



Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, September 27, 2023

1:00 PM

FrontLines Headquarters

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

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

OPENING BUSINESS

1. **Call to Order & Opening Remarks** Chair Mark Johnson
2. **Pledge of Allegiance** Chair Mark Johnson
3. **Safety First Minute** Viola Miller
4. **Public Comment** Chair Mark Johnson
5. **Consent** Chair Mark Johnson
 - a. Approval of May 31, 2023 Local Advisory Council Meeting Minutes
 - b. Board Policy Revisions

CONSULTATION WITH BOARD OF TRUSTEES

6. **Capital Projects**
 - a. Capital Development Update: Andrea Pullos
Travis Colledge
 - OGX Opening
 - First/Last Mile Connections Program (TIGER)
 - b. AR2023-09-01 - Resolution Approving the Proposed Third Amendment to the 2023-2027 Capital Plan and Recommending Approval by the Authority's Board of Trustees David Hancock
Viola Miller
7. **Budget and Investments**
 - a. Consultation on 2023 Capital Budget Amendment for the TRAX Daybreak Station David Hancock
Viola Miller

8. Service Planning

- a. UTA Moves 2050 - Long Range Transit Plan
- Russ Fox
Megan Waters
Alex Beim

9. Discussion

- a. FrontRunner Strategic Double Track Project Update
- David Hancock
Ben Huot
- b. Federal Railroad Administration Corridor
Identification and Development Program Update
- Hal Johnson
- c. Open Dialogue with the Board of Trustees
- Mark Johnson
Carlton Christensen

REPORTS AND OTHER BUSINESS**10. Reports**

- a. Executive Director Report
- Operator Recruitment
- Jay Fox
- b. Audit Committee Report
- Mark Johnson
Troy Walker

11. Other Business

Chair Mark Johnson

- a. Next Meeting: Wednesday, November 29, 2023 at
1:00 p.m.

12. Adjourn

Chair Mark Johnson

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.
- Meeting proceedings may be viewed remotely through the public meeting portal link on the UTA Board Meetings page - <https://www.rideuta.com/Board-of-Trustees/Meetings>
- In the event of technical difficulties with the remote connection or live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.
- Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting below.
 - o Use this link - https://rideuta.zoom.us/webinar/register/WN_Ktipjf7_QXWUgs-UWI1BVg and follow the instructions to register for the meeting (you will need to provide your name and email address).
 - o Sign on to the Zoom meeting through the URL provided after registering.

- o Sign on 5 minutes prior to the meeting start time.
 - o Use the "raise hand" function in ZOOM to indicate you would like to make a comment.
 - o Comments are limited to 3 minutes per commenter.
- Public Comment may also be given through alternate means. See instructions below.
 - o Comment via email at advisorycouncil@rideuta.com
 - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
 - o Comments submitted before 2:00 p.m. on Tuesday, September 26th will be distributed to council members prior to the meeting.
- Meetings are audio and video recorded and live-streamed.
- Members of the Local Advisory Council and meeting presenters will participate in person, however members may join electronically as needed, with 24 hour advanced notice.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 9/27/2023

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

TITLE:

Approval of May 31, 2023 Local Advisory Council Meeting Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the May 31, 2023 Local Advisory Council Meeting

BACKGROUND:

A regular meeting of the UTA Local Advisory Council was held in person and broadcast live via the link on the UTA Board Meetings page on May 31, 2023 at 1:00 p.m. Minutes from the meeting document the actions of the Council and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the [Utah Public Notice Website <https://www.utah.gov/pm/sitemap/notice/835493.html>](https://www.utah.gov/pm/sitemap/notice/835493.html) and video feed is available through the [UTA Board Meetings page <https://rideuta.com/Board-of-Trustees/Meetings>](https://rideuta.com/Board-of-Trustees/Meetings).

ATTACHMENTS:

1. 2023-05-31_LAC_Minutes_unapproved



Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, May 31, 2023

1:00 PM

FrontLines Headquarters

Present: Chair Mark Johnson
Vice Chair Troy Walker
2nd Vice-Chair Bob Stevenson
Council Member Neal Berube
Council Member Karen Cronin
Council Member Julie Fullmer
Council Member Erin Mendenhall
Council Member Trent Staggs
Alternate Council Member Ellen Birrell
Alternate Council Member Brandon Gordon

Excused: Council Member Dan Peay
Alternate Council Member Jon Larsen

Alternate Council Member Birrell sat at the table representing Council Member Dan Peay, who was excused. Alternate Council Member Gordon attended as part of the audience following completion of his oath of office.

Also attending were UTA staff and interested community members.

1. Call to Order & Opening Remarks

Chair Mark Johnson welcomed attendees and called the meeting order at 1:04 p.m.

Chair Johnson thanked Council Member Julie Fullmer for her service as a past chair of the Local Advisory Council and presented her with a commemorative gift.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Alisha Garrett, Chief Enterprise Strategy Officer, delivered a brief safety message.

4. Public Comment**In Person/Virtual Comment**

Public comment was given by Andrew Gruber, Executive Director of the Wasatch Front Regional Council (WFRC), and Brandon Gordon, Utah County Commissioner.

Mr. Gruber announced that last week the WFRC council approved the latest iteration of the Regional Transportation Plan (RPT) 2023-2050 by a unanimous vote. He said the plan includes over 1,000 projects for roads, transit, and trails, and is a balanced, multi-modal approach that addresses transportation needs into the future. He thanked local partners, and particularly UTA staff, for their partnership.

Mr. Gordon mentioned the Utah County Commission recently passed the “5th 5th” sales and use tax increment for transportation by a unanimous vote.

Online Comment

No online comment was received.

Council Member Erin Mendenhall joined the meeting at 1:13 p.m.

5. Oath of Office

- a. **Oath of Office: UTA Local Advisory Council Member - Neal Berube**
- b. **Oath of Office: UTA Local Advisory Council Alternate Member - Brandon Gordon**

Oaths of office were administered to Neal Berube and Brandon Gordon.

6. Consent

- a. **Approval of February 15, 2023 Local Advisory Council Meeting Minutes**

A motion was made by 2nd Vice-Chair Stevenson, and seconded by Council Member Cronin, to approve the consent agenda. The motion carried by a unanimous vote.

7. Reports

- a. **Executive Director Report**
 - **Impact of 2023 Legislation for UTA**
 - **Collective Bargaining Agreement Highlights**

Impact of 2023 Legislation for UTA

Jay Fox, UTA Executive Director, was joined by Shule Bishop, UTA Government Relations Director, and Mr. Gruber.

Mr. Fox summarized legislation addressed during the state’s 2023 session that had impacts for UTA, specifically:

- HB044 (passed): Allows the Utah Department of Transportation (UDOT) to purchase land for corridor preservation to be used 40 years into the future instead of 30 years
- HB051 (passed): Allows a government entity to assess railroad companies for right of way (ROW) infrastructure improvement costs that also benefit those companies
- HB439 (failed): Allows unmanned aircraft (drones) to examine public transit facilities for safety purposes.
- SB027 (passed): Amends the agency Transit Transportation Investment Fund (TTIF) match to 30% (down from 40%)
- SB125 (passed): Designates ASPIRE (at Utah State University) as the lead center for transportation electrification planning; the steering committee includes UDOT and UTA
- SB260 (passed): Amends the 5th 5th sales and use tax provisions
- HR003 (failed): House Resolution urging UTA to take action to resolve ski traffic in the Cottonwood canyons
- HJR26 (passed): Joint Resolution on Transit Operator Safety Awareness states that transit is “a community-connector lifeline and is an essential part of Utah’s critical infrastructure”
- Appropriations: \$200 million for commuter rail improvements and \$108 million for the Point of the Mountain development

During the course of his report, Mr. Fox yielded the floor to Mr. Gruber for an explanation of the 5th 5th.

Collective Bargaining Agreement Highlights

Mr. Fox recognized Kim Shanklin, UTA Chief People Officer, and her team for their efforts in the bargaining process and provided highlights from the collective bargaining agreement with the Amalgamated Transit Union (ATU), which include:

- Immediate increase in wages
- Increases to UTA’s contribution to the Joint Insurance Health Care Trust
- Increases to paid leave to better reflect market conditions
- A focus on operator safety, including emotional well-being

8. Capital Projects

a. Mid-Valley Connector and Ogden Express (OGX) Updates

David Hancock, UTA Chief Capital Development Officer, was joined by Andrea Pullos, UTA Project Manager III. Ms. Pullos provided an overview of the Mid-Valley Connector project, which is a seven-mile Bus Rapid Transit (BRT) route that will run from West Valley City, through Taylorsville City, and into Murray City. The route will have 1.4 miles of exclusive bus lanes, 15 station locations, and 25 individual stations. The service will operate at 15-minute intervals during peak times and will carry an estimated 1,900 riders per day. Ms. Pullos also reviewed the project milestones, ROW acquisition

activity, and project funding.

Discussion ensued. Questions on Mid-Valley ridership demographics and electric bus supply chain concerns were posed by the council and answered by staff.

Ms. Pullos continued, providing information on the Ogden Express BRT project (OGX). This project has a 5.3-mile corridor with 1.8 miles of exclusive bus lanes, 13 station locations, and 22 individual stations. The service includes a shuttle on the Weber State University (WSU) campus. The OGX will operate at 10-minute intervals during peak times, at 5-minute intervals during peak times on the WSU campus, and will carry an estimated 2,600 riders per day, plus an additional 2,600 riders on the WSU shuttle. Ms. Pullos went on to review the project funding and testing and startup timeline. She mentioned the grand opening for OGX is scheduled on Wednesday, August 2, 2023.

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

Patti Garver, UTA Manager of Environmental & Grant Services, was joined by Alex Beim, UTA Manager of Long-Range Strategic Planning. Ms. Garver outlined the chronological history of the Davis-Salt Lake City Community Connector project, then described the project itself, which is a 26-mile corridor-based, mixed flow BRT project connecting the following:

- FrontRunner Farmington Station
- Centerville
- Bountiful
- Woods Cross
- North Salt Lake
- Downtown Salt Lake City
- University of Utah/Research Park

Ms. Garver indicated the project team is currently completing the federal National Environmental Policy Act (NEPA) document and preliminary design work. The project includes 12 new stations, 6 new stops, and will utilize approximately 17 existing stops. The service will operate at 15-minute intervals from 6:00 a.m.-8:00 p.m., with 30-minute service in early mornings and late evenings, and will carry approximately 5,800 riders per day. The estimated capital cost of the project is \$75 million.

Ms. Garver reviewed the project funding, status of the locally preferred alternative (LPA), and next steps in the process. She requested the council approve the LPA and recommend approval by the UTA Board of Trustees.

Discussion ensued. Questions on ridership demographics, e-bike rider use, and federal support for BRT projects were posed by the council and answered by staff.

- A motion was made by Council Member Mendenhall, and seconded by 2nd Vice-Chair Stevenson, that this resolution be approved. The motion carried by a unanimous vote.
- c. **AR2023-05-02 - Resolution Approving the Proposed Second Amendment to the 2023-2027 Capital Plan and Recommending Approval by the Authority's Board of Trustees**

Bill Greene, acting Chief Financial Officer, was joined by Mary DeLoretto, Chief Capital Services Officer (remote); Ms. Garrett; Cheryl Beveridge, UTA Chief Operating Officer; and Daniel Hofer, UTA Director of Capital Assets & Project Controls. Mr. Hofer outlined requested modifications to the 2023-2027 Capital Plan, which include:

- Adding two new projects for workforce/enterprise asset management and operator restrooms throughout the system
- Modifying several project budgets over the course of the plan to absorb new project additions
- Moving the planned 2024 expenditure for the Transportation Investment Generating Economic Recovery (TIGER) program of projects into the 2023 budget to align the project budget with the federal grant performance timeframe

Mr. Hofer indicated the net impact of all the modifications would be an additional \$1 million in revenue-backed funds. He went on to describe the two new projects in greater detail and review budget impacts.

He requested the council approve the amendment to the 2023-2027 Capital Plan and recommend approval by the UTA Board of Trustees.

A motion was made by 2nd Vice-Chair Stevenson, and seconded by Council Member Mendenhall, that this resolution be approved. The motion carried by a majority vote, with eight aye votes and one nay vote.

Council Member Trent Staggs voted nay, stating the funding and services in the budget for southwest portion of Salt Lake County are inadequate. Alternate Council Member Birrell voted yea, but opined on services she feels are needed in the southeast portion of Salt Lake County.

9. Budget and Investments

a. Proposed 2023 Operating and Capital Budget Amendments

Mr. Greene was joined by Brad Armstrong, UTA Director of Budget & Financial Strategy, and Mr. Hofer. Mr. Armstrong outlined a draft operating budget amendment that will:

- Adjust the budget for additional wage and benefit expenses associated with the ratified collective bargaining agreement with the ATU
- Adjust the budget for the impact of compensation changes to select administrative positions to reflect current labor market conditions

- Record changes to budget categories reflecting position moves between departments (no associated net increase)

Mr. Armstrong described each of the budget changes and provided more detail on impacts to the agency.

Discussion ensued. Questions on administrative wage adjustment percentages were posed by the council and answered by Mr. Armstrong.

Mr. Hofer summarized a capital budget amendment that will increase the 2023 budget authority by \$6.663 million to accommodate changes to the 2023-2027 Capital Plan discussed under agenda item 8.c.

Chair Johnson called for a break at 2:30 p.m.

The meeting reconvened at 2:39 p.m.

b. Proposed Escrow Substitution for the 2019 and 2021 Defeased Bond Escrows

Troy Bingham, UTA Comptroller, was joined by Brian Baker with Zions Public Finance. Mr. Baker briefed the council on an opportunity to utilize an escrow substitution to produce savings for the agency between \$400,000-\$500,000 and described the steps required to complete the substitution.

Discussion ensued. A question on securities market conditions was posed by the council and answered by staff.

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

Mr. Bingham was again joined by Mr. Baker. Mr. Baker explained the mechanics of a bond tender on UTA's subordinated 2016, senior 2019B, and senior 2020B bonds. He explained that UTA has approximately \$270 million in bonds that could be viable to refinance, which, if tendered, could allow for a present value savings between \$8 million and up to \$30 million, depending on the rate at which the tender is accepted. He also outlined the steps necessary for transaction completion and reviewed indicative tender results.

10. Service Planning

a. August 2023 Change Day Update

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, was joined by Russ Fox, UTA Director of Planning. Mr. Fox highlighted service adjustments that will be made as part of the 2023 August change day, including:

- Initiating OGX service

- Increasing TRAX service
- Discontinuing Park City service
- Improving flex routes
- Adjusting the FrontRunner schedule

Mr. Fox then reviewed the proposed changes in greater detail and described public engagement efforts and feedback related to change day.

Discussion ensued. Questions on the number of riders impacted by service reductions and plans for ski service were posed by the council and answered by staff. Alternate Council Member Birrell urged UTA to consult with cities impacted by canyon congestion as part of efforts to address canyon transportation solutions.

b. Sandy City and South Jordan City Small Area Transit Study

Ms. Bourdeaux was again joined by Mr. Russ Fox. Mr. Fox reported on the Sandy City and South Jordan City Small Area Transit Study. The study will revisit the potential for a Sandy-South Jordan circulator, develop new recommendations for short-term transit service in the study area, establish a long-term vision for service, and identify an incremental path forward for transit implementation. Mr. Fox described the study area, scope of work, and timeline, then reviewed the process that will be followed to bring the study recommendations to fruition.

Council Member Staggs left the meeting at 3:12 p.m.

11. Discussion

a. Annual Safety and Security Update

Cherryl Beveridge, UTA Chief Operating Officer, was joined by Dalan Taylor, UTA Chief of Police & Public Safety Manager. Chief Taylor provided an overview of the UTA police function, including staffing and crime-related statistics, cross-agency collaboration, training, arrest diversion efforts, and emergency management activities.

Discussion ensued. Questions on responding to health issues, text options for reporting incidents, policing onboard UTA vehicles, and staffing were posed by the council and answered by staff.

b. Federal Railroad Administration Corridor Identification and Development Program Update

Due to time constraints, this item was deferred to a future meeting.

c. Open Dialogue with the Board of Trustees

Chair Johnson was joined Carlton Christensen, UTA Board of Trustees Chair; Beth Holbrook, UTA Board Member; and Jeff Acerson, UTA Board Member.

A brief discussion ensued, during which Alternate Council Member Birrell commended the board on the Depot District facility grand opening.

12. Reports and Other Business

a. Audit Committee Report

Chair Johnson reported the UTA Audit Committee met on March 6, 2023. The committee reviewed and approved proposed changes to the Audit Committee Charter and the Internal Audit Charter. The changes were minimal and mostly included additional responsibilities for the internal audit department. The committee received information regarding the 2022 risk assessment, which helped identify the top perceived risks to the agency, and reports on the status of the 2022 and 2023 internal audit plans and progress on findings for past audits. In addition, the committee was provided information on the limited scope assessment of COVID stimulus funding, which was performed by the UTA internal auditors to examine UTA's use of COVID stimulus funds.

b. Next Meeting: Wednesday, September 27, 2023 at 1:00 p.m.

13. Adjourn

A motion was made by Council Member Cronin, and seconded 1st Vice Chair Walker, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 3:32 p.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pm/sitemap/notice/835493.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at https://rideuta.granicus.com/player/clip/232?view_id=1&redirect=true&h=c7f4153116a1ba514109b44a956bae20.

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

Approved Date:

Mark Johnson

Chair, UTA Local Advisory Council



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 9/27/2023

TO: Local Advisory Council
FROM: Annette Royle, Director of Board Governance
PRESENTER(S): Annette Royle, Director of Board Governance

TITLE:

Board Policy Revisions

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

The Local Advisory Council is requested to provide input on the proposed revisions to the Board Policies as presented.

BACKGROUND:

The Utah Public Transit District Act section 17B-2a-8 outlines the duties and powers of a large transit district's Board of Trustees. One of those duties includes developing and approving board policies, ordinances and bylaws after consultation with the Local Advisory Council.

The UTA Board of Trustees last updated their Board Policies in December 2022 and have recently performed a general review of those policies.

DISCUSSION:

The agency is recommending the following new and updated policies be approved as presented:

- Board Policy 1.1 Process for Establishing Board Policies (revised)
- Board Policy 1.3 Executive Relationships and Meeting Protocols (new policy)
- Board Policy 2.3 Budget (new policy)
- Board Policy 3.1 Advertising and Naming (revised)
- Board Policy 4.2 Public Records (revised)

The attached policies are being provided to the Local Advisory Council to review and provide input to the Board of Trustees prior to their adoption later this fall.

ALTERNATIVES:

The Council is encouraged to provide input to the Board of Trustees with their comments, advice, or recommended alternatives to the proposed policy revisions.

FISCAL IMPACT:

None

ATTACHMENTS:

UTA Board Policies - Proposed Revisions September 2023



Utah Transit Authority Board Policies Proposed Revisions - September 2023

- 1.1 Process for Establishing Board Policies (revised)
- 1.3 Executive Relationships and Meetings (new policy)
- 2.3 Budget (new policy)
- 3.1 Advertising and Naming (revised)
- 4.2 Records (revised)

Additional UTA Board Policies that remain unchanged may be viewed at rideuta.com/Board-of-Trustees



Process For Establishing Board Policies

Board of Trustees Policy No. 1.1

Application: Board of Trustees and Local Advisory Council

- I. Purpose: The purpose of this policy is to establish the process for the adoption of Board policies and for the approval of UTA policies that fall under the responsibility of the Executive Director.
- II. Policy:
 - A. The Board will adopt Board policies pursuant to the following process.
 1. At the Board's request, the Executive Director or designee will draft a proposed policy.
 2. The Executive Director or designee will present the proposed policy to the Board for discussion and direction.
 3. The Executive Director or Board of Trustees will consult with the Local Advisory Council regarding the proposed policy.
 4. The Executive Director or designee will present the proposed policy to the Board for final adoption by resolution.
 - B. The Board will review UTA policies pursuant to the following process.
 1. The Executive Director will submit the proposed UTA policy to the Board for review.
 2. The Board will approve the proposed UTA policy in a meeting of the Board of Trustees or direct the Executive Director to make further revisions to the proposed policy.
 - C. Exceptions to UTA Policies.
 1. Effective upon the approval of this policy, exceptions to UTA Policies will be approved by the Board of Trustees at a Board of Trustees meeting.
 2. The Board of Trustees may delegate authority to approve exceptions to UTA policies.
 3. Any UTA policy exception relating to the Executive Director or a chief officer will be approved by the Board.

D. Policy Review.

1. All policies and procedures including Board policies, UTA Policies, and Standard Operating Procedures will be reviewed for revision or confirmation as required by statute or at least every three years.

IV. Cross References: Utah Code §17B-2a-808.1(2)(b) and (t); UTA Policy 1.1.29 Exceptions to UTA Policies.

Approved this ___ day of _____ 2023

Carlton Christensen - Chair, Board of Trustees

Secretary of the Authority

Approved as to form and content:

Counsel for the Authority

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
06-12-2019	R2019-06-01 (06-19-2019)	Revised and renumbered from Board Policy No. 4.1.3 – Process for Establishing Board Policies to Board Policy 1.1 – Process for Establishing Board Policies.
09-07-2022	R2022-12-07 (12-21-2022)	Clarified process for UTA Policy review at a Board of Trustees meeting.
<u>Day-Mo-20xx</u>	<u>R20XX-XX-XX</u> <u>(Day-Mo-20xx)</u>	<u>Added policy review requirements.</u>



Executive Relationships and Meeting Protocols

Board of Trustees Policy No. 1.3

Application: Board of Trustees and Local Advisory Council

I. Purpose: The Board of Trustees, Local Advisory Council and Executive Director commit to comply with Utah’s Open and Public Meetings Act (OPMA) and perform their duties as defined in Utah’s Public Transit District Act and according to the requirements of this policy.

II. Definitions:

- A. *“Executive Team”* means the administrative staff appointed by and reporting directly to the Executive Director as chief level officers.
- B. *“Officer of the Authority”* means an officer of the public transit district as prescribed in the Utah Public Transit District Act and appointed by the Board of Trustees.

III. Policy:

A. Open and Public Meetings – Meetings of the Board of Trustees, its committees, and the Local Advisory Council will be open to the public and comply with the State of Utah’s Open and Public Meetings Act (OPMA) and as outlined in the Authority’s Bylaws.

B. Administrative Meetings – In alignment with OPMA, an open and public meeting with members of the Board of Trustees will not include:

- 1. Administrative meetings where neither a tentative or final vote on the matter that is the subject of the conversation is made; or
- 2. Administrative meetings that pertain only to day-to-day management and operation of Authority.

C. Executive Relationships – The relationship of the Board of Trustees, Local Advisory Council and Executive Director will reflect the requirements of Utah’s Public Transit District Act.

- 1. The Board of Trustees (the “Board”) is the governing body of the Authority. The Board will manage and conduct the business and affairs of the Authority and will determine all questions of policy. The Board will:
 - a. Appoint all Officers of the Authority required in Utah’s Public Transit District Act by resolution including the Executive Director, Secretary, Treasurer, Comptroller, and Internal Auditor.
 - b. Appoint and hire other officers, assistants, or deputies the Board considers necessary, including the offices of Board Governance, Internal Audit and

- Government Relations.
- c. Develop and approve a Strategic Plan for the Authority every four years, including developing and evaluating performance targets annually of the Executive Director and Executive Team.
 - d. Fix the compensation of all Officers and employees of the Authority by resolution, excluding the Board of Trustees.
 - e. Fulfill all other powers and duties defined in Utah's Public Transit District Act and Board Policies.
2. The Local Advisory Council (the "Council") is an advisory body to the Board of Trustees. The Local Advisory Council will meet at least quarterly with and consult with the Board of Trustees and advise them regarding the operation and management of the public transit district. The Local Advisory Council will:
- a. Consult with or review, approve and recommend items required in Utah's Public Transit District Act and Board Policies.
 - i. Statutorily required consultation from the Council to the Board will be done in a public meeting as defined in OPMA for the purpose of sharing information and providing comment prior to a decision or action of the Board.
 - ii. The Council's review, approval, and recommendation to the Board will be made by resolution of the Council in a public meeting as defined in OPMA. The Board will be advised of the Council's resolution prior to the Board's final decision and action.
 - b. Set the compensation packages of the Board of Trustees by resolution.
 - c. Fulfill all other powers and duties defined in Utah's Public Transit District Act and Board Policies.
3. The Executive Director is the highest-ranking administrative leader of the Authority. The Executive Director will serve at the pleasure of the Board of Trustees and be a full-time Officer of the Authority. In consultation with the Board of Trustees, the Executive Director is responsible for the day-to-day administration of the Authority's business affairs, including the appointment of the Authority's Executive Team and employees (excluding Officers and staff defined in paragraph III(C)(1) above).
- a. Consultation between the Board of Trustees and Executive Director means reports by the Executive Director at public Board meetings as described in paragraph III(A) above, administrative meetings as described in paragraph III(B) above and communicating other reasonable information necessary for the Board of Trustees to execute their powers and duties as defined under Utah's Public Transit District Act.
 - b. The Executive Director will:

- i. Provide leadership and management of the Executive Team and administrative staff in alignment with the governing and strategic direction set by the Board.
- ii. Provide timely reports required in statute and UTA Board policies.
- iii. Present to the Board for evaluation the annual goals and outcomes of the Executive Director and Executive Team.
- iv. Report quarterly and annual progress on the Authority’s Strategic Plan.
- v. Secure Board approval by resolution for the organization of chief level offices and the organization structure of the Authority, including the Executive Director and chief level offices.
- vi. Fulfill all other powers and duties defined in Utah’s Public Transit District Act and Board Policies.

Cross References: Utah Open and Public Meetings Act, Utah Code §52-4-101; Utah Public Transit District Act, Utah Code §17B-2a-808.1; Utah Special Districts Act - Board of Trustees Power, Utah Code §17B-1-301; Utah Transit Authority Bylaws.

Approved this ____ day of ____ 2023

Carlton Christensen - Chair, Board of Trustees

Secretary of the Authority

Approved as to form and content:

Counsel for the Authority

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
Day-Mo-20xx	R2023-XX-XX (XX-XX-20XX)	<u>New Policy</u>



Budget

Board of Trustees Policy No. 2.3

Application: Board of Trustees and Local Advisory Council

- I. Purpose: The purpose of this policy is to define the requirements, duties, and responsibilities for developing, proposing, and amending annual budgets of the Authority.

- II. Definitions:
 - A. "Annual Budget" means a financial plan for the fiscal year which includes estimates of operating revenues and expenses, capital revenue and expenses, debt service, required reserves, undesignated cash balance, and the projected Fund Balance at the beginning and end of the fiscal year.
 - A. "Authority" means the Utah Transit Authority or UTA.
 - B. "Board of Trustees" or "Board" means the UTA Board of Trustees established in Utah's Public Transit District Act (17B-2a-801 *et seq.*)
 - C. "Budget Amendment" means an adjustment that increases the appropriation authority of the Annual Budget.
 - D. "Capital Budget" means the budget for capital projects including preservation of the system to keep it in a state of good repair, purchase of capital equipment (including vehicles), construction of new facilities, equipment, maintenance machinery, information technology, system expansion and improvement, and off-site improvements as approved in the Capital Plan required in Board Policy 2.1 Financial Management. The Capital Budget tracks discrete projects, Safety & Security, State of Good Repair (preservation of the transit infrastructure), expansion of and improvements to the system, and Information Technology.
 - E. "Capital Carryforward" means unexpended or encumbered capital funds that have been authorized by the Board of Trustees through a Technical Budget Adjustment to extend appropriation authority to the following fiscal year.
 - F. "Constituent Entity" means any county, city, or town that levies taxes for transit within the geographic boundaries of the Authority's transit district.
 - G. "Contingency" or "Unallocated Expense" means funds held in Operating or Capital Budgets that have not been allocated for a defined purpose or project, and that require a Technical Budget Adjustment to receive appropriation authority.

- H. “Executive or Chief Office” means the Office of the Board of Trustees, the Office of the Executive Director, or any office of a Chief Officer who is a direct report to the Executive Director.
 - I. “Fiscal Year” means January 1 through December 31 of each calendar year, as defined in the Authority’s Bylaws.
 - J. “Final Budget” means the Annual Budget approved by the Board of Trustees after completion of the public comment period and consultation by the Local Advisory Council.
 - K. “Fund Balance” means the definition given under generally accepted accounting principles as reflected in the Uniform Accounting Manual for Special Districts.
 - L. “Local Advisory Council” means the UTA Local Advisory Council established in Utah’s Public Transit District Act (17B-2a-801 *et seq.*)
 - M. “Mode” means type of transit service including bus, light rail, commuter rail, paratransit, rideshare/vanpool, on-demand, or any future type of transit service that the Authority adopts.
 - N. “Operating Budget” means the budget that tracks operating expenses by Mode as well as direct operations support, general management and support, and administration. The budget also tracks operating expenses by Executive or Chief Office classification. The Operating Budget should outline expenditures and revenue sources in support of current operations. The Operating Budget does not include debt service, capital, or reserve monies.
 - O. “Public Engagement Report” means a document comprising all public comments received during the public comment period for the Authority’s annual budget.
 - P. “Technical Budget Adjustment” means the process of allocating contingency or unallocated expenses to an approved capital project or line item in the operating budget, or an action that reallocates funds from one executive or chief office classification to another.
 - Q. “Tentative Budget” means the annual budget approved by the Board of Trustees before the public comment period and consultation by the Local Advisory Council. The Tentative Budget is replaced by the Final Budget after that is adopted by the Board of Trustees.
- III. Policy: The development, review and approval of the Authority’s Annual Budget will proceed as follows:
- A. Budget Development
 - 1. As provided for in the Authority’s Bylaws, the Authority will prepare an Annual

Budget and the Board of Trustees, after consultation with the Local Advisory Council, will approve the budget prior to the end of each fiscal year.

2. The budget will be developed in compliance with Chapter 1, Part 7 of the Special Districts Act.
3. The agency will incorporate the following plans while developing the Annual Budget:
 - a. UTA's Strategic Plan;
 - b. UTA's Long-Term Financial Plan (as required in Board Policy 2.1. Financial Management); and
 - c. UTA's Five-Year Capital Plan (as required in Board Policy 2.1 Financial Management). The Annual Budget will reflect the first year of the approved Capital Plan as adopted annually or amended.
4. The Tentative and Final Operating Budgets will include detailed summaries of revenue by source, operating expense by Mode, operating expense by Executive or Chief Office classification, full-time employee (FTE) equivalent by Mode, FTE equivalent by Executive or Chief Office classification, debt service, contribution to reserves, and transfer to capital.
5. Tentative and Final Capital Budgets will include detailed summaries of revenue by source, major capital expense categories, and capital expense by project and project category.

B. Budget Review and Approval

1. A Tentative Budget will be presented to the Board of Trustees for discussion in a public meeting prior to the Tentative Budget being presented to the Board for approval. The Tentative Budget will be adopted by resolution.
2. Following the Board's adoption of the Tentative Budget:
 - a. The Authority will distribute the Tentative Budget for feedback from constituent and customer entities as required in Chapter 1, Part 7 of the Special Districts Act.
 - b. The Tentative Budget will be presented at a public meeting of the Local Advisory Council for their consultation to the Board.
 - c. A public budget hearing will be held with the Board of Trustees within 30-days of the adoption of the Tentative Budget and at least 30-day before the Board adopts a Final Budget.

3. A Final Budget will be presented to the Board of Trustees in a public meeting for discussion, along with a Public Engagement Report, prior to the Final Budget being presented to the Board for approval. The Final Budget will be adopted by resolution prior to the end of the fiscal year.
4. A copy of the final budget will be sent to the Office of the State Auditor within 30 days after its adoption.

C. Budget Adjustments and Amendments

1. The Board of Trustees may amend or supplement the budget at any time after its adoption as follows:
 - a. Technical Budget Adjustment – the Authority may request the Board’s approval to reallocate existing resources in the Annual Budget when the request does not increase budget authority. A Technical Budget Adjustment must be placed on a public meeting agenda for the Board’s action by a voice vote.
 - b. Contingency and Unallocated Resources in the Annual Budget will require the Board’s approval through a Technical Budget Adjustment to provide appropriation authority for those funds.
 - c. Budget Amendment – after consulting with the Local Advisory Council, the Board may authorize a Budget Amendment for the current fiscal year to increase the Annual Budget appropriation authority. A Budget Amendment will be adopted in a public meeting by resolution.
2. The Executive Director may make administrative adjustments to an adopted budget without Board approval under the following circumstances:
 - a. The Executive Director may make Operating Budget adjustments within the same Mode or Executive or Chief Office.
 - b. The Executive Director may make a Capital Budget adjustment within the same respective Capital project in the approved Capital Plan.
 - c. The Executive Director may reassign existing headcount approved in the Annual Budget to another Mode, Executive or Chief Office as long there is a neutral (net zero) impact to the Annual Budget, and the Board is notified of the adjustment.
 - d. The administrative adjustments authorized in this section will not have a significant policy impact or affect budgeted year-end Fund Balances.

- e. Excluding the circumstances authorized above, administrative adjustments which seek to reallocate funds across Mode, Executive and Chief Offices, or between capital projects will be brought to the Board for a Technical Budget Adjustment consideration.

D. Lapse of Appropriation

1. All unexpended or unencumbered appropriations, except capital project fund appropriations, lapse at the end of the fiscal year to the Fund Balance.
2. Unexpended capital appropriations may be authorized, by project, for Capital Carryforward through a Technical Budget Adjustment approved by the Board in the following fiscal year.

Cross References: Utah Public Transit District Act, Utah Code §17B-2a-801 *et seq.*; Utah Special Districts Act, Part 7, Utah Code §17B-1-701 *et seq.*; UTA Bylaws; Board Policy 1.3 Executive Relationships and Meetings; Board Policy 2.1 Financial Management.

Approved this ____ day of _____, 2023.

Chair, Board of Trustees

Secretary of the Authority

Approved as to Form:

Legal Counsel

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
XX-XX-2023	R2023-XX-XX (XX-XX-20XX)	<u>New Policy</u>

Advertising and Naming

Board of Trustees Policy No. 3.1

Application: Board of Trustees and Local Advisory Council

I. Purpose: The Board of Trustees allows for advertising on the Authority's facilities, vehicles, and electronic media in compliance with contractual agreements, local ordinances, and State and federal laws to provide information to the public and to generate additional revenue to support the Authority's public transit operations. This policy establishes the standard for advertising appearing on the Authority's vehicles and facilities. It also establishes the process for naming stations, facilities, and service brands.

II. Policy:

A. Advertising

The agency will not allow advertising on Authority vehicles, electronic media, or transit facilities that:

1. Is false, misleading, or deceptive
2. Promotes or depicts an illegal activity, good, or service
3. Contains explicit sexual material, obscene material, or material harmful to minors as set forth in state law
4. Promotes alcohol in a manner inconsistent with federal and state law
5. Promotes tobacco products in a manner inconsistent with federal and state law
6. Depicts violence, anti-social behavior, sexual conduct, nudity, or sexual excitement as those terms are defined in state law
7. Includes language that is obscene, vulgar, indecent, or profane
8. Promotes or depicts materials, instruments, devices, items, products, or paraphernalia that are designed for use in connection with sexual conduct as defined in state law
9. Contains images or information that demeans an individual or group of individuals on account of race, color, religion, national origin, gender, age, disability, or sexual orientation
10. Constitutes libel as defined in state law
11. Is inconsistent with any contractual agreement between the Authority and any governmental entity
12. Promotes subject matter other than that relating to a commercial transaction or relating to a product or service sponsored by a governmental entity, including the Utah Transit Authority, located in the state of Utah that does not otherwise conflict with the Authority's mission and goals
13. Is contrary to any applicable local ordinance

B. Naming of Authority Stations, Facilities, and Service Brands

1. The Board of Trustees will approve naming of stations, facilities, and service brands.
2. The Authority will select primary station names that assist customers in navigating its transit system, such as names that incorporate geographical coordinates.
3. The Authority will select secondary station names that relate to geographical landmarks, public activities, or names that have historical or cultural significance to the immediate area in which the station is located.
4. The Authority will not name any stations, facilities, or service brands after any individual, either living or deceased.

~~C.~~ ~~C.~~ The Board of Trustees will approve requests for sponsorships.

~~D.~~ The Board of Trustees will approve all advertising and sponsorship pricing and fees.

~~C.E.~~ The Board of Trustees will be consulted in a public board meeting on new or revised UTA Standard Operating Procedures related to advertising and/or naming.

III. Cross References: Utah Public Transit District Act, Utah Code §17B-2a-808.1.

Federal Advertising Statutes:

Alcohol Advertising Restrictions: 27 USC 205, 215

Tobacco and/or Smokeless Tobacco Advertising Restrictions: 15 USC 4402; 15 USC 1331;

Nationwide Tobacco Master Settlement Agreement.

Deceptive Advertising 15 USC 45; 15 USC 1125 (Lanham Act)

State Statutes:

Deceptive Advertising: Utah Code Section 13-11-3

Truth in Advertising: Utah Code Section 13-11a-1

Cannabis Advertising Restrictions: Utah Code Section 4-41a-403

Alcohol Advertising Restrictions: Utah Code Section 32B-1 -206.

Approved this day of October 2023.

Carlton Christensen - Chair, Board of Trustees

Secretary of the Authority

Approved as to form and content:

Counsel for the Authority

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
6-12-2019	R2019-06-01	Combined Board Process Policy Nos. 2.1.6 – Naming of Authority Rail Stations, Facilities and Branding of Service, 1.2.2 – Advertising, and 2.1.3 – Advertising into Board Policy 3.1 – Advertising and Naming.
<<DATE>>	<u>R202X-XX-XX</u> <u>(XX-XX-20XX)</u>	<u>Reviewed and clarified policy; added Board approval of fees, and consultation on agency procedures.</u>

DRAFT

Public Records

Board of Trustees Policy No. 4.2

Application: Board of Trustees and Local Advisory Council

- I. Purpose: The purpose of this policy is to describe the Authority's commitment to the Governmental Records Access and Management Act ("GRAMA"), establish the appeals process for GRAMA Requests that have been denied, and identify the provisions of GRAMA that do not apply to the Authority due to its status as a political subdivision.
- II. Definitions:
 - A. "GRAMA Request" means a request for records submitted under the provisions of the Governmental Records Access and Management Act.
- III. Policy:
 - A. Requests for Records
 1. To request records from UTA, a requester must submit a written request to an Authority Records Officer on forms provided by the Authority or submit an electronic request to GRAMA@rideuta.com or openrecords.utah.gov. Requests must include the information required by GRAMA.
 2. Requested records will be classified and produced in compliance with the provisions of GRAMA.
 - B. Appeal Process
 1. A requester or interested party may appeal the Authority's denial of a GRAMA Request to the Authority's Executive Director within thirty days of the decision.
 2. If the Executive Director denies the appeal, the requester or interested party may appeal the decision to the State Records Committee within thirty days of the Executive Director's decision.
 - C. Fees
 1. Changes to the Authority's GRAMA Fee Schedule, available on the Authority's website, will be approved by the Board of Trustees.
 2. Individuals requesting records may inspect public records free of charge during the Authority's business hours.

E. Applicability of GRAMA

As a political subdivision, the following sections of GRAMA do not apply to the Authority.

1. 63G-2-104. Administrative Procedures Act not applicable.
2. Title 63G, Chapter 4, Administrative Procedures Act, does not apply to this chapter except as provided in Section 63G-2-603.
3. 63G-2-208. Public repository of legislative email.
4. 63G-2-702. Applicability to the judiciary.
5. 63G-2-703. Applicability to the Legislature.
- ~~5-6.~~ 63G-2-704. Applicability to the governor and lieutenant governor.

IV. Cross References: Governmental Records Access and Management Act, Utah Code, §63G-2-101, *et seq.*

Approved this ____ day of _____, 2023.

Chair, Board of Trustees

Secretary of the Authority

Approved as to Form:

Legal Counsel

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
06-12-2019	R2019-06-01 (06-19-2019)	Revised, renumbered, and renamed from Board Policy No. 4.4.8 – Records Access and Management Policy to Board Policy 4.2 – Public Records.
XX-XX-2023	R2023-XX-XX (Mo-Day-Year)	<u>Policy review and reconsideration – updated statutory references in Section III(E) Applicability of GRAMA.</u>



Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 9/27/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Dave Hancock, Director of Capital Development
PRESENTER(S): Andrea Pullos, Project Manager III
Travis Colledge, Project Manager III

TITLE:

Capital Development Update:
- OGX Opening
- First/Last Mile Connections Program (TIGER)

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Information item for discussion

BACKGROUND:

OGX

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

TIGER First/Last Mile Connections Program

On July 29, 2016, UTA received notice of approval of its application for a grant of \$20 million under the U.S. Department of Transportation's (DOT) Transportation Investment Generating Economic Recovery (TIGER) program. Under the grant, UTA is engaged in a program of projects to construct first and last mile improvements across the UTA service area.

UTA has worked with 6 counties and 32 cities to complete this program. While many TIGER grants have been awarded in the past, this is the first of its kind completed with multiple projects in a program and spanning a large geographic area

DISCUSSION:

OGX

The 5-mile BRT corridor has 1.7 miles of exclusive bus lanes and operates at a 10-minute peak-hour service with a shuttle running on WSU campus to make 5-minute head ways during peak

school hours. The alignment includes 13 transit station locations between the Ogden Central Station and the McKay Dee Hospital. The station passenger amenities include platforms with shelters, real-time bus arrival information on electronic signs, and night-time platform lighting. The BRT stops have transit priority lanes.

TIGER First/Last Mile

The first/last mile projects are intended to make it easier for transit patrons to travel between their origin/destination to a transit station. They include improvements such as sidewalks, pedestrian bridges, wayfinding, railroad crossing improvements, ADA improvements, etc. Of the 161 TIGER first/last mile projects, 137 have been completed to-date. The remaining projects are scheduled to be completed before the end of the year.

Project Type	Number of Projects
ADA Ramps	60
Bike Lanes	13
Bike Parking-Lockers & Racks	24
Bike Repair Stands	21
Bike Share	2
Bus Stop Improvements	4
Crosswalk Improvements	4
Pedestrian Bridges	3
Railroad Crossings	1
Sidewalks	4
Multi Use Paths	3
Wayfinding	22
TOTAL	161

ALTERNATIVES:
Information Only

FISCAL IMPACT:
OGX was completed using a combination of funds from Federal Small Starts grant, ARP grant, WFRC, and local matching funds.

TIGER projects were completed using a combination of TIGER grant funds, local matching funds and state (TTIF) funding.

ATTACHMENTS:

None



Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 9/27/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Dave Hancock, Chief Capital Services Officer
PRESENTER(S): Dave Hancock, Chief Capital Services Officer
Vi Miller, Chief Financial Officer

TITLE:

AR2023-09-01 - Resolution Approving the Proposed Third Amendment to the 2023-2027 Capital Plan and Recommending Approval by the Authority's Board of Trustees

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution AR2023-09-01 to approve the proposed 2023-2027 Capital Plan amendment and recommend adoption by the Board of Trustees

BACKGROUND:

The Larry H. Miller Group (LHMRE, LLC) recently engaged UTA in discussions about adding a TRAX station in the Daybreak development, close to the new baseball stadium they are building. The station will be located on the Redline in Daybreak between the intersection of Split Rock Road and Mellow Way, providing a third station in Daybreak. Before the Capital Development group can move forward with the proposed station, a new capital project (Daybreak Station) must be approved by the UTA Local Advisory Council and Board of Trustees through an amendment to the 5-Year Capital Plan.

UTA and Kennecott Land entered an Interlocal Agreement (ILA) on May 13, 2008. This agreement facilitated the construction of the Mid-Jordan Light Rail Line. The agreement granted UTA an easement to build and operate the Mid-Jordan Light Rail Line through Kennecott Land at Daybreak. The ILA contemplated a future third station in Daybreak at approximately 11000 South without assigning responsibility to either Party for the design or construction of the station. With the recent plans to construct the new stadium, LHMRE has now committed to assume the financial responsibility and will reimburse UTA for the costs of design and construction of the station.

On December 21, 2022, the Board of Trustees approved the 2023-27 Capital Plan and the 2023 Capital Budget. A second version of the Capital Plan was presented to the Local Advisory Council in June 2023 as a Second

Amendment* and adopted by the Board of Trustees on June 14, 2023.

**Note - the amendment approved on June 14th was the first amendment to the plan, however, the amendment was titled "Second Amendment" in error (a scrivener's error).*

DISCUSSION:

This proposed third revision and Third Amendment to the 2023-2027 Capital Plan would add the TRAX Daybreak Station Project with its associated 5-year spending plan. To meet the project timeline, a 2023 Capital Budget amendment is also being proposed in a separate agenda item to provide budget authority in the 2023 Capital Budget to begin the station design and possibly initiate construction activities. The budget amendment would also account for funds from LHMRE, LLC to reimburse UTA for the costs associated with this station design.

ALTERNATIVES:

The project could be delayed and incorporated into a future Capital Plan. This action would delay the construction and delivery of the Daybreak Station, impacting the transportation solutions for the opening of the new baseball stadium.

FISCAL IMPACT:

Funds are from external partners. No impacts to UTA's cash balance.

ATTACHMENTS:

- Resolution AR2023-09-01

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

AR2023-09-01

September 27, 2023

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

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

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

WHEREAS, the Authority adopted by Resolution R2022-12-04 a Five-Year Capital Plan for the years 2023 through 2027 (the "Plan") which contains a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis; and

WHEREAS, the Plan has since been amended on June 14, 2023 by Resolution R2023-06-01; and

WHEREAS, the Authority has developed a Third Amendment to the approved Five-Year Capital Plan and has submitted its proposed Third Amendment to the Local Advisory Council seeking its review, approval, and recommendation for adoption by the Authority's Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Third Amendment and believes it is in the best interest of the Authority and all constituents to approve the Third Amendment to the Five-Year Capital Plan and to forward it to the Board of Trustees with a recommendation for approval.

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

1. That the Local Advisory Council hereby approves the proposed Third Amendment to the 2023-2027 Capital Plan, attached hereto as Exhibit A.
2. That the Local Advisory Council forwards the Third Amendment to the 2023-2027 Capital Plan to the Authority's Board of Trustees with a recommendation for approval.

Approved and adopted this 27th day of September 2023

Mark Johnson, Chair
Local Advisory Council

ATTEST:

Troy Walker, Vice Chair
Local Advisory Council

(Corporate Seal)

Approved As To Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Legal Counsel

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

Proposed Capital Plan Amendment - 2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
5310 Projects	8,832,000	681,000	307,000	307,000	307,000	10,166,000	268,000	10,434,000
CDA006- 5310 Admin Funds	307,000	307,000	307,000	307,000	307,000	1,535,000	-	1,535,000
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	415,000	374,000	-	-	-	539,000	250,000	789,000
ICI227- Voucher Project	10,000	-	-	-	-	10,000	-	10,000
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	24,000	-	-	-	-	24,000	-	24,000
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	64,000	-	-	-	-	64,000	-	64,000
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	144,000	-	-	-	-	144,000	-	144,000
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	280,000	-	-	-	-	280,000	-	280,000
MSP221- FFY 17/18 - 5310 Program - Ogden/Layton	137,000	-	-	-	-	137,000	-	137,000
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	215,000	-	-	-	-	215,000	-	215,000
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	477,000	-	-	-	-	477,000	-	477,000
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	240,000	-	-	-	-	240,000	-	240,000
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	175,000	-	-	-	-	175,000	-	175,000
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	1,231,000	-	-	-	-	1,231,000	-	1,231,000
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	686,000	-	-	-	-	686,000	-	686,000
MSP278- FFY 2022 - 5310 Program - Provo/Orem	474,000	-	-	-	-	474,000	-	474,000
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	383,000	-	-	-	-	383,000	-	383,000
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	677,000	-	-	-	-	677,000	-	677,000
MSP281- FFY 2021 - 5310 Program - Provo/Orem	260,000	-	-	-	-	260,000	-	260,000
MSP295- ARPA 5310	249,000	-	-	-	-	249,000	-	249,000
MSP296- CRRSAA 5310	249,000	-	-	-	-	249,000	-	249,000
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	1,113,000	-	-	-	-	1,095,000	18,000	1,113,000
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	628,000	-	-	-	-	628,000	-	628,000
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	394,000	-	-	-	-	394,000	-	394,000
Capital Construction	42,099,000	2,050,000	1,000,000	500,000	-	36,437,000	9,212,000	45,649,000
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	-	-	-	-	11,812,000	189,000	12,001,000
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	25,785,000	-	-	-	-	24,625,000	1,160,000	25,785,000
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	2,050,000	1,000,000	500,000	-	-	5,600,000	5,600,000
MSP272- Trax Operational Simulator	1,763,000	-	-	-	-	-	1,763,000	1,763,000
MSP282- Frontrunner Platform Modification	500,000	-	-	-	-	-	500,000	500,000
Capital Development	89,316,000	104,904,000	121,389,000	27,094,000	14,375,000	246,641,000	110,437,000	357,078,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	36,000	36,000
MSP140- Box Elder County Corridor Preservation	2,075,000	1,575,000	1,575,000	1,575,000	1,575,000	-	8,375,000	8,375,000
MSP156- Prop 1 Passenger Imp. Davis County	943,000	-	-	-	-	-	943,000	943,000
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	2,824,000	-	2,824,000
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	1,700,000	5,864,000	35,566,000	12,519,000	-	51,192,000	4,457,000	55,649,000
MSP205- TIGER Program of Projects	13,269,000	-	-	-	-	7,568,000	5,701,000	13,269,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,101,000	1,001,000	-	-	-	1,976,000	126,000	2,102,000
MSP208- Clearfield FR Station Trail	1,501,000	-	-	-	-	1,451,000	50,000	1,501,000
MSP215- Sharp/Tintic	110,000	395,000	-	-	-	-	505,000	505,000
MSP216- Point of the Mountain Transit	3,000,000	500,000	500,000	500,000	500,000	5,000,000	-	5,000,000
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	1,478,000	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP240- Operator Restrooms throughout System	1,854,000	-	-	-	-	1,000,000	854,000	1,854,000
MSP248- Planning & Environmental Analysis	360,000	360,000	500,000	500,000	500,000	-	2,220,000	2,220,000
MSP252- FrontRunner Forward	3,880,000	500,000	500,000	800,000	600,000	6,280,000	-	6,280,000
MSP253- Mid-Valley Connector	15,001,000	45,103,000	43,976,000	-	-	104,080,000	-	104,080,000
MSP254- TechLink Corridor	1,200,000	1,200,000	5,000,000	-	-	6,200,000	1,200,000	7,400,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	3,090,000	5,900,000	2,200,000	-	-	-	11,190,000	11,190,000
MSP259- S-Line Extension	7,870,000	6,700,000	3,080,000	-	-	17,650,000	-	17,650,000
MSP260- Westside Express (5600 West)	1,000,000	9,086,000	7,322,000	-	-	16,908,000	500,000	17,408,000
MSP264- South Valley Transit	3,830,000	2,000,000	2,620,000	-	-	5,830,000	2,620,000	8,450,000
MSP265- Program Management Support	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	-	16,500,000	16,500,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	2,300,000	2,300,000	3,300,000	-	-	3,760,000	4,140,000	7,900,000
MSP268- Optical Detection Next Steps	109,000	-	-	-	-	35,000	74,000	109,000
MSP269- Warm Springs Sewer Line Relocation	50,000	-	-	-	-	-	50,000	50,000
MSP273- Public Partnership Projects	2,000,000	-	-	-	-	-	2,000,000	2,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	14,000	14,000
MSP286- Utah County Park & Ride Lots	230,000	2,220,000	2,550,000	-	-	4,200,000	800,000	5,000,000
MSP287- 900 East UVX Station	4,300,000	-	-	-	-	4,000,000	300,000	4,300,000
MSP288- Sustainability Project Pool	200,000	200,000	200,000	200,000	200,000	-	1,000,000	1,000,000
MSP289- Historic Orchard Pathway (Box Elder County)	206,000	-	-	-	-	187,000	19,000	206,000
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro	414,000	-	-	-	-	-	414,000	414,000
MSP291- CareATC Location Build Out	35,000	-	-	-	-	-	35,000	35,000
MSP293- Sheperd Lane Embankment	300,000	3,700,000	-	-	-	-	4,000,000	4,000,000
MSP300- New Daybreak Trax Station	500,000	4,500,000	1,500,000	-	-	6,500,000	-	6,500,000
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	3,090,000	1,000,000	1,100,000	1,100,000	1,100,000	-	7,390,000	7,390,000
SGR408- Route End of Line (EOL) Enhancements	1,000,000	1,500,000	500,000	500,000	500,000	-	4,000,000	4,000,000
SGR409- System Restrooms	146,000	1,000,000	1,100,000	1,100,000	1,100,000	-	4,446,000	4,446,000
Contingency	3,496,000	5,000,000	5,000,000	5,000,000	5,000,000	-	23,496,000	23,496,000
MSP999- Capital Contingency	3,496,000	5,000,000	5,000,000	5,000,000	5,000,000	-	23,496,000	23,496,000
Facilities- SGR	7,021,000	9,117,000	6,245,000	3,527,000	3,823,000	-	29,733,000	29,733,000
FMA559- Office Equipment Reserve	100,000	100,000	100,000	100,000	-	-	400,000	400,000

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
FMA652- Facilities, Equipment Managed Reserve	571,000	500,000	1,000,000	500,000	750,000	-	3,321,000	3,321,000
FMA653- Facilities Rehab and Replacement	1,780,000	1,500,000	2,000,000	1,000,000	1,000,000	-	7,280,000	7,280,000
FMA672- Park and Ride Rehab/Replacement	500,000	750,000	1,000,000	500,000	500,000	-	3,250,000	3,250,000
FMA673- Stations and Platforms Rehab/Replace	560,000	250,000	250,000	500,000	250,000	-	1,810,000	1,810,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,170,000	900,000	900,000	900,000	1,200,000	-	5,070,000	5,070,000
FMA685- Wheel Truing Machine JRSC	-	4,000,000	-	-	-	-	4,000,000	4,000,000
FMA686- Warehouse Equipment Managed Reserve	375,000	117,000	95,000	27,000	123,000	-	737,000	737,000
SGR390- Jordan River Bldg 2 Remodel	1,965,000	1,000,000	900,000	-	-	-	3,865,000	3,865,000
Information Technology	21,990,000	26,983,000	17,936,000	10,964,000	3,569,000	-	81,442,000	81,442,000
ICI001- Passenger Information Signage	3,202,000	350,000	-	-	-	-	3,552,000	3,552,000
ICI005- EFC – Rehab & Replacement	225,000	150,000	-	-	-	-	375,000	375,000
ICI146- FrontRunner WiFi Enhancements	712,000	100,000	50,000	50,000	50,000	-	962,000	962,000
ICI173- JDE System Enhancements	50,000	50,000	50,000	50,000	50,000	-	250,000	250,000
ICI179- Network Infrastructure Equipment & Software	242,000	271,000	313,000	279,000	150,000	-	1,255,000	1,255,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	283,000	200,000	200,000	200,000	200,000	-	1,083,000	1,083,000
ICI191- IT Managed Reserves	446,000	400,000	400,000	400,000	400,000	-	2,046,000	2,046,000
ICI197- Bus Communications On-Board Technology	102,000	100,000	100,000	200,000	200,000	-	702,000	702,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	410,000	283,000	260,000	475,000	250,000	-	1,678,000	1,678,000
ICI199- Rail Communication Onboard Tech	197,000	100,000	100,000	100,000	100,000	-	597,000	597,000
ICI201- Server, Storage Infrastructure Equipment & Software	1,681,000	269,000	286,000	173,000	173,000	-	2,582,000	2,582,000
ICI202- Radio Comm Infrastructure	174,000	100,000	100,000	100,000	100,000	-	574,000	574,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	486,000	243,000	243,000	-	-	-	972,000	972,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	170,000	170,000
ICI217- Transit Management System	950,000	-	-	-	-	-	950,000	950,000
ICI222- Fares Systems Replacement Program	5,500,000	13,867,000	11,434,000	6,587,000	200,000	-	37,588,000	37,588,000
ICI223- ERP Analysis	300,000	-	-	-	-	-	300,000	300,000
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000	-	-	-	-	-	60,000	60,000
ICI226- New Radio Communication System	2,000,000	7,000,000	500,000	150,000	150,000	-	9,800,000	9,800,000
ICI228- CPO New HRIS system application upgrade	500,000	1,000,000	1,000,000	-	-	-	2,500,000	2,500,000
ICI230- Workforce/Enterprise Asset Management	4,300,000	2,500,000	2,900,000	2,200,000	1,546,000	-	13,446,000	13,446,000
Infrastructure SGR Projects	53,309,000	40,623,000	35,095,000	27,963,000	25,572,000	111,520,000	71,042,000	182,562,000
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	200,000	-	200,000
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	567,000	534,000	603,000	510,000	530,000	-	2,744,000	2,744,000
SGR359- Bridge Rehabilitation & Maintenance	625,000	472,000	400,000	320,000	400,000	-	2,217,000	2,217,000
SGR370- Light Rail Red Signal Enforcement	3,315,000	3,500,000	3,000,000	2,500,000	-	-	12,315,000	12,315,000
SGR385- Rail Rehab and Replacement	14,650,000	3,500,000	4,000,000	4,000,000	4,000,000	18,920,000	11,230,000	30,150,000
SGR393- Grade Crossing Rehab/Replacement	4,750,000	3,000,000	3,000,000	3,000,000	3,000,000	6,607,000	10,143,000	16,750,000
SGR397- Traction Power Rehab/Replacement	15,332,000	15,332,000	6,152,000	800,000	-	29,451,000	8,165,000	37,616,000
SGR398- OCS Rehab/Replace	2,000,000	2,035,000	8,000,000	6,000,000	6,000,000	19,228,000	4,807,000	24,035,000
SGR401- Ballast and Tie Rehab/Replacement	250,000	350,000	400,000	400,000	400,000	-	1,800,000	1,800,000

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External	2023-2027 UTA	2023-2027 Total
						Funds Total Budget	Funds Total Budget	Budget
SGR403- Train Control Rehab/Replacement	4,400,000	8,600,000	6,000,000	7,543,000	7,492,000	22,616,000	11,419,000	34,035,000
SGR404- Rail Switches/Trackwork Controls	2,820,000	1,300,000	2,000,000	2,250,000	3,000,000	8,496,000	2,874,000	11,370,000
SGR410- Fiber Rehab/Replacement	4,400,000	2,000,000	1,540,000	640,000	750,000	6,002,000	3,328,000	9,330,000
Planning	4,127,000	1,935,000	1,800,000	1,800,000	1,800,000	1,683,000	9,779,000	11,462,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Si	412,000	-	-	-	-	336,000	76,000	412,000
ICI221- Customer Relations Software Replacement	270,000	135,000	-	-	-	-	405,000	405,000
MSP198- Wayfinding Plan	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	-	7,500,000	7,500,000
MSP284- Route Planning Restoration using Equity Index	300,000	-	-	-	-	300,000	-	300,000
MSP285- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	100,000	100,000
MSP292- AOPPP: Paratransit Forward Study	385,000	-	-	-	-	385,000	-	385,000
MSP294- Planning Studies Managed Reserve	300,000	300,000	300,000	300,000	300,000	-	1,500,000	1,500,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	-	-	-	-	662,000	198,000	860,000
Property/TOC	8,627,000	2,634,000	1,184,000	791,000	63,000	1,955,000	11,344,000	13,299,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	40,000	40,000	40,000	-	-	160,000	160,000
MSP262- SLCentral HQ Office	1,780,000	1,000,000	-	-	-	-	2,780,000	2,780,000
MSP263- TOD Working Capital	688,000	688,000	688,000	688,000	-	-	2,752,000	2,752,000
MSP275- Station Area Planning	1,119,000	906,000	456,000	63,000	63,000	1,955,000	652,000	2,607,000
MSP283- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	5,000,000	5,000,000
Revenue/Service Vehicles	92,249,000	76,910,000	80,935,000	144,664,000	190,278,000	221,036,000	364,000,000	585,036,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	113,000	661,000	1,269,000	580,000	22,000	654,000	1,991,000	2,645,000
REV205- Replacement Non-Revenue Support Vehicles	1,148,000	500,000	500,000	750,000	750,000	-	3,648,000	3,648,000
REV209- Paratransit Replacements	3,328,000	3,328,000	2,883,000	3,435,000	3,546,000	-	16,520,000	16,520,000
REV211- Replacement Buses	31,452,000	38,787,000	42,816,000	50,891,000	26,910,000	-	190,856,000	190,856,000
REV212- Park City Lo/No Grant	4,543,000	-	-	-	-	4,222,000	321,000	4,543,000
REV224- Bus Overhaul	2,100,000	2,000,000	2,000,000	2,000,000	2,000,000	-	10,100,000	10,100,000
REV232- Van Pool Van Replacements	1,923,000	1,676,000	1,717,000	1,758,000	1,800,000	-	8,874,000	8,874,000
REV233- Commuter Rail Vehicle Procurement - Used	4,000,000	8,000,000	-	-	-	-	12,000,000	12,000,000
REV236- VW Battery Buses	22,030,000	-	-	-	-	15,508,000	6,522,000	22,030,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	380,000	380,000
REV238- SD100/SD160 Light Rail Vehicle Replacement	2,000,000	5,000,000	16,000,000	73,500,000	143,500,000	180,000,000	60,000,000	240,000,000
SGR040- Light Rail Vehicle Rehab	13,610,000	10,662,000	9,000,000	8,000,000	8,000,000	20,652,000	28,620,000	49,272,000
SGR353- Commuter Rail Engine Overhaul	3,035,000	2,395,000	1,000,000	-	-	-	6,430,000	6,430,000
SGR386- Repair Damaged LRV	1,422,000	1,901,000	-	-	-	-	3,323,000	3,323,000
SGR391- Commuter Rail Vehicle Rehab	1,165,000	2,000,000	3,750,000	3,750,000	3,750,000	-	14,415,000	14,415,000
Safety and Security	6,094,000	2,823,000	2,817,000	2,793,000	2,912,000	21,000	17,418,000	17,439,000
FMA516- Corridor Fencing	50,000	55,000	61,000	67,000	74,000	-	307,000	307,000
FMA543- Police Fleet Vehicles	400,000	53,000	55,000	57,000	59,000	-	624,000	624,000
FMA557- Bus Safety and Security	30,000	33,000	37,000	41,000	45,000	-	186,000	186,000
FMA604- Safety General Projects	100,000	110,000	121,000	133,000	146,000	-	610,000	610,000
FMA645- Camera Sustainability	670,000	682,000	696,000	710,000	726,000	-	3,484,000	3,484,000
FMA656- Facility Security	50,000	50,000	50,000	-	74,000	-	224,000	224,000
FMA658- Bus Replacement Camera System	2,470,000	621,000	621,000	621,000	621,000	-	4,954,000	4,954,000

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
FMA659- Emergency Operations Training	15,000	-	15,000	-	-	-	30,000	30,000
FMA676- Security General Projects	120,000	22,000	24,000	27,000	30,000	-	223,000	223,000
FMA680- Suicide Prevention Research Project	40,000	30,000	-	-	-	21,000	49,000	70,000
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	705,000	705,000
FMA684- Police Managed Reserve	300,000	150,000	150,000	150,000	150,000	-	900,000	900,000
ICI140- Next Crossing Cameras	40,000	70,000	40,000	40,000	40,000	-	230,000	230,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	1,104,000	947,000	947,000	947,000	947,000	-	4,892,000	4,892,000
Grand Total	337,160,000	273,660,000	273,708,000	225,403,000	247,699,000	629,459,000	728,171,000	1,357,630,000



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 9/27/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Capital Services Officer
PRESENTER(S): Dave Hancock, Chief Capital Services Officer
Vi Miller, Chief Financial Officer

TITLE:

Consultation on 2023 Capital Budget Amendment for the TRAX Daybreak Station

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

Informational item for discussion and consultation with the Local Advisory Council

BACKGROUND:

On December 21, 2022 the Board of Trustees approved the 2023-27 Capital Plan and the 2023 Capital Budget. UTA staff are proposing the addition of one new project to the 2023 Capital Budget (as also presented in Resolution AR2023-09-01 supporting the amendment to the 2023-27 Capital Plan). This budget amendment would add appropriation authority and the new project in 2023 for the project described below.

UTA and Kennecott Land entered an Interlocal Agreement (ILA) on May 13, 2008. This agreement facilitated the construction of the Mid-Jordan Light Rail Line. The agreement granted UTA an easement to build and operate the Mid-Jordan Light Rail Line through Kennecott Land at Daybreak. The ILA contemplated a future third station in Daybreak at approximately 11000 South without assigning responsibility to either party for the design or construction of the station. With the recent plans to construct the new stadium, Larry H Miller Real Estate (LHMRE) has now committed to assume the financial responsibility and will reimburse UTA for the costs of design and construction of the station.

The Authority is seeking an amendment to the 2023 Capital Budget to accommodate this proposed new capital project. Board of Trustee Policy Number 2.1 Financial Management, allows the Board of Trustees to amend or supplement the budget at any time after its adoption and we are seeking the Local Advisory Councils advice on the proposed Budget Amendment.

DISCUSSION:

To accommodate the previously discussed amendment to the 2023-2027 Capital Plan, it is necessary to increase the 2023 UTA Capital Budget authority to a level commensurate with the addition of the new project.

ALTERNATIVES:

We are seeking the Local Advisory Council's advice to the Board of Trustees before the Board considers action on this Budget Amendment.

FISCAL IMPACT:

No impacts to UTA's Cash Balance.

ATTACHMENTS:

Budget Amendment - Exhibit A-1 Sept 2023

**UTAH TRANSIT AUTHORITY
2023 CAPITAL BUDGET
AMENDMENT 3**

Exhibit A-1

<u>Funding Sources</u>	<u>Amended 2 2023 Capital Budget</u>	<u>Capital Budget Amendment 3</u>	<u>Amended 3 2023 Capital Budget</u>
1 UTA Current Year Funding	\$ 123,731,000	\$ -	\$ 123,731,000
2 Grants	132,022,000		132,022,000
3 Local Partner Contributions	13,439,000	500,000	13,939,000
4 State Contribution	25,713,000		25,713,000
5 Leasing	41,755,000		41,755,000
6 Total Funding Sources	<u>\$ 336,660,000</u>	<u>\$ 500,000</u>	<u>\$ 337,160,000</u>

<u>Expense</u>	<u>Amended 2 2023 Capital Budget</u>	<u>Capital Budget Amendment 3</u>	<u>Amended 3 2023 Capital Budget</u>
7 Infrastructure SGR Projects	\$ 50,324,000	\$ -	\$ 50,324,000
8 5310 Projects	8,832,000		8,832,000
9 Capital Construction	45,968,000		45,968,000
10 Capital Development	88,095,000	500,000	88,595,000
<i>MSP300 New Daybreak TRAX Station</i>	-	500,000	500,000
11 Capital Contingency	2,953,000		2,953,000
12 Facilities - SGR	7,401,000		7,401,000
13 Information Technology	21,990,000		21,990,000
14 Planning	4,127,000		4,127,000
15 Property/TOC	8,627,000		8,627,000
16 Revenue/ Service Vehicles	92,249,000		92,249,000
17 Safety and Security	6,094,000		6,094,000
18 Total Expense	<u>\$ 336,660,000</u>	<u>\$ 500,000</u>	<u>\$ 337,160,000</u>



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 9/27/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Russ Fox, Director of Planning
Megan Waters, Director of Community Engagement
Alex Beim, Manager of Long Range and Strategic Planning

TITLE:

UTA Moves 2050 - Long Range Transit Plan

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

UTA is developing UTA Moves 2050, a 30-year Long Range Transit Plan (LRTP) focused on understanding and responding to the future needs of the communities we serve. This plan will provide a comprehensive, system wide vision to guide UTA's planning into the future.

The primary goals of the LRTP process are to:

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

The LRTP will serve as a complimentary planning process to the Regional Transportation Plans (RTPs) developed by Mountainland Association of Governments (MAG) and Wasatch Front Regional Council (WFRC).

Like the RTPs, the LRTP is planned for adoption in late 2023 and will be updated on a 4-year cycle. Unlike the RTPs, the LRTP will include all aspects of local and regional transit service delivery across the UTA service area.

DISCUSSION:

UTA has developed a draft 30-year vision informed by existing MAG, WFRC, and UTA plans, as well as a system wide needs assessment.

The draft vision contains four investment strategies:

- 1) Maintain our System
- 2) Make the System Work Better
- 3) Expand the Frequent Service Network
- 4) Serve Growth Areas

UTA has been gathering feedback on potential investment strategies through a community outreach process that will end on September 30, 2023. Advisory Council members are encouraged to visit <https://rideuta.com/LRTP> to provide input on the LRTP vision. The draft vision will then be refined and presented to the Advisory Council for their consultation in November 2023 before being presented to the Board of Trustees for adoption. The adopted LRTP will inform future 5-Year Service Plans, which will be fiscally constrained, and the annual service changes that follow.

ALTERNATIVES:

The Local Advisory Council is encouraged to provide input on the LRTP vision to inform the final draft LRTP to be finalized later this year.

FISCAL IMPACT:

The project consultant budget is \$349,000, with \$125,000 budgeted in 2022 and \$224,00 budgeted for 2023.

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 9/27/2023

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Capital Services Officer
PRESENTER(S): Ben Huot, Deputy Director of Planning and Investment, Utah
Department of Transportation
David Hancock, Director of Capital Development

TITLE:

FrontRunner Strategic Double Track Project Update

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

State of Utah House Bill 322 shifted oversight of transit projects to UDOT if they are:

- 1) State funded
- 2) Fixed guideway
- 3) In a large public district
- 4) Add capacity

This includes the FrontRunner Strategic Double Track Project. Currently, the FrontRunner commuter rail system is 83 miles, has 16 stations, is 75% single track, and has 30-minute peak service and 60-minute off-peak service. UTA and UDOT completed an operational analysis of the FrontRunner system to determine how best to increase frequency, reliability, and speed to help grow ridership. The results indicated that the next feasible steps were to add 9 additional areas of double track to the system to help achieve those goals. The results would make FrontRunner a nearly 50% double track system, allowing for travel time savings and increased service to 15-minute in the peak and 30-minute in the off-peak.

DISCUSSION:

This update presentation is given by UDOT and will include that status of the FrontRunner Strategic Double

Track project funding, environmental documentation, design and construction.

ALTERNATIVES:

None

FISCAL IMPACT:

The FrontRunner Strategic Double Track project is included in the approved 2023 Capital budget and UTA's 5-year Capital Plan. Funding is expected to come from State Funding, a Federal Capital Investment Grant (CIG), and funding provided by UTA toward the purchase of new rail vehicles.

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 9/27/2023

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

TITLE:

Federal Railroad Administration Corridor Identification and Development Program Update

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

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

DISCUSSION:

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

The proposed Desert Wind (SLC to Las Vegas) service restoration parallels the I-15 corridor between Las Vegas and Salt Lake City. This service would connect some of the Nation's fastest-growing regions in Utah and Nevada. The need for multi-modal connections between Las Vegas and Salt Lake City has been highlighted in

previous studies. The Utah Department of Transportation (UDOT) submitted the application for the Desert Wind Corridor. Being part of the program could make UTA and our corridor eligible for investments from the FRA.

ALTERNATIVES:

N/A

FISCAL IMPACT:

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

ATTACHMENTS:

None



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 9/27/2023

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

TITLE:

Open Dialogue with the Board of Trustees

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational discussion with UTA Board of Trustees

DISCUSSION:

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

ATTACHMENTS:

None



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Local Advisory Council

Date: 9/27/2023

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

TITLE:

Executive Director Report
- Operator Recruitment

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

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

- Operator Recruitment



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 9/27/2023

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

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The UTA Audit Committee met on June 26, 2023 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Audit Committee Members Carlton Christensen, Jeff Acerson, Beth Holbrook, Mark Johnson, and Troy Walker participated in the meeting.

DISCUSSION:

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

ATTACHMENTS:

None