

Utah Transit Authority  
**Adopted 2022  
Budget Book**



UTA 

## Message from the Executive Director



Bolstered by Utah's strong economy and significant commitments from our federal, state, and local partners, the Utah Transit Authority's 2022 Final Budget and underlying five-year Capital and Operating plans position the agency for future growth and expansion to meet the transportation needs of the Wasatch Front.

Our 2,800 employees have performed admirably during the COVID-19 pandemic, continuing to provide excellent transit services, especially to essential workers and those most dependent on transit. Our operators, maintenance workers, safety and security personnel and support staff have endured these difficult times and inspired our organization. The plans included in this budget include specific actions to help the agency continue to recover, as well as expand and improve service to the community.

The 2022 budget includes increases across our bus and rail services, including 100,000 annual hours of new or restored service, primarily focused in Salt Lake County with revenue from Salt Lake City and Salt Lake County. The budget also includes a further expansion of UTA On Demand microtransit service in Tooele and Davis Counties.

Later next year, we will begin partial service on our new bus rapid transit line. The "Ogden Express" or "OGX" will connect the FrontRunner Ogden Station to entertainment, retail, and business destinations from downtown Ogden to Weber State University every 10-15 minutes on weekdays and 15-30 minutes on weekends with a fleet of all-electric buses. Initial OGX shuttle service on WSU campus will begin August 2022, and the full line will open August 2023.

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

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



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

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

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

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



Mary DeLoretto  
Interim Executive Director



## Message from the Board of Trustees



**Carlton Christensen**  
Board Chair

Representing  
Salt Lake County



**Beth Holbrook**

Representing  
Davis, Weber,  
and Box Elder Counties



**Jeff Acerson**

Representing  
Tooele and Utah Counties

We are proud to present the Utah Transit Authority 2022 Final Budget. The Board of Trustees has been working with agency staff for several months, starting in September, reviewing and analyzing proposed budgets in detail. We have also sought and reviewed feedback from the Legislature, local elected officials, and the public in preparing the final budget. We wish to acknowledge the commitment of UTA staff in assembling all the documentation reflected in this process.

UTA continues to face challenges associated with the COVID-19 pandemic. As the agency responds to supply chain disruptions, labor shortages, public health issues, and Utah's rapid growth, our budget preparation has been agile and thorough, with an eye to the future. The 2022 budget will enable our continuing vision to provide safe and efficient service, enhance our quality of life, and connect our communities with vital resources and access to opportunity.

In the 2022 budget you will see several projects that are critical to meet Utah's growing needs for connection and mobility. Although some of these projects are not yet fully funded, we are moving forward with feasibility studies, public input and engagement, and preliminary engineering and environmental analysis. We are

positioning UTA to be in a state of readiness to build and implement the services Utah's growth demands.

After carefully monitoring ridership and route performance for the first half of 2021, UTA has been restoring and increasing service, guided by our 5-Year Service Plan and the evaluation criteria outlined in our Service Guidelines. In August 2021, we increased service on the S-Line Streetcar, TRAX and FrontRunner, restoring and adding bus service, and we transitioned UTA On Demand to a permanent service. Building on the success of the microtransit pilot in southern Salt Lake County, UTA On Demand replaced several underperforming Flex routes with expanded hours on weekdays and the addition of Saturday service.

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



Leveraging one-time funds, the 2022 budget includes an historic commitment to the workforce of the future. Working with our labor partners, UTA will begin developing and implementing a long-planned rail maintenance apprenticeship program, modeled after our highly successful bus maintenance apprenticeship program. In 2022, UTA will develop curriculum and course materials and develop state-of-the art training and tools to graduate rail apprentices to journey level status. This investment will create long-term benefits in safety and security, reliability, service quality and cost effectiveness. The programs will be prepared for certification with the Department of Labor by the end of 2022.

Through the course of 2021, we were able to reposition some of our long-term debt through an upgraded bond rating. By refinancing older debt, we saved \$20 million and improved our debt profile. Our strong sales tax revenue through 2021 has increased the stability of our 5-Year Plan and eliminated the need for near-term bonding.

As trustees, we are confident the 2022 Final Budget addresses the agency's immediate needs and supports its strategic direction, and we look forward to advancing the work envisioned in it.



**Carlton J. Christensen**  
Chair, Board of Trustees



**Beth Holbrook**  
Trustee



**Jeff Acerson**  
Trustee



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## Distinguished Budget Presentation Award

The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation award to the Utah Transit Authority for its annual budget for the fiscal year beginning January 1, 2021. To receive the award, a governmental unit must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communication device.

This award is valid for a period of one year only. Our 2022 budget continues to conform to the program requirements and we are submitting it to GFOA to determine its eligibility for another award.



GOVERNMENT FINANCE OFFICERS ASSOCIATION

### *Distinguished Budget Presentation Award*

PRESENTED TO

**Utah Transit Authority  
Utah**

For the Fiscal Year Beginning

**January 01, 2021**

*Christopher P. Morill*

Executive Director



## About the Utah Transit Authority

UTA's mission is simple – we move people. Since its beginnings in 1970, UTA has expanded from a small company operating 90 buses and traveling 3 million annual service miles, to its current system that offers streetcar, light rail, commuter rail, bus rapid transit (BRT) vanpool, fixed-route bus, express bus, ski bus, paratransit, route deviation services, and most recently UTA On Demand microtransit service. The agency currently provides tens of millions of passenger rides to the customers in its service area. The Special Services Business Unit offers paratransit and route deviation services along the Wasatch Front.

In 2022, UTA's bus services will offer regular fixed route, express, and bus rapid transit with 1.6 million scheduled service hours with an estimated 18 million service miles planned. The TRAX light rail system in Salt Lake County is scheduled to operate more than 262,000 hours providing seven million service miles, and the FrontRunner commuter rail system, which runs almost 85 miles from Ogden to Provo, will operate 91,000 service hours and 1.3 million service miles. The two-mile S-Line Streetcar line connects neighborhoods in South Salt Lake and the Sugar House area in Salt Lake City. UTA On Demand microtransit service, initially launched in November 2019, continues to emerge as a new and highly popular public transportation choice, and UTA opened its second service area in late-2021. In 2022, UTA will offer an estimated 101,000 hours of on-demand service, nearly tripling the 2020 service plan.

Combined, UTA estimates these integrated, coordinated transit services will support an estimated 25 million riders in 2022 as the system and the region continues its recovery from the impacts of the COVID-19 pandemic.

UTA serves the populations of Weber, Davis, Utah, Box Elder, Tooele and Salt Lake counties. Since UTA covers a large geographic region and serves more than 79 percent of the state's population, the agency works to support Utah's thriving economy by supporting the growth of the communities we serve and help people get to where they want to go when they need to be there. In recent years, UTA has renewed its emphasis on service and is committed to increase outreach to and input from customers and communities to better align our services with community needs and increase access to public transportation.

We support our communities by improving mobility and facilitating economic development and access to opportunity with frequent, reliable, and extensive service. In addition, UTA will be engaging the community and stakeholders on several major initiatives and activities such as a comprehensive UTA fare policy, mobility service plans, the Future of FrontRunner study, Service Choices decisions, and transit-oriented developments.



## Strategic Plan and the UTA Way

In 2021, building on the Board of Trustee’s Strategic Priorities and local, regional, state and UTA planning, UTA introduced a budget development framework that helps align how the agency delivers services with our internal culture model – The UTA Way. This framework guided development of the 2022 Budget and 5-Year plans. UTA has identified three core areas of focus: Service, People and Stewardship to help us fulfill our mission and vision. Each focus area is connected to agency goals and initiatives for the next year.

The collage features several key documents and the central 'THE UTA WAY' framework:

- 2040 STRATEGIC PLAN**: A document with a red and white cover featuring a train and the slogan 'to move people'.
- REGIONAL TRANSPORTATION PLAN 2015-2040**: A document with a blue cover showing a cityscape and various transit modes.
- UTAH'S UNIFIED TRANSPORTATION PLAN 2015-2040**: A document with a blue cover showing a desert landscape and transit modes.
- Utah Transit Authority Facilities Strategic Plan**: A document with a blue cover showing various transit facilities.
- UTAH'S UTA WAY**: A central Venn diagram with four overlapping circles:
  - MISSION**: Provide integrated mobility solutions to service life's connections, improve public health and enhance quality of life.
  - FOCUS**:
    - People
    - Service
    - Stewardship
  - VALUES**:
    - Safety
    - Integrity
    - Inclusion
    - Teamwork
    - Empowerment
    - Accountability
  - GUIDING PRINCIPLES**:
    - Treat others with respect.
    - Help others achieve their objectives.
    - Create and follow best practices.
    - Proactively solve problems.
    - Continuously improve our work.
    - Create value for the customer, community and fellow employees.
- FIRST/LAST MILE STRATEGIES STUDY**: A document with a blue cover showing a person walking near a transit stop.
- SERVICE DESIGN GUIDELINES**: A document with a blue cover showing a bus and the date April 2020.
- TransPlan40**: A document with a blue cover showing a train and the title 'Regional Transportation Plan 2015-2040 Plan for the Provo/Orem Metropolitan Area'.



## 2022 Budget Framework – Goals and Initiatives

### Service

<b>Innovate and Integrate our System</b>
Implement 5-year Service Plan
Evaluate mobility solutions and software as a service technology options to enhance our service
Kick off phase 1 of Fare system technology replacement project

<b>Deliver Excellence</b>
Support service through enhanced capital program/project delivery to meet future service demands
Deploy UTA strategic framework to increase goal alignment, communication, and awareness
Conduct customer assessments to improve impact and understanding of our internal/external customers



## People

### **Develop our People**

Conduct comprehensive total rewards review focused on increasing attraction and retention of employees

Design optimal plans for UTA training facility

Launch phase 2 of design and creation of leadership and apprenticeship training programs

### **Cultivate a Diverse and Inclusive Culture**

Adopt 3-year inclusion and belonging strategy

Develop transportation and equity metrics with community partners

Achieve completion of phase 2 - UTA Way deployment and training



## Stewardship

<b>Safeguard our Future</b>
Deploy risk management program to mitigate Agency risk and ensure regulatory compliance
Integrate agency long and short-term financial modeling to support cash flow, alternative analysis and near- and long-term financial planning
Finalize the business plan for FrontRunner to create a system-wide service vision and define short- and long-term investments
Evaluate and onboard workforce planning program and methodology

<b>Protect our Environment</b>
Update and improve UTA sustainability plan to include sustainability measures, employee engagement and actions
Complete fixed bus fleet replacement plan aligned with proposed fleet propulsion mix
Activate UTA green team to support sustainability and environmental efforts
Develop strategies to reduce water usage across the Agency



## Budget Exhibits and Summaries

### UTAH TRANSIT AUTHORITY 2022 FINAL OPERATING BUDGET December 15, 2021

#### Exhibit A

	2022 Final Budget (Adjusted)
<b><u>Revenue</u></b>	
1 Sales Tax	\$ 435,700,000
2 Federal Preventive Maintenance	59,500,000
3 Passenger Revenue	34,200,000
4 Advertising	1,377,000
5 Investment Income	5,160,000
6 Other Revenues	15,121,000
7 Stimulus Funding	100,100,000
8 <b>Total Revenue</b>	<b>651,158,000</b>
<b><u>Operating Expense</u></b>	
9 Bus	120,064,000
10 Commuter Rail	32,198,000
11 Light Rail	57,624,000
12 Paratransit Service	26,217,000
13 Rideshare/Vanpool	3,795,000
14 Operations Support	61,736,000
15 Management & Support	51,030,000
16 Planning/Capital Support	9,493,000
17 Non-Departmental	1,000,000
18 <b>Total Operating Expense</b>	<b>363,157,000</b>
<b><u>Debt Service, Contribution to Reserves, and Transfer to Capital</u></b>	
19 Principal and Interest	144,837,000
20 Bond Service Utah County for UVX BRT program	3,374,000
21 Contribution to Reserves	15,904,000
22 Transfer to Capital	123,886,000
23 <b>Total Debt Service and Reserves</b>	<b>288,001,000</b>
24 <b>Total Expense</b>	<b>\$ 651,158,000</b>



**UTAH TRANSIT AUTHORITY  
2022 FINAL OPERATING BUDGET  
December 15, 2021**

**Exhibit B**

<u>Revenue</u>	<u>2022 Final Budget</u>	
1 Sales Tax	\$ 435,700,000	
2 Federal Preventive Maintenance	59,500,000	
3 Passenger Revenue	34,200,000	
4 Advertising	1,377,000	
5 Investment Income	5,160,000	
6 Other Revenues	15,121,000	
7 Stimulus Funding	100,100,000	
8 <b>Total Revenue</b>	<b>\$ 651,158,000</b>	
<u>Operating Expense</u>	<u>2022 Final Budget</u>	<u>FTE</u>
9 Board of Trustees	\$ 2,702,000	13.4
10 Executive Director	8,490,000	41.5
11 Operations	275,658,000	2,286.2
12 Finance	14,636,000	113.5
13 Service Development	7,783,000	56.0
14 Planning & Engagement	14,884,000	73.2
15 Enterprise Strategy	22,525,000	115.0
16 People	15,479,000	84.0
17 Non-Departmental	1,000,000	
18 <b>Total Operations</b>	<b>363,157,000</b>	<b>2,782.8</b>
19 Debt Service	148,211,000	
20 Contribution to Reserves	15,904,000	
21 Contribution to Capital Budget	123,886,000	
22 <b>Total Final 2022 Operating Expense</b>	<b>\$ 651,158,000</b>	





**UTAH TRANSIT AUTHORITY**  
**2022 FINAL CAPITAL BUDGET - SUMMARY**  
**December 15, 2021**

<u>Funding Sources</u>	<u>2022 Final Budget</u>
25 UTA Current Year Funding	\$123,886,000
26 Grants	44,291,000
27 Local Partner Contributions	10,603,000
28 State Contribution	33,446,000
29 Leasing	15,832,000
30 <b>Total Funding Sources</b>	<b><u>228,058,000</u></b>
<u>Expense</u>	
31 State of Good Repair	71,338,000
32 Depot District	32,562,000
33 Ogden/Weber BRT	25,465,000
34 Front Runner Forward	15,000,000
35 Mid Valley Connector	10,000,000
36 TIGER Program of Projects	8,206,000
37 Other Capital Projects	65,487,000
38 <b>Total Expense</b>	<b><u>\$228,058,000</u></b>

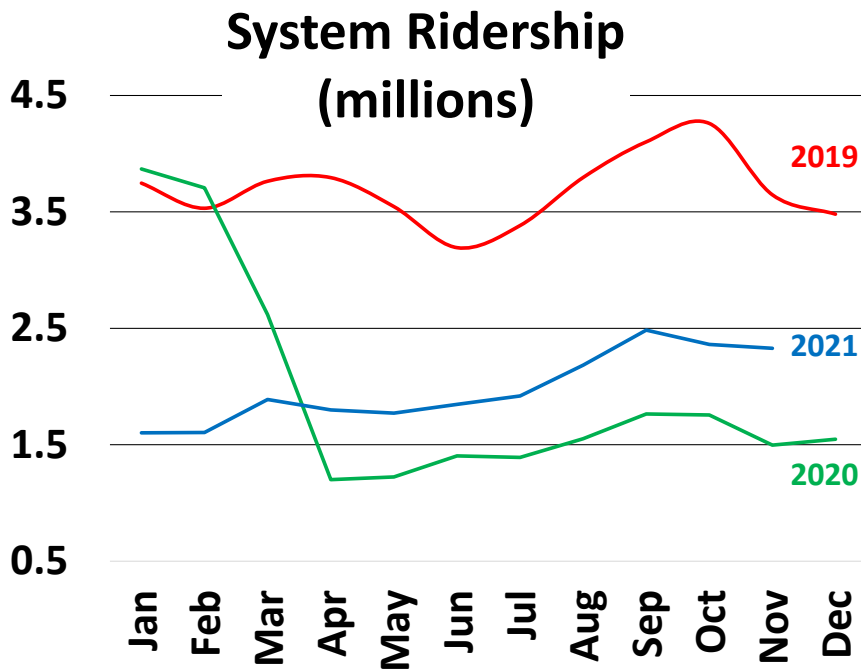



## 2022 Budget Overview

The Utah Transit Authority's 2022 Budget was developed during a time of hopeful recovery modulated by corrections and adjustments as the COVID-19 pandemic receded but returned with the emergence of new variants. UTA responded to the ebbs and flows and steadily moved toward its goal of restoring service and encouraging the return of ridership. The 2022 Budget reflects current economic projections and targeted investments to achieve this goal while providing safe, secure, and reliable service.

2021 ridership is recovering at about the pace projected in the 2021 Budget forecast. While ridership through November 2021 lags pre-pandemic 2019 totals by about 40 percent, steady and significant gains over 2020 ridership can be seen on the chart below. In fact, 2021 ridership from April through November is about 40 percent above ridership for the same period in 2020.

The 2022 Budget and underlying 5-year financial plan assume that the system will return to 2019 ridership levels by 2025. Recovery has been uneven by mode.





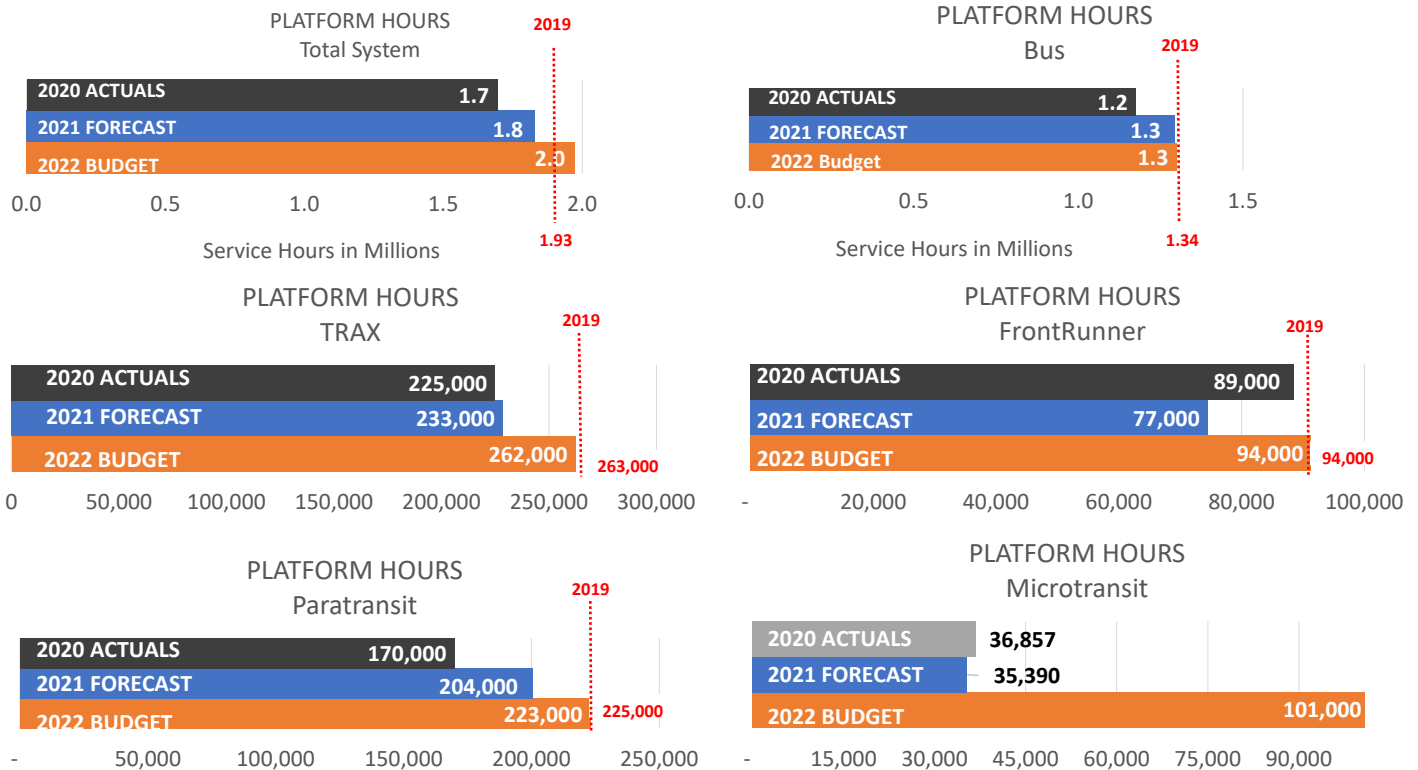
On April 5, 2020, in response to the COVID-19 pandemic outbreak, to respond to dramatic losses in ridership and fares, and react to projected steep reductions in sales tax revenues, UTA reduced service by about 50 percent. To help mitigate the spread of COVID-19 on the system, UTA also implemented industry leading safety measures on our vehicles and system to keep riders and employees safe. These efforts included daily disinfecting and cleaning of vehicles, requiring and distributing masks, installing plexiglass operator barriers, moving the yellow line back to provide a 6-foot space between the operator and riders, and discontinuing front-door boarding and the handling of fare media.

Four months later, because of increasing ridership numbers, public feedback, and changes regarding COVID-19 policies, much of the service that was changed or reduced in April was restored, or even increased beyond pre-pandemic levels.

In 2021, guided by its Service Guidelines, UTA continued its targeted service change strategy, focusing on route performance and emerging ridership trends. The August 2021 Change Day reduced or replaced unproductive service, added service, and introduced UTA On Demand microtransit service as a permanent mode.



The 2022 budget adds 100,000 hours of annual service across modes and throughout the system. When these service changes are implemented in 2022, all modes except UTA On Demand microtransit will be operating slightly behind pre-COVID levels. UTA On Demand microtransit service was introduced in 2019 on a pilot basis. With a new service area that launched in Salt Lake City’s Westside neighborhoods in late-2021, and more UTA On Demand service areas planned in 2022, service hours will nearly triple as compared to 2020 and 2021 service levels.

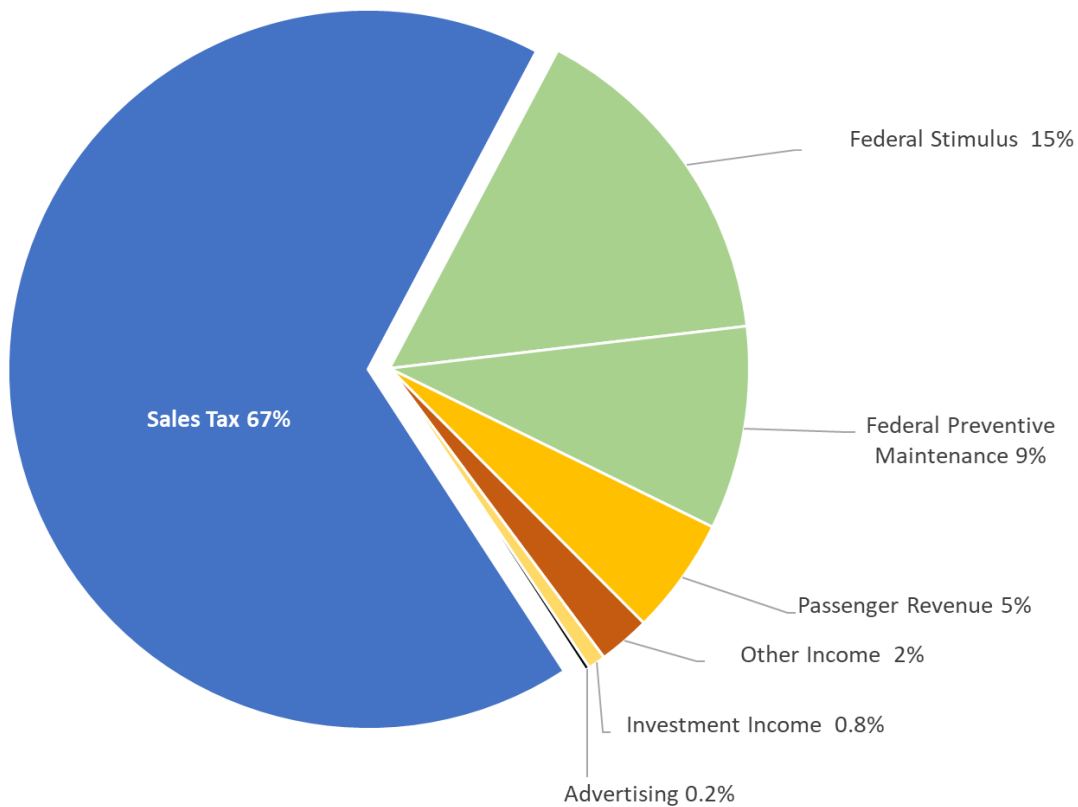


## 2022 Operating Revenue Summary

UTA reports as a single enterprise fund and all revenues are deposited in the UTA Operating Fund. Within this enterprise fund, UTA maintains two budgets –operations and capital. Transfers from the enterprise fund to the Capital program are made as necessary to support investment in the system.

Sales tax revenue at \$436 million, or 67 percent of total revenues, represents the largest funding source for the 2022 budget. Federal stimulus funding totals \$100 million, Federal preventive maintenance totals \$60 million, and passenger revenues total \$37 million. Other revenues include, in order of magnitude, investment income, local support, advertising, and other fees.

2022 Operating Revenues  
(\$651 million)



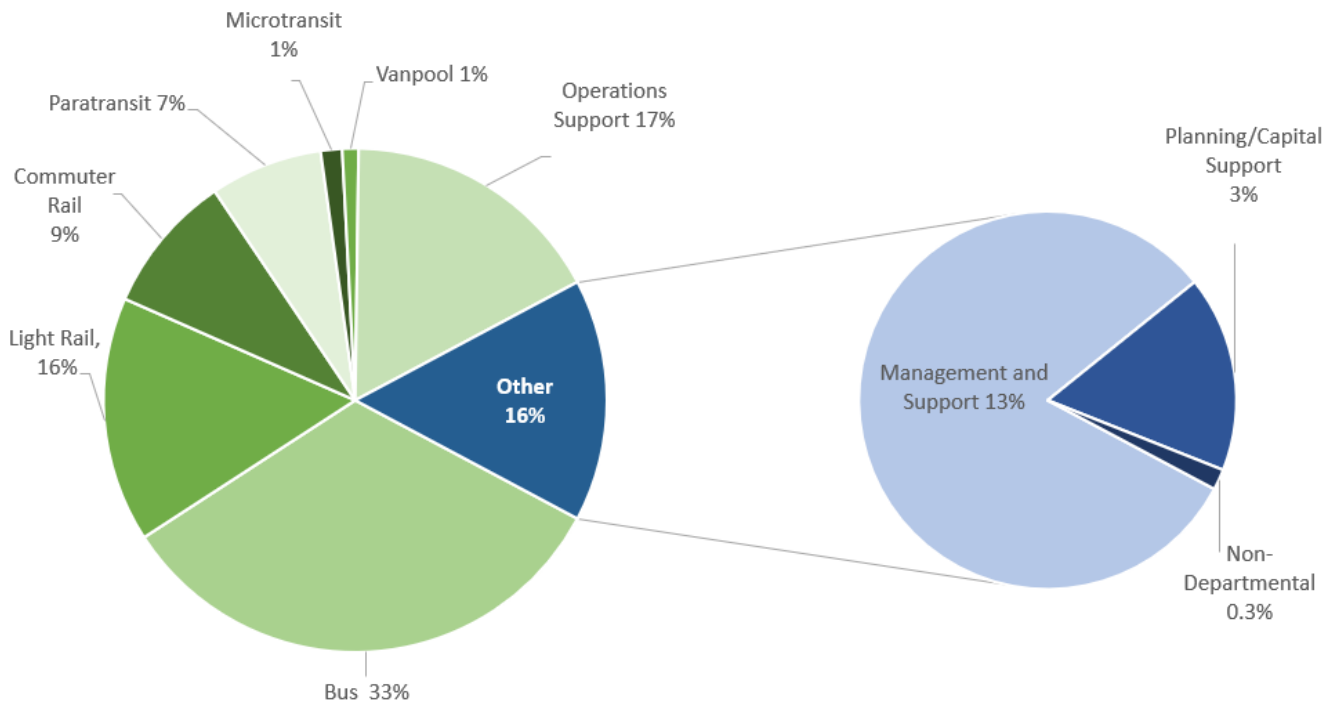
## 2022 Operating Budget Expense Summary

The 2022 Operating Budget includes more than \$297 million for operations and maintenance of the system, or about 84 percent of the 2022 operations budget. These functions are represented in the green shaded segments in the graph below.

The “Other” functions (blue segments comprising 16 percent) include Management and Support, Planning/Capital Support and \$1.0 million set aside to fund emerging/emergency needs as UTA and the region continue to react to and recover from the pandemic.

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

### 2022 Operating Budget (\$363 million)



## 2022 Operating Budget Summary by Mode:

	FY 2021 Budget	FY 2022 Budget	Change
Bus	\$107,925,000	\$120,064,000	\$12,139,000
Light Rail	55,486,000	57,197,000	1,711,000
Commuter Rail	28,948,000	32,625,000	3,677,000
Paratransit	24,025,000	26,217,000	2,192,000
Rideshare/Vanpool	3,645,000	3,795,000	150,000
Operations Support	50,472,000	61,736,000	11,264,000
Administration	44,784,000	51,030,000	6,246,000
Planning/Capital Support <sup>1</sup>	9,228,000	9,493,000	266,000
Non-Departmental <sup>2</sup>	2,000,000	1,000,000	(1,000,000)
<b>Total Division</b>	<b>\$326,513,000</b>	<b>\$363,157,000</b>	<b>\$36,645,000</b>

1. *Planning/Capital Support is comprised of Planning, Capital Development & Real Estate*

2. Non-Departmental contains funds for emerging needs as the region continues to react to and recover from the pandemic

The Operations Program element of the 2022 Budget totals \$363.2 million. The table above shows the allocation of the Operations Budget by mode.



## 2022 Operating Budget Summary by Office

	FY 2021 Budget	FY 2022 Budget	Change
Board	\$2,720,000	\$2,702,000	\$(18,000)
Executive Director	7,891,000	8,490,000	599,000
Operations	254,206,000	275,658,000	21,452,000
Finance	13,864,000	14,636,000	772,000
Service Development	7,274,000	7,783,000	509,000
Planning & Engagement	19,881,000	22,525,000	2,644,000
Enterprise Strategy	10,649,000	14,884,000	4,235,000
People	8,028,000	15,479,000	7,451,000
Non-Departmental	2,000,000	1,000,000	(1,000,000)
<b>Total Division</b>	<b>\$326,512,000</b>	<b>\$363,157,000</b>	<b>\$36,645,000</b>

The 2022 Operating Budget was designed with the following goals:

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





## 2022 Operating Budget Summary by Expense Category

	FY2021 Budget	FY 2022 Budget	Change
Wages	\$158,368,000	\$172,287,000	8.8%
Fringe	75,244,000	84,779,000	12.7%
Services	30,394,000	34,899,000	14.8%
Fuel	21,938,000	27,018,000	23.2%
Parts	22,518,000	22,863,000	1.5%
Utilities	5,962,000	6,397,000	7.3%
Other O&M	21,419,000	25,156,000	17.4%
Capitalized Costs	(9,332,000)	(10,689,000)	14.5%
<b>Total Budget</b>	<b>\$326,512,000</b>	<b>\$363,157,000</b>	<b>11.2%</b>

Almost 71 percent of the operations budget is dedicated to labor and fringe costs. Together with fuel and power (7.6 percent), parts, net of warranty recovery (6.3 percent), and services (9.6 percent), those four items comprise 94 percent of the total operations budget.

### Summary of budget changes

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



## FTE Summary

	2021 Budget	2022 Budget	Change
Board	13.50	13.38	(0.12)
Executive Director	37.50	41.50	4.00
Operations	2,211.73	2,286.23	74.50
Finance	105.05	113.45	8.40
Service Development	45.00	56.00	11.00
Planning & Engagement	105.00	115.00	10.00
Enterprise Strategy	71.50	73.22	1.72
People	59.48	84.00	24.52
<b>Totals</b>	<b>2,648.76</b>	<b>2,782.78</b>	<b>134.02</b>



## 2022 Operating Budget Initiative Summary

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Budget Request
\$ 326,512	\$ (6,748)	\$ 1,247	\$ 3,911	\$ 9,369	\$ 3,471	\$ 337,763	\$25,394	\$363,157

### Tentative Budget Additions

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

### Final Budget Additions

Restore Ridership	
Service Changes (Revenue Backed)	\$ 1,770
Cost of Moving Service	182
Recruitment and Retention	1,829
Fuel and Power Costs	2,261
Benefit Adjustment	852
Technical Changes	<u>177</u>
Total	\$ 7,071

### Restore Service

Building on UTA's Service Guidelines, a gap analysis was developed and staff considered service contracts and agreements, operational improvements, working conditions, customer, operator and community feedback and the service plan increments outlined in the adopted 5-year Service Plan. A resulting menu of service options was developed.

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

- \$4.2 million in targeted expansion of service, based on expected ridership and partner funding
- Enhanced Frontrunner service of approximately \$1.0 million to help meet requirements associated with the new Vineyard station
- Introduction of new UTA On Demand microtransit services of \$3.1 million in the South Davis County and Tooele County areas and revenue-backed service in Salt Lake City will provide enhanced service and transit coverage
- Additional Paratransit service to support service additions
- Additional support for the Transit Communications Center
- Funding for additional transit stop maintenance
- Revenue vehicle overhauls



### Rail Apprentice Program

One of the cornerstones of UTA's approach to recruitment and retention is a new Rail Maintenance Apprenticeship program. Leveraging one-time funds, UTA is making a significant investment in this program which will help UTA attract and retain employees and develop a highly skilled workforce for the future.

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

### Recruitment and Retention

Like transit agencies all over the country and as with other Utah businesses, UTA is having unprecedented challenges recruiting and retaining employees. The 2022 Budget contains a comprehensive and strategic approach including:

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

### Information Technology

Technology is playing a larger role in the delivery of transit services. The 2022 Budget recognizes the need for ongoing support of existing technology and systems and contains investments in new and emerging technology, such as:

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

### Other Management and Support

Operating program support across multiple departments, including:

- Airport station customer service staffing
- Communications and public relations programs
- Payroll processing
- Risk management



## Changes From Tentative Budget to Final Adopted Budget

### UTAH TRANSIT AUTHORITY 2022 FINAL OPERATING BUDGET December 15, 2021

Attachment A

Revenue	2022 Tentative	Revenue Backed	Service	Recruitment &	Fuel & Power	JIT	Technical	2022 Final	Category	Final Adjusted
	Budget	Service	Adjustments	Retention	Price Increases	Adjustments	Budget	Budget	Adjustments	2022 Budget
1 Sales Tax	\$ 419,100,000						\$ 16,600,000	\$ 435,700,000	\$ -	\$ 435,700,000
2 Federal Preventive Maintenance	59,500,000							59,500,000	-	59,500,000
3 Passenger Revenue	36,033,000						(1,833,000)	34,200,000	-	34,200,000
4 Advertising	1,370,000						7,000	1,377,000	-	1,377,000
5 Investment Income	4,832,000						328,000	5,160,000	-	5,160,000
6 Other Revenues	13,826,000	1,770,000					(475,000)	15,121,000	-	15,121,000
7 Stimulus Funding	100,100,000							100,100,000	-	100,100,000
8 Total Revenue	634,761,000	1,770,000	-	-	-	-	14,627,000	651,158,000	-	651,158,000
<b>Operating Expense</b>										
9 Bus	116,830,000		410,000	1,240,000	1,037,000	780,000		120,297,000	(233,000)	120,064,000
10 Commuter Rail	31,721,000		(228,000)	60,000	450,000	47,000		32,050,000	148,000	32,198,000
11 Light Rail	56,900,000			280,000	450,000		(10,000)	57,620,000	4,000	57,624,000
12 Paratransit Service	25,888,000			150,000	183,000			26,221,000	(4,000)	26,217,000
13 Rideshare/Vanpool	3,705,000				90,000			3,795,000	-	3,795,000
14 Operations Support	61,525,000				37,000	25,000	46,000	61,633,000	103,000	61,736,000
15 Management & Support	49,140,000	1,770,000		99,000	14,000		124,000	51,147,000	(117,000)	51,030,000
16 Planning/Capital Support	9,377,000						17,000	9,394,000	99,000	9,493,000
17 Non-Departmental	1,000,000							1,000,000	-	1,000,000
18 Total Operating Expense	356,086,000	1,770,000	182,000	1,829,000	2,261,000	852,000	177,000	363,157,000	-	363,157,000
<b>Debt Service, Contribution to Reserves, and Transfer to Capital</b>										
19 Principal and Interest	144,340,000						497,000	144,837,000	-	144,837,000
20 Bond Service Utah County for UVX BRT progra	8,872,000						(5,498,000)	3,374,000	-	3,374,000
21 Contribution to Reserves	16,400,000						(496,000)	15,904,000	-	15,904,000
22 Transfer to Capital	109,063,000						14,823,000	123,886,000	-	123,886,000
23 Total Debt Service and Reserves	278,675,000	-	-	-	-	-	9,326,000	288,001,000	-	288,001,000
24 Total Expense	\$ 634,761,000	\$ 1,770,000	\$ 182,000	\$ 1,829,000	\$ 2,261,000	\$ 852,000	\$ 9,503,000	\$ 651,158,000	\$ -	\$ 651,158,000



## Sources and Uses

### Key Assumptions and Sources and Uses

In the spring and early summer of 2021, staff began identifying key assumptions that would assist in the development of the 2022 Budget and underlying 5-year Plans. For the first time in recent history, UTA contracted with the Economic Development Unit at the University of Utah to generate sales tax forecasts.

Other assumptions developed in April were re-evaluated in August and presented to the Board of Trustees and the Local Advisory Council in September and October for their review. The key assumptions and rationale for the assumptions are provided below.

### Summary – 2022 Sources

#### Sales Tax Revenues - \$435.7 million

Assumes a 6.1 percent growth in sales tax over projected 2021 sales tax collections. In 2021 UTA engaged Stephen C. Bannister, PH.D. Associate Director of Economics at the University of Utah to provide an expert view of our historical sales tax data and provide UTA with professional forecasts based on the University's econometric models. These sales tax revenues are used for operations and maintenance, debt servicing, and capital program support.

#### Federal Stimulus funds - \$100.1 million

The CARES, CRRSAA, and a third round of federal COVID-19 related relief known as American Rescue Plan Act (ARPA) have been used to supplement operations and maintenance and, to a limited extent, have been committed to eligible capital investments. All the CARES and CRRSAA funds have been spent/reimbursed in 2021 and UTA has accrued eligible costs of about \$68 million in 2021, reimbursement pending execution of the ARPA grant agreement.

#### Federal Preventive Maintenance - \$59.5 million

These Federal formula programs fund a portion of preventive maintenance. Federal Preventive Maintenance (PM) funds are programmed in 2022 to support Bus, TRAX, S-Line Streetcar, and Frontrunner preservation.



Based on FY 2021 Federal Apportionments, this projection does not include the yet to be determined allocation of formula funds as approved in the Infrastructure Investment and Jobs Act (IIJA) signed into law by President Biden on November 15, 2021. UTA will update its formula PM projections in Q1 2022 as apportionments are announced and plans to expend the funds are developed.

Passenger Revenue - \$34.2 million

Slow but steady ridership recovery has resulted in lower fare growth in collections due to ongoing COVID-19 impacts on ridership habits and trends. UTA's major business/employer pass program revenues have been impacted by large customers migrating from bulk passes to pay per use pass programs to reflect their current return-to-work status.

Other Operating Revenue - \$21.7 million

Includes advertising revenues, investment income, and funding from local partners for purchased service.

Capital Fund Sources (non UTA funds) - \$104.2 million

Primary sources are:

- Grant funding - \$44.3 million. These federal funds are used for specific approved capital projects including electric bus acquisition, BRT funding, completion of the new Depot District bus maintenance facility, and other investments across the system.
- Leasing - \$15.8 million. These funds are used for the purchase of revenue vehicles and are determined by the revenue vehicles replacement plan.
- Utah State funding - \$33.4 million. These funds are used for specific approved capital projects, primarily those projects approved for funding by the 2021 Utah State Legislature.
- Local funding from local communities and organizations - \$10.6 million. These include local funding for right of way preservation/acquisition in Box Elder County, matching funds for end-of-line TIGER funded grant projects and local share in other investments.



## Summary – 2022 Uses

Operating uses of funds are \$363.1 million, an increase of \$40.9 million or 12.7 percent from the FY21 budget. The primary uses are detailed below:

- Labor cost increased 10 percent over 2021 budgeted levels. These increases are due to an average wage increase of 3.1 percent, increased benefits costs of 7.5 percent, and the addition of staff to support service increases and other initiatives. The FY22 budget includes the addition of 134 FTE's, primarily related to service increases.
- Fuel costs are budgeted at an increase of 32.9 percent. Fuel prices have increased significantly. The 2022 Budget assumes \$2.75 per gallon for diesel and \$2.59 per gallon for gasoline, an increase of \$.50 per gallon.
- Utilities costs are projected to increase 7.3 percent.
- Parts represent a 1.5 percent increase primarily due to increases in prices for parts and increased shipping costs. Overall usage of parts is expected to decline if those two factors are excluded from parts costs.

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

- Major capital projects such as: \$32.6 million for the Depot District bus maintenance facility, \$25.5 million for the Ogden/Weber State University BRT (Ogden Express - OGX), \$15.0 million for Frontrunner double tracking, and \$15.0 million to continue work on the Mid-Valley Connector BRT project in Salt Lake County.
- UTA has allocated \$71.4 million to continue efforts to bring all transit systems into a state of good repair. This includes capital budget toward vehicle replacements, technology replacements and upgrades, facility maintenance, rail vehicle overhauls and rail system replacements.
- Other capital projects consist of, but not limited to, Box Elder right-of-way preservation, wayfinding signage, end of line enhancements, bus garage expansions, video camera sustainability and expansion, arc flash project, facility security, and a Frontrunner paint booth.

Total combined debt service for FY22 is \$148.2 million, which includes lease payments of \$11.4 million and debt service on outstanding bonds of \$133.9 million. Debt Service is cash that is required to cover the repayment of interest and principal on debt related to bonds issued by UTA and its Revenue Vehicle Leasing program. The FY22 debt service budget also reflects the ongoing offset of \$8.9 million from the federal interest subsidy related to the Build America Bonds issued in 2012.





## Sources – 2022 Detail

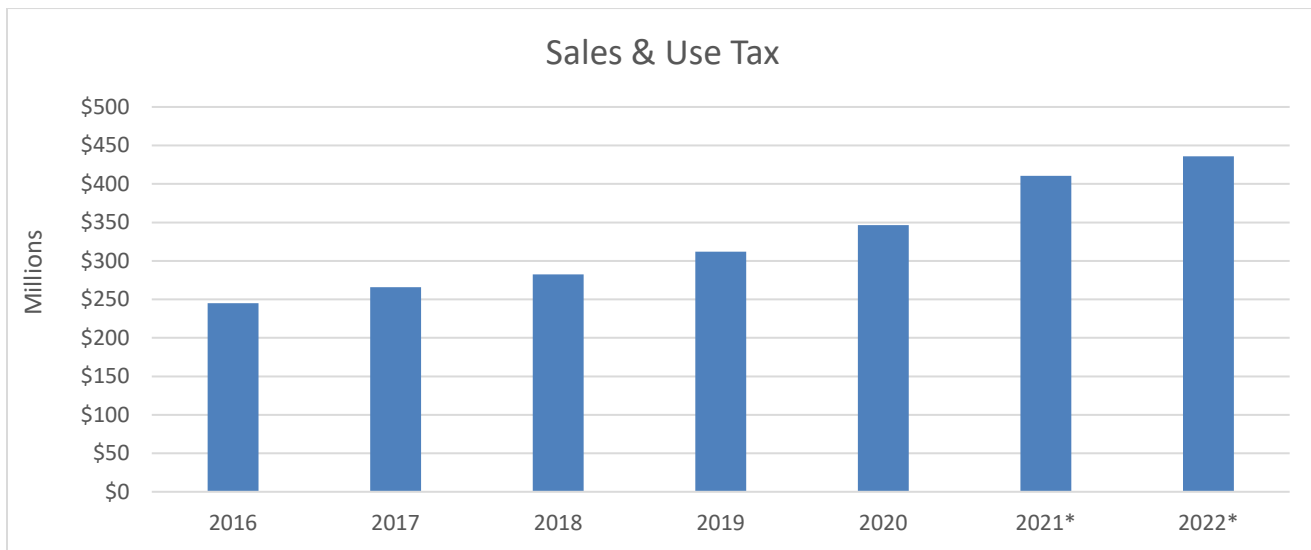
### 2022 Sales Tax Revenues - \$435.7 million:

UTA’s largest operating source of revenue is local sales taxes, which is imposed by the individual jurisdictions within the agency’s service area.

UTA’s sales tax is applied by each jurisdiction within the service area to gross taxable sales within the service district. From 2004 through 2020, gross taxable sales have grown by an average of 7.0 percent.

The 2022 Budget assumes a 6.1 percent increase over 2021 projected sales tax collections. The estimate is based on the University’s Economic Development Unit (EDU), projected sales tax growth rates applied to an adjusted 2021 projection using actuals through September. The estimate is generated using EDU’s econometric models. Sales tax forecasts were updated by EDU in October to inform the 2022 Budget and supporting 5-year Capital and financial plans.

Year	2017	2018	2019	2020	2021*	2022*
Sales Tax	\$245,008,000	\$265,770,000	\$298,640,000	\$361,591,000	\$410,600,000	\$435,700,000



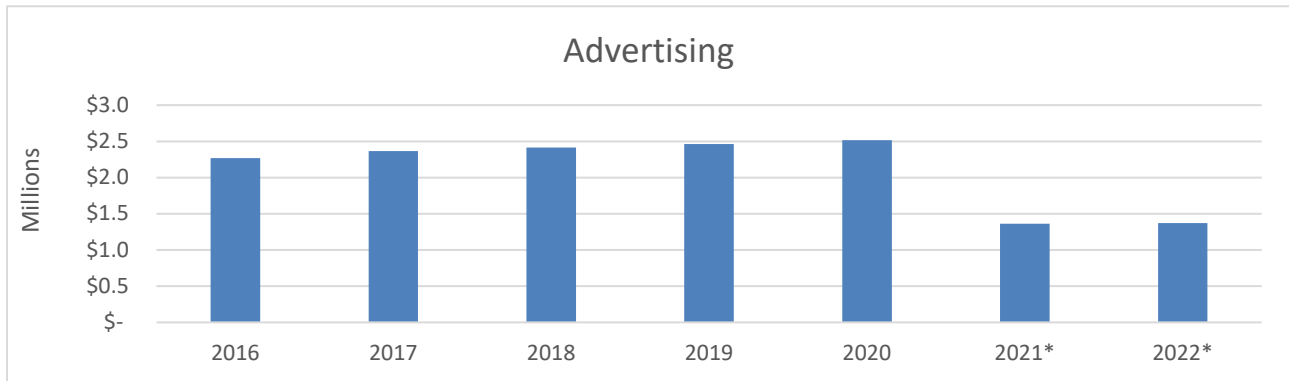
\*Budget/Projected



### Advertising \$1.37 million

Advertising revenues for UTA come from the lease of exterior space on the sides and rear of bus, interior and exterior advertising on light rail vehicles, and interior advertising on commuter rail cars. The annual growth rate for advertising over the last few years has been impacted by economic conditions related to the impact of COVID-19. For 2021 and 2022 advertising is conservatively projected to produce \$1.4 million each year.

Year	2017	2018	2019	2020	2021*	2022*
Advertising	\$2,367,000	\$2,413,000	\$2,463,000	\$2,035,000	\$1,363,000	\$1,370,000



\* Budget/Projected

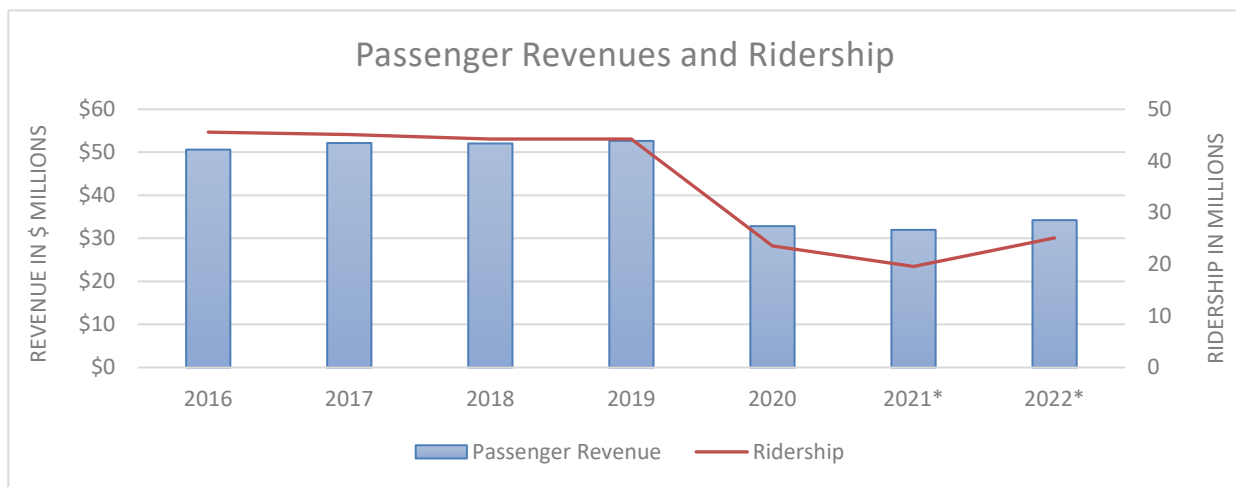


2022 Passenger Revenue – \$34.0 million:

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

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

Year	2017	2018	2019	2020	2021*	2022*
Passenger Revenue	\$52,159,000	\$52,052,000	\$52,649,000	\$32,845,000	\$31,979,000	\$34,239,000
Ridership*	45,119,782	44,216,695	44,239,223	23,559,294	19,564,000	24,821,000



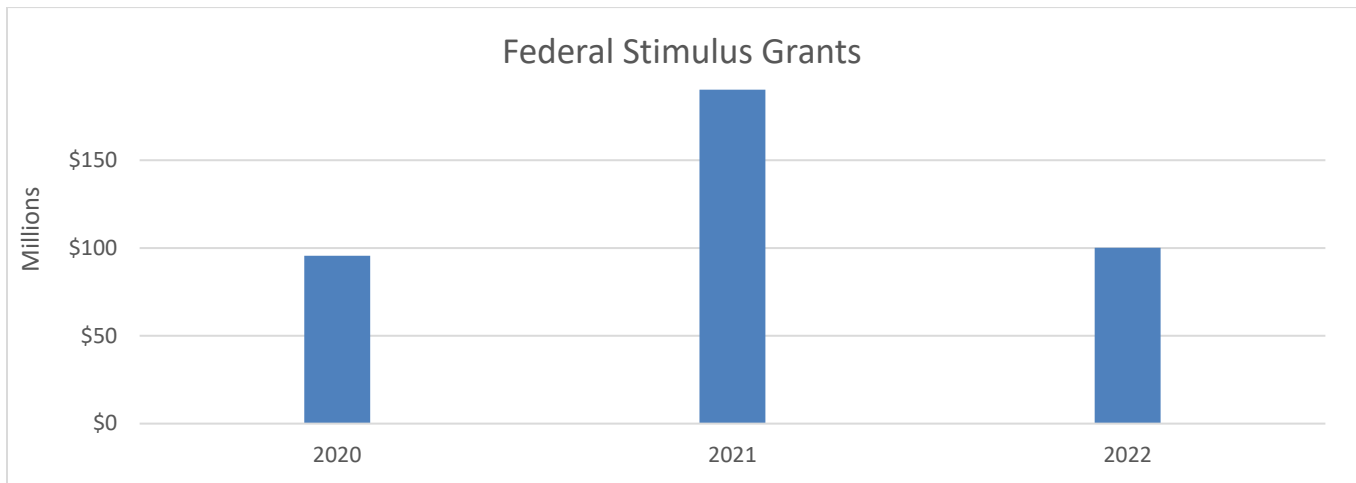
\* Budget/Projected



### Federal Stimulus Grants - \$100 million

Congress enacted three federal stimulus programs to support Transit Operations in the United States. Funding is provided at a 100-percent federal share, with no local match required, and is available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19 impacts. UTA received about \$390 million in Federal Stimulus funds from the CARES, CRRSAA, and ARP Acts. These funds were provided to transit agencies to support day-to-day operations, help offset lost fare revenues and support the economic recovery.

Operating expenses incurred beginning on January 20, 2020 were eligible, including expenses to maintain transit services as well as maintain operational readiness. CARES Act funding of \$187 million was exhausted in 2021. CRRSAA Act funding of \$33.6 million is also completely drawn down. ARPA reimbursement will occur as follows: \$68 million in 2021 and the remaining \$100 million in 2022.



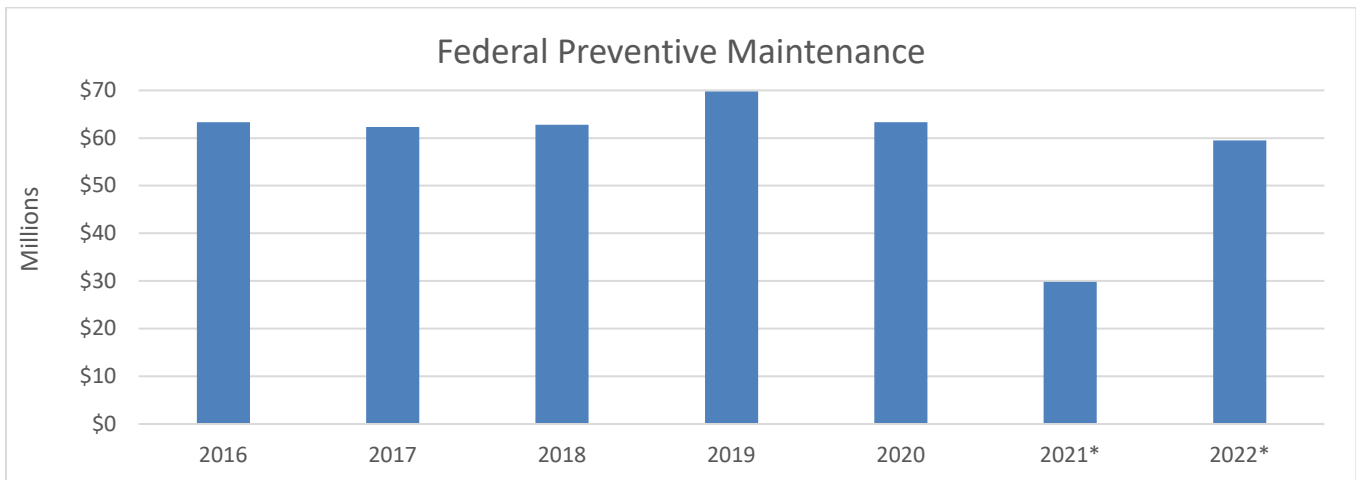
**Federal Preventive Maintenance Formula Grants – \$59.5 million**

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

The 2022 projections are based on FY 2021 Federal Apportionments. On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA). This much anticipated transportation funding act includes provisions to increase formulaic distributions and new discretionary funding. UTA is working with its lobbyists, partners, and our Federal Delegation to develop a strategy to maximize the provisions of this landmark legislation. UTA will update its formula PM projections in Q1 2022 as apportionments are announced and strategies to invest the funds are formulated.

The financial plan assumes \$59.5 million in Federal Transit Administration (FTA) formula funds to support the operating program (preventive maintenance). Some of the formula funds were allocated to eligible capital projects in 2021 and 2022.

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



\* Budget/Projected

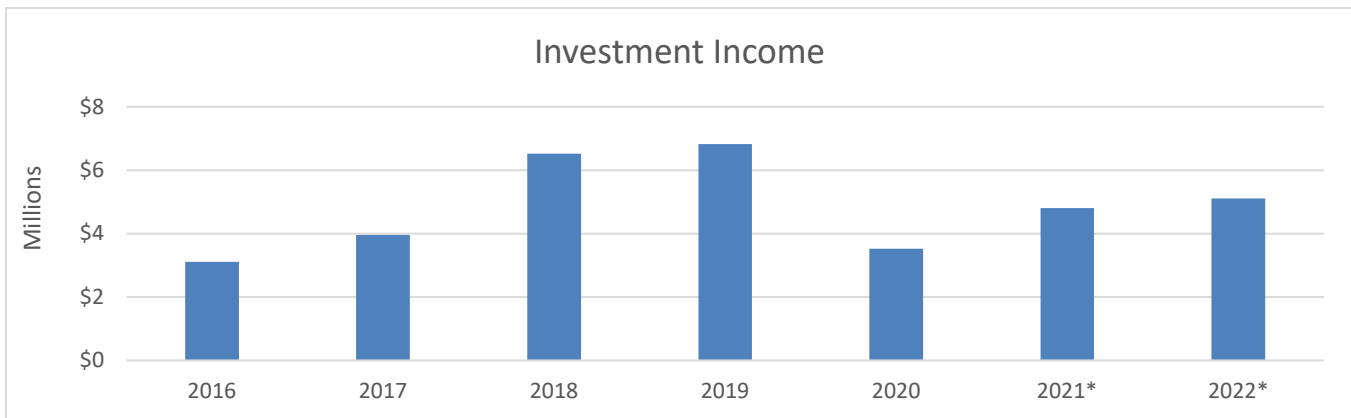


## Investment Income

Investment income consists of interest earned on invested operating funds not yet expended and funds held for future capital expenditures. In 2021, UTA issued an RFP seeking professional services for investment management services for a period of 10 years. After a careful evaluation using criteria designed to maximize long term investment strategy and produce the highest yield and best overall investments, UTA selected a new investment firm.

UTA will be moving roughly \$150 million from low interest accounts with the State to the control of a new investment firm, with the intention of increasing yields, within the provisions of the State of Utah Money Management Act.

Year	2017	2018	2019	2020	2021*	2022*
Investment Income	\$3,955,000	\$6,526,000	\$6,822,000	\$3,526,000	\$4,807,000	\$5,108,000



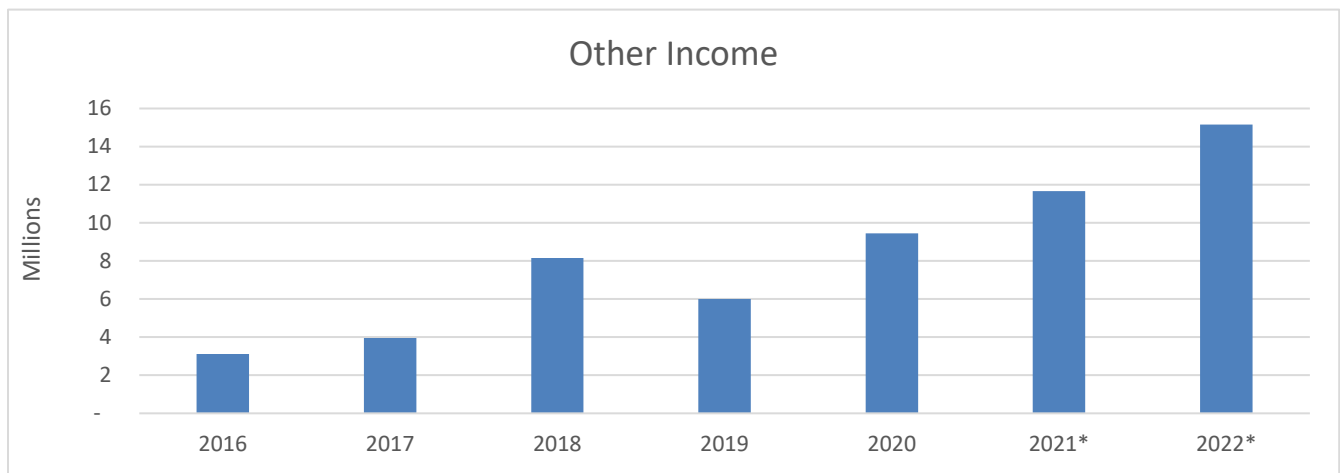
\* Budget/Projected



## Other Income

Other income for 2022 consists of \$8.3 million from Salt Lake City for enhanced bus and UTA On Demand microtransit service, \$3.3 million for other enhanced transit services, a \$2.0 million sales tax distribution from the Utah Department of Transportation, \$0.6 million from the Mountainland Association of Government's (MAG) fare subsidy for the Utah Valley Express (UVX) line, and \$1.0 million from transit-oriented development revenues.

Year	2017	2018	2019	2020	2021*	2022*
Other Income	\$3,954,000	\$8,156,000	\$6,001,000	\$9,443,000	\$11,656,000	\$15,158,000



\* Budget/Projected



## Uses – 2022 Detail

### Employee Compensation and Benefits - \$257.1 million:

The 2022 Budget reflects a 10 percent increase over the 2021 Budget.

### Services - \$34.9 million

Represents a 14.8 percent increase or \$3.5 million over the 2021 Budget. UTA On Demand microtransit services are included in this category and make up most of the increase.

### Utilities - \$6.4 million:

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

### Parts - \$22.9 million:

The 2022 Budget reflects a \$345,000 (1.5 percent) increase over the 2021 Budget. Before inflation expectations for parts of five percent and increased freight cost expectations of over \$100,000, total parts usage declines in the 2022 Budget versus 2021.

### Other O&M Costs - \$25.1 million

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

### Fuel and Propulsion Power - \$27.1 million:

Diesel is budgeted \$4.0 million higher than in 2021. Approximately \$1.1 million (27 percent) of this amount is related to higher consumption and \$2.9 million is due to updated assumptions for 2022 fuel costs. The 2022 Budget assumes \$2.75/gallon for diesel (\$2.25 in 2021) and \$2.59/gallon for gasoline (\$2.15 in 2021). There is no change in the assumptions for CNG.

Propulsion power cost increased \$534,000 or 8.8 percent, driven by increases in utility rates and small changes in miles driven by light rail.

### Debt Service - \$148.2 million:

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

The estimated payment to Utah County under the 2018 interlocal agreement for principal and interest on bonds issued for the Utah Valley Express (UVX) project is \$8.9 million.





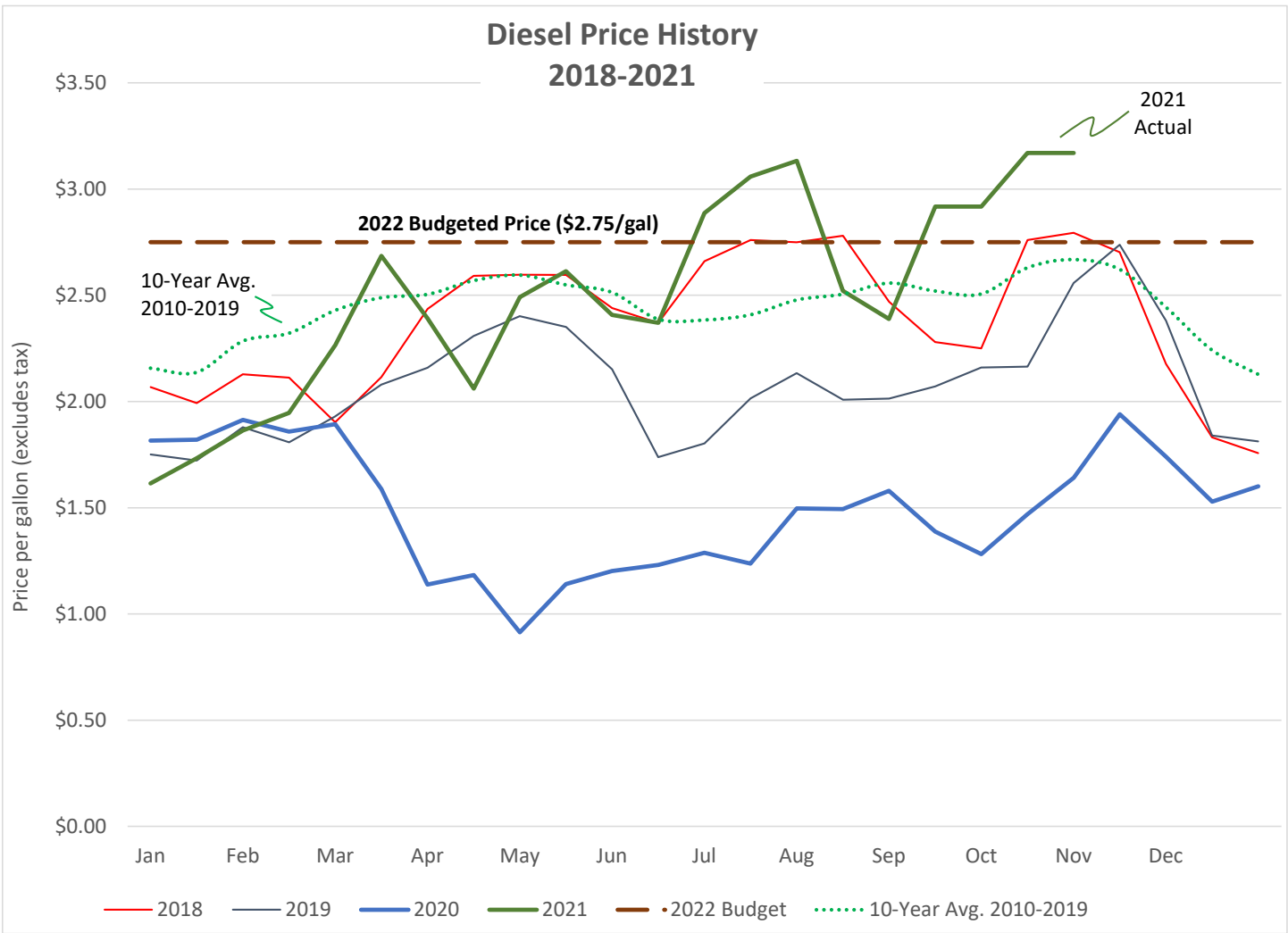
On November 10, 2021, UTA refunded via a negotiated sale, \$432 million in federally taxable sales tax revenue bonds at a true interest rate of 2.28 percent. These bonds were marketed as “green bonds” and the successful transaction resulted in a savings of over \$20 million in interest over the term of the bonds.

<b>Debt Service</b>	<b>FY20 Actual</b>	<b>FY21 Budget</b>	<b>FY22 Budget</b>
Cash Basis			
Principal	\$ 31,200,000	\$ 40,300,000	\$ 55,735,000
Interest	96,775,000	96,629,000	86,587,000
Build America Subsidies	(8,893,000)	(8,870,000)	(8,889,000)
Leasing	7,514,000	8,334,000	11,393,000
Utah County Debt	6,108,000	9,251,000	3,374,000
	<b>\$ 132,704,000</b>	<b>\$ 145,644,000</b>	<b>\$ 148,200,000</b>
Full Accrual			
Principal			\$ 5,450,000
Interest			1,063,000
Utah County Debt			9,537,000
Other			-
<b>Total Debt Service</b>	<b>\$ 132,704,000</b>	<b>\$ 145,644,000</b>	<b>\$ 164,250,000</b>

Lease payments - \$11.4 million:

The 2022 Budget assumes \$11.4 million in 2022 lease payments for UTA’s revenue vehicles. UTA leases non-grant backed revenue vehicles, paratransit vehicles and vanpool vehicles.





## 2021-2022 Revenue Comparison

	2020 Actual	2021 Forecast	2022 Budget	Change 2022 - 2021
Sales Tax	\$ 361.6	\$ 410.6	\$ 435.7	\$ 25.0
Preventative Maintenance	64.6	29.8	59.5	\$ 29.8
Stimulus Funds	95.6	192.8	100.1	\$ (92.7)
Passenger Revenue	32.8	32.0	34.2	\$ 2.3
Salt Lake City Revenue <sup>1</sup>	4.1	5.1	8.2	\$ 3.2
Investment Income	3.5	4.8	5.1	\$ 0.3
Advertising Revenue	2.0	1.4	1.4	\$ 0.0
Other Revenue	5.3	6.6	6.9	\$ 0.3
Total Revenue Sources	<u>\$ 569.7</u>	<u>\$ 683.0</u>	<u>\$ 651.2</u>	<u>\$ (31.8)</u>

### Footnotes

<sup>1</sup> Revenue backed service in Salt Lake City



## 5-Year Sources and Uses

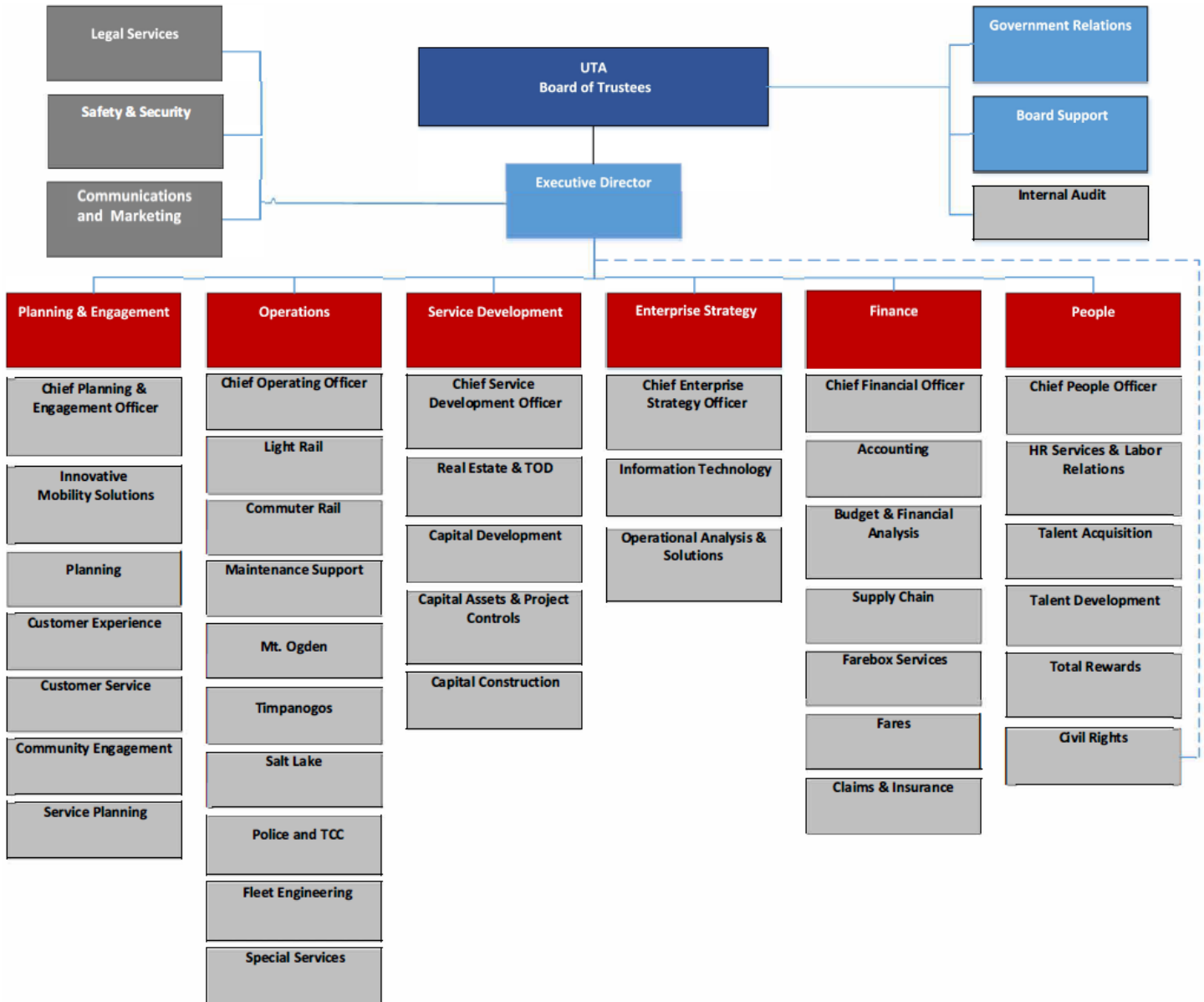
		Forecast 2021	Forecast 2022	Forecast 2023	Forecast 2024	Forecast 2025	Forecast 2026
<b>Sources</b>							
<b>A</b>	<b>Beginning Balance</b>	\$ 333.1	\$ 524.5	\$ 540.5	\$ 474.4	\$ 425.5	\$ 389.8
	Sales Tax	\$ 410.6	\$ 435.7	\$ 454.8	\$ 472.2	\$ 489.3	\$ 506.3
	PM Funds (FTA)	29.8	59.5	73.9	74.6	75.4	76.1
	Stimulus Funds	192.8	100.1	-	-	-	-
	Passenger Revenue	32.0	34.2	39.9	45.2	51.5	54.1
	Capital Sources	151.4	104.2	260.7	191.0	176.3	98.6
	Other Sources	17.8	21.6	22.7	22.9	22.0	26.9
<b>B</b>	<b>Total Sources</b>	\$ 834.3	\$ 755.4	\$ 852.0	\$ 805.9	\$ 814.4	\$ 762.0
<b>Uses</b>							
	Operating Expense	\$ 322.3	\$ 363.1	\$ 399.4	\$ 417.4	\$ 435.9	\$ 455.1
	Capital Expense	174.9	228.1	360.3	270.3	238.7	147.8
	Debt Service	145.6	148.2	158.4	167.0	175.6	181.8
<b>C</b>	<b>Total Uses</b>	\$ 642.9	\$ 739.4	\$ 918.2	\$ 854.7	\$ 850.2	\$ 784.7
<b>D</b>	<b>Net Change</b>	\$ 191.4	\$ 16.0	\$ (66.1)	\$ (48.8)	\$ (35.8)	\$ (22.6)
<b>E</b>	<b>Ending Balance</b>	\$ 524.5	\$ 540.5	\$ 474.4	\$ 425.5	\$ 389.8	\$ 367.1
<b>F</b>	<b>Reserves</b>	151.1	165.6	179.2	189.5	200.4	212.0
<b>G</b>	<b>Unrestricted Fund Balance</b>	\$ 373.4	\$ 374.9	\$ 295.2	\$ 236.1	\$ 189.3	\$ 155.1

E = A + B - C

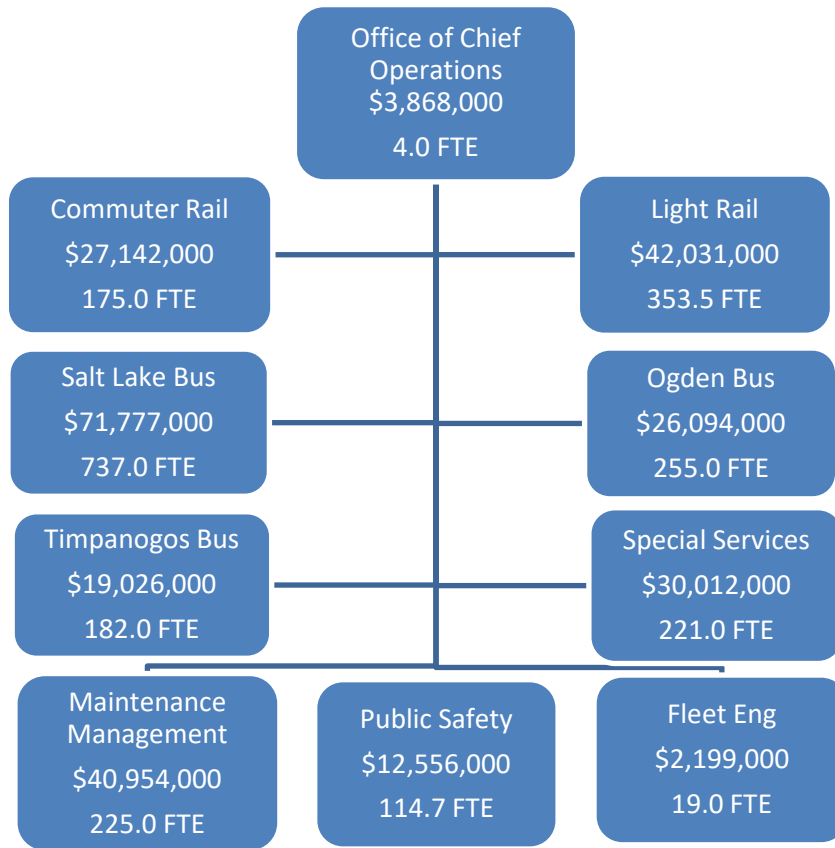
G = E - F



# Organization Chart



## Operations Budget Overview



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

- *Service Operations.* Operate bus, light rail, commuter rail, vanpool, and paratransit services across the UTA service area in a safe and efficient manner.
- *Maintenance Services.* Maintain the buses, rail cars and rail right of way to allow the safe and comfortable operation of services to UTA’s customers.
- *Operations Planning.* The Operations Planning Department partners with Service Planning to design and operationalize the adopted 5-year Service Plan.
- *Public Safety.* UTA has an internal police department focused on keeping our community, our riders, and our employees safe. Our police also engage in community service and support our local authorities.
- *Fleet Engineering.* Assists in fleet acquisition and maintenance across all modes.



## Operations Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
COO Office*	\$17,495,084	\$18,623,258	\$1,128,174
Maintenance Mgt	39,087,067	40,953,996	1,866,929
Salt Lake Bus	65,624,238	71,777,179	6,152,941
Mt. Ogden Bus	21,838,431	26,093,540	4,255,109
Timpanogos Bus	17,671,215	19,025,874	1,354,659
Special Services	27,669,398	30,011,635	2,342,237
Light Rail	40,775,968	42,030,755	1,254,787
Commuter Rail	24,044,553	27,142,191	3,097,638
<b>Totals</b>	<b>\$254,205,954</b>	<b>\$275,658,427</b>	<b>\$21,452,473</b>

*\*Includes Public Safety and Fleet Engineering*



## Operations Budget Changes (\$ in thousands)

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Final Budget
\$ 254,206	\$ (5,062)	\$ (478)	\$ 2,433	\$ 7,683	\$ 3,339	\$ 262,120	\$ 13,538	\$ 275,658

### Summary of budget changes

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

### Operations 2022 Key Initiatives

- Implement expanded service as identified in adopted Five-Year Service Plan
- Continue COVID-19 recovery efforts
- Provide efficient and effective service - ridership, cost, reliability, and minimizing service interruptions (KPI's)
- Ensure safe and secure system with emphasis on avoidable accidents and Police presence (KPI's)
- Continue development of the business plan for FrontRunner to create a system-wide service vision and define short-and long-term investments and funding strategies
- Finalize fixed bus fleet replacement plan aligned with Revenue Fleet Replacement Plan
- Support implementation of Rail Apprenticeship Program





## Operations Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$126,653,465	\$136,190,010	7.5%
Fringe	61,909,402	68,937,205	11.4%
Services	12,204,691	12,473,657	2.2%
Fuel	21,875,022	27,230,884	24.5%
Parts	22,265,858	22,499,222	1.0%
Utilities	5,095,134	5,345,648	4.9%
Non-Departmental	4,562,491	2,804,928	-38.5%
Other O&M	7,617,493	8,084,274	6.1%
Capitalized Costs	(7,977,602)	(7,907,401)	-0.9%
<b>Totals</b>	<b>\$254,205,954</b>	<b>\$275,658,427</b>	<b>8.4%</b>

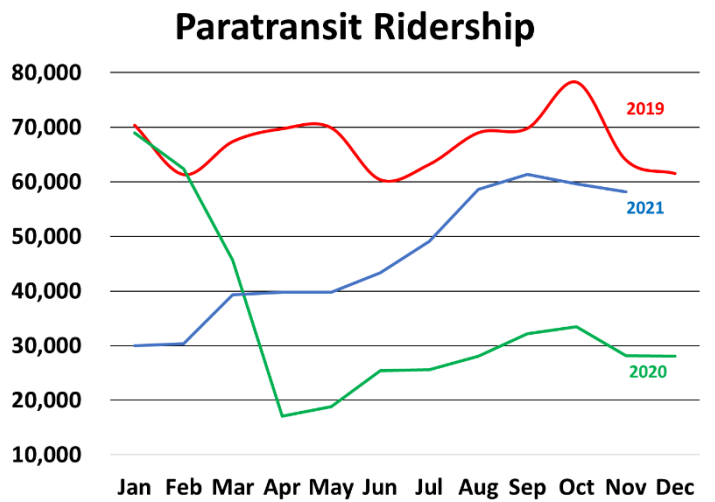
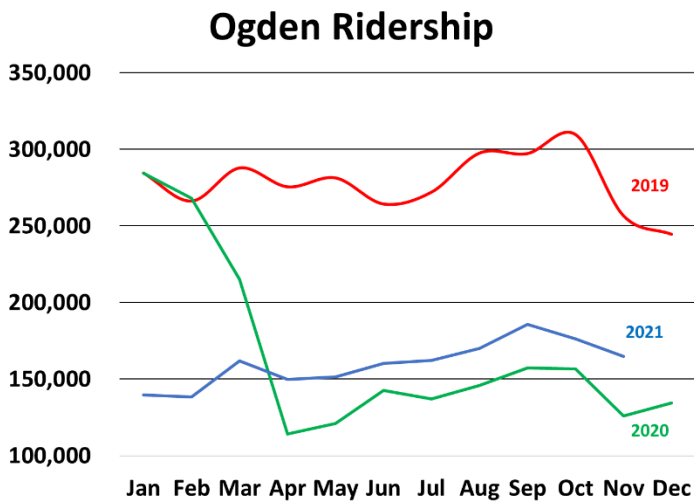
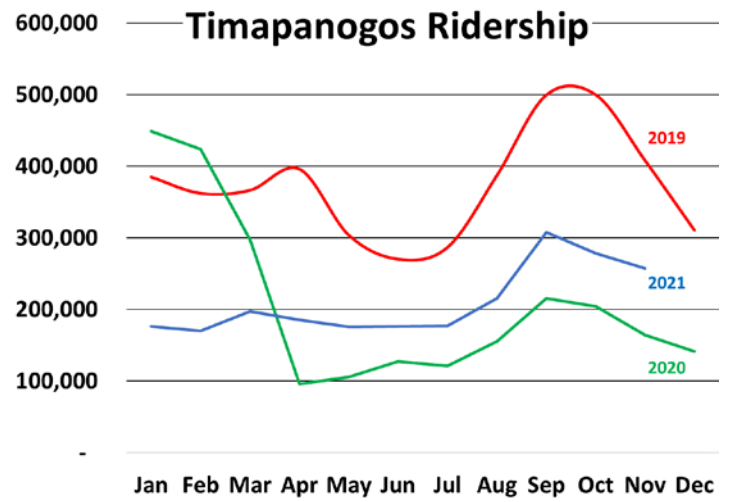
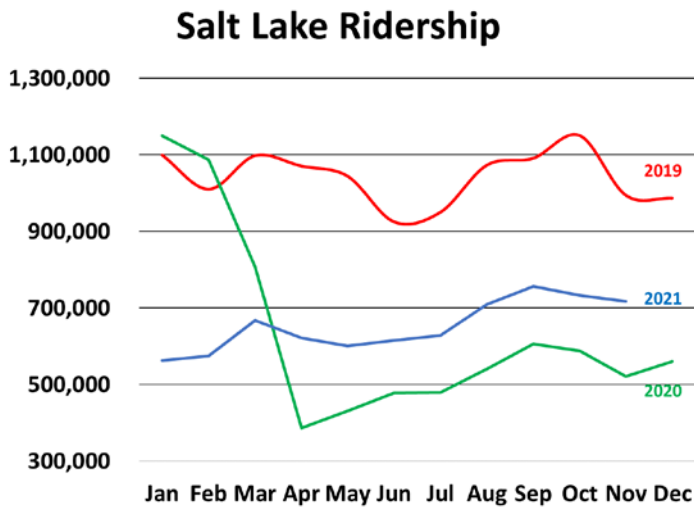


## Operations FTE Summary

	2021 Budget	2022 Budget	Change
COO Office	2.00	4.00	2.00
Public Safety	110.73	114.73	4.00
Fleet Engineering	6.00	19.00	13.00
Maintenance Mgt	223.00	225.00	2.00
Salt Lake Bus	720.00	737.00	17.00
Mt. Ogden Bus	230.00	255.00	25.00
Timpanogos Bus	179.00	182.00	3.00
Special Services	214.00	221.00	7.00
Light Rail	359.00	353.50	(5.50)
Commuter Rail	168.00	175.00	7.00
<b>Totals</b>	<b>2,211.73</b>	<b>2,286.23</b>	<b>74.50</b>

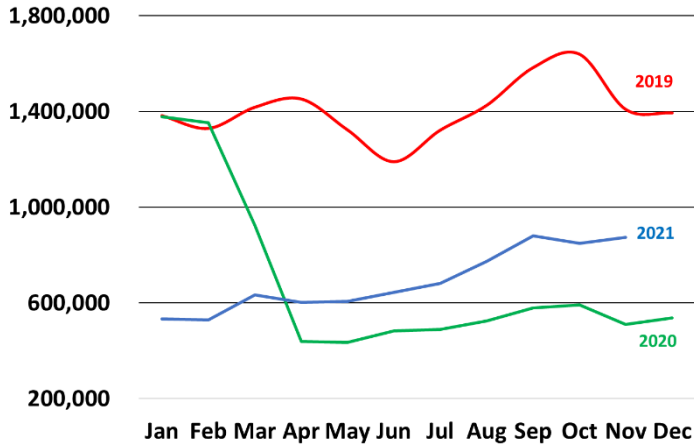


RIDERSHIP BY MODE (BUS AND PARATRANSIT)

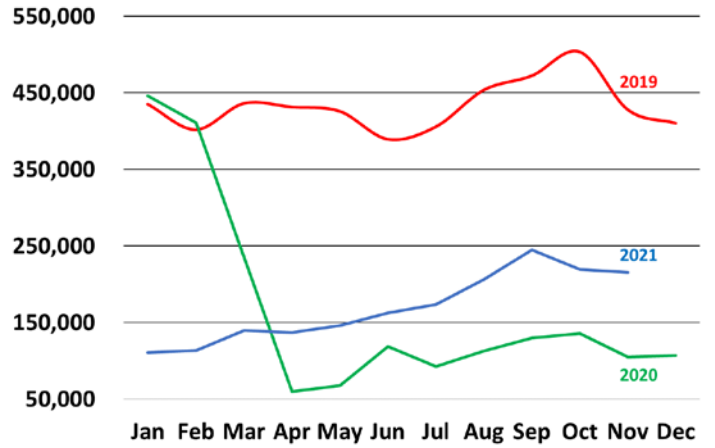


# RIDERSHIP

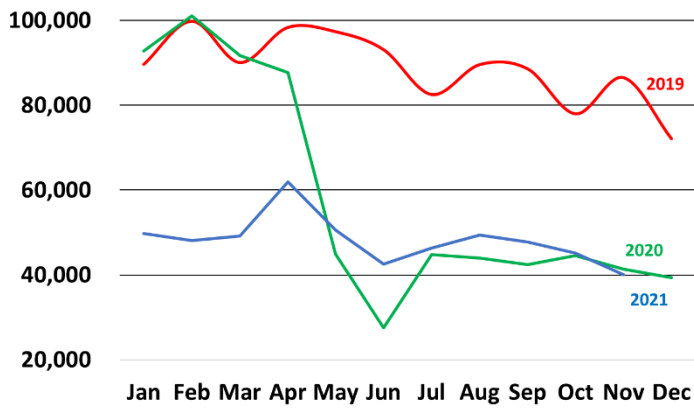
## Light Rail Ridership



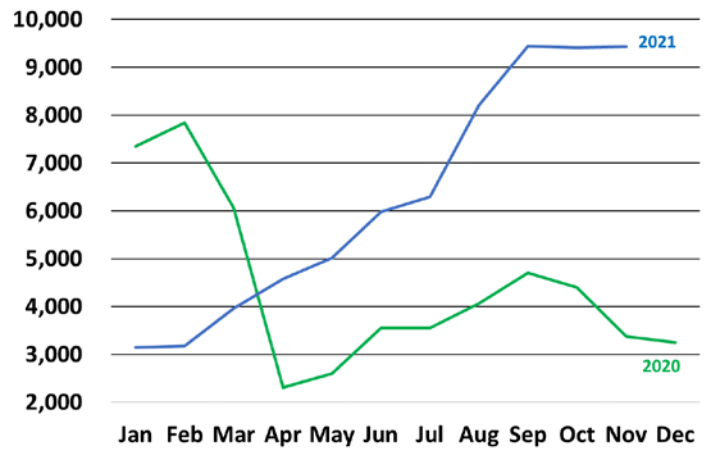
## FrontRunner Ridership



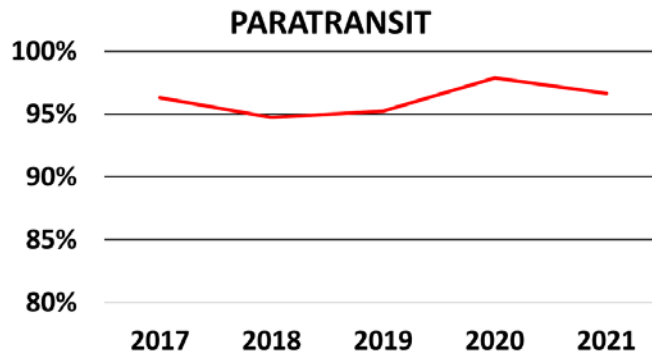
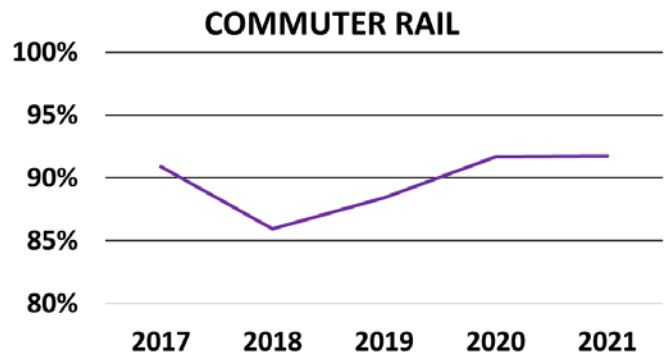
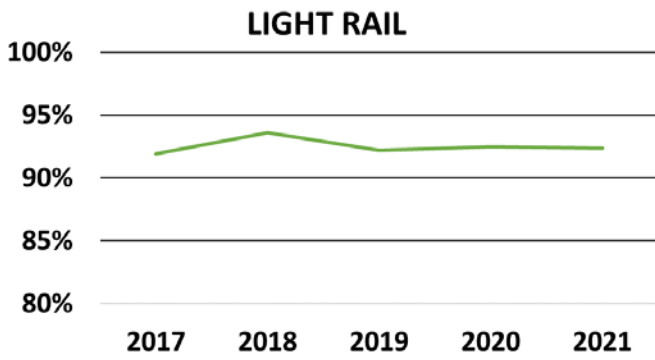
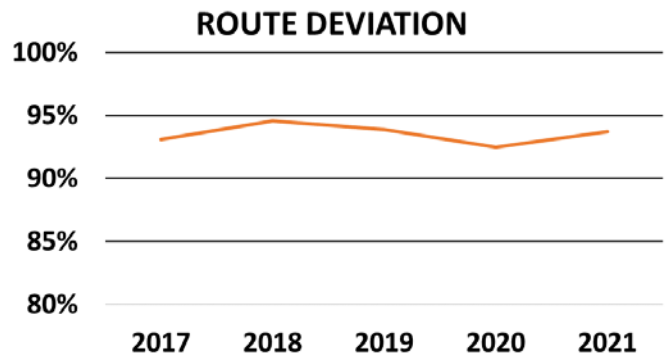
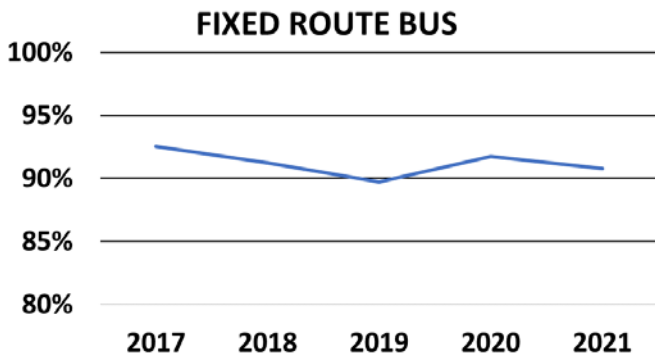
## Vanpool Ridership



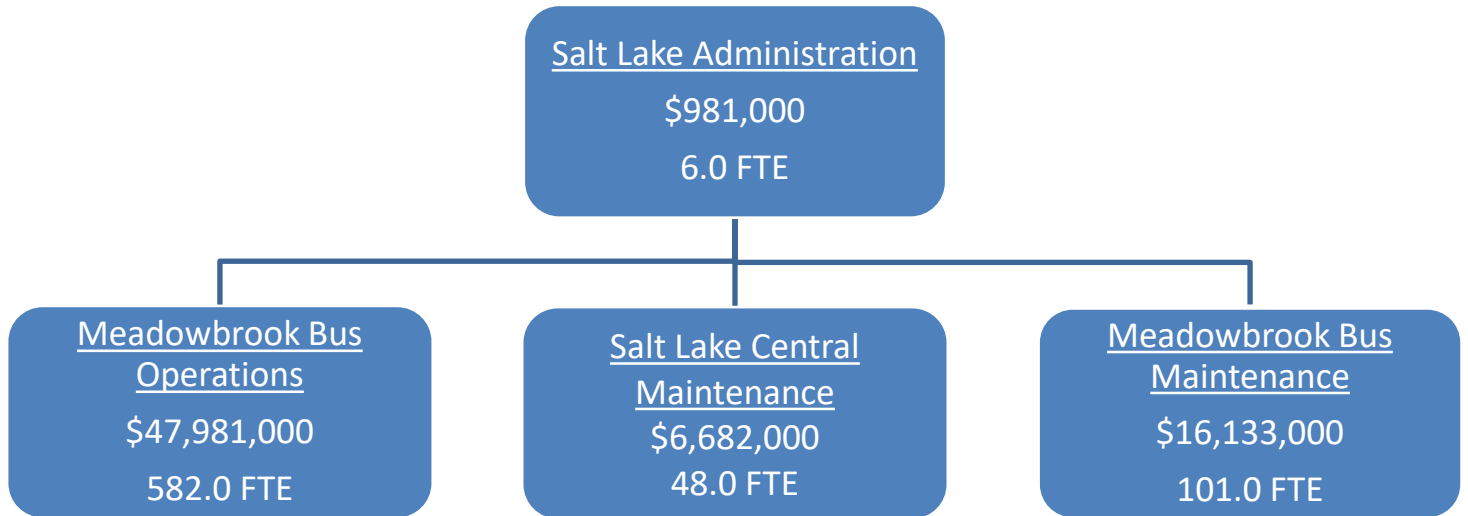
## On Demand Ridership



## SYSTEMWIDE ON-TIME PERFORMANCE



## Salt Lake Service Unit



Salt Lake Service Area



## Salt Lake Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
Salt Lake Administration	\$950,796	\$980,759	\$29,963
Salt Lake Operations	43,060,256	47,980,771	4,920,515
Salt Lake Maintenance	21,613,186	22,815,649	1,202,463
<b>Totals</b>	<b>\$65,624,238</b>	<b>\$71,777,179</b>	<b>\$6,152,941</b>

## Salt Lake Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$37,454,487	\$40,198,944	7.3%
Fringe	19,157,588	21,502,518	12.2%
Services	408,288	393,400	-3.6%
Fuel	4,762,408	5,601,416	17.6%
Utilities	2,914,843	2,781,112	-4.6%
Parts	60,823	72,000	18.4%
Other O&M	865,801	1,227,789	41.8%
<b>Totals</b>	<b>\$65,624,238</b>	<b>\$71,777,179</b>	<b>9.4%</b>



## Salt Lake FTE Summary

	2021 Budget	2022 Budget	Change
Salt Lake Administration	6.0	6.0	-
Salt Lake Operations	563.0	582.0	19.0
Salt Lake Maintenance	151.0	149.0	(2.0)
Totals	720.0	737.0	17.0

### Summary of budget changes:

- Mobilization and new service to begin August 2022
  - Salt Lake City and Salt Lake County service improvements
- Transfer Service to Flex Route and UTA On Demand (August 2021)
- Net increased service cost \$2,581,000

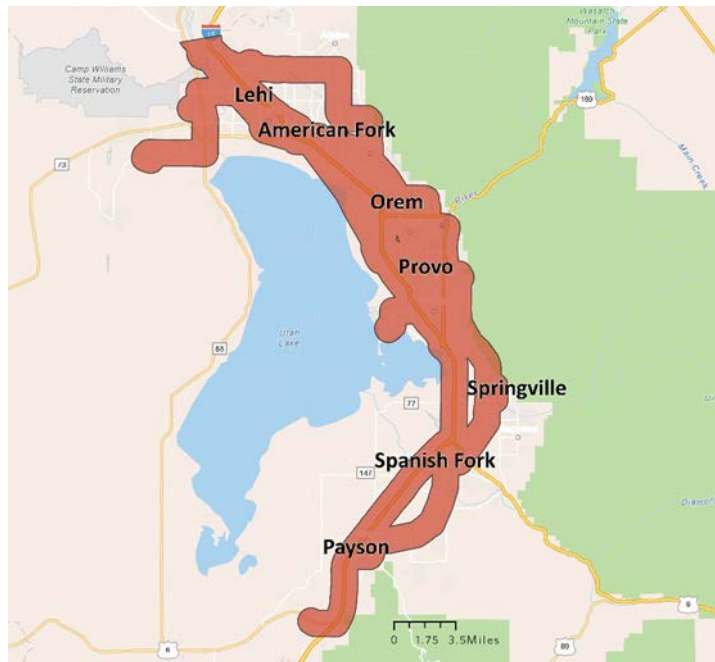
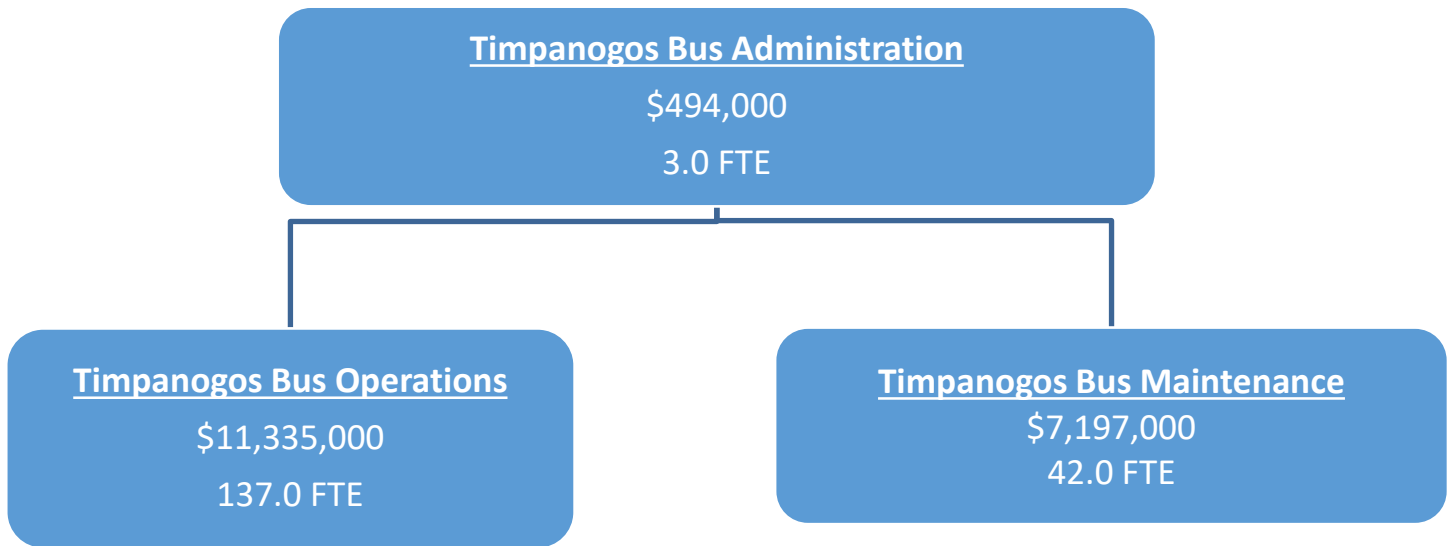
### Key Initiatives:

- Continue COVID-19 recovery efforts
- Meet all Chief Operating Officer's KPI's providing efficient, safe, and reliable service
- Implement increased service in Salt Lake County service
- Prepare for SLC agreement service (August 2022)
- Finalize Meadowbrook Maintenance expansion
- Complete final phases of Depot District bus maintenance facility construction
- Complete supervisor training
- Implement staffing strategies in current employment market





## Timpanogos Service Unit



Timpanogos Service Area



## Timpanogos Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
Timp Administration	\$447,693	\$493,966	\$46,273
Timp Operations	10,573,829	11,335,403	761,574
Timp Maintenance	6,649,693	7,196,505	546,812
<b>Totals</b>	<b>\$17,671,215</b>	<b>\$19,025,874</b>	<b>\$1,354,659</b>

## Timpanogos Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$9,799,692	\$10,278,979	4.9%
Fringe	4,817,377	5,356,880	11.2%
Services	118,995	121,809	2.4%
Fuel	1,738,621	2,088,135	20.1%
Parts	939,047	915,136	-2.5%
Utilities	12,000	15,900	32.5%
Other O&M	245,483	249,035	1.4%
<b>Totals</b>	<b>\$17,671,215</b>	<b>\$19,025,874</b>	<b>7.7%</b>



## Timpanogos FTE Summary

	2021 Budget	2022 Budget	Change
Timp Administration	3.00	3.00	-
Timp Operations	134.00	137.00	3.00
Timp Maintenance	42.00	42.00	-
<b>Totals</b>	<b>179.00</b>	<b>182.00</b>	<b>3.00</b>

### Summary of budget changes:

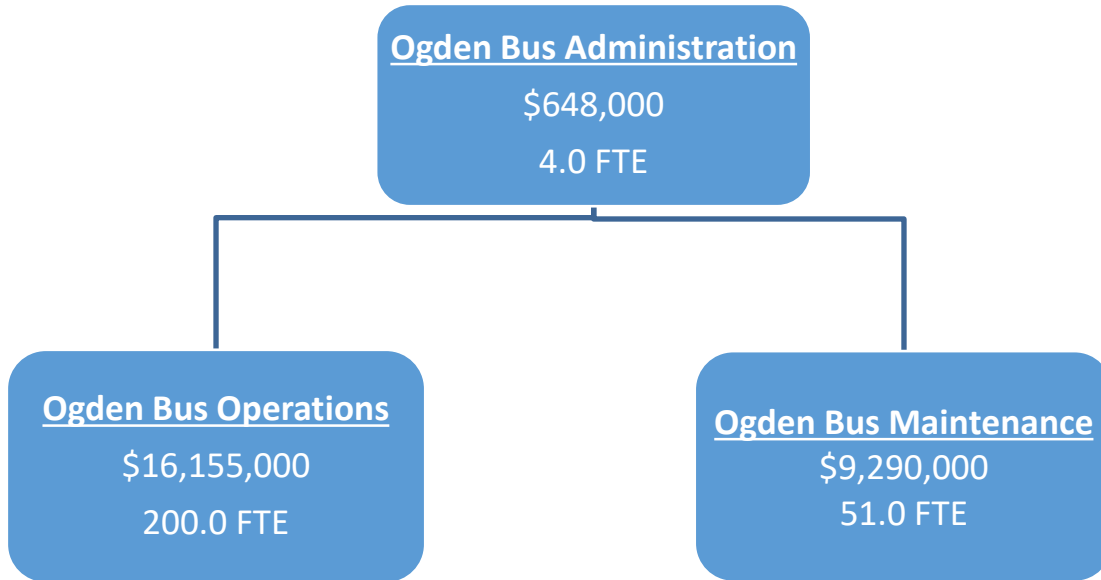
- Extend Route 834 from Orem Station to Vineyard Station (April 2022)
- Adjust Route 871 service in the Lehi Tech Corridor from 30 to 60 minutes (August 2022)
- Three additional Operators
- Increased service cost \$326,000

### Key Initiatives:

- Continue COVID-19 recovery efforts
- Meet all Chief Operating Officer's KPI's providing efficient, safe, and reliable service
- Restore six-minute UVX service during peak hours
- Partner with UTA's Service Development Office on Central Corridor implementation study and planning process
- Participate and support the Environmental Impact Study process for the South Valley Transit Study in partnership with CSDO
- Implement Traffic Signal Priority Pilot Project with UDOT for the Route 850 (Lehi to Provo on State Street)
- Focus on employee engagement opportunities



## Ogden Service Unit



## Ogden Service Area



## Mt. Ogden Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
Ogden Administration	\$590,920	\$648,015	\$57,095
Ogden Operations	13,355,563	16,155,430	2,799,867
Ogden Maintenance	7,891,948	9,290,095	1,398,147
Totals	\$21,838,431	\$26,093,540	\$4,255,109

## Mt. Ogden Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$12,201,833	\$14,264,968	16.9%
Fringe	6,115,681	7,193,954	17.6%
Services	173,250	191,000	10.2%
Fuel	2,029,256	2,719,680	34.0%
Parts	1,031,426	1,311,729	27.2%
Utilities	12,700	15,000	18.1%
Other O&M	274,285	397,209	44.8%
Totals	\$21,838,431	\$26,093,540	19.5%



## Mt. Ogden FTE Summary

	2021 Budget	2022 Budget	Change
Ogden Administration	4.00	4.00	-
Ogden Operations	177.00	200.00	23.00
Ogden Maintenance	49.00	51.00	2.00
Totals	230.00	255.00	5.00

### Summary of budget changes:

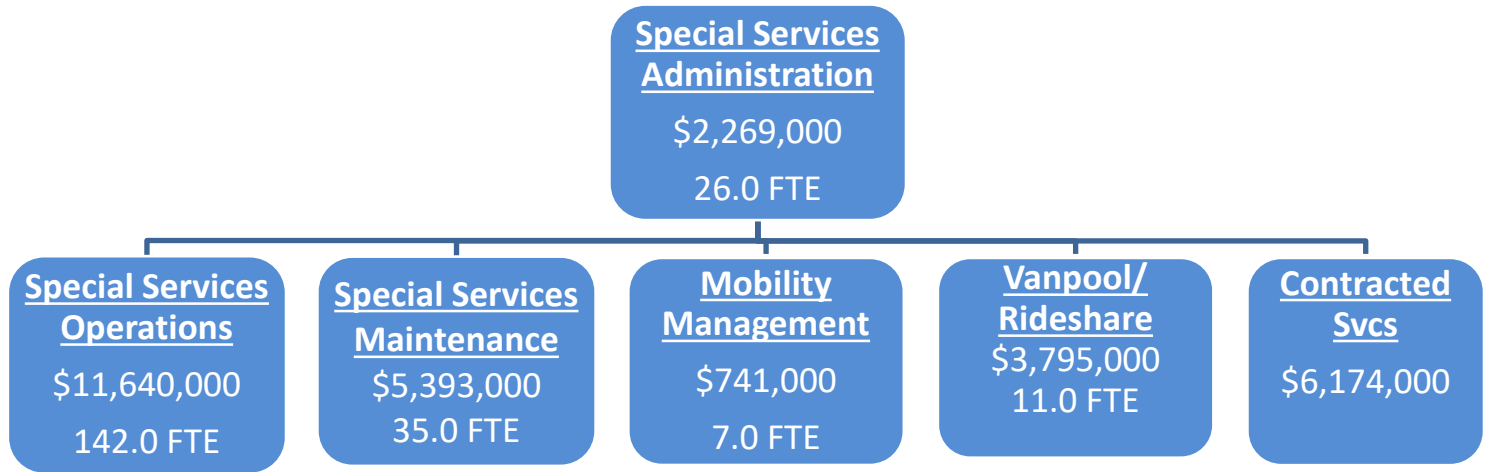
- Begin Weber State University Shuttle portion of OGX (Fall 2022)
  - Five additional operators
  - Increased service cost \$260,000
- OGX mobilization
  - BRT Route and Electric Bus training for operations and maintenance
  - One additional Operations Supervisor
  - One additional Mechanic
  - Increased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

### Key Initiatives:

- Continue COVID-19 Recovery
- Successfully implement OGX/Weber State Shuttle
- Integrate eleven Battery Electric Buses and charging infrastructure
- Prepare for OGX opening
- Provide service for Warriors Over the Wasatch Air Show
- Meet all Chief Operating Officer's KPI's providing efficient, safe, and reliable service
- Focus on customer service and employee engagement
- Rollout new employee suggestion program
- Complete Mt. Ogden administration building expansion design



Special Services Service Unit



## Special Services Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
Special Svcs Administration	\$2,000,181	\$2,269,109	\$268,928
Special Svcs Operations	10,250,052	11,640,216	1,390,164
Special Svcs Maintenance	4,832,223	5,392,887	560,664
Vanpool/Rideshare	3,644,685	3,794,545	149,860
Mobility Management	1,020,616	740,649	(279,967)
Contracted Services	5,921,641	6,174,229	252,588
<b>Totals</b>	<b>\$27,669,398</b>	<b>\$30,011,635</b>	<b>\$2,342,237</b>

## Special Services Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$11,231,772	\$12,358,941	10.0%
Fringe	5,687,767	6,405,780	12.6%
Services	6,479,037	6,653,604	2.7%
Fuel	2,228,769	2,865,648	28.6%
Parts	518,944	457,621	-11.8%
Utilities	35,500	33,160	-6.6%
Other O&M	1,487,609	1,386,881	-6.8%
Capitalized Cost	-	(150,000)	
<b>Totals</b>	<b>\$27,669,398</b>	<b>\$30,011,635</b>	<b>8.5%</b>





## Special Services FTE Summary

	2021 Budget	2022 Budget	Change
Special Services Administration	25.00	26.00	1.00
Special Services Operations	137.00	142.00	5.00
Special Services Maintenance	35.00	35.00	-
Vanpool/Rideshare	10.00	11.00	1.00
Mobility Management	7.00	7.00	0.00
Totals	214.00	221.00	7.00

### Summary of budget changes:

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

### Key Initiatives:

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





## Light Rail Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
Light Rail Administration	\$2,384,438	\$1,136,828	\$(1,247,610)
Light Rail Operations	17,090,669	18,810,299	1,719,630
Light Rail Maintenance	17,666,812	18,157,147	490,335
Light Rail Sustainability	3,634,049	3,926,481	292,432
<b>Totals</b>	<b>\$40,775,968</b>	<b>\$42,030,755</b>	<b>\$1,254,787</b>

## Light Rail Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$22,740,839	\$23,237,489	2.2%
Fringe	10,856,491	11,355,225	4.6%
Services	1,280,372	1,245,432	-2.7%
Fuel	66,910	73,868	10.4%
Parts	11,215,830	11,468,830	2.3%
Utilities	63,600	64,200	0.9%
Other O&M	1,325,376	1,404,012	5.9%
Capitalized Costs	(6,773,450)	(6,818,301)	0.7%
<b>Totals</b>	<b>\$40,775,968</b>	<b>\$42,030,755</b>	<b>3.1%</b>

## Light Rail FTE Summary



	2021 Budget	2022 Budget	Change
Light Rail Administrative	18.0	6.5	(11.5)
Light Rail Operations	189.0	196.0	7.0
Light Rail Maintenance	117.0	116.0	(1.0)
Rail Sustainability	35.0	35.0	0.0
<b>Totals</b>	<b>359.0</b>	<b>353.5</b>	<b>(5.5)</b>

**Summary of budget changes:**

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

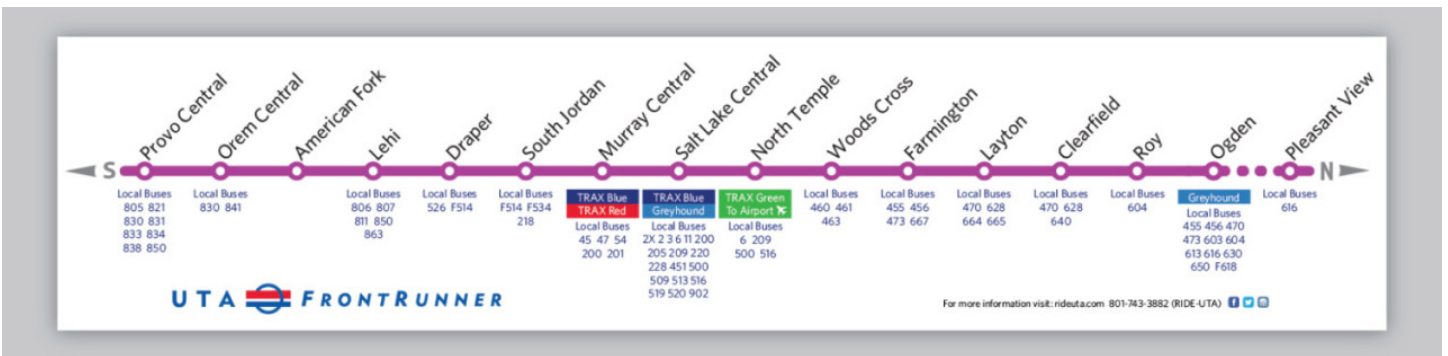
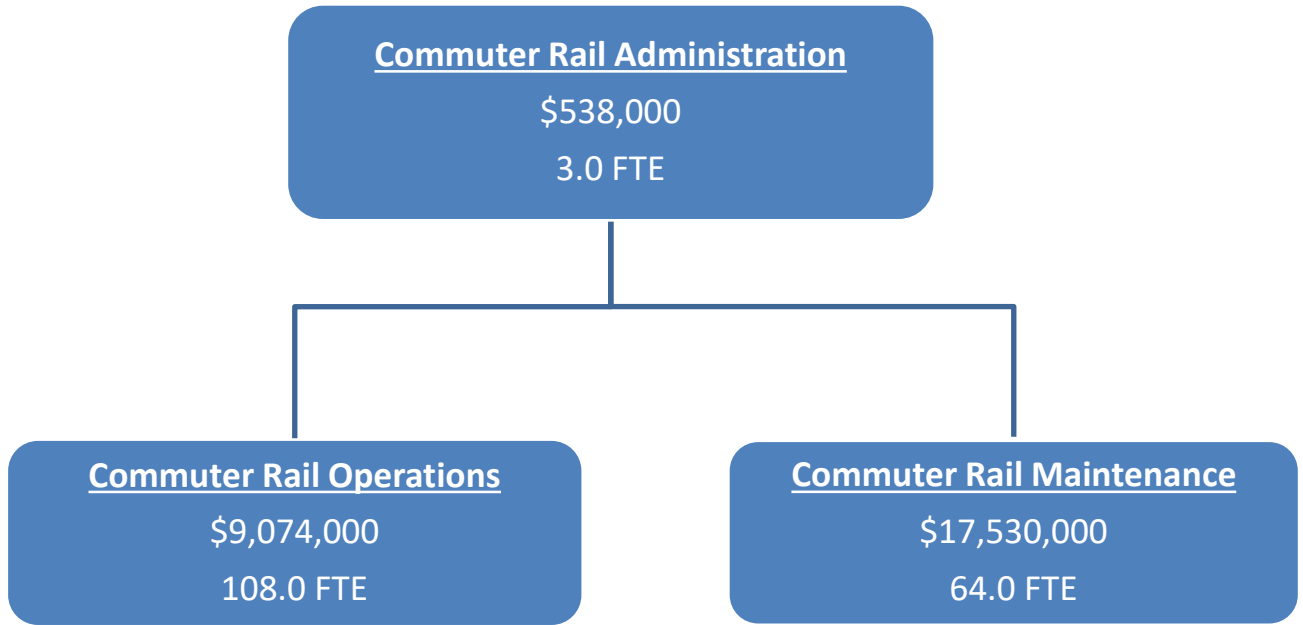


## Key Initiatives:

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



## Commuter Rail Service Unit



## Commuter Rail Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
Com. Rail Administration	\$8,092,897	\$9,073,989	\$981,092
Com. Rail Operations	15,358,786	17,530,614	2,171,828
Com. Rail Maintenance	592,870	537,588	-55,282
<b>Totals</b>	<b>\$24,044,553</b>	<b>\$27,142,191</b>	<b>\$3,097,638</b>

## Commuter Rail Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$10,164,208	\$10,727,280	5.5%
Fringe	4,632,927	4,922,273	6.2%
Services	717,029	809,461	12.9%
Fuel	4,533,989	6,704,263	47.9%
Parts	3,644,311	3,656,794	0.3%
Utilities	32,736	30,864	-5.7%
Other O&M	763,505	691,256	-9.5%
Capitalized Costs	(444,152)	(400,000)	-9.9%
<b>Totals</b>	<b>\$24,044,553</b>	<b>\$27,142,191</b>	<b>12.9%</b>



## Commuter Rail FTE Summary

	2021 Budget	2022 Budget	Change
Com. Rail Operations	98.0	108.0	10.0
Com. Rail Maintenance	66.0	64.0	(2.0)
Com. Administrative	4.0	3.0	(1.0)
Totals	168.0	175.0	7.0

### Summary of budget changes:

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

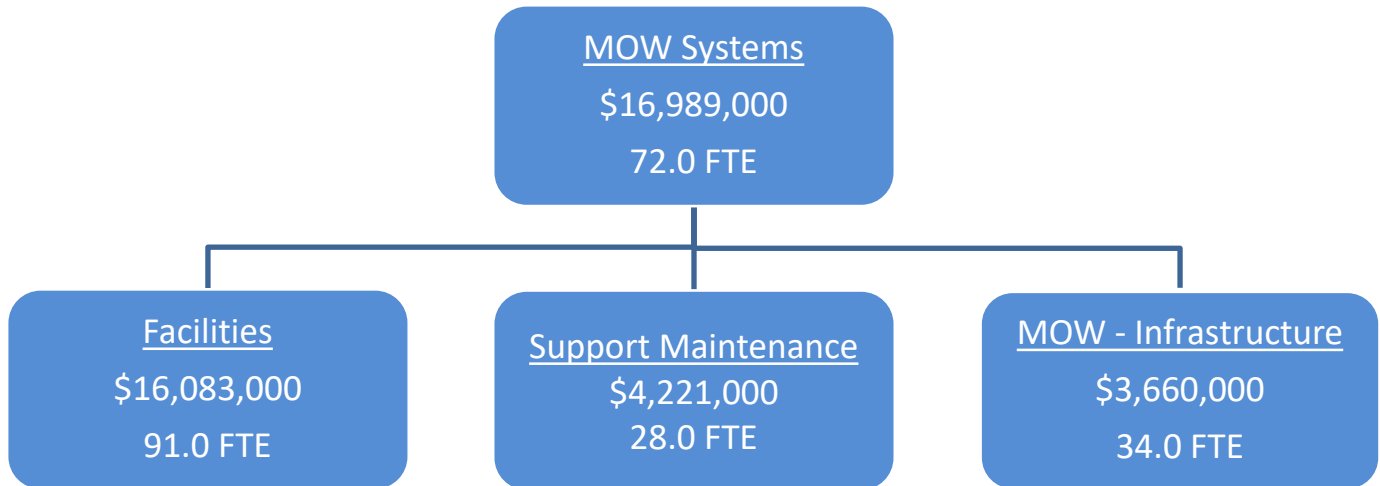
### Key Initiatives:

- Continue COVID-19 recovery efforts
- Meet all Chief Operating Officer's KPI's providing efficient, safe, and reliable service
- Support Rail Maintenance Apprenticeship Program
- Continue locomotive overhaul
  - Four locomotives annually
- Support opening of Vineyard station and integrate into schedule
- Work with Service Development on FrontRunner Forward Business Plan and project objectives





## Maintenance Management Service Unit



## Maintenance Management Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
Support Maintenance	\$4,031,661	\$4,221,477	\$189,816
Facilities	15,441,426	16,083,457	642,031
MOW - Systems	16,088,580	16,988,724	900,144
MOW - Infrastructure	3,525,400	3,660,338	134,938
<b>Totals</b>	<b>\$39,087,067</b>	<b>\$40,953,996</b>	<b>\$1,866,929</b>

## Maintenance Management Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$15,043,550	\$15,469,750	2.8%
Fringe	6,826,549	7,222,057	5.8%
Services	2,910,800	2,954,796	1.5%
Fuel	6,323,069	6,943,489	9.8%
Parts	2,000,165	1,908,000	-4.6%
Utilities	4,729,250	4,960,504	4.9%
Other O&M	1,713,684	1,700,400	-0.8%
Capitalized Costs	\$(460,000)	\$(205,000)	-55.4%
<b>Totals</b>	<b>\$39,087,067</b>	<b>\$40,953,996</b>	<b>4.8%</b>



## Maintenance Management FTE Summary

	2021 Budget	2022 Budget	Change
Support Maintenance	28.0	28.0	-
Facilities	90.0	91.0	1.0
MOW Systems	71.0	72.0	1.0
MOW Infrastructure	34.0	34.0	-
Totals	223.0	225.0	2.0

### Summary of budget changes:

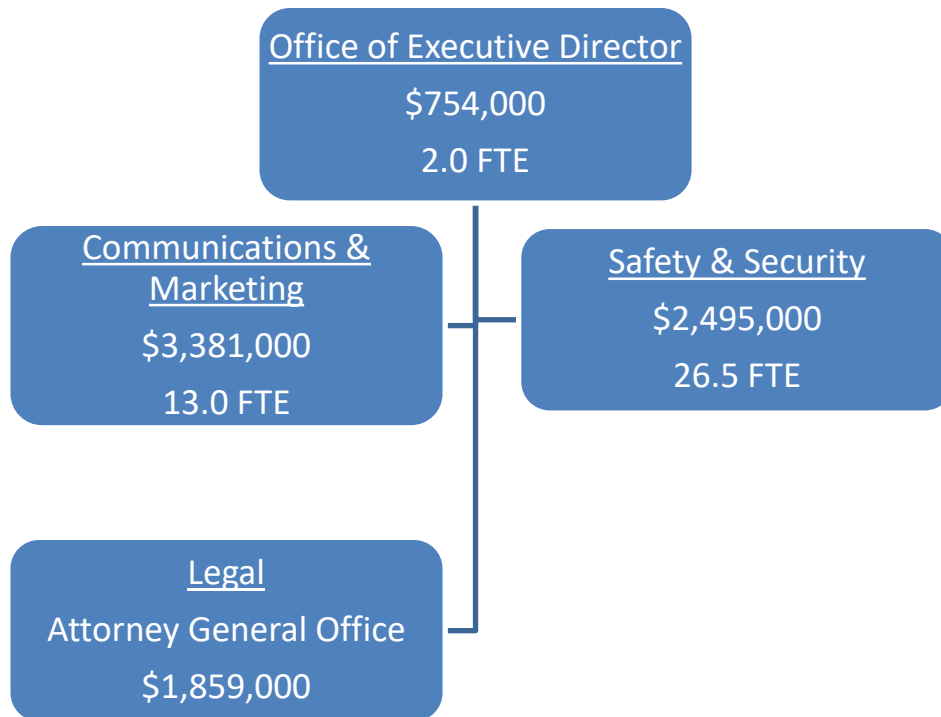
- Enhanced Bus stop maintenance
- Increased contract services for OGX snow removal
- Increased contract services for additional EOL restrooms

### Key Initiatives:

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



## Executive Director Budget Detail



The Executive Director's Office focuses internally on running day-to-day operations of the organization. The Executive Director sets the annual strategies, initiatives, and goals for the agency and partners with each Executive Office to fulfill UTA's mission.

UTA Executive Office provides the following to make the UTA system work:

- Executive Director. Provides leadership and daily management to UTA's workforce.
- In addition to the six chief offices, the Executive Director also oversees the following departments:
  - *Safety & Security*. Focused on UTA wide safety and security practices and ensuring regulations are met.
  - *Legal*. Works directly with our in-house representation from the Attorney General's Office.
  - *Communications and Marketing*. Coordinates, directs, and implements public relations and marketing of our products and services as well as internal communications.



## Executive Director Operating Budget Expenses by Division

Category	2021 Budget	2022 Budget	Change
Executive Director	\$680,432	\$754,184	\$73,752
Legal	2,031,752	1,859,162	(172,590)
Comms and Marketing	2,978,779	3,381,597	402,818
Safety & Security	2,200,008	2,494,925	294,917
<b>Total Division</b>	<b>\$7,890,971</b>	<b>\$8,489,868</b>	<b>\$598,897</b>

## 2022 Executive Director Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$2,599,152	\$2,920,728	12.4%
Fringe	994,857	1,224,078	23.0%
Services	3,346,700	3,461,500	3.4%
Media	605,000	625,000	3.3%
Other O&M	345,262	420,562	21.8%
Capitalized Cost		(162,000)	-54.0%
<b>Total Group</b>	<b>\$7,890,971</b>	<b>\$8,489,868</b>	<b>7.6%</b>

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

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



## Executive Director FTE Summary

	2021 Budget	2022 Budget	Change
Executive Director	2.0	2.0	0.0
Legal	0.0	0.0	0.0
Comms and Marketing	11.0	13.0	2.0
Safety & Security	24.5	26.5	2.0
<b>Totals</b>	<b>37.5</b>	<b>41.5</b>	<b>4.0</b>

## Executive Director Budget Changes (\$ in thousands)

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Final Budget
\$ 9,891	\$ -	\$ 141	\$ -	\$ 133	\$ (41)	\$ 10,124	\$ (634)	\$ 9,490

Note Includes \$2 million Agency contingency in 2021  
Includes \$1 million Agency contingency in 2022

### Summary of budget changes:

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



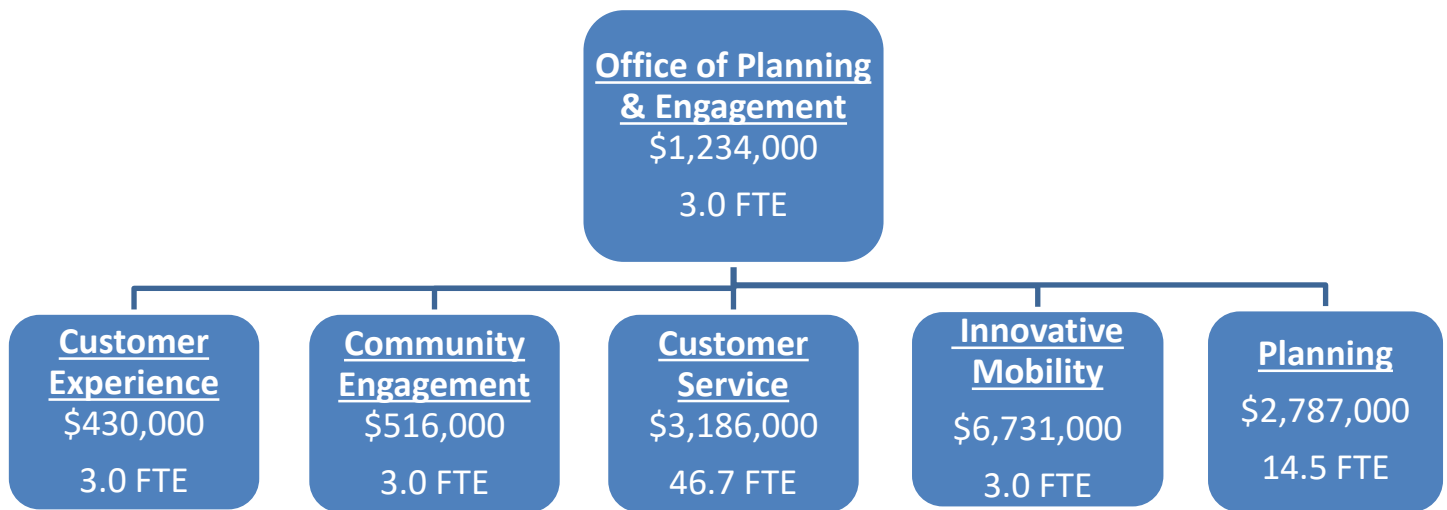


## Executive Director Key Initiatives 2022:

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



## Planning & Engagement Budget Detail



This Office supports UTA’s planning and community engagement efforts focused on customer service, customer experience and providing innovative mobility solutions.

UTA Planning & Engagement provides the following to make the UTA system work:

- *Planning.* The Planning Department's role is to ensure that UTA is prepared to meet the needs of the future. This includes working with local governments, regional and state agencies to anticipate future growth and development and find the right transit solutions to meet those needs.
- *Customer Service.* The Customer Service teams provide information about UTA services, receive and process customer feedback, provide rider information through the Gov Delivery system and social media outlets, sell UTA fare media and handle the lost and found items found on public transit. They are responsible to ensure that customers can navigate UTA’s services and system with confidence.
- *Community Engagement.* This team serves as a trusted resource and a catalyst for effective partnerships with UTA’s riders, key stakeholders, and community. Acts as a facilitator/access point for public hearings and community events/activities.
- *Customer Experience.* Evaluates UTA’s system focused on the impact ease of the customer journey. Partners with service units to ensure consistency across the service area, optimizing customer experience.
- *Innovative Mobility Solutions.* Dedicated to help shape the evolving transportation landscape for the riders and communities we serve by identifying opportunities and testing new ideas that can improve our transit service. Responsible for the delivery, management, and oversight of On Demand microtransit service.





## Planning & Engagement Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
Chief Planning & Engagement	\$735,064	\$1,234,236	\$499,172
Service Planning	1,058,247	1,077,404	19,157
Planning	1,953,284	1,710,088	-243,196
Community Engagement	430,317	515,774	85,457
Customer Experience	330,253	429,812	99,559
Customer Service	3,043,022	3,185,611	142,589
Innovative Mobility	3,098,852	6,730,977	3,632,125
<b>Totals</b>	<b>\$10,649,039</b>	<b>\$14,883,902</b>	<b>\$4,234,863</b>

## Planning & Engagement Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$4,007,500	\$4,226,940	5.5%
Fringe	1,778,561	1,969,864	10.8%
Services	4,274,448	7,492,149	75.3%
Fuel	8,740	143,656	1543.7%
Other O&M	579,790	1,051,293	81.3%
<b>Totals</b>	<b>\$10,649,039</b>	<b>\$14,883,902</b>	<b>39.8%</b>



## Planning & Engagement FTE Summary

	2021 Budget	2022 Budget	Change
Planning & Engagement	3.00	3.00	0.00
Service Planning	8.50	7.50	(1.00)
Planning	6.00	7.00	1.00
Community Engagement	3.00	3.00	-
Customer Experience	3.00	3.00	-
Customer Service	46.00	46.72	0.72
Innovative Mobility	2.00	3.00	1.00
<b>Totals</b>	<b>71.50</b>	<b>73.22</b>	<b>1.72</b>

## Planning & Engagement Budget Changes (\$ in thousands)

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Final Budget
\$ 10,649	\$ (468)	\$ 28	\$ 910	\$ 226	\$ 149	\$ 11,494	\$ 3,390	\$ 14,884

### Summary of budget changes:

- Innovative Mobility service (UTA On Demand microtransit) additions and contingency
- Additional Customer Service support for the Airport Station
- Budget changes due to the reorganization of staff and resources within the department

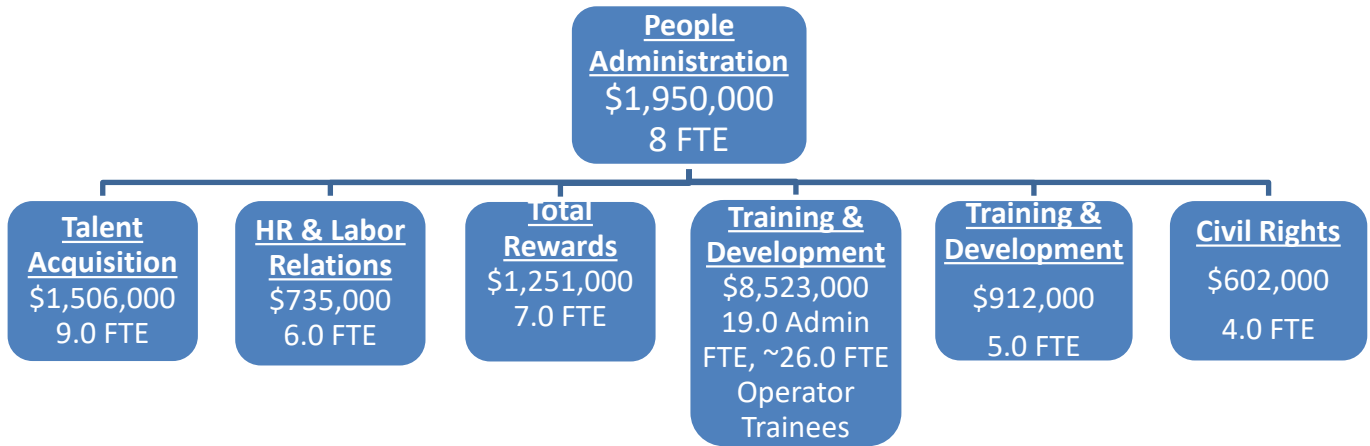


## Planning & Engagement 2022 Key Initiatives

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



## People Office Budget Detail



The People Office is focused on providing service to our employees through the entire employee life cycle from recruitment to retirement and ensures UTA’s employees and leaders have what they need to succeed in accomplishing the Agency’s objectives and goals.

UTA People Office provides the following to make the UTA system work:

- *HR & Labor Relations:* From daily HR transactions to long-term talent goals, HR & Labor Relations collaborates with employees and leaders to fulfil the people portion of UTA's business strategies, using deliberate talent management and deployment.
- *Total Rewards:* Manages and administers employee programs such as health and wellness, retirement, and leave administration.
- *Talent Acquisition:* In partnership with hiring officials, the team analyzes current and future staffing needs and identifies effective strategies for sourcing, recruiting, and onboarding.
- *Talent Development:* An internal resource to UTA providing technical, professional, regulatory/compliance training and leadership development that support the UTA Way.
- *Compensation/Analytics:* Embedded within the People Office are also a Compensation Analyst and a Strategic Analyst who focus on and use data, best practices, and benchmarking to ensure UTA has competitive and fair pay practices and continuously improve compensation practices and impacts across the Agency.



- *Civil Rights:* Ensure UTA remains in compliance with all relevant civil rights laws, regulations, standards, and Executive Orders which prohibit discrimination or harassment of employees, applicants, or customers. This office also oversees UTA's ADA & DBE teams.

### People Office Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
Chief People Officer	\$2,167,668	\$1,949,540	\$(218,128)
Civil Rights	583,776	602,024	18,248
Talent Development	2,532,554	911,746	(1,620,808)
Training & Development	-	8,523,316	8,523,316
Total Rewards	1,007,839	1,251,128	243,289
Services & Labor Relations	701,305	735,059	33,754
Talent Acquisition	1,034,769	1,505,991	471,222
<b>Totals</b>	<b>\$8,027,911</b>	<b>\$15,478,804</b>	<b>\$7,450,893</b>

### People Office Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$4,217,293	\$5,285,952	25.3%
Fringe	1,808,959	2,324,085	28.5%
Services	667,733	1,597,611	139.3%
Other O&M	1,333,926	6,271,156	370.1%
<b>Totals</b>	<b>\$8,027,911</b>	<b>\$15,478,804</b>	<b>92.8%</b>



## People Office FTE Summary

	2021 Budget	2022 Budget	Change
Chief People Officer	12.00	8.00	(4.00)
Civil Rights	4.00	4.00	-
Talent Development	23.75	5.00	(18.75)
Training & Development		45.00	45.00
HR & LR	4.73	7.00	2.27
Total Rewards	6.00	6.00	-
Talent Acquisition	9.00	9.00	-
<b>Totals</b>	<b>59.48</b>	<b>84.00</b>	<b>24.52</b>

## People Office Budget Changes (\$ in thousands)

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Final Budget
\$ 8,028	\$ (400)	\$ 458	\$ -	\$ 225	\$ 176	\$ 8,488	\$ 6,991	\$ 15,479

### Summary of budget changes:

- Transferred Records Management staff and coordinating budget to Enterprise Strategy
- Create Rail Maintenance Apprenticeship program including a \$5 million one-time investment
- Support ongoing staffing and service expansion
- Support key recruitment and critical program support

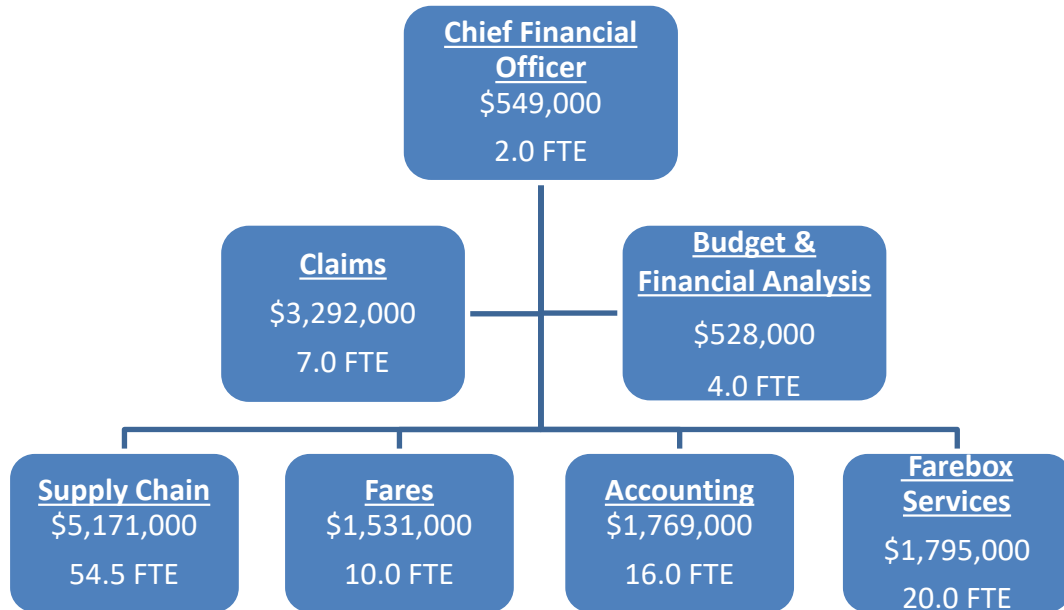


## People Office 2022 Key Initiatives:

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



## Finance Office Budget Detail



5

Finance ensures UTA practices efficient, sound financial and resource management practices, and oversees financial controls necessary to support the enterprise. Finance plans, allocates, and manages UTA's financial resources, leads financial risk management/mitigation, audit management, revenue collection, corporate investments, financial contract relationships, and pension fund and debt management.

UTA Finance office provides the following to make the UTA system work:

- *Budget and Financial Analysis.* Responsible for financial analysis, forecasting and planning, budget development, management, and monitoring/reporting on budget execution.
- *Accounting.* Manages payroll operations, accounts payable, accounts receivable, and financial reporting. Accounting is also the owner of the Enterprise Resource Planning system (ERP) – the financial system of record for the agency.
- *Fares.* Responsible for fare policy development, fare reporting and analysis, program administration of contract fares and all activities related to public fares including fare revenue collections and operations.
- *Supply Chain.* Supply Chain manages procurement, contracting, inventory, warranty claims, shipping & receiving, central warehouse operations and production control processes in support of TRAX, FrontRunner and all administrative functions.
- *Claims and Insurance.* Manages risk and exposure for the agency. The department manages all UTA claims and insurance programs including property damage, workers compensation, Personal Injury Protection and oversees capital development project insurance programs.





- *Farebox Services*. Responsible for processes related to cash collection and processing including cash pick up, handling, reconciliation, and the reporting and tracking of cash. Farebox Services is also responsible for repairing, maintaining, and keeping all fare collection machines in proper working order and a state of good repair.

## Finance Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
CFO	\$529,895	\$549,110	\$19,215
Supply Chain	4,713,937	5,170,666	456,729
Claims & Insurance	3,127,160	3,291,804	164,644
Fares	1,452,111	1,531,322	79,211
Accounting	1,678,615	1,769,067	90,452
Farebox Services	2,025,330	1,795,228	(230,102)
Budget & Financial Analysis	336,489	528,428	191,939
<b>Totals</b>	<b>\$13,863,537</b>	<b>\$14,635,625</b>	<b>\$772,088</b>

## Finance Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$6,669,010	\$7,421,862	11.3%
Fringe	2,961,559	3,420,750	15.5%
Services	1,195,438	732,486	-38.7%
Insurance	2,382,060	2,481,500	4.2%
Other O&M	725,470	966,285	33.2%
Capitalized Expense	(70,000)	(387,258)	453.2%
<b>Totals</b>	<b>\$13,863,537</b>	<b>\$14,635,625</b>	<b>5.6%</b>



## Finance FTE Summary

	2021 Budget	2022 Budget	Change
CFO	2.0	2.0	-
Claims & Insurance	6.6	7.0	0.4
Budget & Financial Analysis	2.0	4.0	2.0
Accounting	16.5	16.5	-
Supply Chain	51.0	54.0	3.0
Fares	10.0	10.0	0.0
Farebox Services	17.0	20.0	3.0
<b>Totals</b>	<b>105.1</b>	<b>113.45</b>	<b>8.4</b>

## 2022 Finance Budget Changes

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Final Budget
\$ 13,864	\$ (560)	\$ 129	\$ -	\$ 372	\$ 312	\$ 14,118	\$ 518	\$ 14,636

### Summary of budget changes:

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

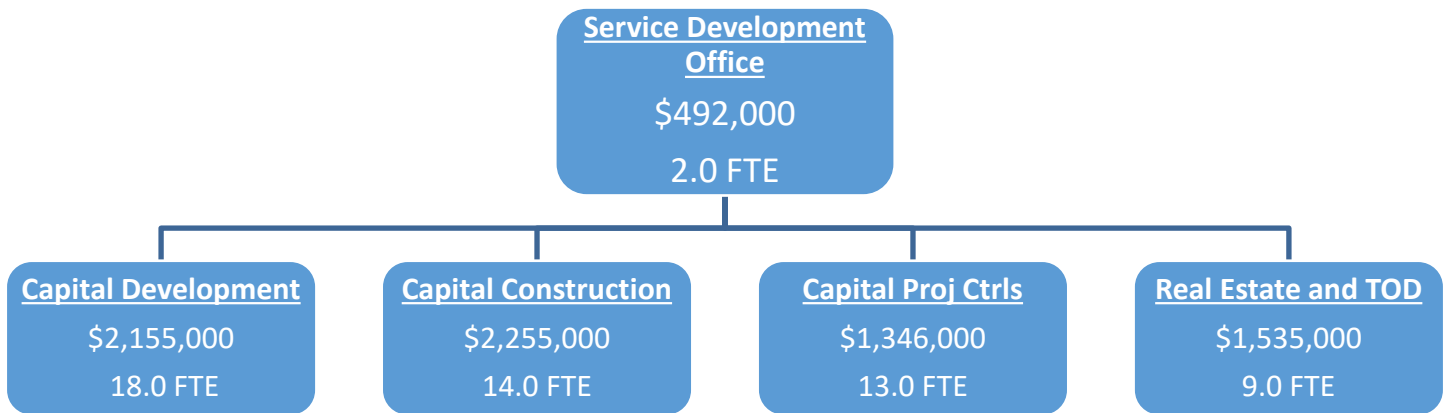


## Finance 2022 Key Initiatives

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



## Service Development Budget Detail



Service Development oversees UTA’s capital work focused on safety, state of good repair, regulatory and service expansion needs.

UTA Service Development provides the following to make the UTA system work

- *Service Development.* Work to transition projects from the visioning and local planning provided by the Planning Department to the project implementation phase.
- *Project engineering.* Responsible for project design, design review, and project construction management.
- *Environmental, Grants, and Project Controls.* Provide support for all departments on grants development, project controls/reporting, asset management, and environmental issues.
- *Real Estate and Transit Oriented Development.* Facilitates the acquisition, lease, management, disposition, and development of all UTA real property. Responsible to protect UTA's real property while generating revenue and upholding UTA's principal objectives.



## Service Development Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
CSDO Office	\$518,467	\$492,244	\$(26,223)
Capital Development	2,131,572	2,155,494	23,922
Capital Construction	2,632,580	2,254,524	(378,056)
Capital & Project Controls	507,564	1,346,048	838,484
Real Estate	1,484,056	1,534,689	50,633
<b>Totals</b>	<b>\$7,274,239</b>	<b>\$7,782,999</b>	<b>\$508,760</b>

## Service Development Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$4,088,457	\$5,178,240	26.7%
Fringe	1,755,916	2,294,221	30.7%
Services	2,279,995	1,741,600	-23.6%
Leases	162,000	162,000	0.0%
Capitalized Cost	(1,257,024)	(2,205,000)	75.4%
Other O&M	244,895	611,938	149.9%
<b>Totals</b>	<b>\$7,274,239</b>	<b>\$7,782,999</b>	<b>7.0%</b>



## Service Development FTE Summary

	2021 Budget	2022 Budget	Change
CSDO Office	2.0	2.0	-
Capital Development	16.0	18.0	2.0
Capital Construction	12.0	14.0	2.0
Capital/Proj Ctrl's	6.0	13.0	7.0
Real Estate	9.0	9.0	-
<b>Totals</b>	<b>45.0</b>	<b>56.0</b>	<b>11.0</b>

## 2022 Service Development Budget Changes (\$ in thousands)

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Final Budget
\$ 7,274	\$ (184)	\$ 468	\$ -	\$ 213	\$ 3	\$ 7,774	\$ 9	\$ 7,783

### Summary of budget changes:

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

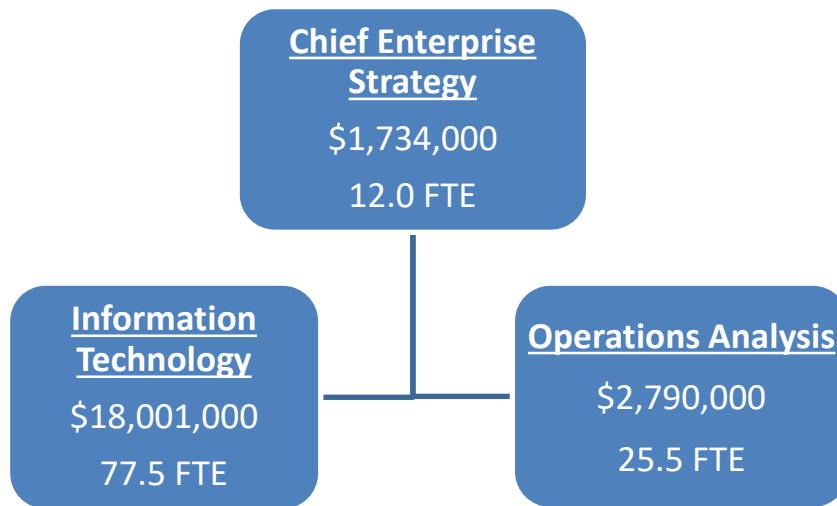


## Service Development 2022 Key Initiatives

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



## Enterprise Strategy Budget Detail



Enterprise Strategy brings together an Enterprise-wide view of UTA’s critical systems that drive the agency’s performance.

UTA Enterprise Strategy office provides the following to make the UTA system work:

- *Culture & Continuous Improvement*: Oversees the design, development, and deployment of UTA’s cultural initiatives, organizational development and implement continuous improvement tools and concepts which support and align with UTA’s culture model- the UTA Way.
- *Information Technology*: Provides ongoing support for and improvements to applications, data network needs, telephone communication, on-board technologies, radio communication, passenger information, and administrative systems.
- *Operations Analysis & Solutions (OAS)*: Focuses on two critical areas: promoting a data-driven culture and improving client experience in using technology tools to meet day to day business needs.
- *Risk & Policy*: In 2022 an Enterprise Risk Program will be deployed to help UTA focus on managing and mitigating risk agency wide. This office will also oversee our UTA Policies and agency standard operating procedures and ensure support our long-term Agency strategies and goals.
- *Records Management*: Oversees UTA’s records and ensures the agency is following proper retention policies and responding to all GRAMA requests.





## Enterprise Strategy Operating Budget Expenses by Department

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

## Enterprise Strategy Operating Budget Expenses by Category (\$ in thousands)

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



## Enterprise Strategy FTE Summary

	2021 Budget	2022 Budget	Change
Chief Enterprise Strategy	6.0	12.0	6.0
Information Systems	74.5	77.5	3.0
Operations Analysis	24.5	25.5	1.0
<b>Totals</b>	<b>105.0</b>	<b>115.0</b>	<b>10.0</b>

## 2022 Enterprise Strategy Budget Changes (\$ in thousands)

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

### Summary of budget changes:

- Increased use of cloud-based and Enterprise Resource Planning (ERP) services
- Increase in utilities to support second data circuit, redundant links, and cellular data to support transit management system program on all revenue vehicles
- Complete conversion to Microsoft Office 365 (carry-forward from 2021)
- Provide additional help desk support
- Increase network support
- Provide support to new technology initiatives such as signal prioritization and state of good repair

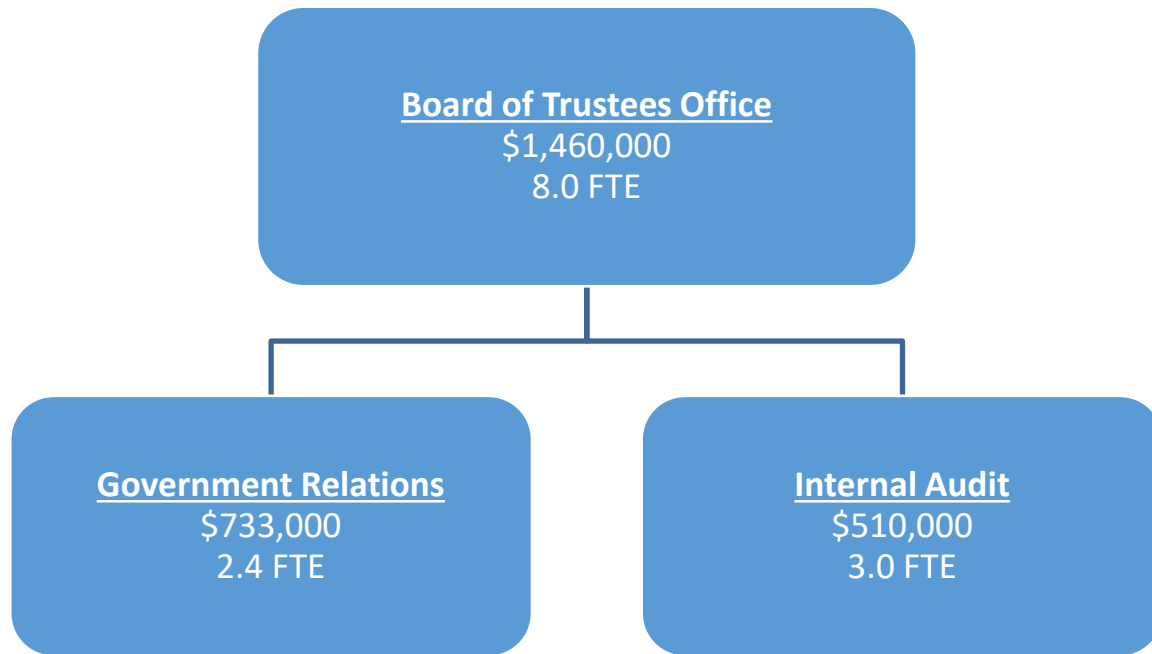


## Enterprise Strategy 2022 Key Initiatives

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



## UTA Board of Trustees Budget Detail



The UTA Board of Trustees are appointed by the Governor to represent their respective counties. The Trustees work closely with legislators, local governments, stakeholders, and community members. They partner with the Executive Director in setting the vision and long-term priorities for the agency.

The Board of Trustees Office provides the following to make the UTA system work:

- Board of Trustees. Provide leadership, fiscal oversight and support the Executive Director in the daily management of UTA's services.
- In addition to their external focus, the Board of Trustees also oversees the following departments:
  - *Internal Audit*. The audit team plays a critical role in evaluating and improving UTA's system of governance, risk management, and controls. This is done primarily through execution of the annual internal audit plan, which is defined and approved by the Audit Committee.
  - *Government Relations*. Engages externally with elected officials at a federal, state, and local level to inform, advocate and influence public policy that impacts UTA. They also collaborate and coordinate with partners and advocates on all three of these levels to promote the best interests of the organization.



## Board of Trustees Operating Budget Expenses by Department

Category	2021 Budget	2022 Budget	Change
Internal Audit	\$490,888	\$510,064	\$19,176
Government Relations	776,436	732,683	(43,753)
Board of Trustees	1,452,750	1,459,695	6,945
Totals	\$2,720,074	\$2,702,442	\$(17,632)

## Board of Trustees Operating Budget Expenses by Category

Category	2021 Budget	2022 Budget	Change
Wages	\$1,370,448	\$1,400,676	2.2%
Fringe	500,834	562,951	12.4%
Services	570,000	513,695	-9.9%
Other O&M	278,792	225,120	-19.3%
Totals	\$2,720,074	\$2,702,442	-0.6%



## Board of Trustees FTE Summary

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

## 2022 Board Budget Changes (\$ in thousands)

Amended 2021 Budget	2021 One -Time Expenses	2021 Additions		2022 Adjustments		2022 Budget		
		Staffing	Service	Wage and Fringe	Other	2022 Base	2022 Additions	2022 Final Budget
\$ 2,720	\$ -	\$ -	\$ -	\$ 66	\$ (108)	\$ 2,677	\$ 25	\$ 2,702

### Summary of budget changes:

- The 2022 Budget reflects a \$25K increase from 2022 budget base to support 2022 APTA Director's Conference in Salt Lake City.



## Board of Trustees 2022 Key Initiatives

### Key Initiatives:

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



## 2022 Capital Budget and 5-Year Capital Plan

The \$1.2 billion 5-Year Capital Plan:

Funds State of Good Repair projects that are consistent with UTA's Transit Asset Management Plan and keep the system operating safely. Over one third of this \$1.2 billion investment is targeted to asset management or safety and security – this high priority investment in our existing infrastructure and equipment allows the needed maintenance and replacement to occur at the right time, keeping the system in a state of good repair.

Funds expansion projects that are consistent with the regional long-range plan and UTA's future service needs. UTA is continually looking to invest and upgrade the system by providing improved bus stops and end of line station additions. It also invests in UTA's facility infrastructure including completion of the Depot District bus maintenance facility (\$44 million) and additional investments in the Meadowbrook and Mt. Ogden bus facilities.

Leverages UTA funds with Federal, State, and Local partner funds to maximize resources and capacity. The plan also invests over \$300 million in strategic double tracking locations of the FrontRunner system. Additionally, it includes major capacity improvement projects including the Ogden-Weber Bus Rapid Transit Line or Ogden Express - OGX (\$43 million) and the Mid-Valley Connector bus rapid transit project. This budget also funds studies or provides seed money for projects across the system including:

- \$12 million for the extension of the S-line Streetcar
- \$6 million for an environmental study and preliminary engineering for the Point of the Mountain project
- \$10 million for the Sharp-Tintic railroad consolidation project
- \$2 million for the 5600 West Transit Project
- \$1.5 million for South Valley FrontRunner Extension
- \$20 million in partner funds for various projects across the system

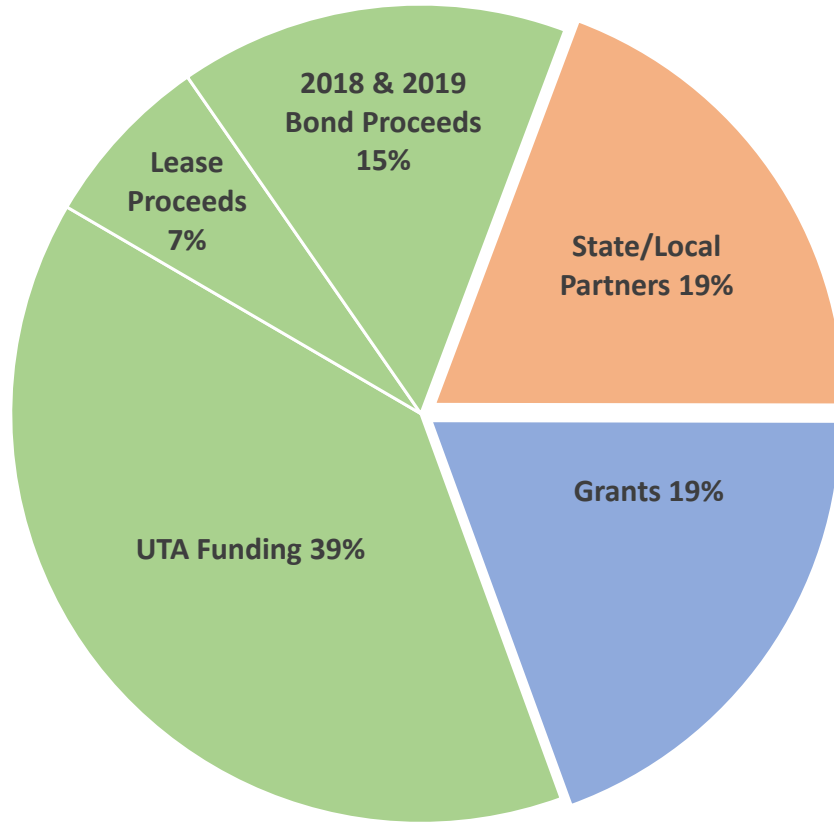
The 5-Year Capital Plan is fiscally constrained and focused on project delivery. The plan emphasizes the delivery of the capital projects and will focus on updating and standardizing processes and procedures to maximize available capital funds over the forecast 5-year period. Regular reporting on schedule and budget will be done to ensure consistent project delivery.





2022 Capital Revenues

2022 Capital Revenues  
(\$228.1 million)



## 2022 Capital Budget Project Summary

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

## 2022 State of Good Repair Summary

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



## 2022 Major Project Summary

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

## 2022-2026 5-Year Plan Summary

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



## Major Capital Project Pages

<b>MSP102</b>	<b>Depot District</b>
<b>Approved Budget thru 2021: \$ 68,972,087</b>	<b>2022-2026 Budget Plan: \$44,562,000</b>
<b>Total Estimated Lifetime Budget: \$113,534,087</b>	

**Summary:** This project will replace the 45-year-old Central Bus Garage, which is fast approaching the end of its useful life. Currently, 100 buses are maintained at the existing garage facility. The existing facility also cannot be expanded due to lack of available adjacent land. The lack of space makes it impossible for UTA to expand bus service, as there is no available room to store and maintain the necessary additional vehicles.

The new Depot District Clean Fuels Tech Center will provide UTA the bus storage and maintenance resources needed. It will initially be capable of storing and maintaining up to 150 buses expandable to 250 buses. The project includes a new bus maintenance shop, bus wash, administrative offices, and bus parking and canopies.

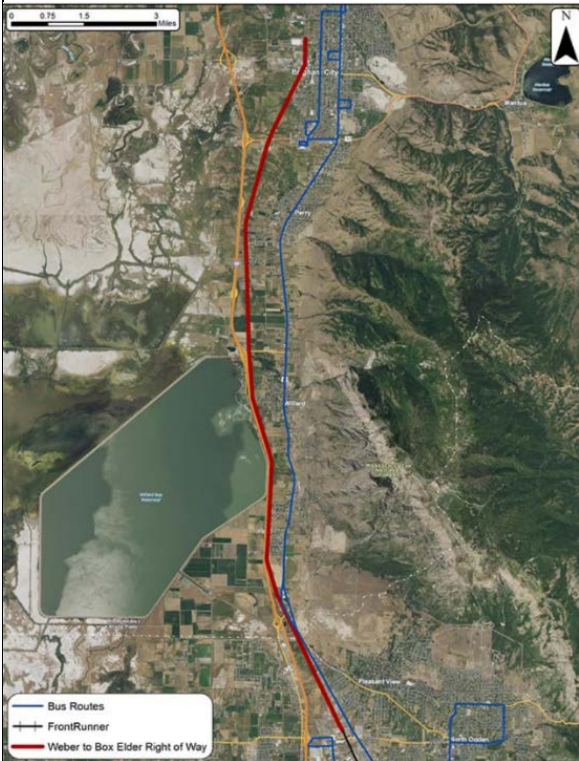
As of November 30, 2021, total project expenditure is approximately \$60,359,000.

<https://www.rideuta.com/About-UTA/Current-Projects/Depot-District-Clean-Fuels-Tech-Center>

Phase	% Complete	Scheduled Completion
Planning	100%	
Environmental	100%	
Design	100%	
Procurement	100%	
Construction/Product Delivery	45.4%	3/31/2023
Closeout	0%	6/29/2023



<b>MSP140</b>	<b>Box Elder Right-of-Way</b>
<b>Approved Budget thru 2021: \$ 9,697,725</b>	<b>2022-2026 Budget Plan: \$17,500,000</b>
<b>Total Lifetime Estimated Budget: \$ 27,197,725</b>	



**Summary:** In 2008, Box Elder County passed a sales tax to support the development of the extension of commuter rail to Box Elder County. The 2019 – 2050 Regional Transportation Plan identifies the need to preserve the corridor between Ogden and Brigham City for future transit service.

UTA is working with willing sellers to purchase a 50-foot corridor adjacent to Union Pacific’s track. In Box Elder County, funding accumulated from the sales tax passed in 2007 is being used to buy the property. Acquiring these properties ahead of housing and commercial development will reduce future impacts and costs. UTA has a surveyor on board to develop right of way plans and other documents needed to purchase the land.

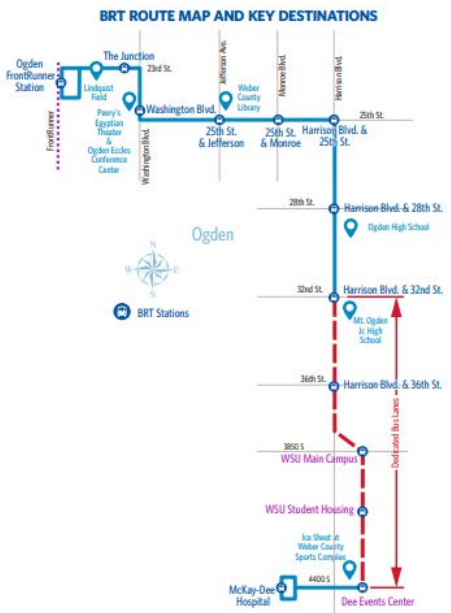
As of November 30, 2021, total project expenditure is approximately \$8,282,000

<https://www.rideuta.com/About-UTA/Current-Projects/Box-Elder-to-Weber-County-Corridor-Preservation>

<b>Phase</b>	<b>% Complete</b>	<b>Scheduled Completion</b>
Planning	N/A	N/A
Environmental	N/A	N/A
Design (ROW)	100%	
Right-of-Way	65%	09/05/2022
Procurement	N/A	N/A
Construction/Product Delivery	N/A	N/A
Closeout	0%	11/07/2022



<b>MSP185</b>	<b>Ogden-WSU BRT / Weber Intermodal</b>
<b>Approved Budget thru 2021: \$62,228,781</b>	<b>2022-2026 Budget Plan: \$44,562,000</b>
<b>Total Estimated Lifetime Budget: \$106,790,781</b>	



**Summary:** The Ogden-WSU BRT (Ogden Express – OGX) corridor is about 5.3 miles long (10.6 miles round trip), with a western terminus at the Ogden Intermodal Transit Center and eastern terminus at McKay-Dee Hospital. There will be 1.8 miles of exclusive lanes and 13 level boarding stations. UTA estimates that it will take 11 electric vehicles to operate the proposed BRT system. The current operational plan is to operate with 10-minute headways from 8:00 a.m. to 5:00 p.m.. To accommodate the expanded bus fleet, the project also includes the expansion of the Mount Ogden Maintenance Facility. It is expected to have around 8,000 riders per day.

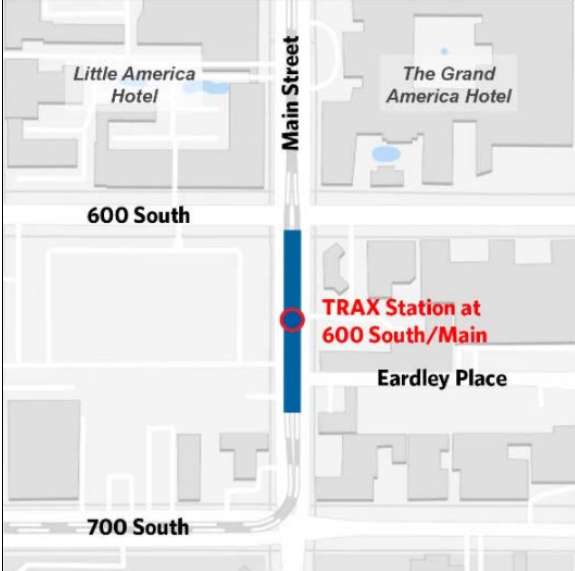
As of November 30, 2021, total project expenditure is approximately \$36,571,000

<https://www.rideuta.com/About-UTA/Current-Projects/Ogden-Express-OGX>

Phase	% Complete	Scheduled Completion
Planning	100	
Environmental	100	
Design	100	
Procurement	100	
Construction/Product Delivery	Construction 12% Vehicle Delivery 50%	October 2023 March 2022
Closeout	0	December 2023



<b>MSP194</b>	<b>650 South TRAX Station</b>
<b>Approved Budget thru 2021: \$ 2,220,000</b>	<b>2022-2026 Budget Plan: \$894,146</b>
<b>Total Estimated Lifetime Budget: \$3,094,146</b>	



**Summary:** This project will add a new TRAX station on the main line at 650 South Main Street in Salt Lake City. The existing rail system had planned on a station at this location when ridership warranted it and is designed to accommodate the addition of a new station. The project will be a design, bid, build project with the design in 2020/2021 and construction in 2021/2022. Construction is anticipated to take approximately 6 months.

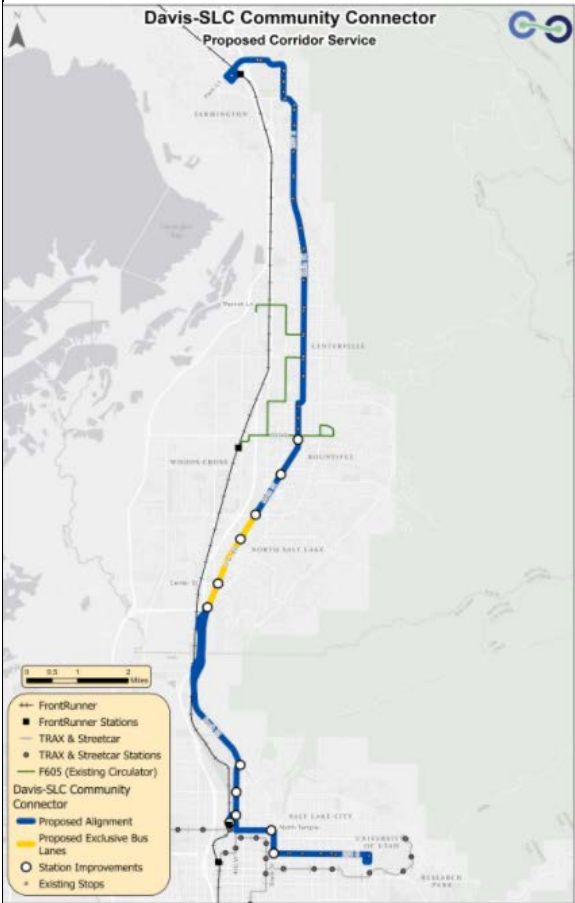
As of November 30, 2021, total project expenditure is approximately \$1,531,000.

Phase	% Complete	Scheduled Completion
Planning	100%	
Environmental	100%	
Design	100%	
Procurement	100%	
Construction/Product Delivery	30.8%	03/08/2022
Closeout	0%	06/06/2022





<b>MSP202</b>	<b>Davis-SLC Community Connector</b>
<b>Approved Budget thru 2021: \$ 1,500,000</b>	<b>2022-2026 Budget Plan: \$ 300,000</b>
<b>Total Estimated Lifetime Budget: \$ 1,800,000</b>	



**Summary:** WFRC’s regional transportation plan has identified the need to improve transit service between southern Davis County and Salt Lake County. The Davis-SLC Community Connector is a proposed Bus Rapid Transit (BRT) system between Davis County and Salt Lake City. In 2014, UTA evaluated the merits of this proposal and, with input from the community, selected a preferred corridor connecting downtown Salt Lake City with the Woods Cross FrontRunner station.

In 2017, the Utah State Legislature apportioned funding to Davis County to support the development of this project. With funding available in 2019, UTA and its project partners renewed discussion of the project, including evaluating modifications to the route. Currently, environmental work and preliminary engineering are underway. As part of the current efforts, UTA and project partners have explored modifications to the route, including operational extensions to Farmington and the University of Utah. This project is still in its early stages and collaboration with stakeholders is progressing.

As of November 30, 2021, total project expenditure is approximately \$1,032,000

<https://www.rideuta.com/About-UTA/Current-Projects/Davis-SLC-Community-Connector>

Phase	% Complete	Scheduled Completion
Planning	100%	
Environmental	80%	02/01/2021
Design	25%	09/30/2023
Procurement	0%	02/01/2025
Construction/Product Delivery	0%	09/30/2026
Closeout	0%	02/01/2027



<b>MSP205</b>	<b>TIGER Program of Projects</b>	
<b>Approved Budget thru 2021: \$ 32,460,804</b>		<b>2022-2026 Budget Plan: \$10,706,000</b>
<b>Total Estimated Lifetime Budget: \$43,166,804</b>		
<p><b>Summary:</b> In July 2016, the U.S. Department of Transportation (USDOT) awarded the Utah Transit Authority a \$20 million grant that will be used, along with local matching funds, to build active transportation projects connecting to the regional rail system.</p> <p>UTA and more than 30 cities and counties, non-profit groups, and state and local organizations worked closely together to secure the Transportation Investment Generating Economic Recovery (TIGER) grant funding. The projects funded by this grant will benefit residents of more than two dozen cities in Weber, Davis, Salt Lake, Tooele, Utah, and Summit counties.</p> <p>As of November 30, 2021, total project expenditure is approximately \$23,156,000</p>		
<b>Phase</b>	<b>% Complete</b>	<b>Scheduled Completion</b>
Planning	100%	
Environmental	100%	
Design	98%	10/31/2021
Procurement	95%	11/30/2021
Construction/Product Delivery	85%	05/31/2023
Closeout	15%	11/30/2023

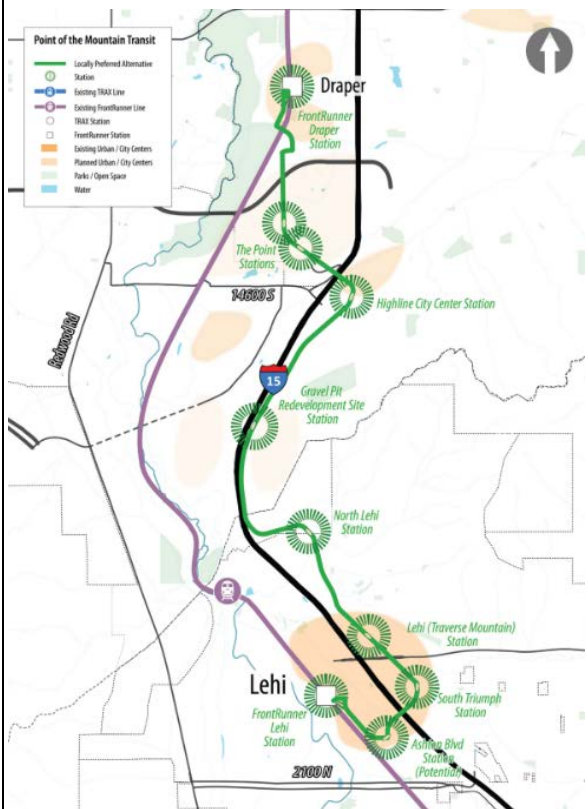
**Project Partners**

Partners in this effort include the Utah Department of Transportation (UDOT); Mountainland Association of Governments (MAG); Wasatch Front Regional Council (WFRC); Weber, Davis, Salt Lake, Tooele, Utah, and Summit counties and 26 cities. Additional support for this project came from non-profits, advocacy groups and state and local government organizations like Bike Utah, the Jordan River Commission, PRATT, Weber Pathways, Utahns for Better Transportation, UCAIR, the Governor’s Office of Economic Development, State of Utah Resource Coordinator, Utah Clean Cities, Weber, Davis and WFRC Active Transportation Committees, Utah Department of Health, Weber-Morgan Health Department, Utah Transit Riders Union, and GREENbike.

<https://www.rideuta.com/About-UTA/Current-Projects/TIGER-Grant-Project>



<b>MSP216</b>	<b>Point of Mountain Transit Study</b>
<b>Approved Budget thru 2021: \$4,800,000</b>	<b>2022-2026 Budget Plan: \$6,000,000</b>
<b>Total Estimated Lifetime Budget: \$10,800,000</b>	



**Summary:** The Point of the Mountain Transit Study was initiated in 2019 by the Utah Transit Authority (UTA) and a coalition of governments and stakeholders, including Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), Bluffdale City, Draper City, Lehi City, Sandy City, Salt Lake County, South Jordan City, and Utah County. The purpose of the transit study was to help the project partners identify a rapid transit service connection between southern Salt Lake County and northern Utah County. The Preferred Alternative has been selected and is moving into environmental analysis and conceptual engineering.

As of November 30, 2021, total project expenditure is approximately \$1,311,000.

<https://www.rideuta.com/About-UTA/Current-Projects/Point-of-the-Mountain-Transit-Study>

Phase	% Complete	Scheduled Completion
Planning	100%	
Environmental	Not Available	N/A
Design	Not Available	N/A
Procurement	Not Available	N/A
Construction/Product Delivery	Not Available	N/A
Closeout	Not Available	N/A



<b>MSP227</b>	<b>Meadowbrook Expansion</b>
<b>Approved Budget thru 2021: \$ 3,900,000</b>	<b>2022-2026 Budget Plan: \$250,000</b>
<b>Total Estimated Lifetime Budget: \$4,150,000</b>	



**Summary:** This project will add seven more bus maintenance bays and a Prestressed Concrete Cylinder Pipe (PCCP) Bus Canopy Area to the Meadowbrook Maintenance Building site at 3600 South 700 West, South Salt Lake. The existing Maintenance Building has 24 bays for the maintenance and repair of UTA’s Bus system. The site also has as a fuel island, brake and wash canopies, administration, warehousing, and support buildings as well as five bus canopies housing approximately 260 buses. The project will be a design, bid, build project with the design in 2020 and construction in 2021/2022. Construction is anticipated to take approximately 11-12 months which will include the purchasing (by the general contractor) of bus lifts and modifications to the existing

structure and construction of a bus canopy in the existing lot.

As of November 30, 2021, total project expenditure is approximately \$2,066,000.

<b>Phase</b>	<b>% Complete</b>	<b>Scheduled Completion</b>
Planning	100%	
Environmental	100%	
Design	100%	
Procurement	100%	
Construction/Product Delivery	22.8%	06/01/2022
Closeout	0	09/01/2022



<b>MSP255</b>	<b>Central Corridor Transit</b>
<b>Approved Budget thru 2021: \$ 1,500,000</b>	<b>2022-2026 Budget Plan: \$500,000</b>
<b>Total Estimated Lifetime Budget: \$2,000,000</b>	



**Summary:** Lehi, American Fork, Pleasant Grove, Lindon, Orem, Vineyard, Provo, and Utah County in collaboration with MAG, UTA, and UDOT initiated a study to evaluate options for providing faster, more frequent transit service between Lehi and Provo. The study will determine a Preferred Alternative that can be advanced to an environmental study and preliminary engineering.

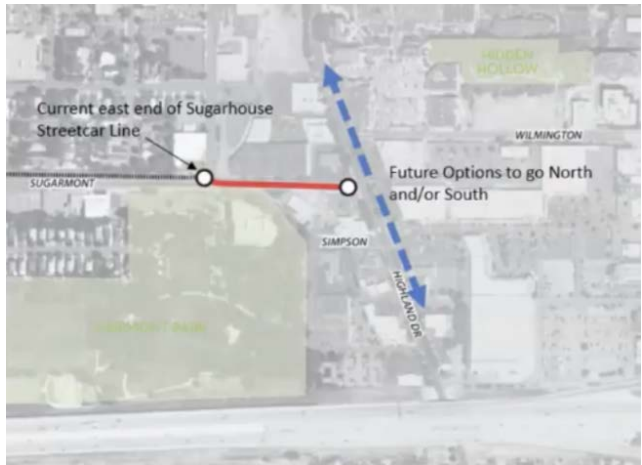
As of November 30, 2021, total project expenditure is approximately \$8,500.

<https://www.centraltransitutah.com/>

<b>Phase</b>	<b>% Complete</b>	<b>Scheduled Completion</b>
Planning	Not Available	N/A
Environmental	Not Available	N/A
Design	Not Available	N/A
Procurement	Not Available	N/A
Construction/Product Delivery	Not Available	N/A
Closeout	Not Available	N/A



<b>MSP259</b>	<b>S-Line Expansion Project</b>
<b>Approved Budget thru 2021: \$ 600,000</b>	<b>2022-2026 Budget Plan: \$11,400,000</b>
<b>Total Estimated Lifetime Budget: \$12,000,000</b>	



**Summary:** The project proposes to expand UTA’s Streetcar S-Line from its existing eastern terminus at Sugarhouse Drive and McClelland St to reach Highland Drive. Salt Lake City’s Local Link consultant is performing an Alternatives Analysis which will identify the Locally Preferred Alternative (LPA) by Fall 2021. The LPA will need to be adopted by both Salt Lake City Council and UTA. UTA will perform the environmental assessment based on the LPA. UTA will procure a design consultant for design and construction support. The State has allocated \$12 million in funding for this project.

As of November 30, 2021, total project expenditure is approximately \$62,000.

<https://www.rideuta.com/About-UTA/Current-Projects/S-Line-Extension-Project>

<b>Phase</b>	<b>% Complete</b>	<b>Scheduled Completion</b>
Planning	100%	
Environmental	0%	12/22/2021
Design	0%	03/27/2022
Procurement	0%	
Construction/Product Delivery	0%	09/28/2023
Testing & Revenue Service	0%	04/29/2024
Closeout	0%	07/30/2024



## Measuring the State of Good Repair

On July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP21) amended Federal transit law to require the Federal Transit Administration (FTA) to develop a rule establishing a national Transit Asset Management (TAM) System. FTA has defined transit asset management as a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through their entire life cycle.

Published in July 2016, the rule:

- Defines “State of Good Repair”
- Requires grantees to develop a Transit Asset Management (TAM) plan
- Establishes standard state of good repair performance measures
- Requires grantees to set state of good repair performance targets based on those measures
- Establishes annual reports requirements to the National Transit Database (NTD)
- Requires FTA to provide technical assistance

More specifically, the rule requires FTA grantees to develop asset management plans for their public transportation assets that should include vehicles, facilities, equipment, and support infrastructure.

UTA staff participated in the development of TAM and contributed to the Transit Asset Management Systems Handbook<sup>1</sup>. Using the guiding principles and TAM framework, UTA implemented an integrated program of preventive maintenance, capital repairs, and asset replacement to achieve the lowest life cycle costs and keep the system in a state of good repair.

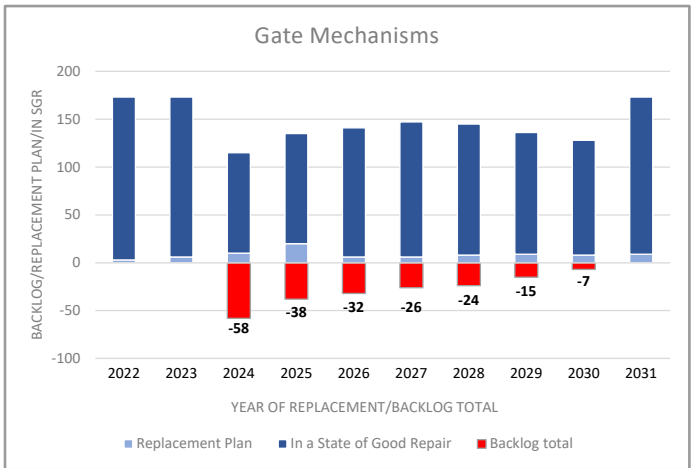
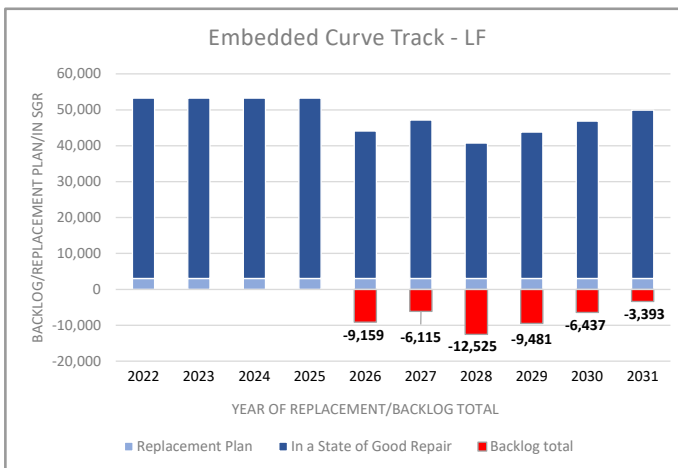
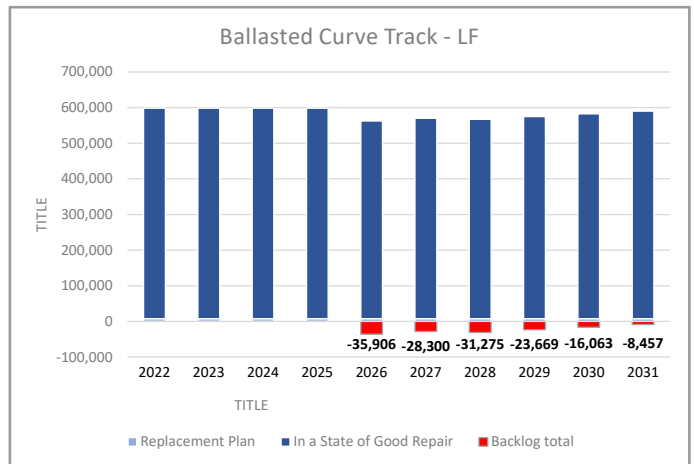
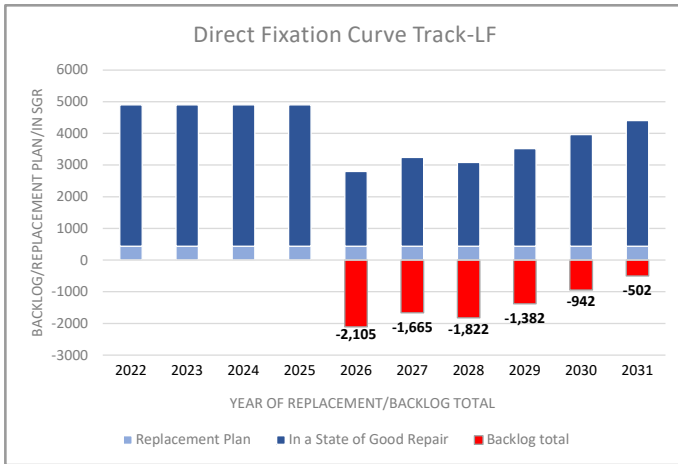
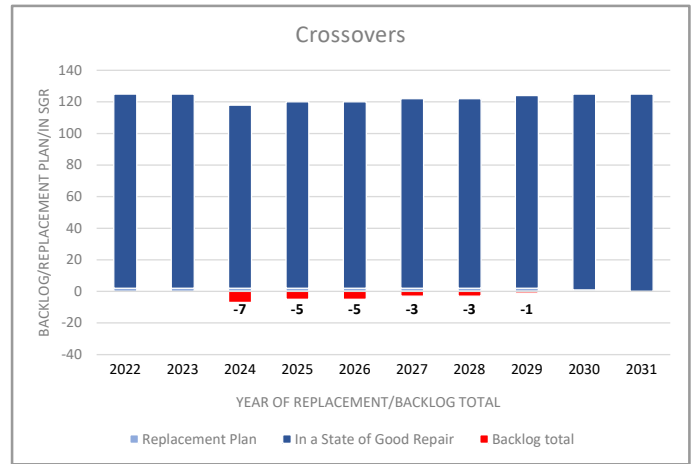
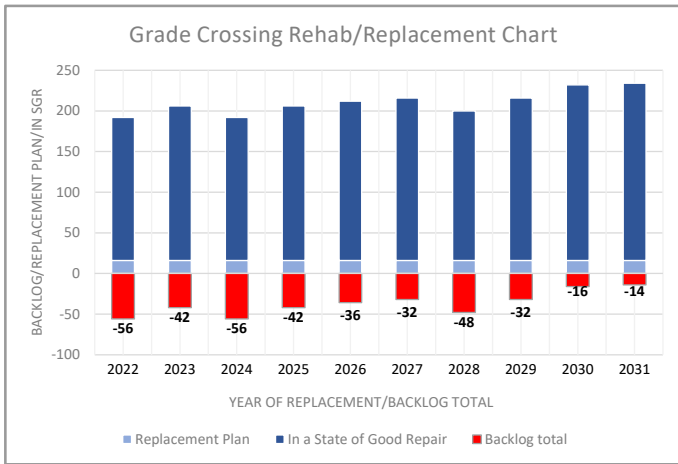
The metrics on the following pages provide information about the number of assets in each asset class, assets operating within their useful life by year, the annual workplan, and the effect of the annual work plan has on the number of assets operating in a state of good repair.

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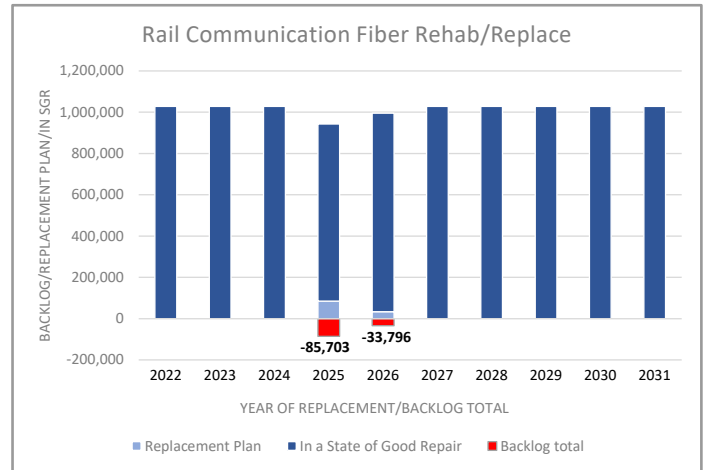
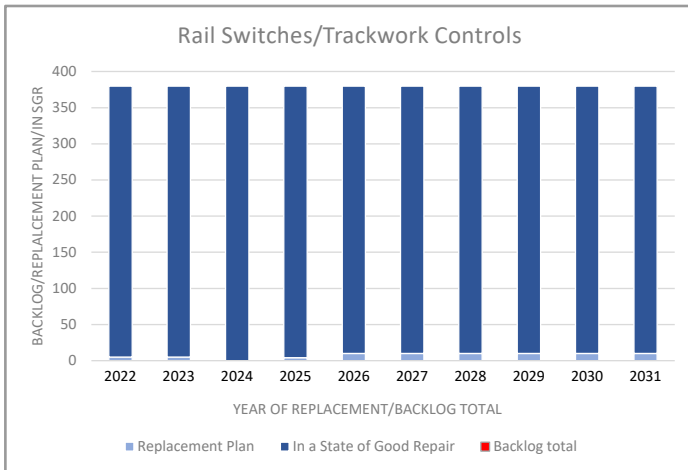
<sup>1</sup> [Transit Asset Management Systems Handbook: Focusing on the Management of Our Transit Investments \(dot.gov\)](#)



# Track and Structures

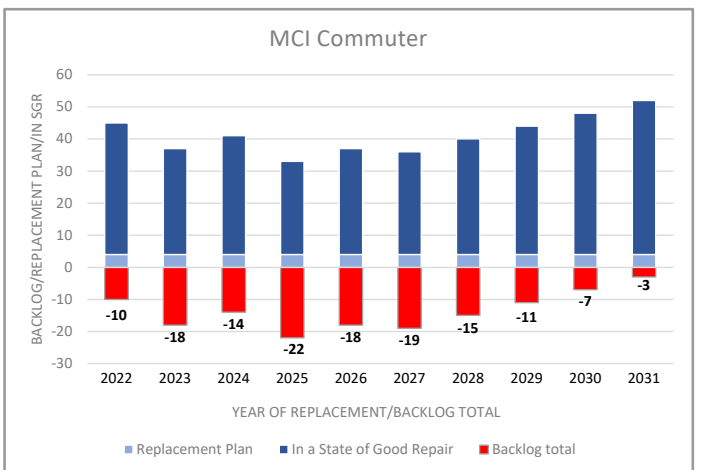
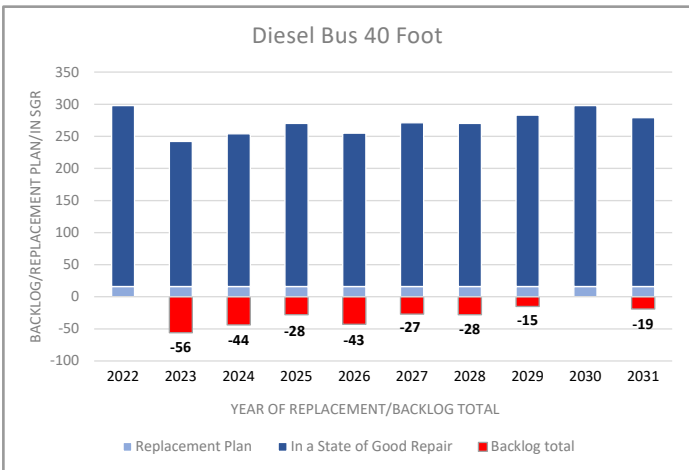
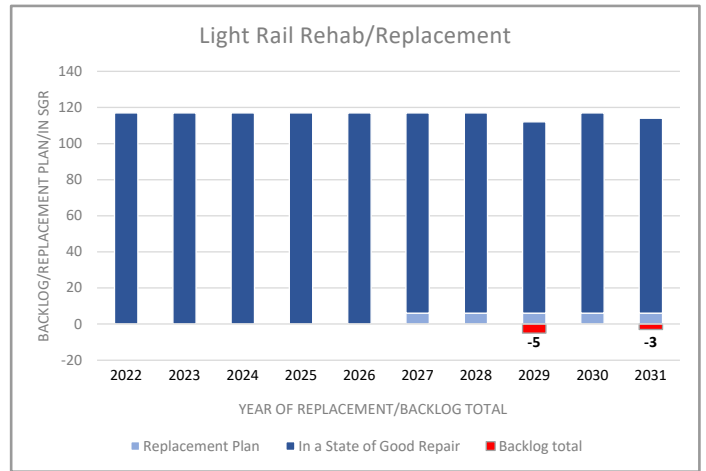
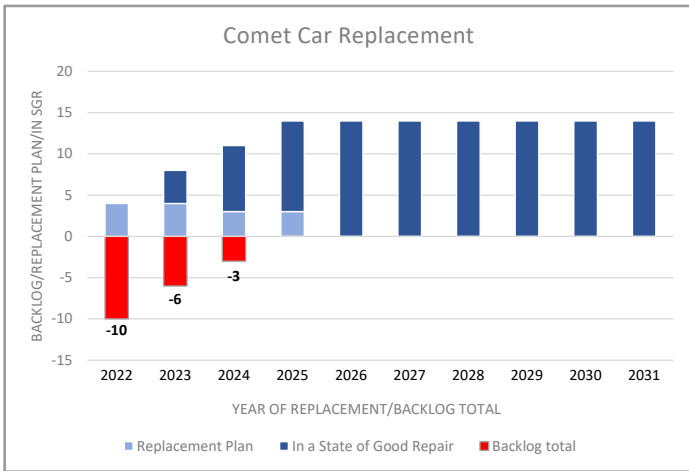


## Track and Structures (continued)

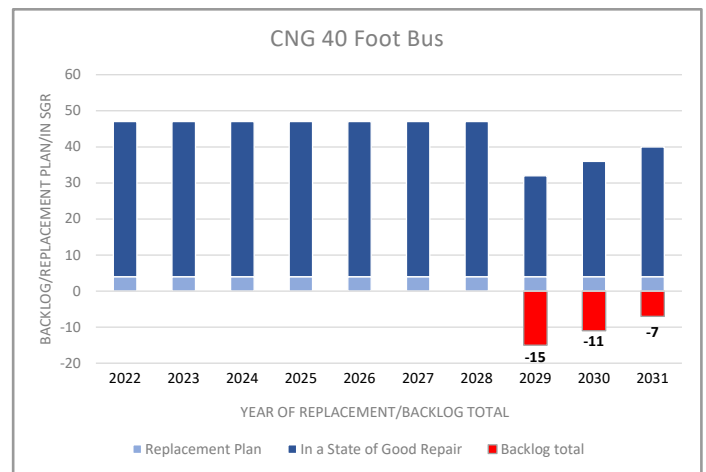
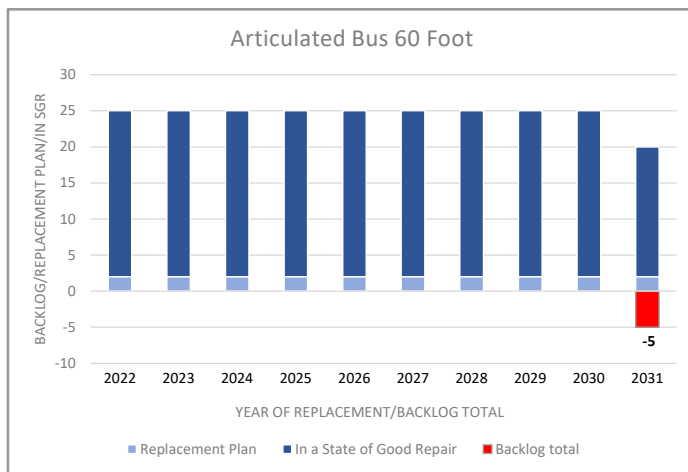
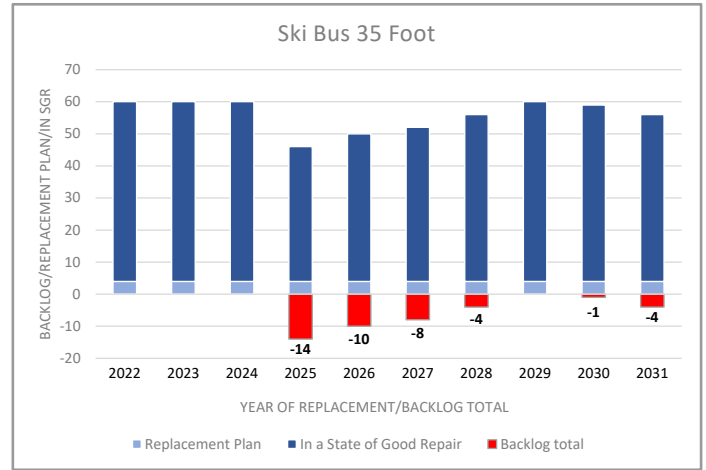
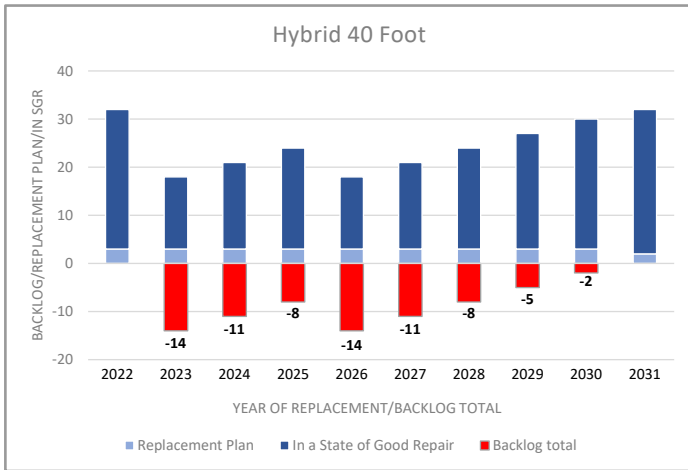




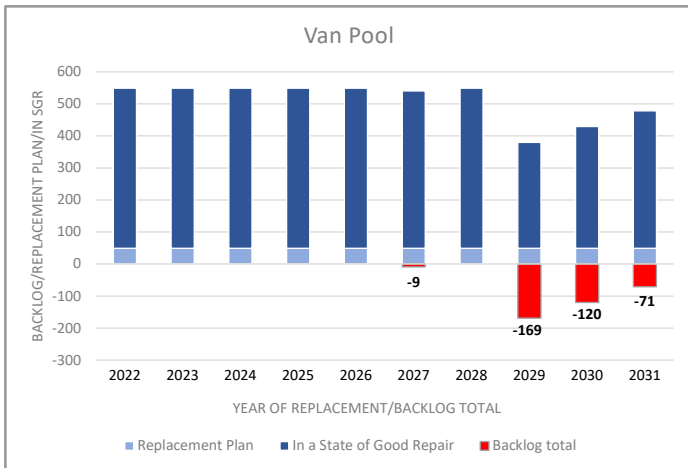
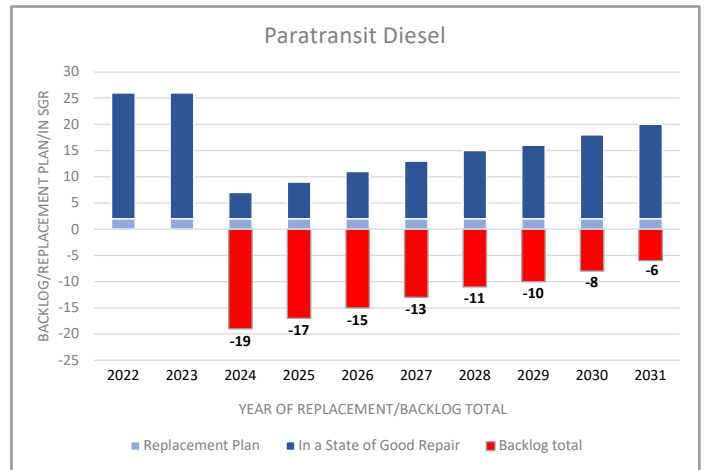
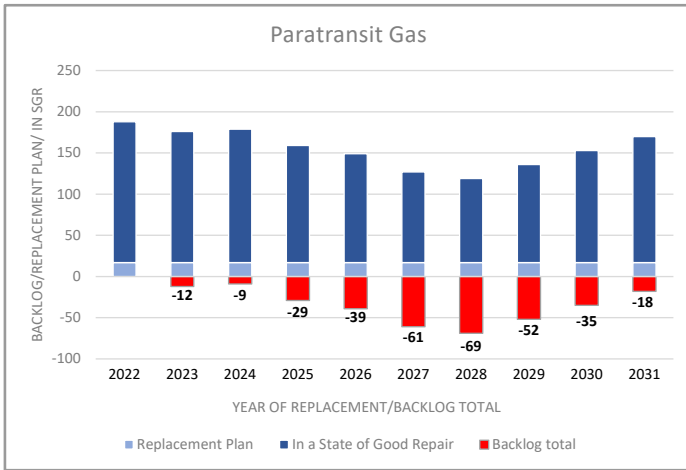
# Revenue Fleet



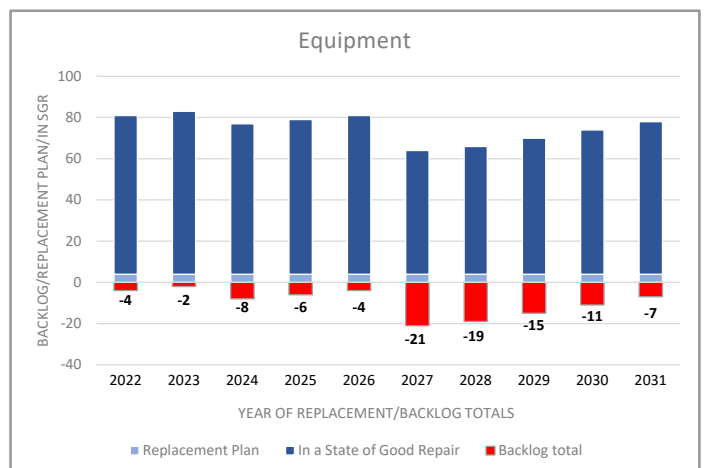
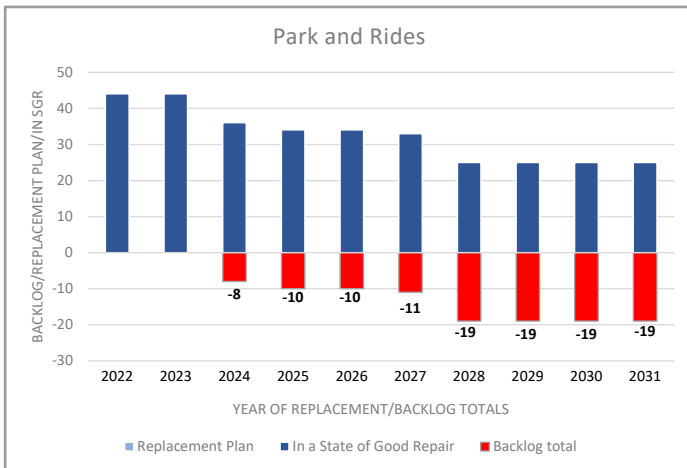
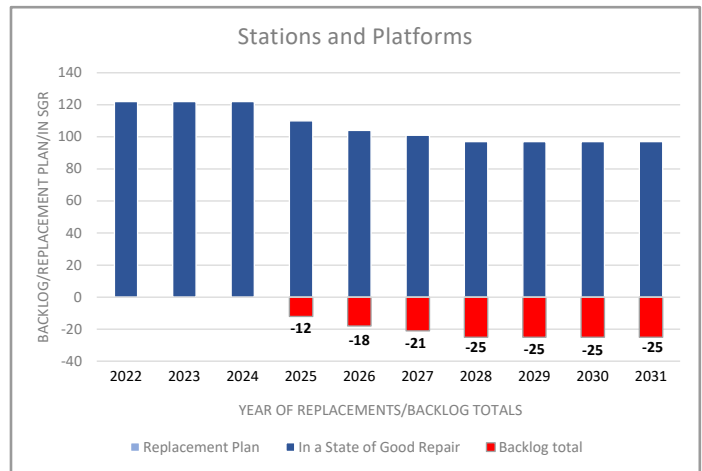
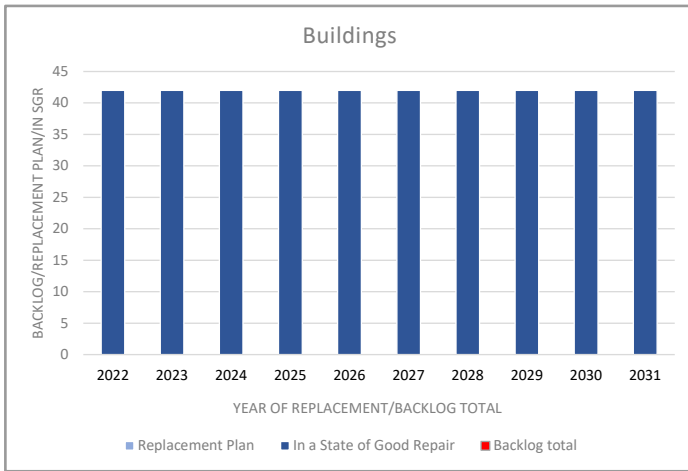
## Revenue Fleet (Continued)



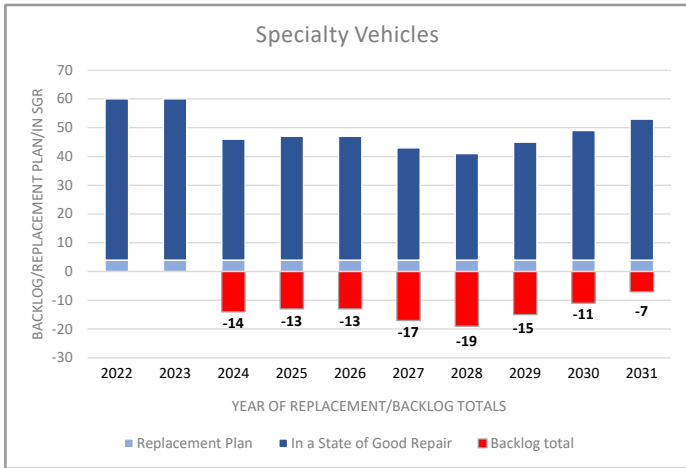
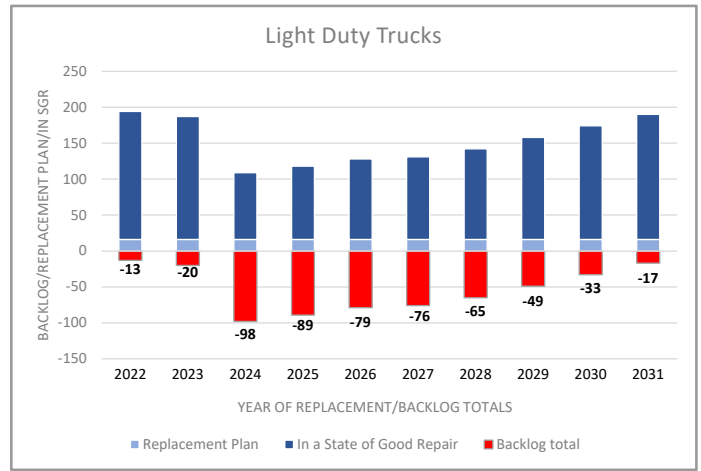
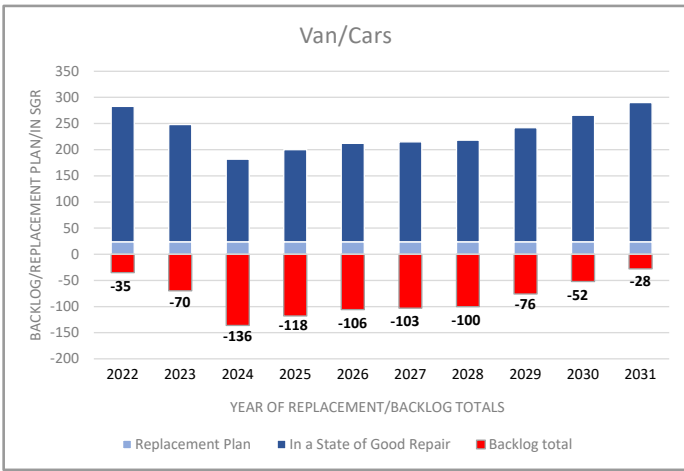
## Revenue Fleet (Continued)



# Facilities



# Non-revenue Fleet



## Debt

UTA does not use short-term debt to bridge the gap between the timing of expenditures and the receipt of revenues. The current 5-year Capital Plan does not forecast any additional bonds will be issued, but still contains \$40.256 million of 2019 bond proceeds currently in escrow to fund 2022 capital projects. All these bonds have been executed under the General Indenture of Trust created in 2002.

## Capacity

If UTA issued General Obligation Bonds, according to Utah State law, the amount of debt issued by UTA cannot exceed three percent of the fair market valuation of property located within the regional transit authority's district. UTA does not issue General Obligation Bonds as a Transit District in the State of Utah. UTA issues Sales Tax Revenue Bonds, which Sales Tax Revenue Bonds do not have any statutory limits as to legal debt limitations. Sales Tax Revenue Bonds are constrained by UTA's ability to repay the principal and interest amounts annually with Sales Tax revenues.

An important metric of UTA's financial health is the amount of pledged sales taxes annually in relation to the debt service due in the given year, or debt service coverage ratio.

Debt Service Coverage Ratio (DSCR)	Policy Minimum DSCR Requirements	Lowest DSCR Forecasted	Year of Lowest
Senior Lien	2.0x	3.60x	2022
Subordinate Lien	1.5x	4.54x	2040

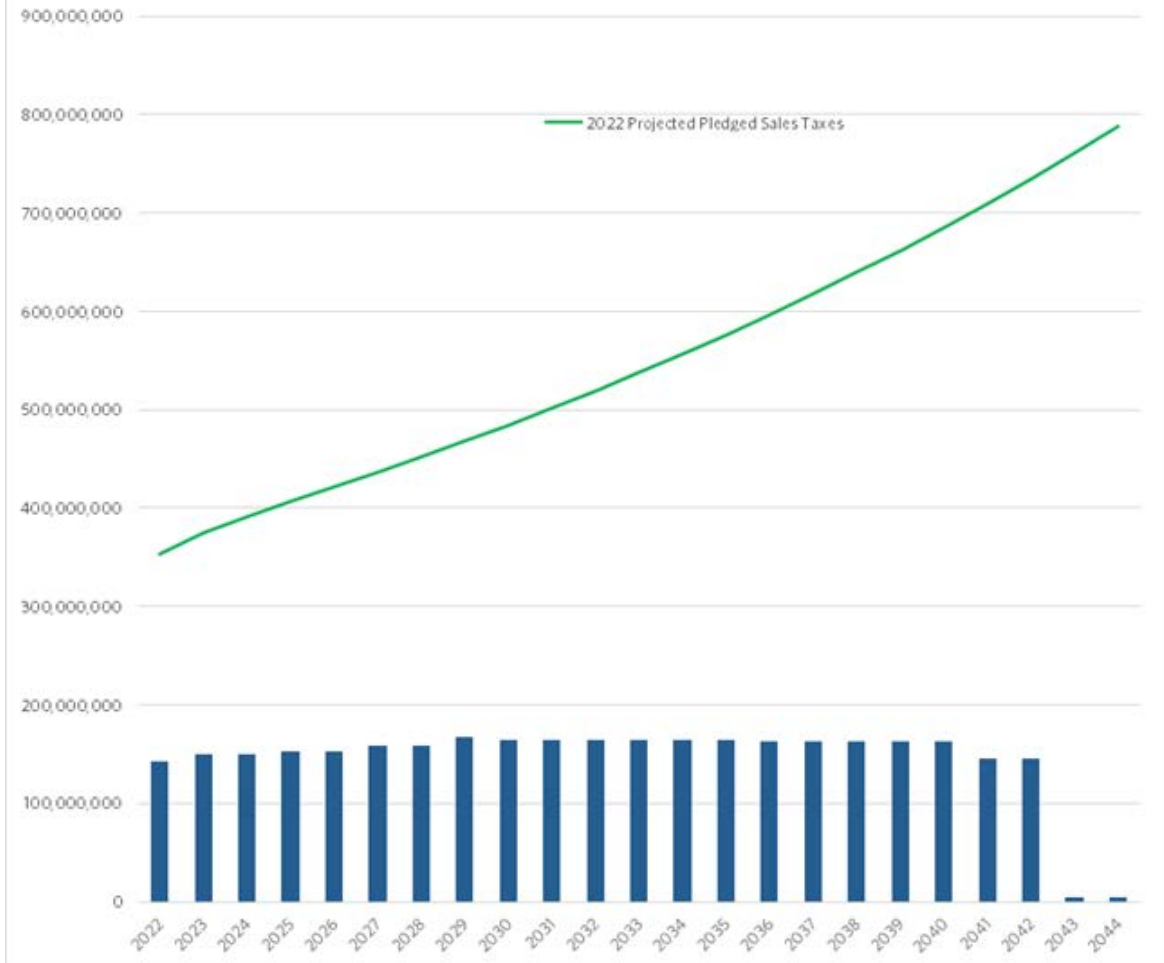
UTA's net debt service coverage ratio would be at its lowest rate of 2.49 in 2022 and is projected to increase steadily over the life of the existing debt portfolio. Adherence to other minimum debt service coverage ratios specific to the lien are detailed on the table on the next page.



Year	2022 Projected Pledged Sales Taxes	Senior Lien Debt Payments	Senior Lien Projected Debt Service Coverage Ratio	Subordinate Lien Debt Payments	Subordinate Lien Projected Debt Service Coverage Ratio	Total Debt Payments	Total Projected Debt Service Coverage Ratio
2022	353,760,000	98,150,193	3.60	43,797,227	8.08	141,947,420	2.49
2023	375,324,000	104,039,742	3.61	46,453,711	8.08	150,493,453	2.49
2024	391,804,000	104,045,687	3.77	46,446,219	8.44	150,491,906	2.60
2025	406,779,000	105,978,989	3.84	46,447,174	8.76	152,426,163	2.67
2026	421,509,000	105,981,667	3.98	46,451,771	9.07	152,433,438	2.77
2027	436,199,000	101,946,084	4.28	56,198,041	7.76	158,144,125	2.76
2028	451,640,445	101,941,964	4.43	56,188,017	8.04	158,129,981	2.86
2029	467,628,516	101,957,346	4.59	62,439,403	7.49	164,396,749	2.84
2030	484,182,566	102,048,307	4.74	62,415,895	7.76	164,464,202	2.94
2031	501,322,629	102,055,492	4.91	62,439,893	8.03	164,495,385	3.05
2032	519,069,450	101,802,153	5.10	62,439,607	8.31	164,241,760	3.16
2033	537,444,508	124,060,994	4.33	40,077,991	13.41	164,138,985	3.27
2034	556,470,044	124,064,926	4.49	40,080,199	13.88	164,145,125	3.39
2035	576,169,083	124,062,891	4.64	40,078,514	14.38	164,141,405	3.51
2036	596,565,469	127,429,814	4.68	34,962,723	17.06	162,392,537	3.67
2037	617,683,887	125,833,888	4.91	36,563,777	16.89	162,397,665	3.80
2038	639,549,896	123,415,219	5.18	38,980,308	16.41	162,395,527	3.94
2039	662,189,962	99,960,375	6.62	62,436,883	10.61	162,397,258	4.08
2040	685,631,487	11,657,724	58.81	150,946,856	4.54	162,604,580	4.22
2041	709,902,842	79,316,687	8.95	66,369,476	10.70	145,686,163	4.87
2042	735,033,402	122,206,633	6.01	23,475,140	31.31	145,681,773	5.05
2043	761,053,585	4,445,000	171.22			4,445,000	171.22
2044	787,994,882	4,439,300	177.50			4,439,300	177.50
Totals		\$ 2,200,841,075		\$ 1,125,688,825		\$ 3,326,529,900	



### Total Debt Service Payments and Maximum Debt Service Coverage Limits





UTA’s 2022-2026 Transit Financial Plan (TFP) does not call for any debt financing needs, which is evident in the unrestricted cash balances available throughout the plan. Total projected sources and beginning cash balance is insufficient to fund total uses, reserve requirements and debt service for the period of 2022 to 2026. Prior versions of the TFP projected additional debt in 2022 of \$103 million that has been eliminated in this version of the TFP.

The \$40.256 million of 2019 bond proceeds in escrow represent three percent of total capital sources during the period of 2022 to 2026 and are the smallest contributor behind state and local partners at 34 percent, sales tax revenues at 28 percent, leasing at 16 percent, and federal grants, which compromises 11 percent of total sources throughout the same period of the capital plan.

### Proposed 5-Year Capital Plan Summary by Year

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

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



## Performance and ratings

UTA's financing performance to date and in the future is evaluated by the agency's credit rating and adherence to debt service coverage ratios and other financial policies. The agency's current bond ratings are as follows:

Source: Zions Bank Financial Advisors

Effective date: November 2019

### Senior Lien Bonds

Current rating

Outlook

### Subordinate Lien Fixed Rate Bonds

Current rating

Outlook

Standard & Poor's

AA

Stable

A+

Stable

Fitch

AA-

Stable

AA-

Stable

Moody's

Aa2

Stable

A1

Stable

### Utah Transit Authority

Issuer Type: Transit

#### BOND RATINGS

< 1 of 2 >

#### Senior Lien

MOODY'S

**Aa2**

S&P

**AA**

FITCH

**AA**

### Utah Transit Authority

Issuer Type: Transit

#### BOND RATINGS

< 2 of 2 >

#### Subordinate Lien

MOODY'S

**A1**

S&P

**A+**

FITCH

**AA**

Source: <https://www.rideutainvestors.com/utah-transit-authority-bonds-ut/i2318>



## 2022 Debt Service Detail

2022 Debt Service (000's)	Cash Basis	Full Accrual Basis
<b>Principal on Bonds</b>	\$ 55,735	\$ 61,185
<b>Interest on Bonds</b>	86,512	85,722
<b>Interest Subsidy (Build America Bonds)</b>	(8,889)	(8,889)
<b>Premium/Discount Amortization</b>		(8,162)
<b>Refunding Gains/Losses Amortization</b>		9,261
<b>Accrued Interest on 2016 CAB</b>		754
<b>Net Interest Expense</b>	77,623	78,686
<b>Net Bond Principal and Interest</b>	133,358	139,871
<b>On-going Bond Sale Cost</b>	75	75
<b>Principal on 2016 Utah County Debt</b>	1,545	1,545
<b>Interest on 2016 Utah County Debt</b>	1,829	1,829
<b>Operations of UVX (less prior UVU service)</b>		3,638
<b>Restricted Reserves for 2029 Principal</b>		5,899
<b>4th Quarter Cent in Utah County</b>	3,374	12,911
<b>Principal on Existing Leases</b>	9,128	9,128
<b>Interest on Existing Leases</b>	1,817	1,817
<b>Lease Principal &amp; Interest on \$15.9M in Oct 2022</b>	448	448
<b>Net Lease Principal and Interest</b>	11,393	11,393
<b>Total 2022 Debt Service</b>	<b>\$ 148,200</b>	<b>\$ 164,250</b>

UTA continues to look for opportunities to refund bonds, when possible, in the future. The net present value saving from the 2021 refunding was approximately \$20 million. This refunding also restructured the debt to lower maximum annual debt service in 2029 through 2037.



## Financial Structure

### Accounting Method

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

### Department /Fund Relationship

Within the enterprise fund, UTA maintains two budgets – one for operations and one for capital. Within the operations budget, expenses are tracked by type of service mode (bus, light rail, commuter rail, paratransit, or rideshare/vanpool) as well as operations support, administrative, non-operating, and debt service.

Departments within operations and operations support by type of service are:

Bus	Light Rail	Commuter Rail	Paratransit	Rideshare Vanpool
Mt. Ogden Operations	Light Rail Operations	Commuter Rail Operations	Paratransit Operations	Van Pools
Mt. Ogden Maintenance	Light Rail Maintenance	Commuter Rail Maintenance	Paratransit Maintenance	Rideshare Administration
Mt. Ogden Administration	Light Rail Jordan River Maintenance	Commuter Rail Administration	Special Service Administration	
Timpanogos Operations	Light Rail Administration	Maintenance of Way Systems	Mobility Management	
Timpanogos Maintenance	Rail Fleet Sustainability	Maintenance of Way Infrastructure		
Timpanogos Administration	Maintenance of Way Systems			
Meadowbrook Operations	Maintenance of Way Infrastructure			
Meadowbrook Maintenance				
Meadowbrook Administration				
Central Maintenance				
Integrated Service Planning				
Transit Communications Center				

Departments within the Operations Support, Administrative, and Non-operating classifications are provided on the following page.



Operations Support	Administrative	Non-operating
Support Maintenance	Product Development & Sales	Capital Projects & Development
Fleet Engineering	Fares	Planning
Asset Management - State of Good Repair	Risk Management	Real Estate
Vehicle Disposal	Technology Security	Service Development
Facilities	Communications & Deployment	
Ticket Vending Machine Maintenance	Applications Support	
Radio & Rail Communications	Application Development	
Supply Chain - Purchasing	Network Support	
Supply Chain - Warehousing	Quality Assurance	
Farebox Service	Accounting	
Fare Strategy & Operations	Finance	
Customer Service	Intermodal Center - SLC	
Public Safety	Intermodal Center - Ogden	
Operations Analysis & Solutions	Budget & Financial Analysis	
Data Quality & Ridership	Innovative Mobility Services	
Safety & Security	Government Relations	
Bus Communications	Public Relations & Marketing	
Talent Development	Planning & Engagement	
Training and Development	Board of Trustees	
	Total Rewards	
	People Office	
	Human Resources and Labor	
	Workforce Planning	
	Operations Office	
	Internal Audit	
	Executive Director	
	Legal	
	Civil Rights	
	Corporate Support	
	Customer Experience	
	Enterprise Strategy	

Within the capital budget, expenses are tracked by discrete projects, Safety & Security, State of Good Repair (capital maintenance to the transit infrastructure), and Information Technology. More detail about capital investments is provided in the Capital and Debt section.

**Basis of Budgeting**

Budgeting is based upon the accrual basis with these exceptions:

- UTA budgets capital expense rather than depreciation expense
- UTA does not budget for change in actuarial estimates for the pension
- In addition to bond interest expense, UTA budgets annual bond principal payments
- The annual budget excludes amortization of bond issuance premiums and discount



## Financial Information and Policies

### **Basis of Accounting**

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

### **Standards for Reporting Purposes**

The financial statements of the agency have been prepared in conformity with accounting principles generally accepted in the United States of America as prescribed by Government Accounting Standards Board GASB.

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts or revenues and expenses during the reporting period. Actual results could differ from those estimates.

### **Federal Planning Assistance and Preventive Maintenance Grants**

Federal planning assistance grants received from the Federal Transit Administration (FTA) and preventive maintenance grants are recognized as revenue and receivable during the period in which the related expenses are incurred and eligibility requirements are met. The current reauthorizations act, Fix America's Surface Transportation (FAST), allows for the replacement and repair of aging infrastructure. Congress is engaged in negotiations on the next Transportation Act at the time this document was printed.

### **Federal Grants for Capital Expenses**

The U.S. Department of Transportation, through contracts between the agency and the FTA, provides federal funds of 35 percent to 93 percent of the cost of property and equipment acquired by the Authority through federal grants. Grant funds for capital expenses are earned and recorded as capital contribution revenue when the capital expenses are made, and eligibility requirements are met.

### **Contributions from Other Governments (Sales Tax)**

As approved by the voters or county governing bodies, sales tax for transit is collected to provide the Authority with funds for mass transit purposes. Funds are utilized for operations and for the local share of capital expenses. Sales tax revenues are accrued as a revenue and receivable for the month in which the sales take place. UTA does not have taxing authority in any jurisdiction; therefore, this revenue is considered a contribution from another government.



**Approved Local Option Sales Tax:**

Salt Lake County	0.7875%
Davis County	0.6500%
Weber County	0.6500%
Box Elder County	0.5500%
Utah County	0.6260%
Tooele County	0.4000%

**Budgetary and Accounting Controls**

UTA’s annual budgets are approved by the Board of Trustees, as provided for by law. Operating and non-operating revenues and expenses are budgeted on the accrual basis except for depreciation, pension actuarial expenses, bond principal payments, and amortization of bond issuance premiums and discounts. Capital expenses and grant reimbursements are budgeted on a project basis. Multi-year projects are approved in whole but are budgeted based on estimated annual expenses and revenues.

The agency adopts its annual budget in December of the preceding year.



## UTA Board of Trustees Bylaws (Budget Related)

### ARTICLE VII – CONDUCTING BUSINESS

#### Section 1 **Resolutions, Orders and Ordinance – Vote Recorded**

Each and every formal action by the Board and Advisory Council shall be taken by the passage of a resolution, order or ordinance by the Board or Advisory Council. Resolutions and ordinances shall be by roll call vote with each affirmative and negative vote recorded. Proposed resolutions and ordinances shall be forwarded to each Trustee and Member by electronic means at least twenty-four hours before the ordinance is presented for adoption. All resolutions and ordinances passed by the Board and Advisory Council shall be authenticated as soon as practicable after their passage by the signature of the applicable Chair and attested to by the Board Secretary or Advisory Council, Second Vice-Chair, and kept in the official records of the Authority. A record of meetings of the Board and Advisory Council shall be made and retained as provided by law.

#### Section 2 **Adoption and Amendment of Bylaws**

These Bylaws may be adopted and amended by an affirmative vote by a majority of the Board after consultation with the Advisory Council.

#### Section 3 **Fiscal Year**

The fiscal year of the Authority shall commence on January 1 and end December 31 of each calendar year.

#### Section 4 **Principal Place of Business**

The principal place of business for the Authority, and the location of all offices and departments, shall be determined from time to time by the Board. The Board Secretary shall publish the location of the principal place of business in the Government Entity Database maintained by the Division of Corporations of the State of Utah.

#### Section 5 **Budget**

The Authority shall prepare an annual budget for the consideration of the Board each year in compliance with applicable law. After analyzing the proposed budget and making any corrections or revisions that it may find necessary and consulting with the Advisory Council, the Board shall adopt a final annual budget prior to the end of each fiscal year.

#### Section 6 **Audit Reports**

- A. Annual Audit - The Board shall cause an annual audit of the Authority's financial statements to be conducted in accordance with general accepted auditing standards following the end of each fiscal year and in compliance with the Act. The audit shall be performed by an independent certified public accounting firm selected by the Board. The auditor shall provide a signed auditor's opinion as





to the fair presentation of the financial position of the Authority and the results of Authority operations and changes in its financial position for the fiscal year ended. The audit shall be made available in compliance with the Act.

- B. Other Audits – In consultation with the Advisory Council, the Board may cause audits other than the annual audit to be made, which shall be made available in compliance with the Act.



## Utah's Provisions Applicable to All Local Districts

### 17B-1-702 Local District to Submit Budgets

Except as provided in paragraph (a), within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of each local district with an annual budget of \$50,000 or more shall send a copy of its tentative budget and notice of the time and place for its budget hearing to 1) each of its constituent entities that has in writing requests a copy; and (2) to each of its customer agencies that has in writing requested a copy.

(a) Within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of trustees of a large public transit district as defined in Section 17B-2a-802 shall send a copy of its tentative budget and notice of the time and place for its budget hearing to 1) each of its constituent entities; 2) each of its customer agencies that has in writing requested a copy; 3) the governor; and 4) the Legislature.

The local district shall include with the tentative budget a signature sheet that includes 1) language that the constituent entity or customer agency received the tentative budget and has no objection to it; and 2) a place for the chairperson or other designee of the constituent entity or customer agency to sign.

Each constituent entity and each customer agency that receives the tentative budget shall review the tentative budget submitted by the district and either 1) sign the signature sheet and return it to the district; or 2) attend the budget hearing or other meeting scheduled by the district to discuss the objections to the proposed budget.

If any constituent entity or customer agency that received the tentative budget has not returned the signature sheet to the local district within 15 calendar days after the tentative budget was mailed, the local district shall send a written notice of the budget hearing to each constituent entity or customer agency that did not return a signature sheet and invite them to attend that hearing. If requested to do so by any constituent entity or customer agency, the local district shall schedule a meeting to discuss the budget with the constituent entities and customer agencies. At the budget hearing, the local district board shall 1) explain its budget and answer any questions about it; 2) specifically address any questions or objections raised by the constituent entity, customer agency, or those attending the meeting; and 3) seek to resolve the objections.

Nothing in this part prevents a local district board from approving or implementing a budget over any or all constituent entity's or customer agency's protest, objections, or failure to respond.



  
**Utah's Provisions Applicable to All Local District 17-B-1-1102 Limitation on Bonds**

A public transit district may not issue general obligations bonds if the issuance of the bonds will cause the outstanding principal amount of all of the district's general obligation bonds to exceed the amount that results from multiplying the fair market value of the taxable property within the district, as determined under Section 11-14-301(3)(b) by 3%. Bonds or other obligations of a public transit district that are not general obligation bonds are not included in this limit.



## Board of Trustees Policy No. 2.1

### Financial Management – Key Budget Provisions (July 31, 2019)

#### A. Reserves

1. The Authority will maintain the following reserves:
  - a. General operating reserves, including the risk reserve, funded at a level equal to at least twelve percent (12%) of the Authority's budgeted operating expense, excluding non-operating expense, to be used as a working capital account throughout the year. The Treasurer will manage the use of the funds in the general operating reserve.
  - b. Service stabilization reserve funded at a level equal to three percent (3%) of the Authority's budgeted operating expense, excluding nonoperating expense, to be used to avoid service reductions at such times as the Authority faces a revenue shortfall or cost overrun due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the service stabilization reserve are used.
  - c. Bond reserves funded at a level required by bond covenants to be used for the payment of debt service in the event that the Authority fails to make scheduled bond principal and interest payments. The Board of Trustees must give its prior approval before funds in the bond reserve are used.
  - d. Capital replacement reserve to reach a level equal to one percent (1%) of the property, facilities, and equipment cost as reported in the comprehensive annual financial report to be used for capital repair or replacement costs due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the capital replacement reserve are used.
2. The Board of Trustees may establish other reserves and make additional contributions to existing reserves.
3. Reserve balances will be reported on the Authority's monthly financial statements.
4. Upon the use of any service stabilization, bond or capital replacement reserves, the Board of Trustees will, by resolution, establish a timeline for the full reimbursement of the reserves within 60 months after their first use and begin to restore reserves used no later than 24 months after their first use.

#### B. Grants

1. The allocation of anticipated formula fund grants will be determined during the annual budget process.

#### C. Long-term Financial Planning

1. The Executive Director will develop a long-term (20 years or longer) financial plan incorporating the Board of Trustees' strategic plan, identifying the Authority's long-term financial challenges and proposed solutions based upon reasonable projections of revenue and expense including



operations and maintenance, reasonably anticipated new funding programs, capital expansion, maintenance of a state of good repair of existing assets, asset replacement, and debt issuance. The Executive Director will update the long-term financial plan three times a year.

2. The Board of Trustees will review the long-term financial plan annually and report it to the State Bonding Commission.

D. Budgeting

1. As provided for in the Authority's Bylaws, the Authority will prepare an annual budget and the Board of Trustees, after consultation with the Advisory Council, will approve the budget.
2. The Board of Trustees may amend or supplement the budget at any time after its adoption.
3. The Executive Director may make administrative adjustments to an adopted budget without Board of Trustee approval as long as those changes will not have a significant policy impact or affect budgeted year-end fund balances.

E. Capital

1. The Executive Director will develop a five-year capital plan and update it every year for inclusion in the annual budget process discussions and approvals. The five-year capital plan will be fiscally constrained and will maintain all assets at a state of good repair to protect the Authority's capital investment and minimize future maintenance and replacement costs.



## Budget Process

This section describes the process for preparing, reviewing, and adopting the budget for the coming fiscal year. It also includes procedures for amending the budget after adoption and the process used in developing the capital budget. A budget calendar for the budgeted year 2022 is included at the end of this section.

**Budget Process:** The Executive Director and Chief Financial Officer, with the advice and counsel of the Board of Trustees and the Local Advisory Council, prepare a preliminary budget for the ensuing year including operations, maintenance, administration expenses, debt service, and capital expenditures.

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

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

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

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

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

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



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

A draft 5-Year Capital Plan is completed and reviewed with the Board of Trustees and the Local Advisory Council in September. The first year of the capital plan, which includes specific capital projects and the funding available through outside funding such as grants, local partners, state funding, and financing are included in the next year's capital budget.

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

In late October or early November, the Executive Director presents the Tentative Budget to the Board of Trustees for their review and approval. Once the Tentative Budget is approved by the Board of Trustees, it is sent to the Governor's Office, State Legislature and Local Governments and a 30-day comment period, which includes a public hearing, is initiated. Input from the Local Advisory Council on the Tentative Budget is sought following Board approval.

In early December, the Executive Director prepares and presents the Final Budget to the Board of Trustees for its review and approval.

**Adoption of Annual Budget:** Before the first day of each fiscal year, the Board of Trustees shall adopt the annual budget by a vote of a quorum of the total Board. If, for any reason, the Board has not adopted the annual budget on or before the first day of January of any fiscal year, the preliminary budget (Tentative Budget) for such year shall be in effect for such fiscal year until the annual budget is adopted.

Please refer to the 2022 UTA Budget Preparation Schedule at the end of this section.



## Annual Budget Schedule:

<u>Task</u>	<u>Completion Date</u>
Executive Director prepares and distributes budget preparation memo based upon Board of Trustee's budget priorities and available funding per the long-term financial model	June 24, 2021
Draft Budgets due from Executive Team. (Executive Team will notify their direct reports of earlier submission dates before this time to allow for executive review).	August 13, 2021
Executive team evaluates 2022 operating and capital budget submittals	August 24, 2021
Preliminary 2022 operating and capital budgets reviewed with the Board of Trustees	Sept 13 to 17, 2021
Final adjustments to 2022 budget	Oct. 8, 2021
2022 Tentative Budget provided to Board of Trustees	Oct. 13, 2021
Board of Trustees reviews and approves 2022 Tentative Budget	Oct. 27, 2021
Budget Review and Comment Period	Nov. 3 to Dec. 3, 2021
Board of Trustees holds public hearing on 2022 Budget	Nov. 3, 2021
Local Advisory Council Reviews Tentative 2022 Budget	Nov. 17, 2021
Local Advisory Council Approves Final 5-Year Capital Plan	Nov. 17, 2021
Board of Trustees reviews final 2022 Budget Documents and 5-Year Capital Plan	Dec. 8, 2021
Board of Trustees considers approval of the 2022 Final Budget and 5-Year Capital Plan	Dec. 15, 2021
Staff submits Final Budget to State Auditor	Jan. 7, 2022
Staff prepares, prints, and distributes 2022 Budget Document to the Board of Trustees, Operating Departments, Local Partners, and interested parties	Jan. 15, 2022





## Community Profile

UTA's Service Area lies in the region commonly referred to as the Wasatch Front. The U.S. Census Bureau's 2020 estimated combined population of these six principal counties is 2.6 million, which represents approximately 79 percent of the State's total population. The service area population grew by 408,000 or 19 percent from 2010 to 2020.

**Salt Lake County** - Salt Lake County comprises an area of 764 square miles and accounts for approximately 46 percent of the population and approximately 57 percent of the private sector employment of the Service Area. Salt Lake City is the capital and largest city in the State. The principal cities include Salt Lake City, West Valley City, and Sandy City. Due to continuous economic and population growth, most of the cities in Salt Lake County have grown into a single large metropolitan area with Salt Lake City as its commercial center. The county's population increased approximately 15 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, and professional, scientific, and technical services. For Fiscal Year 2021, approximately 61 percent of UTA total Sales and Use Taxes were collected within Salt Lake County boundaries<sup>2</sup>.

**Utah County** - Utah County comprises an area of 1,998 square miles and accounts for approximately 25 percent of the population and approximately 22 percent of the private sector employment of the Service Area. The principal cities include the Provo City and Orem City. The county's population increased approximately 28 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, education services and construction. For Fiscal Year 2021, approximately 19 percent of total UTA Sales and Use Taxes were collected within Utah County boundaries.


**Davis County** - Davis County comprises an area of 268 square miles and accounts for approximately 14% of the population and approximately 10 percent of the private sector employment of the Service Area. The principal cities include Bountiful, Clearfield, Clinton, Kaysville, Layton, and Syracuse. The county's population increased approximately 18 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, and local government. For Fiscal Year 2021, approximately 10 percent of total UTA Sales and Use Taxes were collected within Davis County boundaries.

**Weber County** - Weber County comprises an area of 531 square miles and accounts for approximately 10 percent of the population and approximately eight percent of the private sector employment of the Service Area. The principal city is Ogden City. The county's population increased approximately 13 percent from 2010 to 2020. The largest employment sectors are manufacturing, health care and social assistance, retail trade and local government. For Fiscal Year 2020, approximately eight percent of total UTA Sales and Use Taxes were collected within Weber County boundaries.

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<sup>2</sup> Sales tax data reported though October 31, 2021.





**Tooele County** - The portion of Tooele County served by UTA includes the cities of Tooele and Grantsville and some unincorporated areas. Tooele County comprises an area of 6,923 square miles (the second largest county in the State) and accounts for approximately three percent of the population and approximately one percent of the private sector employment of the Service Area. The principal cities include Tooele City and Grantsville City. The county's population increased approximately 25 percent from 2010 to 2020. The largest employment sectors are local government, retail trade and transportation and warehousing. For Fiscal Year 2021, approximately 0.9 percent of total Sales and UTA Use Taxes were collected within Tooele County boundaries.

**Box Elder County** - The portion of Box Elder County served by UTA includes the cities of Brigham, Perry and Willard and some unincorporated areas. Box Elder County comprises an area of 5,627 square miles (the fourth largest county in the State) and accounts for approximately two percent of the population and approximately two percent of the private sector employment of the Service Area. The principal city is Brigham City. The county's population increased approximately 15 percent from 2010 to 2020. The largest employment sectors are manufacturing, local government, retail trade, and health care and social assistance. For Fiscal Year 2021, approximately 0.6 percent of total UTA Sales and Use Taxes were collected within Box Elder County boundaries.



## Glossary

**Accounting System** - Utah Transit Authority is a single enterprise that uses the accrual method of accounting. Under this method of accounting, revenues are recorded when earned and expenses are recorded as soon as they result in liabilities for benefits received.

**Accrual Accounting** - A basis of accounting in which revenues and expenditures are allocated to the year in which they are incurred, as opposed to when cash is received or spent.

**ADA:** The Americans with Disabilities Act (ADA) became law in 1990. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else.

**Alternative Fuels** – Fuels other than traditional gasoline/diesel such as compressed natural gas (CNG), liquefied natural gas (LNG), hybrid electric, propane, biodiesel, electric, bio or soy fuel, and hydrogen.

**ARPA** – American Rescue Plan Act of 2021. Signed into law on March 11, 2021. To support the nation’s public transportation systems as they continue to respond to the COVID-19 pandemic and support the President’s call to vaccinate the U.S. population. Eligible activities include operating and capital costs. UTA was allocated \$167.8 million under the Act.

**Articulated Bus** - A bus, usually 55 feet or more in length with two connected passenger compartments, which bends at the connecting point when turning a corner.

**Asset Maintenance:** Refers to the departments and activities focused on maintaining assets currently owned by UTA.

**ATU** - Amalgamated Transit Union

**Balanced Scorecard:** The balanced scorecard is a strategic performance management tool, usually consisting of a semi-standard structured report that is used by managers to keep track of the execution of activities by the staff within their control and to monitor the consequences arising from these actions.

**Bond** - Long- or short-term debt issued by an Authority to help finance new acquisitions of property, facilities, and equipment.



**BRT – Bus Rapid Transit** - A bus system similar to a fixed guide-way system that includes all or some of the following features: limited stops, traffic signal priority, separate lanes, dedicated right of way, station services, docking systems, and other enhancements.

**Balanced Budget** - A financial plan that matches all planned revenues and expenditures with proposed service levels.

**Budget Message** - The opening section of the budget document, which provides the UTA Board and the public with a general summary of the most important aspects of the budget and changes from current and previous fiscal years.

**Budget Document** – A formal plan of action for a specified time period that is expressed in monetary terms.

**CARES** – Coronavirus Aid, Relief, and Economic Security Act. Signed into law on March 27, 2020. For eligible costs incurred after January 20, 2020, funding provided at a 100-percent federal share, with no local match required, and can be used to support capital, operating, and other expenses generally eligible under FTA programs to prevent, prepare for, and respond to COVID-19. UTA was allocated \$187.2 million in this Act.

**Capital Budget** - A portion of the annual operating budget that appropriates funds for the purchase of capital equipment items. These expenditures are separated from regular operating items such as salaries, supplies, services, and utilities. The capital budget includes funds for capital equipment purchases such as vehicles, construction of new facilities, office equipment, maintenance machinery, microcomputers, and off-site improvements. They are distinguished from operating items by their value (greater than \$5,000) and projected useful life (greater than one year).

**Capital Costs** – Costs of long-term assets of a public transit system such as property, buildings, and vehicles.

**Commuter Rail** - Passenger train service for short-distance travel between a central city and adjacent suburbs.

**CRRSAA** - Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Signed into law on December 27, 2020. Stimulus funds for COVID-19 relief, to support the transit industry during the COVID-19 public health emergency. Similar eligibility requirements as CARES Act funding. UTA was allocated \$33.6 million in this Act.

**Debt** - The amount of money required to pay interest and principal on the agency's borrowed funds.



**Depreciation:** In accountancy, depreciation refers to two aspects of the same concept: (1) The decrease in value of assets and (2) the allocation of the cost of assets to periods in which the assets are used. Depreciation is a method of reallocating the cost of a tangible asset over its useful life span of it being in motion.

**Demand Response** - A service where passengers, or their agents, contact UTA to schedule door to door transportation services. A demand response (DR) operation is characterized by the following a) the vehicles do not operate over a fixed route or on a fixed schedule except, on a temporary basis to satisfy a special need, and b) the vehicle may be dispatched to pick-up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted in route to these destinations to pick up other passengers. UTA's paratransit service is demand response.

**Department** - An organizational unit responsible for carrying out major agency functions, such as operations, administration, and community engagement.

**Distinguished Budget Presentation Awards Program** – A voluntary awards program administered by the Government Finance Officers Association to encourage governments to prepare effective budget documents.

**Discretionary Funding** – One time funding or annual funding allocations, which distributed on a competitive basis, must be specifically applied for, and not guaranteed like a Formula Funds.

**Electronic Fare Collection or EFC** - UTA's system of fare payment when such fare payment is made via a unique electronic micro-chip embedded in an electronic fare card media, which may include a credit card or debit card, issued by a bank.

**Enterprise Fund** – A fund that gives the flexibility to account separately for all financial activities associated with a broad range of municipal services. It establishes a separate accounting and financial reporting mechanism for municipal services for which a fee is charged in exchange for goods or services. Revenues and expenses of the service are segregated into a fund with financial statements separate from all other governmental activities.

**Farebox Revenues** – All revenues gained from the sale of passenger tickets, passes, tokens or other instruments of fare payments.



**FAST Act** – Fixing America’s Surface Transportation Act is a law that was enacted on Dec. 4, 2015. This law provides long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act maintains focus on safety, keeps intact the established structure of the various transportation programs, and provides a dedicated source of federal dollars for critical transportation projects.

**Fiscal Year** - Annual schedule for keeping financial records and for budget purposes, UTA’s fiscal year runs from January 1 through December 31, the State of Utah’s fiscal year is July 1 through June 30, and the federal fiscal year runs from October 1 through September 30.

**Fixed Guideway:** A fixed guideway is any public transportation facility which utilizes and occupies a designated right-of-way or rails including (but not limited to) rapid rail, light rail, commuter rail, busways, automated guideway transit, and people movers.

**Formula Funds** – Funds specifically allocated to different agencies by the federal government to pay for transportation, transit, and other programs. Funds are allocated annually based on population and other demographic information.

**Fringe Benefits** - Benefits provided to the employee such as FICA, Pension, Medical & Dental insurance, Life, Short and Long-Term Disability insurance, Unemployment insurance, Tool and Uniform allowance and educational reimbursement.

**FTA - Federal Transit Administration** - Formerly the Urban Mass Transportation Administration (UMTA), the FTA provides capital and operating funds to the agency.

**FTE – Full Time Equivalent Positions** – A part-time position converted to a decimal equivalent of a full-time position based on 2,080 hours per year. For example, a part-time position working 20 hours per week would be the equivalent of 0.5 of a full-time position.

**Fund Balance** – Generally defined as the difference between a fund’s assets and liabilities. An adequate fund balance is necessary for numerous reasons, such as to have funds available in case of an emergency or unexpected events, to maintain or enhance the agency’s position and related bond ratings, to provide cash for operations prior to receipt of revenues, and to maximize investment earnings.

**GASB - General Accounting Standards Board** – An independent, professional body to establish standards of accounting and financial reporting applicable to state and local governmental entities.

**Goal** – A statement of broad direction, purpose, or intent.



**Grants** - A contribution by a government or other organization to support a particular function. Grants may be classified as either operational or capital.

**Internal Controls** – Methods and measures implemented to safeguard assets, provide for accuracy of accounting data, and encourage compliance with policies.

**Intermodal** - The term “mode” is used to refer to a means of transportation, such as automobile, bus, train, ship, bicycle, and walking. Intermodal refers specifically to the connections between modes. Intermodal is also known as “multimodal.”

**Intermodal Centers** - A location where various types of transportation modes meet.

**Investments** – Securities purchased for the generation of income in the form of interest.

**Joint Development** – Projects undertaken by the public and private sectors in partnership. Usually refers to real estate projects and transit projects undertaken adjacent to, above and /or below each other as a means of financing transit projects with minimal public expense.

**Lease** – A contract specifying the rental of property. A lease is a contract outlining the terms under which one party (lessee) agrees to rent property owned by another (lessor) for a specific period.

**LRT – Light Rail Transit** - An electric railway with a light volume traffic capacity as compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading, and multi-car trains or single cars. Also known as “streetcar,” “trolley car,” and “tramway.”

**Local Match** - The portion of funding provided by UTA or other contributors (as opposed to funding provided at the Federal level) towards purchase of capital items.

**Microtransit** - A form of demand responsive transit. Micro-transit offers flexible routing and flexible scheduling of smaller vehicles to match the change in rider demands. Possible pick-up/drop-off stops are restricted within a geo-fenced area and transit can be provided either as a stop-to-stop service or curb-to-curb service. Microtransit services fit somewhere between private individual transportation (cars, taxi, and ridesharing) and public mass transit.

**MPO – Metropolitan Planning Organization** - Local group that selects highway and transit projects to which funds will be granted. The governor designates an MPO in every urbanized area with a population of over 50,000. The primary MPOs in UTA’s transit district are the Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments, (MAG).



**Non-Attainment Area** - Areas of the country where air pollution levels persistently exceed the National Ambient Air Quality standards. Attainment/nonattainment are important factors in determining CMAQ grant funding (see CMAQ).

**Operating Budget** - A plan outlining expenditures and proposed sources of financing current service. The operating budget does not include capital or reserve monies. The principal sources of revenue are operating income, sales tax, investment income, and federal grants. All departments are financed through this budget.

**Operating Revenue** - Funds the agency receives as income to pay for ongoing operations. It includes such items as sales taxes, fares, interest earnings, and grant revenues. Operating revenues are used to pay for day-to-day services.

**Operating Expenses** - This term refers to expenditures paid to obtain goods or services including items such as payroll services, supplies, fuel, utilities, insurance, etc. Capital expenditures are not included.

**Paratransit** - Transportation service, comparable to fixed-route service, required by the Americans with Disabilities Act (ADA) of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems.

**Passengers** – The number of transit vehicle boardings, including charter and special trips. Each passenger is counted each time that person boards a vehicle.

**Passenger Miles** – Total number of miles traveled by passengers on a vehicle. (One bus with 10 passengers traveling 10 miles equals 100 passenger miles.)

**Peak Hours** - Refers to weekday a.m. and p.m. service during commute hours to carry a maximum number of passengers. An example of commute or peak hours could be defined as time between 6 and 9 a.m. in the morning, and between 3 and 6 p.m. at night.

**Performance Measures** – Data collected to determine how effective or efficient a program is in achieving its objectives.

**Personnel** – This item includes the cost of all salaries, wages, overtime, and benefits associated with the agency staff.

**PM – Preventive Maintenance Funds** – Funding provided by the Federal Transit Administration for preventive maintenance of UTA's fleet.





**Policy Document** – A statement of organization-wide financial and programmatic policies and goals which address long-term concerns and issues.

**Program Budget** – A budget that focuses upon the goals and objectives of a Program, rather than upon its organizational budget units or object classes of expenditure.

**Rapid Transit** – Synonym for fixed guideway public transport (usually rail or bus rapid transit).

**Reserve** – An account used to indicate the purpose (insurance or capital) for which the agency's year-end balances may be used.

**Revenue** – Receipts from the sale of a product or provision of service.

**Revenue Hours** – Hours a transit vehicle travels while in revenue service. A transit vehicle is in revenue service only when the vehicle is available to the public.

**Revenue Miles** – Miles a transit vehicle travels while in revenue service. A transit vehicle is in revenue service only when the vehicle is available to the public.

**RFP** – Request for proposal.

**Ridership** - The number of passengers using a particular mode of transit.

**Rideshare**- Transportation, other than public transit, in which more than one person shares in the use of the vehicle, such as a van or car, to make a trip. Rideshare assistance is offered by UTA to promote carpooling and company-sponsored van sharing.

**Sales Tax** – This tax is levied by the various counties within the service district for the agency.

**Scheduled Miles** – Total service scheduled. It is computed from internal planning documents and includes the whole trip (e.g., deadhead, layover/recovery, and actual picking up and discharging of passengers).

**STIP – State Transportation Improvement Program** - Federally mandated state program covering a four-year span and updated every year. The STIP determines when and if transportation projects will be funded by the state. Projects included in the STIP must be consistent with the long-range transportation plan.

**Strategic Plan:** UTA's long-term plan for providing transit services to the communities served by the agency. Identifies key elements and strategies to be used in providing such services.



**TRAX Light Rail** – The UTA light rail system, consisting of the Red (University of Utah to Daybreak), Blue (Downtown to Draper), Green (Airport to West Valley), and S-Line streetcar (Sugar House) lines.

**OD - Transit-oriented Development** - A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion, and air pollution. It includes housing, along with complementary public uses (jobs, retail, and services), located at a strategic point along a regional transit system, such as a rail hub or major transit stop.

**UDOT** – Utah Department of Transportation

**Vanpool** – A service provided by UTA where the agency provides the van and a group of 7-15 people with a similar commuting route provide the driver, bookkeeper, and passengers. The group can also be coordinated through the UTA website.



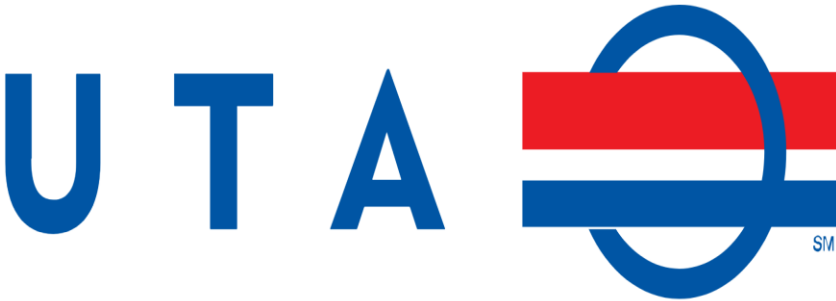
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Attachment A – Five Year Capital Plan



# Utah Transit Authority Five-Year Capital Plan

2022-2026



# 1 Introduction

## 1.1 Purpose of document

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

## 1.2 Definition of Capital Projects

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

Examples of capital projects include:

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

## 2 Five-year Capital Plan Development Process

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

### 2.1 Project Requests

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

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

### 2.2 Project Prioritization

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

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

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

### 3 Proposed Capital Plan

#### Overview

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

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

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

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

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

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

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

## Proposed 2022 Capital Budget Summary

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

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



## Proposed 2023 Capital Budget Summary

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

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

## Proposed 2024 Capital Budget Summary

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

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

## Proposed 2025 Capital Budget Summary

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

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

## Proposed 2026 Capital Budget Summary

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

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

## Proposed 5-Year Capital Plan Summary by Project Category

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

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

### Proposed 5-Year Capital Plan Summary by Year

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

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

## 4 Five-Year Plans

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

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

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

### 4.1 Project Requests

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

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

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

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

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



## UTA 5- Year Capital Plan: 2022-2026 Summary

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

## UTA 5- Year Capital Plan: 2022-2026 Summary

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

## UTA 5- Year Capital Plan: 2022-2026 Summary

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





## UTA 5- Year Capital Plan: 2022 Details

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





## UTA 5- Year Capital Plan: 2023 Details

Programs/Projects	2023 Total	2023 Bonds	2023 Grants	2023 Grants-	2023 Lease	2023 State	2023 4th Qtr	2023 Local	2023- UTA Local
NP-1- New Radio Communication System	2,000,000	-	-	-	-	-	-	-	2,000,000
NP-14- Fares Systems Replacement Program	15,054,750	-	-	-	-	-	-	-	15,054,750
NP-45- ERP / HCM and Maintenance System External Needs Review	150,000	-	-	-	-	-	-	-	150,000
<b>Major Capital Project</b>	<b>169,847,501</b>	<b>-</b>	<b>30,647,528</b>	<b>47,040,000</b>	<b>-</b>	<b>86,963,458</b>	<b>188,661</b>	<b>1,892,700</b>	<b>3,115,154</b>
MSP102- Depot District	12,000,000	-	8,694,582	-	-	3,116,757	188,661	-	-
MSP185- Ogden/Weber State University BRT	17,402,501	-	16,037,347	-	-	-	-	-	1,365,154
MSP205- TIGER Program of Projects	2,500,000	-	1,207,300	-	-	-	-	1,292,700	-
MSP215- Sharp-Tintic Rail Connection	8,695,000	-	4,708,299	-	-	3,986,701	-	-	-
MSP216- Point of Mountain AA/EIS	3,000,000	-	-	-	-	2,000,000	-	-	1,000,000
MSP252- FrontRunner Double Tracking	47,250,000	-	-	-	-	46,500,000	-	-	750,000
MSP253- Mid-Valley Connector	70,000,000	-	-	47,040,000	-	22,360,000	-	600,000	-
MSP259- S-Line Extension	9,000,000	-	-	-	-	9,000,000	-	-	-
<b>Other Capital Projects</b>	<b>47,279,200</b>	<b>-</b>	<b>10,197,910</b>	<b>4,340,000</b>	<b>-</b>	<b>-</b>	<b>1,800,000</b>	<b>5,554,203</b>	<b>25,387,087</b>
MSP132- Technical Support for IPCS Maintenance and Enhancements	85,000	-	-	-	-	-	-	-	85,000
MSP140- Box Elder Right of Way Preservation	3,500,000	-	-	-	-	-	-	3,500,000	-
MSP198- Wayfinding Signage	300,000	-	-	-	-	-	-	-	300,000
MSP248- Capital Planning/Env Analysis	500,000	-	-	-	-	-	-	-	500,000
MSP258- Mt Ogden Admin Bldg expansion	5,000,000	-	-	-	-	-	-	-	5,000,000
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	1,500,000	-	1,200,000	-	-	-	-	-	300,000
NP-18- Program Management Support	3,300,000	-	-	-	-	-	1,500,000	-	1,800,000
NP-29- New Maintenance Training Facility	4,320,000	-	-	3,840,000	-	-	-	-	480,000
NP-31- Optical Detection Next Steps	75,000	-	-	-	-	-	-	-	75,000
NP-55- Transit Signal Priority On Board Units (TOBU) Project	499,200	-	89,506	-	-	-	-	64,602	345,092
NP-57- Light Rail Red Signal Enforcement	5,000,000	-	-	-	-	-	-	-	5,000,000
NP-58- MOW Training Yard	1,500,000	-	-	-	-	-	-	-	1,500,000
NP-60- Public Partnership Projects	10,000,000	-	6,958,404	-	-	-	-	1,739,601	1,301,995
NP-69- TechLink Corridor Study	2,450,000	-	1,950,000	500,000	-	-	-	-	-
NP-70- Bus Stop Enhancements	1,000,000	-	-	-	-	-	200,000	-	800,000
NP-71- Route End of Line (EOL) Enhancements	1,500,000	-	-	-	-	-	100,000	250,000	1,150,000
NP-72- System Restrooms	1,000,000	-	-	-	-	-	-	-	1,000,000
SGR390- OK Manufacturing Building	750,000	-	-	-	-	-	-	-	750,000
<b>Property/TOD/Real Estate</b>	<b>727,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>727,500</b>
NP-10- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	-	40,000
NP-12- TOD Working Capital	687,500	-	-	-	-	-	-	-	687,500
<b>Safety &amp; Security/Police</b>	<b>1,487,476</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,487,476</b>
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	-	50,000
FMA535- Ballistic Vest Replacement	15,000	-	-	-	-	-	-	-	15,000
FMA538- Police Radio Replacements	56,000	-	-	-	-	-	-	-	56,000
FMA543- Vehicle Replacement/Expansion	350,000	-	-	-	-	-	-	-	350,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	420,000	-	-	-	-	-	-	-	420,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	-	50,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	-	15,000
FMA676- Security General Projects	20,000	-	-	-	-	-	-	-	20,000
ICI140- Next Crossing Camera Installation	40,000	-	-	-	-	-	-	-	40,000
NP-36- Arc Flash Analysis	341,476	-	-	-	-	-	-	-	341,476
<b>Grand Total</b>	<b>360,248,101</b>	<b>5,255,718</b>	<b>71,548,140</b>	<b>51,380,000</b>	<b>41,920,553</b>	<b>86,963,458</b>	<b>9,687,936</b>	<b>8,878,727</b>	<b>84,613,569</b>



## UTA 5- Year Capital Plan: 2024 Details

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

## UTA 5- Year Capital Plan: 2024 Details

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

## UTA 5- Year Capital Plan: 2025 Details

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

## UTA 5- Year Capital Plan: 2025 Details

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

## UTA 5- Year Capital Plan: 2026 Details

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

## UTA 5- Year Capital Plan: 2026 Details

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