
NP-69- TechLink Corridor Study	$450,000	$0	$0	$0	$0	$0	$0	$250,000	$200,000
NP-70- Bus Stop Enhancements	$1,000,000	$0	$0	$0	$0	$0	$1,000,000	$0	$0
NP-71- Route End of Line (EOL) Enhancements	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
NP-72- System Restrooms	$1,000,000	$0	$0	$0	$0	$0	$1,000,000	$0	$0
SGR358- Frontrunner Paint Booth	$150,000	$0	$0	$0	$0	$0	$0	$0	$150,000
SGR390- OK Manufacturing Building	$1,350,000	$0	$0	$0	$0	$0	$0	$0	$1,350,000
Property/TOD/Real Estate	**$6,040,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$6,040,000**
NP-10- Property Management - Capital Repairs	$40,000	$0	$0	$0	$0	$0	$0	$0	$40,000
NP-11- SLCentral HQ Office	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
NP-12- TOD Working Capital	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$5,000,000
Safety & Security/Police	**$2,068,061**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,068,061**
FMA516- Corridor Fencing	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
FMA535- Ballistic Vest Replacement	$15,000	$0	$0	$0	$0	$0	$0	$0	$15,000
FMA538- Police Radio Replacements	$56,000	$0	$0	$0	$0	$0	$0	$0	$56,000
FMA539- Tasers	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
FMA543- Vehicle Replacement/Expansion	$370,000	$0	$0	$0	$0	$0	$0	$0	$370,000
FMA557- Bus Safety and Security	$30,000	$0	$0	$0	$0	$0	$0	$0	$30,000
FMA604- Safety General Projects	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
FMA645- Camera Sustainability	$470,000	$0	$0	$0	$0	$0	$0	$0	$470,000
FMA656- Facility Security	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
FMA658- Bus Camera Overhaul/Replacement	$40,000	$0	$0	$0	$0	$0	$0	$0	$40,000

UTA 5- Year Capital Plan: 2022 Details

Program/Project Name	2022 Total Budget	2022 Bonds	2022 Grants	2022 Grants-Unfunded	2022 Lease	2022 State	2022 4th Qtr	2022 Local Partners	2022- UTA Local
FMA659- Emergency Operations Training	$15,000	$0	$0	$0	$0	$0	$0	$0	$15,000
FMA676- Security General Projects	$20,000	$0	$0	$0	$0	$0	$0	$0	$20,000
ICI140- Next Crossing Camera Installation	$40,000	$0	$0	$0	$0	$0	$0	$0	$40,000
NP-36- Arc Flash Analysis	$362,061	$0	$0	$0	$0	$0	$0	$0	$362,061
NP-38- Police CAD/RMS w Optional Taser/Body Cams	$350,000	$0	$0	$0	$0	$0	$0	$0	$350,000
Grand Total	**$231,016,602**	**$35,000,000**	**$48,290,925**	**$0**	**$15,831,787**	**$38,446,247**	**$11,219,775**	**$10,083,579**	**$72,144,289**

UTA 5- Year Capital Plan: 2023 Details

Program/Project Name	2023 Total Budget	2023 Bonds	2023 Grants	2023 Grants-Unfunded	2023 Lease	2023 State	2023 4th Qtr	2023 Local Partners	2023- UTA Local
5310 Project	**$306,420**	**$0**	**$306,420**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
CDA006- 5310 Admin Funds	$306,420	$0	$306,420	$0	$0	$0	$0	$0	$0
ICI213- E Voucher Phase 2	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP249- FY19/20 - 5310 Funds - SL/WV	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP250- FY19/20 - 5310 Funds - O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP251- FY19/20 - 5310 Funds - P/O	$0	$0	$0	$0	$0	$0	$0	$0	$0
Asset Management- Facilities	**$7,450,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,450,000**
FMA559- Office Equipment Reserve	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
FMA652- Equipment Managed Reserve	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
FMA653- Facilities Rehab and Replacement	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
FMA672- Park and Ride Rehab/Replacement	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
FMA673- Stations and Platforms Rehab/Replace	$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
FMA679- Building Remodels/Reconfiguration	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
NP-51- Warm Springs Sewer Line Relocation	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR392- FR Snow Melt System Replacement	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$5,000,000
Asset Management- Rail Infrastructure	**$4,075,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,075,000**
MSP257- Gap filler on FR stations	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR359- Bridge Rehabilitation & Maintenance	$450,000	$0	$0	$0	$0	$0	$0	$0	$450,000
SGR385- Rail Rehab and Replacement	$1,375,000	$0	$0	$0	$0	$0	$0	$0	$1,375,000
SGR393- Grade Crossings Rehab/Replacement	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
SGR401- Ballast and Ties Rehab/Replacement	$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
Asset Management- Rail Systems	**$22,875,000**	**$5,255,718**	**$12,144,282**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,475,000**
MSP189- Signal Pre-emption Projects w/UDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR047- Stray Current Mitigation	$525,000	$0	$0	$0	$0	$0	$0	$0	$525,000
SGR397- Traction Power Rehab/Replacement	$17,400,000	$5,255,718	$12,144,282	$0	$0	$0	$0	$0	$0
SGR398- OCS Wire Survey	$950,000	$0	$0	$0	$0	$0	$0	$0	$950,000
SGR403- Train Control Rehab/Replacement	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
SGR404- Rail Switches/Trackwork Controls	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
Asset Management- Vehicle New Purchase	**$66,993,075**	**$0**	**$14,902,000**	**$0**	**$39,670,553**	**$0**	**$0**	**$1,431,824**	**$10,988,698**
NP-52- VW battery buses	$22,030,000	$0	$12,112,000	$0	$0	$0	$0	$0	$9,918,000
REV205- Non-Rev Service Vehicle Replace	$750,000	$0	$0	$0	$0	$0	$0	$0	$750,000
REV209- Paratransit Vehicle Replacment	$3,199,593	$0	$0	$0	$3,199,593	$0	$0	$0	$0
REV211- Bus Replacement	$35,200,000	$0	$0	$0	$35,200,000	$0	$0	$0	$0
REV212- Park City Lo/No Grant	$4,542,522	$0	$2,790,000	$0	$0	$0	$0	$1,431,824	$320,698
REV232- Van Pool Replacement	$1,270,960	$0	$0	$0	$1,270,960	$0	$0	$0	$0
Asset Management- Vehicle Rehabilitation	**$16,149,275**	**$0**	**$3,350,000**	**$0**	**$2,250,000**	**$0**	**$7,699,275**	**$0**	**$2,850,000**
NP-16- GPS Telemetrics System	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV224- Bus Engine/Trans/Comp Rehab/Replace	$3,000,000	$0	$2,400,000	$0	$0	$0	$0	$0	$600,000
REV233- Comet Car Replacement	$2,250,000	$0	$0	$0	$2,250,000	$0	$0	$0	$0
SGR040- Light Rail Vehicle Rehab	$7,699,275	$0	$0	$0	$0	$0	$7,699,275	$0	$0
SGR353- Commuter Rail Engine Overhaul	$1,500,000	$0	$950,000	$0	$0	$0	$0	$0	$550,000
SGR386- LRV Accident Repair	$700,000	$0	$0	$0	$0	$0	$0	$0	$700,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000

UTA 5- Year Capital Plan: 2023 Details

Program/Project Name	2023 Total Budget	2023 Bonds	2023 Grants	2023 Grants-Unfunded	2023 Lease	2023 State	2023 4th Qtr	2023 Local Partners	2023- UTA Local
Information Technology	**$23,057,654**	**$0**	**$13,643,800**	**$0**	**$0**	**$0**	**$0**	**$0**	**$9,413,854**
ICI001- Passenger Information	$2,000,000	$0	$1,600,000	$0	$0	$0	$0	$0	$400,000
ICI005- EFC Rehab and Replacement	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
ICI146- FrontRunner WiFi Enhancements	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
ICI173- JDE System Enhancement	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
ICI179- Network & Infrastructure Equipment	$278,404	$0	$0	$0	$0	$0	$0	$0	$278,404
ICI183- Legal SW	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI186- In-house App Dev. & Enhancements	$200,000	$0	$0	$0	$0	$0	$0	$0	$200,000
ICI191- IT Managed Reserved (formerly IT Pool)	$350,000	$0	$0	$0	$0	$0	$0	$0	$350,000
ICI197- Bus Communication On-Board Tech	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	$445,000	$0	$0	$0	$0	$0	$0	$0	$445,000
ICI199- Rail Communication On-Board Tech	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI201- Server, Storage Infrastructure Eq & SW	$594,000	$0	$0	$0	$0	$0	$0	$0	$594,000
ICI202- Radio Communication Infrastructure	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI214- Init APC Upgrade	$335,500	$0	$0	$0	$0	$0	$0	$0	$335,500
ICI217- Transit Management Sytem	$950,000	$0	$0	$0	$0	$0	$0	$0	$950,000
NP-1- New Radio Communication System	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
NP-14- Fares Systems Replacement Program	$15,054,750	$0	$12,043,800	$0	$0	$0	$0	$0	$3,010,950
NP-45- ERP / HCM and Maintenance System External Needs Review	$150,000	$0	$0	$0	$0	$0	$0	$0	$150,000
NP-46- JDE 9.2. Application Upgrade - UNx	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-47- SharePoint 2016 Migration to SharePoint Online Support	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-54- Customer Relations Software Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
Major Capital Project	**$169,847,501**	**$0**	**$30,647,528**	**$47,040,000**	**$0**	**$86,963,458**	**$188,661**	**$1,892,700**	**$3,115,154**
MSP102- Depot District	$12,000,000	$0	$8,694,582	$0	$0	$3,116,757	$188,661	$0	$0
MSP185- Ogden/Weber State University BRT	$17,402,501	$0	$16,037,347	$0	$0	$0	$0	$0	$1,365,154
MSP205- TIGER Program of Projects	$2,500,000	$0	$1,207,300	$0	$0	$0	$0	$1,292,700	$0
MSP215- Sharp-Tintic Rail Connection	$8,695,000	$0	$4,708,299	$0	$0	$3,986,701	$0	$0	$0
MSP216- Point of Mountain AA/EIS	$3,000,000	$0	$0	$0	$0	$2,000,000	$0	$0	$1,000,000
MSP252- FrontRunner Double Tracking	$47,250,000	$0	$0	$0	$0	$46,500,000	$0	$0	$750,000
MSP253- Mid-Valley Connector	$70,000,000	$0	$0	$47,040,000	$0	$22,360,000	$0	$600,000	$0
MSP259- S-Line Extension	$9,000,000	$0	$0	$0	$0	$9,000,000	$0	$0	$0
Other Capital Projects	**$45,704,200**	**$0**	**$11,597,910**	**$4,340,000**	**$0**	**$0**	**$1,800,000**	**$5,554,203**	**$22,412,087**
MSP122- Positive Train Control	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP132- Technical Support for IPCS Maintenance and Enhancements	$85,000	$0	$0	$0	$0	$0	$0	$0	$85,000
MSP140- Box Elder Right of Way Preservation	$3,500,000	$0	$0	$0	$0	$0	$0	$3,500,000	$0
MSP194- 650 South Station	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP198- Wayfinding Signage	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
MSP202- Davis-SLC Community Connector	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP227- Meadowbrook Expansion	$0	$0	$0	$0	$0	$0	$0	$0	$0

UTA 5- Year Capital Plan: 2023 Details

Program/Project Name	2023 Total Budget	2023 Bonds	2023 Grants	2023 Grants-Unfunded	2023 Lease	2023 State	2023 4th Qtr	2023 Local Partners	2023- UTA Local
MSP233- North Temple EOL (SLC CMAQ grant)	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP248- Capital Planning/Env Analysis	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
MSP255- Central Corridor Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP258- Mt Ogden Admin Bldg expansion	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$5,000,000
MSP999- Capital Contingency	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	$1,500,000	$0	$1,200,000	$0	$0	$0	$0	$0	$300,000
NP-18- Program Management Support	$3,300,000	$0	$0	$0	$0	$0	$1,500,000	$0	$1,800,000
NP-23- 3500 South TSP Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-29- New Maintenance Training Facility	$4,320,000	$0	$0	$3,840,000	$0	$0	$0	$0	$480,000
NP-39- Tooele County Microtransit & Vehicle Electrification	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-55- Transit Signal Priority On Board Units (TOBU) Project	$499,200	$0	$89,506	$0	$0	$0	$0	$64,602	$345,092
NP-57- Light Rail Red Signal Enforcement	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$5,000,000
NP-59- Trax Operational Simulator	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-60- Public Partnership Projects	$10,000,000	$0	$6,958,404	$0	$0	$0	$0	$1,739,601	$1,301,995
NP-69- TechLink Corridor Study	$2,450,000	$0	$1,950,000	$500,000	$0	$0	$0	$0	$0
NP-70- Bus Stop Enhancements	$1,000,000	$0	$800,000	$0	$0	$0	$200,000	$0	$0
NP-71- Route End of Line (EOL) Enhancements	$1,500,000	$0	$0	$0	$0	$0	$100,000	$250,000	$1,150,000
NP-72- System Restrooms	$1,000,000	$0	$600,000	$0	$0	$0	$0	$0	$400,000
SGR358- Frontrunner Paint Booth	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR390- OK Manufacturing Building	$750,000	$0	$0	$0	$0	$0	$0	$0	$750,000
Property/TOD/Real Estate	**$40,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$40,000**
NP-10- Property Management - Capital Repairs	$40,000	$0	$0	$0	$0	$0	$0	$0	$40,000
NP-11- SLCentral HQ Office	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-12- TOD Working Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0
Safety & Security/Police	**$1,487,476**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,487,476**
FMA516- Corridor Fencing	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
FMA535- Ballistic Vest Replacement	$15,000	$0	$0	$0	$0	$0	$0	$0	$15,000
FMA538- Police Radio Replacements	$56,000	$0	$0	$0	$0	$0	$0	$0	$56,000
FMA539- Tasers	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA543- Vehicle Replacement/Expansion	$350,000	$0	$0	$0	$0	$0	$0	$0	$350,000
FMA557- Bus Safety and Security	$30,000	$0	$0	$0	$0	$0	$0	$0	$30,000
FMA604- Safety General Projects	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
FMA645- Camera Sustainability	$420,000	$0	$0	$0	$0	$0	$0	$0	$420,000
FMA656- Facility Security	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
FMA658- Bus Camera Overhaul/Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA659- Emergency Operations Training	$15,000	$0	$0	$0	$0	$0	$0	$0	$15,000
FMA676- Security General Projects	$20,000	$0	$0	$0	$0	$0	$0	$0	$20,000
ICI140- Next Crossing Camera Installation	$40,000	$0	$0	$0	$0	$0	$0	$0	$40,000
NP-36- Arc Flash Analysis	$341,476	$0	$0	$0	$0	$0	$0	$0	$341,476
NP-38- Police CAD/RMS w Optional Taser/Body Cams	$0	$0	$0	$0	$0	$0	$0	$0	$0

UTA 5- Year Capital Plan: 2023 Details

Program/Project Name	2023 Total Budget	2023 Bonds	2023 Grants	2023 Grants-Unfunded	2023 Lease	2023 State	2023 4th Qtr	2023 Local Partners	2023- UTA Local
Grand Total	**$357,985,601**	**$5,255,718**	**$86,591,940**	**$51,380,000**	**$41,920,553**	**$86,963,458**	**$9,687,936**	**$8,878,727**	**$67,307,269**

UTA 5- Year Capital Plan: 2024 Details

Program/Project Name	2024 Total Budget	2024 Bonds	2024 Grants	2024 Grants-Unfunded	2024 Lease	2024 State	2024 4th Qtr	2024 Local Partners	2024- UTA Local
5310 Project	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
CDA006- 5310 Admin Funds	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI213- E Voucher Phase 2	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP249- FY19/20 - 5310 Funds - SL/WV	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP250- FY19/20 - 5310 Funds - O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP251- FY19/20 - 5310 Funds - P/O	$0	$0	$0	$0	$0	$0	$0	$0	$0
Asset Management- Facilities	**$6,700,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$6,700,000**
FMA559- Office Equipment Reserve	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
FMA652- Equipment Managed Reserve	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
FMA653- Facilities Rehab and Replacement	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
FMA672- Park and Ride Rehab/Replacement	$750,000	$0	$0	$0	$0	$0	$0	$0	$750,000
FMA673- Stations and Platforms Rehab/Replace	$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
FMA679- Building Remodels/Reconfiguration	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
NP-51- Warm Springs Sewer Line Relocation	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR392- FR Snow Melt System Replacement	$4,000,000	$0	$0	$0	$0	$0	$0	$0	$4,000,000
Asset Management- Rail Infrastructure	**$3,300,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,300,000**
MSP257- Gap filler on FR stations	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR359- Bridge Rehabilitation & Maintenance	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
SGR385- Rail Rehab and Replacement	$750,000	$0	$0	$0	$0	$0	$0	$0	$750,000
SGR393- Grade Crossings Rehab/Replacement	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
SGR401- Ballast and Ties Rehab/Replacement	$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
Asset Management- Rail Systems	**$17,966,500**	**$0**	**$13,100,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,866,500**
MSP189- Signal Pre-emption Projects w/UDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR047- Stray Current Mitigation	$462,500	$0	$0	$0	$0	$0	$0	$0	$462,500
SGR397- Traction Power Rehab/Replacement	$13,100,000	$0	$13,100,000	$0	$0	$0	$0	$0	$0
SGR398- OCS Wire Survey	$904,000	$0	$0	$0	$0	$0	$0	$0	$904,000
SGR403- Train Control Rehab/Replacement	$1,500,000	$0	$0	$0	$0	$0	$0	$0	$1,500,000
SGR404- Rail Switches/Trackwork Controls	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
Asset Management- Vehicle New Purchase	**$55,148,832**	**$0**	**$0**	**$0**	**$54,798,832**	**$0**	**$0**	**$0**	**$350,000**
NP-52- VW battery buses	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV205- Non-Rev Service Vehicle Replace	$350,000	$0	$0	$0	$0	$0	$0	$0	$350,000
REV209- Paratransit Vehicle Replacment	$3,275,592	$0	$0	$0	$3,275,592	$0	$0	$0	$0
REV211- Bus Replacement	$50,100,000	$0	$0	$0	$50,100,000	$0	$0	$0	$0
REV212- Park City Lo/No Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV232- Van Pool Replacement	$1,423,240	$0	$0	$0	$1,423,240	$0	$0	$0	$0
Asset Management- Vehicle Rehabilitation	**$16,685,150**	**$0**	**$2,400,000**	**$0**	**$3,000,000**	**$0**	**$8,285,150**	**$0**	**$3,000,000**
NP-16- GPS Telemetrics System	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV224- Bus Engine/Trans/Comp Rehab/Replace	$3,000,000	$0	$2,400,000	$0	$0	$0	$0	$0	$600,000
REV233- Comet Car Replacement	$3,000,000	$0	$0	$0	$3,000,000	$0	$0	$0	$0
SGR040- Light Rail Vehicle Rehab	$8,285,150	$0	$0	$0	$0	$0	$8,285,150	$0	$0
SGR353- Commuter Rail Engine Overhaul	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR386- LRV Accident Repair	$400,000	$0	$0	$0	$0	$0	$0	$0	$400,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000

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Program/Project Name	2024 Total Budget	2024 Bonds	2024 Grants	2024 Grants-Unfunded	2024 Lease	2024 State	2024 4th Qtr	2024 Local Partners	2024- UTA Local
Information Technology	**$25,184,865**	**$0**	**$11,689,700**	**$0**	**$0**	**$0**	**$0**	**$0**	**$13,495,165**
ICI001- Passenger Information	$350,000	$0	$0	$0	$0	$0	$0	$0	$350,000
ICI005- EFC Rehab and Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI146- FrontRunner WiFi Enhancements	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
ICI173- JDE System Enhancement	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
ICI179- Network & Infrastructure Equipment	$296,740	$0	$0	$0	$0	$0	$0	$0	$296,740
ICI183- Legal SW	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI186- In-house App Dev. & Enhancements	$200,000	$0	$0	$0	$0	$0	$0	$0	$200,000
ICI191- IT Managed Reserved (formerly IT Pool)	$400,000	$0	$0	$0	$0	$0	$0	$0	$400,000
ICI197- Bus Communication On-Board Tech	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	$210,000	$0	$0	$0	$0	$0	$0	$0	$210,000
ICI199- Rail Communication On-Board Tech	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI201- Server, Storage Infrastructure Eq & SW	$473,000	$0	$0	$0	$0	$0	$0	$0	$473,000
ICI202- Radio Communication Infrastructure	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI214- Init APC Upgrade	$243,000	$0	$0	$0	$0	$0	$0	$0	$243,000
ICI217- Transit Management Sytem	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-1- New Radio Communication System	$8,000,000	$0	$0	$0	$0	$0	$0	$0	$8,000,000
NP-14- Fares Systems Replacement Program	$14,612,125	$0	$11,689,700	$0	$0	$0	$0	$0	$2,922,425
NP-45- ERP / HCM and Maintenance System External Needs Review	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-46- JDE 9.2. Application Upgrade - UNx	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-47- SharePoint 2016 Migration to SharePoint Online Support	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-54- Customer Relations Software Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
Major Capital Project	**$112,323,299**	**$0**	**$0**	**$25,000,000**	**$0**	**$82,323,299**	**$0**	**$0**	**$5,000,000**
MSP102- Depot District	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP185- Ogden/Weber State University BRT	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP205- TIGER Program of Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP215- Sharp-Tintic Rail Connection	$123,299	$0	$0	$0	$0	$123,299	$0	$0	$0
MSP216- Point of Mountain AA/EIS	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP252- FrontRunner Double Tracking	$91,000,000	$0	$0	$5,000,000	$0	$81,000,000	$0	$0	$5,000,000
MSP253- Mid-Valley Connector	$20,000,000	$0	$0	$20,000,000	$0	$0	$0	$0	$0
MSP259- S-Line Extension	$1,200,000	$0	$0	$0	$0	$1,200,000	$0	$0	$0
Other Capital Projects	**$30,221,600**	**$0**	**$2,547,312**	**$1,920,000**	**$0**	**$0**	**$1,600,000**	**$3,856,324**	**$20,297,964**
MSP122- Positive Train Control	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP132- Technical Support for IPCS Maintenance and Enhancements	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP140- Box Elder Right of Way Preservation	$3,500,000	$0	$0	$0	$0	$0	$0	$3,500,000	$0
MSP194- 650 South Station	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP198- Wayfinding Signage	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
MSP202- Davis-SLC Community Connector	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP227- Meadowbrook Expansion	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP233- North Temple EOL (SLC CMAQ grant)	$0	$0	$0	$0	$0	$0	$0	$0	$0

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Program/Project Name	2024 Total Budget	2024 Bonds	2024 Grants	2024 Grants-Unfunded	2024 Lease	2024 State	2024 4th Qtr	2024 Local Partners	2024- UTA Local
MSP248- Capital Planning/Env Analysis	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
MSP255- Central Corridor Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP258- Mt Ogden Admin Bldg expansion	$4,000,000	$0	$0	$0	$0	$0	$0	$0	$4,000,000
MSP999- Capital Contingency	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	$2,000,000	$0	$1,600,000	$0	$0	$0	$0	$0	$400,000
NP-18- Program Management Support	$3,300,000	$0	$0	$0	$0	$0	$1,500,000	$0	$1,800,000
NP-23- 3500 South TSP Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-29- New Maintenance Training Facility	$2,300,000	$0	$0	$1,920,000	$0	$0	$0	$0	$380,000
NP-39- Tooele County Microtransit & Vehicle Electrification	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-55- Transit Signal Priority On Board Units (TOBU) Project	$821,600	$0	$147,312	$0	$0	$0	$0	$106,324	$567,964
NP-57- Light Rail Red Signal Enforcement	$3,500,000	$0	$0	$0	$0	$0	$0	$0	$3,500,000
NP-59- Trax Operational Simulator	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-60- Public Partnership Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-69- TechLink Corridor Study	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-70- Bus Stop Enhancements	$1,000,000	$0	$200,000	$0	$0	$0	$0	$0	$800,000
NP-71- Route End of Line (EOL) Enhancements	$3,000,000	$0	$0	$0	$0	$0	$100,000	$250,000	$2,650,000
NP-72- System Restrooms	$1,000,000	$0	$600,000	$0	$0	$0	$0	$0	$400,000
SGR358- Frontrunner Paint Booth	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR390- OK Manufacturing Building	$0	$0	$0	$0	$0	$0	$0	$0	$0
Property/TOD/Real Estate	**$40,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$40,000**
NP-10- Property Management - Capital Repairs	$40,000	$0	$0	$0	$0	$0	$0	$0	$40,000
NP-11- SLCentral HQ Office	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-12- TOD Working Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0
Safety & Security/Police	**$1,233,224**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,233,224**
FMA516- Corridor Fencing	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
FMA535- Ballistic Vest Replacement	$15,000	$0	$0	$0	$0	$0	$0	$0	$15,000
FMA538- Police Radio Replacements	$56,000	$0	$0	$0	$0	$0	$0	$0	$56,000
FMA539- Tasers	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA543- Vehicle Replacement/Expansion	$350,000	$0	$0	$0	$0	$0	$0	$0	$350,000
FMA557- Bus Safety and Security	$30,000	$0	$0	$0	$0	$0	$0	$0	$30,000
FMA604- Safety General Projects	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
FMA645- Camera Sustainability	$420,000	$0	$0	$0	$0	$0	$0	$0	$420,000
FMA656- Facility Security	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
FMA658- Bus Camera Overhaul/Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA659- Emergency Operations Training	$15,000	$0	$0	$0	$0	$0	$0	$0	$15,000
FMA676- Security General Projects	$20,000	$0	$0	$0	$0	$0	$0	$0	$20,000
ICI140- Next Crossing Camera Installation	$40,000	$0	$0	$0	$0	$0	$0	$0	$40,000
NP-36- Arc Flash Analysis	$87,224	$0	$0	$0	$0	$0	$0	$0	$87,224
NP-38- Police CAD/RMS w Optional Taser/Body Cams	$0	$0	$0	$0	$0	$0	$0	$0	$0
Grand Total	**$268,803,470**	**$0**	**$29,737,012**	**$26,920,000**	**$57,798,832**	**$82,323,299**	**$9,885,150**	**$3,856,324**	**$58,282,853**

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Program/Project Name	2025 Total Budget	2025 Bonds	2025 Grants	2025 Grants-Unfunded	2025 Lease	2025 State	2025 4th Qtr	2025 Local Partners	2025- UTA Local
5310 Project	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
CDA006- 5310 Admin Funds	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI213- E Voucher Phase 2	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP249- FY19/20 - 5310 Funds - SL/WV	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP250- FY19/20 - 5310 Funds - O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP251- FY19/20 - 5310 Funds - P/O	$0	$0	$0	$0	$0	$0	$0	$0	$0
Asset Management- Facilities	**$4,450,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,450,000**
FMA559- Office Equipment Reserve	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
FMA652- Equipment Managed Reserve	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
FMA653- Facilities Rehab and Replacement	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
FMA672- Park and Ride Rehab/Replacement	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
FMA673- Stations and Platforms Rehab/Replace	$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
FMA679- Building Remodels/Reconfiguration	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
NP-51- Warm Springs Sewer Line Relocation	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR392- FR Snow Melt System Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
Asset Management- Rail Infrastructure	**$6,650,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$6,650,000**
MSP257- Gap filler on FR stations	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR359- Bridge Rehabilitation & Maintenance	$400,000	$0	$0	$0	$0	$0	$0	$0	$400,000
SGR385- Rail Rehab and Replacement	$4,000,000	$0	$0	$0	$0	$0	$0	$0	$4,000,000
SGR393- Grade Crossings Rehab/Replacement	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
SGR401- Ballast and Ties Rehab/Replacement	$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
Asset Management- Rail Systems	**$9,687,500**	**$0**	**$5,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,687,500**
MSP189- Signal Pre-emption Projects w/UDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR047- Stray Current Mitigation	$462,500	$0	$0	$0	$0	$0	$0	$0	$462,500
SGR397- Traction Power Rehab/Replacement	$5,000,000	$0	$5,000,000	$0	$0	$0	$0	$0	$0
SGR398- OCS Wire Survey	$925,000	$0	$0	$0	$0	$0	$0	$0	$925,000
SGR403- Train Control Rehab/Replacement	$1,300,000	$0	$0	$0	$0	$0	$0	$0	$1,300,000
SGR404- Rail Switches/Trackwork Controls	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
Asset Management- Vehicle New Purchase	**$48,700,000**	**$0**	**$0**	**$0**	**$48,200,000**	**$0**	**$0**	**$0**	**$500,000**
NP-52- VW battery buses	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV205- Non-Rev Service Vehicle Replace	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
REV209- Paratransit Vehicle Replacment	$3,400,000	$0	$0	$0	$3,400,000	$0	$0	$0	$0
REV211- Bus Replacement	$43,000,000	$0	$0	$0	$43,000,000	$0	$0	$0	$0
REV212- Park City Lo/No Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV232- Van Pool Replacement	$1,800,000	$0	$0	$0	$1,800,000	$0	$0	$0	$0
Asset Management- Vehicle Rehabilitation	**$18,581,775**	**$0**	**$2,400,000**	**$0**	**$3,000,000**	**$0**	**$10,581,775**	**$0**	**$2,600,000**
NP-16- GPS Telemetrics System	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV224- Bus Engine/Trans/Comp Rehab/Replace	$3,000,000	$0	$2,400,000	$0	$0	$0	$0	$0	$600,000
REV233- Comet Car Replacement	$3,000,000	$0	$0	$0	$3,000,000	$0	$0	$0	$0
SGR040- Light Rail Vehicle Rehab	$10,581,775	$0	$0	$0	$0	$0	$10,581,775	$0	$0
SGR353- Commuter Rail Engine Overhaul	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR386- LRV Accident Repair	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR391- Commuter Rail Vehicle Rehab and Replacement	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000

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Program/Project Name	2025 Total Budget	2025 Bonds	2025 Grants	2025 Grants- Unfunded	2025 Lease	2025 State	2025 4th Qtr	2025 Local Partners	2025- UTA Local
Information Technology	**$10,831,069**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$10,831,069**
ICI001- Passenger Information	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI005- EFC Rehab and Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI146- FrontRunner WiFi Enhancements	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
ICI173- JDE System Enhancement	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
ICI179- Network & Infrastructure Equipment	$280,704	$0	$0	$0	$0	$0	$0	$0	$280,704
ICI183- Legal SW	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI186- In-house App Dev. & Enhancements	$200,000	$0	$0	$0	$0	$0	$0	$0	$200,000
ICI191- IT Managed Reserved (formerly IT Pool)	$400,000	$0	$0	$0	$0	$0	$0	$0	$400,000
ICI197- Bus Communication On-Board Tech	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	$260,000	$0	$0	$0	$0	$0	$0	$0	$260,000
ICI199- Rail Communication On-Board Tech	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI201- Server, Storage Infrastructure Eq & SW	$165,000	$0	$0	$0	$0	$0	$0	$0	$165,000
ICI202- Radio Communication Infrastructure	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI214- Init APC Upgrade	$243,000	$0	$0	$0	$0	$0	$0	$0	$243,000
ICI217- Transit Management Sytem	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-1- New Radio Communication System	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
NP-14- Fares Systems Replacement Program	$8,382,365	$0	$0	$0	$0	$0	$0	$0	$8,382,365
NP-45- ERP / HCM and Maintenance System External Needs Review	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-46- JDE 9.2. Application Upgrade - UNx	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-47- SharePoint 2016 Migration to SharePoint Online Support	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-54- Customer Relations Software Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
Major Capital Project	**$117,500,000**	**$0**	**$0**	**$7,500,000**	**$0**	**$105,000,000**	**$0**	**$0**	**$5,000,000**
MSP102- Depot District	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP185- Ogden/Weber State University BRT	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP205- TIGER Program of Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP215- Sharp-Tintic Rail Connection	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP216- Point of Mountain AA/EIS	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP252- FrontRunner Double Tracking	$117,500,000	$0	$0	$7,500,000	$0	$105,000,000	$0	$0	$5,000,000
MSP253- Mid-Valley Connector	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP259- S-Line Extension	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Capital Projects	**$24,926,600**	**$0**	**$2,340,018**	**$0**	**$0**	**$0**	**$1,500,000**	**$5,216,979**	**$15,869,603**
MSP122- Positive Train Control	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP132- Technical Support for IPCS Maintenance and Enhancements	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP140- Box Elder Right of Way Preservation	$3,500,000	$0	$0	$0	$0	$0	$0	$3,500,000	$0
MSP194- 650 South Station	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP198- Wayfinding Signage	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
MSP202- Davis-SLC Community Connector	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP227- Meadowbrook Expansion	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP233- North Temple EOL (SLC CMAQ grant)	$3,936,600	$0	$2,270,092	$0	$0	$0	$0	$1,666,508	$0

UTA 5- Year Capital Plan: 2025 Details

Program/Project Name	2025 Total Budget	2025 Bonds	2025 Grants	2025 Grants-Unfunded	2025 Lease	2025 State	2025 4th Qtr	2025 Local Partners	2025- UTA Local
MSP248- Capital Planning/Env Analysis	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
MSP255- Central Corridor Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP258- Mt Ogden Admin Bldg expansion	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP999- Capital Contingency	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-18- Program Management Support	$3,300,000	$0	$0	$0	$0	$0	$1,500,000	$0	$1,800,000
NP-23- 3500 South TSP Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-29- New Maintenance Training Facility	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-39- Tooele County Microtransit & Vehicle Electrification	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-55- Transit Signal Priority On Board Units (TOBU) Project	$390,000	$0	$69,926	$0	$0	$0	$0	$50,471	$269,603
NP-57- Light Rail Red Signal Enforcement	$3,000,000	$0	$0	$0	$0	$0	$0	$0	$3,000,000
NP-59- Trax Operational Simulator	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-60- Public Partnership Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-69- TechLink Corridor Study	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-70- Bus Stop Enhancements	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
NP-71- Route End of Line (EOL) Enhancements	$3,000,000	$0	$0	$0	$0	$0	$0	$0	$3,000,000
NP-72- System Restrooms	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
SGR358- Frontrunner Paint Booth	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR390- OK Manufacturing Building	$0	$0	$0	$0	$0	$0	$0	$0	$0
Property/TOD/Real Estate	**$40,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$40,000**
NP-10- Property Management - Capital Repairs	$40,000	$0	$0	$0	$0	$0	$0	$0	$40,000
NP-11- SLCentral HQ Office	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-12- TOD Working Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0
Safety & Security/Police	**$1,100,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,100,000**
FMA516- Corridor Fencing	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
FMA535- Ballistic Vest Replacement	$25,000	$0	$0	$0	$0	$0	$0	$0	$25,000
FMA538- Police Radio Replacements	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA539- Tasers	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA543- Vehicle Replacement/Expansion	$350,000	$0	$0	$0	$0	$0	$0	$0	$350,000
FMA557- Bus Safety and Security	$30,000	$0	$0	$0	$0	$0	$0	$0	$30,000
FMA604- Safety General Projects	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
FMA645- Camera Sustainability	$420,000	$0	$0	$0	$0	$0	$0	$0	$420,000
FMA656- Facility Security	$50,000	$0	$0	$0	$0	$0	$0	$0	$50,000
FMA658- Bus Camera Overhaul/Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA659- Emergency Operations Training	$15,000	$0	$0	$0	$0	$0	$0	$0	$15,000
FMA676- Security General Projects	$20,000	$0	$0	$0	$0	$0	$0	$0	$20,000
ICI140- Next Crossing Camera Installation	$40,000	$0	$0	$0	$0	$0	$0	$0	$40,000
NP-36- Arc Flash Analysis	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-38- Police CAD/RMS w Optional Taser/Body Cams	$0	$0	$0	$0	$0	$0	$0	$0	$0
Grand Total	**$242,466,944**	**$0**	**$9,740,018**	**$7,500,000**	**$51,200,000**	**$105,000,000**	**$12,081,775**	**$5,216,979**	**$51,728,172**

UTA 5- Year Capital Plan: 2026 Details

Program/Project Name	2026 Total Budget	2026 Bonds	2026 Grants	2026 Grants-Unfunded	2026 Lease	2026 State	2026 4th Qtr	2026 Local Partners	2026- UTA Local
5310 Project	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
CDA006- 5310 Admin Funds	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI213- E Voucher Phase 2	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP249- FY19/20 - 5310 Funds - SL/WV	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP250- FY19/20 - 5310 Funds - O/L	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP251- FY19/20 - 5310 Funds - P/O	$0	$0	$0	$0	$0	$0	$0	$0	$0
Asset Management- Facilities	**$1,850,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,850,000**
FMA559- Office Equipment Reserve	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
FMA652- Equipment Managed Reserve	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
FMA653- Facilities Rehab and Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA672- Park and Ride Rehab/Replacement	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
FMA673- Stations and Platforms Rehab/Replace	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
FMA679- Building Remodels/Reconfiguration	$250,000	$0	$0	$0	$0	$0	$0	$0	$250,000
NP-51- Warm Springs Sewer Line Relocation	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR392- FR Snow Melt System Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
Asset Management- Rail Infrastructure	**$4,900,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,900,000**
MSP257- Gap filler on FR stations	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR359- Bridge Rehabilitation & Maintenance	$400,000	$0	$0	$0	$0	$0	$0	$0	$400,000
SGR385- Rail Rehab and Replacement	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
SGR393- Grade Crossings Rehab/Replacement	$2,500,000	$0	$0	$0	$0	$0	$0	$0	$2,500,000
SGR401- Ballast and Ties Rehab/Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
Asset Management- Rail Systems	**$5,525,000**	**$0**	**$750,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,775,000**
MSP189- Signal Pre-emption Projects w/UDOT	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR047- Stray Current Mitigation	$525,000	$0	$0	$0	$0	$0	$0	$0	$525,000
SGR397- Traction Power Rehab/Replacement	$750,000	$0	$750,000	$0	$0	$0	$0	$0	$0
SGR398- OCS Wire Survey	$925,000	$0	$0	$0	$0	$0	$0	$0	$925,000
SGR403- Train Control Rehab/Replacement	$1,325,000	$0	$0	$0	$0	$0	$0	$0	$1,325,000
SGR404- Rail Switches/Trackwork Controls	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$2,000,000
Asset Management- Vehicle New Purchase	**$26,050,000**	**$0**	**$0**	**$0**	**$25,300,000**	**$0**	**$0**	**$0**	**$750,000**
NP-52- VW battery buses	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV205- Non-Rev Service Vehicle Replace	$750,000	$0	$0	$0	$0	$0	$0	$0	$750,000
REV209- Paratransit Vehicle Replacment	$3,400,000	$0	$0	$0	$3,400,000	$0	$0	$0	$0
REV211- Bus Replacement	$20,200,000	$0	$0	$0	$20,200,000	$0	$0	$0	$0
REV212- Park City Lo/No Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV232- Van Pool Replacement	$1,700,000	$0	$0	$0	$1,700,000	$0	$0	$0	$0
Asset Management- Vehicle Rehabilitation	**$21,000,000**	**$0**	**$2,400,000**	**$0**	**$7,500,000**	**$0**	**$10,500,000**	**$0**	**$600,000**
NP-16- GPS Telemetrics System	$0	$0	$0	$0	$0	$0	$0	$0	$0
REV224- Bus Engine/Trans/Comp Rehab/Replace	$3,000,000	$0	$2,400,000	$0	$0	$0	$0	$0	$600,000
REV233- Comet Car Replacement	$7,500,000	$0	$0	$0	$7,500,000	$0	$0	$0	$0
SGR040- Light Rail Vehicle Rehab	$10,500,000	$0	$0	$0	$0	$0	$10,500,000	$0	$0
SGR353- Commuter Rail Engine Overhaul	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR386- LRV Accident Repair	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR391- Commuter Rail Vehicle Rehab and Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0

UTA 5- Year Capital Plan: 2026 Details

Program/Project Name	2026 Total Budget	2026 Bonds	2026 Grants	2026 Grants-Unfunded	2026 Lease	2026 State	2026 4th Qtr	2026 Local Partners	2026- UTA Local
Information Technology	**$4,821,676**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,821,676**
ICI001- Passenger Information	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI005- EFC Rehab and Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI146- FrontRunner WiFi Enhancements	$350,000	$0	$0	$0	$0	$0	$0	$0	$350,000
ICI173- JDE System Enhancement	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI179- Network & Infrastructure Equipment	$278,716	$0	$0	$0	$0	$0	$0	$0	$278,716
ICI183- Legal SW	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI186- In-house App Dev. & Enhancements	$200,000	$0	$0	$0	$0	$0	$0	$0	$200,000
ICI191- IT Managed Reserved (formerly IT Pool)	$400,000	$0	$0	$0	$0	$0	$0	$0	$400,000
ICI197- Bus Communication On-Board Tech	$200,000	$0	$0	$0	$0	$0	$0	$0	$200,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	$475,000	$0	$0	$0	$0	$0	$0	$0	$475,000
ICI199- Rail Communication On-Board Tech	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI201- Server, Storage Infrastructure Eq & SW	$186,000	$0	$0	$0	$0	$0	$0	$0	$186,000
ICI202- Radio Communication Infrastructure	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
ICI214- Init APC Upgrade	$262,600	$0	$0	$0	$0	$0	$0	$0	$262,600
ICI217- Transit Management Sytem	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-1- New Radio Communication System	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-14- Fares Systems Replacement Program	$1,999,360	$0	$0	$0	$0	$0	$0	$0	$1,999,360
NP-45- ERP / HCM and Maintenance System External Needs Review	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-46- JDE 9.2. Application Upgrade - UNx	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-47- SharePoint 2016 Migration to SharePoint Online Support	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-54- Customer Relations Software Replacement	$270,000	$0	$0	$0	$0	$0	$0	$0	$270,000
Major Capital Project	**$66,500,000**	**$0**	**$0**	**$7,500,000**	**$0**	**$54,000,000**	**$0**	**$0**	**$5,000,000**
MSP102- Depot District	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP185- Ogden/Weber State University BRT	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP205- TIGER Program of Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP215- Sharp-Tintic Rail Connection	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP216- Point of Mountain AA/EIS	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP252- FrontRunner Double Tracking	$66,500,000	$0	$0	$7,500,000	$0	$54,000,000	$0	$0	$5,000,000
MSP253- Mid-Valley Connector	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP259- S-Line Extension	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Capital Projects	**$20,100,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,500,000**	**$3,500,000**	**$15,100,000**
MSP122- Positive Train Control	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP132- Technical Support for IPCS Maintenance and Enhancements	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP140- Box Elder Right of Way Preservation	$3,500,000	$0	$0	$0	$0	$0	$0	$3,500,000	$0
MSP194- 650 South Station	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP198- Wayfinding Signage	$300,000	$0	$0	$0	$0	$0	$0	$0	$300,000
MSP202- Davis-SLC Community Connector	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP227- Meadowbrook Expansion	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP233- North Temple EOL (SLC CMAQ grant)	$0	$0	$0	$0	$0	$0	$0	$0	$0

UTA 5- Year Capital Plan: 2026 Details

Program/Project Name	2026 Total Budget	2026 Bonds	2026 Grants	2026 Grants-Unfunded	2026 Lease	2026 State	2026 4th Qtr	2026 Local Partners	2026- UTA Local
MSP248- Capital Planning/Env Analysis	$500,000	$0	$0	$0	$0	$0	$0	$0	$500,000
MSP255- Central Corridor Transit	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP258- Mt Ogden Admin Bldg expansion	$0	$0	$0	$0	$0	$0	$0	$0	$0
MSP999- Capital Contingency	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-18- Program Management Support	$3,300,000	$0	$0	$0	$0	$0	$1,500,000	$0	$1,800,000
NP-23- 3500 South TSP Upgrade	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-29- New Maintenance Training Facility	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-39- Tooele County Microtransit & Vehicle Electrification	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-55- Transit Signal Priority On Board Units (TOBU) Project	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-57- Light Rail Red Signal Enforcement	$2,500,000	$0	$0	$0	$0	$0	$0	$0	$2,500,000
NP-59- Trax Operational Simulator	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-60- Public Partnership Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-69- TechLink Corridor Study	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-70- Bus Stop Enhancements	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
NP-71- Route End of Line (EOL) Enhancements	$3,000,000	$0	$0	$0	$0	$0	$0	$0	$3,000,000
NP-72- System Restrooms	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$1,000,000
SGR358- Frontrunner Paint Booth	$0	$0	$0	$0	$0	$0	$0	$0	$0
SGR390- OK Manufacturing Building	$0	$0	$0	$0	$0	$0	$0	$0	$0
Property/TOD/Real Estate	**$40,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$40,000**
NP-10- Property Management - Capital Repairs	$40,000	$0	$0	$0	$0	$0	$0	$0	$40,000
NP-11- SLCentral HQ Office	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-12- TOD Working Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0
Safety & Security/Police	**$795,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$795,000**
FMA516- Corridor Fencing	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA535- Ballistic Vest Replacement	$25,000	$0	$0	$0	$0	$0	$0	$0	$25,000
FMA538- Police Radio Replacements	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA539- Tasers	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA543- Vehicle Replacement/Expansion	$350,000	$0	$0	$0	$0	$0	$0	$0	$350,000
FMA557- Bus Safety and Security	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA604- Safety General Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA645- Camera Sustainability	$420,000	$0	$0	$0	$0	$0	$0	$0	$420,000
FMA656- Facility Security	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA658- Bus Camera Overhaul/Replacement	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA659- Emergency Operations Training	$0	$0	$0	$0	$0	$0	$0	$0	$0
FMA676- Security General Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0
ICI140- Next Crossing Camera Installation	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-36- Arc Flash Analysis	$0	$0	$0	$0	$0	$0	$0	$0	$0
NP-38- Police CAD/RMS w Optional Taser/Body Cams	$0	$0	$0	$0	$0	$0	$0	$0	$0
Grand Total	**$151,581,676**	**$0**	**$3,150,000**	**$7,500,000**	**$32,800,000**	**$54,000,000**	**$12,000,000**	**$3,500,000**	**$38,631,676**

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council **Date:** 9/15/2021

TO:	Local Advisory Council
THROUGH:	Mary DeLoretto, Interim Executive Director
FROM:	Bill Greene, Chief Financial Officer
PRESENTER(S):	Brian Baker, Vice President Zions Bank Public Finance

TITLE:

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

AGENDA ITEM TYPE:
LAC - Consultation

RECOMMENDATION:
Provide input on refunding opportunity.

BACKGROUND:
UTA issued bonds in 2015 to finance capital projects and refund previous bonds. These bonds represented the best rates at the time, but the market changes over time. The bonds being evaluated for possible refunding currently are the remaining 4.0% - 5.0% Bonds of the 2015A Issue with principal payments of $405.27 million starting in 2021 and going through 2037.

DISCUSSION:
State statutes governing UTA's bond refunding require several steps. The initial discussions for this bond refunding started with the Board of Trustees at their August 25th meeting.

With the Board's support, the proposal will be presented to the September Local Advisory Council meeting for consultation, and ultimately to the State Bonding Commission meeting.

If these bodies concur with the refunding, the Board will have to act on a resolution at a future meeting of the Board of Trustees where they would set terms of the potential refunding and authorize financial agents to carry out the process.

Zion Capital Advisors will present the latest financial forecast prepared for the refunding with the possible net present value savings and speculated interest rates in the market at the time of refunding.

ALTERNATIVES:
Take no action at this time to refund the 2015A Bonds.

FISCAL IMPACT:
The refunding could have the following benefits: overall reduction in interest paid on bonds, and possibly restructuring on UTA current debt portfolio maximums in 2029 with a net present value savings of at least five percent.

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 9/15/2021

TO:	Local Advisory Council
THROUGH:	Mary DeLoretto, Interim Executive Director
FROM:	Paul Drake, Director of Real Estate & TOD
PRESENTER(S):	Paul Drake, Directory of Real Estate &TOD, Jordan Swain, TOD Project Manager Sean Murphy, TOD Project Manager

TITLE:

Transit Oriented Development (TOD) Overview and Project Update

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational item for discussion

BACKGROUND:
The UTA Transit Oriented Development (TOD) Department has been focused on integrating public transit into the community through planning, partnering and education, and the implementation of transit-oriented developments. The Department approaches these efforts at regional and local scales by working with our partners at the Wasatch Front Regional Council (WFRC) and Mountainland Association of Governments (MAG), with individual municipalities, and with the development community.

DISCUSSION:
Planning projects include station area plans being prepared around future station locations in Draper, Lehi, Springville, Spanish Fork, and Payson. These plans are scheduled to commence in Q3 of this year.

The TOD Department has been working closely with the cities of Salt Lake City and Ogden preparing requests for proposals (RFP) to identify development partners for the respective TOD sites. These RFPs are anticipated to be advertised by the end of 2021, and development partners identified in Q1 of 2022.

In collaboration with Clearfield City, STACK Development, and Hamilton Partners, the TOD Department has successfully completed and received the necessary approvals for Master Development Plan/Agreements and

Joint Venture Agreements. With these two agreements in place, construction of the horizontal improvements (i.e. streets, transit-critical infrastructure, etc.) is scheduled to commence in Q3 of 2021, and the initial phase of development are scheduled to commence in Q2 of 2022.

ALTERNATIVES:
N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 9/15/2021

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

TITLE:

Open Dialogue with the Board of Trustees

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational discussion with UTA Board of Trustees

DISCUSSION:
Local Advisory Council members and Board of Trustees will engage in discussion on topics concerning the Utah Transit Authority.

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 9/15/2021

TO:	Local Advisory Council
FROM:	Local Advisory Council Leadership
PRESENTER(S):	Mike Bell, Assistant Attorney General

TITLE:

Local Advisory Council Duties

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion.

BACKGROUND:
In 2018 the Utah Public Transit District Act (the "Act") was amended to create UTA's Local Advisory Council. The duties of the Council are defined in the Act. Chair Karen Cronin has requested a presentation to the Council that outlines their statutory duties.

DISCUSSION:
Mike Bell, Assistant Attorney General has been assigned by the Utah Office of the Attorney General to provide legal counsel to UTA's Local Advisory Council. He will provide a summary of the key provisions of the Act during the September meeting of the Council.

ALTERNATIVES:
N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:

- Utah Public Transit District Act (with duties of the Local Advisory Council highlighted)

Part 8
Public Transit District Act

17B-2a-801 Title.

This part is known as the "Public Transit District Act."

Enacted by Chapter 329, 2007 General Session

17B-2a-802 Definitions.

As used in this part:

(1) "Affordable housing" means housing occupied or reserved for occupancy by households that meet certain gross household income requirements based on the area median income for households of the same size.

(a) "Affordable housing" may include housing occupied or reserved for occupancy by households that meet specific area median income targets or ranges of area median income targets.

(b) "Affordable housing" does not include housing occupied or reserved for occupancy by households with gross household incomes that are more than 60% of the area median income for households of the same size.

(2) "Appointing entity" means the person, county, unincorporated area of a county, or municipality appointing a member to a public transit district board of trustees.

(3)

(a) "Chief executive officer" means a person appointed by the board of trustees of a small public transit district to serve as chief executive officer.

(b) "Chief executive officer" shall enjoy all the rights, duties, and responsibilities defined in Sections 17B-2a-810 and 17B-2a-811 and includes all rights, duties, and responsibilities assigned to the general manager but prescribed by the board of trustees to be fulfilled by the chief executive officer.

(4) "Council of governments" means a decision-making body in each county composed of membership including the county governing body and the mayors of each municipality in the county.

(5) "Department" means the Department of Transportation created in Section 72-1-201.

(6) "Executive director" means a person appointed by the board of trustees of a large public transit district to serve as executive director.

(7)

(a) "General manager" means a person appointed by the board of trustees of a small public transit district to serve as general manager.

(b) "General manager" shall enjoy all the rights, duties, and responsibilities defined in Sections 17B-2a-810 and 17B-2a-811 prescribed by the board of trustees of a small public transit district.

(8) "Large public transit district" means a public transit district that provides public transit to an area that includes:

(a) more than 65% of the population of the state based on the most recent official census or census estimate of the United States Census Bureau; and

(b) two or more counties.

(9)

(a) "Locally elected public official" means a person who holds an elected position with a county or municipality.

(b) "Locally elected public official" does not include a person who holds an elected position if the elected position is not with a county or municipality.

(10) "Metropolitan planning organization" means the same as that term is defined in Section 72-1-208.5.

(11) "Multicounty district" means a public transit district located in more than one county.

(12) "Operator" means a public entity or other person engaged in the transportation of passengers for hire.

(13)

(a) "Public transit" means regular, continuing, shared-ride, surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income.

(b) "Public transit" does not include transportation services provided by:

(i) chartered bus;

(ii) sightseeing bus;

(iii) taxi;

(iv) school bus service;

(v) courtesy shuttle service for patrons of one or more specific establishments; or

(vi) intra-terminal or intra-facility shuttle services.

(14) "Public transit district" means a local district that provides public transit services.

(15) "Small public transit district" means any public transit district that is not a large public transit district.

(16) "Station area plan" means a plan adopted by the relevant municipality or county that establishes and preserves a vision for areas within one-half mile of a fixed guideway station of a large public transit district, the development of which includes:

(a) involvement of all relevant stakeholders who have an interest in the station area, including relevant metropolitan planning organizations;

(b) identification of major infrastructural and policy constraints and a course of action to address those constraints; and

(c) other criteria as determined by the board of trustees of the relevant public transit district.

(17) "Transit facility" means a transit vehicle, transit station, depot, passenger loading or unloading zone, parking lot, or other facility:

(a) leased by or operated by or on behalf of a public transit district; and

(b) related to the public transit services provided by the district, including:

(i) railway or other right-of-way;

(ii) railway line; and

(iii) a reasonable area immediately adjacent to a designated stop on a route traveled by a transit vehicle.

(18) "Transit vehicle" means a passenger bus, coach, railcar, van, or other vehicle operated as public transportation by a public transit district.

(19) "Transit-oriented development" means a mixed use residential or commercial area that is designed to maximize access to public transit and includes the development of land owned by a large public transit district.

(20) "Transit-supportive development" means a mixed use residential or commercial area that is designed to maximize access to public transit and does not include the development of land owned by a large public transit district.

Amended by Chapter 377, 2020 General Session

17B-2a-803 Provisions applicable to public transit districts.

(1)

(a) Each public transit district is governed by and has the powers stated in:

(i) this part; and

(ii) except as provided in Subsection (1)(b), Chapter 1, Provisions Applicable to All Local Districts.

(b)

(i) Except for Sections 17B-1-301, 17B-1-311, and 17B-1-313, the following provisions do not apply to public transit districts:

(A)Chapter 1, Part 3, Board of Trustees; and

(B) Section 17B-2a-905.

(ii) A public transit district is not subject to Chapter 1, Part 6, Fiscal Procedures for Local Districts.

(2) This part applies only to public transit districts.

(3) A public transit district is not subject to the provisions of any other part of this chapter.

(4) If there is a conflict between a provision in Chapter 1, Provisions Applicable to All Local Districts, and a provision in this part, the provision in this part governs.

(5) The provisions of Subsection 53-3-202(3)(b) do not apply to a motor vehicle owned in whole or in part by a public transit district.

Amended by Chapter 273, 2016 General Session, (Coordination Clause)
Amended by Chapter 273, 2016 General Session

17B-2a-804 Additional public transit district powers.

(1) In addition to the powers conferred on a public transit district under Section 17B-1-103, a public transit district may:

(a) provide a public transit system for the transportation of passengers and their incidental baggage;

(b) notwithstanding Subsection 17B-1-103(2)(g) and subject to Section 17B-2a-817, levy and collect property taxes only for the purpose of paying:

(i) principal and interest of bonded indebtedness of the public transit district; or

(ii) a final judgment against the public transit district if:

(A) the amount of the judgment exceeds the amount of any collectable insurance or indemnity policy; and

(B) the district is required by a final court order to levy a tax to pay the judgment;

(c) insure against:

(i) loss of revenues from damage to or destruction of some or all of a public transit system from any cause;

(ii) public liability;

(iii) property damage; or

(iv) any other type of event, act, or omission;

(d) acquire, contract for, lease, construct, own, operate, control, or use:

(i) a right-of-way, rail line, monorail, bus line, station, platform, switchyard, terminal, parking lot, or any other facility necessary or convenient for public transit service; or

(ii) any structure necessary for access by persons and vehicles;

(e)

(i) hire, lease, or contract for the supplying or management of a facility, operation, equipment, service, employee, or management staff of an operator; and

(ii) provide for a sublease or subcontract by the operator upon terms that are in the public interest;
(f) operate feeder bus lines and other feeder or ridesharing services as necessary;
(g) accept a grant, contribution, or loan, directly through the sale of securities or equipment trust certificates or otherwise, from the United States, or from a department, instrumentality, or agency of the United States;
(h) study and plan transit facilities in accordance with any legislation passed by Congress;
(i) cooperate with and enter into an agreement with the state or an agency of the state or otherwise contract to finance to establish transit facilities and equipment or to study or plan transit facilities;
(j) subject to Subsection 17B-2a-808.1(5), issue bonds as provided in and subject to Chapter 1, Part 11, Local District Bonds, to carry out the purposes of the district;
(k) from bond proceeds or any other available funds, reimburse the state or an agency of the state for an advance or contribution from the state or state agency;
(l) do anything necessary to avail itself of any aid, assistance, or cooperation available under federal law, including complying with labor standards and making arrangements for employees required by the United States or a department, instrumentality, or agency of the United States;
(m) sell or lease property;
(n) except as provided in Subsection (2)(b), assist in or operate transit-oriented or transit-supportive developments;
(o) establish, finance, participate as a limited partner or member in a development with limited liabilities in accordance with Subsection (1)(p), construct, improve, maintain, or operate transit facilities, equipment, and , in accordance with Subsection (3), transit-oriented developments or transit-supportive developments; and
(p) subject to the restrictions and requirements in Subsections (2) and (3), assist in a transit-oriented development or a transit-supportive development in connection with project area development as defined in Section 17C-1-102 by:
(i) investing in a project as a limited partner or a member, with limited liabilities; or
(ii) subordinating an ownership interest in real property owned by the public transit district.
(2)
(a) A public transit district may only assist in the development of areas under Subsection (1)(p) that have been approved by the board of trustees, and in the manners described in Subsection (1)(p).
(b) A public transit district may not invest in a transit-oriented development or transit-supportive development as a limited partner or other limited liability entity under the provisions of Subsection (1)(p)(i), unless the partners, developer, or other investor in the entity, makes an equity contribution equal to no less than 25% of the appraised value of the property to be contributed by the public transit district.
(c)
(i) For transit-oriented development projects, a public transit district shall adopt transit-oriented development policies and guidelines that include provisions on affordable housing.
(ii) For transit-supportive development projects, a public transit district shall work with the metropolitan planning organization and city and county governments where the project is located to collaboratively seek to create joint plans for the areas within one-half mile of transit stations, including plans for affordable housing.
(d) A current board member of a public transit district to which the board member is appointed may not have any interest in the transactions engaged in by the public transit district pursuant

to Subsection (1)(p)(i) or (ii), except as may be required by the board member's fiduciary duty as a board member.

(3) For any transit-oriented development or transit-supportive development authorized in this section, the public transit district shall:
(a) perform a cost-benefit analysis of the monetary investment and expenditures of the development, including effect on:
(i) service and ridership;
(ii) regional plans made by the metropolitan planning agency;
(iii) the local economy;
(iv) the environment and air quality;
(v) affordable housing; and
(vi) integration with other modes of transportation; and
(b) provide evidence to the public of a quantifiable positive return on investment, including improvements to public transit service.

(4) A public transit district may not participate in a transit-oriented development if:
(a) the relevant municipality or county has not developed and adopted a station area plan; and
(b)
(i) for a transit-oriented development involving a municipality, the municipality is not in compliance with Sections 10-9a-403 and 10-9a-408 regarding the inclusion of moderate income housing in the general plan and the required reporting requirements; or
(ii) for a transit-oriented development involving property in an unincorporated area of a county, the county is not in compliance with Sections 17-27a-403 and 17-27a-408 regarding inclusion of moderate income housing in the general plan and required reporting requirements.

(5) A public transit district may be funded from any combination of federal, state, local, or private funds.

(6) A public transit district may not acquire property by eminent domain.

Amended by Chapter 4, 2020 Special Session 5

17B-2a-805 Limitations on authority of a public transit district.

(1) A public transit district may not exercise control over a transit facility or public transit service or system owned or operated inside or outside the district by a governmental entity unless, upon mutually agreeable terms, the governmental entity consents.
(2)
(a) A public transit district may not establish, directly or indirectly, a public transit service or system, or acquire a facility necessary or incidental to a public transit service or system, in a manner or form that diverts, lessens, or competes for the patronage or revenue of a preexisting system of a publicly or privately owned public carrier furnishing like service, unless the district obtains the consent of the publicly or privately owned carrier.
(b) A public transit district's maintenance and operation of an existing system that the district acquires from a publicly or privately owned public carrier may not be considered to be the establishment of a public transit service or system under this Subsection (2).
(c) A public transit district's introduction, maintenance, or operation of a system may not be considered to be the establishment of a public transit service or system under this Subsection (2) if the service or system is introduced, maintained, or operated by the public transit district:
(i) as part of a program of projects approved by the Federal Transit Administration;

(ii) in cooperation with the state or a political subdivision of the state, pursuant to an interlocal agreement; or
(iii) in accordance with Title 72, Chapter 12, Travel Reduction Act.

Amended by Chapter 146, 2011 General Session

17B-2a-806 Authority of the state or an agency of the state with respect to a public transit district -- Counties and municipalities authorized to provide funds to public transit district -- Equitable allocation of resources within the public transit district.

(1) The state or an agency of the state may:
(a) make public contributions to a public transit district as in the judgment of the Legislature or governing board of the agency are necessary or proper;
(b) authorize a public transit district to perform, or aid and assist a public transit district in performing, an activity that the state or agency is authorized by law to perform.
(2)
(a) A county or municipality involved in the establishment and operation of a public transit district may provide funds necessary for the operation and maintenance of the district.
(b) A county's use of property tax funds to establish and operate a public transit district within any part of the county is a county purpose under Section 17-53-220.
(3)
(a) To allocate resources and funds for development and operation of a public transit district, whether received under this section or from other sources, a public transit district may:
(i) give priority to public transit services that feed rail fixed guideway services; and
(ii) allocate funds according to population distribution within the public transit district.
(b) The comptroller of a public transit district shall report the criteria and data supporting the allocation of resources and funds in the statement required in Section 17B-2a-812.

Amended by Chapter 121, 2017 General Session

17B-2a-807 Small public transit district board of trustees -- Appointment -- Apportionment -- Qualifications -- Quorum -- Compensation -- Terms.

(1)
(a) For a small public transit district, the board of trustees shall consist of members appointed by the legislative bodies of each municipality, county, or unincorporated area within any county on the basis of one member for each full unit of regularly scheduled passenger routes proposed to be served by the district in each municipality or unincorporated area within any county in the following calendar year.
(b) For purposes of determining membership under Subsection (1)(a), the number of service miles comprising a unit shall be determined jointly by the legislative bodies of the municipalities or counties comprising the district.
(c) The board of trustees of a public transit district under this section may include a member that is a commissioner on the Transportation Commission created in Section 72-1-301 and appointed as provided in Subsection (8), who shall serve as a nonvoting, ex officio member.
(d) Members appointed under this section shall be appointed and added to the board or omitted from the board at the time scheduled routes are changed, or as municipalities, counties, or unincorporated areas of counties annex to or withdraw from the district using the same appointment procedures.

(e) For purposes of appointing members under this section, municipalities, counties, and unincorporated areas of counties in which regularly scheduled passenger routes proposed to be served by the district in the following calendar year is less than a full unit, as defined in Subsection (1)(b), may combine with any other similarly situated municipality or unincorporated area to form a whole unit and may appoint one member for each whole unit formed.

(2) Upon the completion of an annexation to a public transit district under Chapter 1, Part 4, Annexation, the annexed area shall have a representative on the board of trustees on the same basis as if the area had been included in the district as originally organized.

(3)

(a) Vacancies for members shall be filled by the official appointing the member creating the vacancy for the unexpired term, unless the official fails to fill the vacancy within 90 days.

(b) If the appointing official under Subsection (1) does not fill the vacancy within 90 days, the board of trustees of the authority shall fill the vacancy.

(4)

(a) Each voting member may cast one vote on all questions, orders, resolutions, and ordinances coming before the board of trustees.

(b) A majority of all voting members of the board of trustees are a quorum for the transaction of business.

(c) The affirmative vote of a majority of all voting members present at any meeting at which a quorum was initially present shall be necessary and, except as otherwise provided, is sufficient to carry any order, resolution, ordinance, or proposition before the board of trustees.

(5) Each public transit district shall pay to each member per diem and travel expenses for meetings actually attended, in accordance with Section 11-55-103.

(6)

(a) Members of the initial board of trustees shall convene at the time and place fixed by the chief executive officer of the entity initiating the proceedings.

(b) The board of trustees shall elect from its voting membership a chair, vice chair, and secretary.

(c) The members elected under Subsection (6)(b) shall serve for a period of two years or until their successors shall be elected and qualified.

(d) On or after January 1, 2011, a locally elected public official is not eligible to serve as the chair, vice chair, or secretary of the board of trustees.

(7)

(a) Except as otherwise authorized under Subsection (7)(b), at the time of a member's appointment or during a member's tenure in office, a member may not hold any employment, except as an independent contractor or locally elected public official, with a county or municipality within the district.

(b) A member appointed by a county or municipality may hold employment with the county or municipality if the employment is disclosed in writing and the public transit district board of trustees ratifies the appointment.

(8) The Transportation Commission created in Section 72-1-301 may appoint a commissioner of the Transportation Commission to serve on the board of trustees of a small public transit district as a nonvoting, ex officio member.

(9)

(a)

(i) Each member of the board of trustees of a public transit district is subject to recall at any time by the legislative body of the county or municipality from which the member is appointed.

(ii) Each recall of a board of trustees member shall be made in the same manner as the original appointment.

(iii) The legislative body recalling a board of trustees member shall provide written notice to the member being recalled.

(b) Upon providing written notice to the board of trustees, a member of the board may resign from the board of trustees.

(c) If a board member is recalled or resigns under this Subsection (9), the vacancy shall be filled as provided in Subsection (3).

Amended by Chapter 330, 2018 General Session
Amended by Chapter 424, 2018 General Session

17B-2a-807.1 Large public transit district board of trustees -- Appointment -- Quorum -- Compensation -- Terms.

(1)

(a) For a large public transit district, the board of trustees shall consist of three members appointed as described in Subsection (1)(b).

(b)

(i) The governor, with advice and consent of the Senate, shall appoint the members of the board of trustees, making an appointment from nominations given from each region created in Subsection (1)(b)(ii).

(ii)

(A) Before creation of a large public transit district, the political subdivision or subdivisions forming the large public transit district shall submit to the Legislature for approval a proposal for the creation of three regions for nominating members to the board of trustees of the large public transit district.

(B) For a large public transit district created after January 1, 2019, the Legislature, after receiving and considering the proposal described in Subsection (1)(b)(ii)(A), shall designate three regions for nominating members to the board of trustees of the large public transit district, and further describe the process for nomination for appointment to the board of trustees.

(c) Each nominee shall be a qualified executive with technical and administrative experience and training appropriate for the position.

(d) The board of trustees of a large public transit district shall be full-time employees of the public transit district.

(e) The compensation package for the board of trustees shall be determined by a local advisory council as described in Section 17B-2a-808.2.

(f)

(i) Subject to Subsection (1)(f)(iii), for a board of trustees of a large public transit district, "quorum" means at least two members of the board of trustees.

(ii) Action by a majority of a quorum constitutes an action of the board of trustees.

(iii) A meeting of a quorum of the board of trustees of a large public transit district is subject to Section 52-4-103 regarding convening of a three-member board of trustees and what constitutes a public meeting.

(2)

(a) Subject to Subsections (3), (4), and (7), each member of the board of trustees of a large public transit district shall serve for a term of four years.

(b) A member of the board of trustees may serve an unlimited number of terms.

(3) Each member of the board of trustees of a large public transit district shall serve at the pleasure of the governor.
(4) The first time the board of trustees is appointed under this section, the governor shall stagger the initial term of each of the members of the board of trustees as follows:
(a) one member of the board of trustees shall serve an initial term of two years;
(b) one member of the board of trustees shall serve an initial term of three years; and
(c) one member of the board of trustees shall serve an initial term of four years.
(5) The governor shall designate one member of the board of trustees as chair of the board of trustees.
(6)
(a) If a vacancy occurs, the nomination and appointment procedures to replace the individual shall occur in the same manner described in Subsection (1) for the member creating the vacancy.
(b) A replacement board member shall serve for the remainder of the unexpired term, but may serve an unlimited number of terms as provided in Subsection (2)(b).
(c) If the nominating officials under Subsection (1) do not nominate to fill the vacancy within 60 days, the governor shall appoint an individual to fill the vacancy.
(7) Each board of trustees member shall serve until a successor is duly nominated, appointed, and qualified, unless the board of trustees member is removed from office or resigns or otherwise leaves office.

Amended by Chapter 239, 2021 General Session

17B-2a-807.2 Existing large public transit district board of trustees -- Appointment -- Quorum -- Compensation -- Terms.
(1)
(a)
(i) For a large public transit district created before January 1, 2019, and except as provided in Subsection (7), the board of trustees shall consist of three members appointed as described in Subsection (1)(b).
(ii) For purposes of a large public transit district created before January 1, 2019, the nominating regions are as follows:
(A) a central region that is Salt Lake County;
(B) a southern region that is comprised of Utah County and the portion of Tooele County that is part of the large public transit district; and
(C) a northern region that is comprised of Davis County, Weber County, and the portion of Box Elder County that is part of the large public transit district.
(iii)
(A) If a large public transit district created before January 1, 2019, annexes an additional county into the large public transit district pursuant to Section 17B-1-402, following the issuance of the certificate of annexation by the lieutenant governor, the political subdivisions making up the large public transit district shall submit to the Legislature for approval a proposal for the creation of three regions for nominating members to the board of trustees of the large public transit district.
(B) If a large public transit district created before January 1, 2019, has a change to the boundaries of the large public transit district, the Legislature, after receiving and considering the proposal described in Subsection (1)(a)(iii)(A), shall designate the three regions for nominating members to the board of trustees of the large public transit district.

(b)

(i) Except as provided in Subsection (5), the governor, with advice and consent of the Senate, shall appoint the members of the board of trustees, making:

(A) one appointment from individuals nominated from the central region as described in Subsection (2);

(B) one appointment from individuals nominated from the southern region described in Subsection (3); and

(C) one appointment from individuals nominated from the northern region described in Subsection (4).

(2) For the appointment from the central region, the governor shall appoint one individual selected from five individuals nominated as follows:

(a) two individuals nominated by the council of governments of Salt Lake County; and

(b) three individuals nominated by the mayor of Salt Lake County, with approval of the Salt Lake County council.

(3) For the appointment from the southern region, the governor shall appoint one individual selected from five individuals nominated as follows:

(a) two individuals nominated by the council of governments of Utah County;

(b) two individuals nominated by the county commission of Utah County; and

(c) one individual nominated by the county commission of Tooele County.

(4) For the appointment from the northern region, the governor shall appoint one individual selected from five individuals nominated as follows:

(a) one individual nominated by the council of governments of Davis County;

(b) one individual nominated by the council of governments of Weber County;

(c) one individual nominated by the county commission of Davis County;

(d) one individual nominated by the county commission of Weber County; and

(e) one individual nominated by the county commission of Box Elder County.

(5) If the governor fails to appoint one of the individuals nominated as described in Subsection (2), (3), or (4), as applicable, within 60 days of the nominations, the following appointment procedures apply:

(a) for an appointment for the central region, the Salt Lake County council shall appoint an individual, with confirmation by the Senate;

(b) for an appointment for the southern region, the Utah County commission shall appoint an individual, in consultation with the Tooele County commission, with confirmation by the Senate; and

(c) for an appointment for the northern region, the Davis County commission and the Weber County commission, collectively, and in consultation with the Box Elder County commission, shall appoint an individual, with confirmation by the Senate.

(6)

(a) Each nominee shall be a qualified executive with technical and administrative experience and training appropriate for the position.

(b) The board of trustees of a large public transit district shall be full-time employees of the public transit district.

(c) The compensation package for the board of trustees shall be determined by the local advisory council as described in Section 17B-2a-808.2.

(d)

(i) Subject to Subsection (6)(d)(iii), for a board of trustees of a large public transit district, "quorum" means at least two members of the board of trustees.

(ii) Action by a majority of a quorum constitutes an action of the board of trustees.

(iii) A meeting of a quorum of a board of trustees of a large public transit district is subject to Section 52-4-103 regarding convening of a three-member board of trustees and what constitutes a public meeting.

(7)

(a) Subject to Subsection (8), each member of the board of trustees of a large public transit district shall serve for a term of four years.

(b) A member of the board of trustees may serve an unlimited number of terms.

(c) Notwithstanding Subsection (2), (3), or (4), as applicable, at the expiration of a term of a member of the board of trustees, if the respective nominating entities and individuals for the respective region described in Subsection (2), (3), or (4), unanimously agree to retain the existing member of the board of trustees, the respective nominating individuals or bodies described in Subsection (2), (3), or (4) are not required to make nominations to the governor, and the governor may reappoint the existing member to the board of trustees.

(8) Each member of the board of trustees of a large public transit district shall serve at the pleasure of the governor.

(9) Subject to Subsections (7) and (8), a board of trustees of a large public transit district that is in place as of February 1, 2019, may remain in place.

(10) The governor shall designate one member of the board of trustees as chair of the board of trustees.

(11)

(a) If a vacancy occurs, the nomination and appointment procedures to replace the individual shall occur in the same manner described in Subsection (2), (3), or (4), and, if applicable, Subsection (5), for the respective member of the board of trustees creating the vacancy.

(b) If a vacancy occurs on the board of trustees of a large public transit district, the respective nominating region shall nominate individuals to the governor as described in this section within 60 days after the vacancy occurs.

(c) If the respective nominating region does not nominate to fill the vacancy within 60 days, the governor shall appoint an individual to fill the vacancy.

(d) A replacement board member shall serve for the remainder of the unexpired term, but may serve an unlimited number of terms as provided in Subsection (7)(b).

Enacted by Chapter 479, 2019 General Session

17B-2a-808 Small public transit district board of trustees powers and duties -- Adoption of ordinances, resolutions, or orders -- Effective date of ordinances.

(1) The powers and duties of a board of trustees of a small public transit district stated in this section are in addition to the powers and duties stated in Section 17B-1-301.

(2) The board of trustees of each small public transit district shall:

(a) appoint and fix the salary of a general manager, a chief executive officer, or both, as provided in Section 17B-2a-811;

(b) determine the transit facilities that the district should acquire or construct;

(c) supervise and regulate each transit facility that the district owns and operates, including:

(i) fixing rates, fares, rentals, and charges and any classifications of rates, fares, rentals, and charges; and

(ii) making and enforcing rules, regulations, contracts, practices, and schedules for or in connection with a transit facility that the district owns or controls;

(d) control the investment of all funds assigned to the district for investment, including funds:

(i) held as part of a district's retirement system; and

(ii) invested in accordance with the participating employees' designation or direction pursuant to an employee deferred compensation plan established and operated in compliance with Section 457 of the Internal Revenue Code;
(e) invest all funds according to the procedures and requirements of Title 51, Chapter 7, State Money Management Act;
(f) if a custodian is appointed under Subsection (3)(d), pay the fees for the custodian's services from the interest earnings of the investment fund for which the custodian is appointed;
(g)
(i) cause an annual audit of all district books and accounts to be made by an independent certified public accountant;
(ii) as soon as practicable after the close of each fiscal year, submit to the chief administrative officer and legislative body of each county and municipality with territory within the district a financial report showing:
(A) the result of district operations during the preceding fiscal year; and
(B) the district's financial status on the final day of the fiscal year; and
(iii) supply copies of the report under Subsection (2)(g)(ii) to the general public upon request in a quantity that the board considers appropriate;
(h) report at least annually to the Transportation Commission created in Section 72-1-301 the district's short-term and long-range public transit plans, including the transit portions of applicable regional transportation plans adopted by a metropolitan planning organization established under 23 U.S.C. Sec. 134;
(i) direct the internal auditor appointed under Section 17B-2a-810 to conduct audits that the board of trustees determines to be the most critical to the success of the organization; and
(j) hear audit reports for audits conducted in accordance with Subsection (2)(i).
(3) A board of trustees of a public transit district may:
(a) subject to Subsection (5), make and pass ordinances, resolutions, and orders that are:
(i) not repugnant to the United States Constitution, the Utah Constitution, or the provisions of this part; and
(ii) necessary for:
(A) the government and management of the affairs of the district;
(B) the execution of district powers; and
(C) carrying into effect the provisions of this part;
(b) provide by resolution, under terms and conditions the board considers fit, for the payment of demands against the district without prior specific approval by the board, if the payment is:
(i) for a purpose for which the expenditure has been previously approved by the board;
(ii) in an amount no greater than the amount authorized; and
(iii) approved by the general manager or other officer or deputy as the board prescribes;
(c)
(i) hold public hearings and subpoena witnesses; and
(ii) appoint district officers to conduct a hearing and require the officers to make findings and conclusions and report them to the board; and
(d) appoint a custodian for the funds and securities under its control, subject to Subsection (2)(f).
(4) A member of the board of trustees of a public transit district or a hearing officer designated by the board may administer oaths and affirmations in a district investigation or proceeding.
(5)
(a) The vote of the board of trustees on each ordinance shall be by roll call vote with each affirmative and negative vote recorded.
(b)

(i) Subject to Subsection (5)(b)(ii), the board of trustees may adopt a resolution or order by voice vote.
(ii) The vote of the board of trustees on a resolution or order shall be by roll call vote if a member of the board so demands.
(c)
(i) Except as provided in Subsection (5)(c)(ii), the board of trustees of a public transit district may not adopt an ordinance unless it is:
(A) introduced at least a day before the board of trustees adopts it; or
(B) mailed by registered mail, postage prepaid, to each member of the board of trustees at least five days before the day upon which the ordinance is presented for adoption.
(ii) Subsection (5)(c)(i) does not apply if the ordinance is adopted by a unanimous vote of all board members present at a meeting at which at least 3/4 of all board members are present.
(d) Each ordinance adopted by a public transit district's board of trustees shall take effect upon adoption, unless the ordinance provides otherwise.

Amended by Chapter 424, 2018 General Session

17B-2a-808.1 Large public transit district board of trustees powers and duties -- Adoption of ordinances, resolutions, or orders -- Effective date of ordinances.

(1) The powers and duties of a board of trustees of a large public transit district stated in this section are in addition to the powers and duties stated in Section 17B-1-301.
(2) The board of trustees of each large public transit district shall:
(a) hold public meetings and receive public comment;
(b) ensure that the policies, procedures, and management practices established by the public transit district meet state and federal regulatory requirements and federal grantee eligibility;
(c) subject to Subsection (8), create and approve an annual budget, including the issuance of bonds and other financial instruments, after consultation with the local advisory council;
(d) approve any interlocal agreement with a local jurisdiction;
(e) in consultation with the local advisory council, approve contracts and overall property acquisitions and dispositions for transit-oriented development;
(f) in consultation with constituent counties, municipalities, metropolitan planning organizations, and the local advisory council:
(i) develop and approve a strategic plan for development and operations on at least a four-year basis; and
(ii) create and pursue funding opportunities for transit capital and service initiatives to meet anticipated growth within the public transit district;
(g) annually report the public transit district's long-term financial plan to the State Bonding Commission;
(h) annually report the public transit district's progress and expenditures related to state resources to the Executive Appropriations Committee and the Infrastructure and General Government Appropriations Subcommittee;
(i) annually report to the Transportation Interim Committee the public transit district's efforts to engage in public-private partnerships for public transit services;
(j) hire, set salaries, and develop performance targets and evaluations for:
(i) the executive director; and
(ii) all chief level officers;
(k) supervise and regulate each transit facility that the public transit district owns and operates, including:

(i) fix rates, fares, rentals, charges and any classifications of rates, fares, rentals, and charges; and
(ii) make and enforce rules, regulations, contracts, practices, and schedules for or in connection with a transit facility that the district owns or controls;
(l) subject to Subsection (4), control the investment of all funds assigned to the district for investment, including funds:
(i) held as part of a district's retirement system; and
(ii) invested in accordance with the participating employees' designation or direction pursuant to an employee deferred compensation plan established and operated in compliance with Section 457 of the Internal Revenue Code;
(m) in consultation with the local advisory council created under Section 17B-2a-808.2, invest all funds according to the procedures and requirements of Title 51, Chapter 7, State Money Management Act;
(n) if a custodian is appointed under Subsection (3)(d), and subject to Subsection (4), pay the fees for the custodian's services from the interest earnings of the investment fund for which the custodian is appointed;
(o)
(i) cause an annual audit of all public transit district books and accounts to be made by an independent certified public accountant;
(ii) as soon as practicable after the close of each fiscal year, submit to each of the councils of governments within the public transit district a financial report showing:
(A) the result of district operations during the preceding fiscal year;
(B) an accounting of the expenditures of all local sales and use tax revenues generated under Title 59, Chapter 12, Part 22, Local Option Sales and Use Taxes for Transportation Act;
(C) the district's financial status on the final day of the fiscal year; and
(D) the district's progress and efforts to improve efficiency relative to the previous fiscal year; and
(iii) supply copies of the report under Subsection (2)(o)(ii) to the general public upon request;
(p) report at least annually to the Transportation Commission created in Section 72-1-301, which report shall include:
(i) the district's short-term and long-range public transit plans, including the portions of applicable regional transportation plans adopted by a metropolitan planning organization established under 23 U.S.C. Sec. 134; and
(ii) any transit capital development projects that the board of trustees would like the Transportation Commission to consider;
(q) direct the internal auditor appointed under Section 17B-2a-810 to conduct audits that the board of trustees determines, in consultation with the local advisory council created in Section 17B-2a-808.2, to be the most critical to the success of the organization;
(r) together with the local advisory council created in Section 17B-2a-808.2, hear audit reports for audits conducted in accordance with Subsection (2)(o);
(s) review and approve all contracts pertaining to reduced fares, and evaluate existing contracts, including review of:
(i) how negotiations occurred;
(ii) the rationale for providing a reduced fare; and
(iii) identification and evaluation of cost shifts to offset operational costs incurred and impacted by each contract offering a reduced fare;
(t) in consultation with the local advisory council, develop and approve other board policies, ordinances, and bylaws; and

(u) review and approve any:
(i) contract or expense exceeding $200,000; or
(ii) proposed change order to an existing contract if the change order:
(A) increases the total contract value to $200,000 or more;
(B) increases a contract of or expense of $200,000 or more by 15% or more; or
(C) has a total change order value of $200,000 or more.
(3) A board of trustees of a large public transit district may:
(a) subject to Subsection (5), make and pass ordinances, resolutions, and orders that are:
(i) not repugnant to the United States Constitution, the Utah Constitution, or the provisions of this part; and
(ii) necessary for:
(A) the governance and management of the affairs of the district;
(B) the execution of district powers; and
(C) carrying into effect the provisions of this part;
(b) provide by resolution, under terms and conditions the board considers fit, for the payment of demands against the district without prior specific approval by the board, if the payment is:
(i) for a purpose for which the expenditure has been previously approved by the board;
(ii) in an amount no greater than the amount authorized; and
(iii) approved by the executive director or other officer or deputy as the board prescribes;
(c) in consultation with the local advisory council created in Section 17B-2a-808.2:
(i) hold public hearings and subpoena witnesses; and
(ii) appoint district officers to conduct a hearing and require the officers to make findings and conclusions and report them to the board; and
(d) appoint a custodian for the funds and securities under its control, subject to Subsection (2)(n).
(4) For a large public transit district in existence as of May 8, 2018, on or before September 30, 2019, the board of trustees of a large public transit district shall present a report to the Transportation Interim Committee regarding retirement benefits of the district, including:
(a) the feasibility of becoming a participating employer and having retirement benefits of eligible employees and officials covered in applicable systems and plans administered under Title 49, Utah State Retirement and Insurance Benefit Act;
(b) any legal or contractual restrictions on any employees that are party to a collectively bargained retirement plan; and
(c) a comparison of retirement plans offered by the large public transit district and similarly situated public employees, including the costs of each plan and the value of the benefit offered.
(5) The board of trustees may not issue a bond unless the board of trustees has consulted and received approval from the State Bonding Commission created in Section 63B-1-201.
(6) A member of the board of trustees of a large public transit district or a hearing officer designated by the board may administer oaths and affirmations in a district investigation or proceeding.
(7)
(a) The vote of the board of trustees on each ordinance or resolution shall be by roll call vote with each affirmative and negative vote recorded.
(b) The board of trustees of a large public transit district may not adopt an ordinance unless it is introduced at least 24 hours before the board of trustees adopts it.
(c) Each ordinance adopted by a large public transit district's board of trustees shall take effect upon adoption, unless the ordinance provides otherwise.
(8)

(a) For a large public transit district in existence on May 8, 2018, for the budget for calendar year 2019, the board in place on May 8, 2018, shall create the tentative annual budget.
(b) The budget described in Subsection (8)(a) shall include setting the salary of each of the members of the board of trustees that will assume control on or before November 1, 2018, which salary may not exceed $150,000, plus additional retirement and other standard benefits, as set by the local advisory council as described in Section 17B-2a-808.2.
(c) For a large public transit district in existence on May 8, 2018, the board of trustees that assumes control of the large public transit district on or before November 2, 2018, shall approve the calendar year 2019 budget on or before December 31, 2018.

Amended by Chapter 239, 2021 General Session

17B-2a-808.2 Large public transit district local advisory council -- Powers and duties.
(1) A large public transit district shall create and consult with a local advisory council.
(2)
(a)
(i) For a large public transit district in existence as of January 1, 2019, the local advisory council shall have membership selected as described in Subsection (2)(b).
(ii)
(A) For a large public transit district created after January 1, 2019, the political subdivision or subdivisions forming the large public transit district shall submit to the Legislature for approval a proposal for the appointments to the local advisory council of the large public transit district similar to the appointment process described in Subsection (2)(b).
(B) Upon approval of the Legislature, each nominating individual or body shall appoint individuals to the local advisory council.
(b)
(i) The council of governments of Salt Lake County shall appoint three members to the local advisory council.
(ii) The mayor of Salt Lake City shall appoint one member to the local advisory council.
(iii) The council of governments of Utah County shall appoint two members to the local advisory council.
(iv) The council of governments of Davis County and Weber County shall each appoint one member to the local advisory council.
(v) The councils of governments of Box Elder County and Tooele County shall jointly appoint one member to the local advisory council.
(3) The local advisory council shall meet at least quarterly in a meeting open to the public for comment to discuss the service, operations, and any concerns with the public transit district operations and functionality.
(4) The duties of the local advisory council shall include:
(a) setting the compensation packages of the board of trustees, which salary may not exceed $150,000, plus additional retirement and other standard benefits;
(b) reviewing, approving, and recommending final adoption by the board of trustees of the large public transit district service plans at least every two and one-half years;
(c) reviewing, approving, and recommending final adoption by the board of trustees of project development plans, including funding, of all new capital development projects;
(d) reviewing, approving, and recommending final adoption by the board of trustees of any plan for a transit-oriented development where a large public transit district is involved;

(e) at least annually, engaging with the safety and security team of the large public transit district to ensure coordination with local municipalities and counties;
(f) assisting with coordinated mobility and constituent services provided by the public transit district;
(g) representing and advocating the concerns of citizens within the public transit district to the board of trustees; and
(h) other duties described in Section 17B-2a-808.1.
(5) The local advisory council shall meet at least quarterly with and consult with the board of trustees and advise regarding the operation and management of the public transit district.

Amended by Chapter 479, 2019 General Session

17B-2a-809 Public transit districts to submit agendas and minutes of board meetings.
(1) The board of trustees of each public transit district shall submit to each constituent entity, as defined in Section 17B-1-701:
(a) a copy of the board agenda and a notice of the location and time of the board meeting within the same time frame provided to members of the board prior to the meeting; and
(b) a copy of the minutes of board meetings within five working days following approval of the minutes.
(2) The board may submit notices, agendas, and minutes by electronic mail if agreed to by the constituent entity as defined under Section 17B-1-701.

Renumbered and Amended by Chapter 329, 2007 General Session

17B-2a-810 Officers of a public transit district.
(1)
(a) The officers of a public transit district shall consist of:
(i) the members of the board of trustees;
(ii) for a small public transit district, a chair and vice chair, appointed by the board of trustees, subject to Subsection (1)(c);
(iii) a secretary, appointed by the board of trustees;
(iv)
(A) for a small public transit district, a general manager, appointed by the board of trustees as provided in Section 17B-2a-811, whose duties may be allocated by the board of trustees, at the board of trustees' discretion, to a chief executive officer, or both; or
(B) for a large public transit district, an executive director appointed by the board of trustees as provided in Section 17B-2a-811.1;
(v) for a small public transit district, a chief executive officer appointed by the board of trustees, as provided in Section 17B-2a-811;
(vi) for a small public transit district, a general counsel, appointed by the board of trustees, subject to Subsection (1)(d);
(vii) a treasurer, appointed as provided in Section 17B-1-633;
(viii) a comptroller, appointed by the board of trustees, subject to Subsection (1)(e);
(ix) for a large public transit district, an internal auditor, appointed by the board of trustees, subject to Subsection (1)(f); and
(x) other officers, assistants, and deputies that the board of trustees considers necessary.
(b) The board of trustees of a small public transit district may, at its discretion, appoint a president, who shall also be considered an officer of a public transit district.

(c) The district chair and vice chair of a small public transit district shall be members of the board of trustees.
(d) The person appointed as general counsel for a small public transit district shall:
(i) be admitted to practice law in the state; and
(ii) have been actively engaged in the practice of law for at least seven years next preceding the appointment.
(e) The person appointed as comptroller shall have been actively engaged in the practice of accounting for at least seven years next preceding the appointment.
(f) The person appointed as internal auditor shall be a licensed certified internal auditor or certified public accountant with at least five years experience in the auditing or public accounting profession, or the equivalent, prior to appointment.
(2)
(a) For a small public transit district, the district's general manager or chief executive officer, as the board prescribes, or for a large public transit district, the executive director, shall appoint all officers and employees not specified in Subsection (1).
(b) Each officer and employee appointed by the district's general manager or chief executive officer of a small public transit district, or the executive director of a large public transit district, serves at the pleasure of the appointing general manager, chief executive officer, or executive director.
(3) The board of trustees shall by ordinance or resolution fix the compensation of all district officers and employees, except as otherwise provided in this part.
(4)
(a) Each officer appointed by the board of trustees or by the district's general manager, chief executive officer, or executive director shall take the oath of office specified in Utah Constitution, Article IV, Section 10.
(b) Each oath under Subsection (4)(a) shall be subscribed and filed with the district secretary no later than 15 days after the commencement of the officer's term of office.

Amended by Chapter 424, 2018 General Session

17B-2a-810.1 Attorney general as legal counsel for a large public transit district -- Large public transit district may sue and be sued.
(1) Subject to Subsection (2), in accordance with Title 67, Chapter 5, Attorney General, the Utah attorney general shall serve as legal counsel for a large public transit district.
(2)
(a) For any large public transit district in existence as of May 8, 2018, the transition to legal representation by the Utah attorney general shall occur as described in this Subsection (2), but no later than July 1, 2019.
(b)
(i) For any large public transit district in existence as of May 8, 2018, in partnership with the Utah attorney general, the board of trustees of the large public transit district shall study and develop a strategy to transition legal representation from a general counsel to the Utah attorney general.
(ii) In partnership with the Utah attorney general, the board of trustees of the large public transit district shall present a report to the Transportation Interim Committee before November 30, 2018, to:
(A) outline the transition strategy; and
(B) request any legislation that might be required for the transition.

(3) Sections 67-5-6 through 13, Attorney General Career Service Act, apply to representation of a large public transit district by the Utah attorney general.
(4) A large public transit district may sue, and it may be sued only on written contracts made by it or under its authority.
(5) In all matters requiring legal advice in the performance of the attorney general's duties and in the prosecution or defense of any action growing out of the performance of the attorney general's duties, the attorney general is the legal adviser of a large public transit district and shall perform any and all legal services required by the large public transit district.
(6) The attorney general shall aid in any investigation, hearing, or trial under the provisions of this part and institute and prosecute actions or proceedings for the enforcement of the provisions of the Constitution and statutes of this state or any rule or ordinance of the large public transit district affecting and related to public transit, persons, and property.

Enacted by Chapter 424, 2018 General Session

17B-2a-811 General manager or chief executive officer of a small public transit district.
(1)
  (a) The board of trustees of a small public transit district shall appoint a person as a general manager.
  (b) The board of trustees of a small public transit district may, at its discretion, appoint a person as a chief executive officer.
  (c) The board of trustees of a small public transit district shall allocate the responsibilities defined in Subsection (2) between the general manager and the chief executive officer, if the board of trustees appoints a chief executive officer.
  (d) The chief executive officer shall have the same rights allocated to the general manager under Subsections (3) and (4).
  (e) The appointment of a general manager, chief executive officer, or both, shall be by the affirmative vote of a majority of all members of the board of trustees.
  (f) The board's appointment of a person as general manager, chief executive officer, or both, shall be based on the person's qualifications, with special reference to the person's actual experience in or knowledge of accepted practices with respect to the duties of the office.
  (g) A person appointed as general manager or chief executive officer of a small public transit district is not required to be a resident of the state at the time of appointment.
(2) A general manager or chief executive officer of a small public transit district shall have the following responsibilities as allocated by the board of trustees:
  (a) be a full-time officer and devote full time to the district's business;
  (b) ensure that all district ordinances are enforced;
  (c) prepare and submit to the board of trustees, as soon as practical but not less than 45 days after the end of each fiscal year, a complete report on the district's finances and administrative activities for the preceding year;
  (d) keep the board of trustees advised as to the district's needs;
  (e) prepare or cause to be prepared all plans and specifications for the construction of district works;
  (f) cause to be installed and maintained a system of auditing and accounting that completely shows the district's financial condition at all times; and
  (g) attend meetings of the board of trustees.
(3) A general manager of a small public transit district:
  (a) serves at the pleasure of the board of trustees;

(b) holds office for an indefinite term;
(c) may be removed by the board of trustees upon the adoption of a resolution by the affirmative vote of a majority of all members of the board, subject to Subsection (5);
(d) has full charge of:
(i) the acquisition, construction, maintenance, and operation of district facilities; and
(ii) the administration of the district's business affairs;
(e) is entitled to participate in the deliberations of the board of trustees as to any matter before the board; and
(f) may not vote at a meeting of the board of trustees.
(4) The board of trustees may not reduce the general manager's salary below the amount fixed at the time of original appointment unless:
(a) the board adopts a resolution by a vote of a majority of all members; and
(b) if the general manager demands in writing, the board gives the general manager the opportunity to be publicly heard at a meeting of the board before the final vote on the resolution reducing the general manager's salary.
(5)
(a) Before adopting a resolution providing for a general manager's removal as provided in Subsection (3)(c), the board shall, if the manager makes a written demand:
(i) give the general manager a written statement of the reasons alleged for the general manager's removal; and
(ii) allow the general manager to be publicly heard at a meeting of the board of trustees.
(b) Notwithstanding Subsection (5)(a), the board of trustees of a public transit district may suspend a general manager from office pending and during a hearing under Subsection (5)(a)(ii).
(6) The action of a board of trustees suspending or removing a general manager or reducing the general manager's salary is final.

Amended by Chapter 424, 2018 General Session

17B-2a-811.1 Executive director of a large public transit district.
(1)
(a) The board of trustees of a large public transit district shall appoint a person as an executive director.
(b) The appointment of an executive director shall be by the affirmative vote of a majority of the board of trustees.
(c) The board's appointment of a person as executive director shall be based on the person's qualifications, with special reference to the person's actual experience in or knowledge of accepted practices with respect to the duties of the office.
(d) A person appointed as executive director of a large public transit district is not required to be a resident of the state at the time of appointment.
(2) An executive director of a large public transit district shall:
(a) be a full-time officer and devote full time to the district's business;
(b) serve at the pleasure of the board of trustees;
(c) hold office for an indefinite term;
(d) ensure that all district ordinances are enforced;
(e) prepare and submit to the board of trustees, as soon as practical but not less than 45 days after the end of each fiscal year, a complete report on the district's finances and administrative activities for the preceding year;

(f) advise the board of trustees regarding the needs of the district;
(g) in consultation with the board of trustees, prepare or cause to be prepared all plans and specifications for the construction of district works;
(h) cause to be installed and maintained a system of auditing and accounting that completely shows the district's financial condition at all times;
(i) attend meetings of the board of trustees;
(j) in consultation with the board of trustees, have charge of:
(i) the acquisition, construction, maintenance, and operation of district facilities; and
(ii) the administration of the district's business affairs; and
(k) be entitled to participate in the deliberations of the board of trustees as to any matter before the board.
(3) The board of trustees may not remove the executive director or reduce the executive director's salary below the amount fixed at the time of original appointment unless:
(a) the board adopts a resolution by a vote of a majority of all members; and
(b) if the executive director demands in writing, the board gives the executive director the opportunity to be publicly heard at a meeting of the board before the final vote on the resolution removing the executive director or reducing the executive director's salary.
(4)
(a) Before adopting a resolution providing for the removal of the executive director or a reduction in the executive director's salary as provided in Subsection (3), the board shall, if the executive director makes a written demand:
(i) give the executive director a written statement of the reasons alleged for the removal or reduction in salary; and
(ii) allow the executive director to be publicly heard at a meeting of the board of trustees.
(b) Notwithstanding Subsection (4)(a), the board of trustees of a public transit district may suspend an executive director from office pending and during a hearing under Subsection (4)(a)(ii).
(5) The action of a board of trustees suspending or removing an executive director or reducing the executive director's salary is final.

Enacted by Chapter 424, 2018 General Session

17B-2a-812 Comptroller required to provide statement of revenues and expenditures.

The comptroller of each public transit district shall, as soon as possible after the close of each fiscal year:
(1) prepare a statement of revenues and expenditures for the fiscal year just ended, in the detail that the board of trustees prescribes; and
(2) transmit a copy of the statement to the chief executive officer of:
(a) each municipality within the district; and
(b) each county with unincorporated area within the district.

Enacted by Chapter 329, 2007 General Session

17B-2a-813 Rights, benefits, and protective conditions for employees of a public transit district -- Strike prohibited -- Employees of an acquired transit system.

(1) The rights, benefits, and other employee protective conditions and remedies of Section 13(c) of the Urban Mass Transportation Act of 1964, 49 U.S.C. Sec. 5333(b), as determined by the

Secretary of Labor, apply to a public transit district's establishment and operation of a public transit service or system.

(2)

(a) Employees of a public transit system established and operated by a public transit district have the right to:

(i) self-organization;

(ii) form, join, or assist labor organizations; and

(iii) bargain collectively through representatives of their own choosing.

(b) Employees of a public transit district and labor organizations may not join in a strike against the public transit system operated by the public transit district.

(c) Each public transit district shall:

(i) recognize and bargain exclusively with any labor organization representing a majority of the district's employees in an appropriate unit with respect to wages, salaries, hours, working conditions, and welfare, pension, and retirement provisions; and

(ii) upon reaching agreement with the labor organization, enter into and execute a written contract incorporating the agreement.

(3) If a public transit district acquires an existing public transit system:

(a) all employees of the acquired system who are necessary for the operation of the acquired system, except executive and administrative officers and employees, shall be:

(i) transferred to and appointed employees of the acquiring public transit district; and

(ii) given sick leave, seniority, vacation, and pension or retirement credits in accordance with the acquired system's records;

(b) members and beneficiaries of a pension or retirement plan or other program of benefits that the acquired system has established shall continue to have rights, privileges, benefits, obligations, and status with respect to that established plan or program; and

(c) the public transit district may establish, amend, or modify, by agreement with employees or their authorized representatives, the terms, conditions, and provisions of a pension or retirement plan or of an amendment or modification of a pension or retirement plan.

(4) A pension administrator for a retirement plan sponsored by a public transit district or a person designated by the administrator shall maintain retirement records in accordance with Subsection 49-11-618(2).

Amended by Chapter 448, 2013 General Session

17B-2a-814 Public transit district trustees, officers, and employees subject to Utah Public Officers' and Employees' Ethics Act.

Each trustee, officer, and employee of a public transit district is subject to the provisions of Title 67, Chapter 16, Utah Public Officers' and Employees' Ethics Act.

Amended by Chapter 223, 2011 General Session

17B-2a-815 Rates and charges for service -- Fare collection information private.

(1) The board of trustees of a public transit district shall fix rates and charges for service provided by the district by a two-thirds vote of all board members.

(2) Rates and charges shall:

(a) be reasonable; and

(b) to the extent practicable:

(i) result in enough revenue to make the public transit system self supporting; and

(ii) be sufficient to:
(A) pay for district operating expenses;
(B) provide for repairs, maintenance, and depreciation of works and property that the district owns or operates;
(C) provide for the purchase, lease, or acquisition of property and equipment;
(D) pay the interest and principal of bonds that the district issues; and
(E) pay for contracts, agreements, leases, and other legal liabilities that the district incurs.
(3)
(a) In accordance with Section 63G-2-302, the following personal information received by the district from a customer through any debit, credit, or electronic fare payment process is a private record under Title 63G, Chapter 2, Government Records Access and Management Act:
(i) travel data, including:
(A) the identity of the purchasing individual or entity;
(B) travel dates, times, or frequency of use; and
(C) locations of use;
(ii) service type or vehicle identification used by the customer;
(iii) the unique transit pass identifier assigned to the customer; or
(iv) customer account information, including the cardholder's name, the credit or debit card number, the card issuer identification, or any other related information.
(b) Private records described in this Subsection (3) that are received by a public transit district may only be disclosed in accordance with Section 63G-2-202.

Amended by Chapter 216, 2013 General Session

17B-2a-816 Hearing on a rate or charge or a proposal to fix the location of district facilities.
(1)
(a) The legislative body of a county or municipality with territory within a public transit district may, on behalf of a person who is a resident of the county or municipality, respectively, and who is a user of a public transit system operated by the public transit district, file a request for a hearing before the public transit district's board of trustees as to:
(i) the reasonableness of a rate or charge fixed by the board of trustees; or
(ii) a proposal for fixing the location of district facilities.
(b) Each request under Subsection (1)(a) shall:
(i) be in writing;
(ii) be filed with the board of trustees of the public transit district; and
(iii) state the subject matter on which a hearing is requested.
(2)
(a) At least 15 but not more than 60 days after a request under Subsection (1)(a) is filed, the public transit district's board of trustees shall hold a hearing on, as the case may be:
(i) the reasonableness of a rate or charge fixed by the board of trustees; or
(ii) a proposal for fixing the location of district facilities.
(b) The public transit district board of trustees shall provide notice of the hearing by:
(i) mailing, postage prepaid, a notice to:
(A) the county or municipality requesting the hearing; and
(B) the legislative body of each other county and municipality with territory within the public transit district; and
(ii) once publishing a notice.

(3) At each hearing under Subsection (2)(a):
(a) the legislative body of a county or municipality may intervene, be heard, and introduce evidence if the county or municipality:
(i) is eligible to file a request for hearing under Subsection (1); and
(ii) did not file a request for hearing;
(b) the public transit district, the county or municipality that filed the request for hearing, and an intervening county or municipality under Subsection (3)(a) may:
(i) call and examine witnesses;
(ii) introduce exhibits;
(iii) cross-examine opposing witnesses on any matter relevant to the issues, even though the matter was not covered in direct examination; and
(iv) rebut evidence introduced by others;
(c) evidence shall be taken on oath or affirmation;
(d) technical rules of evidence need not be followed, regardless of the existence of a common law or statutory rule that makes improper the admission of evidence over objection in a civil action;
(e) hearsay evidence is admissible in order to supplement or explain direct evidence, but is not sufficient in itself to support a finding unless it would be admissible over objection in a civil action; and
(f) the public transit district board of trustees shall appoint a reporter to take a complete record of all proceedings and testimony before the board.
(4)
(a) Within 60 days after the conclusion of a hearing under Subsection (2)(a), the public transit district board of trustees shall render its decision in writing, together with written findings of fact.
(b) The board of trustees shall mail by certified mail, postage prepaid, a copy of the decision and findings to:
(i) the county or municipality that filed a request under Subsection (1); and
(ii) each county and municipality that intervened under Subsection (3)(a).
(5) In any action to review a decision of a public transit district board of trustees under this section, the record on review shall consist of:
(a) the written request for hearing, the transcript of the testimony at the hearing, and all exhibits introduced at the hearing; or
(b) if the parties stipulate in writing:
(i) the evidence specified in the stipulation; and
(ii) the written stipulation itself.

Enacted by Chapter 329, 2007 General Session

17B-2a-817 Voter approval required for property tax levy.

Notwithstanding the provisions of Section 17B-1-1001 and in addition to a property tax under Section 17B-1-1103 to pay general obligation bonds of the district, a public transit district may levy a property tax, as provided in and subject to Chapter 1, Part 10, Local District Property Tax Levy, if:
(1) the district first submits the proposal to levy the property tax to voters within the district; and
(2) a majority of voters within the district voting on the proposal vote in favor of the tax at an election held for that purpose on a date specified in Section 20A-1-204.

Amended by Chapter 415, 2013 General Session

17B-2a-818 Requirements applicable to public transit district contracts.
(1) A public transit district shall comply with the applicable provisions of Title 63G, Chapter 6a, Utah Procurement Code.
(2) If construction of a district facility or work exceeds $750,000, the construction shall be let as provided in:
  (a)Title 63G, Chapter 6a, Utah Procurement Code; and
  (b) Section 17B-2a-818.5.

Amended by Chapter 347, 2012 General Session

17B-2a-818.5 Contracting powers of public transit districts -- Health insurance coverage.
(1) As used in this section:
  (a) "Aggregate" means the sum of all contracts, change orders, and modifications related to a single project.
  (b) "Change order" means the same as that term is defined in Section 63G-6a-103.
  (c) "Employee" means, as defined in Section 34A-2-104, an "employee," "worker," or "operative" who:
    (i) works at least 30 hours per calendar week; and
    (ii) meets employer eligibility waiting requirements for health care insurance, which may not exceed the first day of the calendar month following 60 days after the day on which the individual is hired.
  (d) "Health benefit plan" means:
    (i) the same as that term is defined in Section 31A-1-301; or
    (ii) an employee welfare benefit plan:
      (A) established under the Employee Retirement Income Security Act of 1974, 29 U.S.C. Sec. 1001 et seq.;
      (B) for an employer with 100 or more employees; and
      (C) in which the employer establishes a self-funded or partially self-funded group health plan to provide medical care for the employer's employees and dependents of the employees.
  (e) "Qualified health coverage" means the same as that term is defined in Section 26-40-115.
  (f) "Subcontractor" means the same as that term is defined in Section 63A-5b-605.
  (g) "Third party administrator" or "administrator" means the same as that term is defined in Section 31A-1-301.
(2) Except as provided in Subsection (3), the requirements of this section apply to:
  (a) a contractor of a design or construction contract entered into by the public transit district on or after July 1, 2009, if the prime contract is in an aggregate amount equal to or greater than $2,000,000; and
  (b) a subcontractor of a contractor of a design or construction contract entered into by the public transit district on or after July 1, 2009, if the subcontract is in an aggregate amount equal to or greater than $1,000,000.
(3) The requirements of this section do not apply to a contractor or subcontractor described in Subsection (2) if:
  (a) the application of this section jeopardizes the receipt of federal funds;
  (b) the contract is a sole source contract; or
  (c) the contract is an emergency procurement.

(4) A person that intentionally uses change orders, contract modifications, or multiple contracts to circumvent the requirements of this section is guilty of an infraction.

(5)

(a) A contractor subject to the requirements of this section shall demonstrate to the public transit district that the contractor has and will maintain an offer of qualified health coverage for the contractor's employees and the employee's dependents during the duration of the contract by submitting to the public transit district a written statement that:

(i) the contractor offers qualified health coverage that complies with Section 26-40-115;

(ii) is from:

(A) an actuary selected by the contractor or the contractor's insurer;

(B) an underwriter who is responsible for developing the employer group's premium rates; or

(C) if the contractor provides a health benefit plan described in Subsection (1)(d)(ii), an actuary or underwriter selected by a third party administrator; and

(iii) was created within one year before the day on which the statement is submitted.

(b)

(i) A contractor that provides a health benefit plan described in Subsection (1)(d)(ii) shall provide the actuary or underwriter selected by an administrator, as described in Subsection (5)(a)(ii)(C), sufficient information to determine whether the contractor's contribution to the health benefit plan and the actuarial value of the health benefit plan meet the requirements of qualified health coverage.

(ii) A contractor may not make a change to the contractor's contribution to the health benefit plan, unless the contractor provides notice to:

(A) the actuary or underwriter selected by an administrator as described in Subsection (5)(a)(ii)(C), for the actuary or underwriter to update the written statement described in Subsection (5)(a) in compliance with this section; and

(B) the public transit district.

(c) A contractor that is subject to the requirements of this section shall:

(i) place a requirement in each of the contractor's subcontracts that a subcontractor that is subject to the requirements of this section shall obtain and maintain an offer of qualified health coverage for the subcontractor's employees and the employees' dependents during the duration of the subcontract; and

(ii) obtain from a subcontractor that is subject to the requirements of this section a written statement that:

(A) the subcontractor offers qualified health coverage that complies with Section 26-40-115;

(B) is from an actuary selected by the subcontractor or the subcontractor's insurer, an underwriter who is responsible for developing the employer group's premium rates, or if the subcontractor provides a health benefit plan described in Subsection (1)(d)(ii), an actuary or underwriter selected by an administrator; and

(C) was created within one year before the day on which the contractor obtains the statement.

(d)

(i)

(A) A contractor that fails to maintain an offer of qualified health coverage as described in Subsection (5)(a) during the duration of the contract is subject to penalties in accordance with an ordinance adopted by the public transit district under Subsection (6).

(B) A contractor is not subject to penalties for the failure of a subcontractor to obtain and maintain an offer of qualified health coverage described in Subsection (5)(c)(i).

(ii)

(A) A subcontractor that fails to obtain and maintain an offer of qualified health coverage described in Subsection (5)(c)(i) during the duration of the subcontract is subject to penalties in accordance with an ordinance adopted by the public transit district under Subsection (6).

(B) A subcontractor is not subject to penalties for the failure of a contractor to maintain an offer of qualified health coverage described in Subsection (5)(a).

(6) The public transit district shall adopt ordinances:

(a) in coordination with:

(i) the Department of Environmental Quality in accordance with Section 19-1-206;

(ii) the Department of Natural Resources in accordance with Section 79-2-404;

(iii) the State Building Board in accordance with Section 63A-5b-607;

(iv) the State Capitol Preservation Board in accordance with Section 63C-9-403; and

(v) the Department of Transportation in accordance with Section 72-6-107.5; and

(b) that establish:

(i) the requirements and procedures a contractor and a subcontractor shall follow to demonstrate compliance with this section, including:

(A) that a contractor or subcontractor's compliance with this section is subject to an audit by the public transit district or the Office of the Legislative Auditor General;

(B) that a contractor that is subject to the requirements of this section shall obtain a written statement described in Subsection (5)(a); and

(C) that a subcontractor that is subject to the requirements of this section shall obtain a written statement described in Subsection (5)(c)(ii);

(ii) the penalties that may be imposed if a contractor or subcontractor intentionally violates the provisions of this section, which may include:

(A) a three-month suspension of the contractor or subcontractor from entering into future contracts with the public transit district upon the first violation;

(B) a six-month suspension of the contractor or subcontractor from entering into future contracts with the public transit district upon the second violation;

(C) an action for debarment of the contractor or subcontractor in accordance with Section 63G-6a-904 upon the third or subsequent violation; and

(D) monetary penalties which may not exceed 50% of the amount necessary to purchase qualified health coverage for employees and dependents of employees of the contractor or subcontractor who were not offered qualified health coverage during the duration of the contract; and

(iii) a website on which the district shall post the commercially equivalent benchmark, for the qualified health coverage identified in Subsection (1)(e), that is provided by the Department of Health, in accordance with Subsection 26-40-115(2).

(7)

(a)

(i) In addition to the penalties imposed under Subsection (6)(b)(ii), a contractor or subcontractor who intentionally violates the provisions of this section is liable to the employee for health care costs that would have been covered by qualified health coverage.

(ii) An employer has an affirmative defense to a cause of action under Subsection (7)(a)(i) if:

(A) the employer relied in good faith on a written statement described in Subsection (5)(a) or (5)(c)(ii); or

(B) a department or division determines that compliance with this section is not required under the provisions of Subsection (3).

(b) An employee has a private right of action only against the employee's employer to enforce the provisions of this Subsection (7).
(8) Any penalties imposed and collected under this section shall be deposited into the Medicaid Restricted Account created in Section 26-18-402.
(9) The failure of a contractor or subcontractor to provide qualified health coverage as required by this section:
(a) may not be the basis for a protest or other action from a prospective bidder, offeror, or contractor under:
(i) Section 63G-6a-1602; or
(ii) any other provision in Title 63G, Chapter 6a, Utah Procurement Code; and
(b) may not be used by the procurement entity or a prospective bidder, offeror, or contractor as a basis for any action or suit that would suspend, disrupt, or terminate the design or construction.
(10) An administrator, including an administrator's actuary or underwriter, who provides a written statement under Subsection (5)(a) or (c) regarding the qualified health coverage of a contractor or subcontractor who provides a health benefit plan described in Subsection (1)(d)(ii):
(a) subject to Subsection (10)(b), is not liable for an error in the written statement, unless the administrator commits gross negligence in preparing the written statement;
(b) is not liable for any error in the written statement if the administrator relied in good faith on information from the contractor or subcontractor; and
(c) may require as a condition of providing the written statement that a contractor or subcontractor hold the administrator harmless for an action arising under this section.

Amended by Chapter 32, 2020 General Session
Amended by Chapter 152, 2020 General Session

17B-2a-819 Compliance with state and local laws and regulations.
(1) Each public transit district is subject to department regulations relating to safety appliances and procedures.
(2)
(a) Each installation by a public transit district in a state highway or freeway is subject to the approval of the department.
(b) There is a presumption that the use of a street, road, highway, or other public place by a public transit district for any of the purposes permitted in this part constitutes no greater burden on an adjoining property than the use existing on July 9, 1969.
(c) If a street, road, or highway, excluding a state highway or freeway, or a pipeline, sewer, water main, storm drain, pole, or communication wire is required to be relocated, replaced, or altered in order for a public transit district to construct or operate its system or to preserve and maintain an already constructed district facility:
(i) the public or private owner of the facility required to be relocated, replaced, or altered shall relocate, replace, or alter the facility with reasonable promptness; and
(ii) the public transit district shall, by prior agreement, reimburse the owner for the reasonable cost incurred in the relocation, replacement, or alteration.
(d)
(i) A public transit district may enter into an agreement with a county or municipality to:
(A) close a street or road over which the county or municipality has jurisdiction at or near the point of its interception with a district facility; or
(B) carry the street or road over or under or to a connection with a district facility.

(ii) A public transit district may do all work on a street or road under Subsection (2)(d)(i) as is necessary.

(iii) A street or road may not be closed, directly or indirectly, by the construction of a district facility unless the closure is:

(A) pursuant to agreement under Subsection (2)(d)(i); or

(B) temporarily necessary during the construction of a district facility.

(3) Each public transit district is subject to the laws and regulations of the state and each applicable municipality relating to traffic and operation of vehicles upon streets and highways.

Enacted by Chapter 329, 2007 General Session

17B-2a-820 Authority for other governmental entities to acquire property by eminent domain for a public transit district.

The state, a county, or a municipality may, by eminent domain under Title 78B, Chapter 6, Part 5, Eminent Domain, acquire within its boundaries a private property interest, including fee simple, easement, air right, right-of-way, or other interest, necessary for the establishment or operation of a public transit district.

Amended by Chapter 3, 2008 General Session

17B-2a-821 Multicounty district may establish and enforce parking ordinance.

The board of trustees of a multicounty district may adopt an ordinance governing parking of vehicles at a transit facility, including the imposition of a fine or civil penalty for a violation of the ordinance.

Amended by Chapter 273, 2016 General Session

17B-2a-822 Multicounty district may employ or contract for law enforcement officers -- Law enforcement officer status, powers, and jurisdiction.

(1) The board of trustees of a multicounty district may employ law enforcement officers or contract with other law enforcement agencies to provide law enforcement services for the district.

(2) A law enforcement officer employed or provided by contract under Subsection (1) is a law enforcement officer under Section 53-13-103 and shall be subject to the provisions of that section.

(3) Subject to the provisions of Section 53-13-103, the jurisdiction of a law enforcement officer employed under this section is limited to transit facilities and transit vehicles.

Renumbered and Amended by Chapter 329, 2007 General Session

17B-2a-823 Public transit district special services.

(1) As used in this section, "bureau" means a recreational, tourist, or convention bureau under Title 17, Chapter 31, Recreational, Tourist, and Convention Bureaus.

(2)

(a) A public transit district may lease its buses to private certified public carriers or operate transit services requested by a public entity if a bureau certifies that privately owned carriers furnishing like services or operating like equipment within the area served by the bureau:

(i) have declined to provide the service; or

(ii) do not have the equipment necessary to provide the service.

(b) A public transit district may lease its buses or operate services as authorized under Subsection (2)(a) outside of the area served by the district.
(3) If part or all of the transportation services are paid for by public funds, a public transit district may:
(a) provide school bus services for transportation of pupils and supervisory personnel between homes and school and other related school activities within the area served by the district; or
(b) provide the transportation of passengers covered by a program within the district for people who are elderly or who have a disability.
(4) Notwithstanding the provisions in Subsection (3), a municipality or county is not prohibited from providing the transportation services identified in Subsection (3).

Amended by Chapter 136, 2019 General Session

17B-2a-824 Property acquired on behalf of a public transit district.
(1) Title to property acquired on behalf of a public transit district under this part immediately and by operation of law vests in the public transit district.
(2) Property described in Subsection (1) is dedicated and set apart for the purposes set forth in this part.

Enacted by Chapter 329, 2007 General Session

17B-2a-825 Criminal background checks authorized -- Employment eligibility.
(1) A public transit district may require an individual described in Subsection (2) to:
(a) submit a fingerprint card in a form acceptable to the public transit district; and
(b) consent to a fingerprint background check by:
(i) the Utah Bureau of Criminal Identification; and
(ii) the Federal Bureau of Investigation.
(2) A person shall comply with the requirements of Subsection (1) if the person:
(a) is applying for or continuing employment with the public transit district:
(i) working in a safety-sensitive position or other position that may affect:
(A) the safety or well-being of patrons of the public transit district; or
(B) the safety or security of the transit buildings, stations, platforms, railways, bus systems, and transit vehicles;
(ii) handling personally identifiable information, financial information, or other sensitive information including personal health information;
(iii) working in security-sensitive areas; or
(iv) handling security-sensitive information, including information system technologies; or
(b) is seeking access to designated security-sensitive areas.
(3) A public transit district may use the information obtained in accordance with this section only for one or more of the following purposes:
(a) to determine whether or not an individual is convicted of:
(i) a felony under federal or state law within the last 10 years;
(ii) a violation within the last 10 years of a federal law, state law, or local ordinance concerning the sale, manufacture, distribution, warehousing, adulteration, or transportation of an alcoholic beverage;
(iii) a crime involving moral turpitude; or
(iv) two or more convictions within the last 10 years for a violation of driving under the influence of alcohol, any drug, or the combined influence of alcohol and any drug;

(b) to determine whether or not an individual has accurately disclosed the person's criminal history on an application or document filed with the public transit district;
(c) to approve or deny an application for employment with the public transit district; or
(d) to take disciplinary action against an employee of the public transit district, including possible termination of employment.
(4) A person is not eligible for employment with a public transit district in a capacity described in Subsection (2) if the person has been convicted of any of the offenses described in Subsection (3).

Amended by Chapter 377, 2014 General Session

17B-2a-826 Public transit district office of constituent services and office of coordinated mobility.
(1)
(a) The board of trustees of a large public transit district shall create and employ an office of constituent services.
(b) The duties of the office of constituent services described in Subsection (1)(a) shall include:
(i) establishing a central call number to hear and respond to complaints, requests, comments, concerns, and other communications from customers and citizens within the district;
(ii) keeping a log of the complaints, comments, concerns, and other communications from customers and citizens within the district; and
(iii) reporting complaints, comments, concerns, and other communications to management and to the local advisory council created in Section 17B-2a-808.2.
(2)
(a) A large public transit district shall create and employ an office of coordinated mobility.
(b) The duties of the office of coordinated mobility shall include:
(i) establishing a central call number to facilitate human services transportation;
(ii) coordinating all human services transportation needs within the public transit district;
(iii) receiving requests and other communications regarding human services transportation;
(iv) receiving requests and other communications regarding vans, buses, and other vehicles available for use from the public transit district to maximize the utility of and investment in those vehicles; and
(v) supporting local efforts and applications for additional funding.

Amended by Chapter 479, 2019 General Session

17B-2a-827 Integration of public transit services and facilities.
(1) If a public transit district provides public transit services in an area that is adjacent to or overlaps with an area in which public transit services are also provided by another public transit provider, including a public-private partnership entity, the public transit district and the public transit provider entity shall ensure that:
(a) any public transit facilities of one provider connect with the public transit facilities of the other provider;
(b) the schedules of all relevant public transit providers are coordinated as one public transit system; and
(c)

(i) if both public transit providers collect a fare directly from public transit passengers, an integrated and uniform fare system is implemented across the coordinated public transit system; and
(ii) the revenue generated from the uniform fare system is equitably divided among the public transit providers according to service provided and mileage covered.
(2) A public transit district and a public transit provider, including a public-private partnership entity, may negotiate the ability of one public transit provider to operate on the transit facilities of the other public transit provider.
(3)
(a) The Department of Transportation shall oversee the negotiation, integration, and coordination described in Subsection (1).
(b) For the negotiation, integration, or coordination between a public transit district and a public-private partnership, the oversight described in Subsection (3)(a) applies only to fixed-route bus or rail services.

Enacted by Chapter 479, 2019 General Session

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 9/15/2021

TO:	Local Advisory Council
FROM:	Local Advisory Council Leadership
PRESENTER(S):	Karen Cronin, Local Advisory Council Chair Clint Smith, Local Advisory Council Vice-Chair Julie Fullmer, Local Advisory Council Second Vice-Chair

TITLE:

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

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Discuss and approve Resolution AR2021-09-01 setting the compensation for members of UTA's Board of Trustees

BACKGROUND:
One of the duties of the Local Advisory Council defined in Utah's Public Transit District Act is setting the compensation packages of UTA's Board of Trustees. In 2019 the Local Advisory Council set the base compensation for Trustees at $140,000 annually. At that time the Council committed to review a formal process for setting compensation going forward.

DISCUSSION:
In consultation with the Utah Office of the Attorney General, the leadership of the Advisory Council developed a draft resolution for the Council to consider that formalizes the compensation structure for the position of UTA Trustee. This resolution maintains the base salary for an appointed Trustee at $140,000 and establishes a cost-of-living adjustment (COLA) for Trustees after one-year of employment. The suggested COLA is intended to keep the level of compensation current with inflation and would be set by the COLA approved by the legislature for state employees. Associating with the state's COLA was an effective way to set the amount independent of UTA. The resolution also limits salary to the cap set in statute (currently $150,000 annually) and does not change other retirement and standard executive benefits previously set by the Council.

ALTERNATIVES:
Revise the resolution and establish another process for setting compensation going forward.

FISCAL IMPACT:
The decision of the Council at this meeting will allow the COLA to be incorporated into the agency's 2022 tentative budget established in October, with any eligible COLA adjustment becoming effective in January 2022. The State of Utah set their COLA at 3% effective July 2021, which would result in a total increase in UTA's 2022 budget of $4,200 for each eligible Trustee.

ATTACHMENTS:
- Resolution AR2021-09-01
- Office of the Utah Attorney General Legal Opinion

RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT AUTHORITY SETTING THE COMPENSATION FOR THE BOARD OF TRUSTEES

AR2021-09-01 September 15, 2021

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Utah Public Transit District Act (UCA 17B-2a-808.2) (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 (UCA 17B-2a-808.2(4) (a)), the Local Advisory Council is charged with “setting the compensation packages of the board of trustees which salary may not exceed $150,000 plus additional retirement and other standard benefits”, and

WHEREAS, the Local Advisory Council desires to set the compensation by establishing a base amount with yearly increases beginning January 1, 2022 which are identical to the cost of living allowance (COLA) provided by the State of Utah.

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

1. That the Local Advisory Council hereby sets the base salary level for a currently or newly appointed Trustee at One Hundred Forty Thousand Dollars ($140,000) per year effective with adoption of this resolution.

2. That a Trustee’s salary shall be increased automatically by the same percentage increase used by the State of Utah to provide an annual COLA increase to its employees beginning on the January 1st which is at least 12 months after the Trustee’s appointment date and every January 1st thereafter. A Trustee’s salary may not exceed the cap set in statute. Newly appointed Trustees shall begin at the base salary level described above net of any COLA increases and shall only become eligible for the COLA increase described in this

paragraph on January 1st which occurs more than 12 months following their appointment.

3. That this Resolution does not affect the methodology used in calculating retirement or other standard benefits. It is acknowledged that standard benefits for the Trustees are those standard benefits provided to UTA executive employees.

4. That this resolution shall stay in force and effect until rescinded, amended, or superseded by further action of the Advisory Council.

Approved and adopted this 15th day of September 2021.

____
Karen Cronin, Chair
Local Advisory Council

ATTEST:

____
Clint Smith, Second Vice Chair
Local Advisory Coucil

(Corporate Seal)

Approved As To Form:

____
Legal Counsel

STATE OF UTAH

OFFICE OF THE ATTORNEY GENERAL

SEAN D. REYES

ATTORNEY GENERAL

August 13, 2021

Local Advisory Council Leadership
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101

Dear LAC Leadership Team,

I have been asked to provide a legal opinion concerning the interpretation of the statutory duty given to the Local Advisory Council (LAC) to set compensation for the Board of Trustees. (UCA 17b-2A-808.2(4)(a)). One interpretation is that in order to set compensation for the Board members, the LAC must act in a supervisory capacity by establishing performance goals and then measuring performance against those goals. This interpretation is understandable if the focus is placed on the individual performance of Board members. However, the Attorney General's Office believes this interpretation is incorrect. It would require the LAC to act outside the scope of its authority as an "advisory" body. The LAC's central role is to "consult with" and "advise" the Board of Trustees "regarding the operation and management of the public transit district". Nowhere in law or rule is the LAC given any type of supervisory authority over the Board members. The misconception regarding this "supervisory" interpretation is that it focuses on the compensation of the individuals who are serving as Trustees instead of the position of Trustee.

The Attorney General's Office believes the statute must be interpreted as giving the LAC the duty to set compensation for the Board member position, not individual Board members. Just as any organization sets compensation for various positions within the organization without focusing on the individuals who occupy the position, the legislature has directed the LAC to set compensation for the "position" of Trustee. Therefore, the only interpretation which is in harmony with the entire rest of the Public Transit District Act statute is that the LAC is charged with setting compensation for the position of trustee without focusing on the performance of individual members. In this light, I believe the compensation approach advocated by LAC leadership which involves setting compensation at a set amount and then tying any adjustment to the State annual COLA meets the intent of the legislature and is in harmony with the statute. It also contains the added benefit of pegging adjustments to a COLA which is outside the control of UTA or the Board of Trustees. Subject to the proviso set in statute that the salary for the trustee position may not exceed $150,000, the approach advocated by LAC leadership is legally sufficient.

669 WEST·200 SOUTH, SALT LAKE CITY, UT 84101 • PHONE: (801) 287-2131 • FAX: (801) 287-4520

This legal opinion is not meant to detract from the LAC's vital statutory role to review, approve, and recommend for final adoption (or not) virtually every significant action taken by UTA regarding service plans, capital development plans, and transit-oriented development (TOD) plans. In addition, the LAC is given the responsibility to consult with the Board of Trustees on the annual budget, bond issuance, acquisitions, disposition of property for TOD development, investment of UTA funds, as well as internal audits and audit findings. The importance of the LAC's role in ensuring UTA is moving forward in the best possible direction cannot be overstated.

Please let me know if you need additional clarification or guidance.

Yours Truly,

Michael Bell Digitally signed by Michael Bell Date: 2021.08.13 15:21:55 -06'00'

Michael Bell
Assistant Attorney General

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council **Date:** 9/15/2021

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

TITLE:

Agency Report

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

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

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

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

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Local Advisory Council **Date:** 9/15/2021

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

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
The UTA Audit Committee met on June 21, 2021 and again on August 23, 2021 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Karen Cronin and Clint Smith, Local Advisory Council Chair and Vice-Chair respectively, participated as Audit Committee members along with Trustees Carlton Christensen, Jeff Acerson, and Beth Holbrook.

DISCUSSION:
Members Cronin and Smith will give a report of the activities on the UTA Audit Committee.

ATTACHMENTS:
None