

UTA Board of Trustees Meeting

December 7, 2022



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute



Public Comment

Live comments are limited to 3 minutes per commenter

Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website

Any comments received through alternate means were distributed to the board for review in advance of the meeting



Consent Agenda

- a. Approval of November 10, 2022, Board Budget Hearing Minutes
- b. Approval of November 30, 2022, Board Meeting Minutes



Recommended Action

(by acclamation)

Motion to approve consent agenda



Reports



Executive Director's Report

- Employee memorials



Dan Christenson 2/10/75 – 11/5/22



Roger Hedden

July 27, 1959 – November 5, 2022



Resolutions



R2022-12-01 - Resolution Authorizing the Financing of Transit Vehicles through a Master Equipment Lease-Purchase Agreements, and Related Matters



What Does Resolution R2022-12-01 Accomplish?

<p>Authorizes the financing of eligible equipment through a Master Equipment Lease-Purchase Agreement</p> <p>2022 - \$49,268,154 2023 - \$46,798,000 2024 - \$46,942,000 2025 - \$55,751,000 <u>2026 - \$39,219,000</u> Total - \$237,978,154</p>	<p>Approves the bid of Banc of America Public Capital Corp, as lessor to the Master Lease, approves the 2022B Schedule to the Master Lease</p> <p>Bank of America’s lease rate were based on 79% of the Tax Exempt Secured Overnight Financing Rate (SOFR) Swaps Based Index rate plus the following spread:</p> <p>6-years .3621% 8-years .5324% 10-years .5347% 14-years .8521%</p>	<p>Delegates to certain officers of the authority to approve the final terms and provisions of the Master Lease and the 2022B Schedule and execute the same;</p> <p>Staff will return to the Board annually for approval of future year tranches of lease funds.</p>
--	--	--



Recommended Action

(by roll call)

Motion to approve R2022-12-01 Resolution Authorizing the Financing of Transit Vehicles through a Master Equipment Lease-Purchase Agreements, and Related Matters, as presented.



**R2022-12-02 - Resolution Authorizing the Execution
of a Federal Transit Administration Areas of
Persistent Poverty (AoPP) Grant Agreement for the
Paratransit Forward Study**



AoPP Grant Funds for the Paratransit Forward Study Project

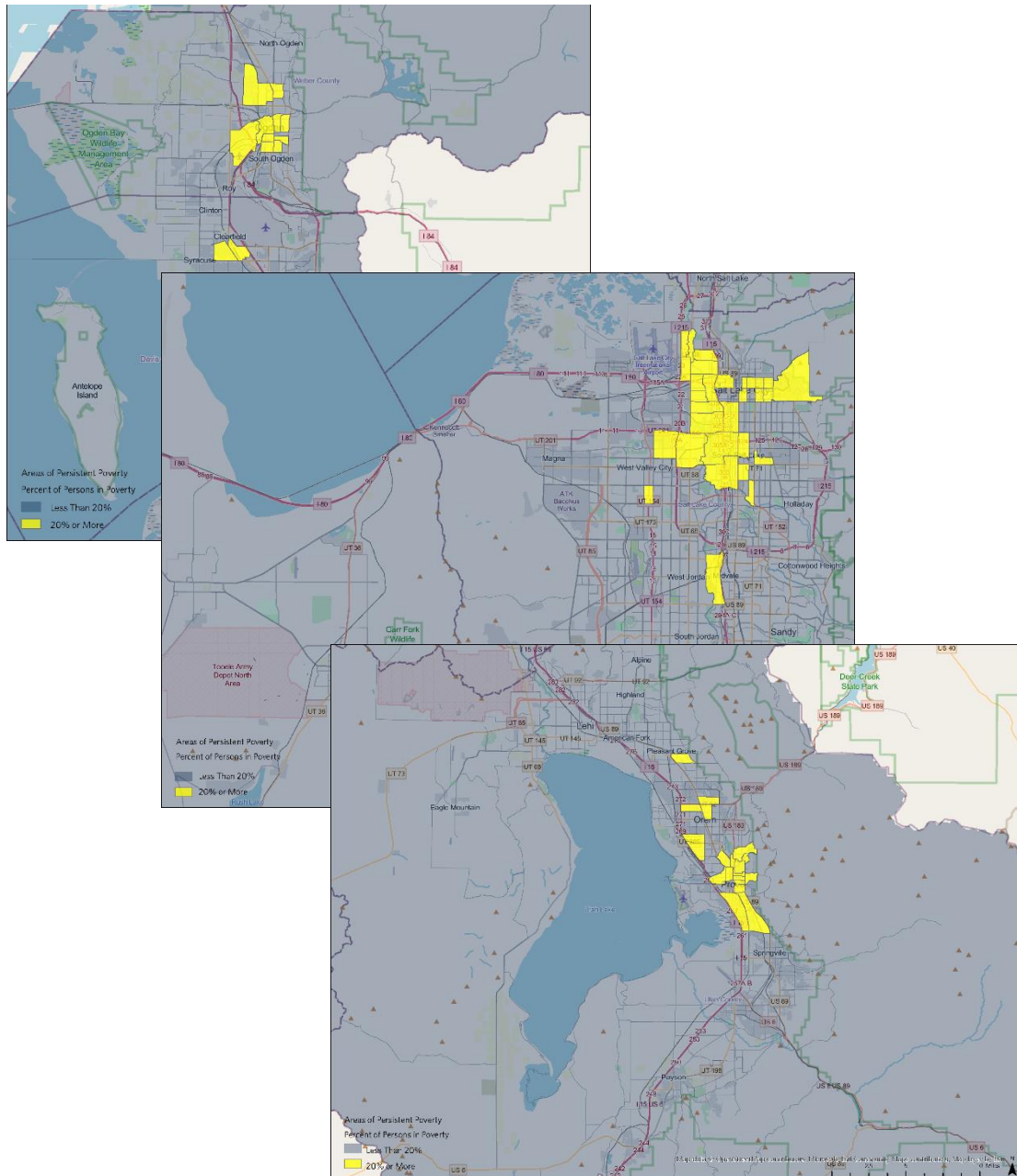
Total Project Cost = \$440,584

\$385,584 AoPP award and \$55,000 local match

Match requirement is 10%; Paratransit Forward is overmatched at 12.5%
Match is provided by:

- University of Utah - \$35,000 (In-Kind)
- VIA Transportation - \$20,000 (In-Kind)





Paratransit Forward Study

- The UTA paratransit service area overlaps many environmental justice/persistent poverty communities.
- The study will assess impacts of paratransit services on persistent poverty populations by developing a broad approach to data gathering and utilization in providing these transit services.
- Surveys and planning will identify and address disparities between the community and those accessing paratransit services.



Recommended Action

(by roll call)

Motion to approve R2022-12-02 Resolution Authorizing the Execution of a Federal Transit Administration Areas of Persistent Poverty Grant Agreement for the Paratransit Forward Study, as presented.



R2022-12-03 - Resolution Authorizing the Execution of a Federal Transit Administration American Rescue Plan Act (ARPA) Route Planning Restoration Program Agreement for an Equity Index Study to Restore Routes



ARPA Route Planning Restoration Grant Funds for the Equity Index Study to Restore Routes

Total Project Cost = \$300,000
\$300,000 ARPA Route Planning award

No match is required.



Equity Index Study to Restore Routes

- Develop an equity index considering environmental justice factors, car ownership, and other applicable index factors.
- Robust public outreach will assist learning about traveling of relevant populations.
- Restore or improve routes to increase ridership and support households that do not drive and have a need for transit connections.
- Considering ridership loss due to Covid, this study will create a strategy to shed a light on locations of passengers that need and use public transit the most.



Recommended Action

(by roll call)

Motion to approve R2022-12-03 Resolution Authorizing the Execution of a Federal Transit Administration American Rescue Plan Act Route Planning Restoration Program Agreement for an Equity Index Study to Restore Routes, as presented.



Contract, Disbursements, and Grant Approvals



Contract: Snow Removal for Salt Lake County Park & Ride/TRAX (Roth Landscape Services)

Recommended Action (by acclamation)

Motion to approve the contract with Roth Landscape Services, for Snow Removal for Salt Lake County Park & Ride/TRAX, as presented.



Contract: Snow Removal for Frontrunner North and OGX (Yard Masters, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Yard Masters, Inc., for Snow Removal for Frontrunner North and OGX, as presented.



Contract: OGX Parcel 129 Property Settlement Agreement (Rehman Family Properties #2)



Context Map: Big Jim's Burgers (Parcel 129)

- OGX Project constructing center median.
- Before: Left hand turn at 35th St.
- After: Patrons must travel three blocks to 32nd St, make a U-turn, and travel back three blocks.



Contract: OGX Parcel 129 Property Settlement Agreement (Rehman Family Properties #2)

Recommended Action (by acclamation)

Motion to approve the property settlement agreement with Rehman Family Properties #2, for OGX Parcel 129, as presented.



Change Order: On-Call Systems Maintenance Task Order #22-037 - Signal and Communication Designs for the Maintenance of Way Training Yard (Rocky Mountain Systems Services)

Recommended Action (by acclamation)

Motion to approve the Change Order with Rocky Mountain Systems Services for On-Call Systems Maintenance Task Order #23-037 for Signal and Communication Designs for the Maintenance of Way Training Yard, as presented.



Change Order: Vehicle Procurement Management Consultant Modification No. 2 for Increased Services (Mott MacDonald, LLC)

Recommended Action (by acclamation)

Motion to approve the Change Order with Mott MacDonald, LLC for Vehicle Procurement Management Consultation Modification No.2 for Increased Services, as presented.



Change Order: FrontRunner WiFi Service Modification No. 16 for Cab Car Antenna Upgrade (The GBS Group)

Recommended Action (by acclamation)

Motion to approve the Change Order with The GBS Group for Frontrunner WiFi Service Modification No. 16 for Cab Car Antenna Upgrade, as presented.



Pre-Procurements

- Electronic platform signs and public address (PA) System



Service and Fare Approvals



Fare Agreement: Ski Bus - Agreement (Sundance Ski Resort)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Fare Agreement with Sundance Ski Resort, as presented.



Fare Agreement: Ski Bus - Amendment 1 (Alta Ski Resort Company)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Fare Agreement – Amendment 1,
with Alta Ski Resort Company, as presented.



Fare Agreement: Ski Bus - Amendment 2 (Snowbird Ski Resort, LLC)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Fare Agreement – Amendment 2,
with Snowbird Ski Resort LLC, as presented.



Fare Agreement: Ski Bus - Amendment 1 (Solitude Mountain Resort)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Fare Agreement – Amendment 1,
with Solitude Mountain Resort, as presented.



Fare Agreement: Ski Bus - Amendment 1 (Brighton Ski Resort)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Fare Agreement – Amendment 1,
with Brighton Ski Resort, as presented.



Fare Agreement: Ski Bus - Amendment 3 (Snowbasin Resort Company)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Fare Agreement – Amendment 3,
with Snowbasin Resort Company, as presented.



Fare Agreement: Ski Bus - Amendment 2 (SMHG Management LLC/Powder Mountain)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Fare Agreement – Amendment 2,
with SMHG Management LLC/Powder Mountain, as presented.



Fare Agreement: Ski Bus - Amendment 3 (Davis County)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Fare Agreement – Amendment 3,
with Davis County, as presented.



Fare Agreement: Ski Bus - Modification 1 to Amendment 2 (Morgan County)

Recommended Action (by acclamation)

Motion to approve the Ski Bus Fare Agreement – Modification 1 to Amendment 2,
with Morgan County, as presented.



Budget and Other Approvals



UTA Policy – UTA.05.06 – Training and Development

Recommended Action (by acclamation)

Motion to approve UTA Policy – UTA.05.06 – Training and Development, as presented.



Discussion Items



2023-2027 Five Year Capital Plan



Changes Since 11/2 Local Advisory Council Meeting

- Overall \$15 M increase to total five-year budget
 - Did not increase amount of UTA funding in budget. Amount increase is in potential partner funds only.
- **Five changes to highlight:**
 - Projects with a previous NP (new project) project code prefix have been given a Project Code identifier in the formal approval submission
 - Moved \$200,000 (\$100,000 each from years 2026 & 2027) from the SGR047 Stray Current Mitigation project to the 2023 MSP272- Trax Operational Simulator project
 - Increased project costs by \$20 million for Light Rail Vehicle replacement. Includes \$5 million UTA funds transferred from SGR040 Light Rail Vehicle Rehab project and \$15 million in unfunded grants and match. Net impact to 5-year plan is \$15 million increase
 - Combined projects NP015- Promotion of United Way 211 and NP017 Rail Safety Campaign and associated budgets under project NP021- FFY 19/20 5310 Capital Funds SLC/West Valley
 - These projects are all part of one grant. New Project Code is MSP297
 - Combined unfunded project fund sections into corresponding funded project portions



Project Code Translation Sheet

Old Project Code	NP007	NP008	NP009	NP010	NP011	NP012	NP013	NP014
New Project Code	MSP295	MSP276	MSP277	MSP278	ICI227	MSP279	MSP280	MSP281

Old Project Code	NP015	NP017	NP020	NP021	NP022	NP023	NP029	NP032
New Project Code	MSP297	MSP297	MSP296	MSP297	MSP298	MSP299	MSP282	REV238

Old Project Code	NP036	NP048	NP055	NP061	NP062	NP066	NP067	NP069
New Project Code	FMA685	FMA686	MSP283	MSP284	MSP285	MSP286	MSP287	MSP288

Old Project Code	NP073	NP074	NP077	NP078	NP079	NP080	NP083	NP084
New Project Code	MSP289	MSP290	ICI228	MSP291	ICI229	MSP292	MSP293	FMA684

Old Project Code	NP085	NP086
New Project Code	MSP294	REV239

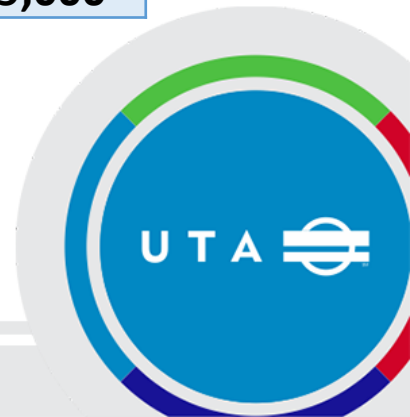
Previous budget submissions contained the placeholder Project Code in them. For formal adoption, the Detailed budget has been updated with new codes shown here



5-Year Capital Budget by Year

Year	Proposed Budget	Grants	Lease	State/Local Partners	UTA Funds*
2023	\$318,997,000	\$120,700,000	\$41,755,000	\$30,847,000	\$125,695,000
2024	\$278,469,000	\$78,828,000	\$52,201,000	\$28,252,000	\$119,188,000
2025	\$270,308,000	\$99,731,000	\$47,826,000	\$16,055,000	\$106,696,000
2026	\$224,203,000	\$66,225,000	\$56,744,000	\$1,400,000	\$99,834,000
2027	\$247,153,000	\$101,809,000	\$32,916,000	\$61,112,000	\$51,316,000
Total	\$1,339,130,000	\$467,293,000	\$231,442,000	\$137,666,000	\$502,729,000

Discrepancy between the proposed budget totals and funding source totals (~\$260.3 Million) is actively being pursued through current grant applications and discussions with outside partners



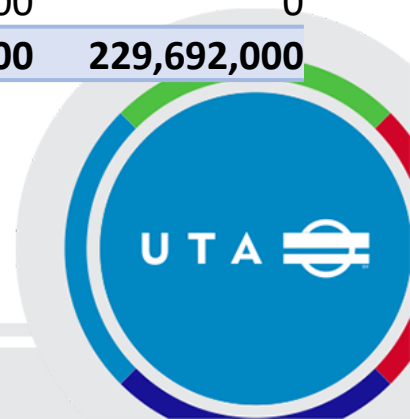
2023-2027 Capital Budget Summary

Programs/Projects	2023-2027 Proposed Budget	2023-2027 Grants	2023-2027 Lease	2023-2027 State & Local Partners	2023-2027 UTA Funds
5310 Projects	\$10,434,000	\$9,107,000		\$1,059,000	\$268,000
Capital Construction	\$34,649,000	\$22,320,000		\$3,117,000	\$9,212,000
Capital Development	\$352,194,000	\$166,244,000		\$66,897,000	\$119,053,000
Contingency	\$25,000,000	\$0		\$0	\$25,000,000
Facilities- SGR	\$36,733,000	\$0		\$0	\$36,733,000
Information Technology	\$68,996,000	\$0		\$0	\$68,996,000
Infrastructure SGR Projects	\$180,562,000	\$111,320,000		\$200,000	\$69,042,000
Planning	\$11,462,000	\$1,514,000		\$169,000	\$9,779,000
Property/TOC	\$13,299,000	\$0		\$1,955,000	\$11,344,000
Revenue/Service Vehicles	\$589,036,000	\$156,767,000	\$231,442,000	\$64,269,000	\$136,558,000
Safety and Security	\$16,765,000	\$21,000		\$0	\$16,744,000
Grand Total	\$1,339,130,000	\$467,293,000	\$231,442,000	\$137,666,000	\$502,729,000

2023-2027 Major Capital Projects Detail (Projects with \$30 M or more in five-year budget)

Highlighted Projects	2023-2027 Proposed Budget	2023-2027 Grants	2023-2027 Lease	2023-2027 State & Local Partners	2023-2027 UTA Funds	2023-2027 Unfunded (Outside Partners)
*NP032- SD100/SD160 LRV Replacement	240,000,000	0	0	0	60,000,000	180,000,000
REV211- Replacement Buses	190,856,000	0	190,400,000	0	456,000	0
MSP253- Midvalley Connector	104,080,000	69,405,000	0	34,675,000	0	0
MSP202- Davis- SLC Community Connector	55,649,000	1,500,000	0	0	4,457,000	49,692,000
SGR040- Light Rail Vehicle Rehab	49,272,000	20,652,000	0	0	28,620,000	0
SGR397- Traction Power Rehab/Replacement	37,616,000	29,451,000	0	0	8,165,000	0
ICI222- Fares System Replacement Program	37,588,000	0	0	0	37,588,000	0
SGR403- Train Control Rehab/Replacement	34,035,000	22,616,000	0	0	11,419,000	0
SGR385- Rail Rehab and Replacement	30,150,000	18,920,000	0	0	11,230,000	0
Total	779,246,000	162,544,000	190,400,000	34,675,000	161,935,000	229,692,000

*- Project has a significant unfunded portion due



2023-2027 State of Good Repair Detail

Highlighted Programs	2023-2027 Proposed Budget	2023-2027 Grants	2023-2027 Lease	2023-2027 State & Local Partners	2023-2027 UTA Funds
Facilities SGR	36,733,000				36,733,000
Infrastructure SGR Projects	180,562,000	111,320,000		200,000	69,042,000
Revenue / Service Vehicles	589,036,000	156,767,000	231,442,000	64,269,000	136,558,000
Total	806,331,000	268,087,000	231,442,000	64,469,000	242,333,000



2023 Capital Budget Summary

Programs/Projects	2023 Proposed Budget	2023 Grants	2023 Lease	2023 State & Local Partners	2023 UTA Funds
5310 Projects	\$8,832,000	\$7,725,000		\$1,059,000	\$48,000
Capital Construction	\$31,099,000	\$22,320,000		\$3,117,000	\$5,662,000
Capital Development	\$87,623,000	\$25,354,000		\$21,410,000	\$40,859,000
Contingency	\$5,000,000	\$0		\$0	\$5,000,000
Facilities- SGR	\$7,021,000	\$0		\$0	\$7,021,000
Information Technology	\$17,690,000	\$0		\$0	\$17,690,000
Infrastructure SGR Projects	\$51,309,000	\$37,081,000		\$200,000	\$14,028,000
Planning	\$4,127,000	\$1,514,000		\$169,000	\$2,444,000
Property/TOC	\$8,627,000	\$0		\$935,000	\$7,692,000
Revenue/Service Vehicles	\$92,249,000	\$26,706,000	\$41,755,000	\$3,957,000	\$19,831,000
Safety and Security	\$5,420,000	\$0		\$0	\$5,420,000
Grand Total	\$318,997,000	\$120,700,000	\$41,755,000	\$30,847,000	\$125,695,000

2023 State of Good Repair Detail

Highlighted Programs	2023 Proposed Budget	2023 Grants	2023 Lease	2023 State & Local Partners	2023 UTA Funds
Facilities SGR	7,021,000				7,021,000
Infrastructure SGR Projects	51,309,000	37,081,000		200,000	14,028,000
Revenue / Service Vehicles	92,249,000	26,706,000	41,755,000	3,957,000	19,831,000
Total	150,579,000	63,787,000	41,755,000	4,157,000	40,880,000



Projects with Unsecured/Pending Funding

Highlighted Projects	Total Budget	Total Grants	Total State & Local Partners	Total UTA Funds	Total Unfunded (Outside Partners)
MSP253- Midvalley Connector ¹	104,080,000		34,675,000		69,405,000
MSP262- SL Central HQ Office ²	200,000,000			1,780,000	198,220,000
MSP264- South Valley Transit ³	8,450,000		5,830,000	2,620,000	TBD
MSP255- Central Corridor ³	TBD	TBD	TBD	TBD	TBD
MSP260- Westside Express (5600 South) ⁴	39,530,000	2,100,000	20,522,000	500,000	16,408,000
MSP202- Davis- SLC Community Connector ⁴	55,649,000	1,500,000		4,457,000	49,692,000
REV238- SD100/SD160 LRV Replacement	240,000,000			60,000,000	180,000,000
	647,709,000	3,600,000	61,027,000	69,357,000	513,725,000

¹ Included in 5-year plan. FTA Small Starts Grant pending

² Unfunded construction costs (\$198,220,000) not shown in 5-Year plan

³ Total project estimate TBD

⁴ Preliminary estimates based on predesign work

For all projects listed here, if funds don't materialize, projects may be delayed



Next Steps

- Present 2023 Capital Budget and 2023-2027 Five-Year Plan to the Board of Trustees on December 21st for final adoption



Questions



UTA 2023 Final Budget and Public Engagement Report





2023 Final Budget

December 7, 2022



UTAH TRANSIT AUTHORITY
2023 OPERATING BUDGET
December 7, 2022
Exhibit A

<u>Revenue</u>		<u>2023 Budget</u>
1	Sales Tax	\$480,000,000
2	Federal Preventive Maintenance	84,903,000
3	Passenger Revenue	35,850,000
4	Advertising	2,322,000
5	Investment Income	7,215,000
6	Other Revenues	11,634,000
7	Stimulus Funding	-
8	Total Revenue	621,924,000
<u>Operating Expense</u>		
9	Bus	133,746,000
10	Commuter Rail	35,258,000
11	Light Rail	61,926,000
12	Paratransit	27,257,000
13	Rideshare/Vanpool	3,995,000
14	Microtransit	9,193,000
15	Operations Support	61,869,000
16	Administration	55,199,000
17	Planning/Capital Support	11,114,000
18	Non-Departmental	1,000,000
19	Total Operating Expense	400,557,000
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>		
20	Principal and Interest	157,941,000
21	Bond Service Utah County for UVX BRT program	3,375,000
22	Contribution to Reserves	15,640,000
23	Transfer to Capital	44,411,000
24	Total Debt Service, Reserves, Transfers	221,367,000
25	Total Expense	\$621,924,000



UTAH TRANSIT AUTHORITY

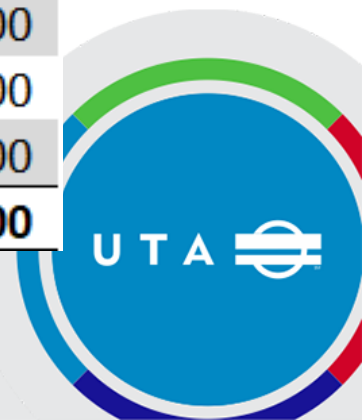
2023 CAPITAL BUDGET

December 7, 2022

Exhibit A-1

UTAH TRANSIT AUTHORITY

<u>Funding Sources</u>		<u>2023 Budget</u>
1	UTA Current Year Funding	\$ 134,242,000
2	Grants	120,700,000
3	Local Partner Contributions	11,509,000
4	State Contribution	10,695,000
5	Leasing	41,851,000
6	Total Funding Sources	318,997,000
 <u>Expense</u>		
7	State of Good Repair	150,579,000
8	Mid Valley Connector	15,001,000
9	Ogden/Weber BRT	14,785,000
10	Depot District	12,001,000
11	TIGER Program of Projects	10,460,000
12	Front Runner Forward	3,880,000
13	Other Capital Projects	112,291,000
14	Total Expense	\$ 318,997,000



UTAH TRANSIT AUTHORITY
2023 TENTATIVE TO FINAL
OPERATING BUDGET
December 7, 2022
Exhibit B

	Tentative 2023	Debt Service	Fuel Price	Budget	Final 2023
<u>Revenue</u>	<u>Budget</u>	<u>Adjustments</u>	<u>Increases</u>	<u>Adjustments</u>	<u>Budget</u>
1 Sales Tax	\$ 529,284,000			\$ (49,284,000)	\$ 480,000,000
2 Federal Preventive Maintenance	84,903,000				84,903,000
3 Passenger Revenue	35,850,000				35,850,000
4 Advertising	2,322,000				2,322,000
5 Investment Income	6,516,000			699,000	7,215,000
6 Other Revenues	12,388,000			(754,000)	11,634,000
7 Stimulus Funding	-				-
8 Total Revenue	671,263,000	-	-	(49,339,000)	621,924,000
<u>Operating Expense</u>					
9 Bus	131,173,000		2,472,000	101,000	133,746,000
10 Commuter Rail	33,664,000		1,594,000		35,258,000
11 Light Rail	61,922,000		4,000		61,926,000
12 Paratransit Service	27,190,000		67,000		27,257,000
13 Rideshare/Vanpool	3,960,000		35,000		3,995,000
14 Microtransit	9,183,000		10,000		9,193,000
15 Operations Support	61,855,000		14,000		61,869,000
16 Management & Support	55,136,000			63,000	55,199,000
17 Planning/Capital Support	11,114,000				11,114,000
18 Non-Departmental	1,000,000				1,000,000
19 Total Operating Expense	396,197,000	-	4,196,000	164,000	400,557,000
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>					
20 Principal and Interest	159,441,000	(1,500,000)			157,941,000
21 Bond Service Utah County for UVX BRT	3,375,000				3,375,000
22 Contribution to Reserves	18,344,000			(2,704,000)	15,640,000
23 Transfer to Capital	93,906,000			(49,495,000)	44,411,000
24 Total Debt Service and Reserves	275,066,000	(1,500,000)	-	(52,199,000)	221,367,000
25 Total Expense	\$ 671,263,000	\$ (1,500,000)	\$ 4,196,000	\$ (52,035,000)	\$ 621,924,000



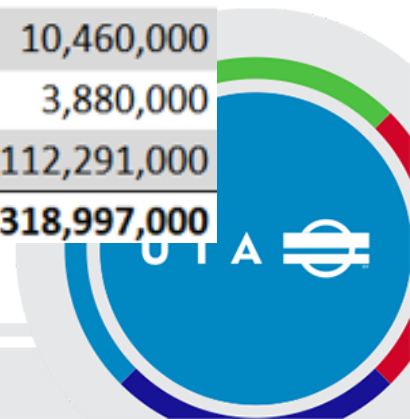
UTAH TRANSIT AUTHORITY
2023 TENTATIVE TO FINAL
CAPITAL BUDGET

December 7, 2022

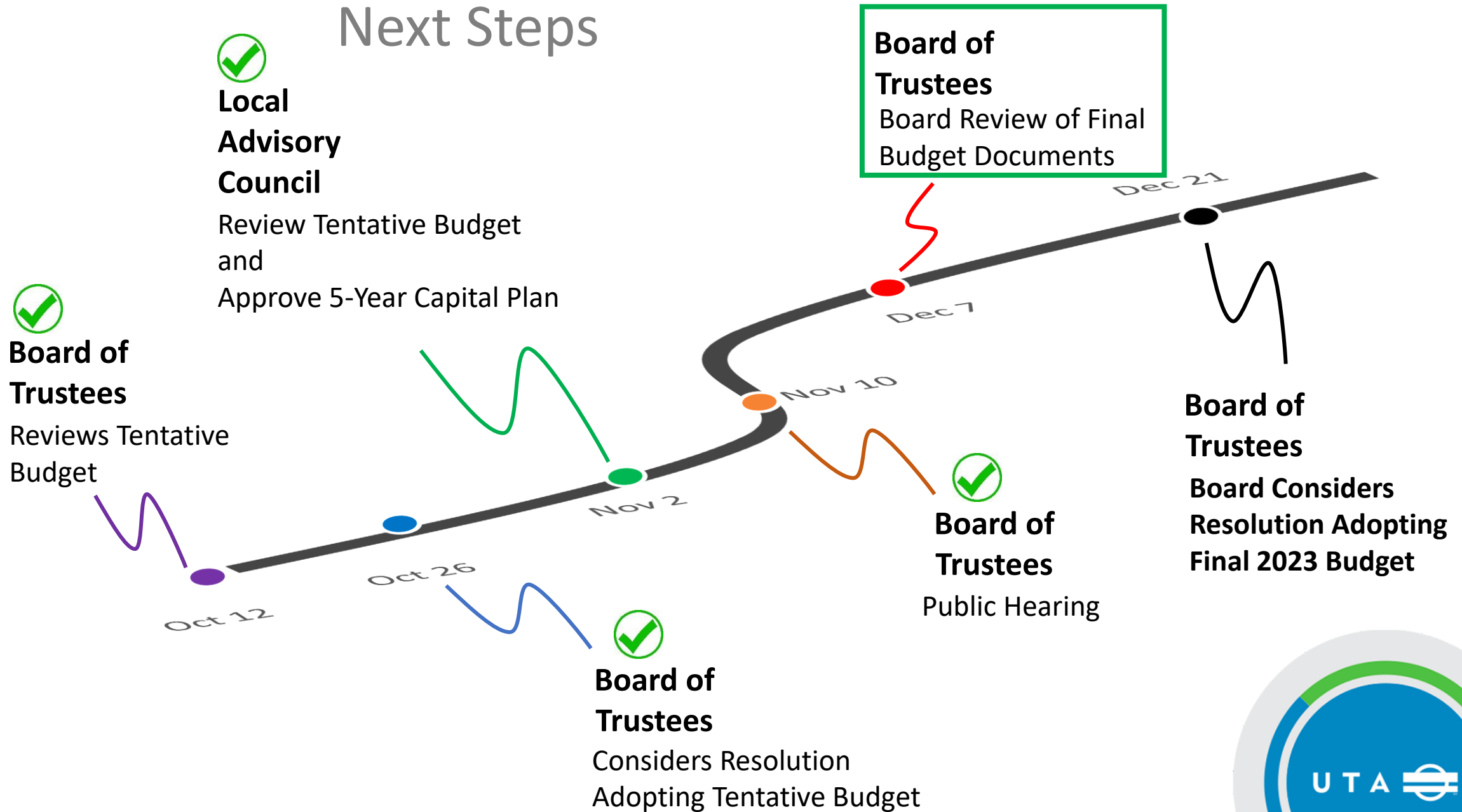
Exhibit B-1

<u>Funding Sources</u>		<u>Tentative 2023 Budget</u>	<u>Lease Funds Adjustments</u>	<u>Budget Adjustments</u>	<u>Final 2023 Budget</u>
1	UTA Current Year Funding	\$ 123,995,000		\$ 10,247,000	\$ 134,242,000
2	Grants	121,700,000		(1,000,000)	120,700,000
3	Local Partner Contributions	11,509,000			11,509,000
4	State Contribution	19,838,000		(9,143,000)	10,695,000
5	Leasing	41,755,000	96,000		41,851,000
6	Total Funding Sources	318,797,000	96,000	104,000	318,997,000

<u>Expense</u>					
6	State of Good Repair	77,396,000		73,183,000	150,579,000
7	Mid Valley Connector	15,001,000			15,001,000
8	Ogden/Weber BRT	14,785,000			14,785,000
9	Depot District	12,001,000			12,001,000
10	TIGER Program of Projects	10,460,000			10,460,000
11	Front Runner Forward	3,880,000			3,880,000
12	Other Capital Projects	185,274,000		(72,983,000)	112,291,000
13	Total Expense	\$ 318,797,000	\$ -	\$ 200,000	\$ 318,997,000



Next Steps



Sources and Uses Final

5-Year Sources & Uses

	Sources	Forecast 2022	Forecast 2023	Forecast 2024	Forecast 2025	Forecast 2026	Forecast 2027
A	Beginning Balance	\$ 321.8	\$ 516.5	\$ 402.3	\$ 337.4	\$ 292.3	\$ 258.0
	Sales Tax	\$ 480.0	\$ 480.0	\$ 507.5	\$ 530.7	\$ 551.4	\$ 570.6
	PM Funds (FTA)	110.4	84.9	85.8	86.6	87.5	88.0
	Stimulus Funds	167.8	-	-	-	-	-
	Passenger Funds	34.2	35.8	40.1	44.9	50.2	51.8
	Capital Sources	104.2	184.8	155.6	162.5	123.9	183.3
	Other Sources	16.2	21.2	20.6	19.7	19.4	19.8
B	Total Sources	\$ 912.8	\$ 806.7	\$ 809.5	\$ 844.5	\$ 832.4	\$ 913.5
	USES						
	Operating Expense	\$ 353.2	\$ 400.6	\$ 425.8	\$ 444.7	\$ 459.1	\$ 474.1
	Capital Expense	212.1	319.0	278.5	270.3	224.2	247.2
	Debt Service	152.8	161.3	170.2	174.6	183.4	174.1
C	Total Uses	\$ 718.1	\$ 880.9	\$ 874.5	\$ 889.6	\$ 866.7	\$ 895.3
D	Net Change	\$ 194.7	\$ (74.2)	\$ (65.0)	\$ (45.1)	\$ (34.3)	\$ 18.2
	Cash Amended ¹	-	(40.0)	-	-	-	-
E	Ending Balance	\$ 516.5	\$ 402.3	\$ 337.4	\$ 292.3	\$ 258.0	\$ 276.2
F	Reserves	168.8	184.4	198.0	210.9	223.4	236.4
G	Unrestricted Cash Balance	\$ 347.8	\$ 217.9	\$ 139.3	\$ 81.4	\$ 34.6	\$ 39.7

$$E = A + B - C$$

$$G = E - F$$

¹ Repayment of state funds



Public Engagement

- Public Comment Period: November 10 – December 10
- Public Hearing & Open House: November 10
- Preliminary Comment Report (11/28):
 - *2 Stakeholder Signature Sheets*
 - *17 Public Comments*
- Rideuta.com/Budget



Questions?



2023-2027 UTA Five-Year Service Plan Final Draft Network



2023-2027

FIVE-YEAR SERVICE PLAN

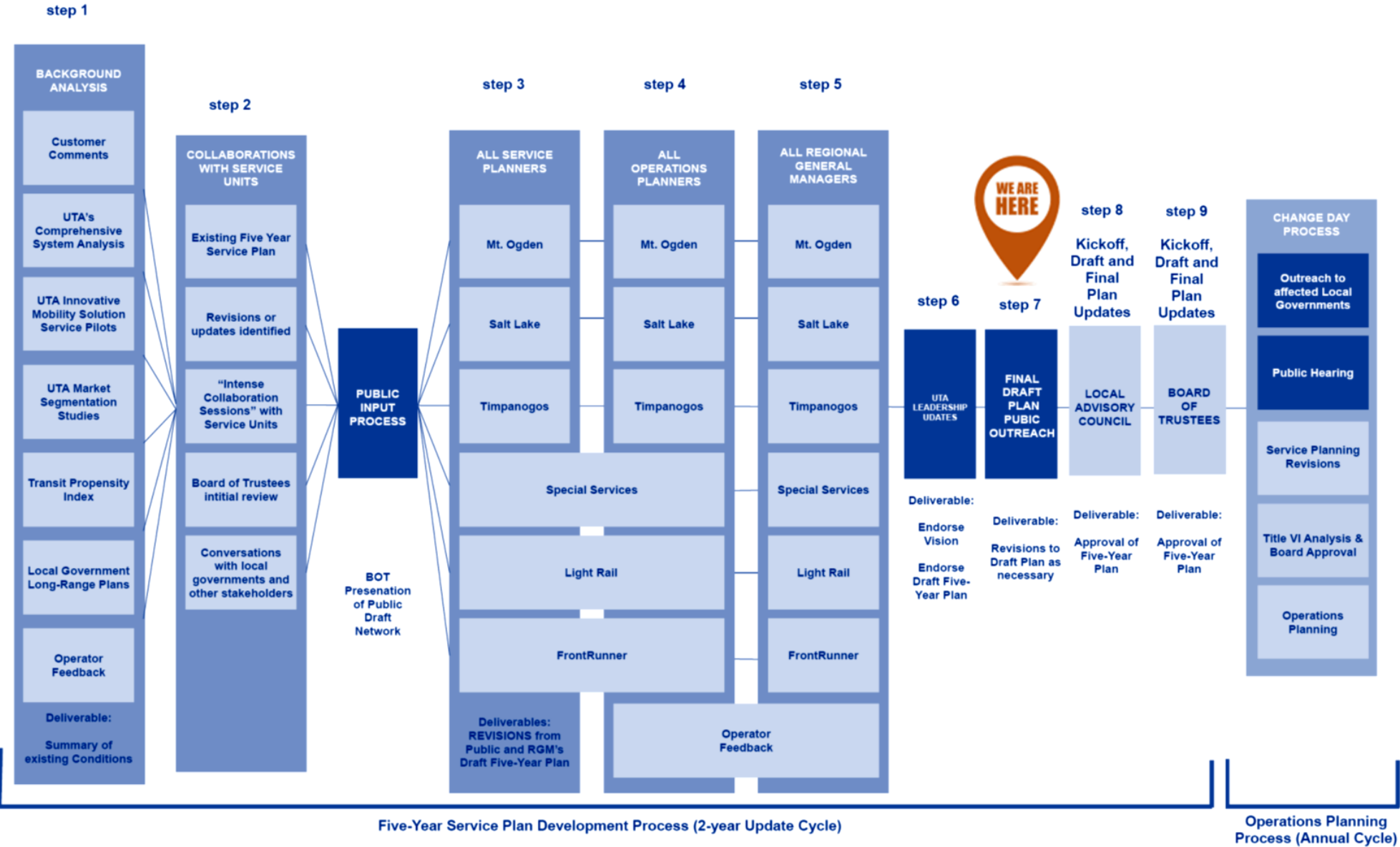
PROPOSED FINAL DRAFT



PROCESS

Five-Year Service Plan Development Process

UTAH TRANSIT AUTHORITY



FINAL DRAFT FIVE-YEAR SERVICE PLAN

The Proposed Final Draft Plan – at a Glance

2023	2024	2025	2026	2027	Vision (Long-Term)
April Park City/Salt Lake City 901, 902	August Ogden Local 607, 611, 612, F618, 625, 645	August Salt Lake City 2, 2A, 2B, 220	August Midvalley 47, 50, 227, 240, F590	August 5600 West 256, F556	4, 17, 31, 39, 45, 54, 62, F126, 209, 223, 236, 248, 509, 513, 604, 613, F618, 626, 627, 631, 640, 641, 656, 831, 833, 842, 850, 871
August OGX 602, 603, 603X, 650	South Utah County 821, 822, 823		SLC - Ogden Regional 455, 470, 600, 609, 627	Northwest Utah County 806, F809	On Demand
TRAX Saturday 701, 703, 704, 720	Salt Lake County Local 205				North Weber County
August Contingent Upon Resources 39, 201, 218 830X (MTC - PVU)					Lehi
December Contingent Upon Resources Salt Lake County Ski 953, 972, 994					West Provo
Hours: 53,485 Miles: 618,266	Hours: 72,925 Miles: 342,642	Hours: 28,197 Miles: 190,265	Hours: 126,858 Miles: 1,446,047	Hours: 118,588 Miles: 1,195,468	Southern Salt Lake County Sandy/Cottonwood Heights West Jordan
Font Key: Bold = new service, <i>Italics</i> = changes service, Strikethrough = discontinued service					

Final Draft Plan

April 2023
August 2023
December 2023

Proposed Service Hours: 53,485
Proposed Service Miles: 618,266



Park City/Salt Lake City Connect

- Discontinue Routes 901 and 902. High Valley Transit to operate Route 107



Bus Rapid Transit in Ogden

- New OGX service replaces route 603 and 650



TRAX Service Improvements

- TRAX and S-Line increased to 15-minute service on Saturdays



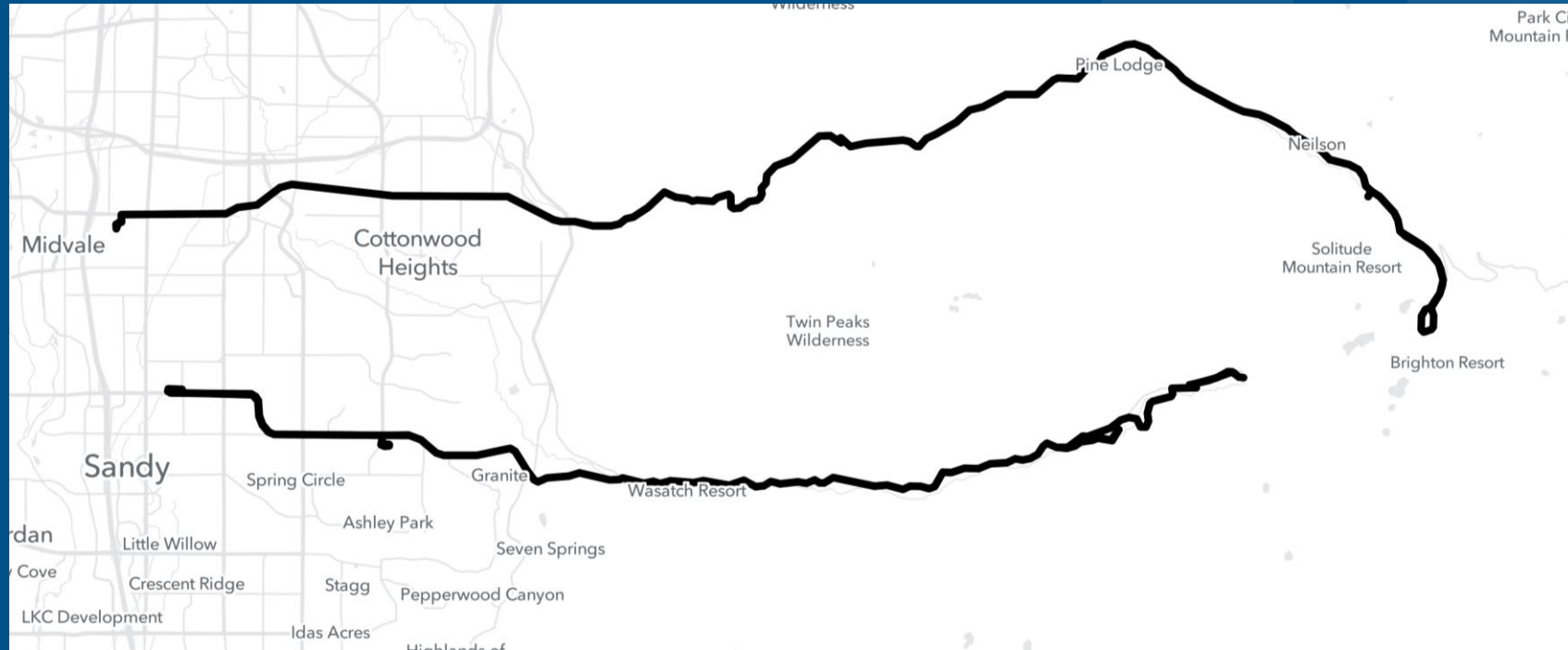
Service Improvements

- Restore service on Routes 39, 201, and 218
- Implement UVX service to Provo Airport



Salt Lake County Ski

- Increase service on Routes 972 and 994
- Implement select trips on Route 953



Final Draft Plan

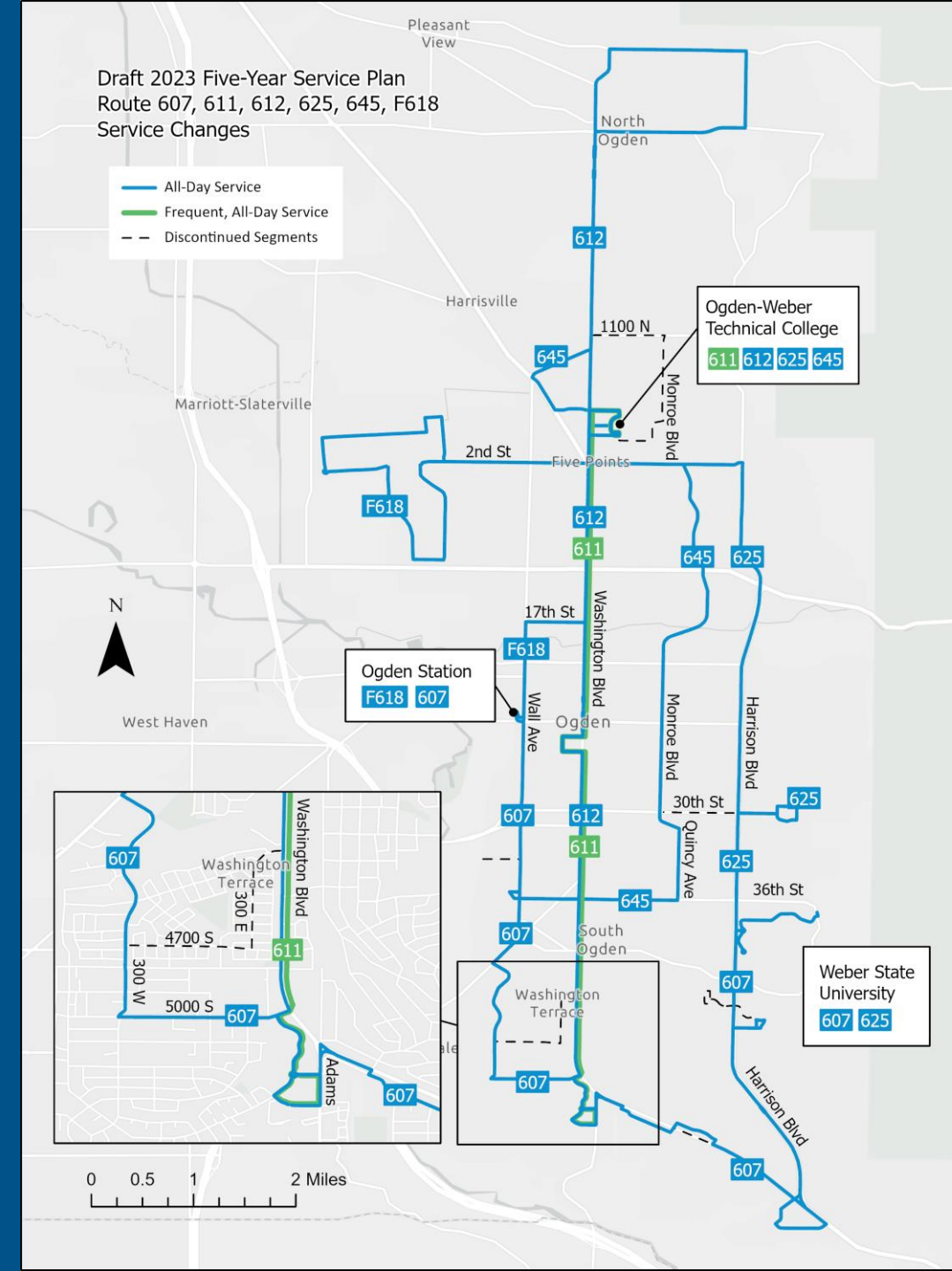
August 2024

Proposed Service Hours: 72,925
Proposed Service Miles: 342,642



Ogden Local

- New route 607 provides one seat ride to Weber State University, Wall Ave and Ogden Station
- New route 611 at 15-minute service weekdays between Washington Terrace and Ogden-Weber Technical College



Final Draft Plan – August 2024

South Utah County

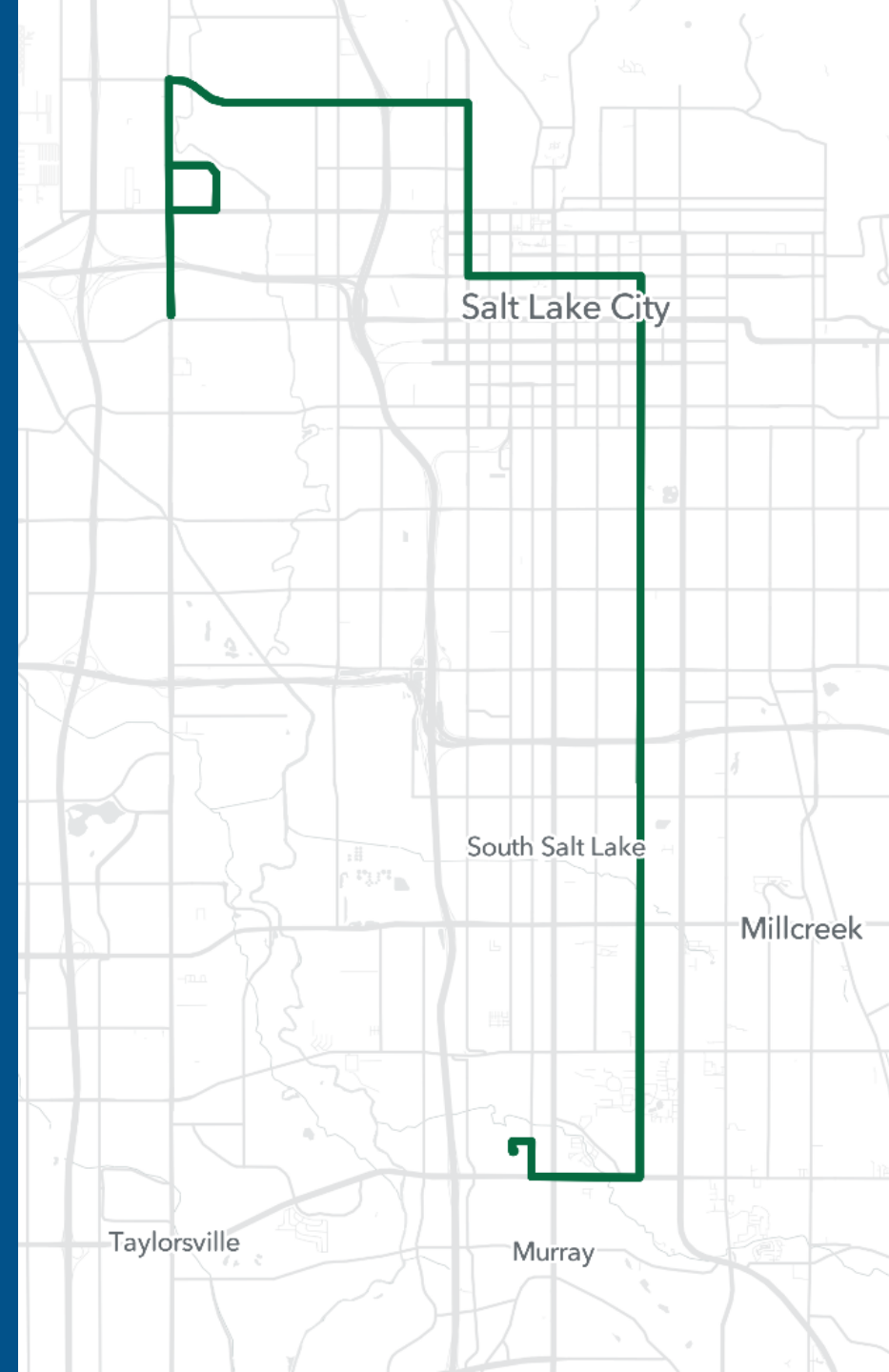
- Routes to Payson, Salem, Spanish Fork, and Springville streamlined to reduce travel time, serve additional destinations



Final Draft Plan – August 2024

Salt Lake County Local

- Increase frequency on Route 205



Final Draft Plan

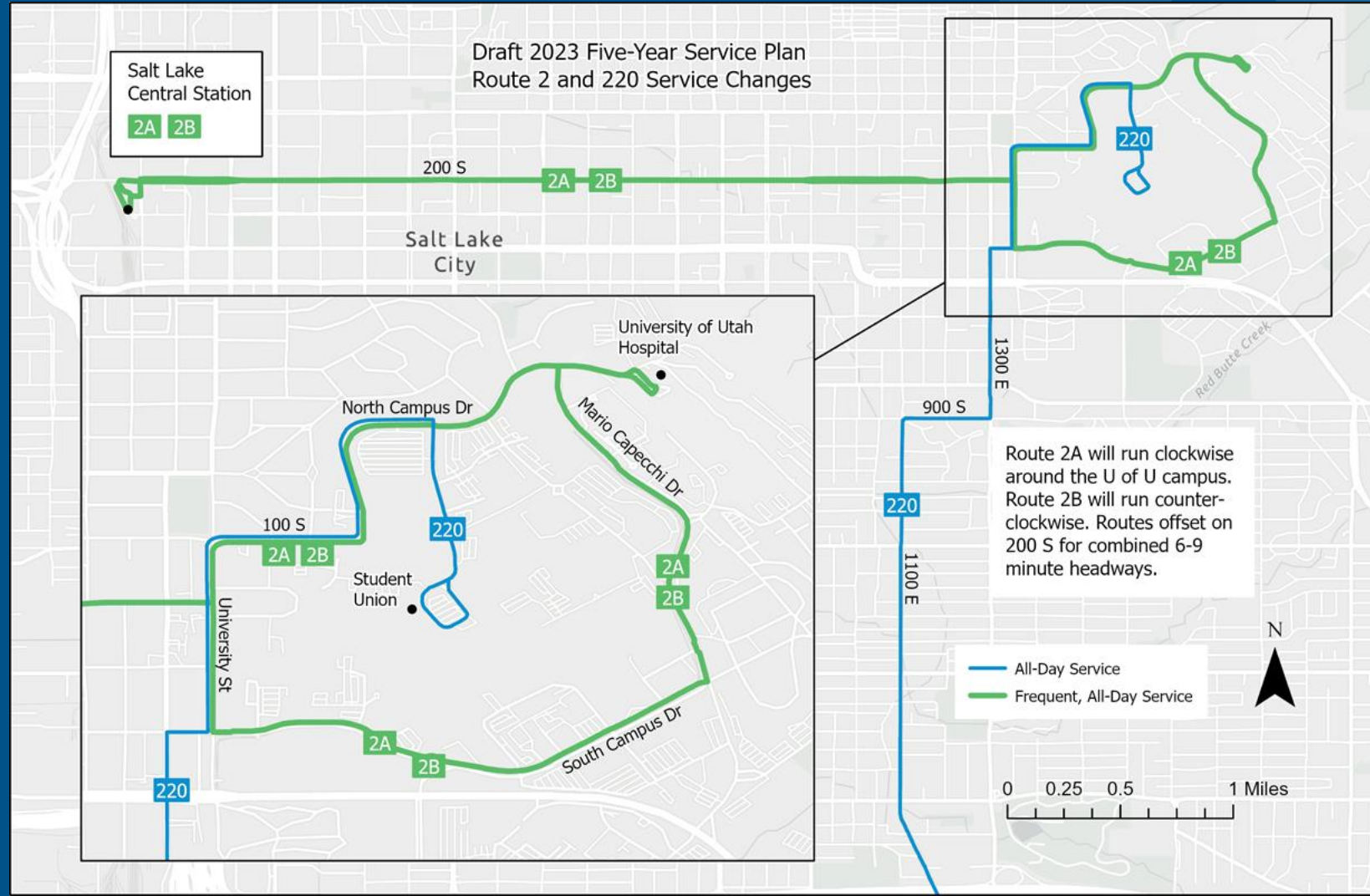
August 2025

Proposed Service Hours: 28,197
Proposed Service Miles: 190,265



Salt Lake City - 200 South and UofU

- End route 220 at the University
- Two new routes replace route 2, with combined 6 – 9 minute service



Final Draft Plan

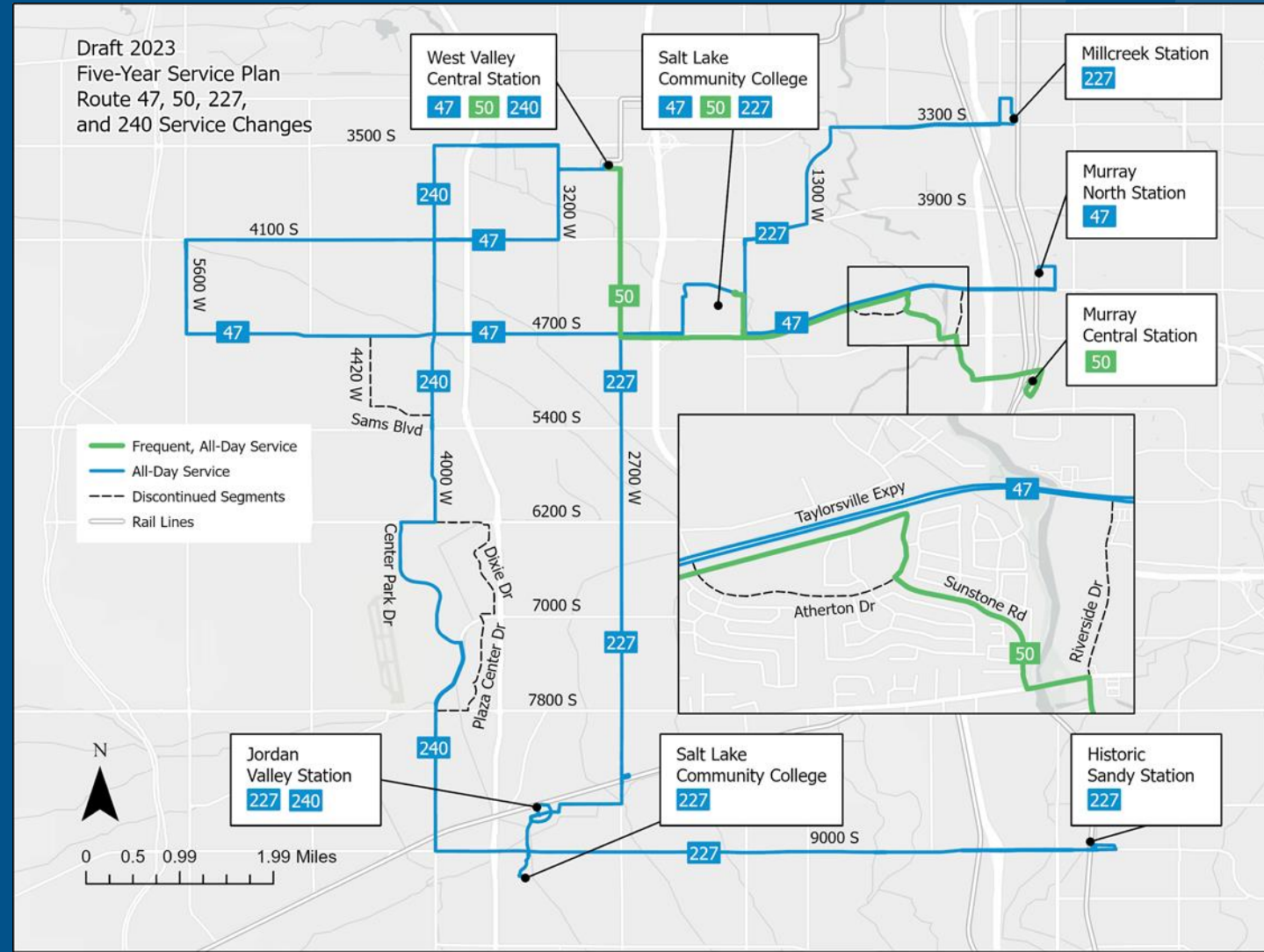
August 2026

Proposed Service Hours: 126,858
Proposed Service Miles: 1,446,047



West SL Co - 3500 South to 9000 South

- Route changes to prepare for Midvalley Connector
- Route 227 extended to SLCC-WJ, SLCC-Redwood, and 9000 S



SLC - Ogden Regional

-

Final Draft Plan

August 2027

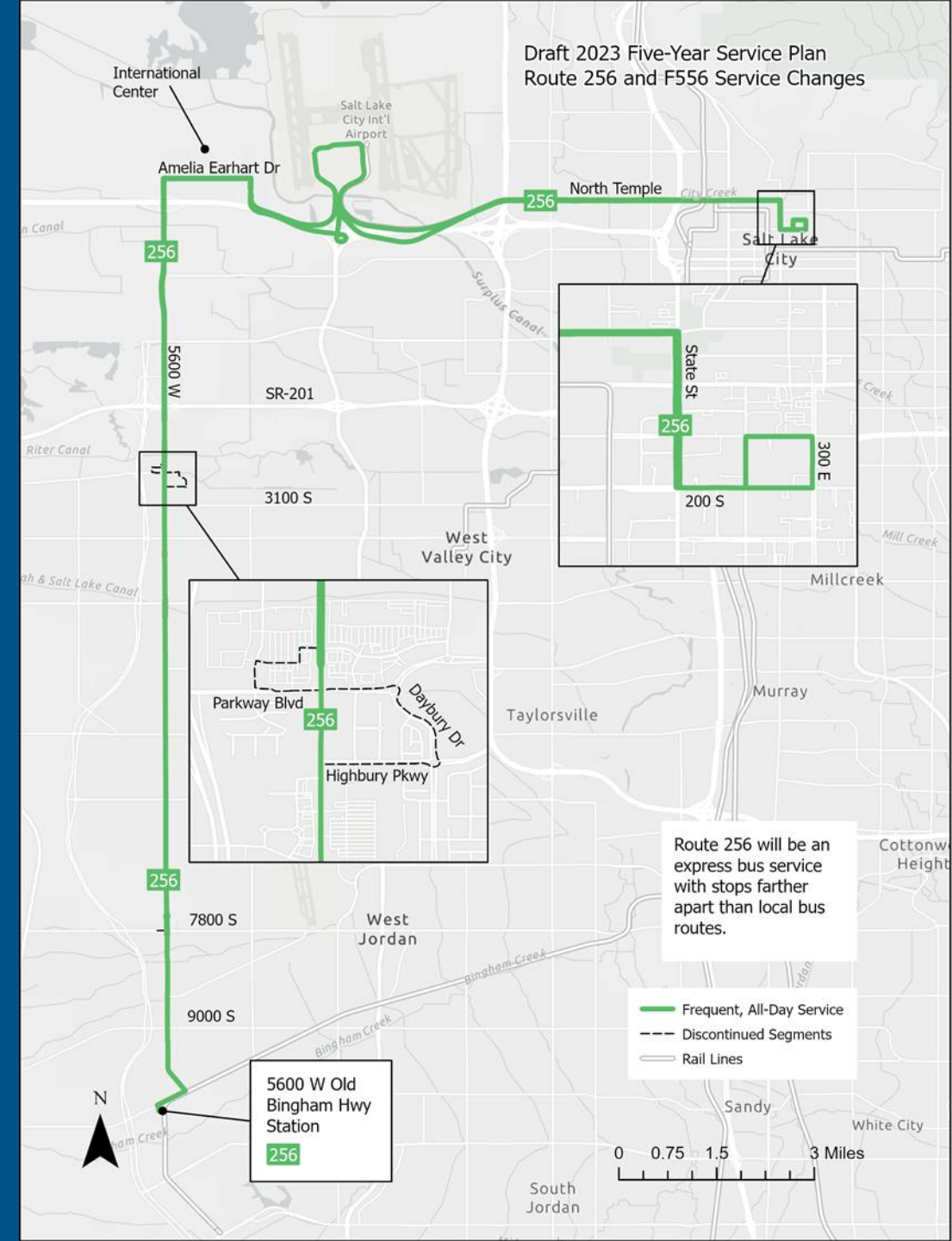
Proposed Service Hours: 118,588
Proposed Service Miles: 1,195,468



Final Draft Plan – August 2027

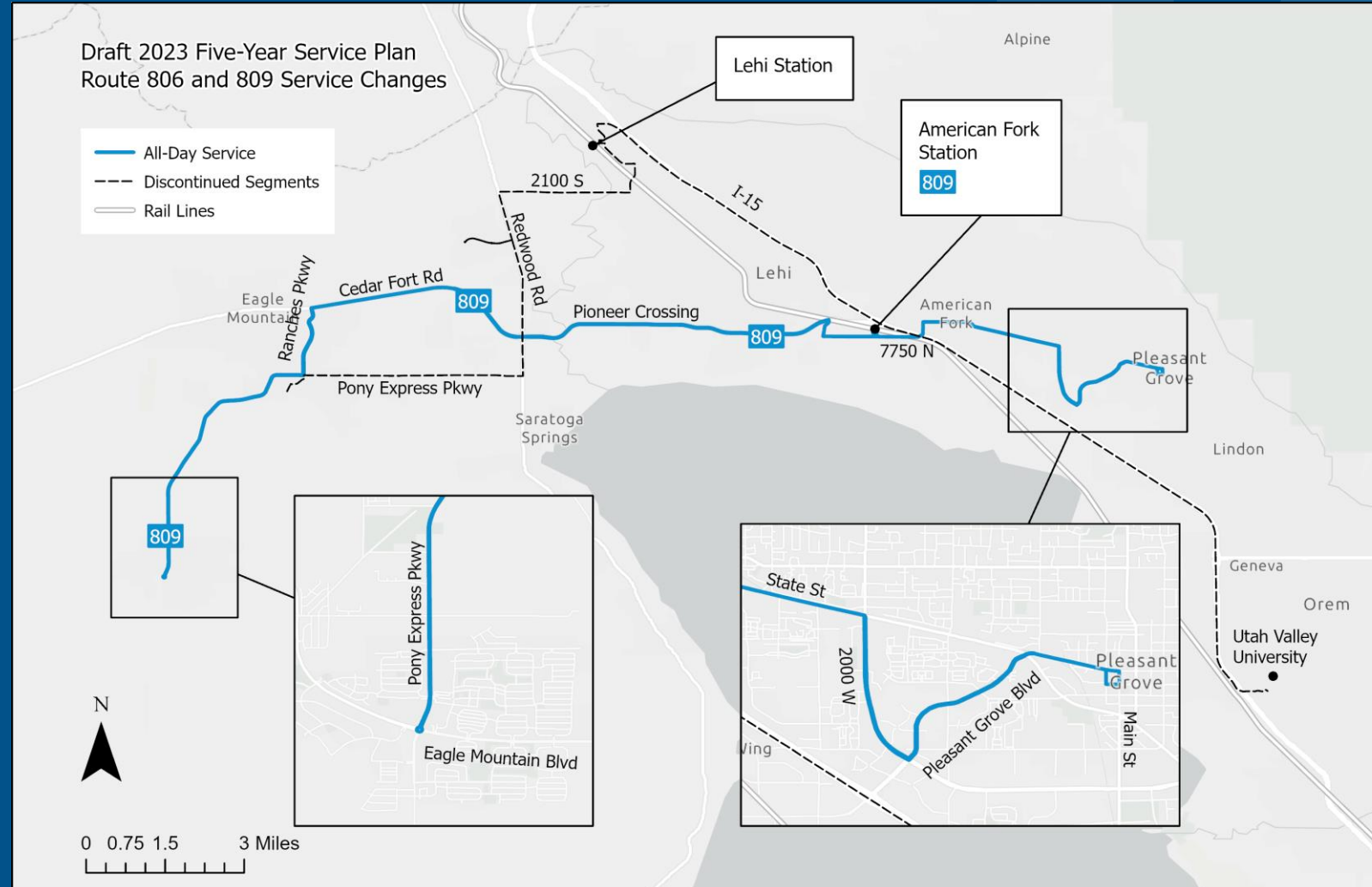
West SL Co - 5600 W

- New frequent service on 5600 W, the International Center, North Temple and Downtown SLC



Northwest Utah County

- New service on Pioneer Crossing and Pony Express Parkway
- Route will serve new Park & Ride locations



Final Draft Plan

VISION

Long Term

UTA Long Range Transit Plan



Vision (Longer Term)

Frequency Improvements

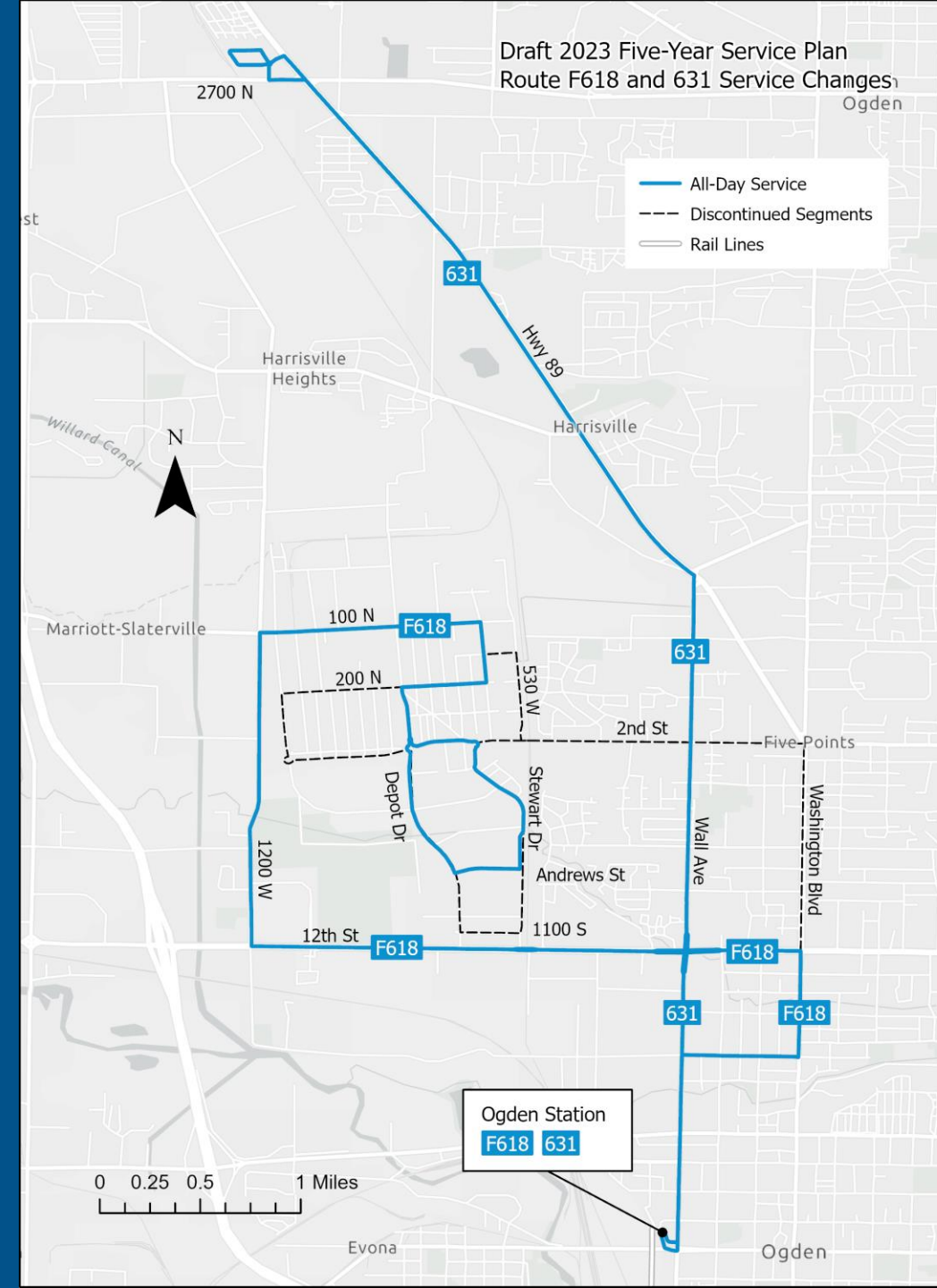
- Improved frequency on Routes 4, 17, 39, 45, 54, 62, 209, 223, and 850



Vision (Longer Term)

BDO and Pleasant View

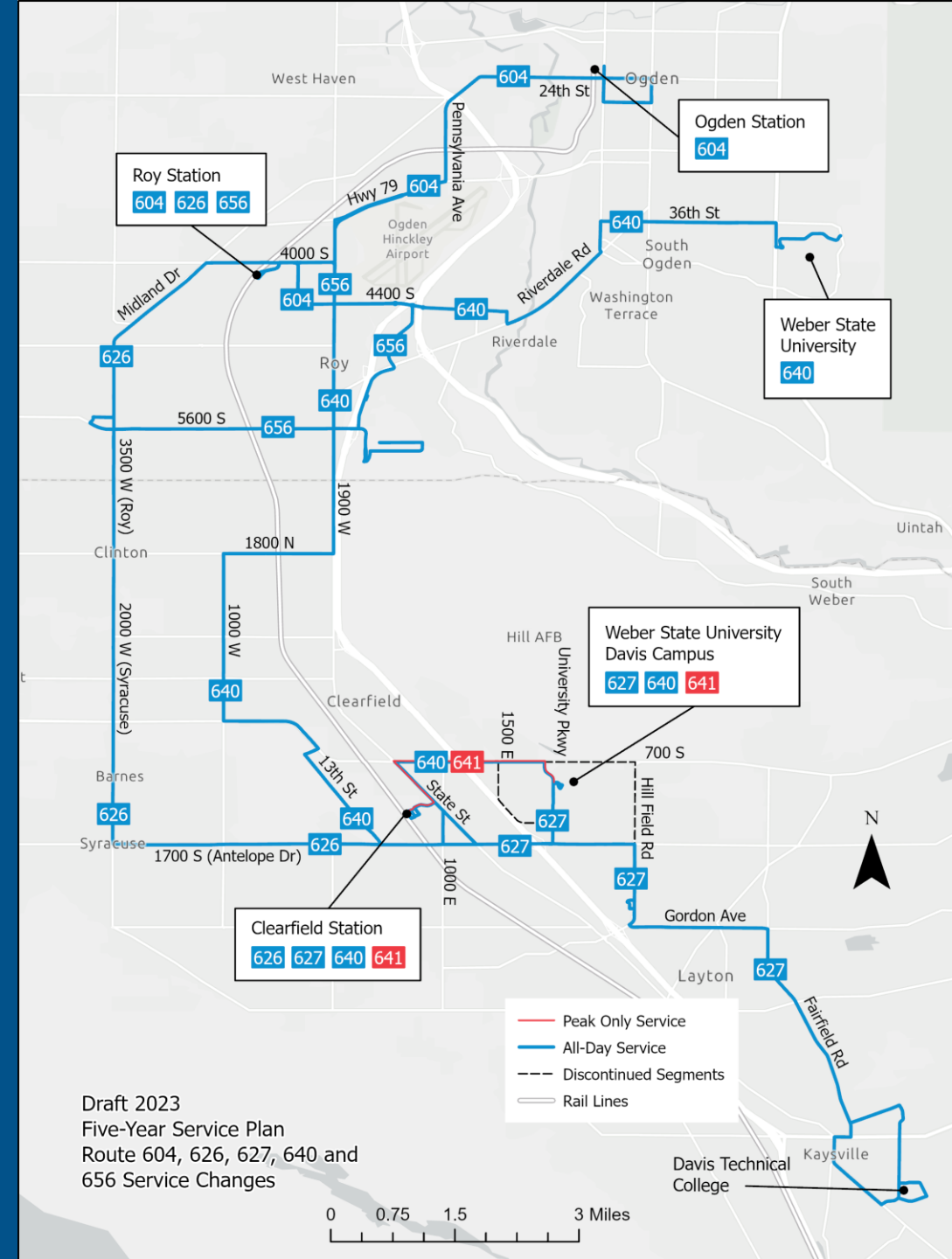
- Route F618 realigned to serve Business Depot Ogden via 12th St
- New service between Pleasant View Station and Ogden Station



Vision (Longer Term)

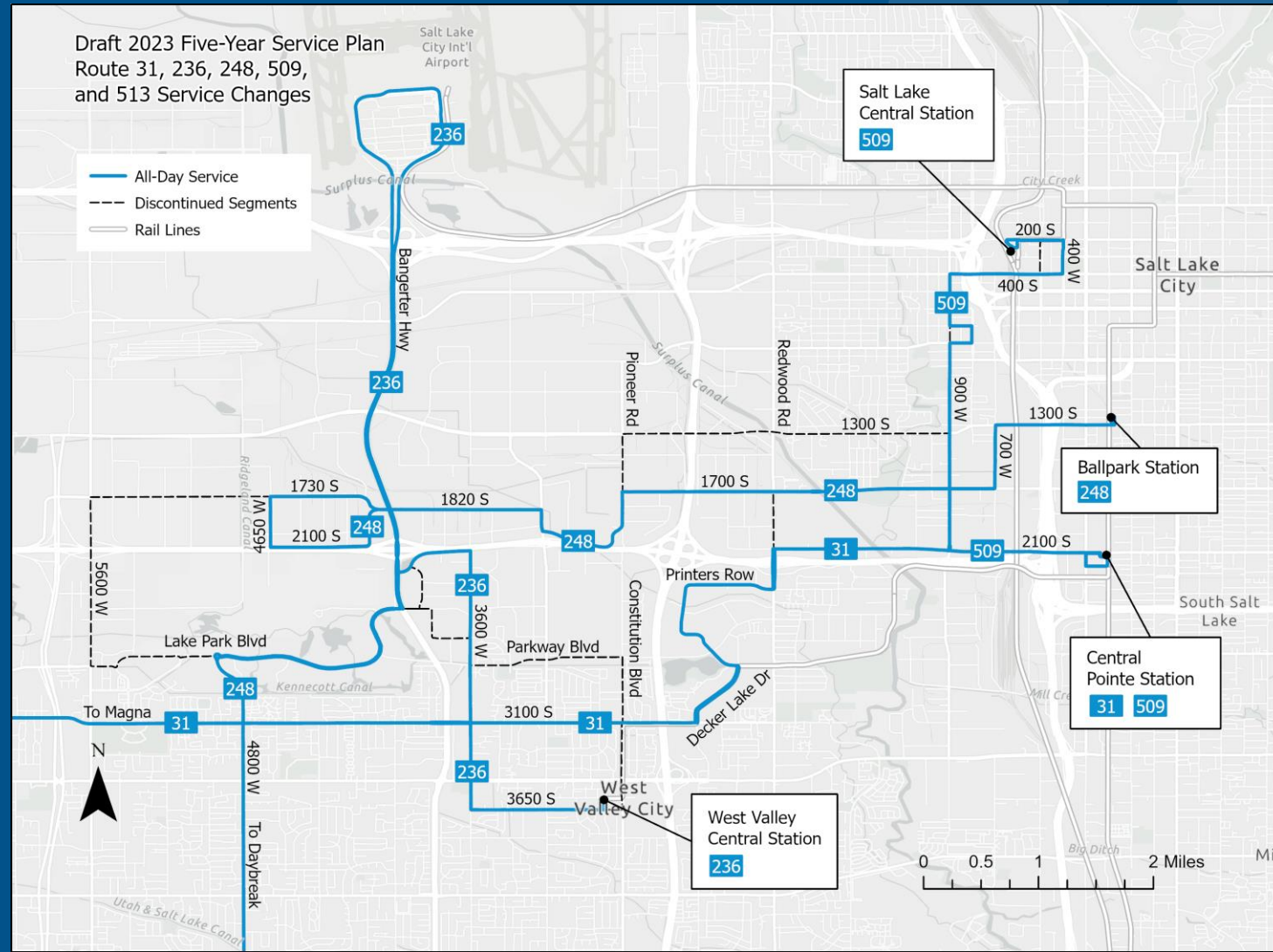
North Davis and South Weber County

- New route serving Roy Innovation Center
- Route 626 extended to Roy FrontRunner Station
- Route 627 streamlined to Antelope Dr
- Frequency improvements on routes 604, 626, and 627



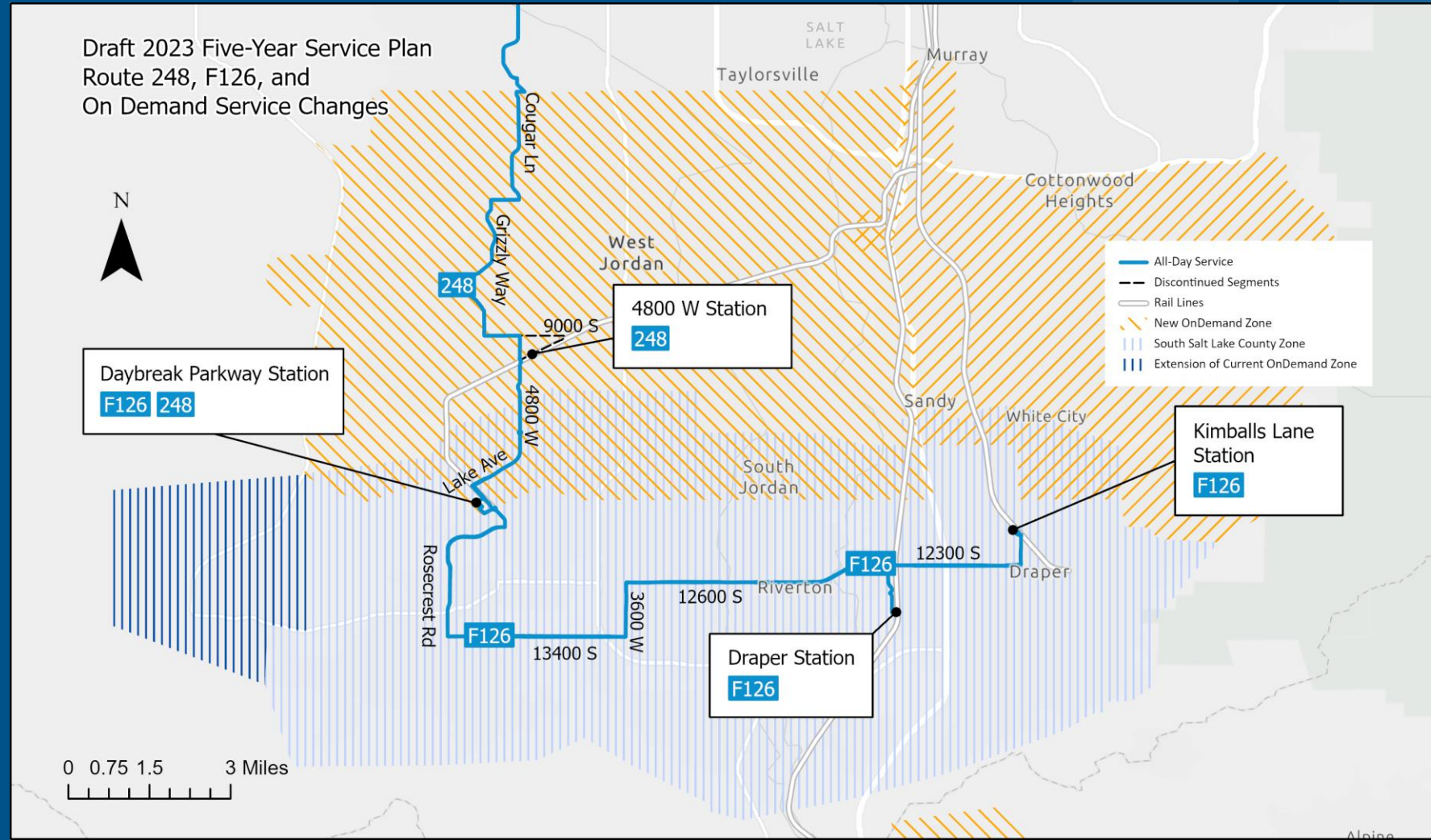
West SL Co – Airport to 3500 S

- New service on 3100 S
- New service on 3600 W between the Airport and WV Central Station
- Route 248 extended to serve Lake Park Corporate Center and 1700 S



South Salt Lake County

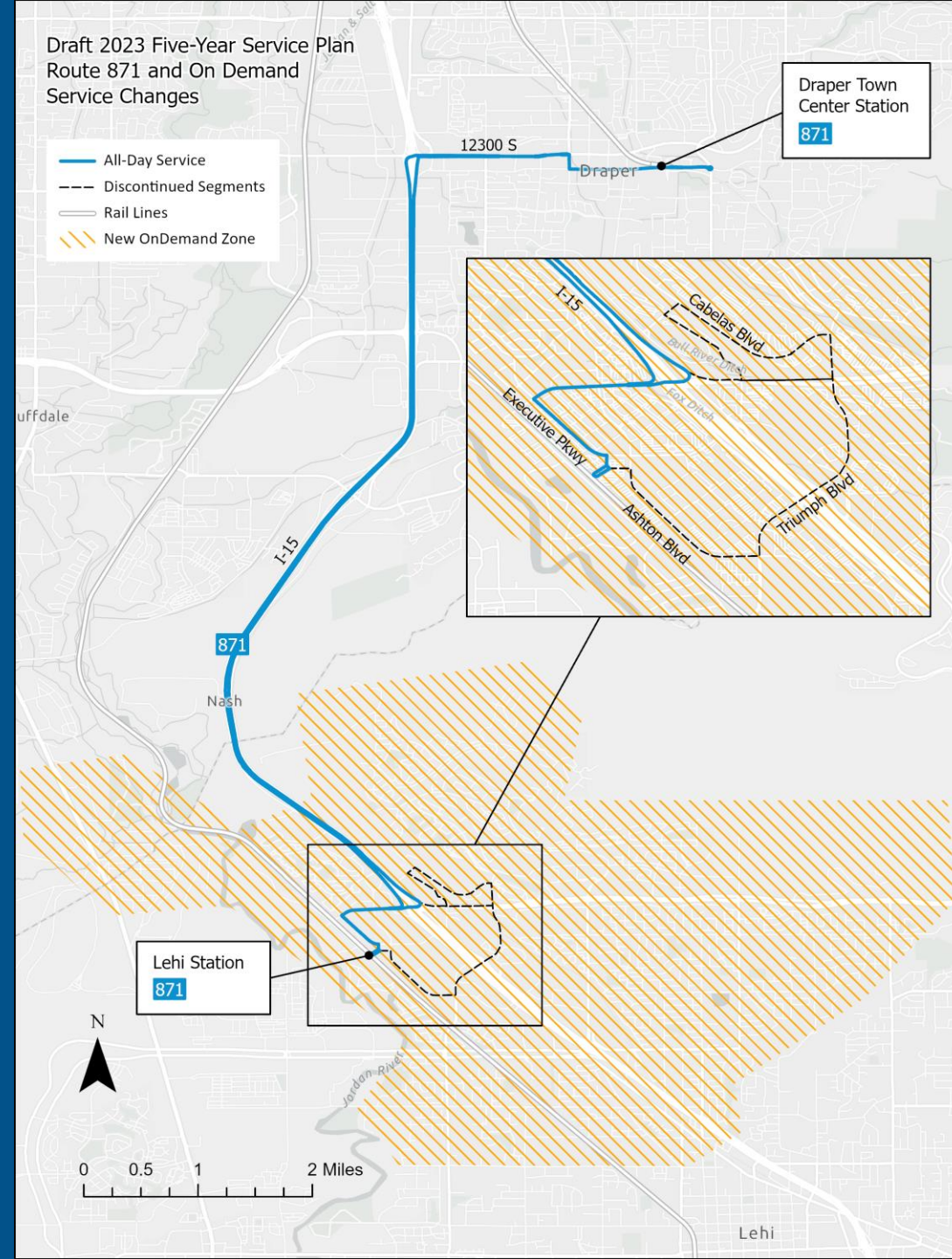
- New service on 12600 South
- New UTA On Demand zones
- Route 248 Extended to Daybreak Parkway Station



Vision (Longer Term)

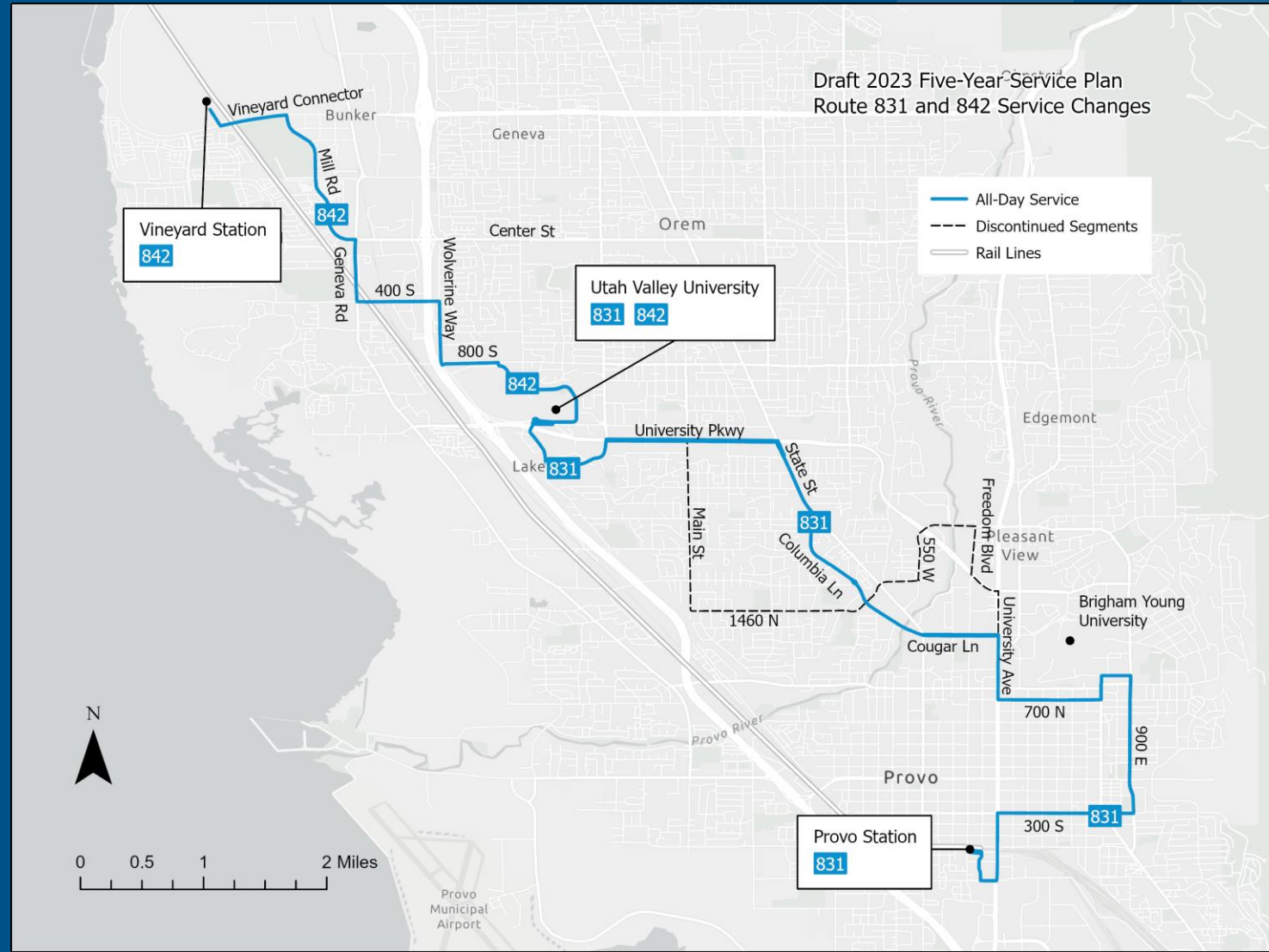
Utah County - Lehi

- New UTA On Demand Zone
- Route 871 streamlined between Lehi FrontRunner Station and Draper Town Center Station. Improved frequency.



Utah County – Vineyard to Provo

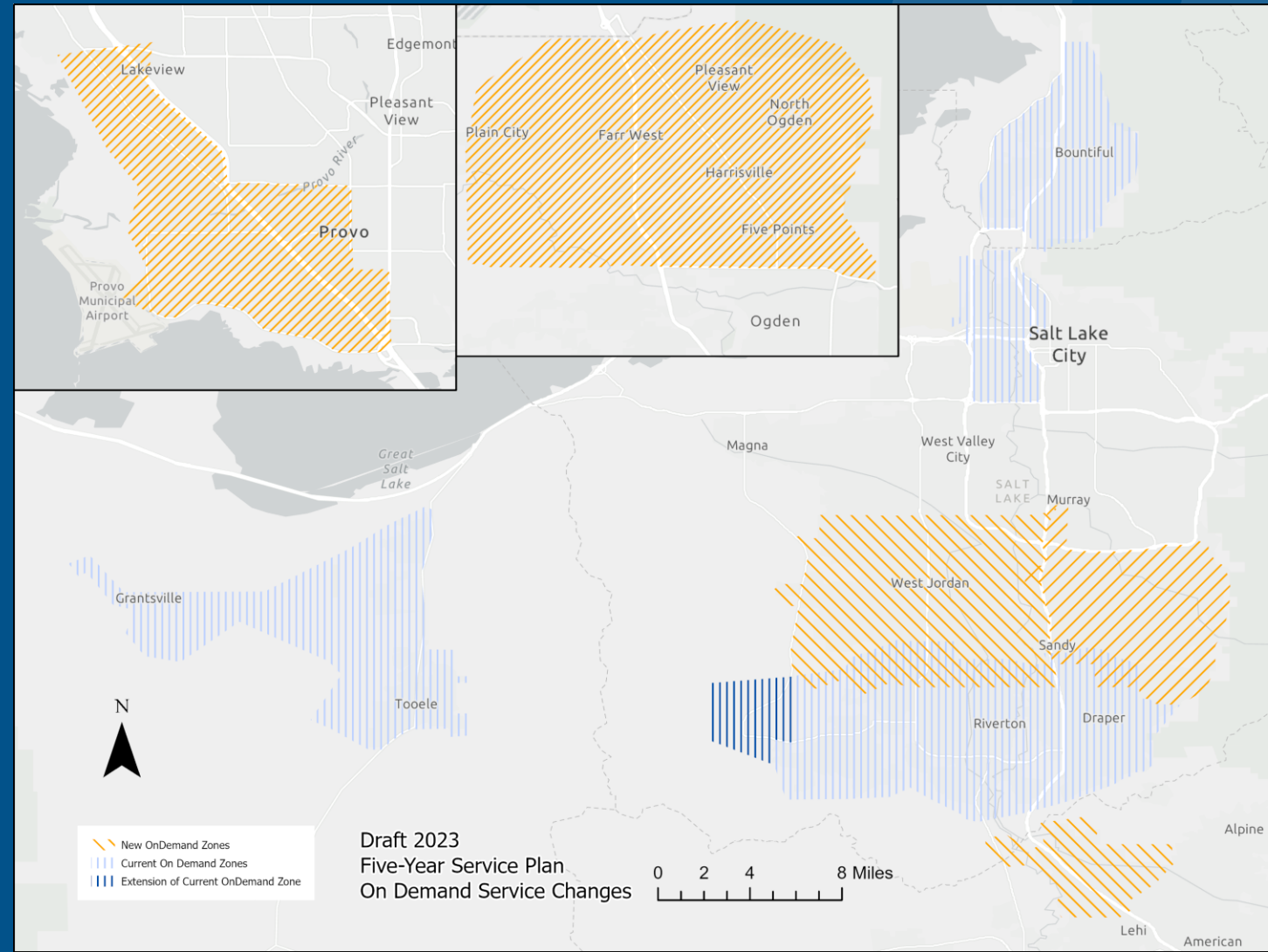
- Route 831 realigned to Columbia Ln and State St
- New service between Vineyard Station and UVU



Vision (Longer Term)

UTA On Demand

- New zones in north Weber County, Sandy, Cottonwood Heights, South Jordan, West Jordan, Lehi, and West Provo



Vision

Future Projects



FrontRunner Forward

NEXT STEPS

Timeline



QUESTIONS & DISCUSSION

Utah Transit Authority 2022-2030 Strategic Plan Draft



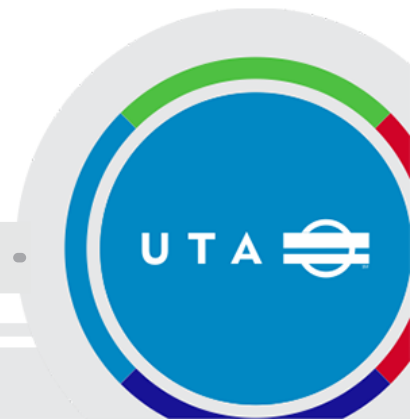
UTA

2022-2030 Strategic Goals and Objectives



Strategic Plan Process

- The UTA Board of Trustees is required by state statute to undergo the strategic planning process every four years
 - Previous iteration of the strategic plan was approved in 2018
- Initiated strategic visioning process in Spring 2022
 - TransPro Consulting procured as facilitator
 - R&R Partners procured as communications consultants
- The Board engaged in Strategic Planning Sessions with UTA's Executive Team
 - Two strategic planning sessions occurred over 4 days in June and September 2022
 - Five Success Outcome Committees met 3-4 times each throughout the summer
- A draft of the strategic plan was presented to the Local Advisory Council and to the Legislature's Transportation Interim Committee in November 2022

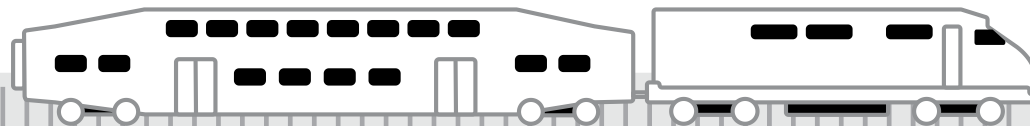


Mission Statement



We Move You

The Utah Transit Authority moves Utah to a stronger economy, a cleaner environment, increased mobility, greater access to opportunity, and a better quality of life—all driven by safe, reliable transportation.



Vision Statement

Vision Statement

Leading Utah's mobility solutions
and improving quality of life.



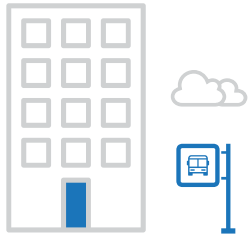
THESE FIVE STRATEGIC PRIORITIES MAKE IT HAPPEN



Exceeding Customer Expectations

Objective by 2030:

**Achieve a 45% increase—10% every two years—in UTA's Net Promoter Score
(i.e., *how likely would you be to recommend UTA to your friends and family?*)**



Exceeding Customer Expectations

Success Statement:

UTA puts its customers first by providing an easy, enjoyable and accessible transit experience where customers feel engaged, safe and cared about.

2022 Benchmarks:

April 2022 Net Promoter Scores:

- UTA TRAX = 26
- UTA Bus = 10
- “I feel safe and secure on the vehicle” = TRAX 74% and Bus 85%



IMPROVE
CONFIDENCE
AND SAFETY



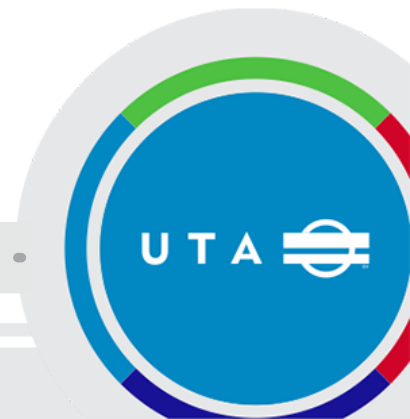
INCREASED RIDER
SATISFACTION



Moving Utahns to a Better Quality of Life

Objectives by 2030:

- 70% of Utahns live within one-half mile of transit service
- Reduce carbon footprint of UTA vehicles and facilities by 25%



Moving Utahns to a Better Quality of Life

Success Statement:

UTA supports community development, sustainably connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.



2022 Benchmarks:

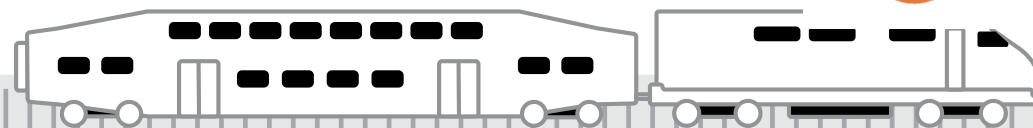
- 56% of Utah Population and 71% of UTA service area within one-half mile of UTA transit
- Electricity Usage = 17.9M Kilowatt Hours
- Natural Gas Usage = 90.2K Dekatherms
- Greenhouse Gas Emissions = 92.7K CO2 Metric Tons
- Mixed Bus Fleet Composition (% of alternative fuels vehicles):
In 2022 = 7%, Goal by 2030 = 28%



Building Community Support

Objective by 2030:

More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes



**GREATER VALUE
OF TRANSIT**



Building Community Support

Success Statement:

UTA's communities tell our story and transit is recognized as a keystone to Utah's future growth.

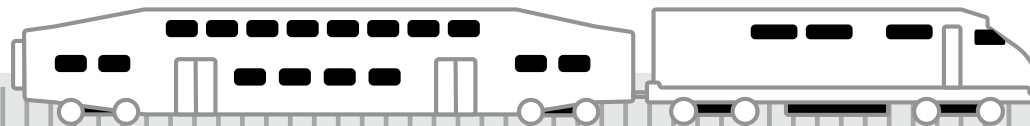
2022 Benchmarks:

- 2022 UTA Benchmark Survey Overall Satisfaction = 72%
- UTA Partner Relationships = 351
 - Municipalities/Counties = 89
 - Transit Pass Partners = 212
 - Memberships and Affiliations = 50

Engage
AND ACTIVATE AMBASSADORS



**MORE STAKEHOLDERS
TELLING TRANSIT'S STORY**



Generating Critical Economic Return

Objective by 2030:

Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide



STRATEGIC LAND USE AND DEVELOPMENT

Every \$1 invested in public transportation generates \$5 in economic returns



Generating Critical Economic Return

Success Statement:

UTA is an economic engine which positively impacts Utah's statewide economy, benefiting every Utahn.

2022 Benchmarks:

American Public Transportation Association (APTA) 2020 Report:

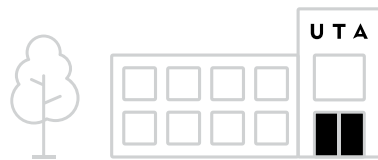
- Every \$1 invested in public transportation generates \$5 in economic returns.
- Home values were up to 24% higher near public transportation than in other areas.
- Every \$10 million in capital and operating investment in public transportation yields over \$30 million in increased business sales.
- Every \$1 billion invested in public transportation supports and creates approximately 50,000 jobs.



Achieving Organizational Excellence

Objective by 2030:

Receive industry recognition for operating a dynamic and forward-thinking public enterprise—a nimble, innovative, thriving environment for professional achievement



Achieving Organizational Excellence

Success Statement:

UTA's well-resourced workforce excels, innovates and demonstrates empowerment.

2022 Benchmarks:

- UTA is one of the 50 largest workplaces in Utah
- UTA Engagement Survey, Organizational Improvement Score = 4.8 (Scale of 1 to 7)



Recognized for
operational excellence



**DEMONSTRATE
WORKFORCE EMPOWERMENT**



Feedback and Next Steps

Today:

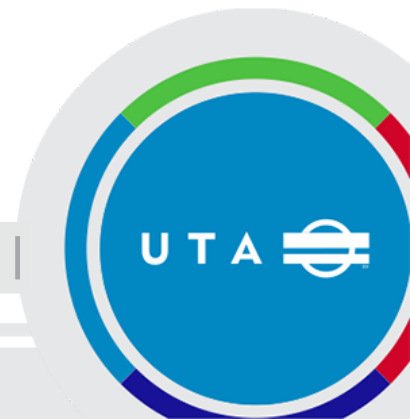
- **December 7 – Board of Trustees meeting for review of final draft and public comment**

Next Steps:

- **December 21 – Adopt the Strategic Plan at the Board of Trustees meeting**

Next Phase:

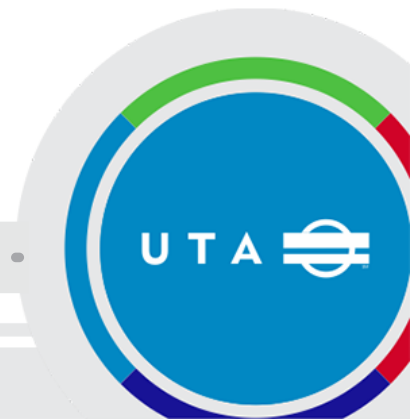
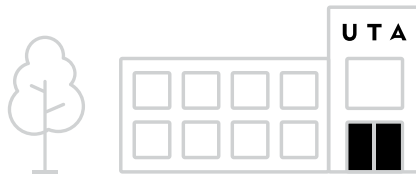
- **Volume II – Work Plan**
- **Volume III – Performance Dashboard**





We Move You

The Utah Transit Authority moves Utah to a stronger economy, a cleaner environment, increased mobility, greater access to opportunity, and a better quality of life—all driven by safe, reliable transportation.



Other Business

- a. Next Meeting: Wednesday, December 21, 2022, at 9:00 a.m.



Closed Session

- a. Strategy Session to discuss Collective Bargaining



Recommended Action

(by acclamation)

Motion to move to closed session to discuss collective bargaining



Closed Session



Open Session



Adjourn

