



2022 Tentative Budget

November 18, 2021



2022 *Draft* Goals & Initiatives

Overall Budget Goals

Set a strong
financial
foundation for
the future

Deliver on
capital project
commitments

Ridership
recovery and
service
restoration

Recruitment &
retention

Pursue federal,
state and
partner funding

Maintain and
grow local
partnerships



2022 Operating Budget Includes:

**Service
adjustments
including almost
100,000 annual
hours of new or
restored service.**

**Expansion of UTA
On Demand
Microtransit
service in Tooele
and Davis
Counties.**

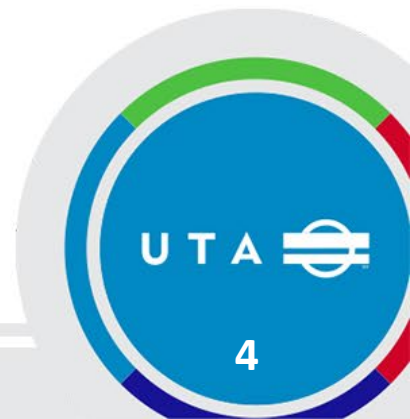
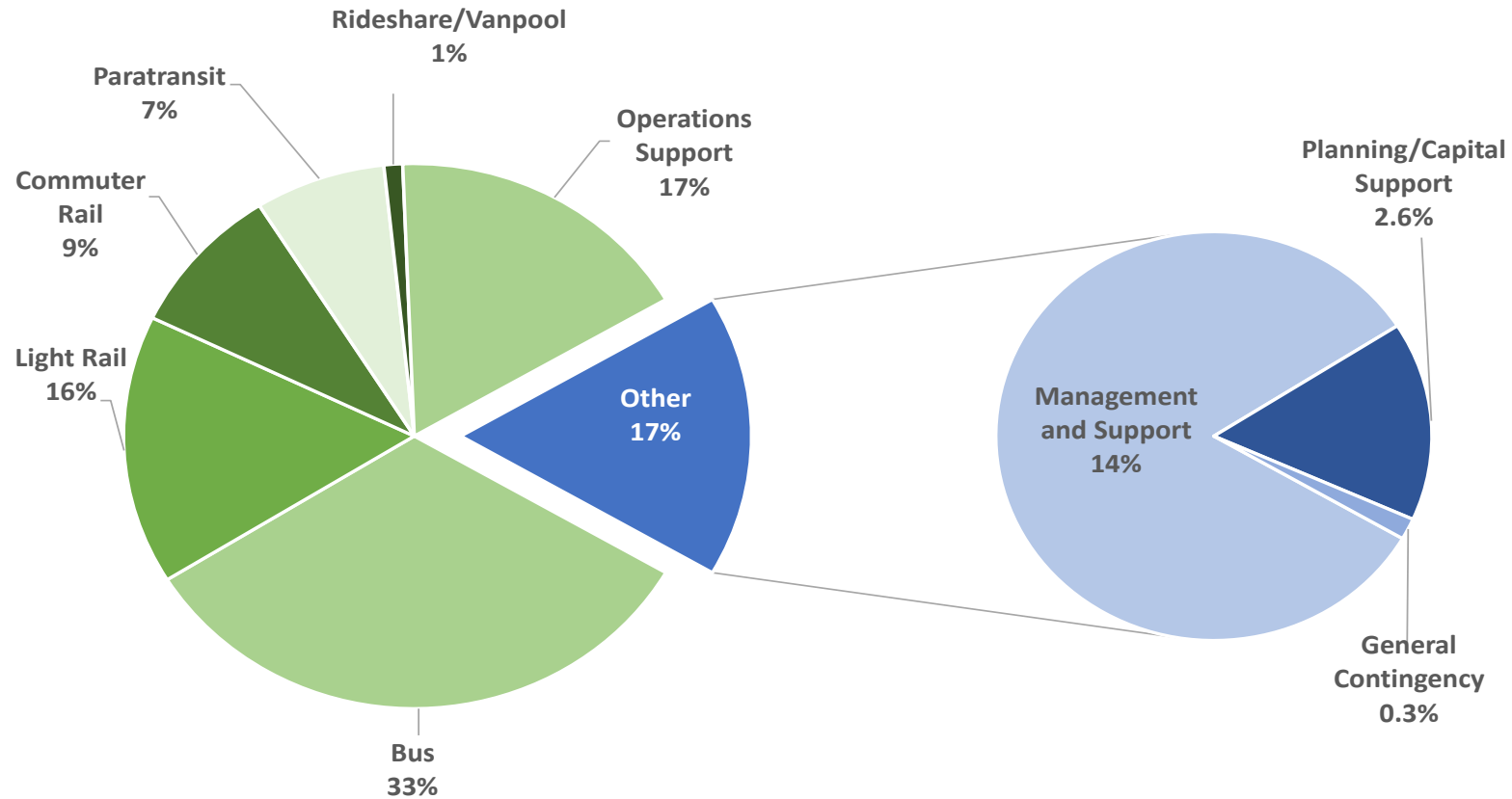
**Service on our new
bus rapid transit
line "Ogden
Express" or "OGX"**

**Recruitment and
Retention

Rail Maintenance
Apprenticeship
Program**



2022 Operating Budget: \$356.1 million



2022 Operating Budget Overview (dollars 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 Budget Request
\$ 326,512	\$ (6,748)	\$ 1,247	\$ 3,911	\$ 9,369	\$ 3,471	\$337,763	\$ 18,323	\$356,086

2022 Additions (Tentative Budget)

Restore Service

Service Changes \$ 6,915

Support Costs 656

Rail Apprenticeship Program 5,100

Recruitment and Retention 1,624

Information Technology 1,308

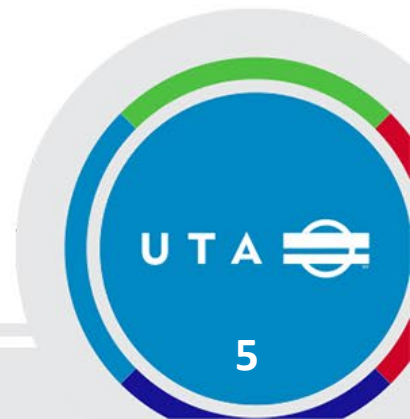
Other Management and Support 1,220

Operating Contingency 1,500

Total \$18,323

Emerging Issues (Final Budget)

- Revenue backed Salt Lake City MicroTransit
- Fuel costs rising
- Recruitment and retention
- Update revenue forecast



2022 Proposed Service Changes

	2022 Start Date	2022 Est. Cost
Bus Service	August, 2022	\$4,215,000
Special Services	August, 2022	284,000
Front Runner	April, 2022	1,027,000
Tooele Valley UTA On Demand	August, 2022	668,000
South Davis UTA On Demand	August, 2022	721,000
Total		\$6,915,000



5-Year Capital Plan Goals:

Maintain a safe system that operates in a state of good repair

Leverage UTA funds with federal grants and partner funds

Expansion projects consistent with regional long-range plan

Consistent with resources and operational capacity

5-Year Capital Plan Highlights:

Reviewed by UTA Local Advisory Council on November 17th, 2021

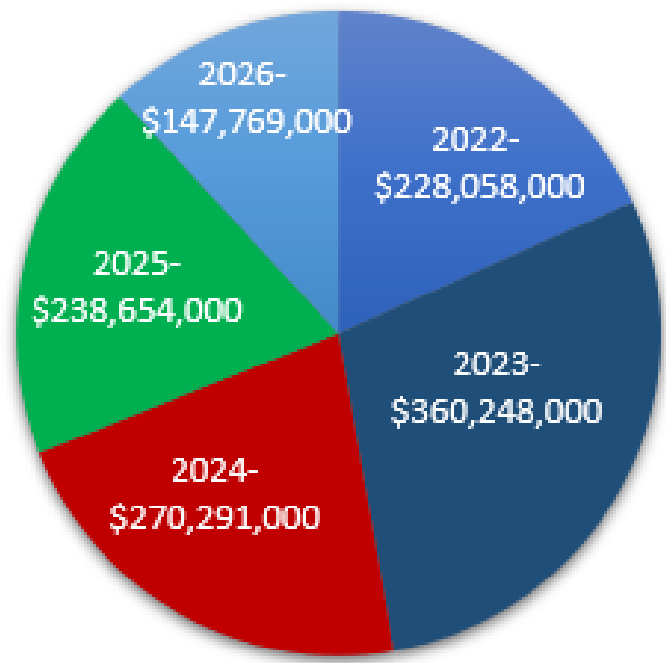
Started coordination effort with MPO's on partner funds

Focus on delivery of high priority State funded projects

Receiving input and meeting with Public and Stakeholders



5-Year Capital Plan Summary



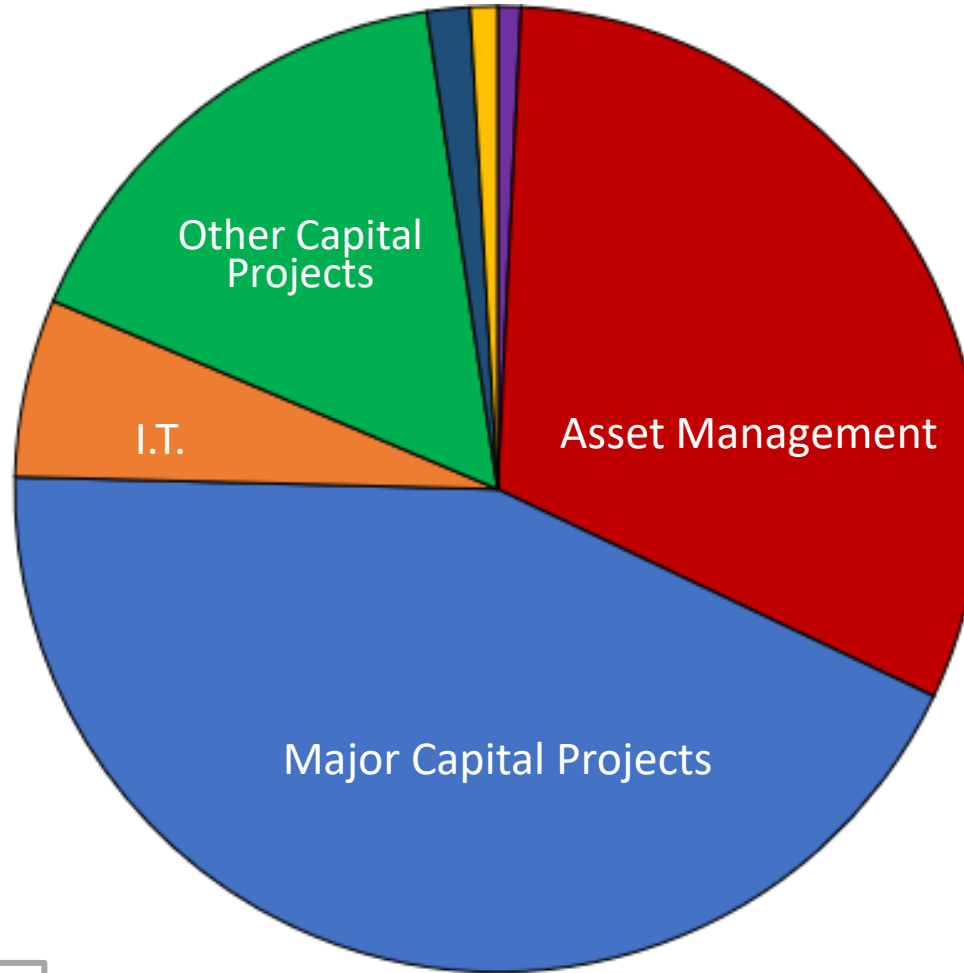
Project Category	5-Year Plan
5310 Projects	\$2,069,000
Asset Management – Facilities	25,050,000
Asset Management – Rail Infrastructure	28,225,000
Asset Management – Rail Systems	74,644,000
Asset Management – New Vehicle Purchase	220,518,000
Asset Management – Vehicle Rehabilitation	87,638,000
Safety and Security/Police	6,684,000
Information Technology	77,510,000
Major Capital Projects	555,043,000
Other Capital Projects	161,440,000
Property/TOD/Real Estate	<u>6,200,000</u>
Grand Total	\$1,245,021,000



2022 Capital Budget Overview

■ 5310 Projects	\$1,763,000
■ Asset Management	\$71,338,000
■ Major Capital Projects	\$98,872,000
■ Information Technology	\$13,615,000
■ Other Capital Projects	\$37,112,000
■ Property/TOD/Real Estate	\$3,290,000
■ Safety & Security/Police	\$2,068,000

2022 Capital Budget
\$228,058,000



2022 Key Capital Projects

- FrontRunner Forward
\$15,000,000
- Mid-Valley Connector
\$10,000,000
- Point of Mountain AA/EIS
\$3,000,000
- Depot District
\$32,562,000
- OGX (Ogden Weber BRT)
\$24,465,000

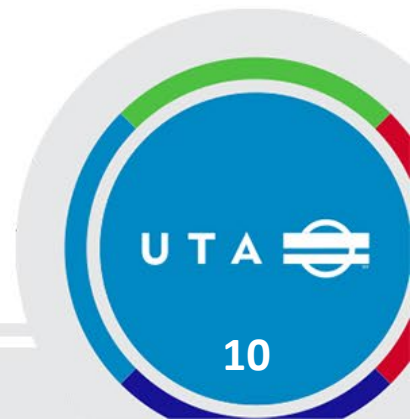


2021-2026 Sources and Uses

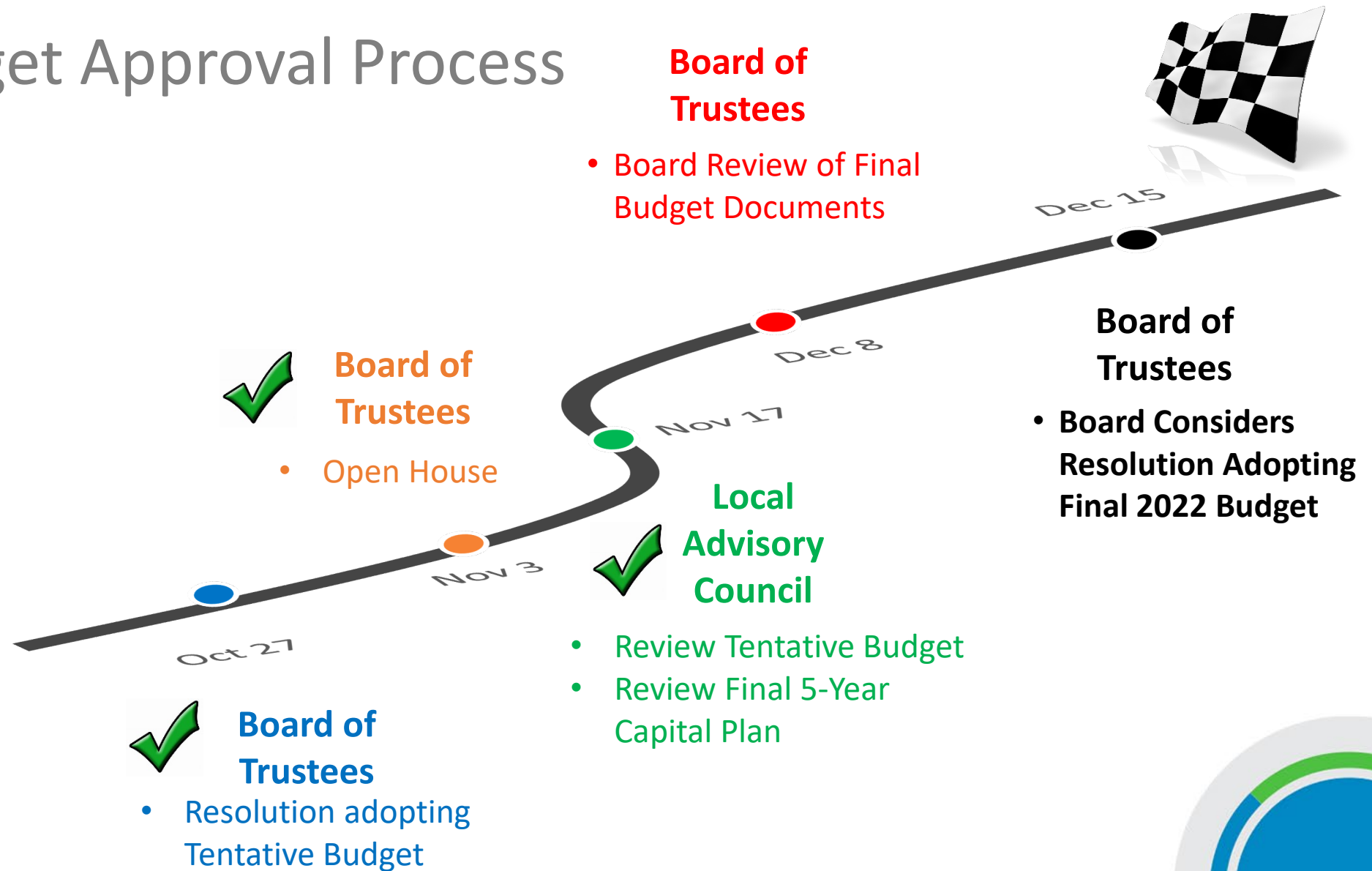
		Forecast 2021	Forecast 2022	Forecast 2023	Forecast 2024	Forecast 2025	Forecast 2026
Sources							
A	Beginning Balance	\$ 333.1	\$ 516.6	\$ 520.6	\$ 431.8	\$ 363.1	\$ 308.1
	Sales Tax	\$ 401.5	\$ 419.1	\$ 437.2	\$ 455.4	\$ 473.6	\$ 491.8
	PM Funds (FTA)	29.8	59.5	73.9	74.6	75.4	76.1
	Stimulus Funds	192.8	100.1	-	-	-	-
	Passenger Revenue	32.0	36.0	40.7	46.2	52.6	55.3
	Capital Sources	151.4	106.7	263.2	191.0	176.3	98.6
	Other Sources	17.8	20.0	19.9	19.3	18.0	21.0
B	Total Sources	\$ 825.2	\$ 741.4	\$ 834.9	\$ 786.6	\$ 795.9	\$ 742.9
Uses							
	Operating Expense	\$ 322.3	\$ 356.1	\$ 400.1	\$ 418.1	\$ 436.7	\$ 455.9
	Capital Expense	174.9	228.1	360.2	270.3	238.7	147.8
	Debt Service	144.5	153.2	163.4	167.0	175.5	181.7
C	Total Uses	\$ 641.8	\$ 737.4	\$ 923.7	\$ 855.4	\$ 850.9	\$ 785.3
D	Net Change	\$ 183.4	\$ 4.1	\$ (88.8)	\$ (68.8)	\$ (54.9)	\$ (42.5)
E	Ending Balance	\$ 516.6	\$ 520.6	\$ 431.8	\$ 363.1	\$ 308.1	\$ 265.7
F	Reserves	142.0	158.4	162.1	166.0	170.1	168.6
G	Unrestricted Fund Balance	\$ 374.5	\$ 371.5	\$ 273.5	\$ 200.9	\$ 142.1	\$ 95.6

$$E = A + B - C$$

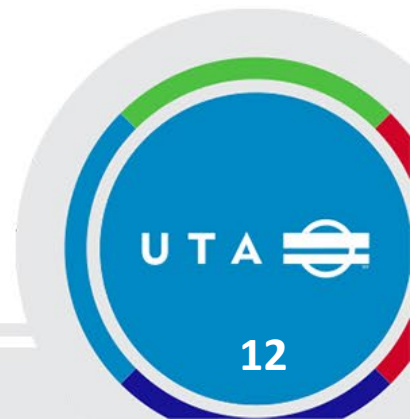
$$G = E - F$$



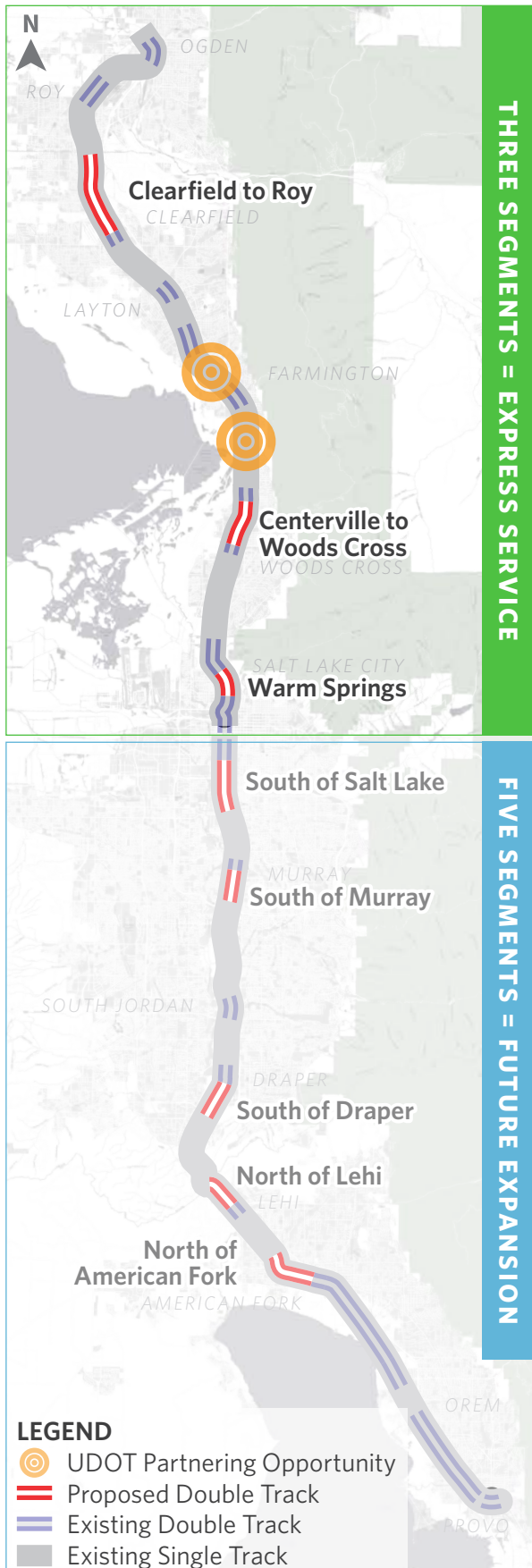
Budget Approval Process



Questions



Project Pages



To address rapid growth along the Wasatch Front, UTA is preparing for the next phase of investments in the commuter rail system – FrontRunner Forward.

PHASE 1 - PROGRESS & ACCOMPLISHMENTS

To deliver and support peak, limited stops express trains from Ogden to Salt Lake City, UTA has:

- Hired a dedicated Program Management Team focused on FrontRunner
- Identified strategic locations for double tracking and started preliminary engineering
- Added environmental resources and design team to expedite double track segments
- Implemented initial grade crossing warning system improvements from Ogden to Salt Lake City

INITIAL INVESTMENT DOUBLE TRACK SEGMENTS

- Three double track segments to achieve express trains in the peak from Ogden to Salt Lake City
 - » Includes nearly eight miles of double track (See map)
- Continuing to develop additional improvements to enhance FrontRunner (Stations, train signaling)
- Each of the segment improvements will contribute to the long term vision of the FrontRunner system, increasing capacity and reducing travel time

OPPORTUNITIES FOR PARTNERSHIP

- Collaborating with UDOT to identify agency projects that will improve project delivery and minimize costs
 - » Active discussions on three near-term projects to facilitate double track: West Davis Corridor, Shepard Lane Interchange and I-15 Davis County EIS
- Will continue to closely coordinate with all of our partners along the system

STRATEGIC INVESTMENT PLAN

- Finalizing the long-term investment strategy for FrontRunner as described in Phase 2 which establishes the actions needed to continue to increase capacity and achieve frequent and fast service system wide
- Five additional double track segments throughout the system to achieve faster service throughout the day

The Midvalley Connector is a bus rapid transit (BRT) route which will connect Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station.

PROGRESS & ACCOMPLISHMENTS

- A Small Starts Grant Agreement (SSGA) was submitted to FTA in late August. Received initial comments from FTA and have addressed those comments and continue to work with FTA on our submittal package. Working toward getting in the President's budget for 2023 (July 2022).
- The project has been assigned to a Project Management Oversight Consultant (PMOC). Working with the PMOC and responding to their requests for information.
- Completed 60% design of the project under the Taylorsville contract. With UTA subsuming the project the expectation is to have the final designer under contract by mid-November to progress the design to an advertising package by May 2022.
- Working on Environmental Document with FTA. Finding of No Significant Impact (FONSI) expected in April 2022.

PROJECT ELEMENTS

Use the details on the face sheet:

Total Length = 7 miles

Bus Lanes = 1.4 miles

Stations = 15

Buses = 10

Frequency = 15 minutes

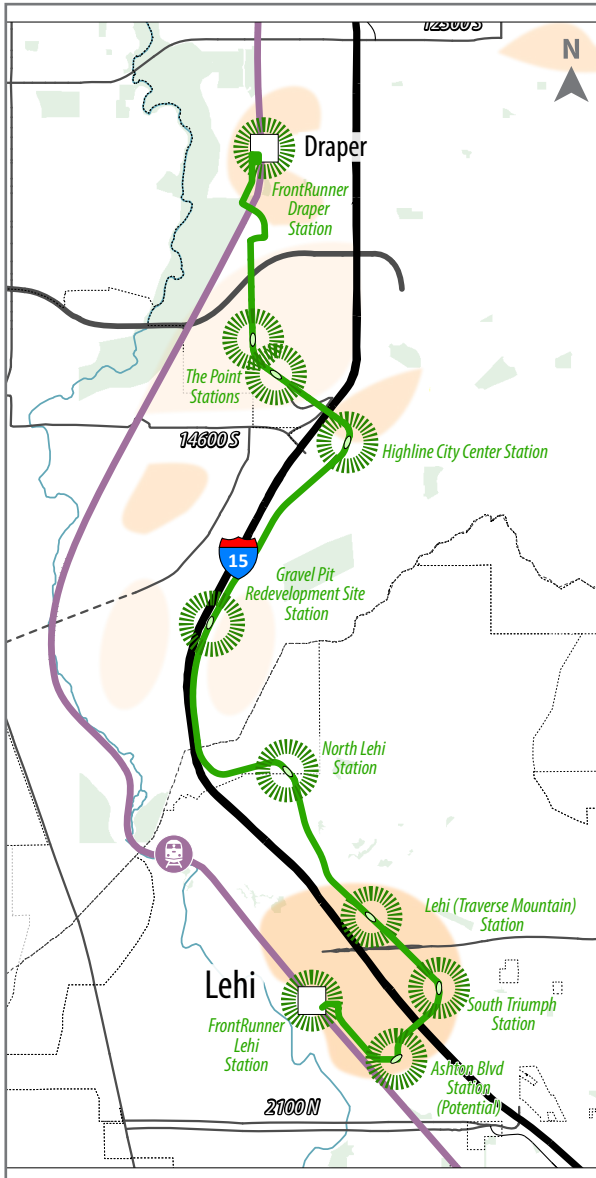
Hubs = 1 new hub, 2 upgraded hubs

Estimated Base Year Ridership = 1,900

OPPORTUNITIES FOR PARTNERSHIP

- Coordination between UDOT, WFRC, Salt Lake Community College, Murray, West Valley City, and Taylorsville is ongoing. The arrangements have been formalized in a Memorandum of Agreement (MOA) and released to all partners. Partners will be signing the MOA in October.





The Point of the Mountain Transit Project will provide a high-quality transit service connecting Utah's fastest growing areas in southern Salt Lake County and northern Utah County.

This high quality system will include an exclusive transit backbone, level boarding stations, exceptional station amenities, transit signal prioritization and frequent, highly reliable, dedicated service from Draper to Lehi.

ACCOMPLISHMENTS

- December 2020 - Identified BRT Preferred Alternative
- June 2021 - Published Transit Study
- May 2021 - Contracted for Environmental and Conceptual Engineering

PROGRESS & UPCOMING ACTIVITIES

- Refining the Preferred Alternatives in three refinement areas. The team has developed the criteria for selecting the appropriate option and will complete the selection process in December 2021. The refinement areas are:
 - » Draper Bangerter Crossing
 - » Draper I-15 Crossing
 - » Lehi Frontrunner Connection
- Preparing the Environmental Document will begin in January 2022, and will be complete Summer 2023.
- An O+M Facility is necessary for the project to operate out of and to serve regional needs. The team is presently screening sites and will select a site by December 2021.

KEY PARTNERSHIPS

- Our project team has fully engaged with following entities at multiple levels:
 - » Point of the Mountain State Land Authority
 - » UDOT
 - » Draper
 - » WFRC
 - » Lehi
 - » MAG
- The project team is also collaborating with major adjacent property owners Adobe, Geneva Rock and the Salt Development.

The S-Line extension will provide increased access to and support the heart of the Sugar House business district. This will boost visibility and ridership of the S-Line streetcar.

PROJECT PRIORITIES

- Provide high quality transit service
- Connect transit users to the heart of the Sugar House business district
- Ensure compatibility with future phases of the S-Line and other transit service in this area.
- Optimize transit's influence on redevelopment potential through placemaking and collaboration with private developers and Salt Lake City.
- Minimize impact to the public by coordinating construction of the Highland Drive reconstruction scheduled for 2023 with the S-Line extension.

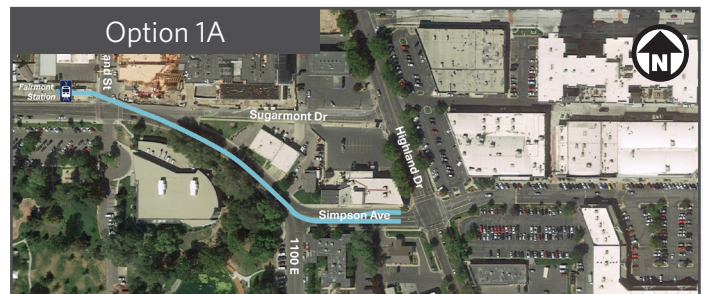
ACCOMPLISHMENTS

- UTA and Salt Lake City prepared an alternative analysis of 10 differing route options. Each routing option was evaluated based on the following criteria: transit performance, cost, property, traffic and parking impacts, compatibility with the future planned S-Line and transit service and value to community such as active transportation.
- Based on this evaluation, UTA and Salt Lake City is recommending Option 1A and Option 1B be retained for environmental clearance as the preferred options for extending the S-Line (see map).
 - » Option 1A would travel in a dedicated fixed guideway with single track to the east of the existing Fairmont Station along 1100 East and Simpson Drive ending at a new station located just west of the Simpson Drive and Highland Drive intersection.
 - » Option 1B would travel in a dedicated fixed guideway with a single track to the east of the existing Fairmont Station along 1100 East and Simpson Drive ending at a new station located just east of the Simpson Drive and Highland Drive intersection. This option is dependent on coming to an agreement with the developer.

- **Additional analysis:** UTA has been actively involved in the development of the routing options. To maintain the current 15-minute headways along the S-Line, UTA is evaluating if a new section of double track from 500 E to 700 E will be needed. If it is needed, additional funding may be required.

OPPORTUNITIES FOR PARTNERSHIP

- Salt Lake City is working with Salt Lake County to determine if corridor preservation funds could be used to offset any right of way costs needed for the project (Option 1B).



This project will build approximately 7,000 linear feet of new railroad tracks connecting the Sharp and Tintic Railroad corridors within the Cities of Springville and Spanish Fork. This connection will enable key public transit objectives while improving local community accessibility and safety.

PROGRESS & ACCOMPLISHMENTS

- Sharp/Tintic Project Prioritization Concept Report completed by Springville City
- Federal Aid Agreement for Local Agency Project executed between UDOT and UTA - defines roles and responsibilities between parties
- Cooperative Agreement executed between UTA, Springville City, and Spanish Fork - defines local match between parties
- Design consultant procured in Spring of 2021
- Survey and geotechnical work completed
- Conceptual design in progress - 10% submittal to UPRR and UTA October 2021
- Environmental resource surveys in progress - wetlands, cultural, biological, etc.




UPCOMING ACTIVITIES

- Complete final design and environmental (CATEX) - Fall of 2022
- Construction - Spring of 2023

KEY PROJECT PARTNERSHIPS

- UPRR - coordination of UP agreements, operations, design, and construction
- UDOT - local government project management and coordination with the 1600 South Interchange project team
- Spanish Fork and Springville Cities - general project coordination

LEGEND

-  Existing Sharp Railroad Line
-  Existing Tintic Railroad Line
-  Tintic Railroad Line to be Abandoned
-  Sharp-Tintic Connection



WHAT'S HAPPENING NEXT WEEK

November 12, 2021

Construction

- **Washington Blvd.:** Nov. 18-20, crews tentatively plan to install signage between 24th and 25th streets, with possible shoulder closures for this work. UDOT repaving project continues through late November between 22nd and 40th streets.
- **Harrison Blvd.:** Retaining wall construction continues at the Family Dollar. Utility relocations (power, telecommunications) and storm drain installation continue southward from 32nd St. Hardscape and landscaping removals are expected to begin next week between KeyBank and 36th St. to prepare for utility relocations. Traffic is shifted to the east side of the road between 31st and 37th streets and two lanes are maintained in each direction.
- **25th Street:** Sewer line relocation is underway at 25th St./Harrison Blvd. The western side of the intersection is closed between Van Buren Ave. and Harrison Blvd. and thru traffic is detoured to 24th St. As a precursor to OGX construction, an Ogden City water line replacement continues on 25th Street between Adams Avenue and Van Buren Avenue.
- **Weber State University:** Crews continue to clear and grub the new OGX corridor through the Wildcat Village student housing area and prepare for retaining wall installation. Utility installations and station platform work continue at Village Drive and the Dee Events Center.

Public Outreach

- The project website: www.rideuta.com/ogden and Facebook page: facebook.com/OgdenBRT are live. Please "Like" our Facebook page and share with your contacts. Subscribe for weekly email updates here: <http://eepurl.com/hqTSD9>.



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