



UTAH TRANSIT AUTHORITY

Director of Capital Development

Utah Transit Authority provides integrated mobility solutions to service life's connection, improve public health and enhance quality of life.



- Central Corridor improvements: Expansion of the Utah Valley Express (UVX) Bus Rapid Transit (BRT) line to Salt Lake City; addition of a Davis County to Salt Lake City BRT line; construction of a BRT line in Ogden; and the pursuit of world class transit-oriented developments at the Point of the Mountain during the repurposing of 600 acres of the Utah State Prison after its future relocation.

To learn more go to: rideuta.com

VISION

Provide an integrated system of innovative, accessible and efficient public transportation services that increase access to opportunities and contribute to a healthy environment for the people of the Wasatch region.

THE POSITION

The Director of Capital Development plays a critical role in getting things done at Utah Transit Authority (UTA). This is a senior-level position reporting to the Chief Service Development Officer and is responsible for cultivating projects that improve the connectivity, frequency, reliability, and quality of UTA's transit offerings. This person oversees and manages corridor and facility projects through environmental analysis, grant funding, and design processes, then consults with peers in construction. This is a highly visible role in the organization and throughout UTA's service area; the Director of Capital Development interacts with a variety of government agencies to help plan, finance, and build major capital improvements.

The Director has five direct reports, including various Project Managers, the Manager of Project Research & Development, the Manager of Environmental and Grants, and the Manager of Civil Engineering & Design.

Major Upcoming Initiatives:

- The Utah State Legislature recently authorized \$300 million to improve the FrontRunner commuter rail service through [FrontRunner Forward](#).
- A \$12M extension of the S-Line, the only streetcar service in the state, through the historic Sugar House neighborhood of Salt Lake City.
- Development of the [Sharp/Tintic rail line](#) to bridge a 7,000 linear-foot gap between Springville and Spanish Fork that would enable the extension of FrontRunner service to southern Utah County.

ABOUT UTA

UTA was founded on March 3, 1970 after residents from Salt Lake City and the surrounding communities of Murray, Midvale, Sandy, and Bingham voted to form a public transit district. For the next 30 years, UTA provided residents in the Wasatch Front with transportation in the form of bus service. During this time, UTA also expanded its operations to include express bus routes, paratransit service, and carpool and vanpool programs.

Today, with more than 1,400 square miles, UTA has one of the largest coverage areas of any public transportation in the Country. Our services have grown to include light rail, bus rapid transit, and commuter rail lines. UTA provides public transportation to 80 percent of Utah residents and serves 75 cities in six counties. Each day, UTA's team of more than 2,000 bus and rail operators, maintenance personnel, and administrative employees keep the agency on the road to Utah's public transportation future.



Click on the image to view the video "Pioneer Spirit" by UTA

■ UTA GOVERNANCE AND FUNDING

Governance Structure

The Utah Transit Authority is a public agency governed by a three-person, full-time Board of Trustees. Each member of the Board represents a different geographic region of UTA's service area. These are currently divided as follows:

- Salt Lake County
- Davis, Weber, and Box Elder Counties
- Utah and Tooele Counties

The Chair of the Board of Trustees is appointed by the Governor of the State of Utah. The Board of Trustees hires an Executive Director to manage the agency.

Additionally, UTA uses a nine-member Local Advisory Council composed of appointees designated by a variety of Councils of Government to provide additional representation of UTA's constituents.

Major Funding Sources

In order to provide quality transit services along the Wasatch Front, UTA draws funding from a variety of sources, mainly a local option sales tax raised by the cities and counties it serves. A basic breakdown of where UTA receives its funding is listed below:

- 66% - Local option sales tax
- 16% - Federal preventative maintenance funds
- 15% - Fares
- 1% - Investments
- 1% - Advertising
- 1% - Other

■ SIGNATURE TRANSIT SERVICES

Bus Rapid Transit

Often referred to as "light rail on rubber tires," Bus Rapid Transit (BRT) is an innovative, high-capacity public transit solution. This permanent, integrated system uses specialized buses on roadways and dedicated lanes to quickly and efficiently transport passengers to their destinations.

UTA operates two BRT lines called MAX lines. The 3500 South MAX (connecting Magna to West Valley Central Station and the Millcreek TRAX station) and the UVX Line (Utah Valley Express), which connects Utah Valley University/Orem Central Station to the campus of Brigham Young University and the Provo Central Station.

TRAX

For more than 20 years, UTA's TRAX light rail system has carried passengers through Salt Lake County. In 2016, the TRAX system provided more than 19.5 million rides across 45 miles and nine municipalities. TRAX service now runs on three lines with 60 stations and provides access to key business districts and residential areas.

TRAX has three lines: the Blue Line from Draper to downtown Salt Lake City; the Red Line from South Jordan to the University of Utah; and the Green Line, which runs from West Valley City to the Salt Lake International Airport.

FrontRunner

In April 2008, UTA introduced the state's first commuter rail line, FrontRunner, to the public. The line was expanded to 89 miles in 2012, and it now connects Utah, Salt Lake, Davis, and Weber counties.

Unlike TRAX, which is powered by overhead electrical wires, FrontRunner is a push/pull diesel-electric locomotive system complete with bi-level cab cars and refurbished single-level cars. FrontRunner can travel at speeds up to 79 mph along its 89-mile corridor.

■ IDEAL CANDIDATE PROFILE

Because this position bridges the gap between long range planning and actual construction, the ideal candidate for the role will have a deep knowledge and appreciation for both planning and engineering. The Engineering Section currently reports to the Director of Capital Development, so an individual with a background in engineering would be useful but is not necessary. More importantly, the successful candidate will have demonstrable experience building coalitions of stakeholders at all levels of government: local city councils, county commissions, metropolitan planning organizations, state Departments of Transportation, the State Legislature, and the Federal Transit Administration. The Director of Capital Development needs to be comfortable presenting to elected officials and working through difficult issues to ensure each project's success.





An individual with specific experience in public transportation would be preferred, but project delivery experience in other transportation sectors or with large-scale developments at the state or local level would also be considered.

■ EDUCATION AND EXPERIENCE

- Bachelor's degree in Transportation Engineering, Planning, or Business Administration; a Master's degree in one of these fields is desirable.
- Seven (7) years developing and directing strategic capital projects (including sustainability initiatives).
- Seven (7) years in a leadership role overseeing project or development teams.
- Three (3) years managing the project development process or other management experience in transportation or a public transportation-related discipline.

An equivalent combination of relevant education and experience may be considered. UTA reserves the right to determine the equivalencies of education and experience.

■ COMPENSATION

Compensation and benefit package will be competitive and negotiable depending on the experience and qualifications of the chosen candidate. It is complemented by an attractive executive benefits package, including:

- Medical, Dental, & Vision insurance
- Additional 457 Retirement – UTA will match \$2 of every \$3 you invest up to 2% of your annual salary
- Potential to convert up to 900 hours to retiree medical funds
- Free transit passes for the employee and family
- A variety of wellness incentives, including a free onsite health clinic and fitness center
- Paid vacation, sick leave, and 11 holidays
- Disability, Basic, and Life Insurance

■ APPLICATION AND SELECTION PROCEDURE

This position is open until filled. To be considered for this exceptional career opportunity, submit your resume, cover letter, and a list of six work-related references (two supervisors, two direct reports and two colleagues) by the first resume review date of **Monday, June 28, 2021**. Resume should reflect years and months of employment, beginning/ending dates as well as size of staff and budgets you have managed..

Please go to our website to submit your application:
<https://www.cpshr.us/recruitment/1792>

For further information contact:

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Resumes will be screened in relation to the criteria outlined in this brochure. Candidates with the most relevant qualifications will be given preliminary interviews by the consultants. Candidates deemed most qualified will be referred to UTA. Selected candidates will be invited to participate in further interview and selection activities. An appointment will be made following comprehensive reference and background checks.

