



**BUDGET RETREAT
CONTINUED ITEMS
FEBRUARY 25, 2025**

7375 SOUTH 925 EAST

AGGREGATED PROJECT COST ESTIMATE BY FUND

FUND	COST ESTIMATE
STREETS (TUF)	\$275,684.75
STREETS (CLASS C/OTHER)	\$1,534,932.00
WATER (UTILITY)	\$886,986.25
STORM DRAIN (IMPACT FEE)	\$995,467.25
STORM DRAIN (UTILITY)	\$668,127.25
TOTAL	\$4,361,197.50

7375 SOUTH 925 EAST

CAN WE AFFORD THIS PROJECT IN FY26?

FUND	COST ESTIMATE	FEE IN LIEU (CREDITS)	FUNDS NEEDED	AVAILABLE \$	DEFICIT Y/N
STREETS (TUF)	\$275,684.75		\$275,684.75	\$507,724.57	N \$232,039.82
STREETS (CLASS C/ARPA)	\$1,534,932.00	(\$78,503)	\$1,456,429	\$1,251,118	Y \$205,310.70
WATER (UTILITY)	\$886,986.25	(\$4,300)	\$882,686.25	\$596,056	Y \$286,630.25
STORM DRAIN (IMPACT FEE)	\$995,467.25		\$995,467.25	\$0	Y \$995,467.25
STORM DRAIN (UTILITY)	\$668,127.25	(\$42,465)	\$625,662.25	\$705,871	N \$80,208.75
TOTAL	\$4,361,197.50	(\$125,268)	\$4,235,929.50	\$3,060,769.57	

RECYCLE PROGRAM

OUTLINE

Foundational Information

Program Rollout

Review 4 Committee-identified Options One-by-One

Summary Comparison of Options



RECYCLE PROGRAM

FOUNDATIONAL INFORMATION



Current Monthly Rates	Garbage 1st Can	Garbage 2nd Can	Ace Recycling
Total Fee	\$15.47	\$9.11	\$15.00
Hauling - RW	\$5.61	\$2.09	
Tipping - WIWMD	\$7.20	\$7.20	
City Admin	\$2.66	(\$0.18)	
Can Maintenance	\$0.00	\$0.00	



As of Dec 31: 2,209 1st garbage cans | 1,121 2nd garbage cans | ~300 recycling w/Ace

RECYCLE PROGRAM

ROLLOUT



Factored into RW's monthly hauling fee is \$2.50/month that includes:

- Purchase
- Assembly
- Delivery

of all blue cans needed for rolling out the program

At the end of 3 years, the City will own the cans, as required for eligibility of the \$15/can reimbursement

Delivery would take place 2-3 weeks prior to the first week of recycling pick up (**Monday, June 30**)

RECYCLE PROGRAM

OPTION 1 – JULY 1ST STATUS QUO



Current Monthly Rates	Garbage 1st Can	Garbage 2nd Can	Ace Recycling
Total Fee	\$17.56	\$12.23	\$15.00
Hauling - RW	\$5.85	\$2.18	
Tipping - WIWMD	\$8.20	\$8.20	
City Admin	\$2.66	\$1.00	
Can Maintenance	\$0.85	\$0.85	

- RW potential unknown COLA
- WIWMD \$1.00 Increase
- City no longer subsidizing 2nd can
- Add monthly can maintenance and replacement fee, no more \$65 charge for can replacement

RECYCLE PROGRAM

OPTION 2 – OPT IN UNDER 50% TAKE RATE



Current Monthly Rates	Garbage 1st Can	Garbage 2nd Can	Recycling <50%	
Total Fee	\$17.56	\$12.23	\$8.80	- Same 1 st & 2 nd Can rates as status quo
Hauling - RW	\$5.85	\$2.18	\$6.95	- \$6.95 Hauling on Recycling
Tipping - WIWMD	\$8.20	\$8.20	\$0.00	- \$0.00 Tipping on Recycling
City Admin	\$2.66	\$1.00	\$1.00	- Same Admin & Maint as 2 nd Can
Can Maintenance	\$0.85	\$0.85	\$0.85	

RECYCLE PROGRAM

OPTION 3 – OPT OUT BETWEEN 50-80% TAKE RATE



Current Monthly Rates	Garbage 1st Can	Garbage 2nd Can	Recycling 50-80%
Total Fee	\$17.56	\$12.23	\$8.15
Hauling - RW	\$5.85	\$2.18	\$6.30
Tipping - WIWMD	\$8.20	\$8.20	\$0.00
City Admin	\$2.66	\$1.00	\$1.00
Can Maintenance	\$0.85	\$0.85	\$0.85

- Same 1st & 2nd Can rates as status quo
- **\$6.30 Hauling on Recycling**
- \$0.00 Tipping on Recycling
- Same Admin & Maint as 2nd Can

RECYCLE PROGRAM

OPTION 4 – OPT OUT OVER 80% TAKE RATE



	Garbage 1st Can	Garbage 2nd Can	Recycling 80%+
Current Monthly Rates			
Total Fee	\$16.74	\$11.41	\$7.40
Hauling - RW	\$5.85	\$2.18	\$5.55
Tipping - WIWMD	\$7.38	\$7.38	\$0.00
City Admin	\$2.66	\$1.00	\$1.00
Can Maintenance	\$0.85	\$0.85	\$0.85

- Diversion Discount Applied:
10% reduction on Tipping Fee
The actual discount will be whatever
the diversion rate is due to the
recycling program
- **\$5.55 Hauling on Recycling**

RECYCLE PROGRAM OPTIONS COMPARISON



RESIDENT OPTIONS	Current	1	2		3		4	
		Status Quo (SQ)	Recycling IN <50%	Savings from SQ	Recycling OUT 50-80%	Savings from SQ	Recycling OUT 80%+	Savings from SQ
1 Garbage	\$15.47	\$17.56	\$17.56	\$0.00	\$17.56	\$0.00	\$16.74	(\$0.82)
2 Garbage	\$24.58	\$28.61	\$29.79	\$1.18	\$29.79	\$1.18	\$28.15	(\$0.46)
1 Garbage, 1 Recycle	\$30.47	\$32.56	\$26.36	(\$6.20)	\$25.71	(\$6.85)	\$24.14*	(\$8.42) <small>(\$4.47) 2G to 1G1R</small>
2 Garbage, 1 Recycle	\$39.58	\$44.79	\$38.59	(\$6.20)	\$37.94	(\$6.85)	\$35.55	(\$9.24)

*\$24.14 would be the BUNDLED PROGRAM RATE for new move ins

RECYCLE PROGRAM

3 YEAR OR 5 YEAR CONTRACT



RESIDENT OPTIONS	5 Year Recycling OUT 80%+	3 Year Recycling OUT 80%+	Diff
1 Garbage	\$16.50	\$16.74	\$0.24
2 Garbage	\$27.82	\$28.15	\$0.33
1 Garbage, 1 Recycle	\$23.15	\$24.14	\$0.99
2 Garbage, 1 Recycle	\$34.47	\$35.55	\$1.08

- RW will hold the garbage and recycling hauling rates for 2 years
 - Forgo the planned increases of
 - \$0.24/month on 1st can
 - \$0.09/month on 2nd can
- **\$.75/month Reduction on hauling cost**



**BUDGET PROCESS
NEXT STEPS
(TENTATIVE DATES)**

March Committee Meetings

Apr 8 Work Session

Apr 22 Work Session

May 13 Adopt Tentative Budget

May 20 Public Hearing on Tentative
Budget

Jun 10 Work Session (if needed)

Jun 24 Adopt Final Budget
(unless truth in taxation hearing)

Beth Holbrook

Trustee, Utah Transit Authority

Presentation to South Weber City Council

February 25, 2025



UTA 

2025-2029

FIVE-YEAR SERVICE PLAN

April 2025 - April 2029 Service Changes "At a Glance"

UTA Five-Year Service Plan Final Draft – At a Glance				
				<i>Modified</i> New Discontinued
April 2025	April 2026	April 2027	April 2028	April 2029
Weber/Davis/Box Elder 417 470 626 627 628 640 642 Salt Lake 39 126 201 217 218 219 703 Utah 581 823 871	Weber/Davis/Box Elder 455 562 563 601 -604 610 612 625 628 630 F638 640 645 Salt Lake 2 - 2A 2B 4 45 54 62 72 205 220 223 502 720 Utah 582 583 806 -846 850 860 862	Weber/Davis/Box Elder 604 613 F618 F620 642 Salt Lake 17 26 31 35 39 45 47 50X 203 205 208 223 227 236 240 509 513 551 F590 Utah 584 830X 833	Weber/Davis/Box Elder 400 417 455 470 473 470X 600 609 667 Salt Lake 126 200 201 217 218 219 256 F556 Utah 585 871	Salt Lake 62 72 209 213 F264 503 504



April 2025 Davis County

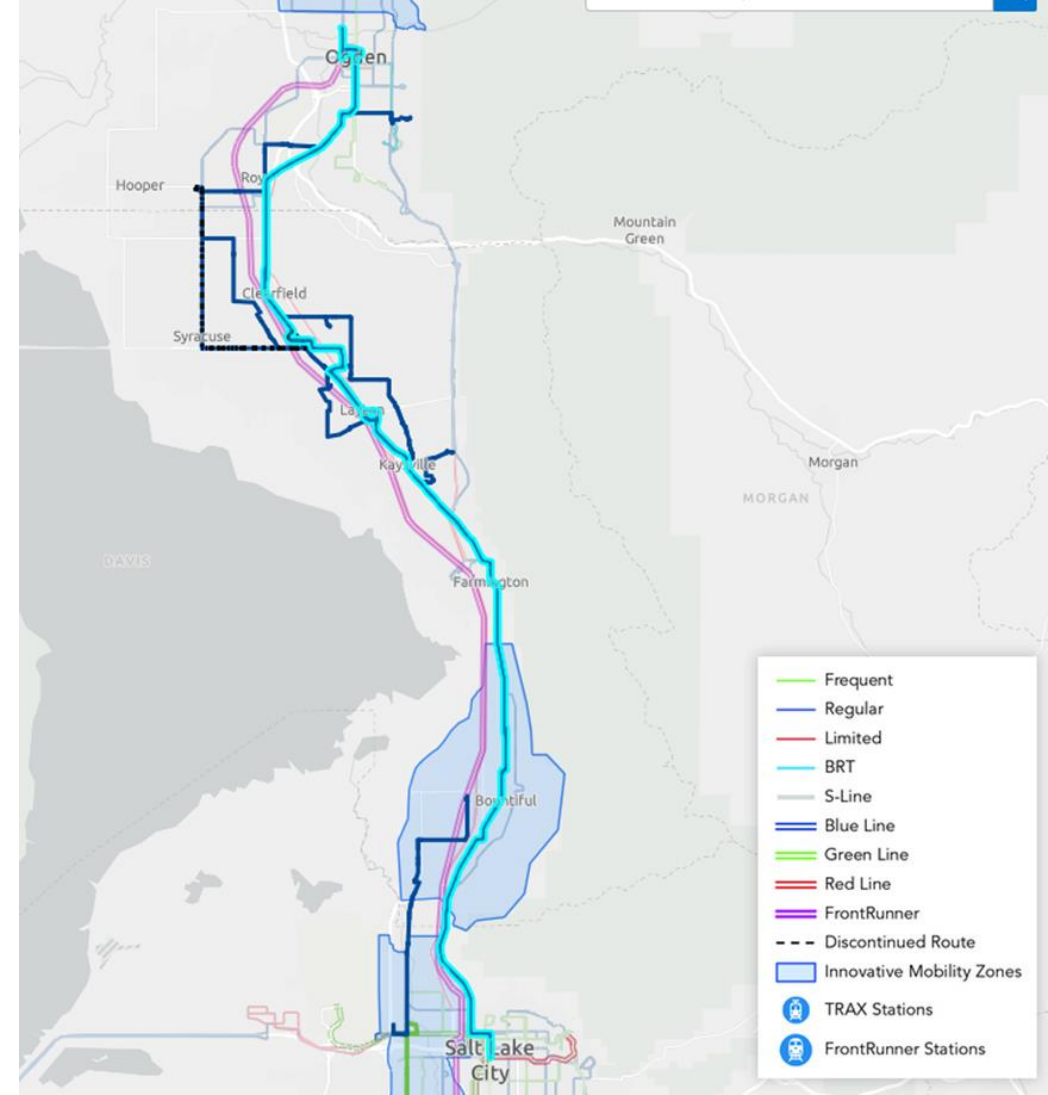
Modified Routes: 470

Proposed change:

- Route 470 will be modified to serve Layton Hills Mall via 1350/1300/1425 North, 675/700 West, Antelope Drive, 1500 East, and 1450 South. This change will service areas currently covered by route 628 and 640. Route 470 will also be modified to no longer serve DTC campus in Kaysville (replaced by increased frequency on 627).

Reason for change:

- Commercial areas near Layton Hills Mall are better served directly by route 470/future route 600 than by a combination of other routes that requires a transfer from Main St.
- Allows for replacement of Midtown Trolley with regular bus service



April 2028 Davis County

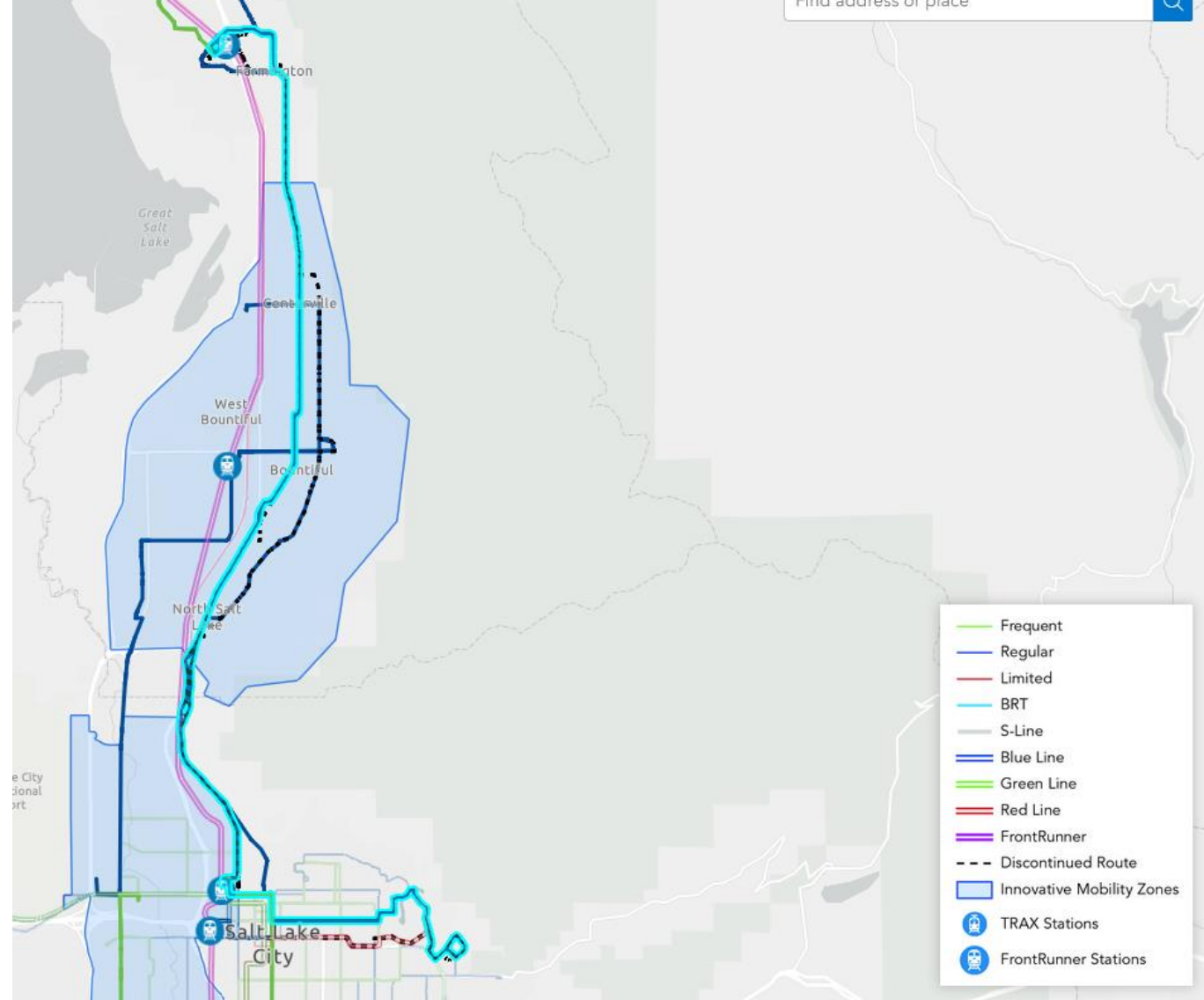
New Routes: 470X

Proposed change:

- Route 470X, Davis-SLC Community Connector, will provide all-day 15-minute service between Farmington FrontRunner Station and Research Park at the University of Utah.

Reason for change:

- This change in service has been planned as part of the Davis-Salt Lake connector project to improve connectivity between Davis and Salt Lake Counties.



April 2028 Davis County

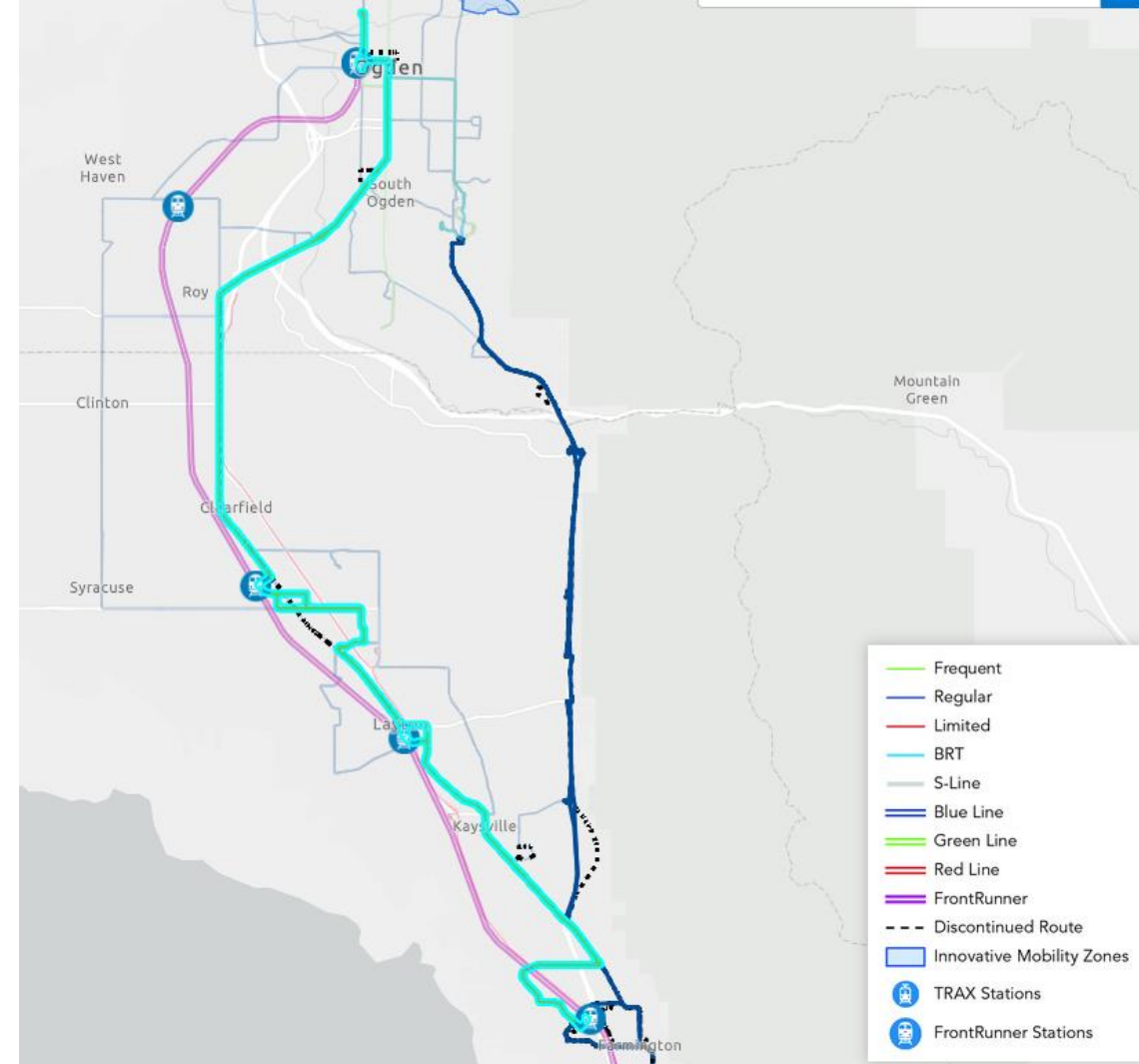
New Routes: 600

Proposed change:

- Route 600 will replace the northern part of Route 470, with high frequency service connecting Farmington to Ogden via all communities in between.

Reason for change:

- This route is part of the service reorganization which will take place as part of implementation of Davis Salt Lake community connector.
- With more resources, UTA can better serve northern Davis County with higher frequency.



April 2028 Davis County

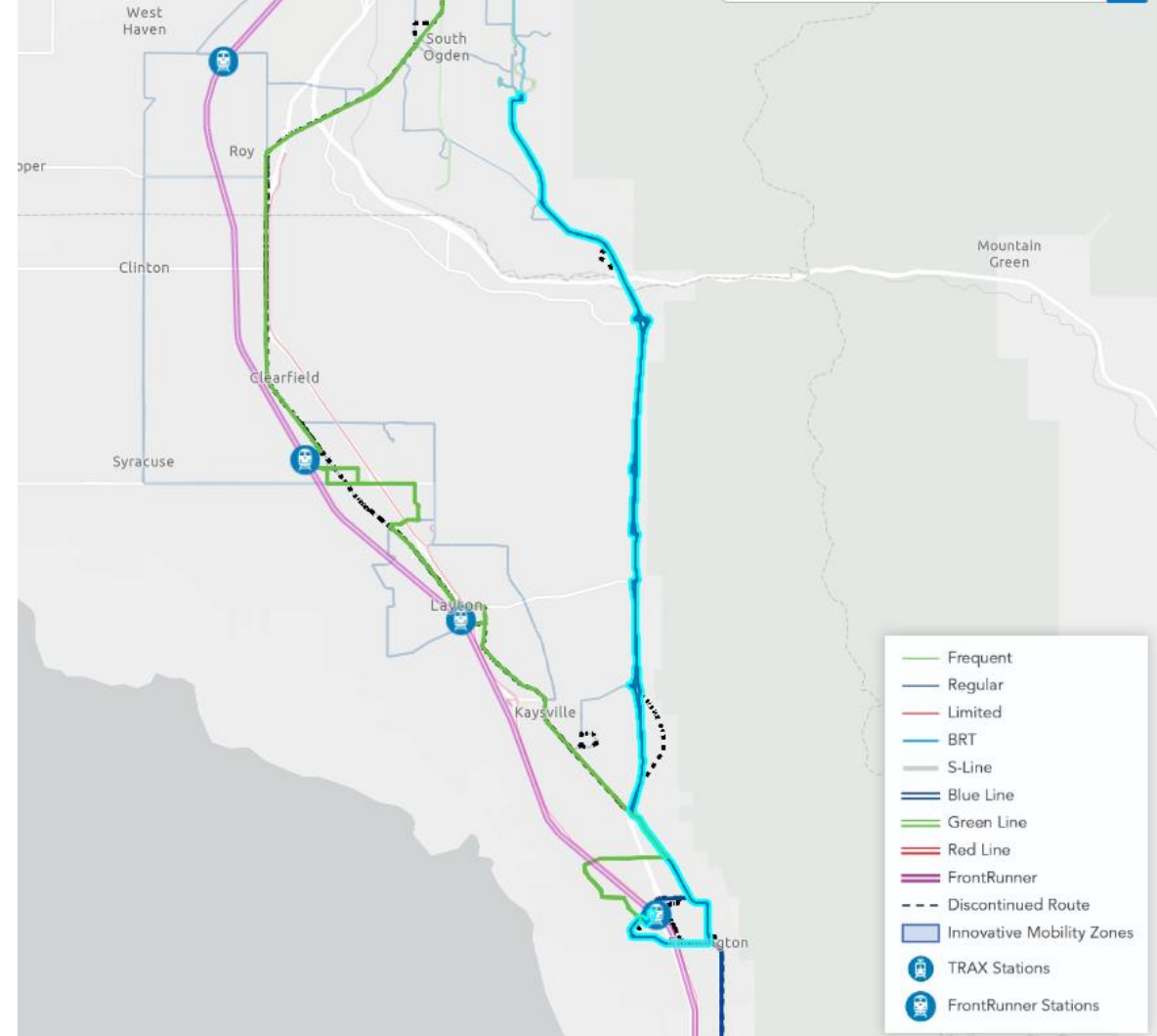
New Routes: 609

Proposed change:

- Route 609 will provide 30-minute service freeway-based service connecting the to the Park-n-rides along US-89, Dee Event Center and Farmington Station.

Reason for change:

- This route is part of the service reorganization which will take place as part of implementation of Davis Salt Lake community connector.



April 2028 Davis County

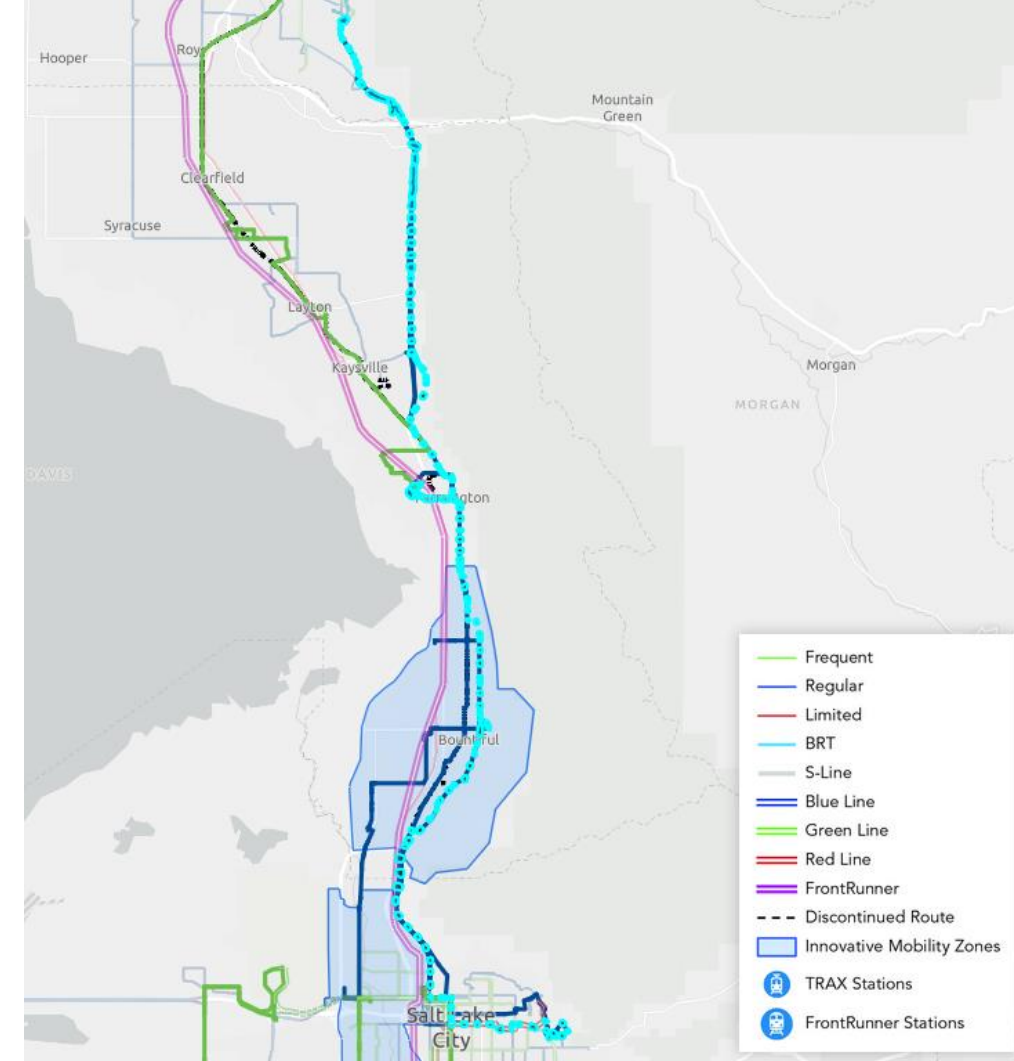
Discontinued Routes: 455

Proposed change:

- Route 455 will be discontinued with the implementation of Route 470X. Coverage of portions of the corridor will be provided by Routes 400, 417, 470X and 609.

Reason for change:

- With the implementation of Route 470X, the connection between the University of Utah and Southern Davis County will be provided by UTA Rapid Service. Thus, there is an opportunity to use the resources of Route 455 connect the East Bench of Davis County using other routes that improve local connectivity.



April 2028 Davis County

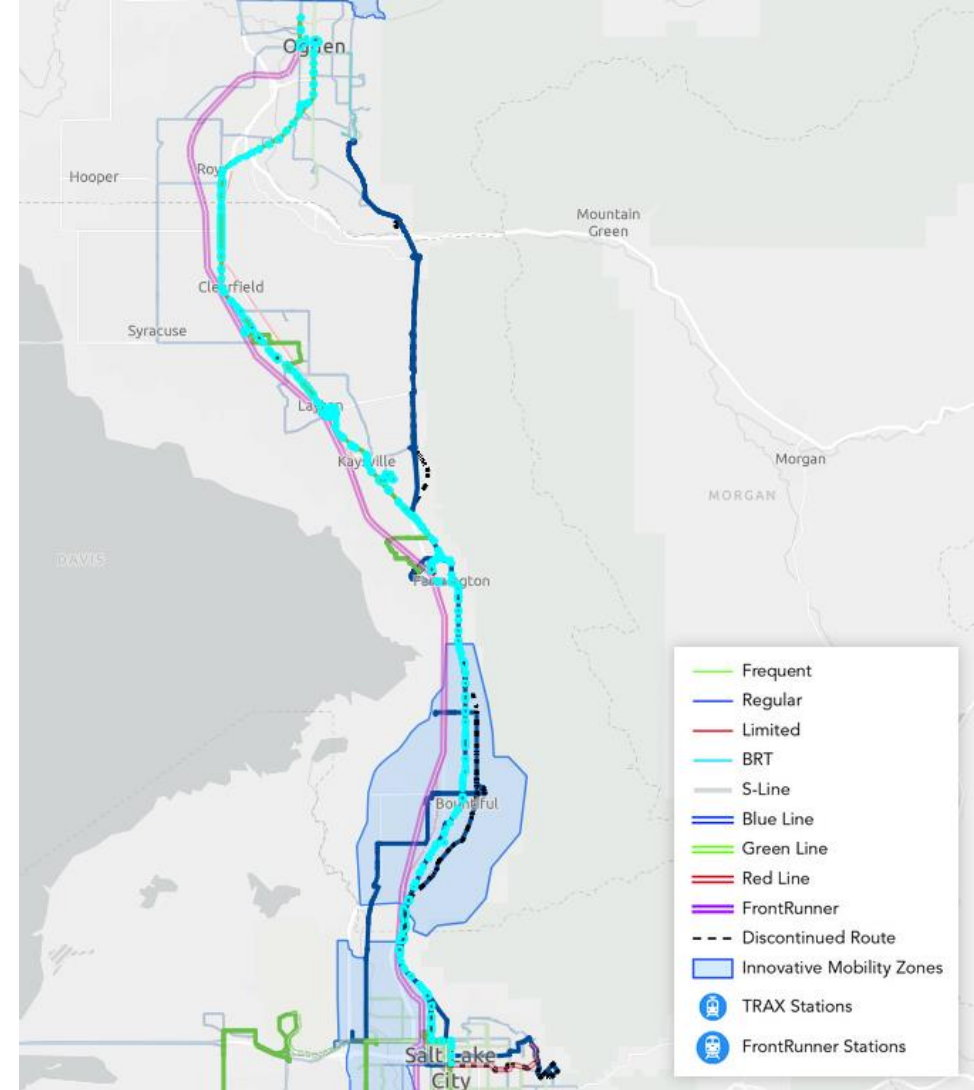
Discontinued Routes: 470 and 473

Proposed change:

- Service on regular route 470 and 473 will be discontinued and replaced with service on Route 470X and Route 600.

Reason for change:

- Implementation of Davis Salt Lake community connector.





DAVIS-SALT LAKE CITY COMMUNITY CONNECTOR

The Davis-Salt Lake City Community Connector is a proposed bus rapid transit system that connects communities in southern Davis County to northern Salt Lake County. UTA leads this project in collaboration with local cities, Davis and Salt Lake counties, UDOT, WFRC, and the University of Utah. The Davis-Salt Lake City Community Connector improves public transportation, and offers better access to employment, entertainment, and recreational areas. It aligns with broader transportation plans for the area, building on the success of existing route and focusing on increased mobility and corridor revitalization.

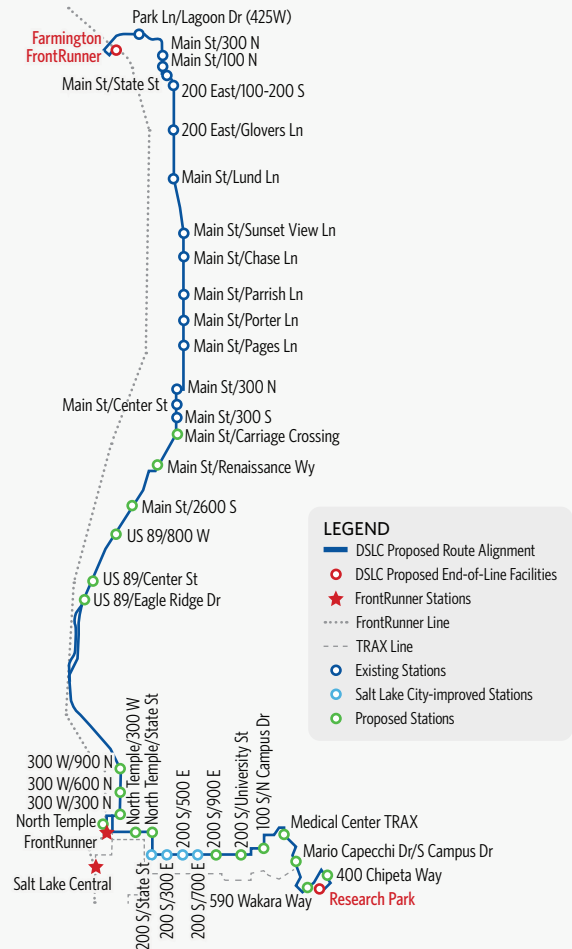
GOALS

- Reach under-served markets** and increase ridership to meet projected growth needs
- Improve speed and reliability**
- Resolve access** and mobility barriers
- Revitalize** neighborhood/corridor and improve air quality

ELEMENTS

- 26-mile route links Farmington Front-Runner Station to Research Park
- Utilizes existing roadways without new dedicated lanes
- Direct service to key destinations
- Frequent All-Day Service
- Improved amenities at stations
- Includes 18 battery electric buses

Davis-Salt Lake City Connector Map

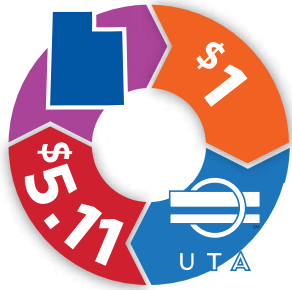


SCHEDULE

- Station Design Complete 2024**
- FTA Small Starts Grant Submitted Spring 2025**
- Environmental & Design Complete Spring 2025**
- Fundraising & Local Financial Support for Construction Ongoing**
- Construction 2026-2027**

Value of UTA

UTA services connect riders to jobs, errands, and experiences and generate new jobs, wages, spending, and tax revenue. Whether or not they ride UTA, all Utahns benefit from less time in traffic and these returns.



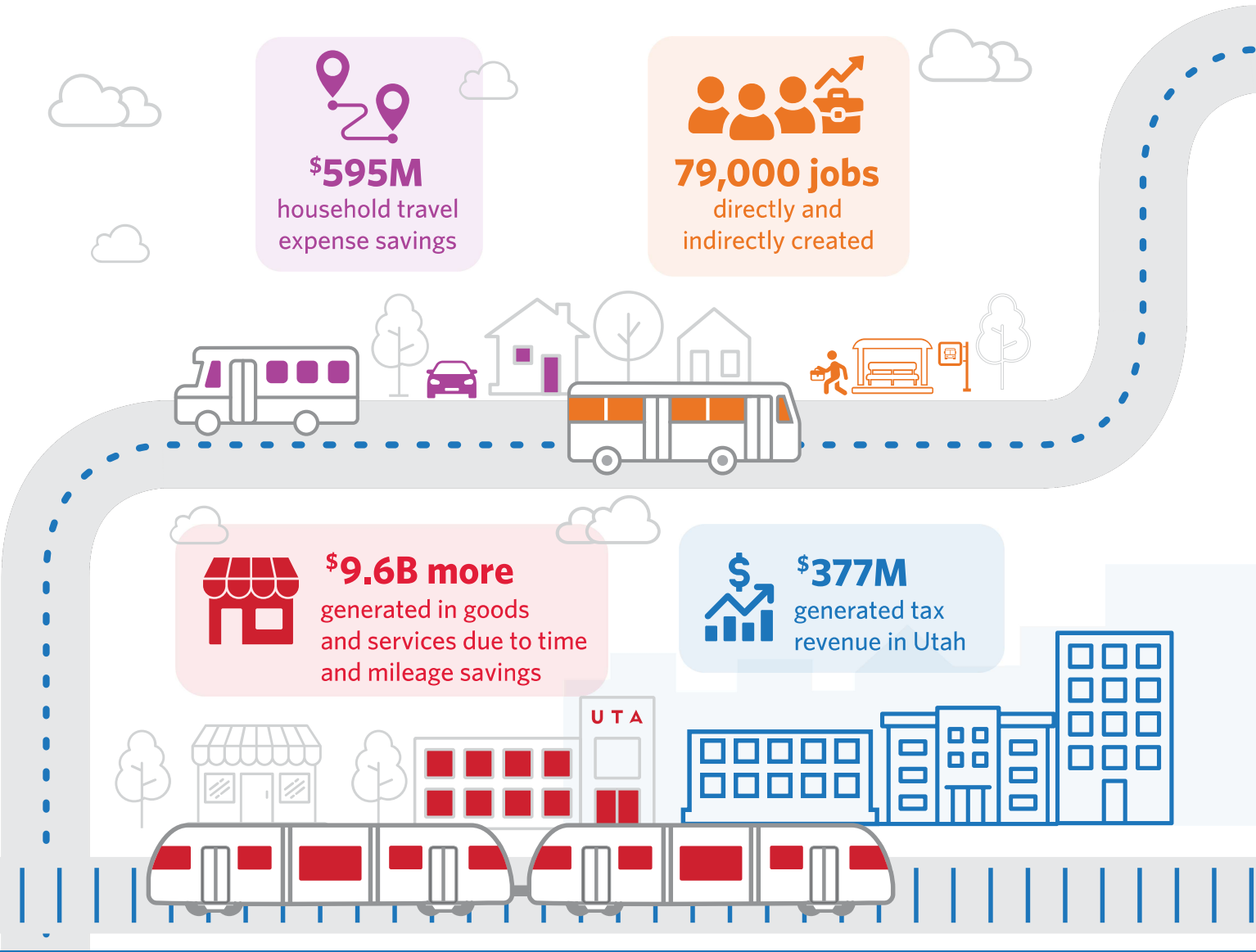
Every **\$1** invested in UTA generates **\$5.11** in economic returns for the state of Utah

\$595M
household travel expense savings

79,000 jobs
directly and indirectly created

\$9.6B more
generated in goods and services due to time and mileage savings

\$377M
generated tax revenue in Utah



Questions & Discussion



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