



Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, November 6, 2024

1:00 PM

FrontLines Headquarters

UTA Local Advisory Council will meet in person at UTA FrontLines Headquarters (FLHQ) 669 West 200 South, Salt Lake City, Utah.

For remote viewing, public comment, and special accommodations instructions, please see the meeting information following this agenda.

1. **Call to Order & Opening Remarks** Chair Troy Walker
2. **Pledge of Allegiance** Chair Troy Walker
3. **Safety First Minute** David Hancock
4. **Public Comment** Chair Troy Walker
5. **Consent** Chair Troy Walker
 - a. Approval of August 28, 2024 Local Advisory Council Meeting Minutes
 - b. Board Policy Revision
 - Board Policy 1.3 Executive Relationships and Meeting Protocols
 - Board Policy 3.3 Capital Development Project Implementation
6. **Discussion**
 - a. Economic Value of Transit Study Jay Fox
Alex Beim
Heather Barnum
 - b. 2023 Geographic Economic Model Jay Fox
Viola Miller
7. **Service Planning**
 - a. AR2024-11-01 - Resolution Approving the Proposed 2025-2029 Five-Year Service Plan and Recommending Adoption by the Authority's Board of Trustees Russ Fox
Megan Waters
Eric Callison

8. Capital Projects

- a. AR2024-11-02 - Resolution Approving the Proposed 2025-2029 Capital Plan and Recommending Adoption by the Authority's Board of Trustees
- David Hancock
Daniel Hofer
Greg Andrews

9. Budget and Investments

- a. Consultation on Agency's Tentative 2025 Budget
- Jay Fox
Viola Miller

10. Transit Oriented Development

- a. Salt Lake Central Station Redevelopment
- Paul Drake
Sean Murphy

11. Discussion

- a. Open Dialogue with the Board of Trustees
- Troy Walker
Carlton Christensen

12. Reports and Other Business

- a. AR2024-11-03 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Local Advisory Council for Calendar Year 2025
- Troy Walker
- b. Executive Director Report
- Jay Fox
- Operator Recruitment Update
 - Light Rail Vehicle Contract
 - Ridership Update
 - Quiet Zone Status
 - Chief of Staff - Kim Shanklin
- c. Audit Committee Report
- Troy Walker
- d. Next Meeting: Wednesday, February 19, 2025 at 1:00 p.m.
- Chair Troy Walker

13. Adjourn

Chair Troy Walker

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.
- Meeting proceedings may be viewed remotely through the public meeting portal link on the UTA Public Meeting Portal - <https://rideuta.legistar.com/Calendar.aspx>
- In the event of technical difficulties with the remote connection or live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.

- Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting below.
 - o Use this link https://rideuta.zoom.us/webinar/register/WN_IFgVrhwhSi-0y5mngSGDyg and follow the instructions to register for the meeting (you will need to provide your name and email address).
 - o Sign on to the Zoom meeting through the URL provided after registering.
 - o Sign on 5 minutes prior to the meeting start time.
 - o Use the "raise hand" function in ZOOM to indicate you would like to make a comment.
 - o Comments are limited to 3 minutes per commenter.
- Public Comment may also be given through alternate means. See instructions below.
 - o Comment via email at advisorycouncil@rideuta.com
 - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the Local Advisory Council meeting.
 - o Comments submitted before 2:00 p.m. on Tuesday, November 5th will be distributed to council members prior to the meeting.
- Meetings are audio and video recorded and live-streamed.
- Members of the Local Advisory Council and meeting presenters will participate in person, however members may join electronically as needed, with 24 hour advanced notice.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
FROM: Jana Ostler, Board Manager

TITLE:

Approval of August 28, 2024 Local Advisory Council Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the August 28, 2024 Local Advisory Council Meeting

BACKGROUND:

A regular meeting of the UTA Local Advisory Council was held in person and broadcast live through the UTA meetings website on Wednesday, August 28, 2024 at 1:00 p.m. Minutes from the meeting document the actions of the committee and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the [Utah Public Notice Website < https://www.utah.gov/pmn/sitemap/notice/935273.html](https://www.utah.gov/pmn/sitemap/notice/935273.html) and video feed is available through the UTA Public Meetings Portal at <https://rideuta.legistar.com/Calendar.aspx>

ATTACHMENTS:

2024-08-28_LAC_Minutes_unapproved



Utah Transit Authority

Local Advisory Council

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, August 28, 2024

1:00 PM

FrontLines Headquarters

Present: Chair Troy Walker
Vice Chair Bob Stevenson
2nd Vice-Chair Natalie Hall
Council Member Neal Berube
Council Member Dirk Burton
Council Member Karen Cronin
Council Member Mark Johnson
Alternate Council Member Dan Dugan
Alternate Council Member Brandon Gordon
Alternate Council Member Jon Larsen

Excused: Council Member Julie Fullmer
Council Member Erin Mendenhall

Also attending were UTA staff and interested community members. Alternate Council Members Brandon Gordon and Dan Dugan attended as part of the audience, but not as voting members for this meeting.

1. Call to Order & Opening Remarks

Chair Troy Walker welcomed attendees and called the meeting to order at 1:01 p.m. He noted Alternate Council Member Jon Larson is filling in for Council Member Erin Mendenhall who is excused.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

David Hancock, Chief Capital Services Officer, gave a brief safety message.

4. Public Comment

In Person/Virtual Comment

No in-person or virtual comments were received.

Online comment

One online public comment was received and distributed to the council prior to the meeting. A motion was made by Council Member Burton to include the online public comment in the minutes as part of the official record. The motion was seconded by Council Member Cronin.

The motion carried by unanimous vote.

5. Consent

- a. **Approval of May 22, 2024 Local Advisory Council Meeting Minutes**
- b. **Board Policy Revision**
 - **Board Policy 3.2 Service Planning Implementation**

A motion was made by Council Member Burton, and seconded by Council Member Johnson, to approve the consent agenda. The motion carried by unanimous vote.

6. Transit Oriented Development

- a. **AR2024-08-01 - Resolution Approving the Murray North Station Area Plan and Recommending Adoption by the Authority's Board of Trustees**

Paul Drake, UTA Director of Real Estate & Transit-Oriented Development, was joined by Kayla Kinhead, UTA Transit-Oriented Communities Predevelopment Supervisor; and Megan Townsend, Wasatch Front Regional Council (WFRC) Director of Community and Economic Development.

Drake turned the time over to Kinhead who highlighted the Murray North Station Area Plan including vision, goals, and plan elements. She also spoke to existing and proposed uses for the 8.4 acres of UTA-owned property at the site.-

Drake referenced the state statute which requires UTA to seek plan approval by the council with a recommendation for adoption by the authority's Board of Trustees.

Discussion ensued. A question relating to community support for the plan was posed by the Vice Chair Stevenson and answered by staff.

A motion was made by Vice Chair Stevenson, and seconded by Council Member Cronin, that this resolution be approved. The motion carried by unanimous vote.

- b. **AR2024-08-02 - Resolution Approving the Clearfield Station Area Plan and Recommending Adoption by the Authority's Board of Trustees**

Paul Drake, Kayla Kinhead, and Megan Townsend were joined by Brad McIlrath, Clearfield City Senior Planner, to present the Clearfield Station Area Plan for approval by the council to recommend for adoption by the agency's Board of Trustees.

McIlrath outlined Updates to the Clearfield Station Area Plan which has been a work in progress for the past six years. He talked about various versions of the plan, site development, the evaluation of additional areas to be incorporated into the plan, and resolving access issues in relation to the Freeport Center which is located in the same area.

A motion was made by Vice Chair Stevenson, and seconded by Council Member Cronin,

that this resolution be approved. The motion carried by unanimous vote.

7. Service Planning

a. 2025-2029 UTA Five-Year Service Plan Draft Update

Nichol Bourdeaux, UTA Chief Planning and Engagement Officer, was joined by Eric Callison, UTA Service Planning Manager, to present an overview of the 2025-2029 UTA Five-Year Service Plan.

Callison provided a high level overview of the plan including purpose, timeline, April 2025 change day plans, and draft concepts for 2026-2029.

He addressed each service area and the associated changes including:

- New routes
- Changes to existing routes including frequency, connections, and coverage
- New services or additions to current services
- End of Line (EOL) improvements

UTA Board Chair, Carlton Christensen pointed out August change day is being moved to April in 2025.

Discussion ensued. Questions relating to implementation timelines, the OGX bus service, discontinuation of the Layton Trolley service, On Demand services in Brigham City, and the Redwood Road bus service, were posed by the council and answered by staff.

8. Capital Projects

a. Capital Projects Update - S-Line Extension and Davis-SLC Connector

David Hancock, UTA Chief Capital Services Officer, was joined by Marcus Bennett, UTA Project Manager, and Patti Garver, UTA Environmental Compliance & Sustainability Manager, to present an update on the S-Line Extension and Davis-SLC Connector projects.

S-Line Extension

Bennett provided an overview of the S-Line extension project including design, funding and cost estimates, recent progress, project timelines, and public information.

Davis-SLC Connector

Garver provided an update of the Davis-SLC Connector project including a design overview, funding updates including funding awards, and timelines.

A question relating to the S-Line project costs was posed by Chair Walker and answered by staff.

9. Discussion

a. 2024 UTA Public Image Survey Report

Heather Barnum, UTA Chief Communications Officer, provided a high level overview of UTA's 2024 Public Image Survey which was conducted by a third party agency.

Barnum pointed out key highlights and metrics including survey responses to:

- Familiarity with UTA
- Favorable views
- Perceived benefits of public transit
- Reasons for using transit
- Barriers for non-transit riders
- The value of transit
- Noted improvements

Barnum discussed story-telling and social media engagement and urged council members to share their transit stories.

Discussion ensued. Questions relating to WiFi service on bus and TRAX and responses to service reliability were posed by the council and answered by staff.

b. Open Dialogue with the Board of Trustees

The floor was opened for comments and questions from the council and the Board of Trustees.

Discussion topics included the groundbreaking for the MVX service at Murray station, the agency's Bond refinancing proposal, and changes to the UVX service which recently moved from zero fare to fare and the implications of the change.

10. Reports**a. Executive Director Report**

- **International Olympic Committee (IOC) Announcement**
- **Supplemental Services**
- **August Change Day**

Jay Fox, UTA Executive Director, provided a report to the council which included the recent announcement of Utah's winning bid to host the 2034 Winter Olympics, vendor procurement for supplementary services to support operational service demands, and the adjustment of August change day to April in 2025. Fox also introduced Patrick Preusser, UTA's new Chief Operating Officer, to the council.

b. Audit Committee Report

Vice Chair Stevenson provided a brief summary of the UTA Audit Committee meetings held on June 24, 2024, and July 11, 2024.

Reports were received on the status of the 2023 and 2024 internal audit plans and progress on findings for past audits. Presentations were received on various audit projects including findings and recommendations.

The agency's 2023 Annual Comprehensive Financial Report (ACFR) and the National Transit Database Agreed Upon Procedure Report were presented by the agency's external auditors. A "clean" opinion was awarded although six minor deficiencies were noted and one significant deficiency identified. The auditors noted the deficiencies are being addressed and corrective processes are in place.

11. Other Business

- a. Next Meeting: Wednesday, November 6, 2024 at 1:00 p.m.

12. Adjourn

A motion was made by Council Member Johnson, and seconded by Council Member Cronin, to adjourn the meeting. The motion carried by unanimous vote and the meeting adjourned at 2:54 p.m.

Transcribed by Hayley Mitchell
Executive Assistant to the Board
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place. Please refer to the meeting materials or audio located at:
<https://www.utah.gov/pmn/sitemap/notice/935273.html> for entire content. Meeting video is accessible at: <https://rideuta.granicus.com/player/clip/316?redirect=true>

This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

Troy Walker
Chair, UTA Local Advisory Council

Appendix A
Online Public Comment

(Note: Online public comment was received via email and the text is copied as submitted).

From Nathan Pyper:

I appreciate you taking the time to read my comment and consider what the citizens of Salt Lake City have to say about the plans for our public transit systems.

Salt Lake City punches well above its weight when it comes to public transit compared to similar cities in the USA. Our UTA leaders have done a great job with what they have been given and are allowed to do. I believe that SLC is setting the standard for transit in small to mid-size cities nationwide.

The Rio Grande Plan will help SLC and the state of Utah take the next step toward a comprehensive and impressive public transit system. It will also help create an awe-inspiring entrance to our city for future and current residents and guests. Burying the rail yard downtown will help resolve issues between the east-west divide and will open up prime downtown land for development. This land can be used to help remedy our housing crisis and generate tax revenue for the city and state.

People all over the Salt Lake Valley and Utah have spoken up about their support for this citizen-led plan. We hope that UTA and our elected officials listen.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
FROM: Annette Royle, Director of Board Governance
PRESENTER(S): Annette Royle, Director of Board Governance
Neiufi longi, Public Policy Analyst

TITLE:

Board Policy Revision

- **Board Policy 1.3 Executive Relationships and Meeting Protocols**
- **Board Policy 3.3 Capital Development Project Implementation**

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

The Local Advisory Council is requested to review proposed revisions to Board Policy 1.3 Executive Relationships and Meeting Protocols and Board Policy 3.3 Capital Development Project Implementation as presented and to provide feedback to the Board of Trustees prior to their adoption of the policies in December 2024.

BACKGROUND:

The Utah Public Transit District Act section 17B-2a-8 outlines the duties and powers of a large transit district's Board of Trustees. One of those duties includes developing and approving board policies, ordinances, and bylaws after consultation with the Local Advisory Council.

Board Policies 1.3 and 3.3 have been updated with input from relevant subject matter experts and are now available for Local Advisory Council consultation.

DISCUSSION:

The agency is requesting the Local Advisory Council's review of the following policy revisions:

- **Board Policy 1.3 Executive Relationships and Meeting Protocols (revised)**
- **Board Policy 3.3 Capital Development Project Implementation (revised)**

The proposed policy revisions are in response to updates in Utah Code. 1.3 updates are in response to changes to the Open and Public Meetings Act. 3.3 updates are in response to changes in Utah Code § 72-1-2, et seq regarding transit

related Capital Project Plans under the authority of the Utah Department of Transportation (UDOT). Additionally, in both policies there are minor changes to wording to increase clarity.

ALTERNATIVES:

The Local Advisory Council is encouraged to provide input to the Board of Trustees with comments, advice, or recommended alternatives to the proposed policy revisions.

FISCAL IMPACT:

None

ATTACHMENTS:

Board Policy 1.3 Executive Relationships and Meeting Protocols (Draft Revision)

Board Policy 3.3 Capital Development Project Implementation (Draft Revision)

Executive Relationships and Meeting Protocols

Board of Trustees Policy No. 1.3

Application: Board of Trustees and Local Advisory Council

- I. Purpose: The Board of Trustees, Local Advisory Council and Executive Director commit to comply with Utah's Open and Public Meetings Act (OPMA) and perform their duties as defined in Utah's Public Transit District Act and according to the requirements of this policy.
- II. Definitions:
 - A. *"Executive Team"* means the administrative staff appointed by and reporting directly to the Executive Director as chief level officers.
 - B. *"Officer of the Authority"* means an officer of the public transit district as prescribed in the Utah Public Transit District Act and appointed by the Board of Trustees.
- III. Policy:
 - A. Open and Public Meetings – Meetings of the Board of Trustees, its committees, and the Local Advisory Council will be open to the public and comply with the State of Utah's Open and Public Meetings Act (OPMA) and as outlined in the Authority's Bylaws.
 - B. Administrative Meetings – In alignment with OPMA, an open and public meeting with members of the Board of Trustees, who hold both legislative and executive responsibilities, will not include:
 1. Administrative meetings where neither a tentative or final vote on the matter that is the subject of the conversation is made; or
 2. Administrative meetings that pertain only to ~~day-to-day management and operation of Authority~~ managerial or operational matters.
 - C. Executive Relationships – The relationship of the Board of Trustees, Local Advisory Council and Executive Director will reflect the requirements of Utah's Public Transit District Act.
 1. The Board of Trustees (the "Board") is the governing body of the Authority. The Board will manage and conduct the business and affairs of the Authority and will determine all questions of policy. The Board will:
 - a. Appoint all Officers of the Authority required in Utah's Public Transit District Act by resolution including the Executive Director, Secretary, Treasurer, Comptroller, and Internal Auditor.

- b. Appoint and hire other officers, assistants, or deputies the Board considers necessary, including the offices of Board Governance, Internal Audit and Government Relations.
 - c. Develop and approve a Strategic Plan for the Authority every four years, including developing and evaluating performance targets annually of the Executive Director and Executive Team.
 - d. Fix the compensation of all Officers and employees of the Authority by resolution, excluding the Board of Trustees.
 - e. Fulfill all other powers and duties defined in Utah's Public Transit District Act and Board Policies.
2. The Local Advisory Council (the "Council") is an advisory body to the Board of Trustees. The Local Advisory Council will meet at least quarterly with and consult with the Board of Trustees and advise them regarding the operation and management of the public transit district. The Local Advisory Council will:
- a. Consult with or review, approve and recommend items required in Utah's Public Transit District Act and Board Policies.
 - i. Statutorily required consultation from the Council to the Board will be done in a public meeting as defined in OPMA for the purpose of sharing information and providing comment prior to a decision or action of the Board.
 - ii. The Council's review, approval, and recommendation to the Board will be made by resolution of the Council in a public meeting as defined in OPMA. The Board will be advised of the Council's resolution prior to the Board's final decision and action.
 - b. Set the compensation packages of the Board of Trustees by resolution.
 - c. Fulfill all other powers and duties defined in Utah's Public Transit District Act and Board Policies.
3. The Executive Director is the highest-ranking administrative leader of the Authority. The Executive Director will serve at the pleasure of the Board of Trustees and be a full-time Officer of the Authority. In consultation with the Board of Trustees, the Executive Director is responsible for the day-to-day administration of the Authority's business affairs, including the appointment of the Authority's Executive Team and employees (excluding Officers and staff

defined in paragraph III(C)(1) above).

- a. Consultation between the Board of Trustees and Executive Director means reports by the Executive Director at public Board meetings as described in paragraph III(A) above, administrative meetings as described in paragraph III(B) above and communicating other reasonable information necessary for the Board of Trustees to execute their powers and duties as defined under Utah's Public Transit District Act.
- b. The Executive Director will:
 - i. Provide leadership and management of the Executive Team and administrative staff in alignment with the governing and strategic direction set by the Board.
 - ii. Provide timely reports required in statute and UTA Board policies.
 - iii. Present to the Board for evaluation the annual goals and outcomes of the Executive Director and Executive Team.
 - iv. Report quarterly and annual progress on the Authority's Strategic Plan.
 - v. Secure Board approval by resolution for the organization of chief level offices and the organization structure of the Authority, including the Executive Director and chief level offices.
 - vi. Fulfill all other powers and duties defined in Utah's Public Transit District Act and Board Policies.

Cross References: Utah Open and Public Meetings Act, Utah Code §52-4-101; Utah Public Transit District Act, Utah Code §17B-2a-808.1; Utah Special Districts Act - Board of Trustees Power, Utah Code §17B-1-301; Utah Transit Authority Bylaws.

Approved this ____ day of ____ 2024~~3~~

Carlton Christensen - Chair, Board of Trustees

Secretary of the Authority

Approved as to form and content:

Counsel for the Authority

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
09-27-2023	R2023-10-03 (10-11-2023)	New Policy
<u>11-06-2024</u>	R2024-XX-XX	<u>Updated policy language for Administrative Meetings with the Board of Trustees to align with legislative updates to OPMA in 2024 (HB36).</u>

Capital Development Project Implementation

Board of Trustees Policy No. 3.3

Application: Board of Trustees and Local Advisory Council

I. Purpose: This policy establishes how Capital Development Projects are advanced from the planning study phase through development and implementation. It also establishes the process by which the Local Advisory Council and the Board of Trustees approve Capital Project Development projects Plans as required in the Utah Public Transit District Act.

II. Definitions:

A. *“Capital Development Project”* means a project that creates new assets that:

1. Expand transit service through construction of new or extended rail lines or bus rapid transit systems, {including associated acquisition of new revenue service vehicles} (*“Transit Corridor Project”*); or
2. Involve the construction of new or replacement transit-related facilities that include structures (e.g. maintenance facilities, pedestrian bridges, parking structures, stations, etc.) or other major infrastructure components (e.g. intermodal centers, bus hubs, etc.) (*“Transit Facilities Project”*); and
3. Are not transit-oriented development projects.
4. For purposes of this policy, Capital Development Projects do not apply to ongoing maintenance, state of good repair, safety and security, or information technology projects, unless those projects fit into the definition of Capital Development Projects.

B. *“Capital Project Development Plan”* means a plan for a Transit Corridor Project that includes the following information: -project overview, purpose and needs, ridership and benefits, initial cost estimates, and funding potential.

III. Policy:

A. Transit Corridor Projects - The planning, construction, and approval of the Authority’s Transit Corridor Projects will proceed as described below and on Exhibit A.

1. Systems Planning-
 - a. During the systems planning process, the Authority considers the long-range regional transportation plans developed by the Metropolitan Planning Organizations (MPOs), local master plans and transportation plans, community

needs, and community support for potential capital projects. This visioning effort leads to the identification of specific projects to be studied further.

2. Project Study

- a. During the project study phase, the Authority identifies the purpose of a project and assesses the need for and the benefits of a project. The Authority also evaluates initial cost estimates and funding potential and develops a proposed Capital Project description.
- b. The Authority will present the proposed Transit Corridor Project description to the Local Advisory Council and the Board of Trustees for informational purposes as it advances to the development phase.

3. Environmental Analysis-

- a. After a proposed Transit Corridor Project moves to the development phase, the Authority begins the environmental analysis and conceptual engineering for the project. The environmental process identifies a preferred alternative, including alignment and mode and/or site selection. Capital, operating and maintenance cost estimates are also refined and developed. Public and stakeholder involvement will occur throughout the environmental analysis phase.
- b. Once affected MPO(s) approve the locally-preferred alternative (LPA) for the project and presentations are made to affected City Councils, a Capital Project Development Plan will be prepared.

~~b.~~ 4. Capital Project Development Plan

- ~~c.~~a. The Capital Project Development Plan will include the LPA, the project's impacts, benefits, costs, and a funding plan that identifies local funding partners, grant opportunities, and other funding sources.
- b. For Transit Corridor Projects that are under the authority of the Utah Department of Transportation (UDOT) as described in Utah Code § 72-1-2, et seq., the Authority's Board of Trustees will approve a Capital Project Development Plan that is 1) primarily funded by state funds or federal grants awarded to UDOT; and 2) has been -assigned by UDOT to the Authority to perform specified work on a Transit Corridor Project. The Capital Project Development Plan will be presented to the Board of Trustees in a public meeting for review, along with comments from affected partners. At a subsequent public meeting, the Capital Project Development Plan will be presented to the Board of Trustees for adoption by resolution.
- ~~d.~~c. For all other Transit Corridor Projects not governed by III.A.4.b. above, Tthe Capital Project Plan, along with comments received from affected partners, will be presented to the UTA Local Advisory Council for its-their approval by

resolution and recommendation for adoption by the Board of Trustees. The Capital Project Plan will then advance to the UTA Board of Trustees for its final approval and adoption by resolution, and to the federal funding agency if federal funding is being sought.

4.5. Funding-

- a. Any funding agreements between local partners will be approved by the UTA Board of Trustees. Applicable grant applications will be initiated at this time.

5.6. Procurement-

- a. After funding is secured or expenditure authority is received from a funding agency, the Authority may begin procurement efforts, select project designers and contractors, and initiate the purchase of vehicles and equipment.
- b. All contracts will be approved in accordance with the policies of the Board of Trustees.

6.7. Design/Construction-

- a. Once design is underway, and appropriate activation steps are completed, the Authority is authorized to acquire necessary rights of way, begin project construction, and commence operation after the appropriate activation steps are completed, in accordance with the policies of the Board of Trustees.

- B. Transit Facilities Projects - The planning, construction, and approval of the Authority's Transit Facilities Projects will be developed and approved as part of the Five-Year Capital Plan as defined in Board Policy 2.1 Financial Management.

- IV. Cross References: Utah Public Transit District Act, Utah Code § 17B-2a-804 and ~~801-1808.2~~; Utah Code § 72-1-2, *et seq* Board Policy 2.1 Financial Management; Board Policy 2.2 Contract Authority, Procurement and Grants.

Approved this ~~21st~~ day of ~~December 2022~~

Carlton Christensen - Chair, Board of Trustees

Secretary of the Authority

Approved as to form and content:

Counsel for the Authority

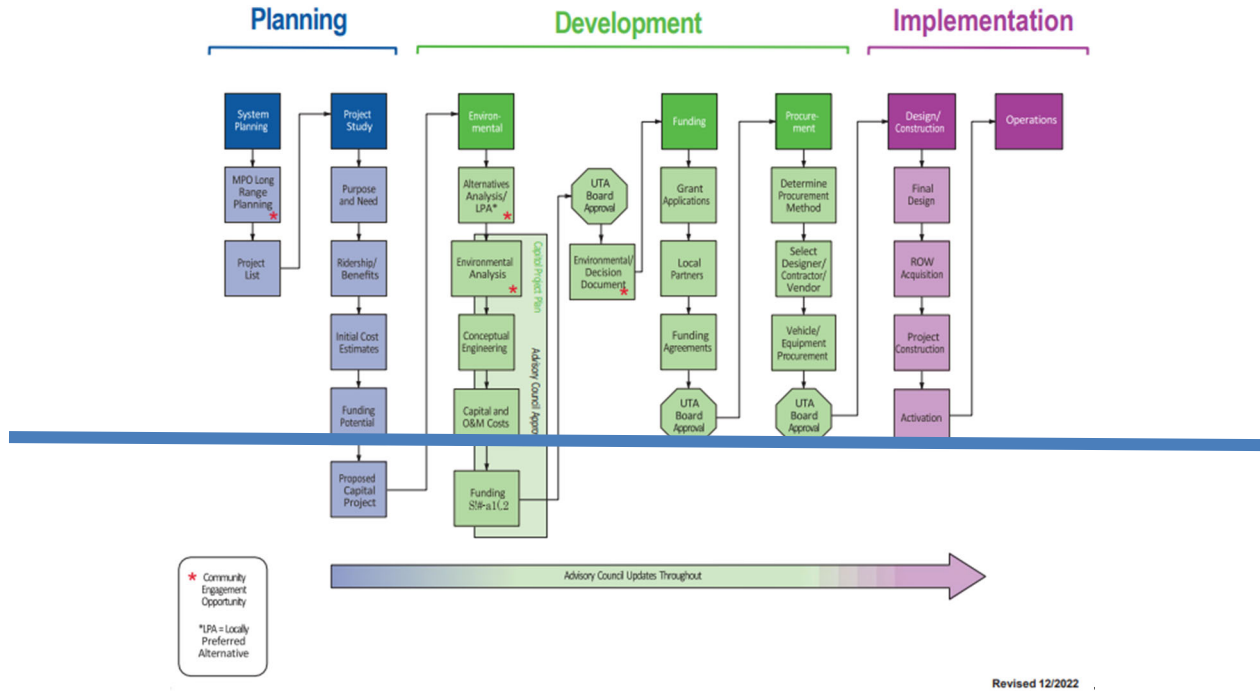
Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
02-20-2019	R2019-02-04	Revised, renamed, and renumbered from Ends Policy No. 1.4.2 – Planning, Designing, Funding and Construction of Transportation Infrastructure and Services to Policy 1.4.2 – Capital Development Project Implementation.
06-12-2019	R2019-06-01	Reformatted, renumbered to Board Policy 3.3, and revised to reflect name change from Local Advisory Board to Local Advisory Council.
09-07-2022	R2022-12-07 (12-21-2022)	Clarification added on definitions and processes for Capital Project Plans and Transit Corridor Projects; added correlation to Five-Year Capital Plan defined in Board Policy 2.1 Financial Management.
<u>11-06-2024</u>		<u>Provided policy revisions in response to updates in Utah Code § 72-1-2, et seq regarding transit related Capital Project Plans under the authority of UDOT.</u>

Exhibit A

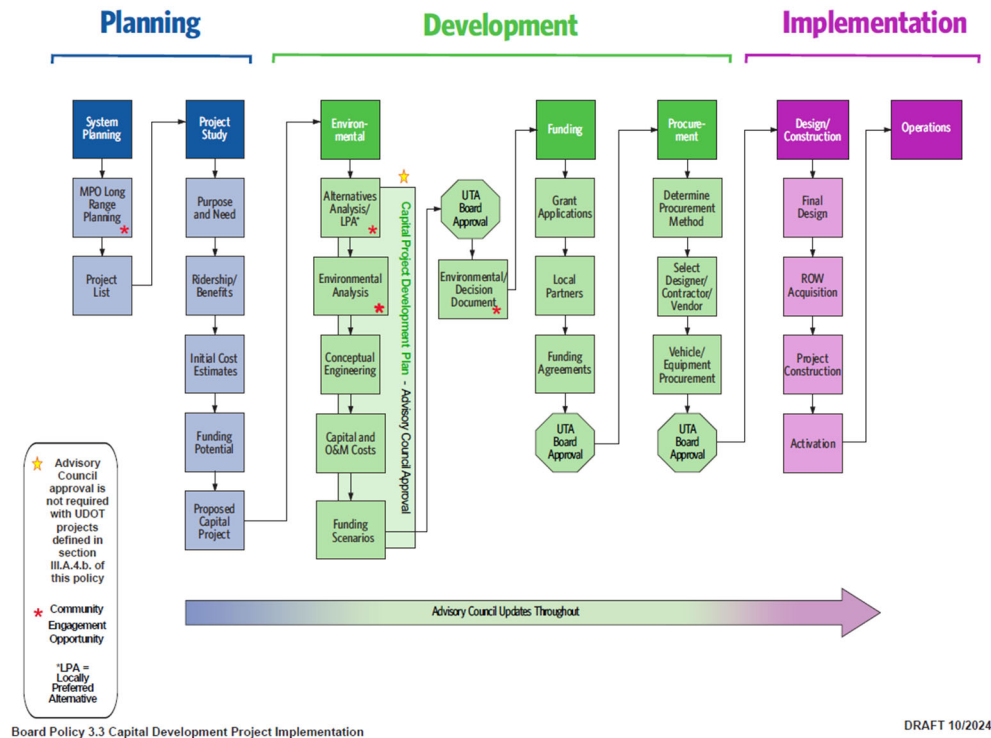
OLD GRAPHIC

UTA Capital Development / Transit Corridor Project Implementation Process



NEW GRAPHIC

UTA Capital Development / Transit Corridor Project Implementation Process





Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bordeaux, Chief Planning and Engagement Officer
PRESENTER(S): Jay Fox, Executive Director
Alex Beim, Manager of Long Range and Strategic Planning
Heather Barnum, Chief of Communications

TITLE:

Economic Value of Transit Study

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

BACKGROUND:

In the fall of 2023, a contract was executed with Metro Analytics to conduct a study isolating the unique contributions of transit within the context of the impacts in the Utah Unified Transportation Plan (UTP). Metro Analytics was also the selected consultant that developed the economic impact study for the UTP.

The study involved analysis of UTA's transit service, quantifying the benefits and economic impacts of today's transit assets and services. The study findings provided information on the cost savings and associated performance outcomes of transit as it currently exists in the UTA service area (2023 data).

DISCUSSION:

Key findings of the reports have been summarized to showcase the economic return of UTA services. This includes impacts on spending, travel efficiencies, transportation savings, job creation, market access, workforce participation, and tax outcomes. Analysis findings were developed into a report with maps, tables, and charts illustrating the contribution that transit makes to the Utah Economy. This report is supported by a Key Findings Summary.

At the Local Advisory Council's November meeting, Authority staff will provide a presentation on the key

finding and takeaways from the study's reports.

ALTERNATIVES:

N/A

FISCAL IMPACT:

The project consultant budget was \$284,500

ATTACHMENTS:

Economic Value of Transit Study Key Takeaways

Value of UTA Transit Fact Sheet

KEY FINDINGS SUMMARY

The Utah Transit Authority (UTA) moves millions of people to home, work, and experiences each year. UTA also generates jobs, spending, travel savings, and tax revenue that benefits individuals, businesses, and the entire state of Utah.

Utah's Economic Return from UTA Services (2023)

Investing in UTA benefits Utah's economy.

The economic return of UTA services impacts spending, travel efficiencies, transportation savings, job creation, market access, workforce participation, and tax outcomes.

\$1/\$5.11 ROI (value of goods and services produced per dollar of transit outlay)¹

For every \$1 invested in UTA operations and capital, Utah's economy is able to produce a \$5.11 in additional goods and services that could not have otherwise been possible.

\$9.6B a year in goods and services enabled by time and mileage savings

Because of time and mileage savings, Utah generated \$9.6 billion² in additional impact on goods and services that would not have otherwise been produced in 2023. This is the total value of goods and services generated due to time and mileage savings, market access, workforce participation, and UTA spending effects in 2023.

\$377M in state, federal, and local tax revenue generated in Utah³

UTA's service benefits on travel, spending, and business conditions generate an additional \$105 million in local taxes, \$126 million in state taxes, and \$146 million in federal taxes in Utah each year.

79,000 total jobs created⁴

UTA services were responsible for 79,000 direct, indirect, and induced jobs by saving money for drivers, connecting workforce to employers, providing workers access to higher earnings, and spending money on the economy.

10,000 jobs are created because of transportation money saved to Utah households and businesses as a result of UTA's activities

Because transit reduces congestion and other costs for cars and trucks, Utah firms could employ 10,000 more employees⁵.

24,000 workers⁶ depend on transit to access their jobs supporting an additional **31,500** workers⁷

whose jobs otherwise rely on these transit users every day

UTA services connected 24,000 people to jobs. The daily work of these UTA riders supports an additional 31,500 jobs for employees who depend on these transit users.

13,500 jobs⁸ created for UTA employees, suppliers, and other related businesses, earning **\$334M**.⁹

and stimulating another **\$1.1B** in sales.¹⁰ for other Utah businesses

As an employer, UTA operations, suppliers, contractors, and employees generate 13,500 jobs. These direct and indirect jobs resulting from UTA as an employer generate another \$1.1 billion in total sales for other Utah businesses.

UTA's economic impact benefits all Utahns, whether they ride transit or not.

UTA services reduce road traffic congestion on freeways and in town, benefitting everyone on the road through fewer miles traveled, fewer hours on the road, fewer car expenses, less tax dollars to road repairs, quicker travel times, less stress, access to more employers (and choice in employment), and cleaner air.

\$1/\$1.27 return in transportation savings.¹¹

Because of UTA's impact on reduced roadway travel including congestion, emissions, fuel use, and other cost of driving, Utah's economy (including drivers and others enjoying clean air and other effects) save \$1.27 in transportation costs for every \$1 spent.

\$717M in travel efficiency savings.¹²

The estimated time, travel, maintenance savings, and reduced air quality costs for Utah households and business travel totaled \$717 million in 2023.

\$595M in household income because of household and business travel savings combined.¹³.

\$2.9B in household income earned from all effects of transit including reduced travel costs, increased productivity, workforce participation and UTA spending¹⁴.

Economic impact is one part of transit decision-making.

Economic impact is not the only factor in choosing to invest in UTA public transit according to the 2023-2050 Utah Unified Plan. Factoring it in can help prioritize and plan future investment for maximum benefits to Utah's economy.

Data shows UTA has an economic benefit in improving roadway capacity, land value, business and employment opportunities, and investment in infrastructure. In the 2023-2050 Utah Unified Plan, transit services provided by UTA account for over one-third of the entire unified plan's projected economic benefits. Investing in UTA will yield increasing returns for Utah's future economy. If 2023-2050 Utah Unified Plan is fully built out, in 2050, each \$1 invested in transit will enable Utah's businesses and workers to produce \$6.08.¹⁵ worth of goods and services.

If the transit services in 2023-2050 Utah Unified Plan are fully funded, in 2050, the same \$1 invested in UTA will save Utah's households and businesses \$2.14.¹⁶ in transportation efficiency and market access, or double UTA's current rate of savings (2023).

Data and Methodology

The purpose of this report is to provide data to support early decision-making based on projected economic benefits, using data which otherwise would be available only after investment, or following project completion. To do this, the WFRC-MAG Travel Demand Model v.9.0.0 was used to analyze travel characteristics for various transit systems and projects at different investment levels outlined in Utah's Unified Plan 2023-2050. These characteristics include the total number of trips, travel time and distance, congestion levels, and modes of travel, among others. The analysis revealed:

- With higher investments in transit, the model is expected to show decreases in congestion, overall travel time, and emissions, leading to a more efficient transportation system in the Wasatch Front region. Reduced congestion, travel time, and emissions lower travel-related costs for Utah's households and businesses that rely on the transportation system for commuting, obtaining, and delivering goods.
- This efficiency translates into monetary savings, as specified by the US Department of Transportation's Benefit-Cost Analysis Guidance for Discretionary Grant Programs, 2023¹. These savings benefit Utah's households and businesses due to the more efficient transportation system.
- Households are likely to spend their savings in the local economy on sectors such as entertainment, recreation, and groceries, thereby supporting jobs, GDP, and the production of goods and services in the Wasatch Front and, by extension, Utah's economy. Businesses will use their savings from reduced trucking and delivery costs to enhance productivity, generating additional goods and services, which in turn contribute to increased employment, household income, and GDP in both the Wasatch Front and Utah's economies.
- On the other hand, increased transportation system efficiency results in businesses in the region having access to larger labor pool and supplier/customer market, resulting in productivity gains. This again translates to additional production of goods and services, employment opportunities, and value added to the regional economy.
- These direct, indirect, and induced impacts of transportation savings, market access improvements, direct spending, and workforce accessibility improvements have been estimated using the IMPLAN economic impact model².
- Please refer to Yellow Report, Page 3 (Methodology and Data) for further information on the data and methodology employed for this economic impact study.

¹ <https://www.transportation.gov/mission/office-secretary/office-policy/transportation-policy/benefit-cost-analysis-guidance>

² <https://implan.com/white-papers/>

End Notes and References

¹ Business Output Impacts Per Dollar (2023):

Impacts (Returns) Include: (1) Efficiency Savings: \$1,889 million [Yellow Report: Appendix I, Page xi] + (2) Market Access Gains: \$12 million [Yellow Report: Appendix II, Page xvi] + (3) Paratransit/MAAS/OnDemand: \$43 million [Green Report: Executive Summary, Page i, Table 1] + (4) Transit Spending: \$1,129 million [Yellow Report: Appendix IV, Page xxiv] = \$3,073 million.

Dollars Spent (Investment) Include: \$602 million of total UTA 2023 outlays (per UTA accounting, December 2023).

Impact Per Dollar Spent (Return on Investment): \$3,075 million/\$602 million = 5.10 per dollar of UTA outlay

² Sum of Business Output Impacts of:

(1) Efficiency Savings: \$1,889 million [Yellow Report: Appendix I, Page xi] + (2) Market Access: \$12 million [Yellow Report: Appendix II, Page xvi] + (3) Workforce Participation: \$6,593 million [Yellow Report: Appendix III, Page xx] + (4) Spending Impacts: \$1,129 million [Yellow Report: Appendix IV, Page xxiv] = \$9,623 million = \$9.6 billion

³ Yellow Report, Appendix V: Fiscal Impacts, Page xxvi

⁴ Sum of Jobs Created by:

(1) Efficiency Savings: 10,000 [Yellow Report: Appendix I, Page viii] + (2) Market Access 78 [Yellow Report: Appendix II, Page xiii] + (3) Transit enabled Jobs 24,000 [Yellow Report: Jobs Supported by Transit, Page 40] + (4) Workforce Participation 31,500 [Yellow Report: Appendix III, Page xvii] + (5) Spending Impacts 13,500 [Yellow Report: Appendix IV, Page xxi] = 79,078 Total Jobs

⁵ Yellow Report: Appendix I: Transportation Efficiency Benefits and Impacts, Page viii

⁶ Yellow Report, Jobs Supported by Transit, Page 40

⁷ Yellow Report, Appendix III: Workforce Participation, Page xvii

⁸ Yellow Report: Appendix IV: Transit Spending Impacts, Page xxi

⁹ Yellow Report, Appendix IV: Transit Spending Impacts, Page xxii

¹⁰ Yellow Report, Appendix IV: Transit Spending Impacts, Page xxiv

¹¹ Efficiency Benefits: \$717.23 million [Yellow Report: Appendix I, Page vi] / \$565 million in UTA's capital outlays (aside from Paratransit O&M Costs, per UTA accounting, December 2023) = 1.27 per dollar of UTA outlay

¹² Yellow Report, Appendix I: Transportation Efficiency Benefits and Impacts, Page vi

¹³ Yellow Report, Appendix I: Transportation Efficiency Benefits and Impacts, Page ix

¹⁴ Sum of Household Income Impacts of:

(1) Efficiency Savings: \$596 million [Yellow Report: Appendix I, Page ix] + (2) Market Access: \$4.2 million [Yellow Report: Appendix II, Page xiv] + (3) Workforce Participation: \$1,986 million [Yellow Report: Appendix III, Page xviii] + (4) Spending Impacts: \$334 million [Yellow Report: Appendix IV, Page xxiv] = \$9,623 million

¹⁵ Business Output Impacts Per Dollar (2050):

Impacts (Returns) Include: (1) Efficiency Savings: \$7,335 million [Yellow Report: Appendix I, Page xi] + (2) Market Access Gains: \$2,250 million [Yellow Report: Appendix II, Page xvi] = \$9,585 million at RTP-Priority Needs investment level.

Dollars Spent (Investment) Include: \$1,576 million of total UTA 2050 outlays at RTP-Priority Needs investment level (as per UTA accounting, December 2023).

Impacts per Dollar Spent (Return on Investment): \$9,585 million/\$1,576 million = 6.08 per dollar of UTA outlay

¹⁶ Benefits Per Dollar (2050):

Savings (Benefits) Include: (1) Efficiency Savings \$2,268 million [Yellow Report: Appendix I, Page vi] + (2) Market Access Gains \$1,097 million [Yellow Report: Appendix I, Page xv] = \$3,365 million

Dollars Spent (Investment) Include: \$1,576 million of total UTA 2050 outlays at RTP-Priority Needs investment level (as per UTA accounting, December 2023)

Benefits per Dollar Spent: \$3,365 million/\$1,576 million = 2.14 per dollar of UTA outlay

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



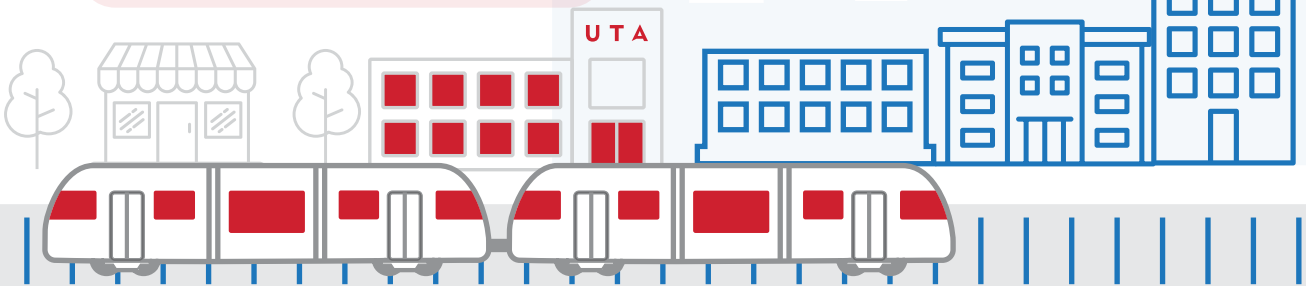
79,000 jobs
directly and
indirectly created



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



\$377M
generated tax
revenue in Utah





Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Jay Fox, Executive Director
Viola Miller, Chief Financial Officer

TITLE:

2023 Geographic Economic Model

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational presentation for discussion.

BACKGROUND:

The Utah Transit Authority Geographic Economic Model (GEM) monitors revenue and expense trends that develop over time across UTA's regional transit system. The GEM is one of the data tools used to inform long-term strategic work with local stakeholders.

DISCUSSION:

At the November 6, 2024, meeting UTA leadership will review the most recent Geographic Economic Model report for 2023 with the Local Advisory Council.

ALTERNATIVES:

N/A

FISCAL IMPACT:

N/A

ATTACHMENTS:

N/A



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Russell Fox, Planning Director
Megan Waters, Community Engagement Director
Eric Callison, Manager of Service Planning

TITLE:

AR2024-11-01 - Resolution Approving the Proposed 2025-2029 Five-Year Service Plan and Recommending Adoption by the Authority's Board of Trustees

AGENDA ITEM TYPE:

LAC - Resolution

RECOMMENDATION:

Approve Resolution AR2024-11-01 approving the proposed 2025-2029 Five-Year Service Plan and recommending adoption by the Board of Trustees.

BACKGROUND:

Per UTA Board of Trustees Policy No. 3.2 and in compliance with Utah State law, the UTA Five-Year Service Plan (FYSP) is updated every two years. The UTA Local Advisory Council reviews, approves and recommends the plan for adoption by the UTA Board of Trustees. The following presentations regarding the FYSP have been provided:

- UTA Board of Trustees on June 12, 2024: Five-Year Service Plan Draft Network
- UTA Local Advisory Council on August 28, 2024: Five-Year Service Plan Draft Network
 - UTA Board of Trustees on October 9, 2024: Five-Year Service Plan Community Engagement report and preliminary Phased Plan

In April 2024, UTA began internal stakeholder concept review and feedback. Community engagement efforts began in June 2024 thru July 2024 as part of the development of the FYSP which included a community and stakeholder survey, and community roadshows with local government and stakeholder presentations. A second engagement opportunity for additional feedback on the updated phased draft plan began on

September 10th and concluded on October 6th.

Based upon final community and stakeholder feedback received, UTA Service Planning has developed a final 2025-2029 UTA Five-Year Service Plan. The plan is phased by year from 2025-2029 and includes annual estimates for additional service hours and miles.

Once adopted, the 5YSP will enter UTA's annual budgeting process and be further vetted for resource availability and operational feasibility. Additional service changes may be presented to the UTA Board of Trustees during the annual service process prior to change day along with additional public engagement, Civil Rights Title VI analysis, and operational considerations.

DISCUSSION:

The FYSP is a roadmap for UTA's near-term service planning. The plan itself is a snapshot in time. It reflects UTA's intended service plan based on the best information available. Each proposed concept in this plan is subject to change based on further review and analysis, available resources, operational feasibility, or other unforeseen circumstance. UTA staff will present the proposed 2025-2029 UTA Five-Year Service Plan and Community Engagement efforts to the Local Advisory Council for their consideration. The draft plan is attached as an addendum to the resolution, and the link below provides digital access to the draft plan as well as a summary of the changes by year and by region:

[Link to the proposed 2025-2029 UTA Five-Year Service Plan final draft document <https://www.rideuta.com/Current-Projects/UTA-Five-Year-Service-Plan-2025-2029-Draft>](https://www.rideuta.com/Current-Projects/UTA-Five-Year-Service-Plan-2025-2029-Draft)

A detailed discussion of the proposed 2025 changes, will be presented at the meeting along with a summary for proposed change in years 2026-2029 of the plan.

The following changes are proposed for April 2025:

Davis, Weber, and Box Elder County:

- The following routes add service to new areas: 417, 642
- The following routes will be modified either in terms of alignment or frequency: 470, 627, 628, 640
- The following routes will be discontinued and replaced by other services: 626

Salt Lake and Tooele Counties:

- The following routes add service to new areas: 126, 219
- The following routes will be modified either in terms of alignment or frequency: 39, 201, 217, 218, 703

Utah County:

- The following routes add service to new areas: 581, 823
- The following routes will be modified either in terms of alignment or frequency: 871

Community Engagement efforts included:

- Two Public Engagement Opportunities
 - June-July 2024
 - September-October 2024
- Two virtual public meetings
 - July - Information about the unphased draft plan
 - September - information about the updated phased draft plan
- Online Engagement
 - UTA's website (rideuta.com/FYSP) featured detailed information about proposed service changes 2025-2029, along with an interactive map and opportunities to provide feedback on the priorities within the FYSP.
- Stakeholder communications
- Major themes and trends from the Public Comment period
 - Many comments related to specific routes and modes of transit
 - Coverage and options for areas with and without transit service
 - Bus Stops
 - Frequency and travel times
 - Span of service
 - Connections and routing considerations
 - East/West Connections
 - Access to key destinations

Next Steps:

- UTA Board of Trustee adoption (December 4, 2024)
-

ALTERNATIVES:

The UTA Local Advisory Council may propose revisions to the plan as presented.

FISCAL IMPACT:

The fiscal impact of the plan's implementation will be vetted through the annual budget process. The attached draft FYSP includes information on the resources required to deliver the plan through additional hours, miles, shifts and pullouts. This includes:

Hours: + 675K per year

Miles: +8.73M per year

Shifts: + 322

Pullouts: +107

Staff/consultant time was also expended to create the Five-Year Service Plan.

ATTACHMENTS:

- Resolution AR2024-11-01, including the 2025-2029 Service Plan as an Exhibit

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT
AUTHORITY APPROVING THE PROPOSED 2025-2029 FIVE-YEAR SERVICE PLAN AND
RECOMMENDING ADOPTION BY THE AUTHORITY'S BOARD OF TRUSTEES**

AR2024-11-01

November 6, 2024

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Utah Public Transit District Act (UCA 17B-2a-808) (the "Act") required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of district service plans at least every two and one-half years; and

WHEREAS, Board Policy 3.2 Service Planning Implementation requires the Authority to develop a five-year service plan every two years that is developed in collaboration with counties and local municipalities to guide the Authority's planning decisions; and

WHEREAS, the Authority has developed a Five-Year Service Plan for the years 2025 through 2029 (the "Plan") which seeks to align UTA's service network with new projections of available revenue; aims to achieve higher ridership long term by aligning service with emerging travel patterns; and works to strengthen customer confidence in UTA by ensuring that public transit is available when and where people need it; and

WHEREAS, the Authority has submitted its proposed Plan to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority's proposed Plan and believes it is in the best interest of the Authority and all constituents to approve the 2025-2029 Five-Year Service Plan and to forward it to the Board of Trustees with a recommendation for approval.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby approves the proposed 2025-2029 Five-

AR2024-11-01

1

Year Service Plan, attached hereto as Exhibit A.

2. That the Local Advisory Council forwards the 2025-2029 Service Plan to the Authority's Board of Trustees with a recommendation for adoption.

APPROVED AND ADOPTED this 6th day of November 2024.

Chair or Acting Chair, Local Advisory Council

ATTEST:

Second Vice-Chair, Local Advisory Council
Or Board Secretary

Approved as to Form:

DocuSigned by:

70E33A415BA44F6...

Legal Counsel

AR2024-11-01

EXHIBIT A
2025-2029 Five-Year Service Plan



2025 - 2029
FIVE-YEAR
SERVICE PLAN



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PLAN OVERVIEW

OVERVIEW

WHAT IS THE FIVE-YEAR SERVICE PLAN?

The Five-Year Service Plan is a dynamic guide for UTA's near-term future. Our region is growing rapidly. Where and how we grow has impacts on the transportation network. This vision for the path ahead works to address these impacts through improvements to the transit system. This plan, like a route map, is a snapshot in time. It reflects UTA's intended service based on the best information available. This plan is updated every two years and considers other regional and local transportation plans in its development.

PLAN GOALS

For the 2025-2029 Five-Year Service Plan, UTA is focusing on the following goals:



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OVERVIEW

GUIDING PRINCIPLES OF THE FIVE-YEAR SERVICE PLAN

**SYSTEM-WIDE PLANNING**

This plan maximizes regional connectivity by emphasizing links between modes and geographic areas.

**ALL-DAY SERVICE**

More service means more transit available when you need it.

**RAPID BUS NETWORK**

A connected network of high-frequency Rapid Bus routes is designed for convenience and efficiency.

**EXPANDED HOURS**

Earlier and later trips mean additional options for a ride home – even if your work, entertainment, or shopping runs late.

**TRANSIT EQUITY**

Expand access to opportunities through transit

**INNOVATIVE SOLUTIONS & NEW TECHNOLOGIES**

Innovative transportation zones create opportunities for mobility and connection in areas less amenable to traditional public transit.

**SERVICE CHOICES**

Working with input from the communities we serve, this plan seeks opportunities to increase frequency and ridership while providing options in coverage areas.

**THE PATH AHEAD FOR FUTURE PROJECTS**

Exciting new services are coming, and this plan is a step toward them.

OVERVIEW

UTA'S PLANNING PROCESS

How and When the Plan Happens

The path ahead for public transit has many partners and many moving parts. UTA's service planning and implementation process seeks to refine proposals based on input received and ongoing analysis. We conduct this process in four phases:

- Strategic Planning
- Service Planning
- Operations Planning
- Implementation

STRATEGIC PLANNING

Planning begins with collaboration in developing UTA's Long Range Transit Plan.

Our best long-term look at the path ahead comes through community collaboration and data-driven analysis culminating in the Long Range Transit Plan. Wasatch Front Regional Council and Mountainland Association of Governments then develop Regional Transportation Plans in partnership with the community, UTA, and other partner agencies to set the direction for the region's transit system over the next 30 years.

SERVICE PLANNING

The Five-Year Service Plan covers all UTA transit services that do not involve major capital construction projects.

The plan presented here is the product of the service planning phase. UTA's Local Advisory Council approves the plan and



UTA's Board of Trustees adopts the plan after extensive public engagement and development of service plan scenarios.

OPERATIONS PLANNING

This phase translates proposed changes into guidance for transit operations. This often leads to further adjustments to the Five-Year Service Plan.

Proposed service changes are fluid; many factors shape their final form. Before they are implemented, service changes are the subject of additional outreach, public hearings, a Title VI analysis, and the development of route schedules.

IMPLEMENTATION

In this phase, all final transit service changes become active on one of UTA's Change Days, which occur every April, August, and November.

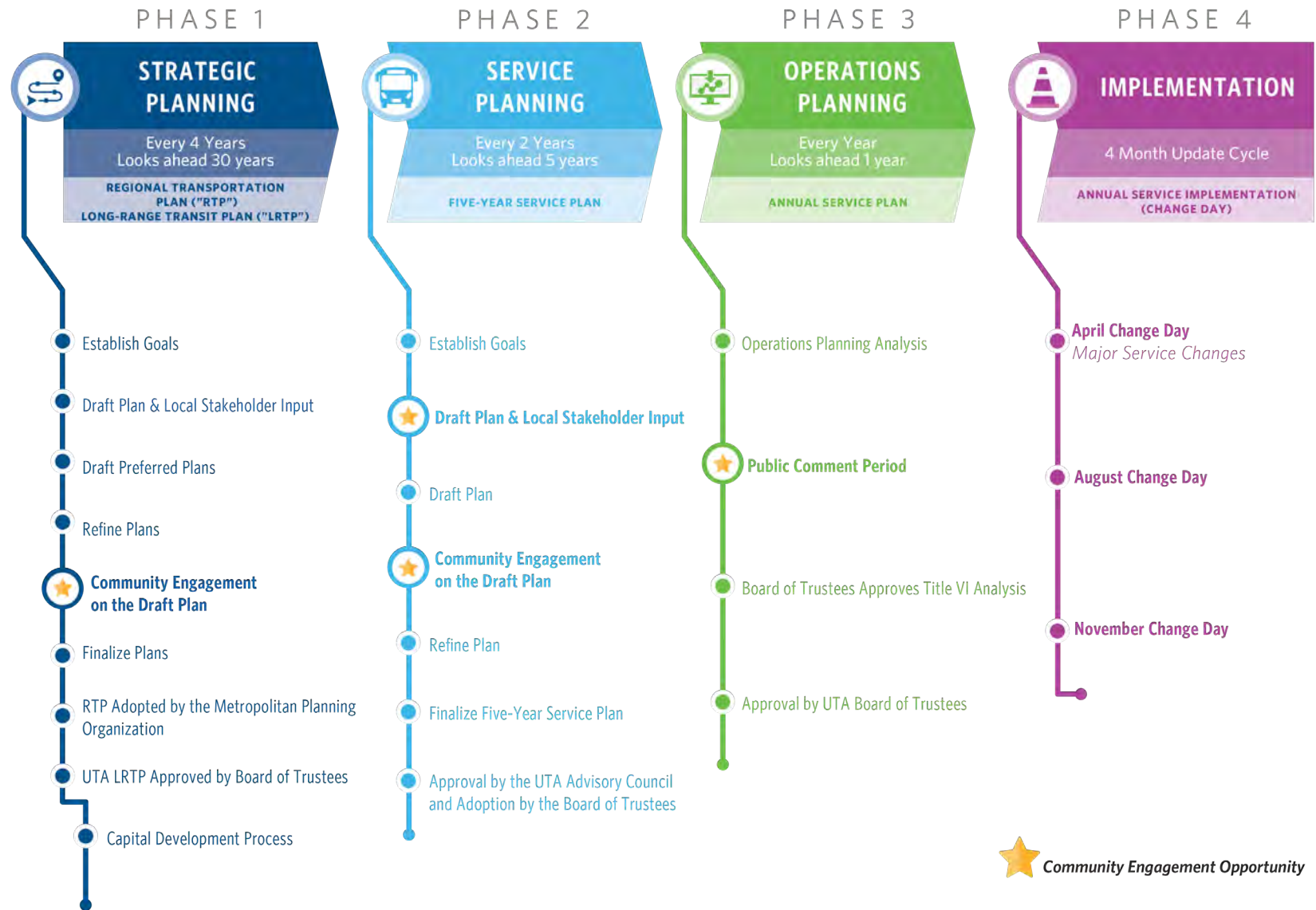
UTA informs affected riders well in advance about service changes through social media, new printed schedules, signage at transit stops, and media announcements. In addition, customer service representatives are available to help riders navigate changes.



CHAPTER

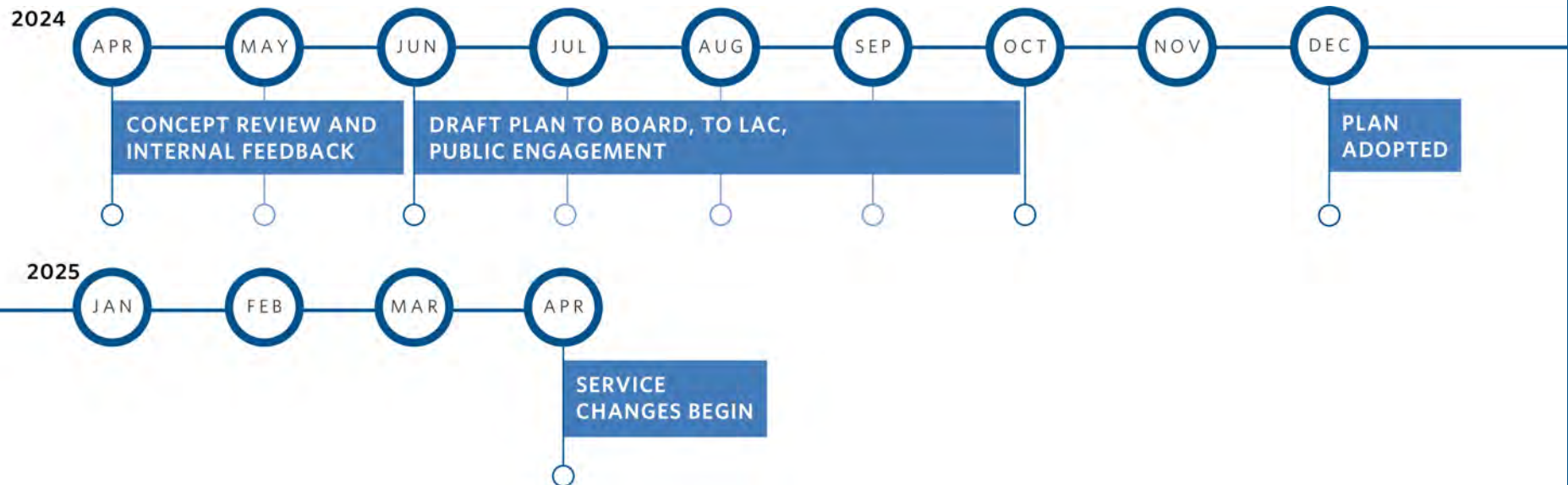
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OVERVIEW

TIMELINE FOR DEVELOPING THIS FIVE-YEAR SERVICE PLAN





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COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

PUBLIC COMMENT PERIOD



400

Unique Comments Received

VIRTUAL PUBLIC MEETINGS



2

Virtual Information Session

40

People attended one of the sessions approximately

OTHER ENGAGEMENT & COMMUNICATION APPROACHES

COMMUNITY, & CITY NOTIFICATIONS & COMMUNICATIONS



RIDER INSIDER NEWSLETTER COMMUNICATION



SOCIAL MEDIA & WEBSITE



STAKEHOLDER MEETINGS



Key Themes

RIDERSHIP AT-A-GLANCE

MAJORITY OF RESPONDENTS (82%) RIDE TRANSIT

- 42% of people ride transit sometimes (monthly or less)
- 40% of people ride transit regularly
- 16% of people never ride transit



AMONG ALL MODES, MOST COMMENTS (53%) FOCUSED ON THE BUS

- 53% of comments addressed the bus
- 22% of comments addressed FrontRunner
- 13% of comments addressed IMZs or UTA On Demand
- 12% of comments addressed TRAX



FREQUENCY & TRAVEL

- Increase frequency of service
- Reduce travel times for transit riders for faster trips



SPAN OF SERVICE

- Extend hours of transit service, including earlier start times and later end times
- Increase days of service, including Saturdays and Sundays.



COVERAGE & OPTIONS

- Expand geographic coverage to new areas
- Improve coverage service in existing areas
- Increase transit service options
- Increase the number of bus stops



CONNECTION & ROUTING

- Ensure easy connections between modes
- Address routing considerations and concerns



ENHANCE EAST/WEST AND KEY DESTINATION CONNECTIONS

- Connect transit service to key destinations, such as the Lagoon, the airport, and other entertainment venues
- Provide transit service connecting east-side and west-side communities



ROUTE AND CITY-SPECIFIC CONSIDERATIONS

- Weber/Davis/Salt Lake Regional Service Changes
- Riverton/Herriman/Draper Service Changes
- Provo Airport/West Provo Service Changes





COMMUNITY ENGAGEMENT

This section provides an overview of the FYSP community engagement efforts. For more information, see the FYSP Public Engagement section located at www.rideuta.com/FYSP¹

This Five-Year Service Plan is a conceptual path forward. It represents a vision for the future, not a prescriptive list of definitive changes. The contents of the plan are a reflection of multiple inputs, including feedback from stakeholders and the public, along with additional inputs including ridership, systemwide analysis, and operational and cost concerns. These factors have been and will be used to finalize the Five-Year Service Plan. The changes identified in the Five-

Year Service Plan will be used to identify and implement changes throughout the coming years.

Overview

UTA conducted public engagement for the 2025-2029 Five-Year Service Plan in two phases: one for the initial unphased draft in June/July 2024, and the second for the updated phased draft in September/October 2024. UTA was interested in public input regarding priorities for service improvements and route-specific and location-specific information. We heard from community members and understand the following as highly important for transit service:

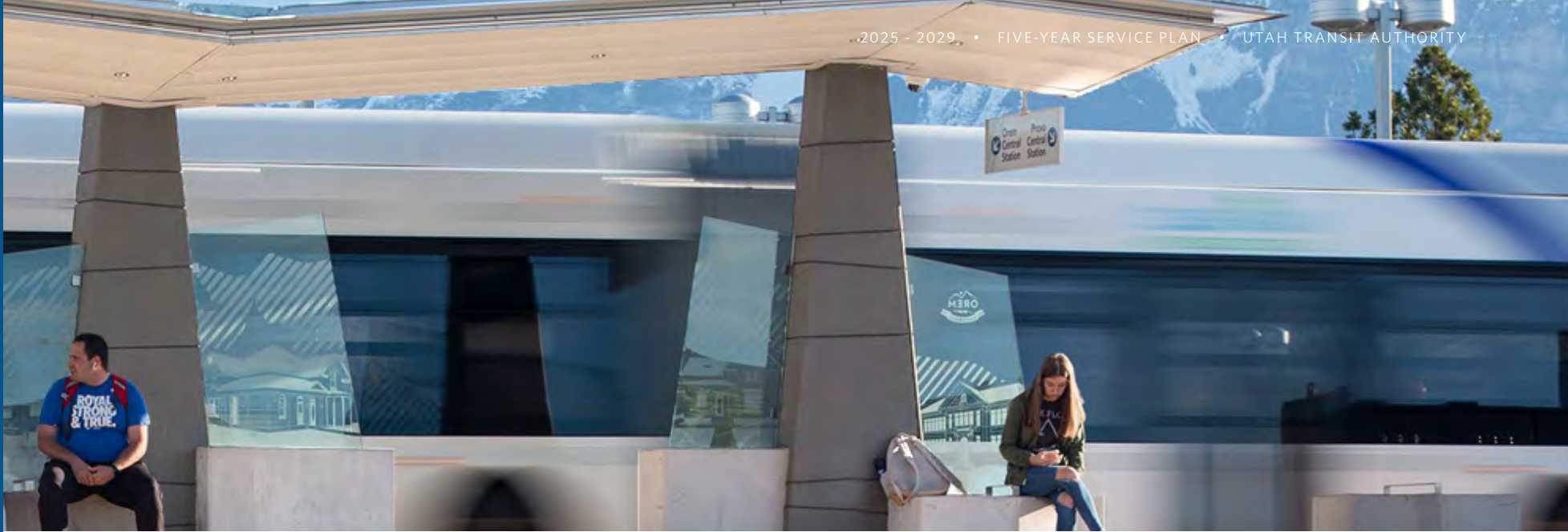
- **Expand coverage and transit options in areas currently served and areas not currently served**
- **Improve frequency and travel times**
- **Increase span of service including hours and days of service**
- **Enhance transit services to connect key destinations and facilitate east-west travel across communities.**

Detailed information has been made available on the UTA website, including an interactive map and opportunities to provide feedback. Two virtual information

¹ Permalink: <https://maps.rideuta.com/portal/apps/experiencebuilder/experience/?id=edc46c98cf534706a012663de6a216ba>



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COMMUNITY ENGAGEMENT

sessions for each phase of engagement were held on July 9 and September 17, respectively. To spread the word about this opportunity, UTA utilized regular communication channels, including social media, email listservs, and partner communication with cities and organizations in the UTA service area. The sections below provide more detail on each phase of engagement.

June/July Engagement

During the first phase of engagement in June/July 2024, 187 comments were received via the comment form; an additional 101 comments were provided on the interactive map; and one comment was received via email. 50

individuals registered for the July virtual information session on Zoom, including UTA staff; approximately 20 attended the information session. The cities with the most respondents included:

- Herriman (57 respondents)
- Salt Lake City (30 respondents)
- Ogden (10 respondents)
- South Jordan (7 respondents)
- West Jordan (5 respondents)
- Springville (5 respondents)
- Sandy (5 respondents)
- Riverton (5 respondents)
- Payson (5 respondents)
- Murray (5 respondents)

Most people rode at least somewhat frequently:

- Sometimes (monthly or less) - 42.25%
- Regularly (at least weekly) - 40.64%
- Never - 16.04%

UTA asked participants via the comment form to share their priorities for the unphased service changes. There was support for more service and more frequent service in general, but several of the service change “packages” did have more priority for the participants than others. Community priorities around service concepts were considered heavily in the phasing of the 5YSP and have been reflected in the updated phased draft.

COMMUNITY ENGAGEMENT

Below, are the top service concept requested:

- **Weber/Davis/Salt Lake Regional Service Changes** (Route 470X Davis-SLC Connector, Route 609, Route 400, Route 417)
- **Riverton/Herriman/Draper Service Changes** (Route 126, Route 248)
- **Provo Airport/West Provo Service Changes** (Route 833, Innovative Mobility Zone - UTA On Demand)

Other common themes heard during the June and July 2024 engagement period included requests for more frequent bus service, east-west connections, and a longer span of service on weekends.

September/October Engagement

During the second phase of engagement in September/October 2024, a total of 125 comments were received via the interactive map. 41 individuals registered for the September 17 virtual information session on Zoom, including UTA staff; approximately 20 attended the information session.



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COMMUNITY ENGAGEMENT

FREQUENTLY ASKED QUESTIONS

To help prevent the spread of misinformation, a list of Frequently Asked Questions (“FAQ”) was developed with full answers and posted on the FYSP website. This FAQ is provided in its entirety on the following pages:

Q. What is the Five-Year Service Plan?

A. The Five-Year Service Plan (“FYSP”) guides how UTA’s transit services will improve, adapt, and change over the coming five years and beyond. The Five-Year Service Plan is a dynamic guide for UTA’s near-term future. It reflects UTA’s intended service based on the best information available. The Plan also allows local decision-makers to evaluate and plan public transportation services and make recommendations to guide the day-to-day operations.

Q. Why is it important?

A. Our region is growing rapidly. Where and how we grow impacts the transportation network. The Five-Year Service Plan helps us respond to that growth proactively and focus on service.

Q. How does it fit into the larger picture?

A. The path ahead for public transit has many partners and many moving parts. UTA conducts this process in four phases:

Strategic Planning: Looks long-range and high-level. Coordinates with regional transportation plans and looks ahead 30 years.

Service Planning: looks ahead five years and develops the Five-Year Service Plan.

Operations Planning: Translates service changes into guidance for transit operations.

Implementation: all final transit service changes become active on one of UTA’s Change Days, which occur every April, August, and November.

The Five-Year Service Plan falls under Phase 2: Service Planning. However, it is only one part of a larger process. Each phase coordinates with the other three phases to create a consistent set of plans for the path ahead.

Q. Is this UTA’s first Five-Year Service Plan?

A. No. The 2025-2029 is the third Five-Year Service Plan. The first was the 2021-2025 Five-Year Service Plan, adopted in 2021, and the second was the 2023-2027 Five-Year Service Plan, adopted in 2023. More information can be found [here](#). UTA updates the Five-Year Service Plan every two years to incorporate the best available information.

Q. How does this relate to the Gondola?

A. This doesn’t involve the gondola at all. The Five-Year Service Plan, and UTA service changes in general, are separate from the Utah Department of Transportation. The Little Cottonwood Canyon Transportation study, which the gondola is a part of, is a separate effort being led by UDOT.

Q. Why Does UTA Change or Discontinue Routes?

A. UTA aims to provide the best transit service for as many people as possible by considering factors like population density, transit-dependent communities, market segments, street connectivity, feedback, and upcoming projects. This may involve changing routes and reallocating resources. With limited resources and budget, UTA ensures changes comply with Title VI of the Civil Rights Act of 1964, avoiding discrimination and mitigating negative impacts on minority and low-income communities. We carefully evaluate the operational cost and feasibility of any potential changes.

COMMUNITY ENGAGEMENT

Q. How Is Bus Rapid Transit (BRT) Service Different Than a Regular Bus Route?

A. Bus rapid transit systems can feature many of the amenities of light rail— like frequent service, traffic signal priority, ticket vending machines, tap-on/tap-off kiosks, shelters, and benches — while providing communities with a lower-cost, more flexible transit solution when compared to light rail or regional rail. In addition, BRT can sometimes include segments of dedicated traffic lanes to reduce transit travel times. UTA's BRT systems include UVX (Utah Valley Express), and OGX (Ogden Express).

Q. What Is an Innovative Mobility Zone (IMZ)?

A. IMZ's include UTA On Demand service for low-density areas, or when other types of transit service are not available or are infeasible (such as late-night service).

Q. Where Can I Learn More About UTA On Demand?

A. You can learn more about UTA's On Demand services by following this link: <https://www.rideuta.com/Services/UTA-On-Demand>

Q. Where can I find more information?

A. UTA has launched a website for the Five-Year Service Plan that is a repository of the latest information at www.rideuta.com/FYSP². The website is constantly being updated, so please check back regularly.

² Permalink: <https://maps.rideuta.com/portal/apps/experiencebuilder/experience/?id=edc46c98cf534706a012663de6a216ba>



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THE PLAN IN DETAIL

THE PLAN - IN DETAIL

UTA's Service Planning team has considered stakeholder and community feedback, emerging circumstances, and the best available information to draft an updated Five-Year Service Plan. Priorities expressed by communities through the transit needs survey indicate that expanding service coverage and frequency, as well as improving on-time reliability, travel times, and weekend service are important.

The following section outlines the Five-Year Service Plan by year. This is the framework upon which the plan is built, updated, and refined before final adoption and implementation. These components aren't set in stone and will undergo additional

revisions and changes based on community feedback and other inputs following public comment. We carefully consider the operational cost and feasibility of any potential change and the Five-Year Service Plan may undergo additional changes following the Operation Planning process. As this plan is updated, any additional service will be subject to available resources.

The information contained in the Five-Year Service Plan reflects changes to service, not a full picture of UTA's entire transit system or network. Refer to our maps online at <https://rideuta.com/Rider-Tools/Schedules-and-Maps> for a complete view of UTA's transit network.

FIVE-YEAR SERVICE PLAN - PHASING AT A GLANCE

Subject to change

APRIL 2025	APRIL 2026	APRIL 2027	APRIL 2028	APRIL 2029
Herriman, Riverton, Draper and Bluffdale 126 219 Lehi and Sandy 871 Salt Lake County 39 201 217 218 South Jordan Downtown Station 703 South Utah County 823 Weber and Davis Counties 417 470 627 626 628 640 642 West Provo/Airport IMZ 581	200 South 2 2A 2B 220 6200 South 62 Brigham City 630 F638 IMZ 563 Canyon Connections 4 45 72 223 North Utah County 806 846 850 860 862 IMZ 582 IMZ 583 Ogden Local Service 455- 601 604 610 612 625 628 640 645 IMZ 562 Service Restoration 54 205 SLC West Side IMZ 502 S-Line 720	Alpine / Highland IMZ 584 BDO 613 F618 East Bay/West Provo 830X 833 Hogle Zoo 17 223 Midvalley Connector 39 45 47 50X 205 227 240 F590 Roy Station 604 F620 -642 West Salt Lake County 17 26 31 35 203 208 236 509-513 551	5600 West 256 F556 Davis-Salt Lake Community Connector 400 417 455 470 470X 473 667 Lehi and Sandy 871 Northwest Utah County IMZ 585 Ogden and Farmington 600 609 Sandy and South Jordan 126 200 201 217 218 219	Fort Union 62 72 209 213 Southwest Quadrant F264 W. Jordan / Midvale / Cottonwood Hts. IMZ 503 IMZ 504

Font Key: **Bold** = new service, *Italics* = changed service, ~~Strikethrough~~ = discontinued service



THE PLAN

APRIL 2025

Added Service Hours: 102,076
Added Service Miles: 1,109,163

APRIL 2025

BOX ELDER, WEBER AND DAVIS COUNTIES



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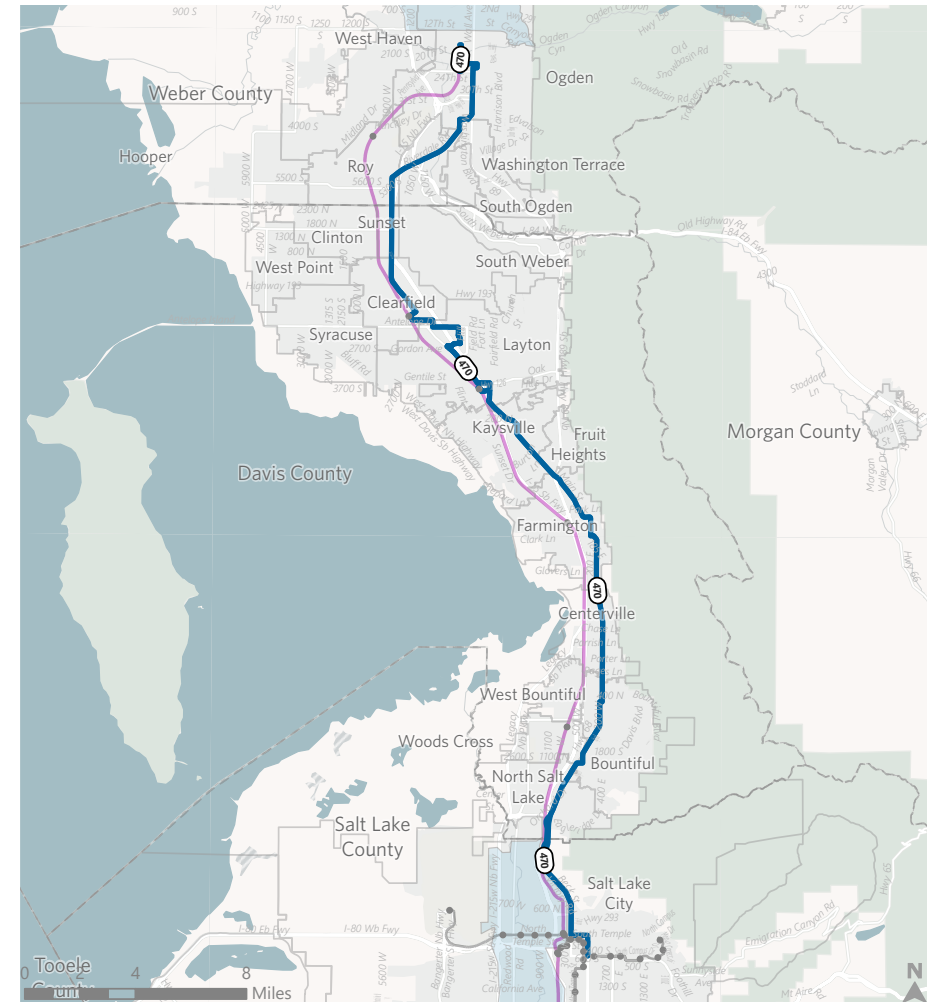
APRIL 2025

WEBER-DAVIS REGIONAL SERVICE CHANGES

The purpose of Weber-Davis Regional Service Changes is to respond to community feedback and optimize the system, providing more access within the region and improving intercounty connectivity. The service changes include the following routes:

Route 470, Salt Lake/Ogden Intercity: Rerouting

- Will serve Layton Hills Mall, 675/700 West, Antelope Drive, 1500 East, and 1450 South.
- This change will service areas currently covered by Routes 628 and 640.
- It will no longer serve the Davis Technical College campus in Kaysville since Route 627 will serve this area.



- Tier 1 — S Line
- Tier 2 — Discontinued Service
- Tier 3 — Innovative Mobility Zone
- Tier 4 — New Route
- BRT — Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2025

WEBER-DAVIS REGIONAL SERVICE CHANGES

Route 627, Layton/Kaysville Connector: Rerouting

- Will serve Main Street between Clearfield Station and 1350 North, Davis Technical College and 500 East.
- Will extend on the south end to Fruit Heights Park & Ride.

Route 628, Layton Westside: Rerouting

- Will travel between Clearfield and Layton Station.

Route 640, North Davis Westside: Rerouting

- Will be shortened to Clearfield Station.
- The route will serve 2000 West and 5600 South replacing portions of Route 626.
- Won't serve Freeport Center/1000 West (see Route 642).

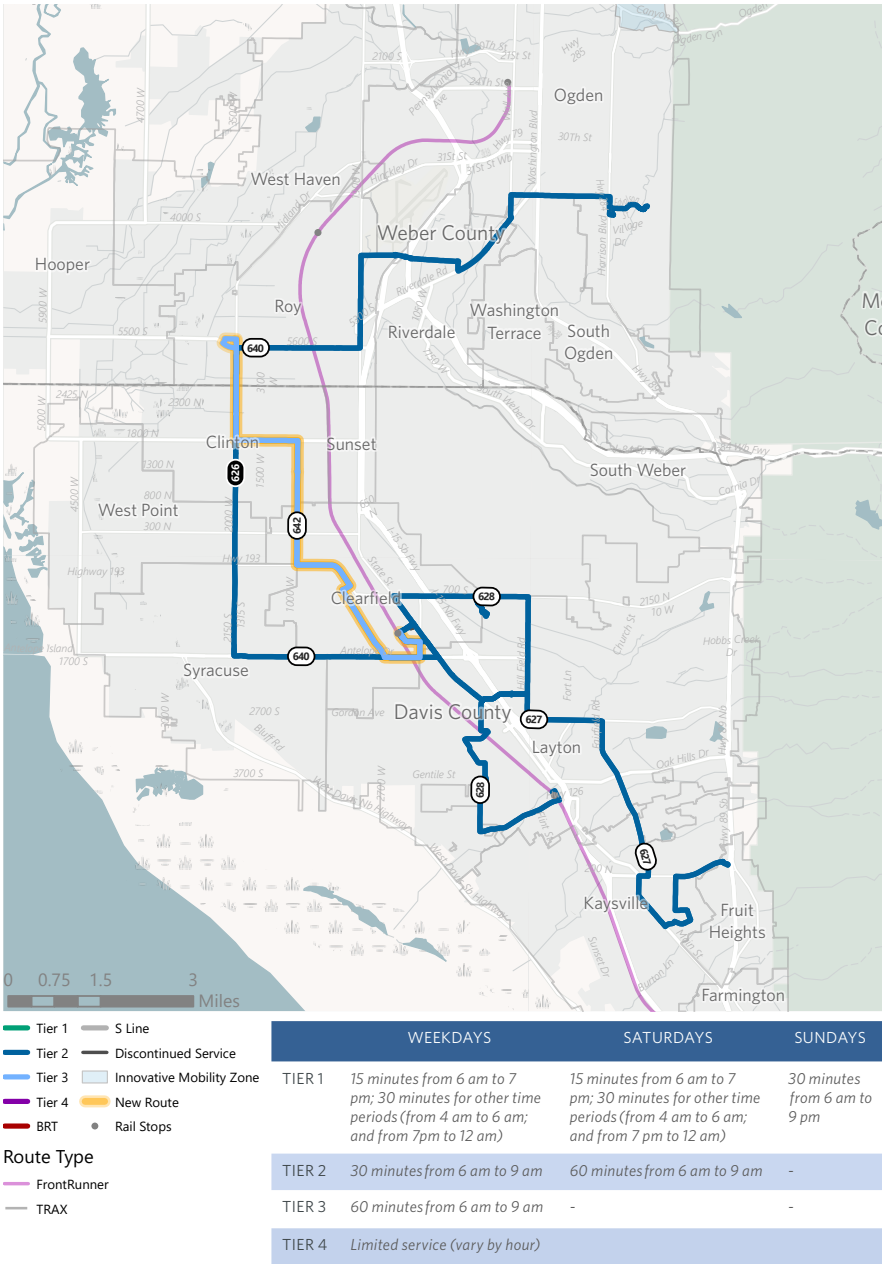
Route 642, North Davis Neighborhood Connector: New Route

- Will serve Freeport Center, 1000 West, and 1800 North, replacing portions of Route 640.

Route 626, West Roy/Freeport: Discontinued

- Will be replaced by Routes 640 and 642.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).

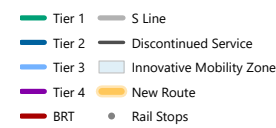
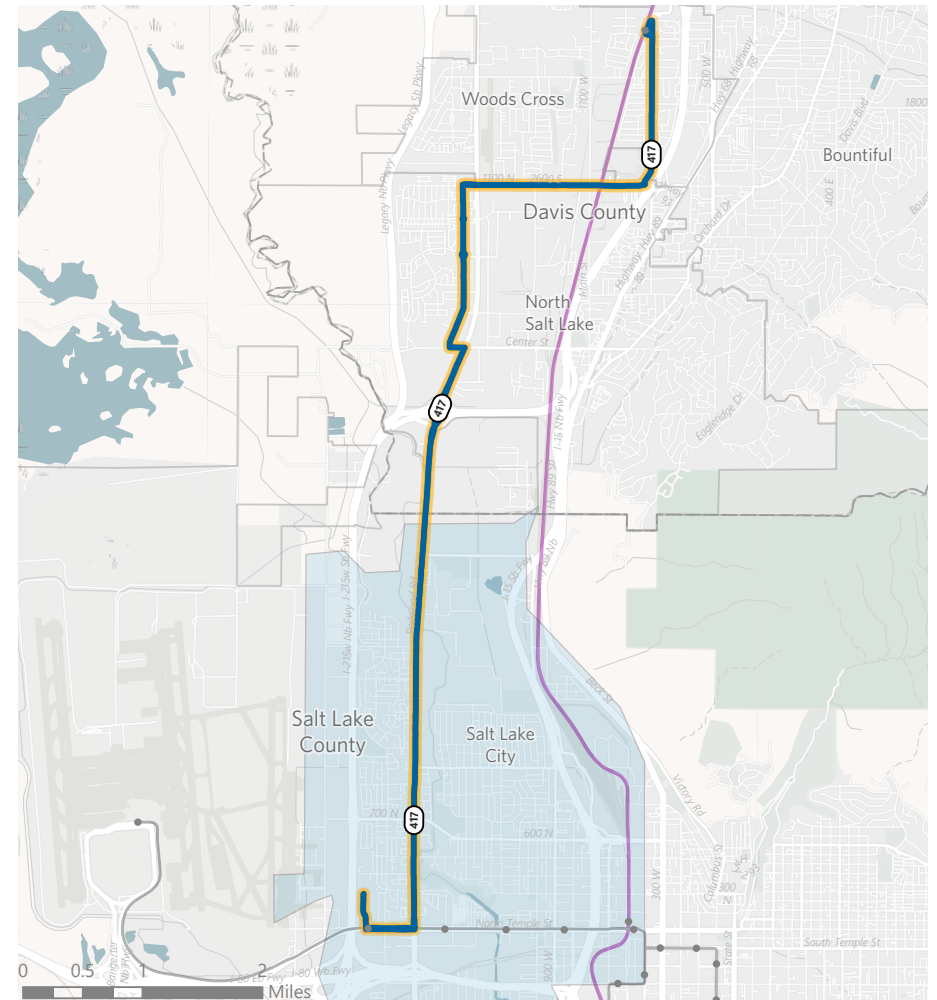


APRIL 2025

WEBER-DAVIS REGIONAL SERVICE CHANGES

Route 417, Redwood Road Intercounty: New Route

- Will be a north-south service between Wood Cross Station and 1940 West Station in Salt Lake City via Redwood Road.
- Will provide connections to FrontRunner and TRAX Green Line.
- No routes will be discontinued in Box Elder, Weber, or Davis Counties in April 2025.
- The routes not shown will be unaffected.



Route Type

FrontRunner
 TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2025

SALT LAKE AND TOOELE COUNTIES



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APRIL 2025

SALT LAKE COUNTY LOCAL SERVICES CHANGES

The purpose of Salt Lake County Local Service Changes is restore previously reduced service. The service changes include the following routes:

Route 39, 3900 South: Service Restoration

- Will reduce its headway from 30 minutes to 15 minutes.

Route 201, State Street South: Service Restoration

- Will reduce its headway from 60 minutes to 30 minutes.

Route 217, Redwood Road North: Rerouting

- Will change its north terminus from 1940 West to 1460 West.
- Will change the connection to the TRAX Green Line from 1940 West Station to Power Station.

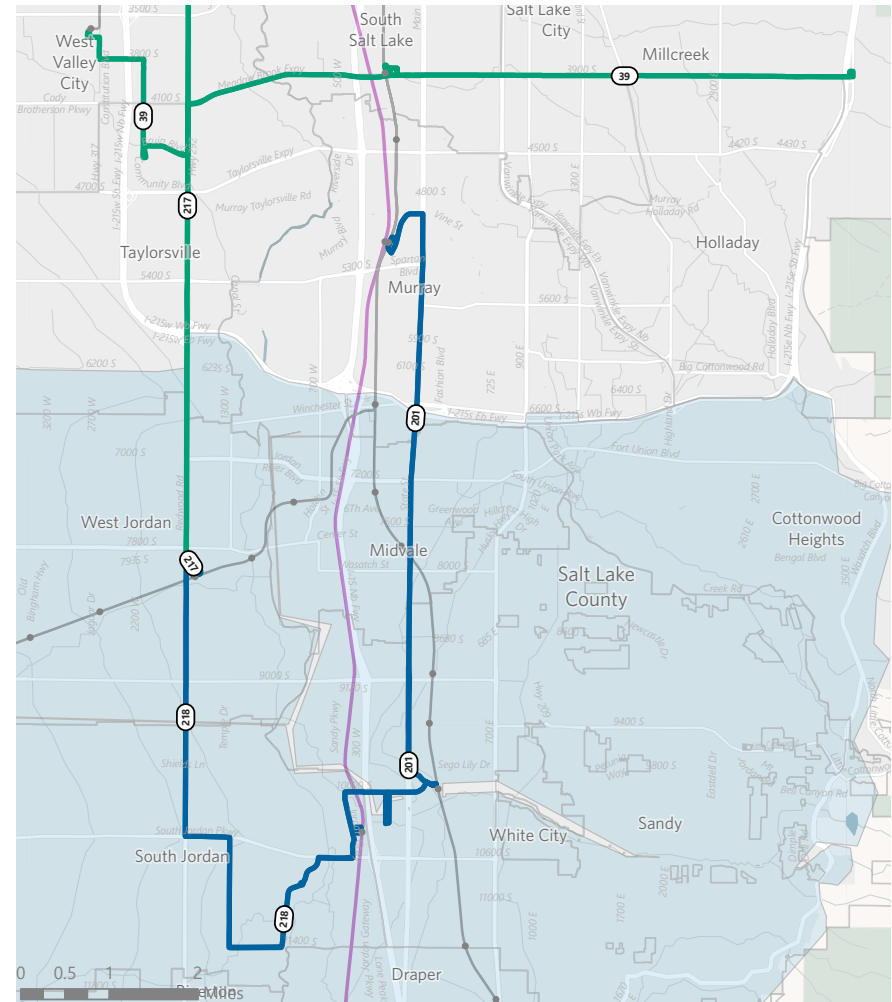
Route 218, Redwood Road Midvalley: Service Restoration

- Will reduce its headway from 60 minutes to 30 minutes.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Limited service (vary by hour)	-	-

APRIL 2025

HERRIMAN, RIVERTON, DRAPER AND BLUFFDALE SERVICE CHANGES

The purpose of Herriman, Riverton, Draper and Bluffdale Service Changes is to optimize the system for more access within our current limits and to respond to community feedback. The service changes include the following routes:

Route 126, South Valley Regional: New Route

- Will be a service between Daybreak Parkway Station and Draper Town Center with connections to Draper FrontRunner Station and Herriman SLCC/Real Academy.

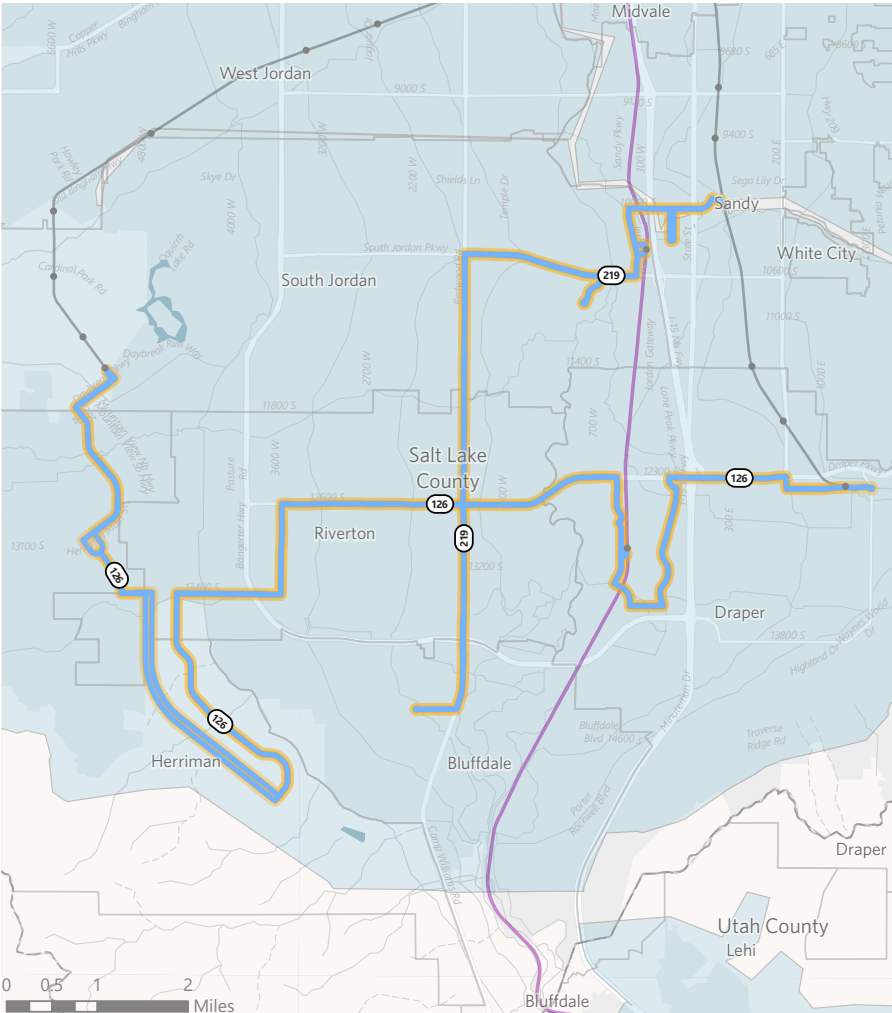
Route 219, Redwood Road South: New Route

- Will be a route on Redwood Road between Sandy Civic Station and Bluffdale with connections to Sandy City Hall, South Jordan Station, Riverpark Business Park, and Bluffdale City Hall.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2025

SOUTH JORDAN DOWNTOWN STATION

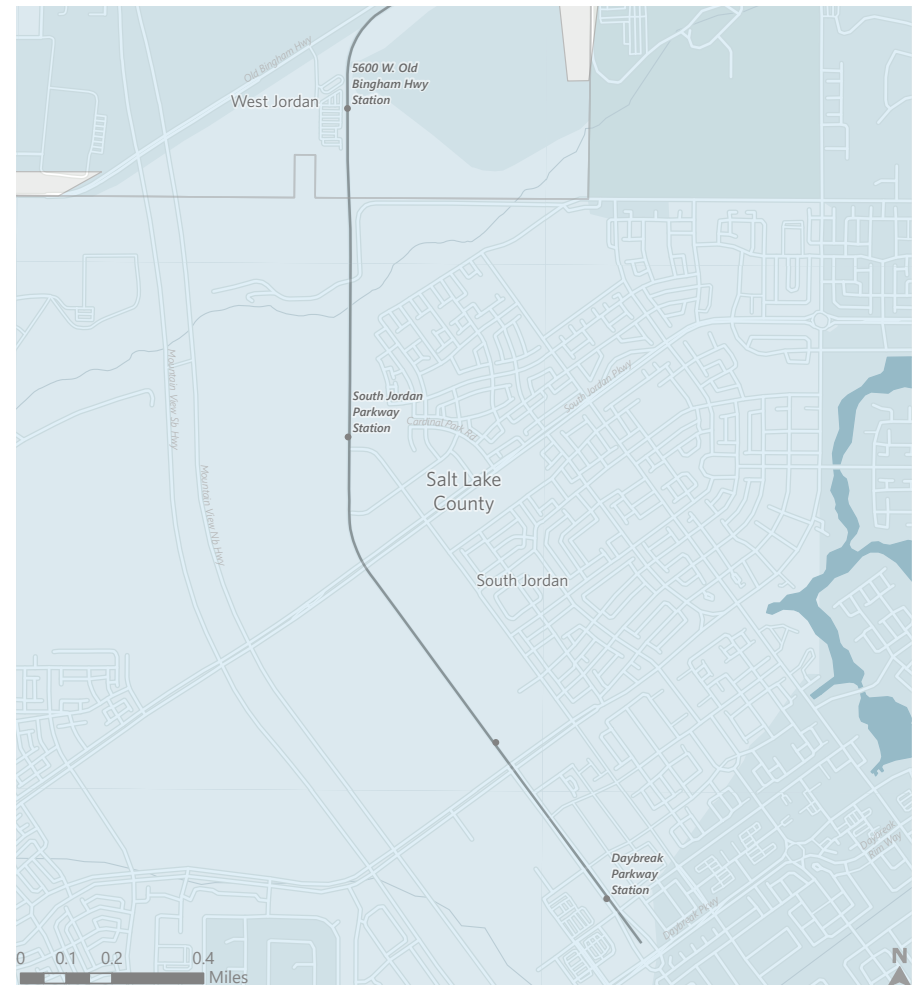
The purpose of the South Jordan Downtown Station is to align with the Long Range Transit Plan. The service changes include the following route:

Route 703, TRAX Red Line: Rerouting

- Will open the new South Jordan Downtown Station.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.



- Tier 1
- Tier 2
- Tier 3
- Tier 4
- BRT
- S Line
- Discontinued Service
- Innovative Mobility Zone
- New Route
- Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2025

UTAH COUNTY



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APRIL 2025

LEHI AND SANDY SERVICE CHANGES

The purpose of Lehi and Sandy Service Changes is to align with the Long Range Transit Plan. The service changes includes the following route:

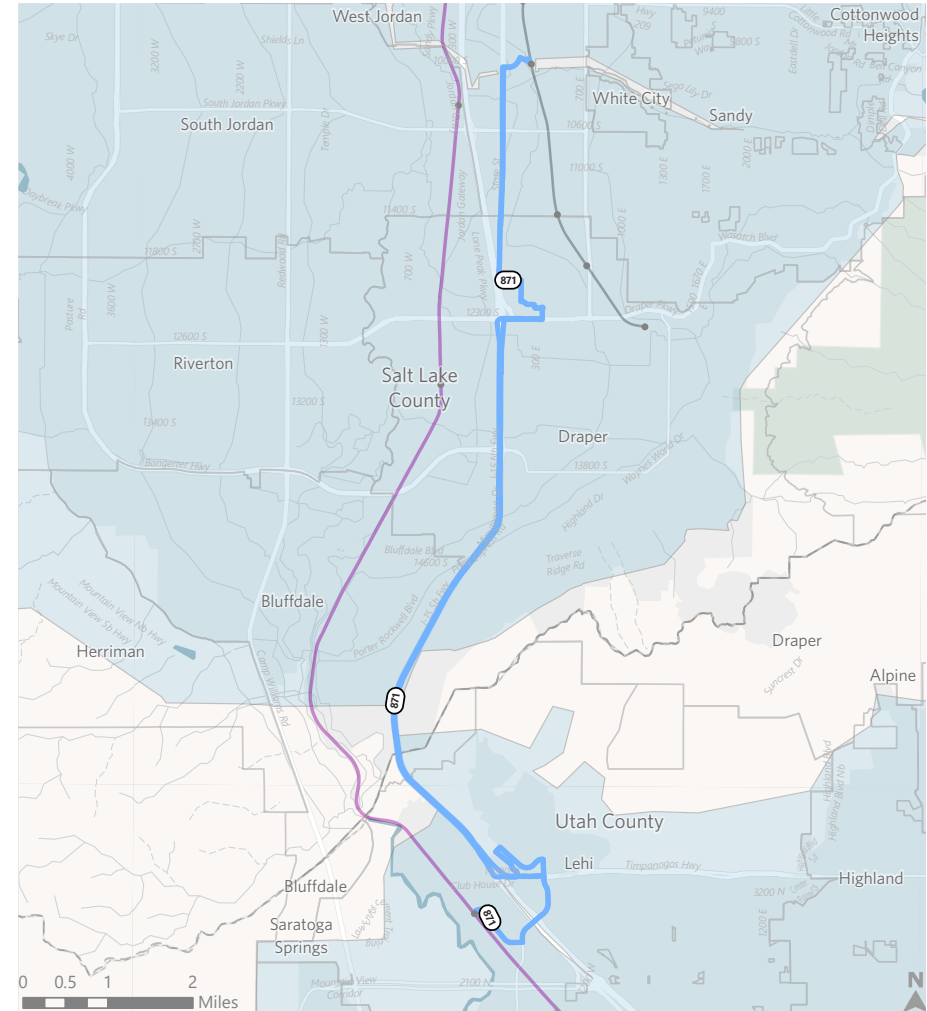
Route 871, Tech Corridor Rail Connector: Rerouting

- Will no longer end at Draper Town Center Station.
- Will extend north ending at Sandy Civic Center Station.
- The route will continue to go to Lehi Station, preserving connections between Utah County and TRAX Blue Line seven days a week.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Route Type	
FrontRunner	
TRAX	

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2025

SOUTH UTAH COUNTY SERVICE CHANGES

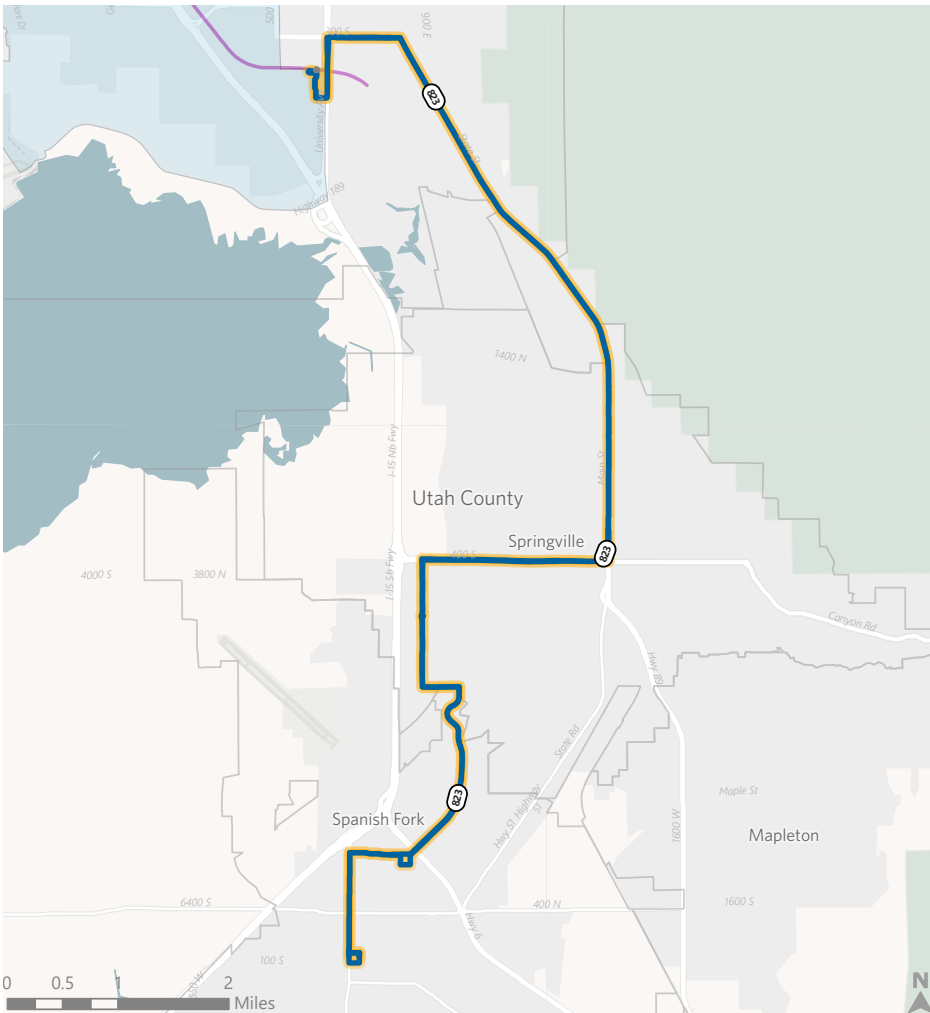
The purpose of South Utah County Service Changes is to align with the Long Range Transit Plan. Also, it is a result of coordinated planning with Springville and Spanish Fork to better connect high-growth areas and major destinations. The service changes include the following route:

Route 823, Spanish Fork - Provo Local: New Route

- Will be a new north-south route between Provo Central Station and Spanish Fork Center Street.
- The route will run every 30 minutes on weekdays, and 60 minutes on Saturdays.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

● Rail Stops

●

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2025

WEST PROVO/AIRPORT SERVICE CHANGES

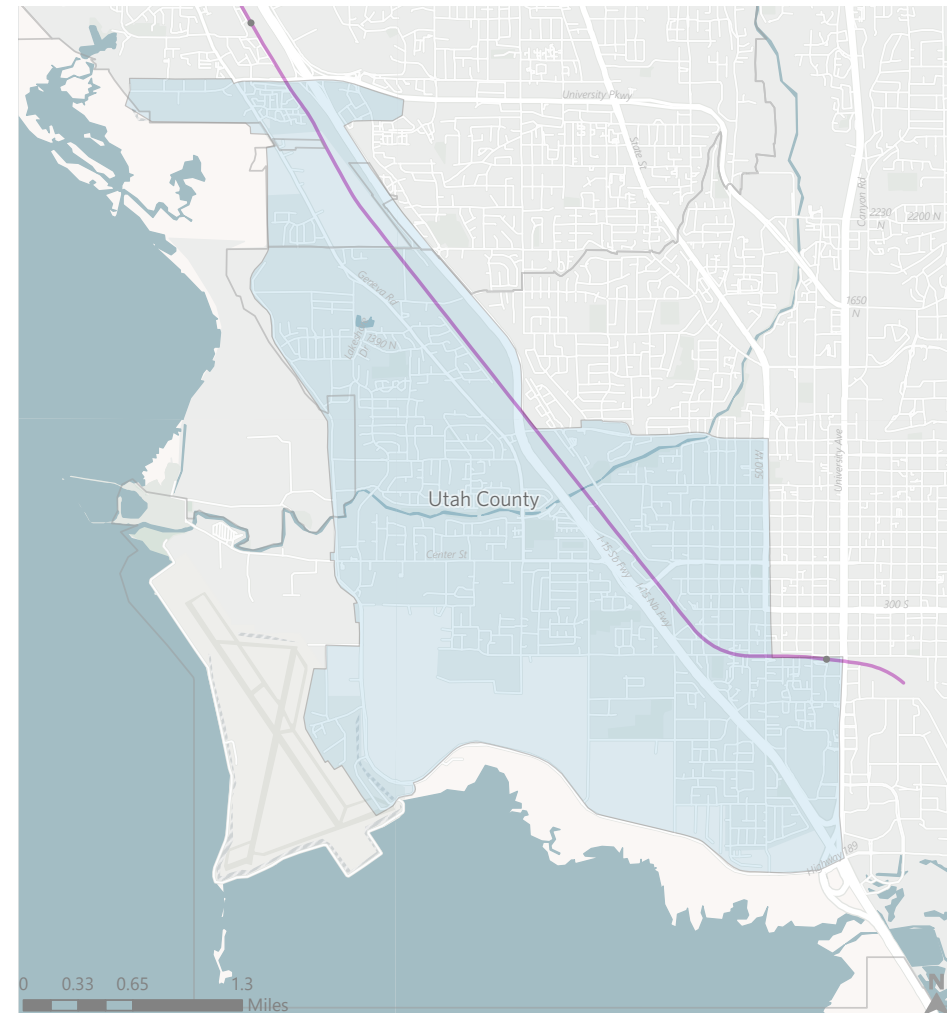
The purpose of West Provo / Airport Service Changes is to align with the Long Range Transit Plan and to respond to community feedback. The service changes include the following route:

West Provo Innovative Mobility Zone (IMZ 581): New Service

- Will provide On Demand service to the west side of Provo and the Provo Airport.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.



To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 — S Line
- Tier 2 — Discontinued Service
- Tier 3 — Innovative Mobility Zone
- Tier 4 — New Route
- BRT — Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

THE PLAN

APRIL 2026

Added Service Hours: 150,873
Added Service Miles: 2,271,282



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APRIL 2026

BOX ELDER, WEBER AND DAVIS COUNTIES



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APRIL 2026

OGDEN LOCAL SERVICE CHANGES

The purpose of Ogden Local Service Changes is to optimize the system for more access, and restore previously reduced service. It is also a response to community feedback. The service changes include the following routes:

Route 455, East Bench Intercounty: Rerouting

- Will be shortened at the north end to Dee Events Center.
- Service on 30th Street will be replaced by Route 604.

Route 604, Ogden Crosstown: Rerouting

- Will extend to Dee Events Center and end at WSU.

Route 610, Ogden Community Circulator: New Route

- Will connect 12th Street, Wall Avenue, US-89, and Harrison Boulevard, replacing Route 625.

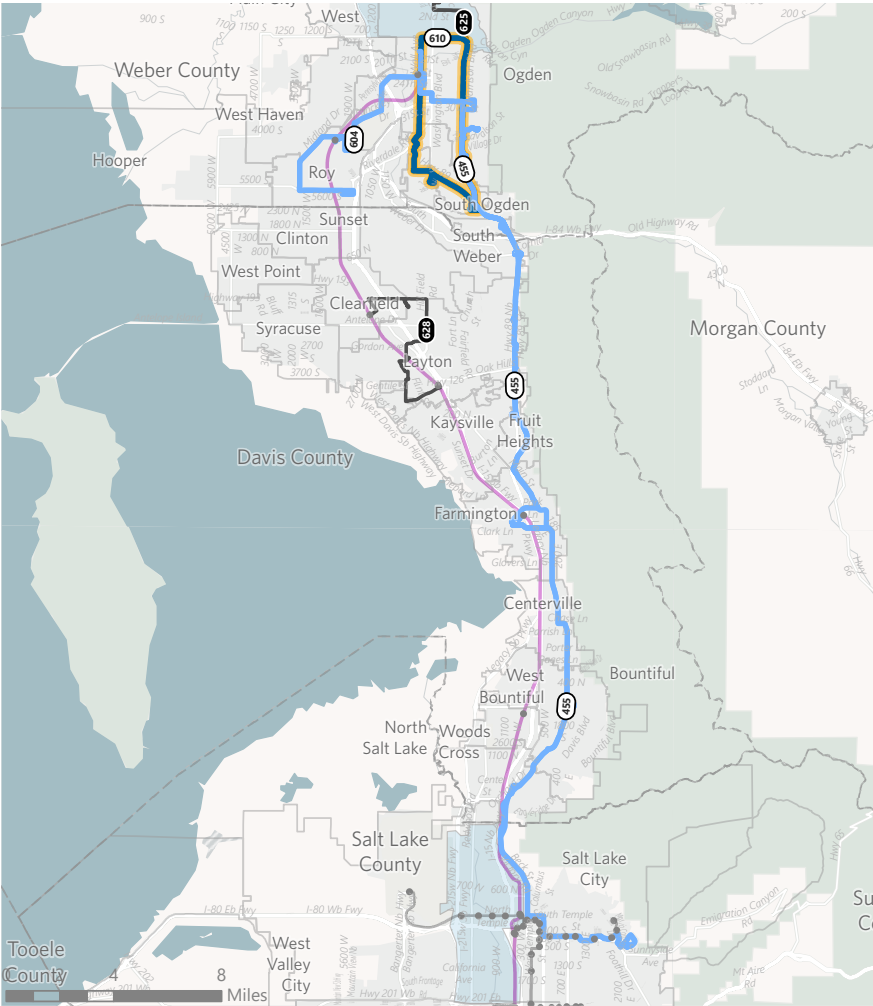
Route 625, Harrison Boulevard: Discontinued

- Will be replaced by Route 610.

Route 628, Layton Westside: Discontinued

- Will be replaced by Route 640.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2026

OGDEN LOCAL SERVICE CHANGES

Route 612, Washington Boulevard: Rerouting

- Will be extended to Pleasant View Station.
- Will serve Ogden Station via 23rd Street and 26th Street.
- Will end at 5800 South Adams Avenue Parkway.
- Won't serve Washington Terrace, as it will be served by Route 610.

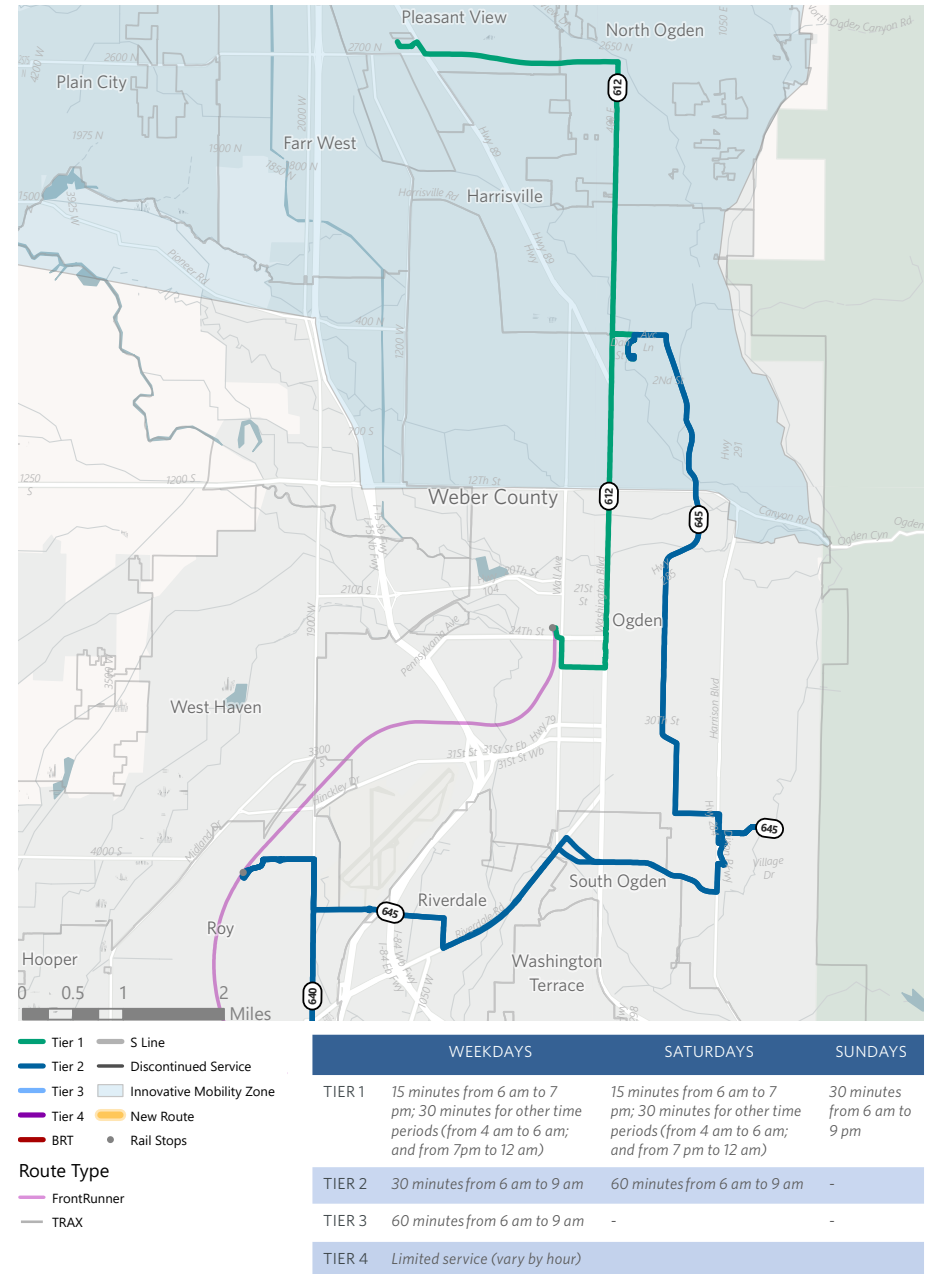
Route 640, North Davis Westside: Rerouting

- Will end in the north at Roy Station.
- Will serve Hill Field Road, Angel Street, and Layton Station, replacing Route 628.

Route 645, Harrison Boulevard/40th Street: Rerouting

- Will proceed down Quincy Avenue to 36th Street and deviate up Edvalson Street.
- Will replace service on the northern half of Route 640.
- Won't serve Monroe Boulevard to 1100 North since it will be served by North Weber IMZ.
- Stops to the west of Quincy Avenue along 36th Street will no longer be serviced.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2026

OGDEN LOCAL SERVICE CHANGES

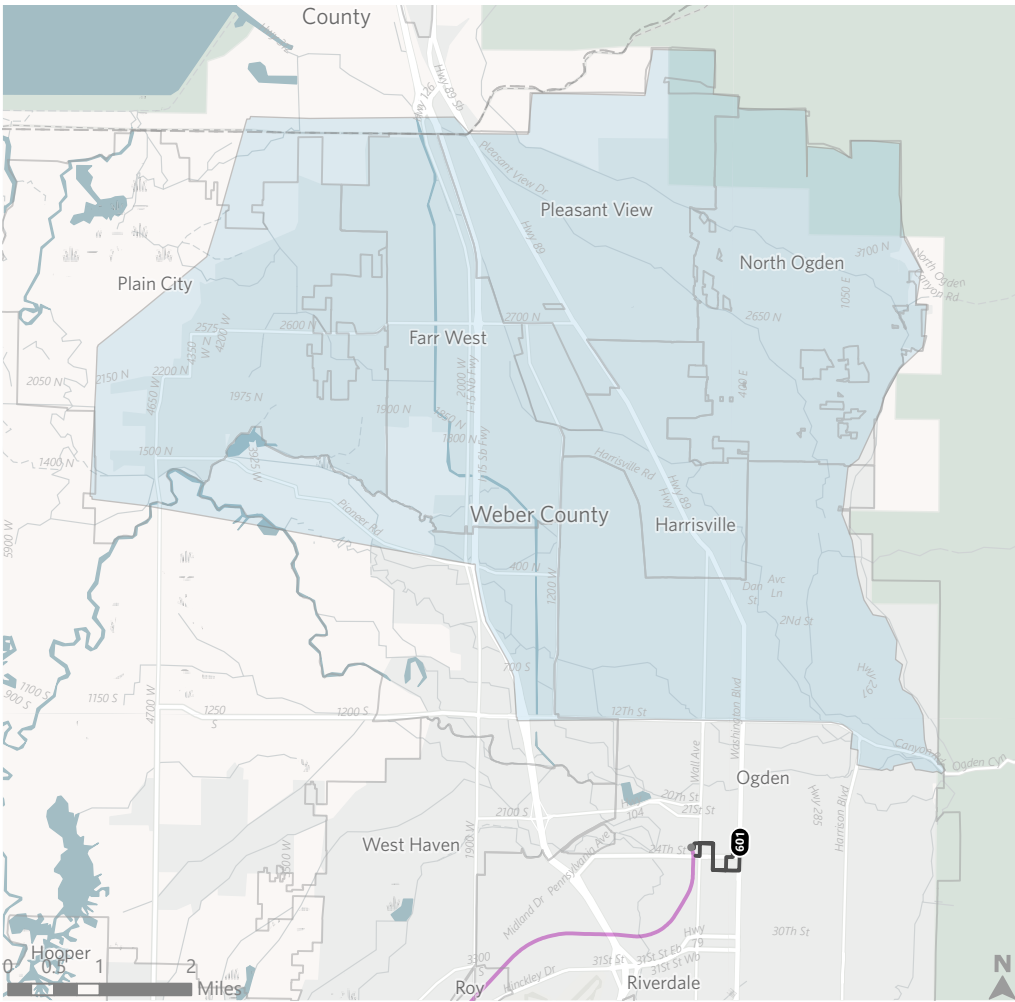
North Weber Innovative Mobility Zone (IMZ 562): New Service

- Will cover North Ogden, Marriott-Slaterville, Harrisville, Plain City, and Pleasant View.
- This provides service to areas previously accessible by Routes 612, 630, and 645.

Route 601, the Ogden Trolley: Discontinued

- Will be replaced by Route 612.

The routes not shown will be unaffected.



To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2026

BRIGHAM CITY SERVICE CHANGES

The purpose of Brigham City Service Changes is to respond to community feedback. The service changes include the following routes:

Route 630, Brigham City Commuter: Rerouting

- Will increase weekday frequency to 30 minutes.
- The route will deviate to Pleasant View Station, while the deviation to Wal-Mart in Brigham City will be eliminated (and replaced with an Innovative Mobility Zone).

Brigham City Innovative Mobility Zone (IMZ 563): New Service

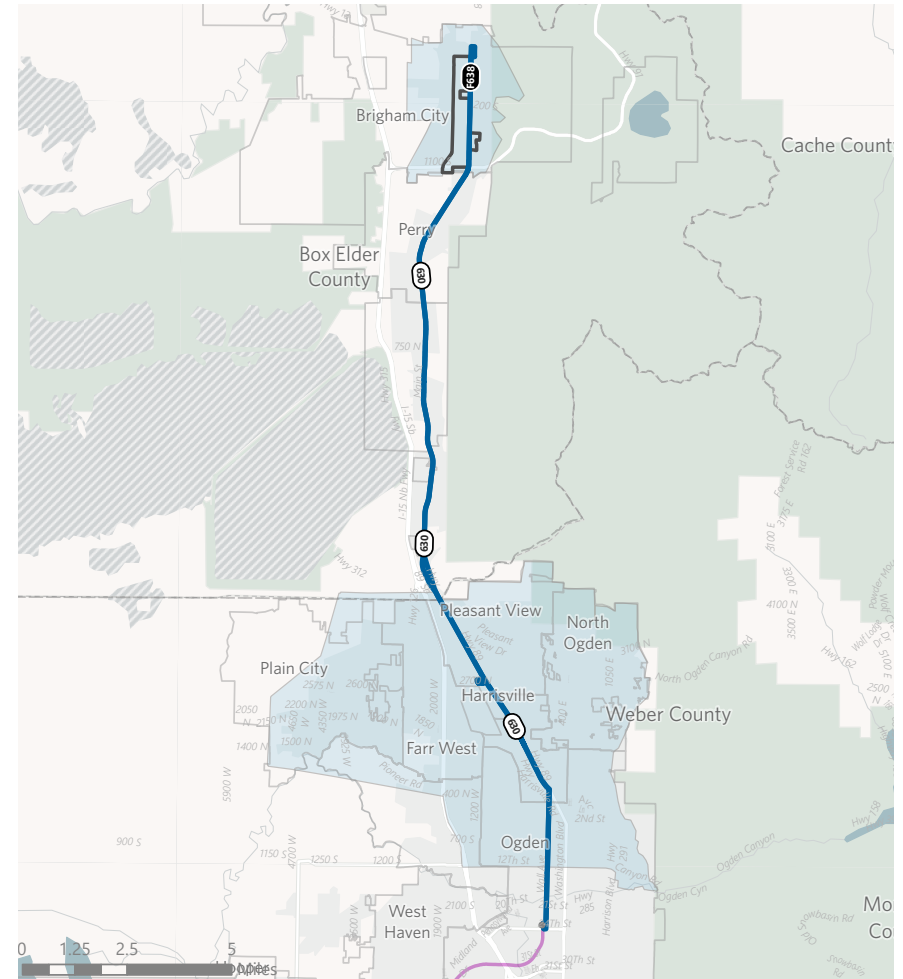
- Will be a new zone covering Brigham City and Perry. This replaces Route F638, which previously served as a local circulator in Brigham City with 60-minute headways.

Route F638, Brigham City Flex: Discontinued

- Will be discontinued and replaced by Brigham City IMZ.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Limited service (vary by hour)	-	-

Tier 1	S Line
Tier 2	Discontinued Service
Tier 3	Innovative Mobility Zone
Tier 4	New Route
BRT	Rail Stops
FrontRunner	
TRAX	



APRIL 2026

SALT LAKE AND TOOELE COUNTIES



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APRIL 2026

SALT LAKE COUNTY SERVICE RESTORATION

The purpose of Salt Lake County Service Restoration is to restore previously reduced service and respond to community feedback. The service changes include the following routes:

Route 54, 5400 South: Service Restoration

- Will have frequency increased from every 30 to every 15 minutes.
- Will extend to Utah First Credit Union Amphitheater.

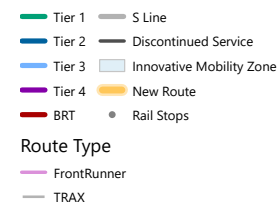
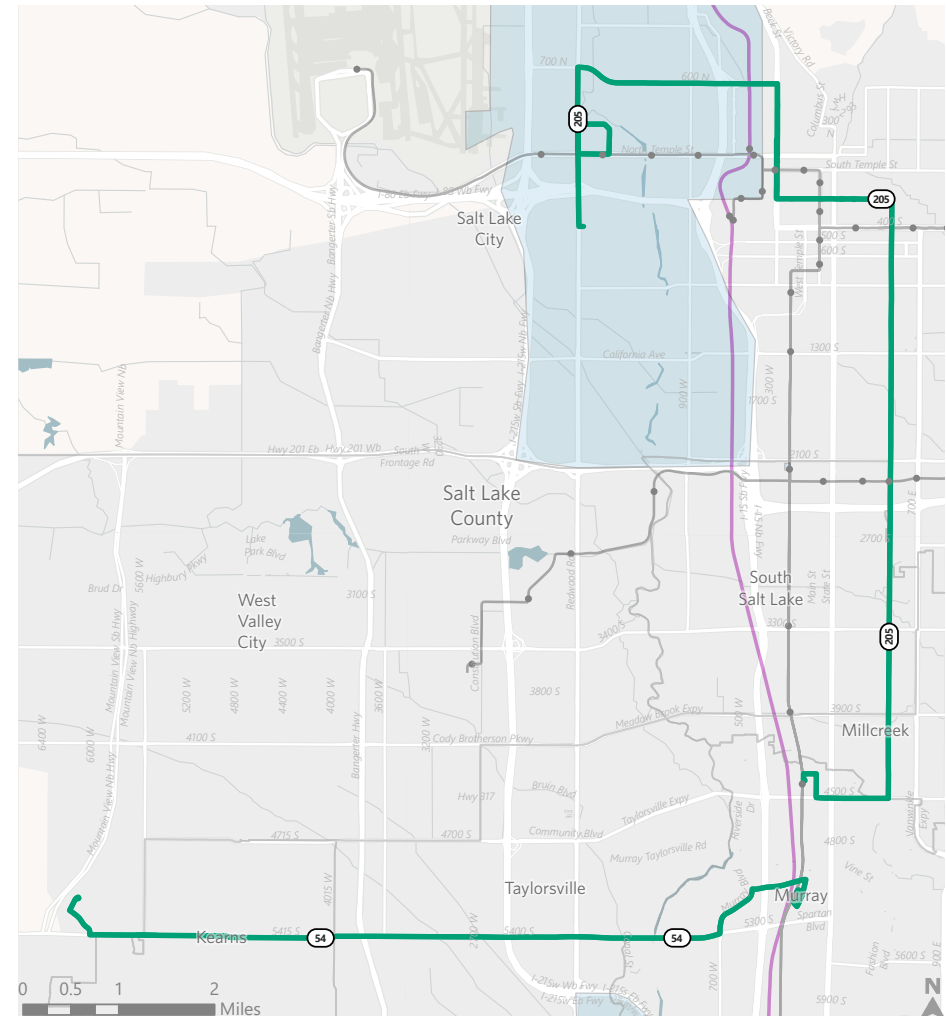
Route 205, 500 East: Service Restoration

- Will increase its weekday and Saturday service to 15-minute headways, up from 30-minute headways currently.
- Will be extended from the Murray North Station to Murray Central Station when Midvalley Connector opens.

No routes will be discontinued in this region in April 2026.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2026

200 SOUTH SERVICE CHANGES

The purpose of 200 South Service Changes is to restore previously reduced service and optimize the system for more access within our current limits. The service changes include the following routes:

Routes 2A and 2B, 200 South Clockwise and 200 South Counterclockwise respectively: New Routes

- Will replace Route 2 and a segment of Route 220.

Both will run every 15 minutes, with staggered schedules to provide 7.5-minute intervals.

Route 220, Highland Drive: Rerouting

- Will end at the University of Utah’s Student Union instead of Salt Lake Central Station.
- Routes 2A and 2B will replace the service on 200 South.

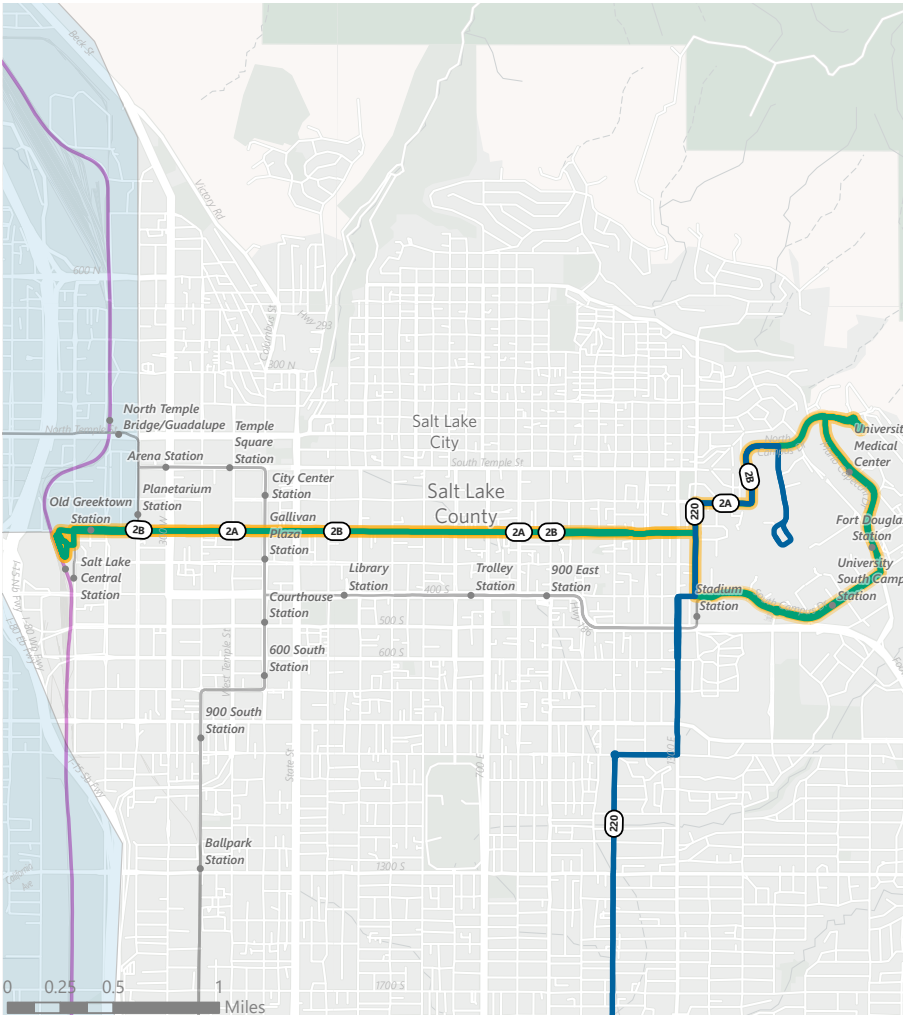
Short transfers will be accommodated at 200 South and University Street.

Route 2, 200 South: Discontinued

- Will be replaced by Routes 2A and 2B.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1	S Line
Tier 2	Discontinued Service
Tier 3	Innovative Mobility Zone
Tier 4	New Route
BRT	Rail Stops
Route Type	
FrontRunner	
TRAX	

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		



APRIL 2026

CANYON CONNECTIONS

The purpose of Canyon Connections is to optimize the system for more access within our current limits and align with the Long Range Transit Plan. The service changes include the following routes:

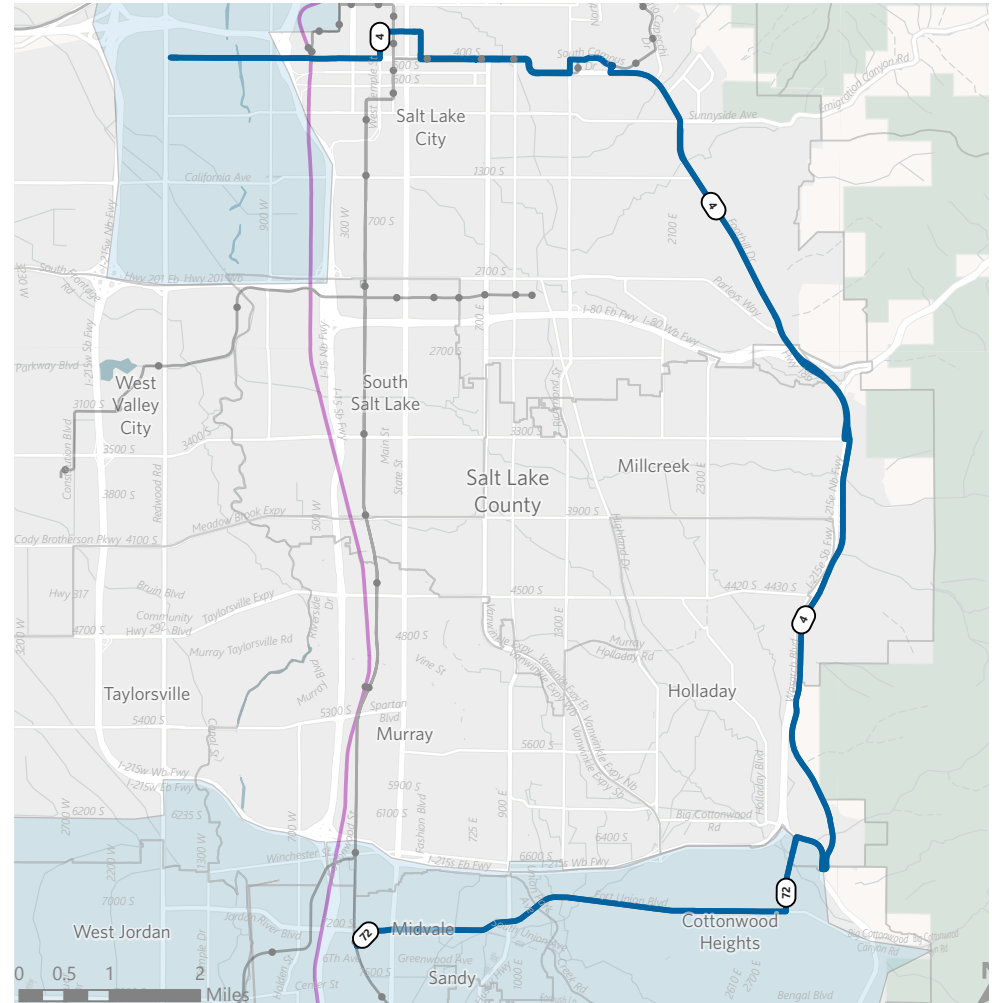
Route 4, 400 South/East Bench Connector: Rerouting

- Will be extended to the 6200 South/Wasatch Boulevard Park & Ride from the 3900 South/Wasatch Boulevard Park & Ride.
- Will terminate at a larger mobility hub to be built by UDOT.

Route 72, 7200 South: Rerouting

- Will serve east of the 6200 South Wasatch Park & Ride.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1 — S Line
 Tier 2 — Discontinued Service
 Tier 3 — Innovative Mobility Zone
 Tier 4 — New Route
 BRT — Rail Stops

Route Type
 FrontRunner
 TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2026

CANYON CONNECTIONS

Route 45, 4500 South: Rerouting

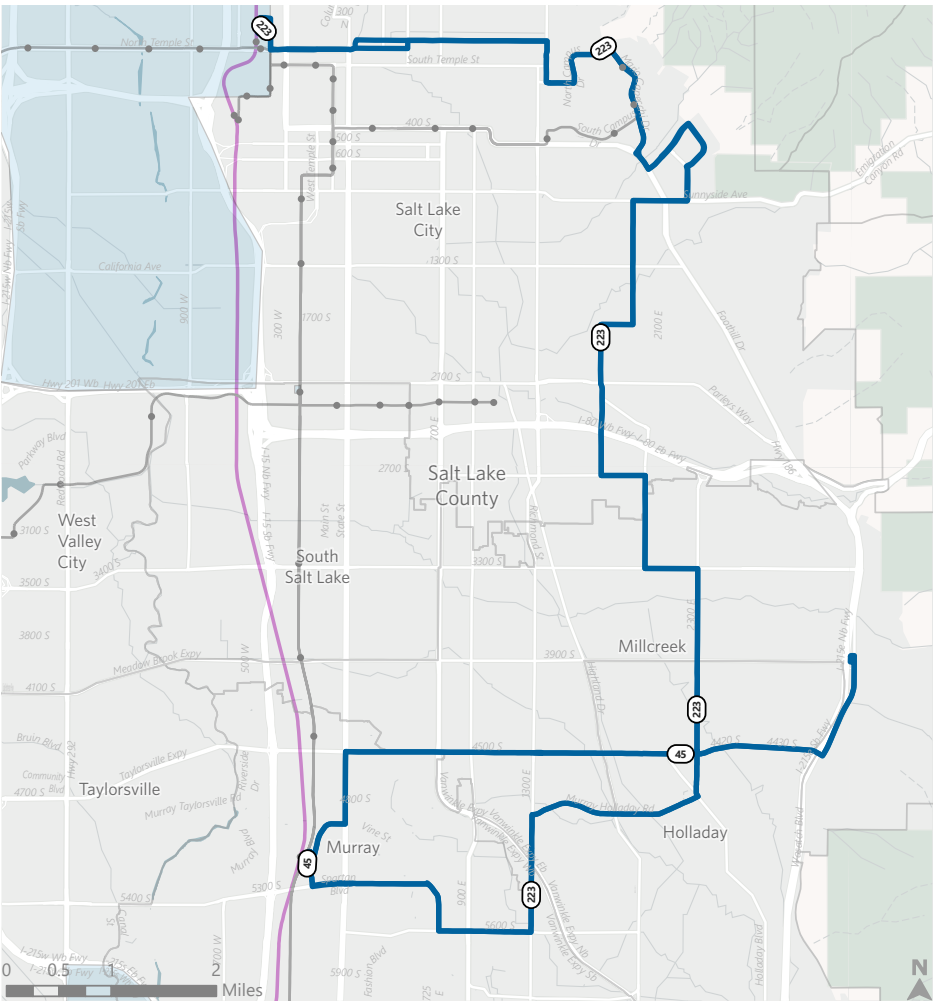
- Will serve 4500 South between 1300 East and 2300 East.
- Service to Murray-Holladay Road will be replaced by Route 223.

Route 223, 2300 East: Rerouting

- Will serve Murray Central Station via 5300 South, Vine Street, 5600 South, 1300 East, and Murray-Holladay Road.
- Weekday frequency will be increased to every 30 minutes.

No routes will be discontinued in this region in April 2026.

The routes not shown will be unaffected.



Tier 1

Tier 2

Tier 3

Tier 4

BRT

FrontRunner

TRAX

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2026

S-LINE EXTENSION

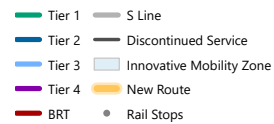
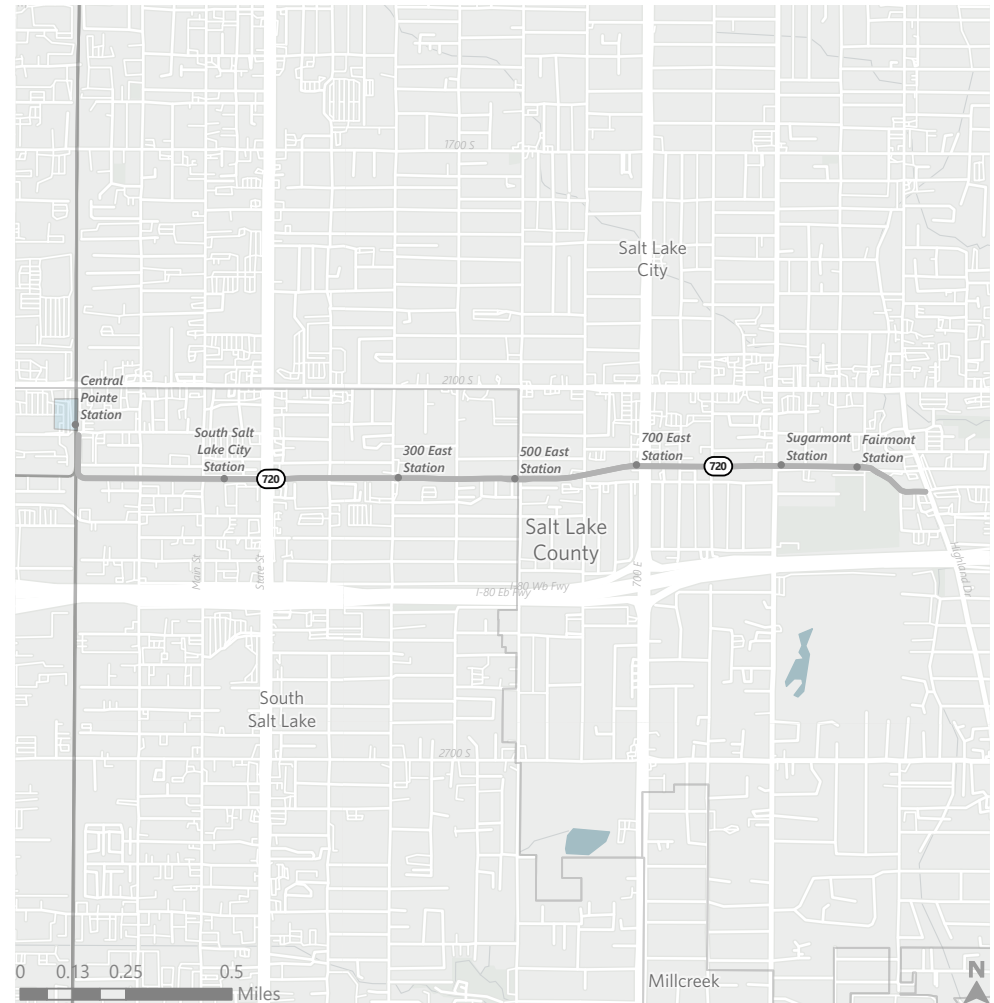
The purpose of the S-Line Extension is to align with the Long Range Transit Plan. The service changes includes the following route:

Route 720, S-Line Streetcar: Route Extension

- Will extend the streetcar corridor from its current eastern terminus at Fairmont Station to Highland Drive.

No routes will be discontinued in this region in April 2026.

The routes not shown will be unaffected.



Route Type

FrontRunner
TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2026

6200 SOUTH SERVICE CHANGES

The purpose of 6200 South Service Changes is to allow for better connectivity, reducing the number of transfers that some riders must make to reach their destinations. The service changes includes the following route:

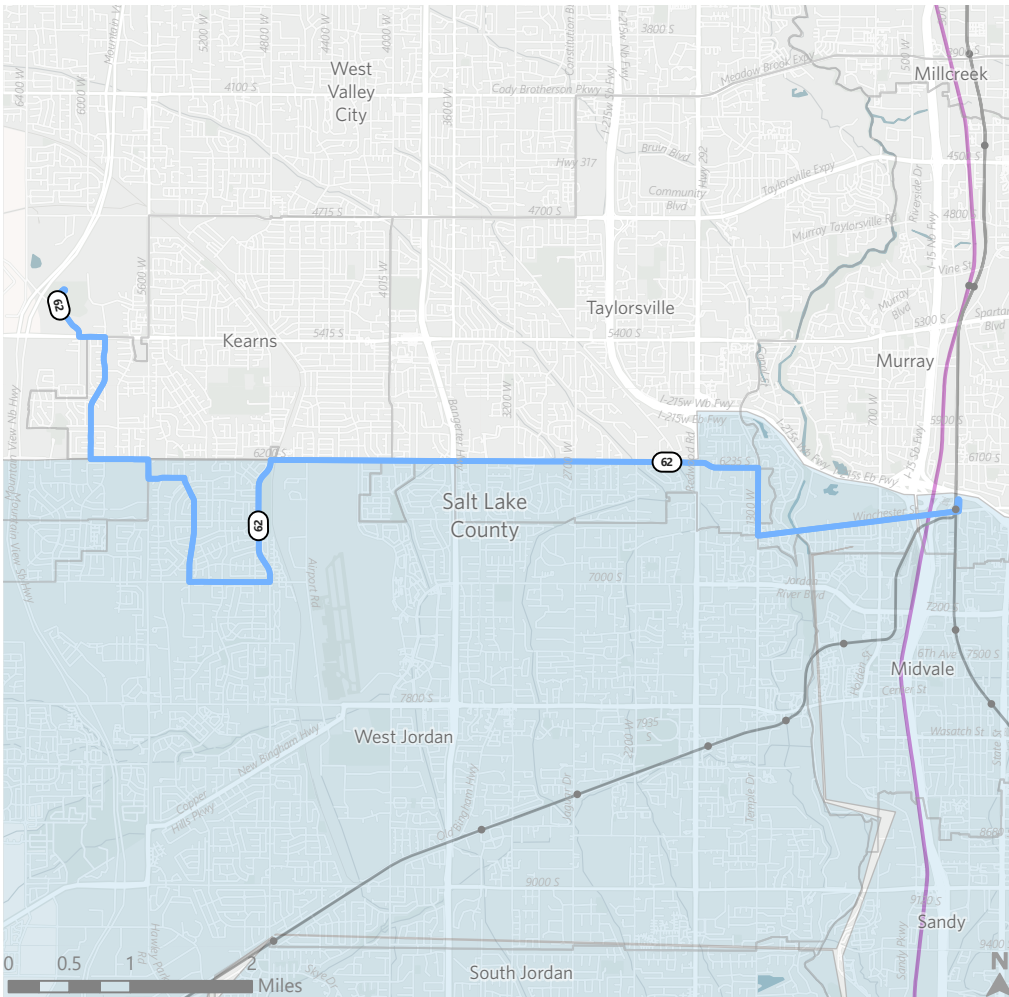
Route 62, 6200 South: Rerouting

- Will be extended from Fashion Place West Station to Copper City Drive
- The end-of-line location will be at Utah First Credit Union Amphitheater.

No routes will be discontinued in this region in April 2026.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2026

SALT LAKE CITY WEST SIDE SERVICE CHANGES

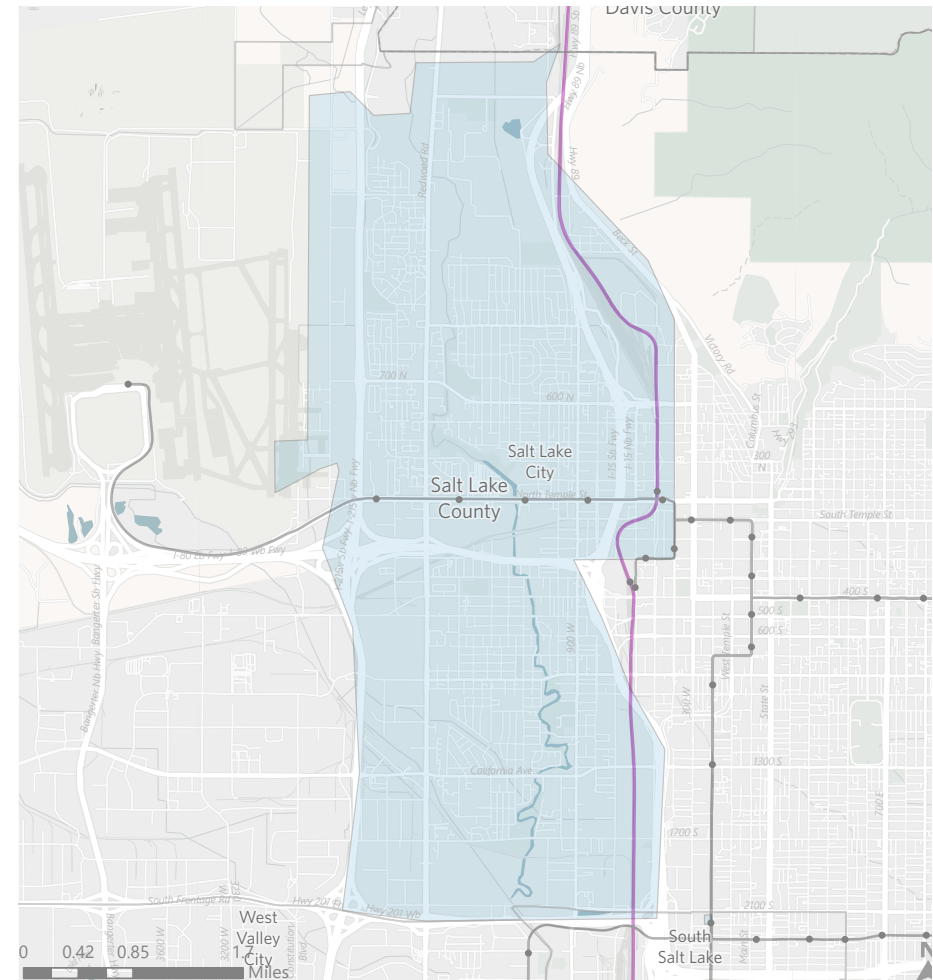
The purpose of Salt Lake City West Side Service Changes is to enhance east-west connectivity from areas on the west side of Salt Lake County. The change includes the following service:

Salt Lake City West Side On Demand Zone (IMZ 502): Service Expansion

- Will be expanded to include Central Pointe Station.

No routes will be discontinued in this region in April 2026.

The routes not shown will be unaffected.



To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 — S Line
- Tier 2 — Discontinued Service
- Tier 3 — Innovative Mobility Zone
- Tier 4 — New Route
- BRT — Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2026

UTAH COUNTY



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APRIL 2026

NORTH UTAH COUNTY SERVICE CHANGES

The purpose of North Utah County Service Changes is to align with the Long Range Transit Plan and respond to community feedback. The service changes include the following routes:

Route 846, Vineyard / Orem Connector: New Service

- Will serve residential destinations in East Orem previously served by Route 862.
- Will connect Vineyard Station and University Place.

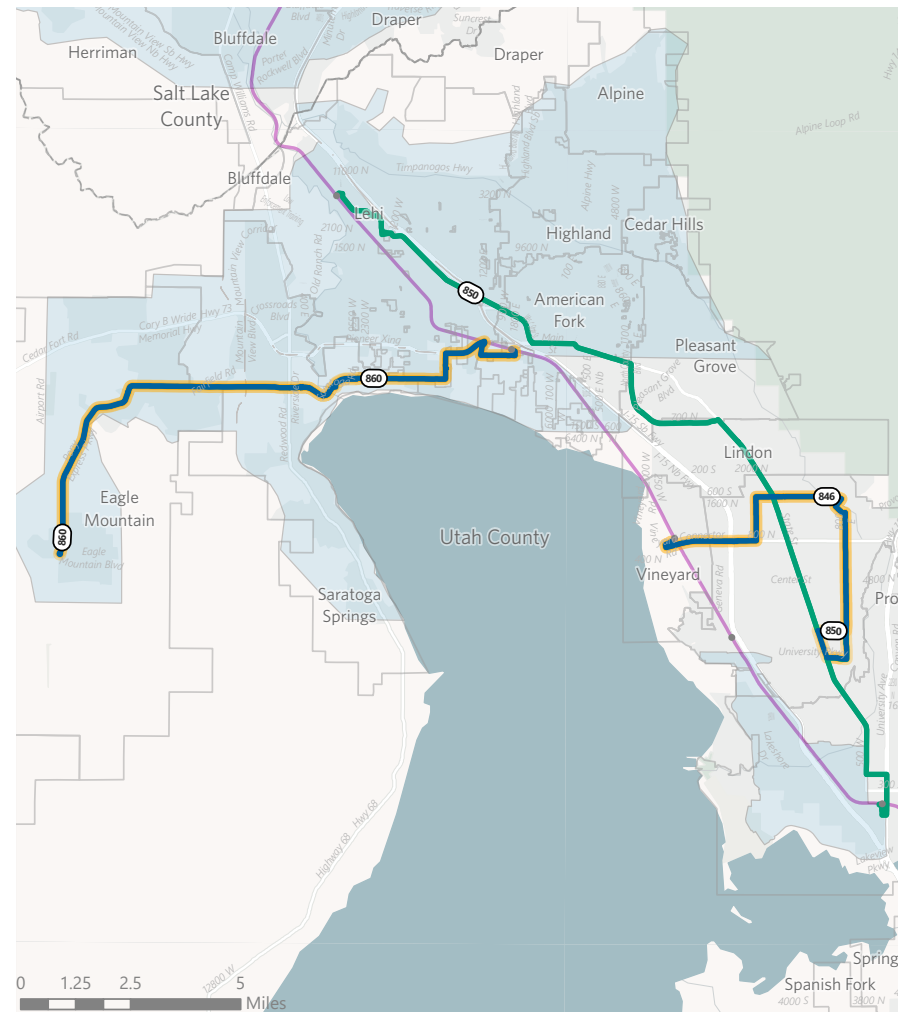
Route 850, State Street Utah County: Rerouting

- Will reroute from State Street to 700 North and North County Boulevard.
- Downtown Pleasant Grove, area currently served by Route 850, will be covered by Route 862 (see next page).

Route 860, Eagle Mountain / Saratoga Springs: New Route

- Will serve to new Park & Ride lots in Eagle Mountain and Saratoga Springs.
- Will provide service to areas previously served by Route 806.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 — S Line
- Tier 2 — Discontinued Service
- Tier 3 — Innovative Mobility Zone
- Tier 4 — New Route
- BRT — Rail Stops

Route Type
 — FrontRunner
 — TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2026

NORTH UTAH COUNTY SERVICE CHANGES

Route 862, 400 West Orem: Rerouting

- Will extend the west portion of the current route to serve State Street.
- Will provide coverage to areas previously served by Route 850.
- Service to East Orem will be replaced by Route 846.

Lehi Innovative Mobility Zone (IMZ 582 and IMZ 583): New Service

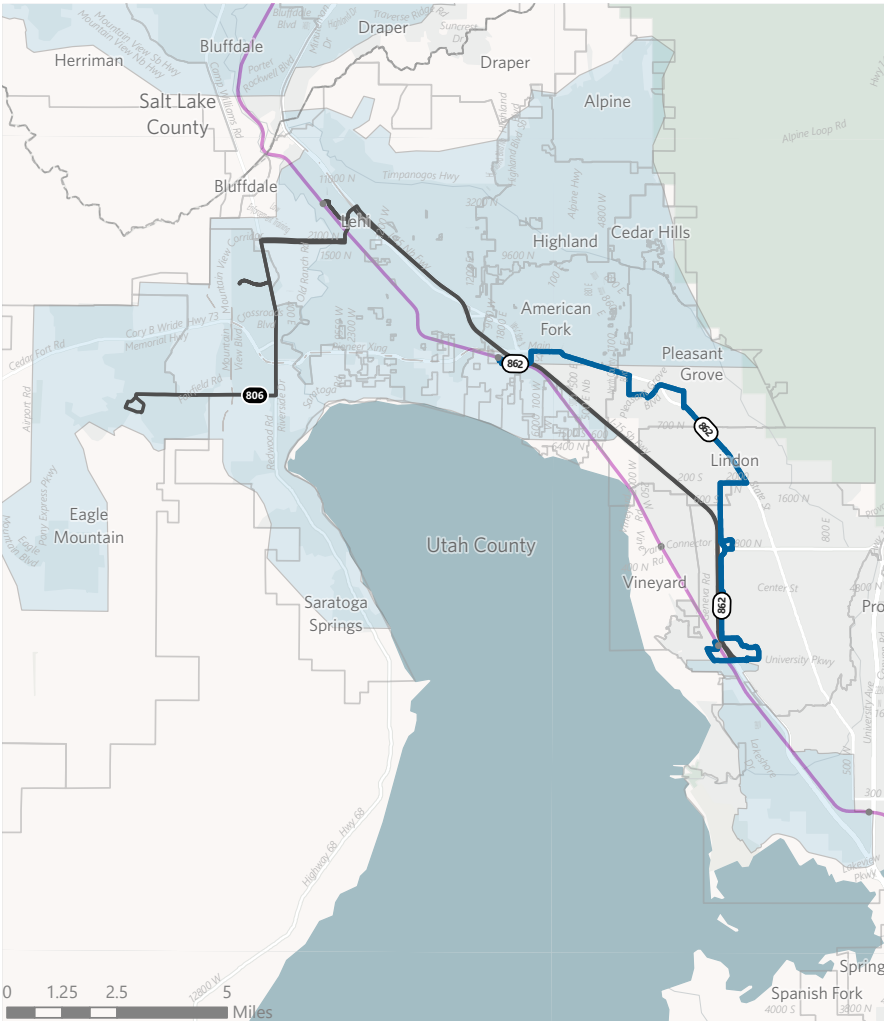
- Will cover portions of West Lehi and connect riders to Lehi FrontRunner Station.

Route 806, Eagle Mountain/Saratoga Springs/Lehi Station: Discontinued

- The loss of geographic coverage will be mitigated by the Lehi IMZ, as well as Route 860.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Route Type	WEEKDAYS			SATURDAYS		SUNDAYS	
	Tier 1	Tier 2	Tier 3	Tier 4	Tier 1	Tier 2	Tier 3
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	Limited service (vary by hour)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	60 minutes from 6 am to 9 am	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-	-	60 minutes from 6 am to 9 am	-	-
Tier 3	60 minutes from 6 am to 9 am	-	-	-	-	-	-
Tier 4	Limited service (vary by hour)	-	-	-	-	-	-

THE PLAN

APRIL 2027

Added Service Hours: 164,139
Added Service Miles: 2,055,834

APRIL 2027

BOX ELDER, WEBER AND DAVIS COUNTIES



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APRIL 2027

ROY STATION SERVICE CHANGES

The purpose of Roy Station Service Changes is to improve working conditions with more consistent shifts and service throughout the day, and optimize the system for more access within our current limits. The service changes include the following routes:

Route 604, Ogden Crosstown: Rerouting

- Will be shortened to Roy Station as Route 642 will cover the remaining portion.
- Will increase its frequency to 30 minutes.
- Will replace service on portions of Route F620.

Route 642, North Davis Neighborhood Connector: Rerouting

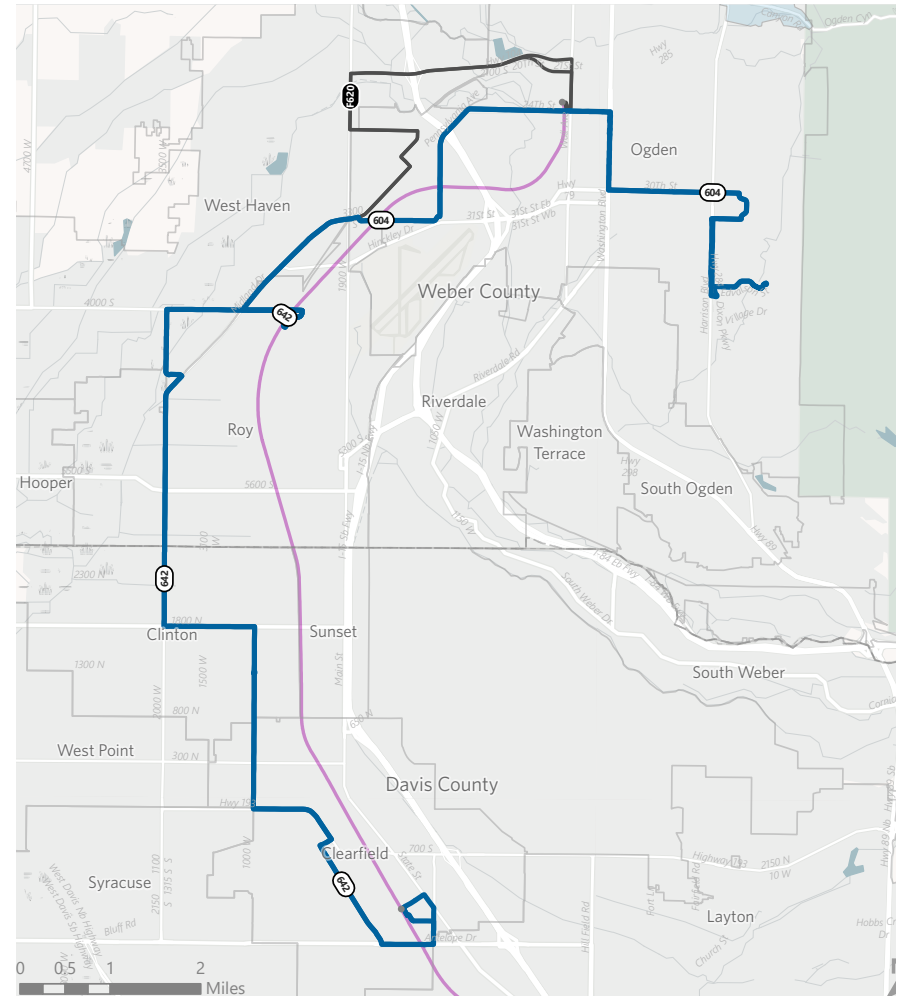
- Will be extended to serve Roy FrontRunner Station.
- Will replace a portion of Route 604.

Route F620, West Haven Flex: Discontinued

- Will be replaced by Route 604.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

Tier 1	S Line
Tier 2	Discontinued Service
Tier 3	Innovative Mobility Zone
Tier 4	New Route
BRT	Rail Stops
FrontRunner	
TRAX	



APRIL 2027

BUSINESS DEPOT OGDEN (BDO) SERVICE CHANGES

The purpose of BDO Service Changes is to provide connections at Pleasant View Station to other routes, network optimization, and connectivity improvements. The service changes include the following routes:

Route 613, Northwest Weber Local: Rerouting

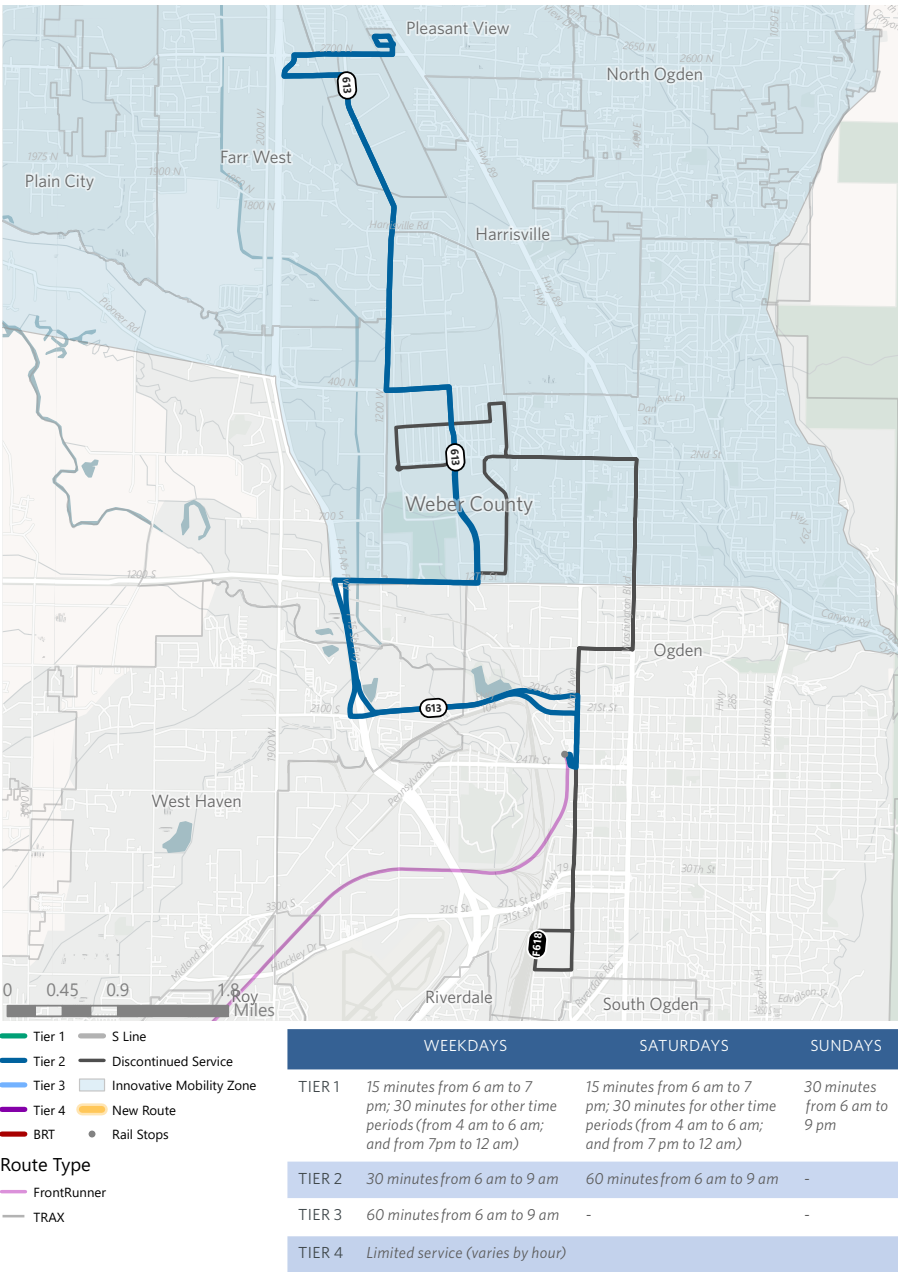
- Will be rerouted to serve Business Depot Ogden (BDO).
- Will replace the F618 (Ogden BDO Shuttle).
- Will extend to Pleasant View Station and serve stops on 20th and 21st Streets that were previously served by Route F620.

Route F618, Ogden BDO Shuttle: Discontinued

- Will be replaced by Route 613.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2027

SALT LAKE AND TOOELE COUNTIES



CHAPTER



APRIL 2027

MIDVALLEY CONNECTOR

The purpose of Midvalley Connector is to provide connections at Murray Central Station, and network optimization. The service changes include the following routes:

Route 50X, Midvalley Connector (MVX): New Bus Rapid Transit

- Will replace portions of Route 47 and Route 227.

Route 39, 3900 South: Rerouting

- Will reroute to terminante at West Valley Central Station.
- Won't serve Salt Lake Community College's Redwood Campus, since it will be covered by the Midvalley Connector.

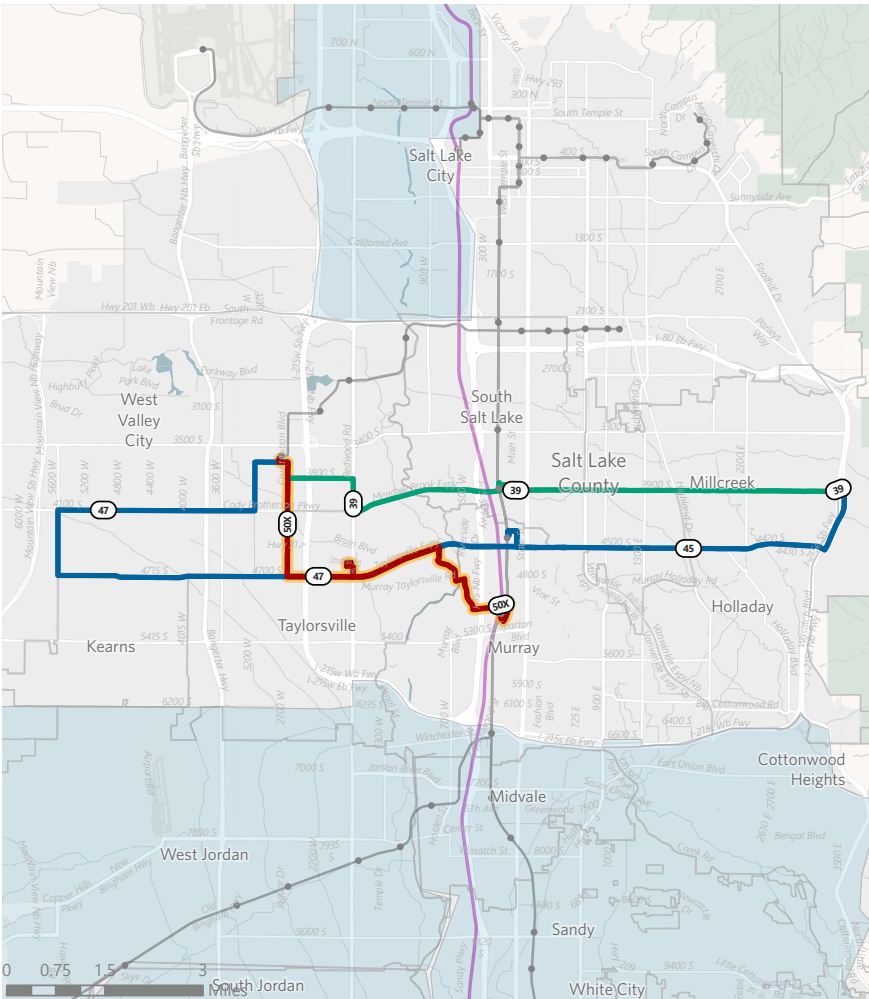
Route 45, 4500 South: Rerouting

- Will reroute from Murray Central to Murray North Station.

Route 47, 4100 South/4700 South: Rerouting

- Will reroute from Murray Central to Murray North Station.
- Will skip the Atherton Drive loop as it will be served by the Midvalley Connector.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Limited service (varies by hour)		

APRIL 2027

MIDVALLEY CONNECTOR

Route 205, 500 East: Rerouting

- Will extend further south to Murray Central Station.

Route 227, 2700 West: Rerouting

- Weekday frequency will be increased to 30 minutes.
- Will proceed to Historic Sandy Station, replacing Route F590.
- Will proceed east to Millcreek Station instead of north of 4700 South.

Route 240, 4000 West: Rerouting

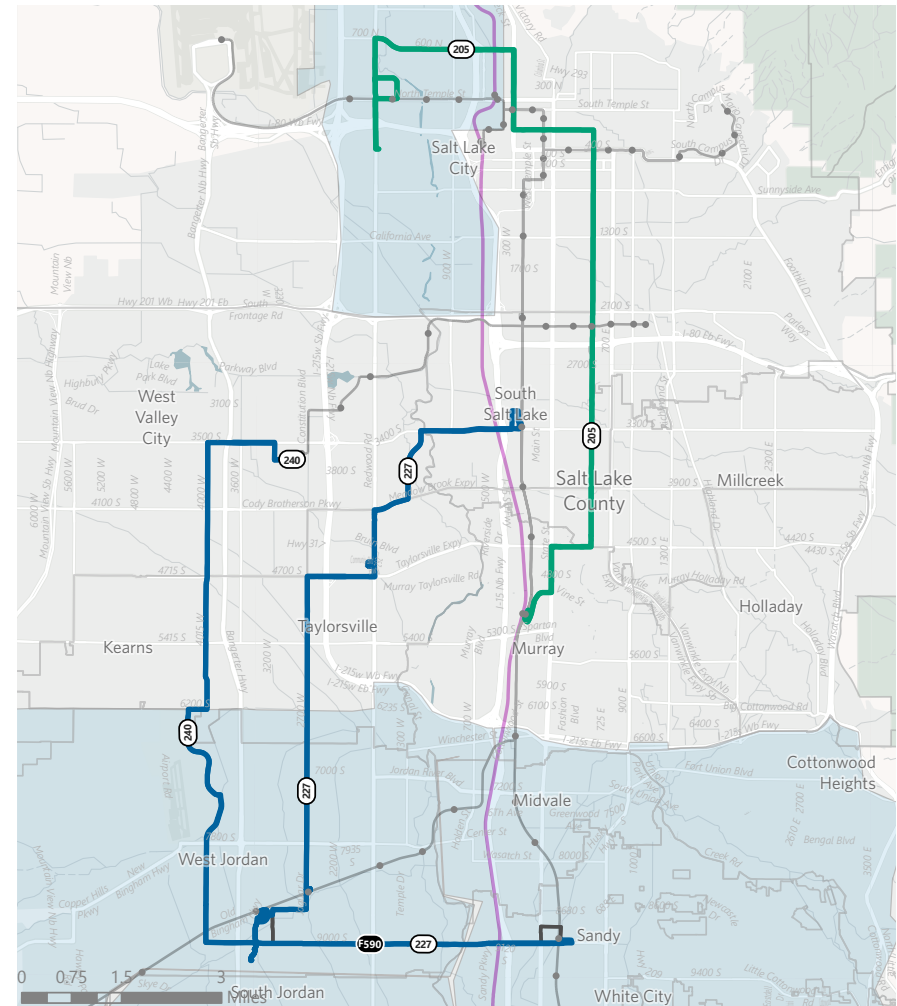
- Will reroute to Park Center Drive between 7200 South and 6200 South.
- Service on Dixie Drive will be discontinued.

Route F590, 9000 South Flex: Discontinued

- Will be replaced by Route 227.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Limited service (varies by hour)	-	-

Route Type
 FrontRunner
 TRAX



APRIL 2027

WEST SALT LAKE COUNTY SERVICE CHANGES

The purpose of West Salt Lake County Service Changes is to align with the Long Range Transit Plan, optimize the system for more access within our current limits, and restore previously reduced service. The service changes include the following routes:

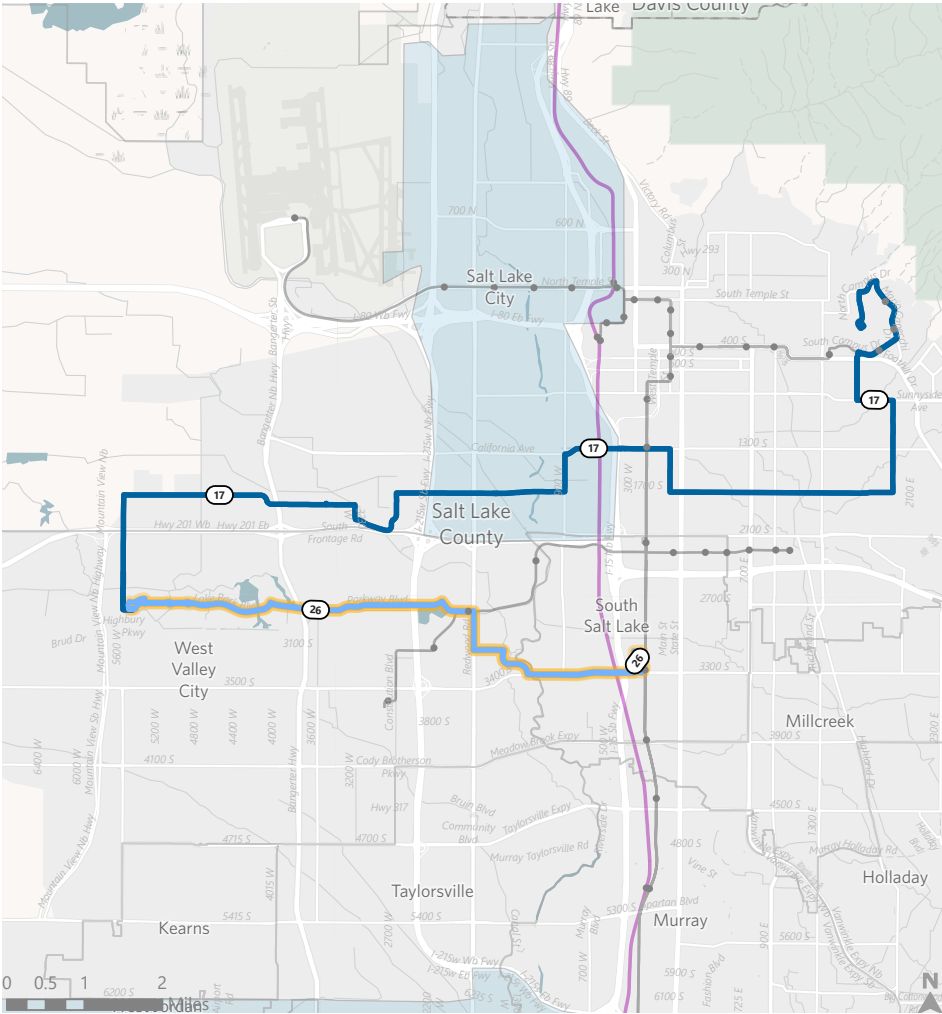
Route 17, 1700 South: Service Restoration and Rerouting

- Will be restored to 30-minute frequency
- Will extend to the industrial areas on Salt Lake City's west side.
- Will connect with the TRAX via Ballpark Station.

Route 26, Lake Park Boulevard: New Route

- Will serve industrial areas along Parkway Boulevard in West Valley City.
- Will service to areas currently served by Routes 509 and 513.
- Will provide a new transfer connection between Millcreek TRAX Station and Lake Park Boulevard.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1	S Line
Tier 2	Discontinued Service
Tier 3	Innovative Mobility Zone
Tier 4	New Route
BRT	Rail Stops
FrontRunner	
TRAX	

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

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WEST SALT LAKE COUNTY SERVICE CHANGES

Route 31, 3100 South: New Route

- Will serve between the proposed Magna Transit Center and Central Pointe TRAX Station.

Route 35, 3500 South: Rerouting

- Will extend to the proposed Magna Transit Center.
- Will have hourly service between midnight and 4 AM.
- Will reroute to 8400 West and 2700 South.
- Won't make a loop around downtown Magna, as Route 31 will serve this portion.

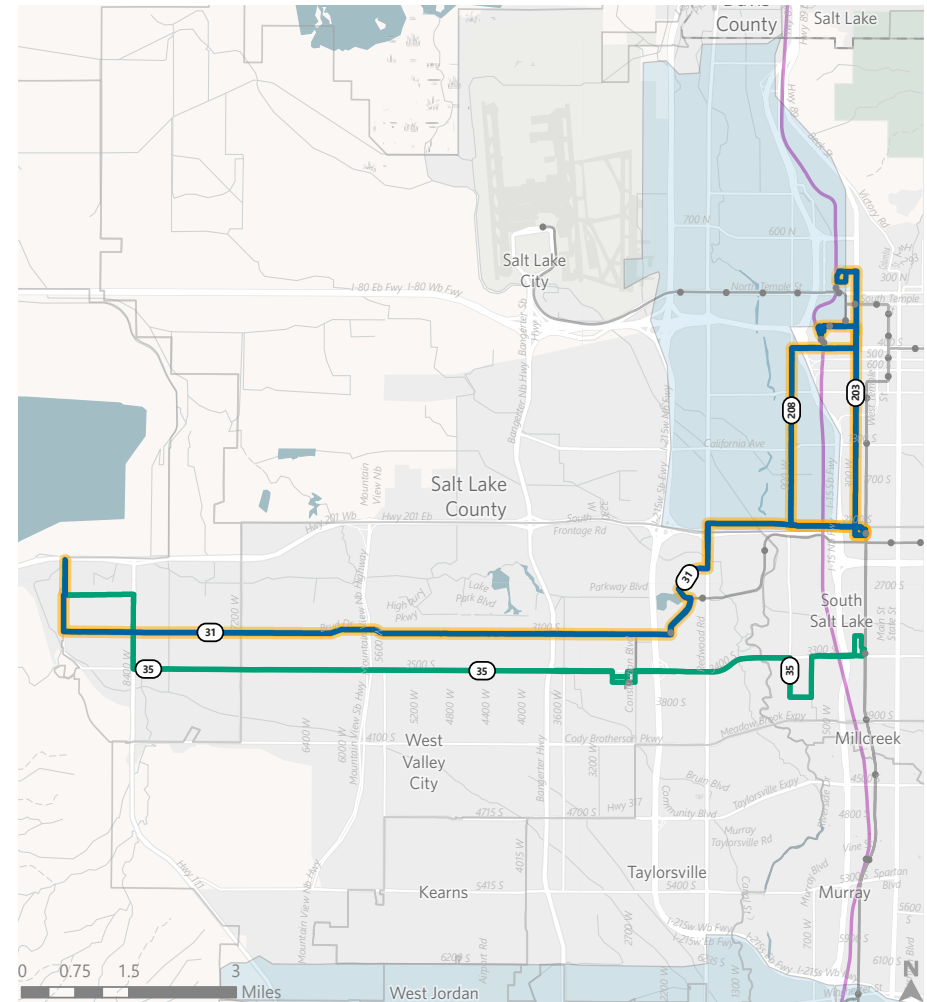
Route 203, 300 West: New Route

- Will serve between North Temple TRAX and FrontRunner Station, and Central Pointe TRAX Station.

Route 208, 900 West: New Route

- Will serve on 900 West between Salt Lake Central Station and Central Pointe TRAX Station.
- Will replace portions of service provided by Route 509.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1 — S Line
 Tier 2 — Discontinued Service
 Tier 3 — Innovative Mobility Zone
 Tier 4 — New Route
 BRT — Rail Stops

Route Type

FrontRunner
 TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2027

WEST SALT LAKE COUNTY SERVICE CHANGES

Route 236, 3600 West: New Route

- Will provide connections from West Valley Central Station through industrial areas of West Valley and Salt Lake Cities, the SLC International Airport, and the International Center.

Route 509, 900 West Shuttle: Discontinued

- Will be replaced by portions of Routes 26, 31, 208 and 236.

Route 513, Industrial/Business Park Shuttle: Discontinued

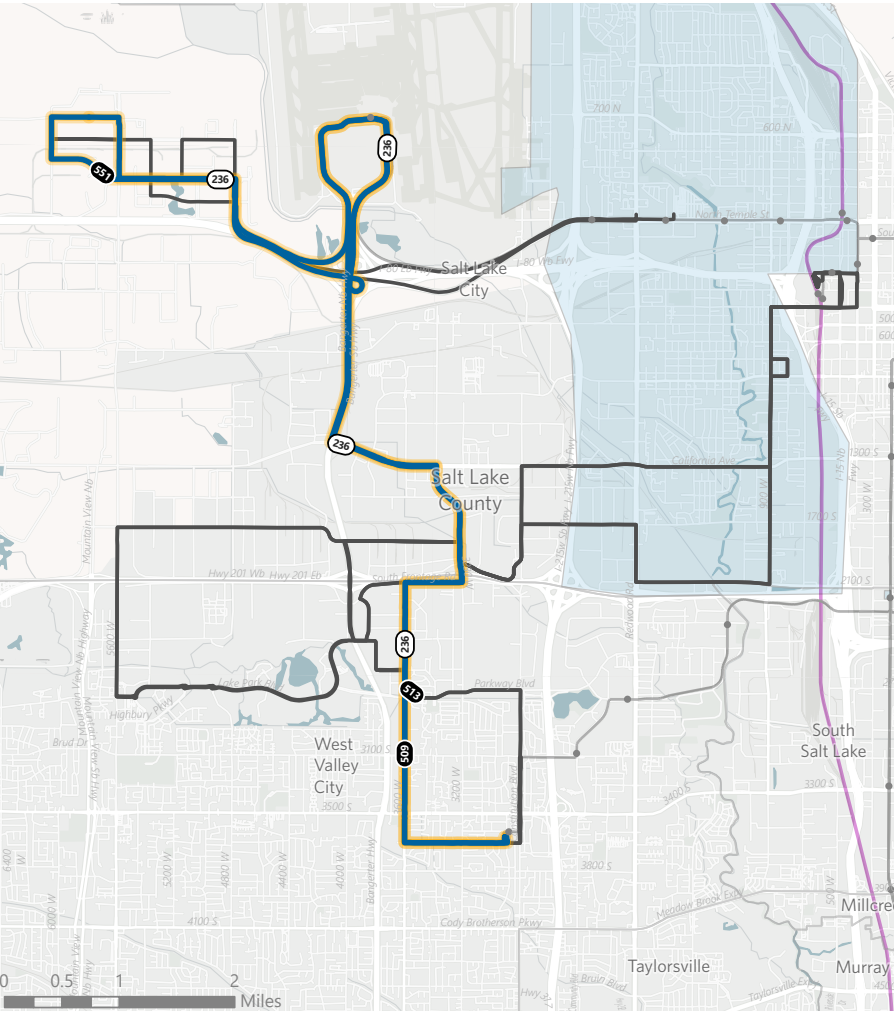
- Will be replaced by portions of Routes 26, 31, 208 and 236.

Route 551, International Center: Discontinued

- Will be replaced by Route 236.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1
- Tier 2
- Tier 3
- Tier 4
- BRT
- Rail Stops
- S Line
- Discontinued Service
- Innovative Mobility Zone
- New Route

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2027

HOGLE ZOO SERVICE CHANGES

The purpose of Hogle Zoo Service Changes is to align with the Long Range Transit Plan, respond to community feedback and restore previously reduced service. The service changes include the following routes:

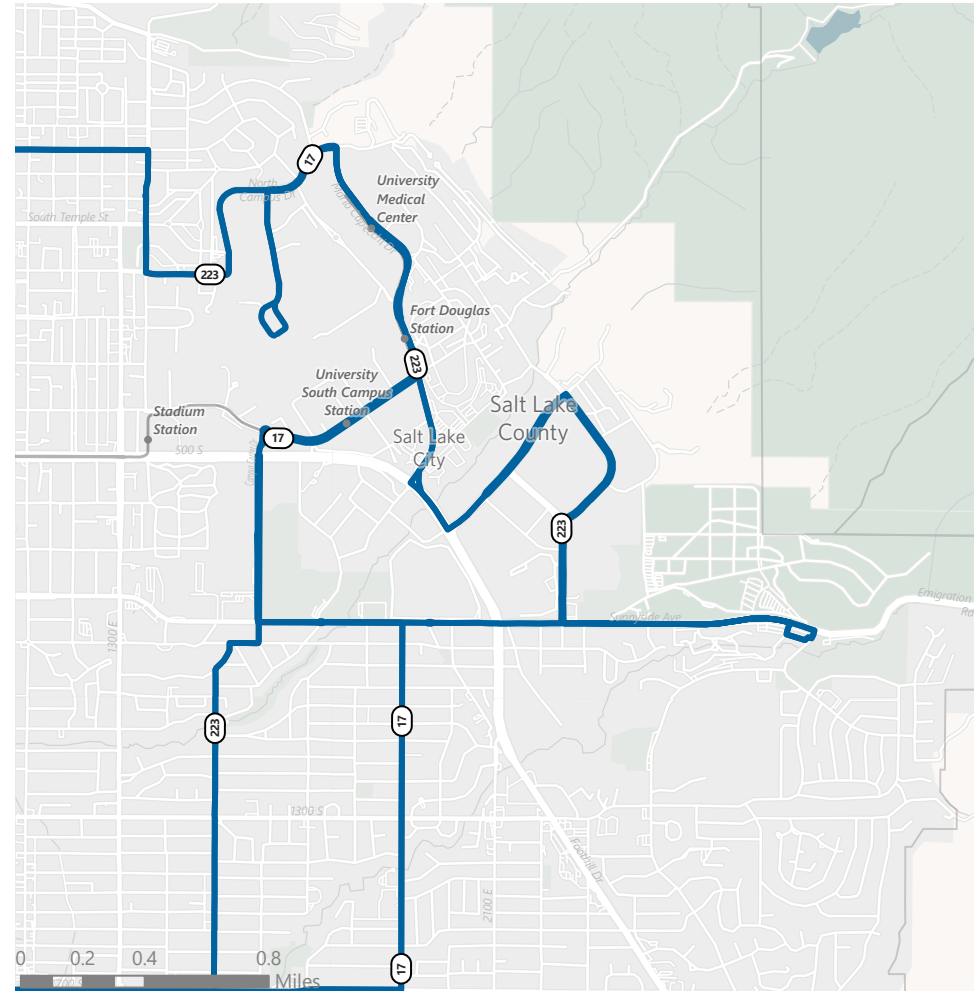
Route 17, 1700 South: See page 57

Route 223, 2300 East: Rerouting

- Will shift to 1500 East between 2100 South and 900 South.
- A deviation will be added on Sunnyside Ave to serve Hogle Zoo and This is the Place Heritage Park.

No routes will be discontinued in this region in April 2027.

The routes not shown will be unaffected.



To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 — S Line
- Tier 2 — Discontinued Service
- Tier 3 — Innovative Mobility Zone
- Tier 4 — New Route
- BRT — Rail Stops

Route Type
FrontRunner
TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2027

UTAH COUNTY



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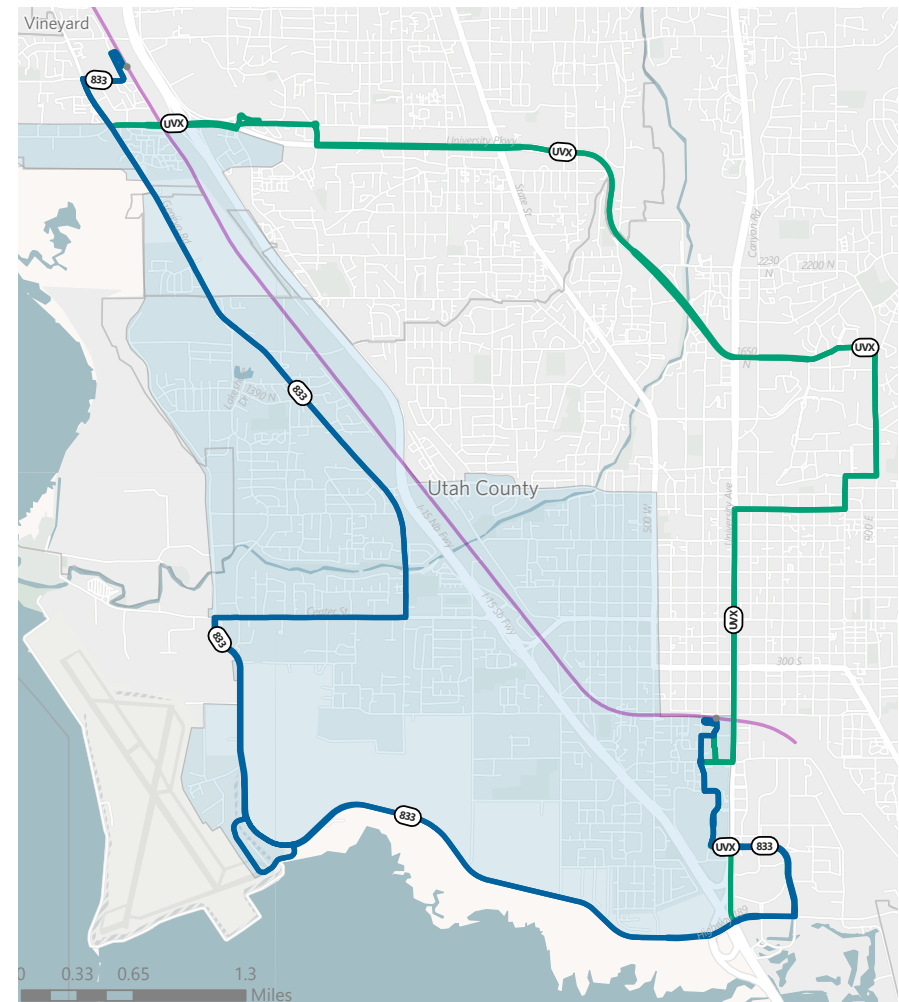
EAST BAY / WEST PROVO SERVICE CHANGES

Route 830X, Utah Valley Express (UVX): Rerouting

- ## Route 833, Provo Airport/Geneva Road: Rerouting

- No routes will be discontinued in this region in April 2027.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



<div> <div>Tier 1</div> <div>Tier 2</div> <div>Tier 3</div> <div>Tier 4</div> <div>BRT</div> </div> <div> <div>S Line</div> <div>Discontinued Service</div> <div>Innovative Mobility Zone</div> <div>New Route</div> <div>Rail Stops</div> </div>			
Route Type			
FrontRunner			
TRAX			
	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2027

ALPINE / HIGHLAND SERVICE CHANGES

The purpose of Alpine / Highland Service Changes is to provide baseline service in a fast-growing part of Utah County. The service changes includes the following service:

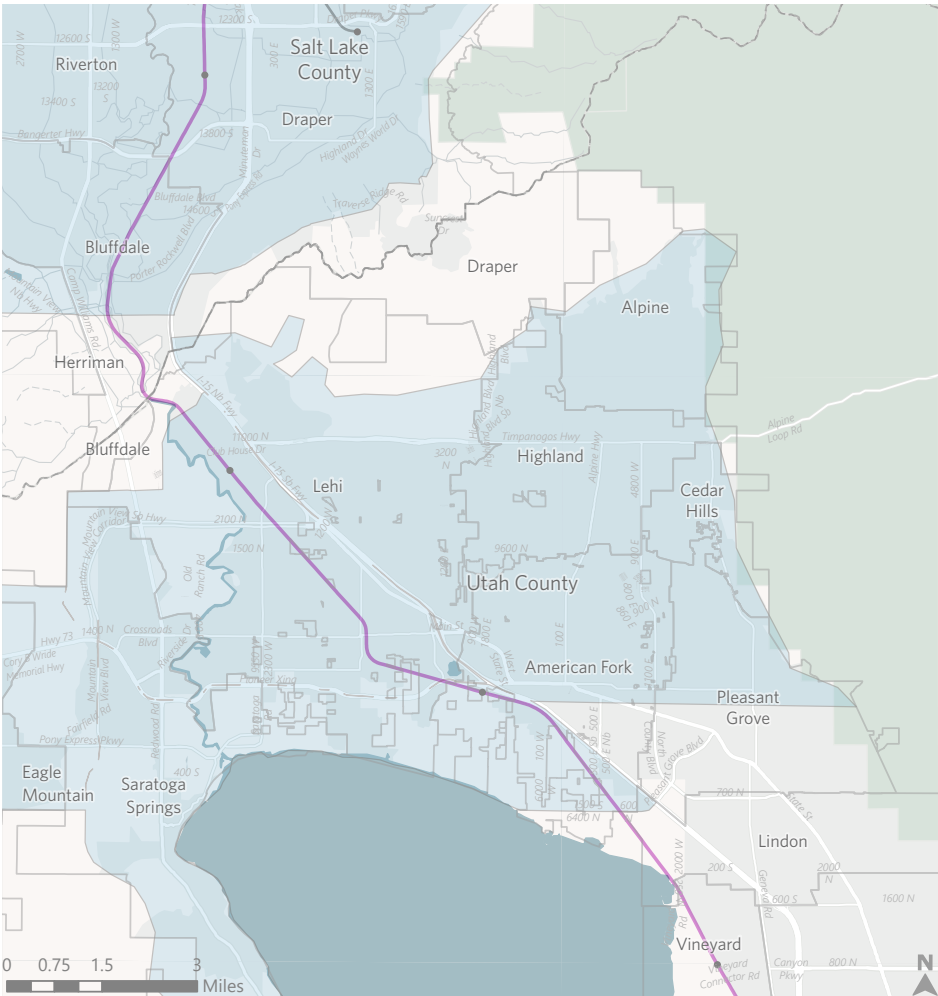
Alpine/Highland Innovative Mobility Zone (IMZ 584): New Service

- Will provide connections to FrontRunner from communities in northeast Utah County.
- Will serve the Thanksgiving Park/Lehi Station area.

No routes will be discontinued in this region in April 2027.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

THE PLAN

APRIL 2028

Added Service Hours: 239,457
Added Service Miles: 2,966,566

APRIL 2028

BOX ELDER, WEBER AND DAVIS COUNTIES



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APRIL 2028

DAVIS-SALT LAKE COMMUNITY CONNECTOR

The purpose of the Davis-Salt Lake Community Connector is to enhance connectivity, provide frequent service and improve operator work. It will also address transit needs identified in the Long Range Transit Plan. The service changes include the following routes:

Route 470X, Davis-SLC Community Connector: New Bus Rapid Transit

- Will provide service between Farmington FrontRunner Station and Research Park at the University of Utah.
- Will replace Route 470 and portions of Route 455 and 473.

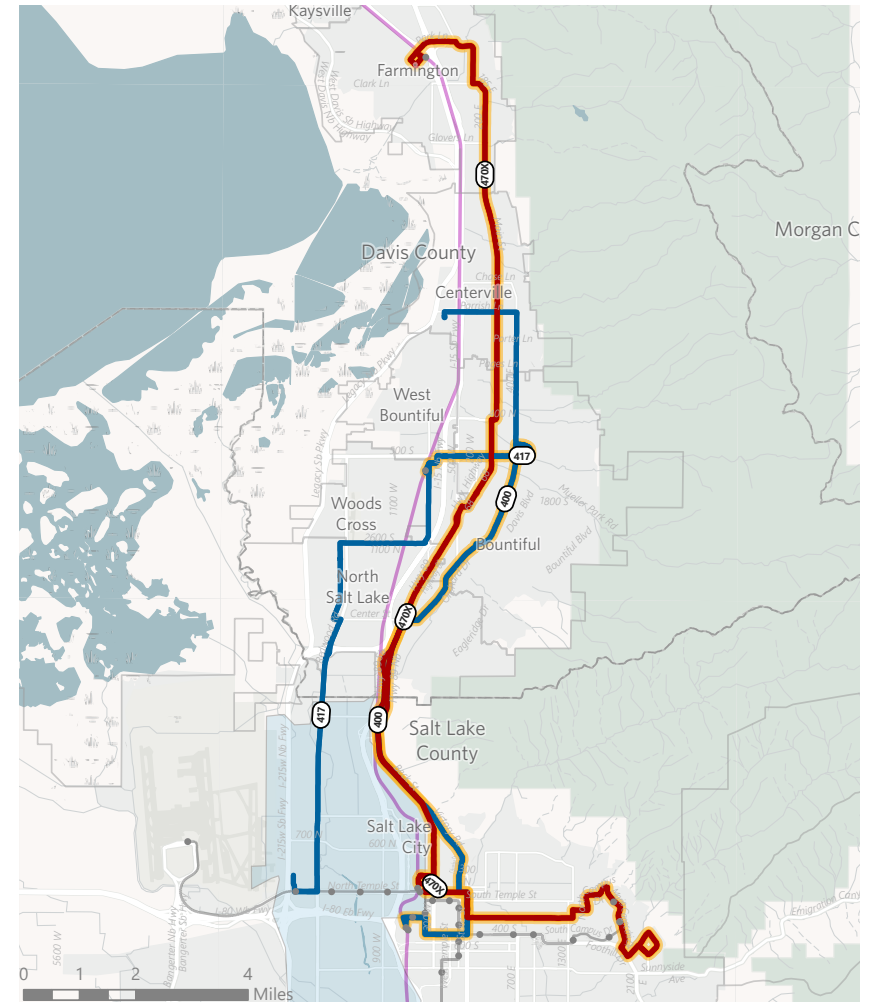
Route 400, State Capitol/Orchard Drive: New Route

- Will connect Salt Lake Central Station, Woods Cross FrontRunner Station, Bountiful, Orchard Drive and 500 South, and the Utah State Capitol.
- Will cover portions of Routes 200 and 455.

Route 417, South Davis West Side: Rerouting

- Will extend to Lakeview Hospital, 500 South (Bountiful), and Legacy Crossing in Centerville.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 — S Line
- Tier 2 — Discontinued Service
- Tier 3 — Innovative Mobility Zone
- Tier 4 — New Route
- BRT — Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2028

DAVIS-SALT LAKE COMMUNITY CONNECTOR

Route 455, Davis County East Bench: Discontinued

- Will be replaced by portions of Routes 400, 417, 470X, and 609.

Route 470, Salt Lake/Ogden Intercity: Discontinued

- Will be replaced by Routes 470X, 400, and 600.

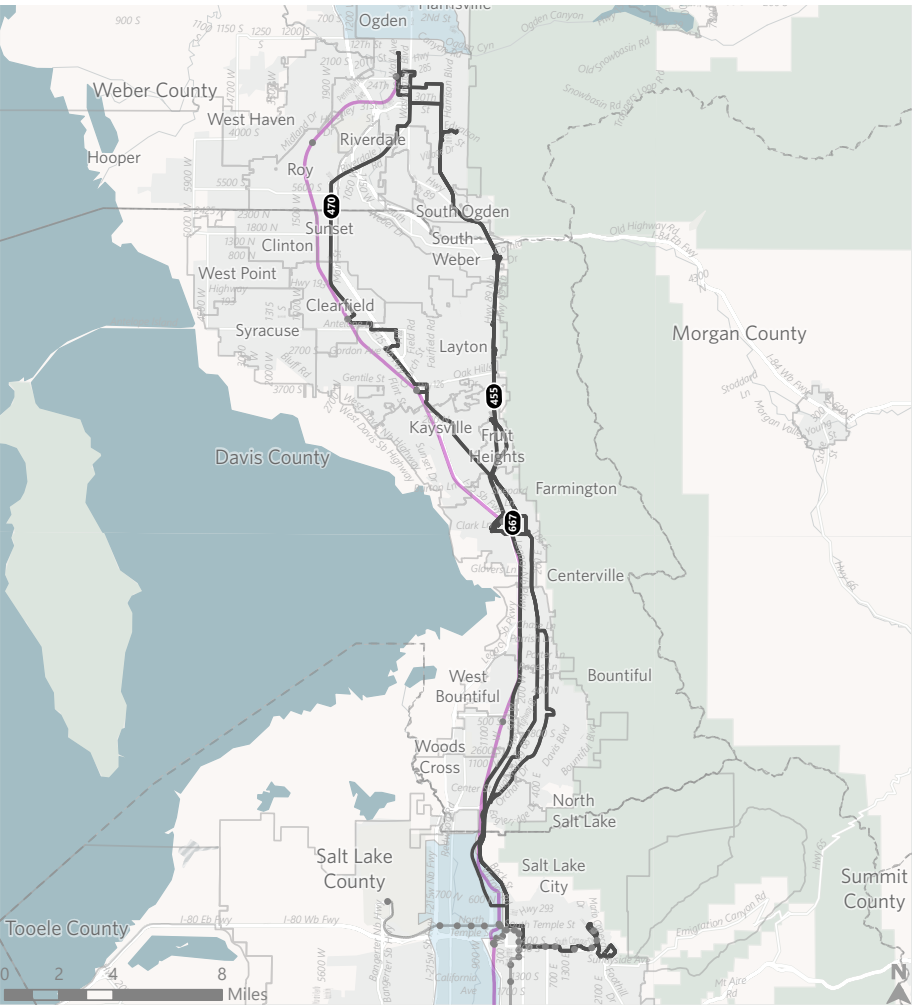
Route 473, Ogden/Hwy-89/Salt Lake Express: Discontinued

- Will be replaced by Routes 470X and 609.

Route 667, Station Park Trolley: Discontinued

- Will be replaced by Route 470X.

The routes not shown will be unaffected.



Tier 1

Tier 2

Tier 3

Tier 4

BRT

Rail Stops

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2028

OGDEN AND FARMINGTON SERVICE CHANGES

The purpose of Ogden and Farmington Service Changes is to align with the Long Range Transit Plan and optimize the system for more access within our current limits. The service changes include the following routes:

Route 600, Main Street Weber/Davis: New Service

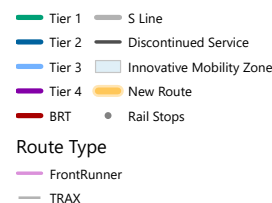
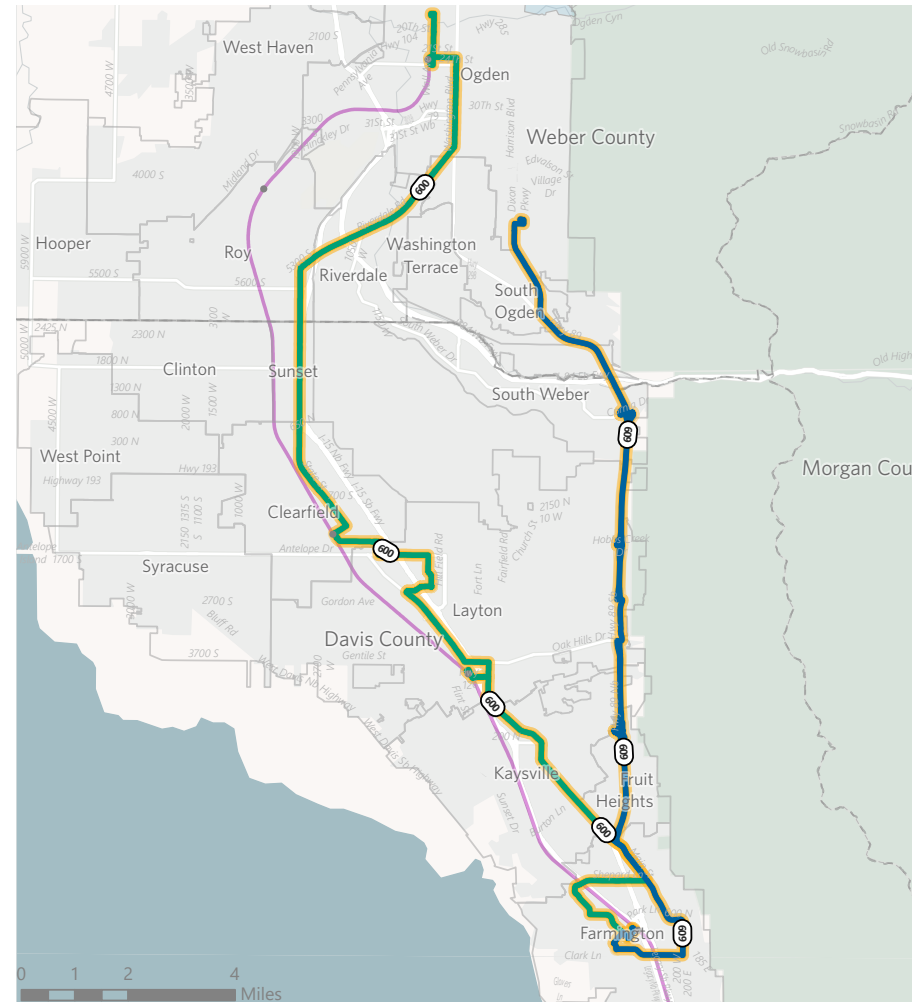
- Will serve between Farmington FrontRunner Station and the Ogden Garage.
- Will connect to commercial areas in Layton, Clearfield FrontRunner Station, and Ogden FrontRunner Station.
- This route replaces a portion of Route 470.

Route 609, US-89 East Side: New Service

- Will provide a freeway-based service.
- Will connect the Park & Rides along US-89, Dee Event Center, and Farmington Station.
- This route will replace portions of Routes 455, 470 and 473.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2028

SALT LAKE AND TOOELE COUNTIES



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APRIL 2028

5600 WEST SERVICE CHANGES

The purpose of 5600 West Service Changes is to add service to previously unserved areas of western Salt Lake County. These service needs were also identified in the Long Range Transit Plan. The service changes include the following routes:

Route 256, 5600 West: New Route

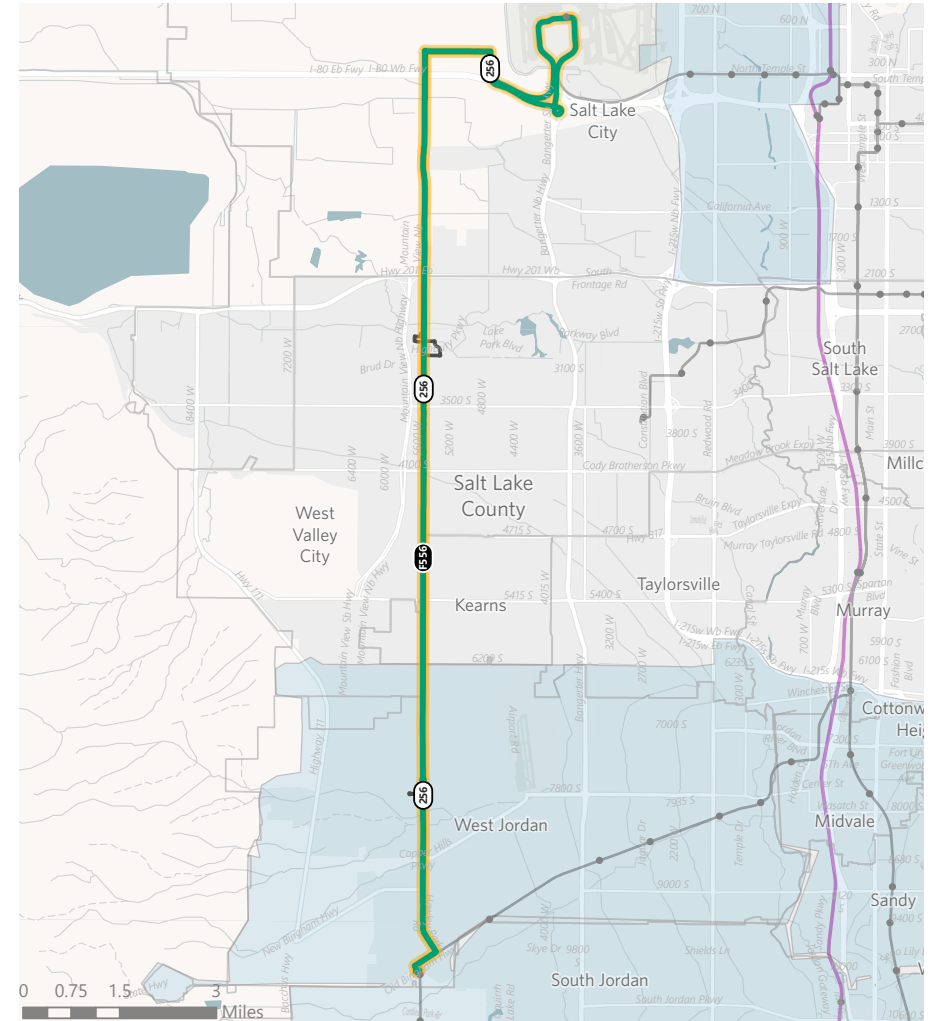
- Will operate between the 5600 West Old Bingham Highway TRAX Station and the Salt Lake City International Airport.
- Will connect Salt Lake International Airport, International Center, and industrial areas in Salt Lake City and West Valley City.
- Will replace Route F556.

Route F556, 5600 West Flex: Discontinued

- Will be replaced by Route 256.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1 — S Line
 Tier 2 — Discontinued Service
 Tier 3 — Innovative Mobility Zone
 Tier 4 — New Route
 BRT — Rail Stops

Route Type
 FrontRunner
 TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2028

SANDY AND SOUTH JORDAN SERVICE CHANGES

The purpose of Sandy and South Jordan Service Changes is to align with the Long Range Transit Plan and respond to community feedback. The service changes include the following routes:

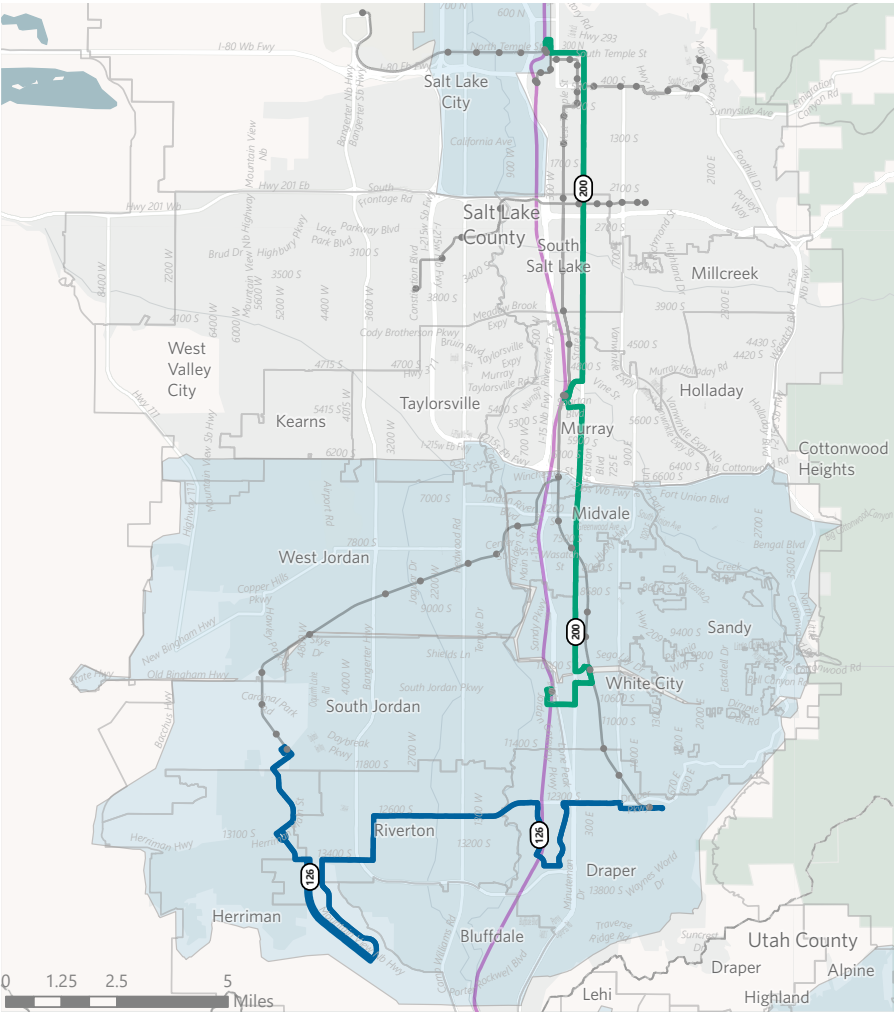
Route 126, South Valley Regional: Service Change

- Will change its frequency from every 60 minutes to 30 minutes.

Route 200, State Street: Rerouting

- Won't provide service to the Utah State Capitol, since it will be covered by Route 400.
- Will provide connections between North Temple Station and downtown Salt Lake City.
- Will be extended to the Sandy Civic Center Station and South Jordan FrontRunner Station.
- Will replace Route 201.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2028

SANDY AND SOUTH JORDAN SERVICE CHANGES

Route 217, Redwood Road: Rerouting

- Combines Routes 217 and 218 into one line.
- Will run from North Temple to Sandy and South Jordan.
- Will connect TRAX Red, Green, Blue Lines, and FrontRunner.

Route 219, Redwood Road (South): Rerouting

- Will extend south to the Point Transit Hub.
- Will increase frequency to 30-minute headways.

Route 201, State Street South: Discontinued

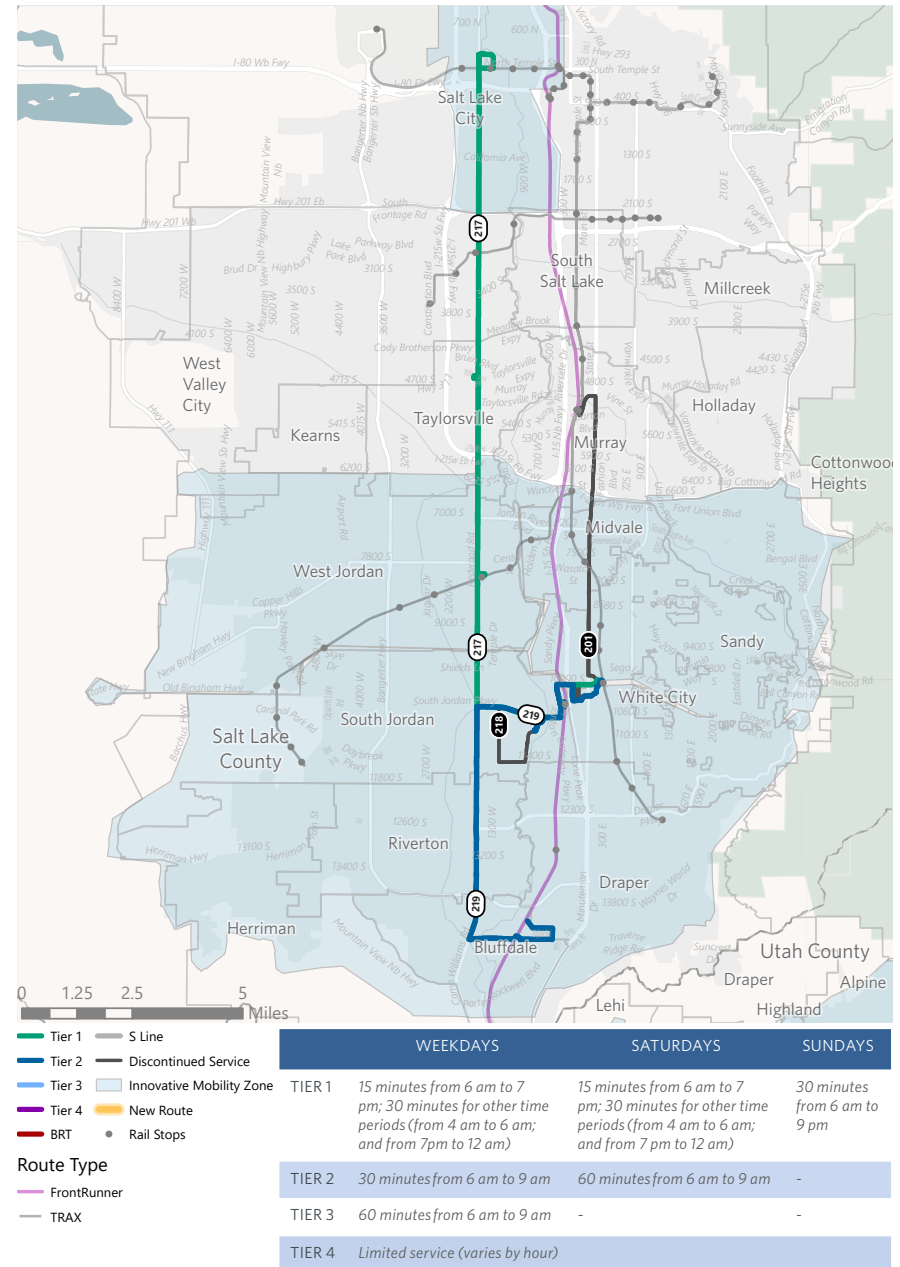
- Will be replaced by Route 200.

Route 218, Redwood Road Midvalley: Discontinued

- Will be replaced by Route 217.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2028

UTAH COUNTY



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APRIL 2028

LEHI AND SANDY SERVICE CHANGES

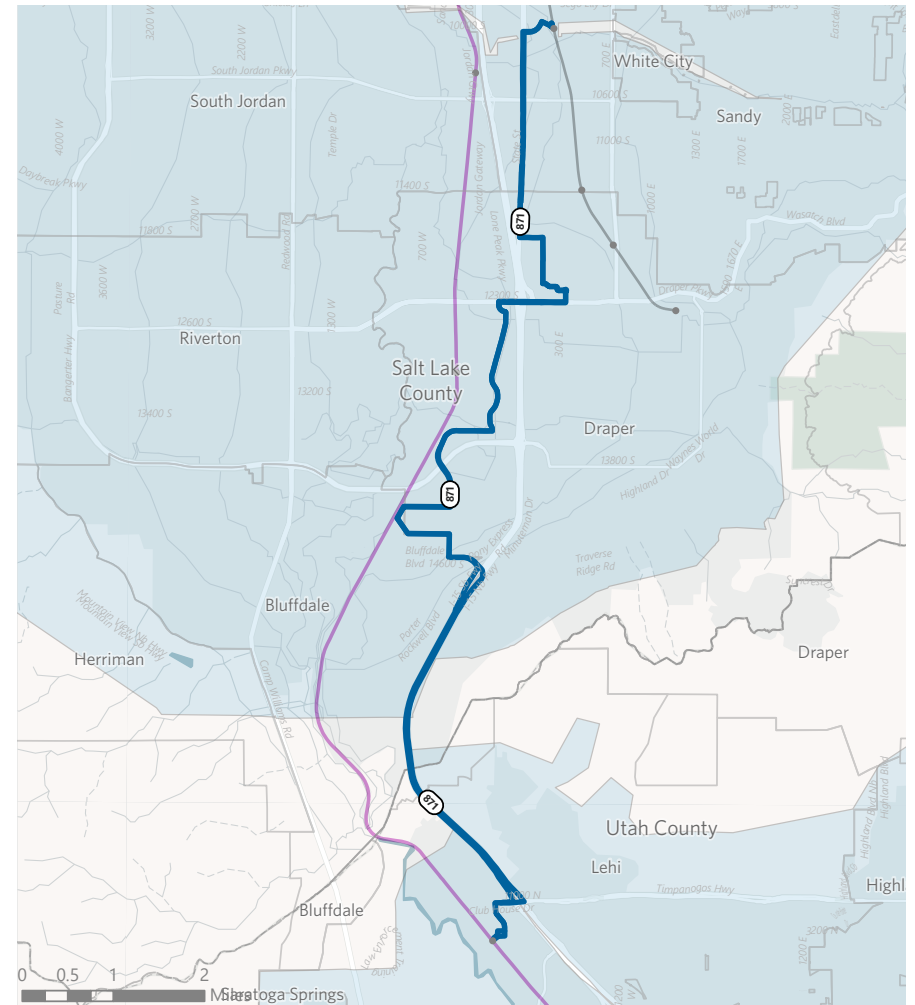
The purpose of Lehi and Sandy Service Changes is to provide more frequent, faster service to high-intensity development areas. It also a response to community feedback. The service changes includes the following route:

Route 871, State Street Tech Corridor: Rerouting

- Will be extended to serve the FrontRunner Station at Point of the Mountain.
- Will serve State Street between 12300 South and Sandy Civic Center Station.
- Won't cover the Lehi area east of I-15, as it will be replaced by the Northwest Utah County IMZ.
- Service will be increased on weekdays to a 30-minute frequency.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1
- Tier 2
- Tier 3
- Tier 4
- BRT
- S Line
- Discontinued Service
- Innovative Mobility Zone
- New Route
- Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2028

NORTHWEST UTAH COUNTY SERVICE CHANGES

The purpose of Northwest Utah County Service Changes is to provide baseline service in a fast-growing part of Utah County. The service changes includes the following service:

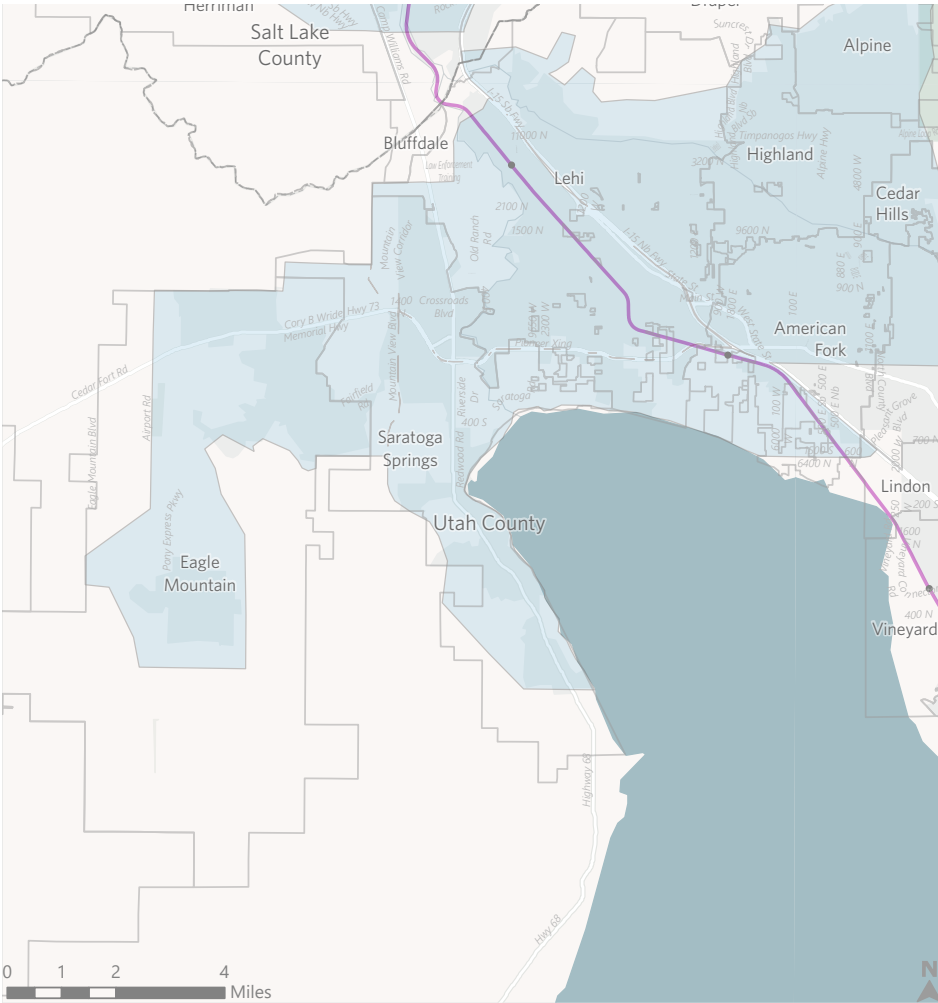
Northwest Utah County Innovative Mobility Zone (IMZ 585): New Service

- Will provide On Demand service to Eagle Mountain, Saratoga Springs, and Lehi, including Lehi FrontRunner Station.

No routes will be discontinued in this region in April 2028.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

THE PLAN

APRIL 2029

Added Service Hours: 26,443

Added Service Miles: 439,940



APRIL 2029

SALT LAKE AND TOOELE COUNTIES



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APRIL 2029

FORT UNION SERVICE CHANGES

The purpose of Fort Union Service Changes is to respond to community feedback, optimize the system for more access, and restore previously reduced service. The service changes include the following routes:

Route 62, 6200 South/7200 South: Rerouting

- Will run from Mountain View Corridor to Wasatch Boulevard.
- Will replace a segment of Route 72.

Route 209, 900 East/9th Avenue: Rerouting

- Will be extended to end at Midvale Center Station.
- Will replace a segment of Route 72.

Route 213, 1300 East: Rerouting

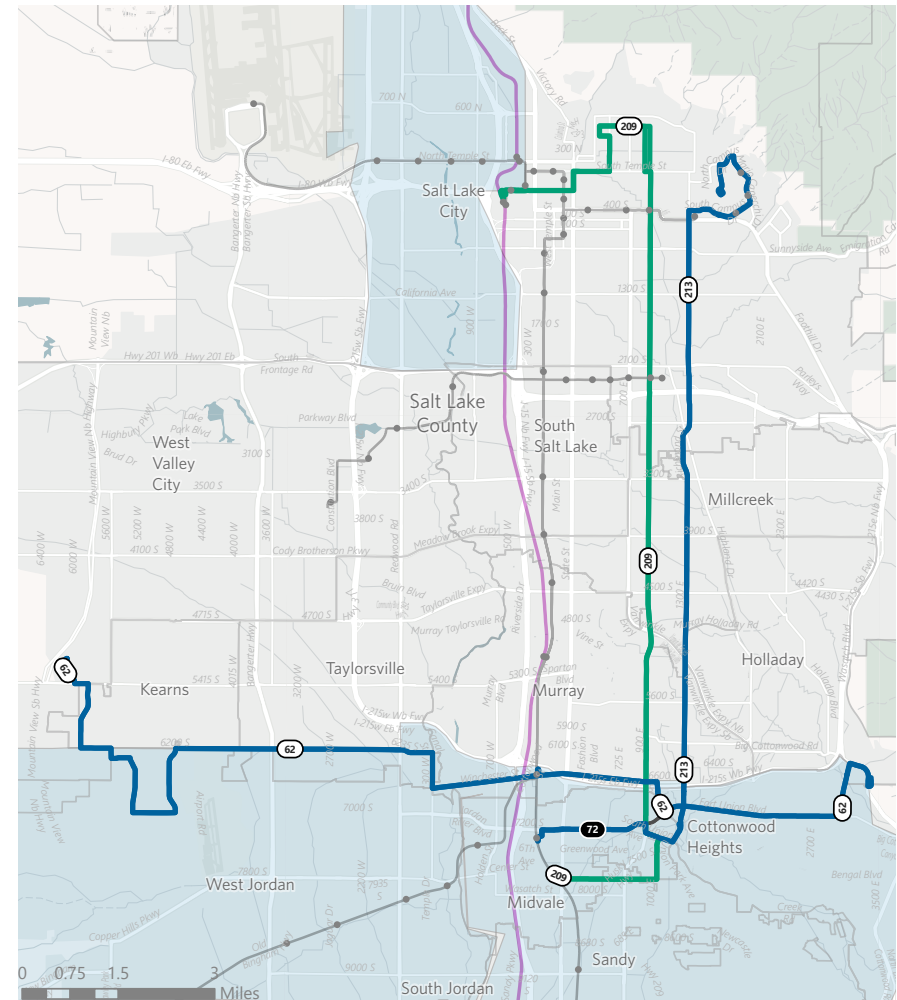
- Will serve 7200 South from 900 East to Midvale Fort Union Station.

Route 72, 7200 South: Discontinued

- Will be replaced with extensions on Routes 62 and 213.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Varies based on desired service		

APRIL 2029

SOUTHWEST QUADRANT SERVICE CHANGES

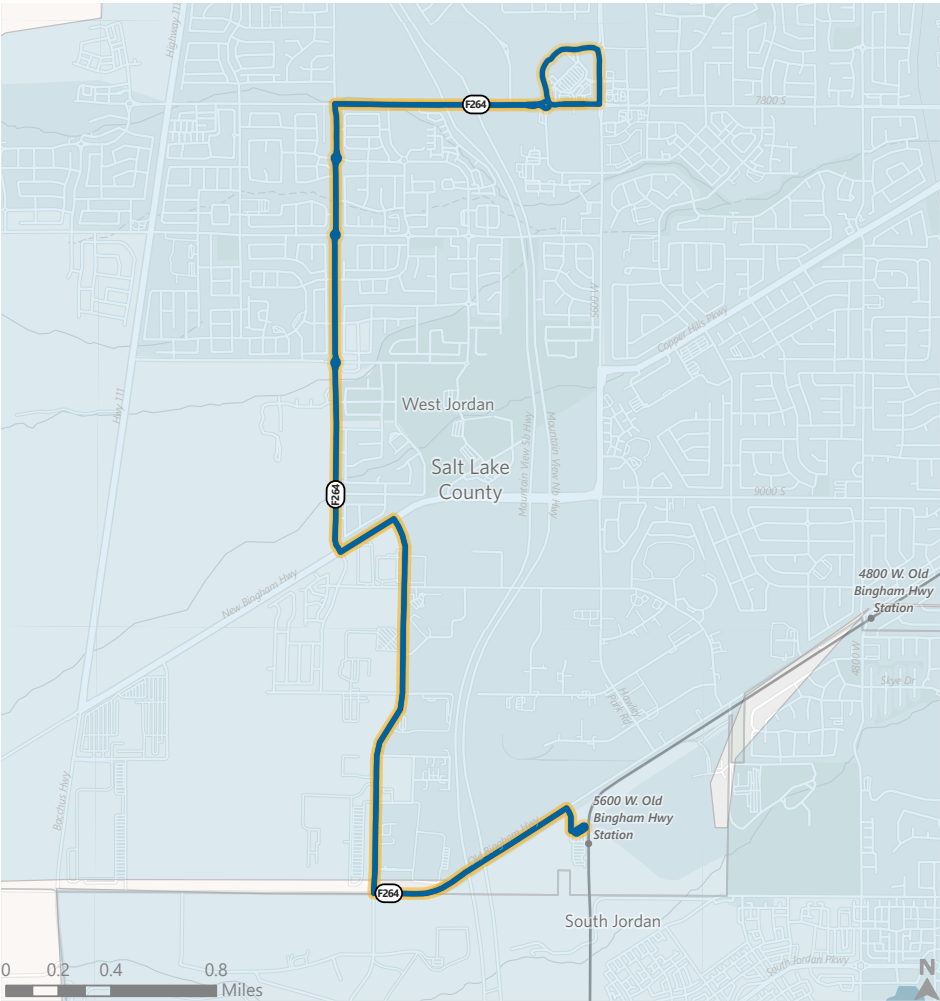
The purpose of Southwest Quadrant Service Changes is to support employment centers and serve as a precursor route for further expansion. The service changes includes the following route:

Route F264, Southwest Quadrant Flex: New Flex Route

- Will serve the industrial area of South Jordan between 5600 West and 7800 South, and the 5600 West Old Bingham Highway TRAX Station.
- The route will be a weekday-only service and have a 30-minute frequency.

No routes will be discontinued in this region in April 2029.

The routes not shown will be unaffected.



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Varies based on desired service		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2029

WEST JORDAN, MIDVALE AND COTTONWOOD HEIGHTS SERVICE CHANGES

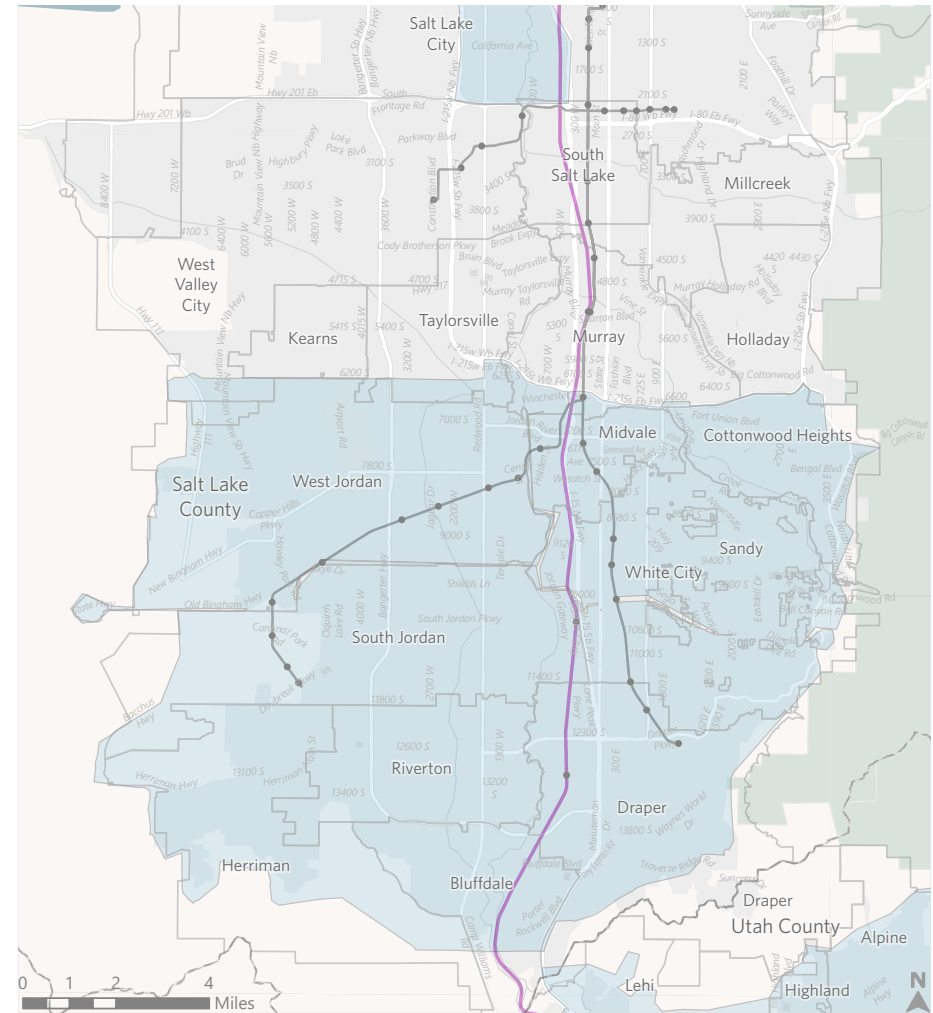
The purpose of West Jordan, Midvale and Cottonwood Heights Service Changes is to provide connectivity for residents of these communities accessing major regional transit lines. The service changes includes the following service:

West Jordan/Midvale/Cottonwood Heights Innovative Mobility Zone (IMZ 503 and IMZ 504): New Service

- Will provide On Demand service to communities in the middle of the Salt Lake Valley.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1 — S Line
 Tier 2 — Discontinued Service
 Tier 3 — Innovative Mobility Zone
 Tier 4 — New Route
 BRT — Rail Stops

Route Type

FrontRunner
 TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Varies based on desired service		

THE PLAN

VISION (LONGER TERM)



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VISION (LONGER TERM)

LONG RANGE TRANSIT PLAN

Refer to the [Long Range Transit Plan](#) for proposed transit services beyond 2029.





APPENDIX

APPENDIX

TIERS IN DETAILS

The following tables show the Tiers of service as of August 2024.

[illegible]

Route and system maps are available at <https://rideuta.com/Rider-Tools/Schedules-and-Maps>

TIERS IN DETAILS

Route 667: Irregular headways (approx. average 30'). Weekday service after 20:30 only on Friday

86

TIERS IN DETAILS

Route F453 is specifically designed to run at times route 451 is not running

87

TIERS IN DETAILS

[illegible]

88

APPENDIX

HOLIDAY SERVICE

2025 Level of Service

<u>Holiday</u>	<u>TRAX & Streetcar</u>	<u>Front- Runner</u>	<u>Bus</u>	<u>Paratransit</u>	<u>Route Deviation</u>	<u>UTA On Demand</u>
New Year's Day	No	No	No	No	No	No
Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
President's Day	WKD	SAT	SAT	SAT	SAT	SAT
Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
Juneteenth	WKD	WKD	WKD	WKD	WKD	WKD
Independence Day	WKD	SAT	SAT	SAT	SAT	SAT
Pioneer Day	WKD	SAT	SAT	SAT	SAT	SAT
Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
Columbus Day/Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day	WKD	WKD	WKD	WKD	WKD	WKD
Thanksgiving Day	No	No	No	No	No	No
The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
Christmas Eve	WKD	WKD	WKD	WKD	WKD	WKD
Christmas Day	No	No	No	No	No	No
New Year's Eve	WKD	WKD	WKD	WKD	WKD	WKD

Change Days**4/13/2025****8/17/2025****11/23/2025**

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APPENDIX

HOLIDAY SERVICE

2026 Level of Service

<u>Holiday</u>	<u>TRAX & Streetcar</u>	<u>Front- Runner</u>	<u>Bus</u>	<u>Paratransit</u>	<u>Route Deviation</u>	<u>UTA On Demand</u>
New Year's Day	No	No	No	No	No	No
Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
President's Day	WKD	SAT	SAT	SAT	SAT	SAT
Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
Juneteenth	WKD	WKD	WKD	WKD	WKD	WKD
Independence Day (Observed)	WKD	SAT	SAT	SAT	SAT	SAT
Independence Day	SAT	SAT	SAT	SAT	SAT	SAT
Pioneer Day	WKD	SAT	SAT	SAT	SAT	SAT
Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
Columbus Day/Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day	WKD	WKD	WKD	WKD	WKD	WKD
Thanksgiving Day	No	No	No	No	No	No
The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
Christmas Eve	WKD	WKD	WKD	WKD	WKD	WKD
Christmas Day	No	No	No	No	No	No
New Year's Eve	WKD	WKD	WKD	WKD	WKD	WKD

Change Days**4/12/2026****8/16/2026****11/22/2026**

APPENDIX

HOLIDAY SERVICE

2027 Level of Service

<u>Holiday</u>	<u>TRAX & Streetcar</u>	<u>Front- Runner</u>	<u>Bus</u>	<u>Paratransit</u>	<u>Route Deviation</u>	<u>UTA On Demand</u>
New Year's Day	No	No	No	No	No	No
Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
President's Day	WKD	SAT	SAT	SAT	SAT	SAT
Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
Juneteenth	SAT	SAT	SAT	SAT	SAT	SAT
Independence Day	SUN	No	SUN	SUN	No	SUN
Independence Day (Observed)	WKD	SAT	SAT	SAT	SAT	SAT
Pioneer Day (Observed)	WKD	SAT	SAT	SAT	SAT	SAT
Pioneer Day	SAT	SAT	SAT	SAT	SAT	SAT
Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
Columbus Day/Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day	WKD	WKD	WKD	WKD	WKD	WKD
Thanksgiving Day	No	No	No	No	No	No
The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
Christmas Day (Observed)	SUN	No	SUN	SUN	No	SUN
Christmas Day	No	No	No	No	No	No
New Year's Day (Observed)	SUN	No	SUN	SUN	No	SUN

Change Days**4/11/2027****8/15/2027****11/21/2027**

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APPENDIX

HOLIDAY SERVICE

2028 Level of Service

<u>Holiday</u>	<u>TRAX & Streetcar</u>	<u>Front- Runner</u>	<u>Bus</u>	<u>Paratransit</u>	<u>Route Deviation</u>	<u>UTA On Demand</u>
New Year's Day	No	No	No	No	No	No
Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
President's Day	WKD	SAT	SAT	SAT	SAT	SAT
Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
Juneteenth	WKD	WKD	WKD	WKD	WKD	WKD
Independence Day	WKD	SAT	SAT	SAT	SAT	SAT
Pioneer Day	WKD	SAT	SAT	SAT	SAT	SAT
Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
Columbus Day/Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day (Observed)	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day	SAT	SAT	SAT	SAT	SAT	SAT
Thanksgiving Day	No	No	No	No	No	No
The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
Christmas Eve	SUN	No	SUN	SUN	No	SUN
Christmas Day	No	No	No	No	No	No
New Year's Eve	SUN	No	SUN	SUN	No	SUN

Change Days**4/9/2028****8/13/2028****11/19/2028**

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HOLIDAY SERVICE

2029 Level of Service

<u>Holiday</u>	<u>TRAX & Streetcar</u>	<u>Front- Runner</u>	<u>Bus</u>	<u>Paratransit</u>	<u>Route Deviation</u>	<u>UTA On Demand</u>
New Year's Day	No	No	No	No	No	No
Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
President's Day	WKD	SAT	SAT	SAT	SAT	SAT
Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
Juneteenth	WKD	WKD	WKD	WKD	WKD	WKD
Independence Day	WKD	SAT	SAT	SAT	SAT	SAT
Pioneer Day	WKD	SAT	SAT	SAT	SAT	SAT
Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
Columbus Day/Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day	SUN	SUN	SUN	SUN	SUN	SUN
Veterans Day (Observed)	WKD	WKD	WKD	WKD	WKD	WKD
Thanksgiving Day	No	No	No	No	No	No
The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
Christmas Eve	WKD	WKD	WKD	WKD	WKD	WKD
Christmas Day	No	No	No	No	No	No
New Year's Eve	WKD	WKD	WKD	WKD	WKD	WKD

Change Days**4/8/2029****8/12/2029****11/18/2029**

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PUBLIC COMMENTS

I think the highest priority for Weber/Davis is 600 and 610 for gaining ridership. 600 and 470X do not need to be done at the same time. For personal use, 628 and North Weber Innovative Mobility would be of high interest. Route 17 should be changed at the same time as 2 and/or 470X for connection to FrontRunner. I am interested in the timing of pedestrian improvements at Lagoon. There are also some construction projects at Layton Station to connect trails and add a
My friends live in Southern area and I commute from SLC to the South Salt Lake County area close to Herriman. It's hard to get there as the UTA On demand is unavailable most of the time in that zone. Please provide some east west connection in that zone. Route 126 should be prioritized first. Also, why is there a
I was disappointed seeing that Mill Rd. in Vineyard is not planned for any service increases. I would love to be able to ride a bus to the movie theater area (834 is too far a walk) but because it's only serviced by an express route, and there's no walk/bike infrastructure or bus from vineyard station to mill rd, I am forced to drive my car 3 minutes which is a ridiculously short and wasteful distance that i'd prefer to do on a bus. i've heard inklings of a uvx extension that way but id
You all should endorse the Rio Grande Plan to optimize the connections in downtown. It will make the passenger experience so much better!
Build the Rio Grande Plan
I think this should be running 24/7. There is people that work graves and are want to be able to get to work. Also it would provide more job opportunities
I love love LOVE the 217/200 extensions! Their current termini always seemed kind of arbitrary landuse wise, and extending both to 104th remedies this
Route 612 from Pleasant View Station is a good start if I'm reading the map right. Of course restoring frontrunner service to that station would be the ideal. An express bus bridge between Ogden station and PV station is much needed. Not sure how many stops are on 612 but there is probably a lot. I have to commute from PV to SLC regularly now with our Fidelity office working more in person rather than remote. Hoping the PV station will be option sometime on
Route 4 is a very busy line and could benefit from becoming a more frequent, all day route.
Please give more serious consideration to the Rio Grande Plan, which would the heart of Utah's rail network far more efficient by bringing Frontrunner closer to the Downtown core and the future Orange Line coming with TechLink.
Please consider later Saturday night service for Trax. I would love to take Trax home after being out at bars Downtown, but this simply isn't an option.
Please bring UVX service to the Provo Airport. The airport already has a UVX stop.
There is still a transit desert between Daybreak and directly east over to Draper, with the proposed 126 taking a very circuitous route. The expanded hours and
Hello,
I am the Planning and Zoning administrator for Grantsville City. I am disappointed that there is not a route to Grantsville, but only 1 that travels through Tooele. We are one of the fastest growing City's in the state right now and have doubled our population in the last 5 years and are seeing developments that will double are population in the next 5-10 years. With our already congested roads, we would love to see UTA offer multiple stops in Grantsville. If you could have
Route 205 frequency should be increased ASAP! I would ride transit more often if the frequency supported it, but right now, 30 minutes is insufficient. There's a bus stop right in front of my house that is along the Route 205.

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Herriman is and continues to be the fastest growing city in Utah. Zero bus stops, zero Trax. Clearly UTA doesn't care about the Southwest side of the valley. Do better. Invest in transportation options for this community.
I could ride Trax every day to work along with many of my peers, but when the closest station takes me halfway to my work, why bother.
Consider also how many immigrants/refugees now are making Herriman their home. We are doing our part to pay taxes, yet aren't seeing any benefits.
If you continue to only focus on north to south traffic- you will never succeed. You have it integrate east to west- particularly at the south end of the valley so that Trax functions in a loop. Right now to utilize front runner to get to work - would take 2+ hours and requires me to ride all the way north to catch front runner to then head to American fork.
I grew up the daughter of an engineer who specializes in train control for light rail- I have received more lectures on the flaws in the system that you can
I hope that UTA has the resources to implement the new services and increased frequencies that are proposed. My favorite new addition is the 417. My
Please continue Trax past U of U in Daybreak. Also add lines going East/West that connect better to all the North/South lines.
Herriman is a NIGHTMARE to get in and out of. There's so many people here, more coming daily. Please help get these thousands of cars off the road by better/more transportation options other than a Bus.
East/West connections for cities South, past 7800 south and West, past State street are desperately needed. (West/South Jordan, Riverton, Bluffdale, Herriman, etc.)
Route 201 would be better to find a way to add 15 minutes, though 30 minutes is better than once an hour. And finding a way to integrate it into Fashion Place
Bring the Orange Line quickly
Double track frontrunner
Please extend FrontRunner services to Payson!
In the 5 year plan there do not appear to be improvements for the west side of Layton going into Syracuse, south of Antelope. There has been tremendous
I wish we could have regular frontrunner Sunday service and late-night weekday service. I use frontrunner for many of my non-commuting trips, but the current schedule only works for those who use it to commute. I wish this service was seen as not suburban commuter rail, but true regional transport.



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<p>Hello,</p> <p>Flying J recently posted a towing notice about parking in their lot. Between their notice and the red curbs nearby, the stop is no longer a good option, unless you are staying at the hotel, working at Flying J, or being dropped off at the stop.</p> <p>This year will be built a new LDS church at the second roundabout on Saddleback. The bus is already routed to the first roundabout, which most drivers avoid by turning in the semi-truck parking lot. If we move the spot to the church parking lot, it shouldn't delay the commute and will likely encourage riders. I know most of the local church leaders, so I am happy to facilitate a discussion about using the lot for everyone during the week.</p> <p>Also, the LDS Church in Stansbury Park still has a stop, even though it no longer needs one, due to the park and ride and crosswalk right next to it. Approximately one decade ago, UTA's planner listened to me in creating Lake Point's one stop. Thank you!</p> <p>Mark Steinagel 801-673-4583</p>
<p>205 needs q 15 min service. I worked at this is the place and could no longer work there because they cancelled 3 in Aug of 2022. I am not sure how often the bus will go up to the zoo and this is place, but this service is really needed for the people who go there and who work and volunteer there. Please bring back 700 east bus service. I live on 700 east for the last 38 years. We used to have 4 bus routes. I'm a home owner and have never garaged a car in salt lake. The public transit system is very commuter and not very community. I ride public transit everyday. 209 has been a disaster for a long time with all the construction. Please put a stop near brundisi way in herriman</p>
<p>Change trax blue line trains to the same trains on red or green line for easier mobility access at all doors. Front Runner needs a second rail the entire route to Route 209 and 9 should both run every 15 minutes at night just like the day.</p>
<p>Payson needs existing 805/821/822 bus route coverage extended to include at least one bus stop on the west side of I-15 on 800 South. In the last 10 years, there have been hundreds of high-density housing units added in that area along 1700 West, with more being built currently and many hundreds more planned to come shortly. Reaching the nearest UTA bus stop (at Payson IHOP) requires a 15-30 minute walk that includes crossing a dangerously narrow freeway</p>
<p>FrontRunner service on Sundays is essential to welcome and allow frequent travelers to Salt Lake County or SLC International Airport from Utah County. We already have a long drive to the airport, FrontRunner makes that time and cost minimal with comfort and ease. I fly out frequently on Sundays as do others I know, for work travel, but with FrontRunner not running on Sundays, we often encounter high TNC fares or end up having to pay premium parking fees at the</p>
<p>More east west lines so we can get places that are away from trax lines</p>
<p>The 470X being every 15 minutes Weekdays and Saturdays would be great! And it having late night service to 12AM would be even better. However, having limited stops between Farmington & North Salt Lake is a major drawback. Removing the majority of already existing stops in the area won't improve the time it takes to travel between Farmington & Salt Lake City by very much if not at all. It will force residence to walk longer distances to get to a bus stop rather than being able to use an already existing bus stop much closer to homes and businesses. This problem worsens when the UTA on demand service isn't running, especially past 9PM which will make getting from the 470X to home far more difficult. Please leave the existing bus stops for the 470 in service for the 470X.</p>

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Build new tracks from Pleasant View station to Brigham City, then over the mountains connecting to Logan. We need transport to Cache County for jobs in Logan just as much as we need transport south to SLC. Surrounding Pleasant View Station should be retail and fine dining on par with Station Park in
We really need UTA extensions (especially Frontrunner) down to Payson.
Now that there is a route out to the airport, and the NHL playing games on Sundays, we need some way of getting up north on Sundays. Whether that means 1-2 Frontrunner routes on Sunday or Trax lines being built up north. Every time UTA looks to expand, it always goes south. We need better accommodations for those of us up north to access downtown and the airport on Sundays. I know that the railroad typically does their work on Sundays, but there needs to be a way
Trax in southern Utah county! Love this! It will make it so much easier to take transit North! I would love a option to get from trax to the main streets of each of the new cities.
A word for Springville Main Street: allowing the city to slow down and narrow main street for the use of cars will encourage bikes and more foot traffic in that
The new stops on 200S look amazing! The bike lanes there have increased my cycle frequency since I feel safer biking to work. One thing that makes me nervous to use the bus in winter (when I cannot cycle), is that homeless residents tend to sleep and take over the new stops on 200S
Stay out of Herriman. I don't want UTA to come here more then it is.
I would like less stops on the redline from Daybreak to the University for work, not adding additional stops. An express trax that skipped many of the stops that came once an hour or so would be greatly appreciated and may incentivize many to actually take trax downtown for work.
So excited to see a new bus route in Spanish Fork! We need more transit service here because of the growth we're experiencing. Please also find a way to
If you could provide hours that accommodate shifts for SLC INTERNATIONAL AIRPORT employees, that would be great!
Excited for more options, more frequency and front runner in So Utah Co
As I have mentioned in many other forms of communication to UTA, PG is grossly underserved by UTA bus services. The proposed additions of the 862 and route changes to 850 are helpful but still lack speed and efficiency for those travelling from South Utah county during commuting times, with commuting from SF and Payson taking more than 1.5 hours each direction. I would counter-propose that the 862 Bus Route going from AF station through PG continue south to Vinyard Station and go both directions (Servicing north and southbound) at 30 minute increments during morning and evening rush hours to better service
I love the idea of increasing bus routes frequency during the weekdays! I would also love a bus route on Sunday especially during events like the air show and when we had all star weekend in SLC. 2 or 4 would be great- one in the morning, early afternoon, late afternoon and/or early evening. Of course, I would love the frontrunner to have a station in Brigham City but know that will take time and possibly more resources than increasing bus routes.
It'd be nice to have more transportation on the east side that is more than the ski bus.
Frontrunner route 750 needs to run later to serve cultural/sporting events in Salt Lake City at the conclusion of the event. In many cases, currently the last train departs Salt Lake before the conclusion of the event. There are many times I have not attended an event because of lack of late train service. I rely on the
Nothing for Tooele County? How typical. In 2018 we voted on Proposition 2 to use 0.25% county tax towards public transit. Here we are in 2024 with only 2 routes for Tooele only. Grantsville has NOTHING. You took our money and got rid of routes. What a waste of money that was.
Quick summary: It appears UTA is attempting to increase service frequency at the expense of service areas. For example, the demise of 625, realignment of 645, (elimination of UTA service on 2nd St in Ogden) and 612 (one bus service from 5 Points in Ogden to Ogden Regional Med Center and adjacent med facilities) ,elimination of 604 serving 5600 South in Roy. Beyond those items, it seems to me that UTA in attempting to route the majority of routes through the



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It would be nice if the trax system would run 24 hours. It would make it better for some of us that have to work early morning shifts. This has probably been brought up before, but if companies are willing to pay for the passes, we would save on so much with our cars.
I would like to see easier transit for West Valley to Salt Lake Airport. I am currently living right next to a TRAX station, however, the route that is currently available to take me to the airport takes over 60minutes, rather than a 10-12 minute drive.
I would like to utilize the public transportation, however, that commute is just not reasonable for me.
Really like the Route 256. This would be great for me. This would allow me to take a non-stop into work daily from 10000 so to the airport without a stop downtown. I would use daily if this happened. I know a lot of employees live out by me in West Jordan, and Herriman. I'm positive that they would take
I would like to see better service for Magna. I live off of 80th west and about 3100 south. For me to take the bus it is almost a hour walk to get to the closet bus stop from my house. The true dream would be for the Trax to go all the way out to Magna. I know that there is a lot of University of Utah hospital employees that live in Magna and Tooele. I hear all the time that they would take public transportation if it was more available to them and if it was closer to home.
Wider variety of Sunday, holiday hours. Front runner 7 days a week.
It seems like much of the local service at Weber State will no longer be traveling up Edvalson St, but will rather be only stopping on the west side of the duck pond. This is quite far from the majority of the academic buildings on campus. Service up Edvalson should be continued (or the local busses should be allowed to use the campus busway which is used by OGX). I appreciate UTA increasing the 645 to 30 minute headways and I encourage even shorter
I personally believe more public transit options should be offered to people commuting from the Tooele Valley to the Salt Lake Valley.
We had busses in Bluffdale in the 90's and used them often. Our city grew and they left. It doesn't make sense.
Increase frequency of the #4 bus along Foothill Drive to 15 min intervals instead of 30 min
Innovative Mobility Zone in southern Utah County covering Payson, Santaquin Salem and Elk Ridge please!
I think prioritizing the route from Eagle Mountain to American Fork is huge. The current 806 route is crucial for connecting a lot of students and workers to the greater Utah and Salt Lake county areas. However, the current route takes a while and I appreciate the proposed 860 to be more direct and more regular! I hope in feasibility and implementation forecasts that this one is a high priority. The area is one of the highest growing areas in the valley and needs a reliable route through it. 806 as is is inadequate because there are hardly any stops along Pony Express and Redwood Road so it really only serves a couple of big
Less focus on expanding service out into new exurbs (Magna) and more focus on increasing quality and frequency of transit in urban core of SLC.
Increase Trax frequency from 15 minutes to 7 minutes during peak commute hours.
Install free Wifi on Trax
It is too long and difficult to use UTA from Ogden to Salt Lake to get to U of U/Huntsman. It is almost impossible to use public transportation.
I did not see any information about the TIMES for bus, Trax, and Train Service Extension. I work at University of Utah Hospital, and many of my employees work hours that either begin or end after regular transit service, or the train is not available during late/ early hours . They would take Transit if it was available 24 hours a day 7 days a week. Please include options that describe an extension of bus/train/trax service for commuters to the U. Thank you
213 needs to run on Sundays, please. 213 also needs to run every 15 min during peak hours as it's extremely crowded with U of U students. The U of U parking costs are increasing and staff are being encouraged to ride the bus, so I expect any line that services the U is going to get more crowded, so more frequent service is needed on many lines that serve the U.
There has to be an easier and shorter way to get from Cottonwood heights to the university.

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I still don't see any restoration of the services in our area that were taken out in 2020 -- no replacement of the 313 or 354, which took both students and employees to the University of Utah. There is a vague reference to 'mobility' in the area without any details. You have to have a car to ride public transit in this area, because there is nothing east-west south of Fort Union except for a 'flex route' that runs infrequently and can be diverted from your stop without you having any idea. When I go to campus, I have to drive to TRAX park-and-ride, get on a blue line train, sit around at Fashion Place West for 10 minutes waiting for a red train that seldom has any seats available after 6 am, ride the red line, then either walk to Research Park or wait for another shuttle when I get off the train.
Concentrate and improve service in low income areas
Back to back construction this summer with bus bridges and you have lost me as a rider. You need to do better
Route 31 3100 why is it not running from trax on 2100 to trax past maverick center? seems to be an easy adjustment only taking out one unnamed stop. there is a huge amount of employees and patients that need to get to the redwood health center and bus routes seem to be out of the way. glad it will now be
I am excited to see new stops, the adjusted times, and the possibility of expanding coverage in my area
I would take the bus more if the 205 goes back to every 15 minutes. I like the new draft.
The University of Utah has a major parking issue. They're moving to having first year students not being allowed to have vehicles their first year on campus. If it's possible it would be great to have more transit options coming up to the U of U for these students and also employees. One of the big struggles is how long it takes people to transit from Utah and Davis counties to the U. If there's a way to streamline that, it might be possible to convince more people to use their
Proposed 645 looks good except on the north end between the Weber-Ogden College to 2nd & Monroe, should be the same alignment as before the forced construction detour on 2nd St, otherwise there is non service along 2nd St.
Splitting the route 612 at the transit center is a mistake as it destroys the single-bus service along Washington Blvd through Ogden. 612 is used by many users between 40th to as far north as 12th St and points between. In my own situation, I would have to make two transfers to get from my stop on 14th St to the
Since the discontinuation of routes 307, 313, and 354 a few years ago, Cottonwood Heights and Sandy have become much less connected to everything north. Even extending route 4 further down Wasatch Blvd would be very helpful to a large population.
Please extend the TRAX Red Line beyond Daybreak
Whatever happened to extending the train line from daybreak station to downtown Herriman? Many of our neighbors would utilize the train from Herriman to downtown SLC. It seems the west side is seriously lacking public transit. As much of the growth in the Salt Lake Valley is in the west side - Herriman, West Jordan, Eagle Mountain, Saratoga Springs - if there is real intent on decreasing the number of vehicles traveling to downtown Salt Lake City and the surrounding areas on public roads, and decreasing green house gasses, maybe there should be a greater focus on providing public transit to the areas with the
With all of the building in the West side of Herriman it would be nice to have some UTA services to alleviate some of the traffic going East-West. Traffic going East to West can be bad enough during peak hours that it takes 30 minutes or longer to get from Bandgeter to Herriman.
It would be helpful to have the Herriman / Riverton route tie in to Utah County. So many in this area go to the Lehi area to work.
Please bring pleasant view station for route 750 Fronrunner
Run OGX past 10:30pm Saturdays.
Run Fronrunner on Sundays and extend hours to better connect with the airport.
The 220 should absolutely run every 15 minutes, it's how a ton of healthcare workers get to the U of U. The 9 runs every 15, why can't the 220?



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<p>Please consider direct non-stop service between major universities. E.g., Weber State University to University of Utah; University of Utah to Utah Valley</p> <p>It took nearly 60 minutes to get from North Ogden to Front Runner. That's way too long for a 15 minute car ride. Bring back the shuttle or make the 612 stop at Ogden Front Runner. Also, offer a few Front Runner trips from Ogden to SLC for those of us wanting to travel to the airport on Sundays.</p>
<p>The City is in strong support of the 417 bus route through the Foxboro neighborhood. We have a low-income housing apartment complex and the Spectrum Academy complex along this route. Additionally, we have a 55+ moderate-income housing community looking at a site along Redwood Road that needs this route to be in place to help them qualify for state and federal low-income housing credits. There is some concern regarding the pick-up/drop-off for the various charter schools along Cutler Drive where this bus route is slated to go. But we support the bus line locating along Cutler Drive to provide good access to both the commercial sites on Redwood Road and the residential neighborhood west of it in addition to supporting the 15,000 jobs located in the industrial park of</p> <p>Add a route along 700 East from 7200 S to Draper.</p> <p>There are SOOOO many stores, doctors, pharmacies, schools, senior living, parks, recreation centers, a cemetery, services for disabled, drug recovery, entertainment, and much more. Would make sense to have it start from Draper Station, or at least Kimball Lane, then go north hitting Crescent view trax, when it gets to 7200, have it go up to Fort Union Blvd and go past Walmart, then turn right and go back down to 700 East, and turn left right there at the NE corner of Hillcrest HS.</p> <p>This would service SOOOO many who are unable to get to places they want to go.</p> <p>I personally would get a job at Challenger School on 700 E, if the bus went there. But can't get there now cause On Demand never has handicap accessible</p> <p>Just wanted to add your IMZ for the South Valley is an EPIC failure and leaves SOOO many like me, with mobility issues stranded and home bound!</p> <p>Go to the Senior Centers and Senior living complexes all along 700 East in Sandy and ask... they will ALL tell you there is a HUGE need, not just seniors, but those who work and volunteer there will tell you they would not be so short staffed if there was bus access for potential employees to easily get to work.</p> <p>I have tried to use On Demand 7 times, NONE of the times they have had anything that can take my full size wheelchair like a bus can. Once they sent a tiny woman in a tiny car, like a prius, and she was like, "I can get that in there!" My chair was almost as big as her car.</p> <p>It is heartbreaking to hear about the shut ins from church who used to live active lives, and would love to be independent again, if only there was a bus along</p> <p>Get Frontrunner extended north to Brigham City, this is long overdue. This would allow for connections to Logan via an express bus or other method - there are many workers up there who commute to HAFB and Salt Lake City for work, not to mention USU students who would use the service.</p> <p>Double-tracking Frontrunner on the whole route should be a priority.</p> <p>Extending Frontrunner South to Spanish Fork or beyond is important, but should not take priority over the north extension. The northern Utah counties paid into Frontrunner long before Utah County got on board, but Utah County got the train first. Weber County has 2 stops - Roy and Ogden, they need a 12th street</p> <p>Please provide bus service from herriman to daybreak station and Draper station</p> <p>We've been encouraged to use UTA for downtown events (sports/concerts/etc) yet Frontrunner stops before these events ends. We need Frontrunner to run later in the night to make sure that event attendees can utilize the services to get home. We got stuck at the Utah Arts Festival after the last concert ended.</p> <p>Service is absolutely needed in Herriman. A bus route is a good start. Extending Trax Red Line beyond Daybreak might also be a good idea.</p>

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Please bring the ITA system to the Herriman, Riverton, Bluffdale area! My adult students with disabilities have no way to access their community! We practice UTA, but can in the cities some of them live in! Thank you!
I think expanding UTA services in Herriman will benefit those who rely on public transportation.
More bus routes off of lines. We have nothing in Herriman that can get us around town or to the TRAX station.
Herriman needs a better connection to downtown slc.
In Herriman area it looks like the proposed plan avoids major streets, which may be a good thing. We only have a few routes out of our city and they cannot become more cumbersome with UTA modes of transportation. Please leave them for autos only.
While I appreciate efforts made with this plan, it falls short of where our needs out here are. We desperately need east/west alternatives, in addition to the
I live in West Jordan near 9000 South and Redwood Road. Thus, I now use Routes 218 and F590 often. I strongly support the the changes to Routes 217 and 227 to improve frequency to the South Jordan Front Runner and Historic Sandy stations, respectively. I would like these changes to be phased as early in the five year plan as possible.
I am very disappointed that there is no mention in the five year plan for restoring Route 864 -- service from Lehi Station to Ancestry and Xactware. I know there are vague promises in your long-range plan for serving 1300 W Traverse Parkway via on-demand service in Innovative Mobility Zone 584, but I heard nothing in your Public Meeting on 9 July 2024 about on-demand service being planned for that zone during the five-year planning period. Some type of service to Ancestry
We need changes in areas that are not serviced. Herriman is definitely one that is a major need with the ReAl Salt Lake and slcc/u of u campus. It would be even better if you extended trax to the ReAl salt lake academy like it was originally planned when I moved out to Herriman
Honestly the areas that are having the most growth in population have one route serving these areas: Herriman/Riverton, Tooele, and Eagle Mountain. I expect UTA too be ahead of the curve but they are lagging. I expect more from this agency.
I don't want buses in herriman. I like it being bus free. Do not come to Herriman.
This would be a great addition as to UTA. We have nothing available out here and times I would used public transit, I have opted not to for the inconvenience of not having the option nearby. This would be a great service to a large portion of the valley which has yet to be provided the option.
The details are spotty, I would like to see a lot more data, so I comment affirmatively, but with some reservation. Overall, I would like to see bus service included into the Herriman area where the population is growing exponentially. Also, many of us moved here with the understanding that Trax would be coming to Herriman by 2019, and of course, that has not happened. I now understand that is not likely. In general, UTA is not viewed positively out here for this
My special needs daughter is stuck in Herriman. The van will go to Trax. She needs to get to South Jordan. Everything is out of zone.
With the rapid housing expansions in the southwest region of SLCo, there is a severe deficiency in service options. The proposed options are a step in the right direction, but woefully underserves the current needs and this will worsen over 5 years. Secondly, there are few options to get to the U and research park area relatively quickly for anyone that doesn't live in Salt Lake City proper. Please consider an express midvalley transit bus to the hospital area or an option that
My grandma lives in kearns she hasn't moved from this area because she relies on UTA she would love to move closer to me in Herriman but there is no routes



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I would like to see stop service on the south end of route 33 and 4 along Wasatch Blvd on the West side of the road or a turn into Eastwood Elementary school. There is no stop service and the gap makes use for commuters difficult.
I believe route route 417 should be prioritized. The new HQ of a medical device manufacturer will be opening on this route in NSL in the next months. This area is in desperate need of connection to the airport via the green line and front runner.
We really could benefit from better public transit options in the Riverton/Herriman area. We try to utilize UTA on demand, but often there aren't any rides available and it's hard to predict arrival times. Having a bus would greatly help the disabled and non-driving members of our community.
Thank you for providing the zoom meeting to explain changes in service in Salt Lake County. We look forward to meeting #2 where more details will be available for consideration. The priority for Salt Lake County is for frequent service and expanded service area within the County.
Wish you would open frontrunner on Sundays!!!
That and front runner doesn't hit Riverton or Herriman and a big concentration of people are now in those two cities, the closest track stop is Al the way to daybreak and no other transportation. Consider a new route to Riverton and Herriman.
There is no real public transit available in herriman. The via on demand service is managed very poorly, which makes it a risky option for people trying to get Southwest Salt Lake valley needs significantly more bus lines - the map shows there is a huge dearth of transite options in the southwest valley.
Route 1 could be merged into route 217 which would have the benefit of extending route 217 into downtown and to the university instead of having route 217 end in the middle of nowhere.
Route 21 could be extended north from Central Pointe station to North Temple station via 300 West which would eliminate the need to create route 203 and
Need to increase the reliability of trax. Each day they are delayed 15-20 min. Often takes 60-90 min to get from downtown to Herriman. You can drive it in 30-
Need more public transportation options for Herriman and other west side communities. Currently there are no public transit options in Herriman and the only option that is even close is Trax in South Jordan, which is not within walking distance of most of Herriman. Also would like an express bus option to downtown
Please consider having more routes that go east and west from herriman into riverton or south jordan. Adding routes on 118th south 126 south that cross Mountainview heading east and west could heavily reduce the insane amount of traffic that exists in that area.
I think you need to work on front runner and get it north of Ogden. You could go all the way to Logan and it would open up a lot of opportunities
Providing regular, frequent bus routes between Herriman and the Daybreak Trax station would be wonderful. Two adults in my household would us that daily
A station in Herriman would be amazing! I use Trax almost every day as a student at the U of U.
The entirety of South Jordan and Herriman is missing any West to East transit. There is already TRAX if someone needs to go North to South so giving us MORE options to get to North to South Trax doesn't make any sense. Please consider putting in some West to East transit. We lack basic highways West to East, why are we also lacking any public transit this direction? It's a huge oversight as these areas continue to build but it takes an hour to get anywhere else in the valley
PLEASE RUN TRAX LATE. Stopping them at 10:30 from downtown to Daybreak makes it impossible to utilize trains to go downtown on weekends. Trains are not a moneymaker - they are a public service. Please treat them as such. Start with a trial run during Main Street's Open Streets campaign, and see how much ridership increases. Then work on expanding the service with the 85 million in federal funds UTA received this week.
Please provide service to Herriman.

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Bring back Pleasant View Frontrunner Station with reasonable hours and regular service. Build up the location around the station with retail shops and dining. Make an agreement with TJX to bring us a TJMaxx or a Marshall's. You're outrageous if you think that we should drive over half an hour to Riverdale or an hour to Logan or Farmington to shop at a TJX store. We also need a Mackay Dee Hospital between Pleasant View and South Willard. It's insane to think that when someone here is ill, their only option is the Pleasant View Emergency Center. I have lived in many places, and Pleasant View has been the most stultifying, intellectually deficient, mentally backward area. The locals want us to commute far distances for the most basic things. Meanwhile, the housing developers
Please give me train in Springville. Please. Pretty please. I'll bake you some cookies. Please train inspringville, and then train all the way down the I15
Another bus in Springville!
And also a train in Springville! We would use it daily. (Obviously, south of Springville as well.)
Route 823 would be a game changer for Springville and Spanish Fork! We have a lot of new growth coming that will need it! I wonder if it would be better to run Route 823 on 1200 W (instead of 1750 W) in Springville to have better access to future Springville FrontRunner Station, plus community destinations like the Clyde Recreation Center.
Also, since Route 821 is a longer route, maybe it should continue straight on Springville's Main Street so it can more easily stay on time and Route 823 could be the one that makes a loop around 400 S, 400 E, and 400 N. Either way, it's good to keep at least one of them on those streets.
Please increase service to South Utah County! We live in Salt Lake County but we go to Springville/Spanish Fork/Payson frequently and it would be so nice to have more frequency and more routes (and of course the best thing ever would be to have Front Runner go farther south).
Some things I'd like to see: <ul style="list-style-type: none"> - route 114 along Daybreak Parkway (11400 South) between the Daybreak Parkway/Crescent View stations - route 104 along South Jordan Parkway (10400 South), between the South Jordan Parkway TRAX and South Jordan FrontRunner stations - route 134 along 13400 South from western Herriman east to 13400 S Redwood Road, where it turns either south or north onto Redwood and eventually turns somewhere else and makes its way to Draper Station - extend the proposed F264 farther south to go into Daybreak, still stopping at the 5600 West Old Bingham Hwy station, maybe even go south into Herriman as well - keep route 248's current southbound routing - make the F453 actually serve Tooele for every trip instead of getting cut off at Benson Grist Mill for most of its trips and only serving two trips from Tooele and
Please work on getting bus stops and train stops sheltered more effectively.
I would like to see a bus route going between Utah valley and Heber.
We need better public transit in Herriman and Riverton. UTA on demand is helpful but we can do much much better.



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THE OPERATOR WORK SHIFT TO BE STRAIGHTENED OUT. BY NATURE THE TRANSIT IS SUPPOSE TO TAKE PEOPLE TO WORK AND BRING THEM HOME. THAT MEANS THE CUSTOMER IS WORKING 8-9 HOURS STRAIGHT AND THE DRIVER IS GOING TO HAVE THEIR WORK SPLIT. NOW WITH THAT SAID IF YOU WANT TO PAY THE OPERATORS FOR WORK NOT WORKED AND SHORTEN THEIR SHIFTS BUT PAY 8 HOURS I DONT THINK THAT IS A GOOD USE OF TAX PAYERS MONEY THIS WAS DONE DURING THE PANDEMIC. THEY WORKED 3 DAYS PAID FOR 5 GREAT GIG. THIS IS GOING TO CAUSE THE PLANNING DEPARTMENT MORE
I believe that for the most part the extensions in the salt lake county (where I reside) are amazing. I am so glad that there is now a bus route planned more or less right outside my house, and will be using public transit more often when opposed to other transportation modes because it will be much more cost
Stay out of Herriman. I live here because I don't like the city. I don't want busses constantly flowing through out town. Herriman City is already destroying out quaint town it once was with all the housing. Stop expanding! We choose to live here for the small town feel
Have express lines from Layton to SLC or Farmington Station to SLC. Non stop for all us commuters that up north that go to SLC everyday.
Leave route 470 alone! I catch the north bound bus in Bountiful and often need to go to Kaysville. I don't want to have to gather my backpack and stuff and get off the bus at Farmington Station and wait another 30 minutes for another bus.
I like the idea of Frontrunner double track from Ogden all the way down to Payson. Hope fully one day Frontrunner can go from Logan to St George.
It would be nice to have a frontrunner stop in Pleasant Grove. I propose the area of W 6800 N St. and N 5300 W St. Across the street from Amazon DUT2 building. The long strip of next to the track going south front the RR Crossing could be the train platform and bus drop off area down to that triangle of land, and the triangle if bought, could be car parking.
I know there is no right-of-way, yet, up to Brigham City and North into Cache Valley. But hopefully a time will come when opportunity or necessity to make it happen. Tremonton would also benefits if frontrunner went past it going into Cache Valley and into Logan.
Consider moving the orange line for research park into the more near term plans. Extend the orange line further into research park with more stops so people that work there can actually utilize it. It's still a very far walk (15-20 minutes) to many places in research park from the proposed stop.
I live 1000 ft from a trax station and work at SLC international airport. I choose to drive most days because it is nearly 90 minutes door to door vs. 35 minutes in a car. If Route 256 can reduce the amount of travel time compared to trax, I would use this to commute daily to the airport.
People
Looks as if the park and ride lot would be close to the freeway buses would be waiting awhile to pull out wouldn't recommend this spot is there another option
The industrial park route doesn't have enough people to do every 30 minute service maybe wait and see how many people take transit in this area with a trial
Trip would take 2 hours to complete nearly from South Jordan to north temple station more frequent service would need to be implemented for phase 2 so that way it lightens up the passenger load maybe every 10 minute service?
If route 31 is gonna go down there put in a park and ride for it to pull into traffic out there in magna is busy so maybe even designated bus lanes
Have 35 remain on 9080 west and go back around the senior center with route 31 with route 31 being every 30 minutes would there be a chance we could have 35 service every 10 minutes during peak travel times at the beginning and end of day?

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People take this route every summer to lagoon it needs to be kept because parking becomes very hard over at lagoon during the summer so please review this
Would love if there was a stop near the industrial park
Moving 45 back to the Murray North Station should stabilize and increase ridership on this route. Before the move to Murray Central, this was always the offered option when planning trips downtown, but since then has never been offered because the 209 was a quicker option. It's only gotten worse since the
The idea of a transit center is a great one as it allows more connections. However, it leaves service between it and Fashion Place West Station at only 30 minutes. Consider extending the F202 to connect here, or keep the 209 connection at the TRAX station.
The bus numbering system of the bus redesign in 2007 is a good one. Consider using an interline for 227 and new route 90 - 9000 South instead of renaming the route 227 to avoid confusion.
We really need some sort of special event service for the Amphitheatre. The existing lines don't cut it.
Still not special event service for Saltair?
I thought the plan was for this to go beyond the airport and further into downtown Salt Lake so folks wouldn't have to transfer to TRAX or other buses. Although this new route will still be nice, having to transfer to TRAX will reduce utility and convenience for me. I saw a plan where this bus route would go by the existing
My apologies, I just posted the following comment, but I don't think it was clear that I was talking about the 256 5600 West route:
"I thought the plan was for this to go beyond the airport and further into downtown Salt Lake so folks wouldn't have to transfer to TRAX or other buses. Although this new route will still be nice, having to transfer to TRAX will reduce utility and convenience for me. I saw a plan where this bus route would go by the existing
It isn't ideal to make this bus route so circuitous if it intends to provide good access to Frontrunner or if it is testing an extension of the Trax Red Line. I'm guessing this route is to provide coverage, which is nice, but it doesn't do well to provide a direct connection for the SW part of the valley to Frontrunner. The function of this bus line should be defined as to whether it mostly wants to connect local destinations together well, or if it intends to provide a distribution function from the regional transit network. Just don't make it a stroad of bus lines! You will convince more people to use transit if it competes in convenience
Maybe this needs to be tested, but ending service at 9:00 PM seems limiting; however, this bus line would certainly be an improvement over having no bus line! It would be interesting to find whether or not the cities here would be willing to look at some bus-only lanes to make this a more competitive mobility
I'm not sure how well ridership on the 871 line has been, but personally a fixed bus route with a reliable schedule is better than on-demand transit. With the bus schedule, I know whether or not I should be able to make a connection (to Frontrunner for example) on time. My personal experiences with Via in SW SL County have not been good, and I often had arrived to my destination long after the app ETA showed (though it has been more than a year now since I have
There needs to be something to connect east and west in Layton.
Curious if many take 625 to the Utah School for the Deaf and Blind. Would most use innovative mobility?
Map will be different after construction at Roy exit is done.
Need a bus stop like 301458 here as well for transfers. Work with Layton Hills Mall to improve sidewalk on North Entrance stub road.
Adjust North Weber Mobility Zone to include this stop by Ogden WinCo to allow for transfer to either 610 or 630 (whichever comes next) to transfer to Ogden
Improved station / bus stop to transfer to 470X, 400, and South Davis On Demand.
Is there still a bus to Snowbasin along this road?
would love a 5600 S bus route on the east side



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I'M SO EXCITED FOR THIS! I work at Macey's and having a bus route by here will really help me everyday, as well as a lot of our customers
Routes should extend down 1800 to include residential areas as the bus stops are to far away for most
If the 220 is no longer going downtown, it would be better if it was a 15 minute bus so one could reliably connect to the 2 without a long wait.
Why does the 645 bus not travel up Edvalson like all of the other service to Weber State? There are lecture halls and classrooms up the hill which are quite a
15 minute headways on route 600 is a great change! Please prioritize this.
Thank you for proposing to start FR from Provo at 7AM on Saturday! That is a huge help for Saturday workers, thank you!
Please consider running the 613 on Saturday as well. It would not even need to be every hour, just a couple runs in the morning and a couple in the afternoon.
If the 613 cannot be run on Saturday, could you start Z562 IMZ sooner than the bus changes? We would utilize the IMZ here nearly every Saturday to get
Thank you for considering this as a dedicated UTA route from Farmington Station. The frequency proposed is excellent. While it will not impact me, I do worry
about this connector from Farmington Station if it is not free.
These stations are very far from the majority of the academic buildings and other Weber State campus facilities, as well as quite a bit downhill. 610 and 645
need to go closer to the center of campus, either by going up Edvalson St or using the OGX busway.
30 minute headways on route 645 is a great change. Please prioritize this!
It is also very useful for route 600 to connect to Ogden Central Station, unlike the 612!
Need an additional stop between King and Sugar like at Ronald.
Need an additional stop between Planet Fitness and Target.
Additional eastbound stop near 1500 E UT-193
Additional stop near 21st Street Pond.
Add southbound only stop at 1100 W US-89 that recently had a shoulder added.
Maintain shelter by Pleasant View City offices as a virtual bus stop for innovative mobility with information about how to use. Also add virtual bus stops with
physical signs at Weber High School, Freemont High School, North Ogden Junior High, Wahlquist Junior High and Orion Junior High.
Add physical sign in addition to regular bus stop by Ben Lomond High School with information about Inovative Mobility Zone.
Add physical sign at Viewmont High, Woods Cross High, and Bountiful High for On Demand Zone.
Sad to see this bus stop go. I remember it well when I was a kid growing up walking home from Bates Elementary. This area should be served well by
innovative mobility. I now live in Layton, but will remember this a memory.
Add an F264 stop here or in this rough vicinity along this same routing
Add an F264 stop here or in this general rough vicinity
Add a stop roughly here for both the F264 and the F556
Add WAY more stops along route 256 since the stops on this route (and the current F256 for that matter) are way too spaced out on average
from 5600 W California Ave to the next northbound stop (5555 W Ameila Earhart Dr) on 256, there are 2.53 miles, fill this gap with several northbound and
southbound stops (example of what I said in another comment about 256's stops being way too spaced out on average)
No other stops on Amelia Earhart Dr besides the ones at 5600 W? Add some, both west and east bound
Add a few stops along 700 N for Route 236

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More stops for Route 236 along Harold Gatty Dr
Add a stop or two for Routes 236 and 256 on this part of Wright Brothers Dr from Amelia Earhart Dr to I-80 (Dwight D. Eisenhower Hwy)
Discontinuing service to Lagoon sounds like a good way to alienate Lagoon's employees and customers who take UTA; if you still discontinue 667, PLEASE at least add a new route and/or extend an existing route to Lagoon
Why no stops on 609 at all on this segment of the route from Farmington Station to Park Ln/Main St? Add some stops along this segment
Add a couple routes along route 600 on this segment of Shepard Ln between Sandtrap Ln and 1500 W, especially one for the Oak Ridge Golf Course
Add LOTS of stops along the entirety of Route 609 to fill all these gaps (worse on the southbound 609)
More bus service between southern Davis County and northern Salt Lake County is very good, giving new service on routes 417 and 400
Very good to give Eagle Mountain and Saratoga Springs some actually GOOD bus service instead of the crappy express/limited buses that only go a few times out during the morning and a few times back in during the late afternoon/evening), plus the On-Demand Zones
Not as high priority with the On-Demand Zones plus Route 860, but maybe keep Route 806 but improved to all day service? At minimum don't toss it entirely, instead maintaining the current direct connection between Eagle Mountain/Saratoga Springs and UVU
VERY good thing to finally add back bus service to This Is The Place and Hogle Zoo, places that were cut off upon the discontinuation of Route 3 a few years ago
Have these two nearby On-Demand Zones (582 and 584) intersect here to fill this weirdly shaped gap
Spanish Fork could probably use an On-Demand Zone
Extend UVX to the Provo Airport
Finally a bit of bus service in southwestern Salt Lake County after it was cut off in August 2021
Springville could probably use an On-Demand Zone
Here's to hoping for an eventual FrontRunner extension down to Payson or maybe even Santaquin
Probably wishful thinking (though it's been specifically mentioned by UTA at least once in official docs from what I remember), but maybe FrontRunner up to
VERY wishful thinking, probably won't ever happen, but FrontRunner and/or bus to Logan in order to connect with Cache Valley Transit District routes
Why this significant of a rerouting of Route 628? Maybe rename it 629 or something and keep the existing 628 routing
15 minute headway bus service in the general area of Layton, Clearfield, Kaysville, etc is VERY much a good thing to add
Why no more direct 628 service to the Layton Intermountain Hospital?
Eventually, maybe have every FrontRunner trip go along the entire route instead of the current weirdness where some of the later trips end at Salt Lake Central
Why no more Route 473?
I'm probably never gonna go to it myself, but Hill Air Force Base deserves at least a little bit of bus service back (I found out that it got cut off several years ago, maybe some bus service in this area?)
Pleasantly surprised to see Copperton finally get UTA service again, even in the form of On-Demand without a bus (I remember seeing a long while back that Copperton used to have a bus route many many years ago)
Extend the boundaries of all On-Demand Zones (such as these two) a small bit so that any borders between two Zones become actual overlaps where both zones each individually cover at minimum both sides of the street that is supposed to serve as a boundary -- ideally, there would be more more overlap than
Use Zone 503 instead of or in addition to 501 to serve this area



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As in another comment, make sure to cover both sides of the street with On-Demand Zones instead of one side only (I once had an issue where I wanted to go to a place that was on the northern side of South Jordan Parkway, but the app only let me go to the southern side)
As in another comment, cover both sides of 6200 South with this On-Demand Zone instead of only one side, and ditto with other Zones where a street is a
Extend Zone 541 to cover this entire area
Bring back all day Tooele service on route F453 instead of cutting off almost all of them at Benson Grist Mill (the only trips that currently go to/from Tooele are a couple morning trips to SLC and a couple afternoon/evening trips to Tooele, all other trips stop at Benson Grist Mill and F453 also has an overall bad time range, having its last trip away from SLC be WAY too early for a 9-5 commuter, arriving at the last Tooele stop at 4:40 PM and having its first trip from Tooele to
Extend Zone 541 to include this weirdly excluded little area of Grantsville
Interesting and I think good decision to have these two separate Routes 2A and 2B to go around campus
Why no more Route 455?
Maybe a new Route 41 from Magna to here and then east to West Valley Central?
Extend Route 78 westward to about here
Extending Route 62 to here as proposed is a good idea, providing more overlap with Route 209 than just the Fashion Place West Station, thus giving a bit of redundancy/second chances/improved service along Winchester St between 900 East and Fashion Place West
Potentially extend route F570 (and rename it to F70) to here via continuing west on 7800 South, turning north onto either 4800 West or Airport Road, then
Likely would be pretty low demand, but maybe worth it anyway: new Route F284 between Copperton and 8400 West SR-201 -- stops in Magna would be relatively easy, just several stops along 8400 West, but then get to 6200 South, turn into that little residential area and go along Oquirrh Mesa Dr, get onto 6600 South and get back onto Bacchus Hwy (SR-111), get to 7800 South and turn west, turn onto New Sycamore Dr, then Stokesly Dr, then 8200 South, then SR-
Merge Zones 503 and 504
VERY VERY BIG YES to this proposal to extend Routes 200 and 217 to here, thus giving new 15 minute headway service via the 217 to the very sizeable Redwood Road chunk from 8020 to 10400 South plus the same 15 minute service along a bit of South Jordan Parkway, and the absolutely MASSIVE chunk of State St from 5300 South to 10600 South via the route 200 -- even just one of these two extensions would be one of the best changes in the entirety of this proposal, but
VERY, VERY much on board (heh) with putting 218 in Riverton/Bluffdale, thus finally giving them more bus service, especially Bluffdale
Please provide front runner to Brigham City
make 45 a frequent route again!
Improve bus stop / shelter for those transferring between 610 and 600.
Please consider making the 213 a frequent route, or at least adding Sunday service.
I want to formally request service from Vineyard station to Valley Grove business center.
How can we bringing UTA routes to Grantsville City
Can you please start Front Runner service from Provo one hour earlier on Saturdays to help those who work on Saturday (especially in the summer)?
Will there be bus stop improvements for the frequent busses 200 and 217 around the South Jordan station?
Later service through 11pm at night is needed, especially on weekends and holiday.
Looking to provide feedback for enhanced commuter service and connection between south utah county and PG

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Are there plans for a trax line near the Oquirrh mountains?
When will Boise to salt lake to Vegas happen? Sunday from runner service? Front runner services more frequently on weekends?
I am wondering about the plan to no longer have local busses travel up Edvalson St at Weber State, but rather only stop on the west side of the duck pond. This is very far from the majority of the campus academic buildings.
I know it's unphased currently, but do you have any idea when the Davis-SL Community Connector is slated to be in operation?
Same question for the Redwood Rd route in NSL
What connections did the Ogden changes have to the Marriott-Slaterville area?
LOVE increased connections to FrontRunner!
How do you prioritize which proposed routes to implement sooner rather than later in the 5 year plan? Some of the changes would make a huge positive difference providing more connections to major bus stations and Frontrunner stations and I'd hope to rally support for these in like 2026 rather than 2029 (I
Thank you for the 613 service!!!
Love how far south the 5600 goes! Great investment!
Why would we put a Point station when Lehi station is basically right at the point?
Lehi and Draper hit both ends of the point and the tracks pass through a mountain pass. I don't see a Point station that adds a lot of benefit.
What is the plan for OnDemand service in South Davis County?
There are service holes in Ogden 2nd St. What is the plan to provide that shortfall☹️. Also 612 will no longer be the entire length of Washington Blvd. This is a
Thank you! Love the pre-planning for FrontRunner extension!
Thank you so much for the EM and SS increased service! A couple more stops would be great!
The move from 806 to 860 is very exciting! The more direct route and frequent stops opens up a lot of options for people along those routes
Need much better commuter service to the valley grove development especially for southern Utah county residents who have very limited services that take
Currently the closest stop to Valley Grove is 2 miles away from the 850 - which is not very commuter friendly with frequent stops. The closest Frontrunner station in Vineyard is 3.7 miles away and the roads to the station from valley Grove do not have adequate shoulders
sorry, so 613 will go along 1200W? but no connection across 400N or to Hwy126?
What's the hold up on the Frontrunner Extension? How soon can we expect that to be done?
Why is there no route planed from Vineyard station to Valley Grove / PG downtown?
I didn't see an IMZ zone in southern Utah County either? Is there one? This would help with the lack of bus service from southern Utah County to Northern Utah
LOVE the increased transit frequency on bus routes! Please increase the Saturday hours of FrontRunner... many are taking second jobs due to increased COL, those jobs are in the evening (which you have great FR coverage) and on Saturdays (where you could start the day a tad earlier).
Where are you looking for these comments from the community? the only reason I know about this comment section is because I am on the UTA email list?
When I talk to my community they don't know where to make comments.
When will there be a bus route between Utah Valley and Heber? I know it has been considered in the past.
Sorry, when will the OnDemand for North Ogden begin?
That's a bit painful for some Lagoon employees?



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Will free fare sponsorship for the Ogden, Layton, and Lagoon shuttle impact the phasing?
How would pedestrians access Lagoon?
Please explain the Phase 1 Route 200 and Phase 2 Route 200 shown on the online map.
I'm very disappointed to see that route 205 won't be returned to 15-minute frequency until 2026, even though UTA has been saying for years that it is a priority for restored service. Surely if UTA can implement three new routes in Salt Lake County in 2025, it can figure out how to restore service on an existing route with high ridership. I live in Fairpark near Route 205 and would use it much more if service were more frequent, because I could go on errands and transfer between
I think the 470X route looks great, and I want to encourage UTA to implement it as soon as possible! I live in Fairpark near North Temple Station and this route would make it much more attractive to commute by public transit to Research Park (the current options are slow and infrequent). The lack of a frequent connection between North Temple Station and the U of U/Research Park area has been a glaring gap for far too long.
I think the 2A/2B service is a great idea, and I hope it is implemented as soon as possible. I live in Fairpark and currently take Route 1 to work, but I will likely transfer to 2A/2B once I have the option, because they would get me much closer to my destination.
I think this route is a great idea! I live near North Temple Station and would use it frequently for errands. I think UTA should consider 15-minute service along
I think UTA should consider extending this route along 900 West to North Temple or 300 North, and have it terminate at North Temple Station rather than Salt Lake Central. This would preserve connections to downtown and barely change the planned route length, but would increase connectivity on the west side of Salt Lake. I live in Fairpark and am constantly frustrated by the lack of options connecting the northwest and southwest quadrants of Salt Lake. I would use an extended Route 208 for errands, and I suspect that people in Poplar Grove would appreciate having a connection to the shopping center at 900 West and
The FrontRunner is an excellent line. However, its potential is very inhibited by the current Salt Lake Central Station which, even if it is upgraded, is actually in a terrible spot which is farther away from the urban core and even blocked by the Rio Grande Depot. It would only make sense to make the Rio Grande Depot as the primary train station as it used to be. Not only that, but it will also provide a lot more land that can be developed, eliminate eight at-grade crossings and four viaducts, and even improve ridership of the FrontRunner making it a winning situation for everyone. I would love if UTA at least took the plan into
where are any TRAX improvements? 24 hour airport service? Orange line? Increased Sunday service?
I hope that the new route 604, which connects much of Ogden and Roy to important educational institutions such as Weber State University, Ogden High School, and Mt. Ogden Junior High School, will run on at least 30 minute headways, so that students of those institutions can not have to wait long periods of
The planned increase in service frequency on bus 645 is greatly appreciated!
Improve bus stops 601144 (Riverdale Rd @ 4066 S (Riverdale)) and 601169 (Riverdale Rd @ 4067 S) to accommodate transfers and have real time
This comment applies to all local bus service to Weber State University -- the previous routing via 36th street of all these busses was much more efficient. It is a waste of commute time for the busses to turn around at the top of Edvalson St and return the same way they came. I highly encourage UTA and Weber State
Hello, I am a 15 year old boy from Davis County who likes to study public transportation and I noticed that West of I-15 in Southern Davis up to Layton has no bus lines, this is tens of thousands of Utahns who currently don't have access to public transportation, I would like to suggest a bus line that would connect Woods Cross Station, Farmington Station, and Layton Station, covering many important roads currently not covered by buses including, Redwood Road, W 1500 S, N 800 W, Parrish Lane, I-15 Frontage Road, Glover's Lane, Burke Ln, Sunset Dr, and Flint Street, this route would cover around 30 miles and would
I'm thrilled to see a new bus route come to such a busy corridor! Spanish Fork truly needs more transit access. Is it possible that this route could be set to 15

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It's nice to see you will change frequency from 60 minutes to 30 minutes in the future, but would also like Sunday service, since there is absolutely no Sunday
There are 26 total stations on the redline. Implementing an "express" car that skips even half of those stops would greatly impact the amount of people who would be willing to take trax from South Jordan into the city for work everyday. I did not see anything listed on the implementation of express cars on any line for this next phase. But as the south end of the valley continues to grow, having public transportation that is reliable and doesn't add an hour to the commute
I teach at South Valley School (8400 South Redwood) and am so excited to hear that this route is changing! We use UTA exclusively (218 is right in front of our school) and the every hour bus is really hard to get us to and from destinations. Do you know when this change will happen? This will benefit an entire group of
I like this Plan
I would like to see both a bus route and a rail route for Tooele County, but specifically Grantsville City.
With the growth in Tooele County, it makes it extremely difficult to travel in and out of the County.
This is actually about Route 219, which wasn't on the drop-down list. I wanted to let you know that we (Sandy) have plans to build a pedestrian bridge over the north leg of State Street at 10200 S. The developer currently has plans to put in a drink shop on the NE corner and will dedicate land for the bridge. There will
We (Sandy) have master planned a pedestrian bridge over I-15 at 10200 S to connect Sandy Civic Center Station to South Jordan Front Runner. Funding for this project has been allocated via. HB 488. Project design will begin once the funding is available.
The Innovative Mobility Zone in the south part of Salt Lake County needs to have far more vehicles and also run on Sundays. As it currently is, it's useless 6 days a week because the lines are too long on weekday evenings and it doesn't run on Sundays.
Please don't take the 209 service away. The vocal minority claims to represent the majority, which is inappropriate on their end. This is fantastic bus service. It supports our disabled neighbors and the avenues community is fortunate to have alternatives to driving a car.
Where are the proposed route 126 goes through the Galina Hills Park at Vista Station Boulevard this road was made for residential access only It was never made for buses. It's too narrow to be classified as an intermediate collector Street . It's Extremely dangerous for large vehicles to be competing with little kids in a city park. It's asinine that the road still goes through there instead of around it Soccer fields on both sides of the road
I feel like it will be a big mistake not having the 630 route service the Wal-Mart on 1100 South. There are quite a few elderly passengers who use the bus to go to Wal-Mart to do their shopping. Most are technology challenged and will have trouble figuring out the Innovative Mobility Zone. The bus is the only source of transportation for most of these passengers and I feel we would be doing them a big disservice by not providing transportation to the places where they shop.
The elimination of the Layton Trolley rte 628 without discussions with Layton City or Davis County is unacceptable. The City contributes \$100k annually and the County gives \$60k annually to cover 25% of operating costs. Why does UTA think it's necessary when obviously the route is important to the county and it's
There should be a bus going from the provo station to the Provo airport via lakeview parkway with stops at 500 and 1100 west!
It may should be a added route!
I'm sorry, but this is a positively wild bus route. Incredible meander in the name of coverage. Surely there's better use of resources.
Love the up in service and new end point at the event venue. I hear people complain all the time how there isn't transit service to the venue. Big thumbs up on
Hello. It appears that in the plan, there is no expansion of routes into portions of Layton south of Antelope and west of Main St. This area has grown by leaps and bounds, with no available service apart from walking to Antelope or Main, or driving to Clearfield or Layton Frontrunner stations.



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The area south of the American Fork FrontRunner station needs a whole lot more love. There is high density housing being built there (and much is zoned for mixed-use developments). The current lack of transit options means that there are a lot of cars. American Fork should hopefully be revamping 200 S along the FrontRunner station with a bike trail and pedestrian improvements within the next year or so. Including options such as a circulator shuttle/bus, bike share, or something else, would help reduce the number of cars needed in this area. Essentially, they need a way to cross the freeway to go shopping without a 10-
I love the idea of this route. I live 30 minutes walking from the Woods Cross station (within the On Demand zone). The 417 idea will make it easier to connect to the green line, especially for those who have issues connecting to the green line at the much larger North Temple Bridge station. Also, this route adds another way to get to the red line from woods cross, which is great. Any route or transit expansion that serves Redwood Rd means better serving minority and
Full support for this route as there is increasing demand in this area and in connecting Davis County and Salt Lake, especially the west side.
I fully support the community connector and as a resident of Davis county have been anticipating it for many years since it was announced. My concern after viewing the route map available here: https://www.rideuta.com/Current-Projects/Davis-SLC-Community-Connector is the removal of some stops especially in the Farmington/Centerville area. While I'm sure the bus can't be rapid with as many stops as the 470 utilizes, and the connector involves many communities, I still believe UTA should prioritize supporting infrastructure and multiple modes to get to and from bus stops. From my observation, there is up to a 1-mile distance in between stops in the Farmington/Centerville area. Especially with WFRC's involvement (of which Centerville City is a member of their
Please make the Sunday TRAX schedule match the weekday & Saturday schedule (Blue, Red and Green Lines running every 15 minutes). Having a consistent schedule 7 days a week instead of having Sunday have only half the frequency will provide more consistency for those of us using TRAX and accessing downtown and make it the true backbone of transit in Salt Lake County 7-days/week. You could do it without increasing miles on your vehicles (run 1 car trains
Please double track ALL of FrontRunner. And on the future extensions (to Payson/Santaquin and Brigham City), please build them with double track NOT single track. There are delays almost EVERY day due to the single track on FrontRunner.
I have heard that UTA is going to add just enough double track to run double the service on weekdays - but that really worries me. Just adding in just enough track to be able to double the frequency also means double the places trains will have to hold for other trains at single track sections. The delays would be double what they are now.
Please UTA, do it the RIGHT way. Build a system that can function on time, can recover quickly from delays, and one where a delay to one train does not mean
Please extend the Blue Line to Lehi. UTA already owns the right of way.
Also, please extend the Blue Line (or a connecting TRAX line) from Lehi to Orem to meet UVX. There are a lot of us in the northern Utah County area that would use a light rail line to connect to UVX as well as to Salt Lake County (again, UTA already owns the right of way). Light rail has very frequent stops (every mile or so) and is fast (although not as fast as FrontRunner) - with the more frequent stops and 15 minute service all day, ridership would be way higher than
Having frontrunner trains come every 15 minutes during the busiest commute times in the morning and late/afternoon evening would be EXREMELY helpful.
The F556 should be extended up to the Airport and down to 5600 W Old Bingham in 2025-26, in order to provide better service for the riders living on the west side sooner and as a preliminary to the full service 256 bus launching later on (which I also believe should be expedited, as that will come as a huge relief to people living on this side of the valley - especially those with limited or ok access to a car). Currently the bus connects to the F578, 62, 54, 47 and 35 but the

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Can you please add another train service departing from Salt Lake Central (NB) at 3:25pm Several students from the UofU struggle to make the 2:55pm train, especially if their bus or TRAX connection is delayed and an hour long wait, with limited shelter, is a long time to wait for the next train at 3:55pm. I think you would see high ridership numbers by adding this additional service and many happy students and other customers. Thank you for your consideration.
Currently, there is a weekday train that runs south starting at 6:37 in Ogden. However, this train stops at Salt Lake and does not continue. The Murray Central stop is the hospital and all providers (drs, nurse, techs) are getting off their shifts around 7:15 PM and there is no 7:46 PM train. This is horrible planning as it makes it impossible for healthcare workers like myself to use the train unless we chose to sit and wait for an hour as there is no way to make the 7:16 PM train with shift turnover. It is ridiculous that there IS a southbound train running, yet it stops prior to this crucial stop. Having healthcare workers wait an hour after being on their feet for 13 hour shifts is ridiculous. I do not understand why the train stops prior to this station at SUCH a crucial time in the day. When I do wait
There is no 8:21 PM American Fork stop on the frontrunner going south. PLEASE ADD IT as the train before and after is crowded and there is already a train running south at this time anyways!! if the train runs every 30 minutes every other time of the day, why doesn't it then too? this is an important time for people
In reality, none of you listen to customers who have been saying for years we need more routes plus pick up times. I prefer not to take this transportation anymore due to that fact along with having to pay when the majority of your riders are college students who don't even have to pay but the public now has to.
Why is ski bus service not even mentioned. You cut ski bus service in half last year when it was supposed to be doubled. Now you don't even mention it. You are doing the public a terrible disservice. Make the ski bus year round, all day and frequent!
I don't see anything on here about increased ski buses. I love what's going on around the U, downtown, and Davis County but the only mention of ski service was an aside on the 4. Ski buses have been almost unusable since COVID hit and getting that service restored is a priority for me.
I would like to see Frontrunner run on Sundays. I live in Ogden and frequently have flights leaving SLC international airport on Sundays.
Need train to Box Elder and Tooele counties! Also more routes inside Ogden City streets where low income live. Going from Washington to Monroe on Canyon road is a street that needs service. Also along Grant north and south.
227 every 30 minutes
It takes 30 to 40 minutes to walk from the Vineyard Front Runner station to UVU Geneva Park or the Megaplex Theatres shopping complex.
It's only a 3-minute drive, but neither 807/834/846 addresses this need.
The plan for the next 5 years shows nearly zero updates in Utah county south of Provo which is one of the fastest growing places in the state. I am disappointed and frustrated in UTA with this lack of foresight and planning. UTA does little to market transit south of Provo and so they think that no one down here would
I know this route is also considered the State Street route, but instead of going right to 500 West from Provo central which becomes State Street, the bus goes up crowded University Avenue all the way to the University Mall covering the same area and stops that UVX covers, and UVX gets its own lane. This makes no sense and adds unnecessary travel time for those trying to get to stops on State Street. Eliminate those stops and send the 850 to 500 West all the way up State Street without the current huge deviations to areas already covered by other routes. This route doesn't have a bunch of riders stopping on University Avenue and each of those could just as easily take UVX to the same stops in the same amount of time. I rode it and saw it with my own eyes. While stopped in



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Would it be possible to have some real late night or earlier bus routes to accomodate people with abnormal work shifts at night/early morning?
I am a bit disappointed in the change away from Gentile, but understand the challenges of left turns until Layton city finishes projects at Angel. Going straight through the Midtown Crossing / Main Street intersection will work better than previous designs. Work with Layton Hills Mall owners to improve pedestrian access from 1425 N roundabout. Add appropriate stops and amenities at the 1425 N roundabout for transfers for all directions and routes. New stops will be
It looks like you will finally make Route 513 more convenient for me to take for my commute from West Valley City to Downtown Salt Lake City at the time that I will be retiring and not needing it. My UTA commute was severely affected when the Fast Bus Route 256 was eliminated may years ago.
I would love UTA to consider adjusting this line so that is connects to downtown again. I've noticed that routes like the 223 sometime over crowded in the morning. connecting the F11 to downtown and other stations could help alleviate that. It would also help provide connecting service to the upper aves that are difficult to reach by walking/wheelchair use.
If that change isn't made, then at a minimum I would suggest that some of the connecting stops for the F11 that would help people reach downtown should be
I'm excited about increased frequency of the 209 on the weekends! It's a great connector to the rest of the city that I hope more people use.
Hey, as someone who regularly takes this bus to the U, it already needs more frequency. It seems any time before noon the eastbound bus is full and has to wait at each of the later stops to pack people in. Please please please consider moving up this frequency/routing improvement in the schedule if at all
This route needs to be grade separated and the best way to do that is the Rio Grande Plan. UTA really needs to throw their weight behind this transformative project. Not only do they get grade separation but they also get double track through downtown. Plus there is a bunch of their land they can redevelop and
Hello, I would like to see more bus routes and more continous times as well in the west side of Salt Lake City (Rose Park, FairPark, Glendale). Challenges students face living on the Westside, particularly the long commute from areas like Rose Park/Fairpark to Highland High School using public transportation. Currently, it can take students about 1.5 hours to get to and from school, which is a big issue.
Way overdone, really in transfers from other busses
Another way, easier to get to Murray Central, from 5300 s state, don't have to cross State Street
Please have service in Brigham city 6 days a week instead of Monday through Friday
Comment from a Salt Lake City resident - the resident really wants the Capitol loop on Route 200 to be running on the weekend so they can take that bus line to grocery shop and go to events over the weekend without needing to drive.
please bring back the tooele express and grantsville routes.
the new 451 is SLOW going on north temple.

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Not sure that the modified routes 470x600, and 609 are sufficient to make up for removal of the 667 Lagoon Trolley.
It appears that there is nothing which will bring users to the actual Lagoon entrance on the west side of the park/Lagoon Drive. these routes provide service past the north end of Lagoon, but unless there are proposed plans to change how pedestrians can enter, they cannot get in at that location.
Farmington City would be interested in discussing this change in more detail and would likely be interested in continuing to partner to keep a local circulator route going that serves Lagoon, Station Park, the Western Sports Park, and the upcoming North Farmington Station mixed use area.
There is no routes that would allow Weber State Davis Students or South Hill Air-force Base workers access to the 455 bus route. This needs to be done to make it easier for individuals travel from Weber State Ogden to Davis Campus. And South Weber, Uintah and access to the park in rides.
Enough ignoring the Rio Grande Plan, the time for this transformative project is NOW. Please finally come out in support of this great plan and lets get it built
Please reconsider your current plans for headquarters at Salt Lake Central and instead put some resources into considering the Rio Grande Plan
Please add more frequency for the 806 there are only 3 buses that go to provo, and 3 buses that come back. We need more service out here. The traffic is
Increase time so that it comes faster and that run over the weekend
Please extend FrontRunner to Payson in order to serve the up-and-coming UVU Extension and MTech college communities!
Need to have more frequency with this route. Would love to see an earlier return option during the day.
I saw there is going to be every 30 mins which is good. I don't see this bus running on Sundays. Hopefully this will change in the near future for commuters trying to go to Ogden. I currently commute from Ogden to North Salt Lake On Sundays.
It seems unfortunate that every year, this five-year survey gets released, UTA is pushing back the 256 Bus Route another year. It's crazy that my father advocated for this Bus Route when I was an infant, and now I'm advocating for this bus as an adult. What guarantee is there that this bus route will finally occur? What opportunities will become available in the future to make this route BRT or Light Rail, as we were initially promised it would be?
Please add one more bilevel car, specifically bike holding ones, to your frontrunner consists. These cars are getting stuffed with bikes on the daily and cant fit
Very excited for the blue line to extend further south
Consider implementing the Rio Grande Plan to improve FrontRunner's accessibility, speed, and remove the grade crossings that can cause collisions! As an added bonus it makes its money back for the city and state!
The Rio Grande Plan MUST be on the 5-year plan, it's the single best project for grade separation of the front runner, dual tracking, and making a much nicer & better connected train station! Please listen to the people!
The FrontRunner, as well as a select number of Trax lines need a central depot that is worthy of welcoming and connecting travelers in the SLC area, especially as we prepare for the 2034 Olympics. The Rio Grande Plan remains the only feasible and cohesive plan to tie together all the new development in the area in a logical way for the next fifty-plus years. Tie in the upcoming Orange line to the FrontRunner and airport via the Rio Grande Depot for a truly connected Utah!
Rio grande plan pleaaaaaassssseeeee
Provide pedestrian bridge to the Roy station. It's really difficult to get to the station if there's a freight train coming though or even stopped on the crossing.
Please connect the Sandy Civic Station with the South Jordan Frontrunner station by BRT. This will allow us to build dense, walkable, and car free housing between the two stations and connecting with the future NHL practice facility and retail. This impacts me because I can't afford housing and I'd like to live car



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I strongly believe the Rio Grande plan would benefit me and every other individual from Northern Utah who regularly spends time in downtown SLC.
Bring FrontRunner to Logan please!!!
Also investing in the Rio Grande Plan, expanding and innovating rail to downtown with bring impacts for everything from basketball and hockey, football, ski season, baseball, and the Olympics. Utah Rail can be a shining jewel in the nation ish that's what we choose to make it.
Can the sline better line up with the red, blue and green lines? Often when I am headed downtown the blue line is pulling away as the sline pulls in. Also when I'm coming home from library square the sline is pulling away as the redline is pulling in
Would like to see the Rio Grande plan implemented to make the tracks safer and open up valuable real estate around the Rio Grande depot!
The Rio Grande plan would not only make SLC a world class transportation city, but place UTA at the forefront of regional rail and integrated connectivity with the community. This forward thinking plan would cement the area with safe and efficient transportation for decades to come.
Rio Grande plan?
I don't like the fact that the bus route is changing i attend a day program one a week we ride 455 to city Creek Center I don't like the fact that my day program is going to have to make a transfer we have people who have disabilities that do not want to be standing outside in the cold waiting for a transfer if that's the case so please don't make any changes that involves transfers to route 455 my day program is on a 9:00 to 3:00 schedule the day program has to have clients home
I would really like to use FrontRunner more throughout the valley along with intercity Trax lines but everything is so disconnected and time consuming to get to or deal with. We really need infrastructure like the Rio Grande Plan to help connect the railways as a whole. Which would help connect the east and west sides of the city and valley more including a closer elegant depot by the new entertainment district/downtown revitalization zone. It also lays the groundwork for the
Let's get the rails underground.
I am hopeful to see later and Sunday service from Fronrunner. It's frustrating that Fronrunner cannot be used for enjoying nightlife in Ogden, and frustrating that it cannot be used on Sunday to facilitate airport travel. I also highly support the Rio Grande plan, which would unify our community and centralize rail
The rio grande plan would be a great investment and would bridge the gap between multiple communities. Further it would make traversing SLC more
I love taking the S-line a few times a week to get into downtown from Sugarhouse. It's easy to use and is relatively clean, although at times it should be more frequent, and tidied up after messes are made.
Please consider the Rio Grande Plan as part of UTA's 5-Year Plan. As a commuter on TRAX and FrontRunner, I see the obvious benefits of this plan for both commuters and for downtown development in general. High-speed trains through pedestrian crossing areas are very dangerous. Please consider the implementation of the Rio Grande Plan to better support consumer needs and promote more accessible, safe public transportation for all Salt Lake County
I support the Rio Grande plan and its use of a train box to keep these tracks from obstructing traffic and keep them running as efficiently as possible.
Rio grande plan sounds pretty neat
Support the rio grande plan!
Just want to give my support for the Rio Grande plan. I walked by the building the other day and it would be so amazing having it be our central station.

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runner from Brigham city to Spanish fork! Create more trax systems for west valley and Murray-draper
Increased frequency of service and Sunday service would make FrontRunner much more useful!
This route needs to run on weekends and be frequent from the beginning. I would love to use it to access businesses in Herriman like the WinCo and the Sorenson Center, but at 60 minute frequency I could walk faster than the bus. And without weekend service it's completely useless.
Like the 54, great to see the event venue connected via transit. Very good.
807 should have more stops and regular service, a large portion of the county misses out by not having busses in service. Realign at 1800 or 2600 N to go from Canyon Rd to N County, and then from there go past Timp Hwy up to the Roundabout in Alpine. Could have a small station there, that could also connect to any future service going up AF canyon. Then have 807 run down Alpine Hwy to Timp Hwy and then head to Traverse Mountain. Can service Traverse and then head to Lehi Station.
Why is ski bus service not even mentioned. You cut ski bus service in half last year when it was supposed to be doubled. Now you don't even mention it. You are doing the public a terrible disservice. Make the ski bus year round, all day and frequent!
Have better visibly security in downtown SLC. I avoid this line because it is not safe.
My comment is actually for a lack of a bus route. There are no buses from Vineyard to Valley Grove business park, and the only way commuters like me can get there coming North is to spend money on an additional stop, then a longer bus route south backtracking to Valley Grove or take a bike along a very poorly constructed road up past the Lindon waste facility that has no shoulder for bicyclists. Once again, UTA's lack of foresight and consideration is astonishing in
It is hard to understand from provided map and descriptions how busses will loop to the Ogden Transit Center. It is sad to see the bus going away from 3100 N and 1050 E with memories I have growing up, but understand that Innovative Mobility will cover this area.
This comment is actually about the Orange Line alignment. If you were to consider the Rio Grande Plan, please change the alignment so as to go down 500 W with a stop at Rio Grande Station. Or at least, consider the current form of Alternative 2 for the plan more heavily. Its a good idea, but moving it to 5th West
Increase time to every 10-15 minutes and to run better over weekends
Provide services at times that people need- late at night, middle of night, early morning. People using public transit often work odd hours.
Please build the Rio Grande Plan. We need more housing. We need reliable passenger trains especially as the Olympics come to Utah and we get an inland port that's so focused on more freight rail. Freight rail is only getting longer and longer to reduce costs .
Grade separation will prevent accidents and delays. If there's less conflict, there's less opportunity for delays.
I also need housing and the land that the rails are on could be developed for dense and walkable communities.



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We also have a another group from the same day program I don't like the fact that the bus route is changing I don't like the fact that my day program is going to have to make a transfer we have people who have disabilities that do not want to be standing outside in the cold waiting for a transfer if that's the case so please don't make any changes that involves transfers to route. 470 my day program is on a 9:00 to 3:00 schedule the day program has to have clients home on time it the programs policy have transfers will make clients late getting home it not fair to make clients late getting home this group ride the bus to city
I appreciate the increased service frequency on this route and its connection to the FrontRunner station!
I hope this has timed transfers with the red line and the 35 bus (or that the 35 bus gets more than 15 minute service). This route could be transformative to my partner's commute and switch him from driving to transit, but it would be a 3 seat ride, and we have doubts about the transfers.
See above
Let's face it, the Frontrunner is at least 10 years away from coming to Payson, even if it was only 5 years away, that is too far and log of a wait for the hundreds of commuters living in Payson that commute north via cars. Once again, UTA's complete lack of consideration for the growth happening south of Provo is astonishing and to see no plans to enhance the commuting options from points south of Provo north to the major business parks is completely mind boggling.
WHO IS ON THIS PLANNING COMMISSION???? IT HAS TO CHANGE!!!
I don't see from the map how riders are planning on transferring to Ogden FrontRunner from the North Weber Innovative Mobility Zone. Work with Deaf and Blind school on education on using the service. I think this zone would work well being operated similar to the Tooele Zone where it uses the UTA On Demand
Increase time frequency and to run better of the weekends
The last question involve the future for my day program that I attend i'm not really sure what the 470x Davis - salt lake is I don't fully understand it I just know that the express bus may or may not be a good idea for my day program I attend if you a explain to me, what the 470x Davis - salt lake is
Please get rid of the deviation to Carlisle Ave. It increases trip times so much.
There are still points where the bus holds for time, but the printed schedule mentions it does not hold for time. Wonder if this is because OGX uses V2X
I'm extremely worried about discontinuing the 470 bus. It's the only way between Salt Lake City and Ogden half of the time, and this has the potential to increase trip times dramatically. Especially since I have little faith that you will run both new routes at 15 minute or better frequency and time the transfers.
We need Sunday service and we need it now. Also frequency on Saturdays needs to be increased.
The current service on Sundays is unusably infrequent.

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PUBLIC COMMENTS

Hello UTA Friends,

I apologize for sneaking this in under the wire but I'd like to submit the following comment for the Draft Five Year Service Plan. It's one I've mentioned a few times in meetings but I want to make sure I explained it in writing:

Bus Route 823 and Bus Route 821

Springville residents are very excited about Route 823! It's a long anticipated improvement for south Utah County.

A portion of Route 821's route should be swapped with Route 823: the deviation along 400 E and 400 N in Springville. It is smart to serve both the Main Street alignment and the 400 E alignment with transit, but because Route 821 is the longer route connecting more cities, it should be the bus that takes the more direct (i.e. faster) path along Springville Main Street.

Route 823 should be the bus that takes the indirect path along 400 E and 400 N, because this will allow it to make better intra-city connections in Springville, linking more residents on the east side with important destinations on the west side and vice versa (including the Clyde Recreation Center, the Museum of Art, many businesses, and the future FrontRunner station).

The geographic east-west divide in Springville has long been difficult for city leaders to address; Route 823 can be a key part of the solution *IF* it makes the deviation to 400 E and 400 N, which will bring several hundred more homes and many destinations into its walkshed.

Aside from that swap, the rest of the two planned routes should remain the same; Route 823 taking Highway 89 to Provo's 300 S and Route 821 taking Provo's 1860 S to University Ave.



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2025 - 2029 • FIVE-YEAR SERVICE PLAN



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Dave Hancock, Chief Capital Services Officer
PRESENTER(S): Dave Hancock, Chief Capital Services Officer
Dan Hofer, Director of Capital Programming and Support
Greg Andrews, Senior Budget Analyst

TITLE:

AR2024-11-02 - Resolution Approving the Proposed 2025-2029 Capital Plan and Recommending Adoption by the Authority's Board of Trustees

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Adopt Resolution AR2024-11-02 approving the 2025-2029 Capital Plan and recommending adoption by the Authority's Board of Trustees

BACKGROUND:

UTA's 5-year Capital Plan is required to be updated every year, per the UTA Board of Trustees Policy 2.1 Financial Management. The 5-year Capital Plan includes all construction, capital improvements, major equipment purchases, and other projects requiring expenditures over \$25,000. This includes projects that are funded partially or fully by outside funding sources, such as grants or local partners.

The plan is required to be financially constrained and maintain assets in a state of good repair, to protect UTA's capital investments, and minimize future maintenance and replacement costs. Five-year forecasts help mitigate the challenges of applying a one-year budget to multi-year projects and support long-range financial planning and prudent management of the agency.

This proposed 5-Year Capital Plan covers the period from 2025 through 2029.

DISCUSSION:

Staff will present the final 5-year Capital Plan for 2025 through 2029 for the Local Advisory Council's approval

and recommendation. If recommended by the Local Advisory Council, the 2025-2029 Capital Plan will be brought to the Board of Trustees in December for final approval and adoption.

ALTERNATIVES:

The Local Advisory Council could recommend changes to the plan for consideration by the Board of Trustees.

FISCAL IMPACT:

This proposal details a capital investment plan to keep the system in a state of good repair and fund improvements to support ongoing system operations. The Five-Year Capital Plan has approximately \$1.2 billion of planned investment, with a 2025 proposed Capital Budget of \$303,664,000. The plan is funded by \$363.2M in grants, \$120.4M from state/local partners, \$412.3M through financing, and \$303.7M from UTA funds.

The first year of the plan is included in the 2025 Tentative Budget which the Local Advisory Council will have the opportunity to consult on at this meeting before going to the Board of Trustees for final adoption in December 2024.

ATTACHMENTS:

- AR2024-11-02
- 2025-2029 Capital Plan (as an exhibit to the resolution)

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE
UTAH TRANSIT AUTHORITY APPROVING THE PROPOSED
2025-2029 CAPITAL PLAN AND RECOMMENDING APPROVAL BY THE
AUTHORITY’S BOARD OF TRUSTEES**

AR2024-11-02

November 6, 2024

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Utah Public Transit District Act (UTAH CODE § 17B-2a-808) (the “Act”) required creation of a Local Advisory Council to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of project development plans, including funding, of all new capital projects; and

WHEREAS, the Authority has developed a Five-Year Capital Plan for the years 2025 through 2029 (the “Plan”) which contains a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis; and

WHEREAS, the Authority has submitted its proposed Plan to the Local Advisory Council seeking its review, approval, and recommended adoption by the Board of Trustees; and

WHEREAS, the Local Advisory Council has reviewed the Authority’s proposed Plan and believes it is in the best interest of the Authority and all constituents to approve the Five-Year Capital Plan and to forward it to the Board of Trustees with a recommendation for adoption.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority

1. That the Local Advisory Council hereby approves the proposed 2025-2029 Capital Plan, attached hereto as Exhibit A.
2. That the Local Advisory Council forwards the 2025-2029 Capital Plan to the Authority's Board of Trustees with a recommendation for adoption.

Approved and adopted this 6th day of November 2024..

Chair or Acting Chair
Local Advisory Council

ATTEST:

Second Vice-Chair
Or Board Secretary

Approved As To Form:


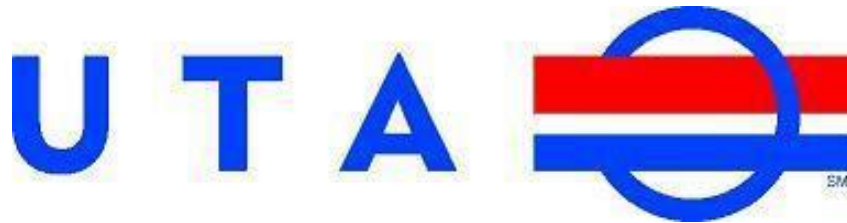
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Legal Counsel

Exhibit A

2025-2029 Capital Plan

Utah Transit Authority Five-Year Capital Plan 2025-2029



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 help 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 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 improvements
- Real estate acquisition or leasing
- Vehicles
- HVAC or reroofing projects
- Telecommunication and Information Technology systems (hardware and 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

Project development was performed this year using a base budget approach where the capital budget development team met with project managers on an individual basis to understand their projects, their current status, and future financial needs. Only currently active projects were used during this initial base budget approach. Once this was complete, additional project requests could be submitted. These additional project requests were required for new projects or for existing projects where a core piece of the existing project may have changed.

New project requests were submitted for funding consideration. Proposed projects should meet a specific objective such as a mobility need or a State of Good Repair need or requirement and should 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 and then prioritized and discussed by Executives. Prioritization considerations encompass UTA's Strategic Goals and Objectives, including:

- Previous Five-Year Plan alignment
- Legal and safety requirements
- Delivery potential
- Agency Goal: Moving Utahns to a Better Quality of Life
- Agency Goal: Exceeding Customer Expectations
- Agency Goal: Achieving Organizational Excellence
- Agency Goal: Building Community Support
- Agency Goal: Generating Critical Economic Return

Executives reviewed the requests and weighed them against agency goals and objectives. Projects with a lower priority may be reduced in scope or moved to subsequent years as necessary. Once the project list was finalized, a draft five-year plan was submitted to the Executive team for review. Requests are trimmed as needed to meet the anticipated five-year funding resources, which are based on committed or reasonably foreseeable funding sources.

3 Proposed Capital Plan

Overview

The 2025-2029 capital requests have been compiled and a new 2025-2029 Five-Year Capital Plan has been produced. Tables showing the proposed capital plan by year are presented below in year of expenditure dollars, as well as overall five-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 five-year budget, anticipated grant and local partner funds, and the required UTA funds for each project.

The proposed capital budget for 2025 will be incorporated into UTA's proposed 2025 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

The capital budget and plan will be organized and presented by the respective Chief Office. Projects being managed by that Office will be organized under each respective office.

Proposed 2025 Capital Plan Summary

Chief Office	2025 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	276,029,000	115,899,000	50,149,000	55,707,000	54,274,000
Enterprise Strategy	15,809,000	2,400,000	-	-	13,409,000
Executive Director (Safety)	1,996,000	-	-	-	1,996,000
Finance	21,211,000	5,542,000	490,000	-	15,179,000
Operations	9,700,000	3,730,000	-	-	5,970,000
People	2,145,000	-	-	-	2,145,000
Planning & Engagement	3,341,000	-	-	-	3,341,000
Grand Total	330,231,000	127,571,000	50,639,000	55,707,000	96,314,000

Proposed 2026 Capital Plan Summary

Chief Office	2026 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	223,723,000	78,827,000	42,195,000	64,035,000	38,666,000
Enterprise Strategy	12,623,000	3,200,000	-	-	9,423,000
Executive Director (Safety)	1,485,000	-	-	-	1,485,000
Finance	17,868,000	2,407,000	137,000	-	15,324,000
Operations	7,213,000	2,510,000	-	-	4,703,000
People	75,000	-	-	-	75,000
Planning & Engagement	2,133,000	-	-	-	2,133,000
Grand Total	265,120,000	86,944,000	42,332,000	64,035,000	71,809,000

Proposed 2027 Capital Plan Summary

Chief Office	2027 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	218,018,000	85,344,000	15,202,000	93,459,000	24,013,000
Enterprise Strategy	5,275,000	1,600,000	-	-	3,675,000
Executive Director (Safety)	756,000	-	-	-	756,000
Finance	15,532,000	3,395,000	-	-	12,137,000
Operations	4,247,000	937,000	-	-	3,310,000
People	75,000	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	1,449,000
Grand Total	245,352,000	91,276,000	15,202,000	93,459,000	45,415,000

Proposed 2028 Capital Plan Summary

Chief Office	2028 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	170,588,000	23,874,000	8,093,000	112,270,000	26,351,000
Enterprise Strategy	3,930,000	-	-	-	3,930,000
Executive Director (Safety)	620,000	-	-	-	620,000
Finance	20,543,000	4,152,000	-	-	16,391,000
Operations	3,200,000	580,000	-	-	2,620,000
People	75,000	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	1,449,000
Grand Total	200,405,000	28,606,000	8,093,000	112,270,000	51,436,000

Proposed 2029 Capital Plan Summary

Chief Office	2029 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	139,347,000	27,818,000	4,103,000	86,850,000	20,576,000
Enterprise Strategy	3,280,000	-	-	-	3,280,000
Executive Director (Safety)	720,000	-	-	-	720,000
Finance	10,484,000	415,000	-	-	10,069,000
Operations	3,205,000	584,000	-	-	2,621,000
People	75,000	-	-	-	75,000
Planning & Engagement	1,349,000	-	-	-	1,349,000
Grand Total	158,460,000	28,817,000	4,103,000	86,850,000	38,690,000

Proposed Five-Year Capital Plan Summary by Program Category

Chief Office	2029 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	1,027,705,000	331,762,000	119,742,000	412,321,000	163,880,000
Enterprise Strategy	40,917,000	7,200,000	-	-	33,717,000
Executive Director (Safety)	5,577,000	-	-	-	5,577,000
Finance	85,638,000	15,911,000	627,000	-	69,100,000
Operations	27,565,000	8,341,000	-	-	19,224,000
People	2,445,000	-	-	-	2,445,000
Planning & Engagement	9,721,000	-	-	-	9,721,000
Grand Total	1,199,568,000	363,214,000	120,369,000	412,321,000	303,664,000

Proposed Five-Year Capital Plan Summary by Year

Year	Total Budget	Grants	State/Local Partners	Financing	UTA Funds
2025	330,231,000	127,571,000	50,639,000	55,707,000	96,314,000
2026	265,120,000	86,944,000	42,332,000	64,035,000	71,809,000
2027	245,352,000	91,276,000	15,202,000	93,459,000	45,415,000
2028	200,405,000	28,606,000	8,093,000	112,270,000	51,436,000
2029	158,460,000	28,817,000	4,103,000	86,850,000	38,690,000
Total	1,199,568,000	363,214,000	120,369,000	412,321,000	303,664,000

4 Five-Year Capital 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 the 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 years 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 five-year capital plan will authorize the Agency to enter into contracts for those projects that are multi-year in nature.

This five-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 UTA/UDOT Coordination

House Bill 322 passed in the 2022 Session by the Utah State Legislature directed UDOT and UTA to partner on fixed guideway projects with state funding and identified UDOT as the lead agency for project delivery. This significant legislation requires a strong working relationship between UDOT and UTA and provides state funding for major transit investments across the region. These funds can be used to leverage grant funds. The following are projects that UTA and UDOT are partnering on as a result of this legislation:

- 1) FrontRunner 2X
 - a. Double tracking of UTA's FrontRunner system to increase overall capacity and frequency of this service
- 2) Point of Mountain Improvements
 - a. Tied to FrontRunner 2X; includes a new station and double tracking in the Bluffdale area
- 3) S-Line Extension
 - a. Extension of the Sugarhouse Streetcar line going up to Highland Drive
- 4) Mid-Valley Connector (Midvalley Express, MVX)
 - a. Service route going from Murray Central Station to West Valley Central Station

- 5) FrontRunner South Extension
 - a. Early efforts relating to a FrontRunner extension going from Provo to Payson
- 6) Sharpe/Tintic Rail Corridor Connection
 - a. Connection between two existing rail corridors that would facilitate a future FrontRunner extension from Provo to Payson.
- 7) TechLink
 - a. Future light rail system improvements around the downtown Salt Lake City and University of Utah area

Conclusion

The details of the UTA 2025-2029 Five-Year Capital Plan are presented in the attached tables.

Attachment A
UTA Five-Year Capital Plan - Project Detail
2025-2029

Tentative 2025-2029 Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
Capital Services	276,029,000	223,723,000	218,018,000	170,588,000	139,347,000	1,027,705,000
FMA516 - Corridor Fencing	60,000	60,000	60,000	60,000	60,000	300,000
FMA679 - Building Remodels/Reconfigurations	1,290,000	1,190,000	1,040,000	540,000	500,000	4,560,000
FMA680 - Suicide Prevention Research Project	2,000	-	-	-	-	2,000
FMA687 - Layton Station Improvements	60,000	550,000	-	-	-	610,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	150,000	150,000	-	-	-	300,000
FMA693 - Meadowbrook Electrification	1,786,000	1,836,000	-	-	-	3,622,000
FMA694 - Electric Bus Chargers	500,000	1,300,000	1,300,000	1,300,000	1,300,000	5,700,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	250,000	1,750,000	-	-	-	2,000,000
MSP102 - Depot District	-	-	-	-	-	-
MSP132 - IPCS Tech Support		35,000	35,000	35,000	70,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	1,000,000	-	-	3,000,000
MSP156- Prop 1 Davis County	170,000					170,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	-	-	-	6,000,000
MSP189 - Signal Pre-emption Projects w/UDOT	30,000	-	-	-	-	30,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	6,000,000
MSP202 - Davis-SLC Community Connector	6,790,000	2,500,000	25,695,000	4,200,000	3,000,000	42,185,000
MSP205- TIGER Program of Projects	-					-
MSP207 - 3300/3500 South Max EXP\Optimization	691,000	-	-	-	-	691,000
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	70,000	70,000	1,500,000	-	1,710,000
MSP216 - Point of the Mountain Transit	500,000	200,000	200,000	200,000	200,000	1,300,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	364,000	-	-	-	-	364,000
MSP228- Operator Restrooms in Salt Lake County					-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	364,000	-	-	-	-	364,000
MSP231- Operator Shack at University Medical EOL					-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-					-
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	2,592,000	2,856,000	3,156,000	2,693,000	2,693,000	13,990,000
MSP253 - Mid-Valley Connector	45,000,000	30,000,000	8,594,000	-	-	83,594,000
MSP254 - TechLink	4,000,000	2,000,000	-	-	-	6,000,000
MSP255 - Central Corridor	50,000	-	-	-	-	50,000
MSP257- Gap Filler on FR Stations	-					-
MSP258 - Mt. Ogden Admin Bldg. Expansion	9,081,000	8,746,000	-	-	-	17,827,000
MSP259 - S-Line Extension	11,746,000	11,746,000	-	-	-	23,492,000
MSP260 - Westside Express (5600 West)	23,498,000	15,800,000	-	-	-	39,298,000
MSP262 - SL Central HQ Office	1,000,000	-	-	-	-	1,000,000
MSP263 - TOD Working Capital	2,388,000	688,000	688,000	688,000	688,000	5,140,000
MSP264 - FrontRunner South Extension	3,050,000	2,300,000	300,000	300,000	300,000	6,250,000

Tentative 2025-2029 Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
MSP265 - Program Management Support	4,430,000	4,430,000	3,730,000	3,730,000	3,730,000	20,050,000
MSP267 - New Maintenance Training Facility	5,229,000	5,039,000	-	-	-	10,268,000
MSP271 - MOW Training Yard	3,196,000	1,000,000	-	-	-	4,196,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	675,000	-	-	-	1,350,000
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	6,185,000	-	-	-	-	6,185,000
MSP287 - 900 East UVX Station	3,211,000	212,000	-	-	-	3,423,000
MSP288 - Sustainability Project Pool	300,000	200,000	200,000	200,000	200,000	1,100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-
MSP290- Orange Street Microtransit	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	3,700,000	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	1,500,000	-	-	-	-	1,500,000
MSP301 - Federal Bus Stops 5339	802,000	717,000	-	-	-	1,519,000
MSP312 - FrontRunner Point Improvements	300,000	300,000	300,000	-	-	900,000
MSP313 - Electric Charger Program	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	100,000	100,000	100,000	100,000	500,000
REV205 - Replacement Non-Revenue Support Vehicles	5,000,000	3,000,000	3,000,000	3,000,000	3,500,000	17,500,000
REV209 - Paratransit Replacements	4,851,000	3,961,000	5,780,000	5,967,000	6,000,000	26,559,000
REV211 - Replacement Buses	-	29,798,000	30,000,000	30,000,000	61,790,000	151,588,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
REV232 - Van Pool Van Replacements	1,716,000	1,757,000	1,800,000	1,843,000	1,900,000	9,016,000
REV233 - Commuter Rail Vehicle Procurement - Used	4,500,000	500,000	4,964,000	-	-	9,964,000
REV236 - VW Battery Buses	275,000	-	-	-	-	275,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	35,400,000	28,200,000	78,400,000	71,600,000	13,700,000	227,300,000
REV240 - Motor Pool Key Management System	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	100,000	100,000	100,000	100,000	500,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR040 - Light Rail Vehicle Rehab	10,200,000	11,342,000	8,919,000	6,801,000	3,661,000	40,923,000
SGR047 - LRT Stray Current Control	450,000	450,000	450,000	450,000	450,000	2,250,000
SGR353 - Commuter Rail Engine Overhaul	2,000,000	1,200,000	-	-	-	3,200,000
SGR359 - Bridge Rehabilitation & Maintenance	420,000	440,000	460,000	500,000	520,000	2,340,000
SGR370 - Red Signal Enforcement	3,409,000	2,863,000	-	-	-	6,272,000
SGR385 - Rail Replacement Program	6,500,000	4,500,000	3,500,000	500,000	500,000	15,500,000
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	-	8,200,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	2,500,000	2,200,000	2,500,000	2,500,000	12,200,000
SGR397 - TPSS Component Replacement	5,000,000	1,000,000	-	-	-	6,000,000
SGR398 - OCS Rehab/Replace	5,000,000	8,429,000	10,000,000	10,000,000	10,000,000	43,429,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000

Tentative 2025-2029 Capital Plan

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2025	2026	2027	2028	2029	Grand Total
SGR403 - Train Control Rehab & Replacement	8,000,000	9,467,000	10,000,000	10,000,000	10,000,000	47,467,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	4,500,000	1,600,000	1,400,000	1,500,000	13,500,000
SGR407 - Bus Stop Enhancements	1,275,000	1,275,000	1,275,000	1,275,000	1,275,000	6,375,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR409 - System Restrooms	2,245,000	1,120,000	1,120,000	1,120,000	1,120,000	6,725,000
SGR410 - Fiber Rehab/Replacement	1,600,000	1,000,000	682,000	686,000	690,000	4,658,000
SGR411 - Farmington Ped Bridge Repairs	560,000	-	-	-	-	560,000
SGR412- PCC Replacement Project	2,918,000	1,571,000	-	-	-	4,489,000
Enterprise Strategy	15,809,000	12,623,000	5,275,000	3,930,000	3,280,000	40,917,000
ICI001 - Passenger Information	1,350,000	1,350,000	-	-	-	2,700,000
ICI146 - FrontRunner WiFi Enhancements	200,000	200,000	150,000	150,000	100,000	800,000
ICI173 - JDE System Enhancements	50,000	50,000	50,000	50,000	50,000	250,000
ICI179 - Network Infrastructure Equipment & Software	1,600,000	1,200,000	500,000	500,000	500,000	4,300,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	200,000	200,000	200,000	200,000	1,000,000
ICI191 - IT Managed Reserves	400,000	400,000	400,000	400,000	400,000	2,000,000
ICI197 - Bus Communications On-Board Technology	200,000	200,000	100,000	200,000	200,000	900,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	410,000	475,000	250,000	330,000	550,000	2,015,000
ICI199 - Rail Communication Onboard Tech	100,000	100,000	100,000	100,000	200,000	600,000
ICI201 - Server, Storage Infrastructure Equipment & Software	506,000	200,000	200,000	1,600,000	880,000	3,386,000
ICI202 - Radio Comm Infrastructure	100,000	100,000	100,000	50,000	50,000	400,000
ICI214 - APC Upgrade	850,000	750,000	1,000,000	-	-	2,600,000
ICI216 - SSBu Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-
ICI221 - Customer Relations Software Replacement	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	225,000	-	225,000	-	450,000
ICI225- SharePoint 2016 Migration to SharePoint Online	-	-	-	-	-	-
ICI226 - Radio Communication System	4,200,000	4,000,000	2,000,000	-	-	10,200,000
ICI230- Operations System	5,183,000	2,903,000	-	-	-	8,086,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-
ICI232 - SSBu Trapeze Customer Facing Electronic Fare Easy-Wallet	60,000	145,000	100,000	-	-	305,000
ICI233- Technology Systems- State of Good Repair	100,000	125,000	125,000	125,000	150,000	625,000
ICI235 - ERP Phase 2: Procurement	300,000	-	-	-	-	300,000
Executive Director (Safety)	1,996,000	1,485,000	756,000	620,000	720,000	5,577,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Camera Sustainability	656,000	645,000	636,000	500,000	600,000	3,037,000
FMA658 - Bus Replacement Camera System	620,000	620,000	-	-	-	1,240,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	600,000	100,000	-	-	-	700,000
Finance	21,211,000	17,868,000	15,532,000	20,543,000	10,484,000	85,638,000
CDA006 - 5310 Administration Funds All Years	313,000	322,000	332,000	342,000	352,000	1,661,000

Tentative 2025-2029 Capital Plan

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2025	2026	2027	2028	2029	Grand Total
FMA686 - Warehouse Equipment Managed Reserve	94,000	55,000	123,000	50,000	69,000	391,000
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	89,000
ICI222 - Fares Systems Replacement Program	4,996,000	5,269,000	2,014,000	6,341,000	-	18,620,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	63,000	315,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	591,000	200,000	-	-	-	791,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	115,000	-	-	-	-	115,000
MSP278 - FFY 2022 UT02023 O/L 5310	200,000	-	-	-	-	200,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	50,000	-	-	-	-	50,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	-	-	-	100,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	50,000	-	-	-	-	50,000
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	50,000	-	-	-	-	50,000
MSP302 - FFY 2024 O/L 5310	700,000	185,000	-	-	-	885,000
MSP303 - FFY 2023 O/L 5310	700,000	160,000	-	-	-	860,000
MSP304 - FFY 2023 P/O 5310	500,000	134,000	-	-	-	634,000
MSP305 - FFY 2023 SL/WV 5310	1,000,000	639,000	-	-	-	1,639,000
MSP306 - FFY 2026 All UZAs 5310	-	-	-	3,423,000	-	3,423,000
MSP307 - FFY 2025 All UZAs 5310	-	-	3,000,000	324,000	-	3,324,000
MSP308 - FFY 2024 SL/WV 5310	1,000,000	688,000	-	-	-	1,688,000
MSP309 - FFY 2024 P/O 5310	500,000	153,000	-	-	-	653,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	-	-	-	50,000
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	50,000	-	-	-	-	50,000
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Operations	9,700,000	7,213,000	4,247,000	3,200,000	3,205,000	27,565,000
FMA543 - Police Fleet Vehicles	1,105,000	1,138,000	1,172,000	725,000	730,000	4,870,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	800,000	800,000	800,000	800,000	4,000,000
FMA653 - Facilities Rehab/Replacement	1,130,000	800,000	800,000	800,000	800,000	4,330,000
FMA672 - Park & Ride Rehab/Replacement	400,000	400,000	400,000	400,000	400,000	2,000,000
FMA673 - Stations and Platforms Rehab/Replacement	440,000	200,000	200,000	200,000	200,000	1,240,000
FMA684 - Police Managed Reserve	275,000	275,000	275,000	275,000	275,000	1,375,000
FMA685 - Wheel Truing Machine JRSC	3,500,000	2,000,000	-	-	-	5,500,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	50,000	-	-	-	-	50,000
SGR386 - LRV repairs for 1137 and 1122	2,000,000	1,600,000	600,000	-	-	4,200,000
People	2,145,000	75,000	75,000	75,000	75,000	2,445,000

Tentative 2025-2029 Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
ICI228 - CPO New HRIS system application upgrade	1,570,000	-	-	-	-	1,570,000
MSP291 - CareATC Location Build Out	-	-	-	-	-	-
MSP310 - Bus Training Simulator	450,000	-	-	-	-	450,000
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	50,000
MSP319 - Bus Maintenance Training	75,000	75,000	75,000	75,000	75,000	375,000
Planning & Engagement	3,341,000	2,133,000	1,449,000	1,449,000	1,349,000	9,721,000
MSP198 - Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	1,711,000	933,000	449,000	449,000	449,000	3,991,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	-	400,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-
MSP294 - Planning Studies	605,000	300,000	300,000	300,000	300,000	1,805,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	200,000	-	-	-	400,000
REV234 - Tooele County Microtransit & Vehicle Electrification	125,000	-	-	-	-	125,000
Grand Total	330,231,000	265,120,000	245,352,000	200,405,000	158,460,000	1,199,568,000

UTA 2025-2029 Five Year Plan - Capital Sources

Office/Projects	Sum of Capital Sources-							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	1,027,705,000	177,675,000	331,762,000	-	234,646,000	108,212,000	11,530,000	163,880,000
FMA516 - Corridor Fencing	300,000	-	-	-	-	-	-	300,000
FMA679 - Building Remodels/Reconfigurations	4,560,000	-	-	-	-	-	-	4,560,000
FMA680 - Suicide Prevention Research Project	2,000	-	1,000	-	-	-	-	1,000
FMA687 - Layton Station Improvements	610,000	-	-	-	-	-	-	610,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	300,000	-	-	-	-	-	-	300,000
FMA693 - Meadowbrook Electrification	3,622,000	-	-	-	-	-	-	3,622,000
FMA694 - Electric Bus Chargers	5,700,000	-	-	-	-	-	-	5,700,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,000,000	-	-	-	-	-	-	2,000,000
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	175,000	-	-	-	-	-	-	175,000
MSP140 - Box Elder County Corridor Preservation	3,000,000	-	-	-	-	-	3,000,000	-
MSP156- Prop 1 Davis County	170,000	-	-	-	-	-	-	170,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	5,580,000	-	-	-	-	420,000
MSP189 - Signal Pre-emption Projects w/UDOT	30,000	-	-	-	-	-	30,000	-
MSP193 - Weber County Corridor Preservation	6,000,000	-	1,500,000	-	-	-	4,500,000	-
MSP202 - Davis-SLC Community Connector	42,185,000	-	24,185,000	-	-	18,000,000	-	-
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	691,000	-	642,000	-	-	-	-	49,000
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	1,710,000	-	-	-	-	-	-	1,710,000
MSP216 - Point of the Mountain Transit	1,300,000	-	1,250,000	-	-	-	-	50,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	364,000	-	338,000	-	-	-	-	26,000
MSP228- Operator Restrooms in Salt Lake County	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	364,000	-	-	-	-	-	-	364,000
MSP231- Operator Shack at University Medical EOL	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	1,500,000	-	-	-	-	-	-	1,500,000
MSP252 - FrontRunner 2X	13,990,000	-	-	-	-	13,990,000	-	-
MSP253 - Mid-Valley Connector	83,594,000	-	52,028,000	-	-	31,566,000	-	-
MSP254 – TechLink	6,000,000	-	4,800,000	-	-	-	-	1,200,000
MSP255 - Central Corridor	50,000	-	-	-	-	50,000	-	-
MSP257- Gap Filler on FR Stations	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	17,827,000	10,375,000	7,452,000	-	-	-	-	-
MSP259 - S-Line Extension	23,492,000	-	-	-	-	19,746,000	-	3,746,000
MSP260 - Westside Express (5600 West)	39,298,000	-	21,688,000	-	-	17,610,000	-	-
MSP262 - SL Central HQ Office	1,000,000	-	-	-	-	-	-	1,000,000
MSP263 - TOD Working Capital	5,140,000	-	-	-	-	-	-	5,140,000
MSP264 - FrontRunner South Extension	6,250,000	-	-	-	-	4,850,000	1,400,000	-
MSP265 - Program Management Support	20,050,000	-	-	-	-	-	-	20,050,000
MSP267 - New Maintenance Training Facility	10,268,000	-	-	-	10,268,000	-	-	-
MSP271 - MOW Training Yard	4,196,000	-	-	-	4,196,000	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	1,350,000	-	1,080,000	-	-	-	-	270,000

UTA 2025-2029 Five Year Plan - Capital Sources

Office/Projects	Sum of Capital Sources-							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	6,185,000	-	3,334,000	-	-	-	2,600,000	251,000
MSP287 - 900 East UVX Station	3,423,000	-	3,183,000	-	-	-	-	240,000
MSP288 - Sustainability Project Pool	1,100,000	-	-	-	-	-	-	1,100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit	-	-	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	3,700,000	-	-	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	1,500,000	-	-	-	-	1,500,000	-	-
MSP301 - Federal Bus Stops 5339	1,519,000	-	1,214,000	-	-	-	-	305,000
MSP312 - FrontRunner Point Improvements	900,000	-	-	-	-	900,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	500,000	-	-	-	-	-	-	500,000
REV205 - Replacement Non-Revenue Support Vehicles	17,500,000	-	-	-	17,500,000	-	-	-
REV209 - Paratransit Replacements	26,559,000	-	-	-	26,359,000	-	-	200,000
REV211 - Replacement Buses	151,588,000	-	2,000,000	-	149,143,000	-	-	445,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	7,500,000	-	-	-	-	-	-	7,500,000
REV232 - Van Pool Van Replacements	9,016,000	-	-	-	9,016,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	9,964,000	-	-	-	9,964,000	-	-	-
REV236 - VW Battery Buses	275,000	-	-	-	-	-	-	275,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	227,300,000	167,300,000	60,000,000	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	500,000	-	-	-	-	-	-	500,000
REV242 - Replacement Non-rev equipment/special vehicles	2,500,000	-	-	-	-	-	-	2,500,000
SGR040 - Light Rail Vehicle Rehab	40,923,000	-	32,736,000	-	-	-	-	8,187,000
SGR047 - LRT Stray Current Control	2,250,000	-	-	-	-	-	-	2,250,000
SGR353 - Commuter Rail Engine Overhaul	3,200,000	-	2,820,000	-	-	-	-	380,000
SGR359 - Bridge Rehabilitation & Maintenance	2,340,000	-	-	-	-	-	-	2,340,000
SGR370 - Red Signal Enforcement	6,272,000	-	-	-	-	-	-	6,272,000
SGR385 - Rail Replacement Program	15,500,000	-	12,000,000	-	-	-	-	3,500,000
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	8,200,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	15,000,000	-	9,600,000	-	-	-	-	5,400,000
SGR393 - Grade Crossing Replacement Program	12,200,000	-	9,760,000	-	-	-	-	2,440,000
SGR397 - TPSS Component Replacement	6,000,000	-	4,800,000	-	-	-	-	1,200,000
SGR398 - OCS Rehab/Replace	43,429,000	-	27,264,000	-	-	-	-	16,165,000
SGR401 - Ballast and Tie replacement	1,500,000	-	-	-	-	-	-	1,500,000
SGR403 - Train Control Rehab & Replacement	47,467,000	-	31,717,000	-	-	-	-	15,750,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	13,500,000	-	7,200,000	-	-	-	-	6,300,000
SGR407 - Bus Stop Enhancements	6,375,000	-	-	-	-	-	-	6,375,000
SGR408 - Route End of Line (EOL) Enhancements	2,500,000	-	-	-	-	-	-	2,500,000
SGR409 - System Restrooms	6,725,000	-	-	-	-	-	-	6,725,000
SGR410 - Fiber Rehab/Replacement	4,658,000	-	-	-	-	-	-	4,658,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	560,000	-	-	560,000
SGR412- PCC Replacement Project	4,489,000	-	3,590,000	-	-	-	-	899,000
Enterprise Strategy	40,917,000	-	7,200,000	-	-	-	-	33,717,000
ICI001 - Passenger Information	2,700,000	-	-	-	-	-	-	2,700,000
ICI146 - FrontRunner WiFi Enhancements	800,000	-	-	-	-	-	-	800,000
ICI173 - JDE System Enhancements	250,000	-	-	-	-	-	-	250,000

UTA 2025-2029 Five Year Plan - Capital Sources

Office/Projects	Sum of Capital Sources-							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
ICI179 - Network Infrastructure Equipment & Software	4,300,000	-	-	-	-	-	-	4,300,000
ICI185 - WFRG Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	1,000,000	-	-	-	-	-	-	1,000,000
ICI191 - IT Managed Reserves	2,000,000	-	-	-	-	-	-	2,000,000
ICI197 - Bus Communications On-Board Technology	900,000	-	-	-	-	-	-	900,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	2,015,000	-	-	-	-	-	-	2,015,000
ICI199 - Rail Communication Onboard Tech	600,000	-	-	-	-	-	-	600,000
ICI201 - Server, Storage Infrastructure Equipment & Software	3,386,000	-	-	-	-	-	-	3,386,000
ICI202 - Radio Comm Infrastructure	400,000	-	-	-	-	-	-	400,000
ICI214 - APC Upgrade	2,600,000	-	-	-	-	-	-	2,600,000
ICI216 - SSBUS Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI221 - Customer Relations Software Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	450,000	-	-	-	-	-	-	450,000
ICI225- SharePoint 2016 Migration to SharePoint Online	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	10,200,000	-	7,200,000	-	-	-	-	3,000,000
ICI230- Operations System	8,086,000	-	-	-	-	-	-	8,086,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBUS Trapeze Customer Facing Electronic Fare Easy-Wallet	305,000	-	-	-	-	-	-	305,000
ICI233- Technology Systems- State of Good Repair	625,000	-	-	-	-	-	-	625,000
ICI235 - ERP Phase 2: Procurement	300,000	-	-	-	-	-	-	300,000
Executive Director (Safety)	5,577,000	-	-	-	-	-	-	5,577,000
FMA604 - Safety General Projects	600,000	-	-	-	-	-	-	600,000
FMA645 - Camera Sustainability	3,037,000	-	-	-	-	-	-	3,037,000
FMA658 - Bus Replacement Camera System	1,240,000	-	-	-	-	-	-	1,240,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	700,000	-	-	-	-	-	-	700,000
Finance	85,638,000	-	15,911,000	-	-	-	627,000	69,100,000
CDA006 - 5310 Administration Funds All Years	1,661,000	-	1,661,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	391,000	-	-	-	-	-	-	391,000
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	-	-	89,000
ICI222 - Fares Systems Replacement Program	18,620,000	-	-	-	-	-	-	18,620,000
ICI234 - Coordinated Mobility IT Support	315,000	-	315,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	791,000	-	507,000	-	-	-	284,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	115,000	-	79,000	-	-	-	36,000	-
MSP278 - FFY 2022 UT02023 O/L 5310	200,000	-	100,000	-	-	-	100,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	50,000	-	50,000	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	100,000	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	50,000	-	50,000	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	50,000	-	40,000	-	-	-	10,000	-
MSP302 - FFY 2024 O/L 5310	885,000	-	708,000	-	-	-	177,000	-

UTA 2025-2029 Five Year Plan - Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources-		Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
				Unfunded- Rounded					
MSP303 - FFY 2023 O/L 5310	860,000	-	860,000	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	634,000	-	634,000	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	1,639,000	-	1,639,000	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,324,000	-	3,324,000	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	1,688,000	-	1,688,000	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	653,000	-	653,000	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	40,000	-	-	-	-	10,000	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	50,000	-	40,000	-	-	-	-	10,000	-
MSP999 - Capital Contingency	25,000,000	-	-	-	-	-	-	-	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	-	-	25,000,000
Operations	27,565,000	-	8,341,000	-	-	-	-	-	19,224,000
FMA543 - Police Fleet Vehicles	4,870,000	-	3,895,000	-	-	-	-	-	975,000
FMA652 - Facilities, Equipment Managed Reserve	4,000,000	-	-	-	-	-	-	-	4,000,000
FMA653 - Facilities Rehab/Replacement	4,330,000	-	-	-	-	-	-	-	4,330,000
FMA672 - Park & Ride Rehab/Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
FMA673 - Stations and Platforms Rehab/Replacement	1,240,000	-	-	-	-	-	-	-	1,240,000
FMA684 - Police Managed Reserve	1,375,000	-	-	-	-	-	-	-	1,375,000
FMA685 - Wheel Truing Machine JRSC	5,500,000	-	4,400,000	-	-	-	-	-	1,100,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	50,000	-	46,000	-	-	-	-	-	4,000
SGR386 - LRV repairs for 1137 and 1122	4,200,000	-	-	-	-	-	-	-	4,200,000
People	2,445,000	-	-	-	-	-	-	-	2,445,000
ICI228 - CPO New HRIS system application upgrade	1,570,000	-	-	-	-	-	-	-	1,570,000
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	450,000	-	-	-	-	-	-	-	450,000
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	-	-	-	50,000
MSP319 - Bus Maintenance Training	375,000	-	-	-	-	-	-	-	375,000
Planning & Engagement	9,721,000	-	-	-	-	-	-	-	9,721,000
MSP198 - Wayfinding Plan	3,000,000	-	-	-	-	-	-	-	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	3,991,000	-	-	-	-	-	-	-	3,991,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	400,000	-	-	-	-	-	-	-	400,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	1,805,000	-	-	-	-	-	-	-	1,805,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	400,000	-	-	-	-	-	-	-	400,000
REV234 - Tooele County Microtransit & Vehicle Electrification	125,000	-	-	-	-	-	-	-	125,000
Grand Total	1,199,568,000	177,675,000	363,214,000	-	234,646,000	108,212,000	12,157,000		303,664,000

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	276,029,000	23,055,000	115,899,000	-	32,652,000	45,619,000	4,530,000	54,274,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,290,000	-	-	-	-	-	-	1,290,000
FMA680 - Suicide Prevention Research Project	2,000	-	1,000	-	-	-	-	1,000
FMA687 - Layton Station Improvements	60,000	-	-	-	-	-	-	60,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	1,786,000	-	-	-	-	-	-	1,786,000
FMA694 - Electric Bus Chargers	500,000	-	-	-	-	-	-	500,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	250,000	-	-	-	-	-	-	250,000
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	170,000	-	-	-	-	-	-	170,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	5,580,000	-	-	-	-	420,000
MSP189 - Signal Pre-emption Projects w/UDOT	30,000	-	-	-	-	-	30,000	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	6,790,000	-	2,000,000	-	-	4,790,000	-	-
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	691,000	-	642,000	-	-	-	-	49,000
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	500,000	-	450,000	-	-	-	-	50,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	364,000	-	338,000	-	-	-	-	26,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	364,000	-	-	-	-	-	-	364,000
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,592,000	-	-	-	-	2,592,000	-	-
MSP253 - Mid-Valley Connector	45,000,000	-	28,008,000	-	-	16,992,000	-	-
MSP254 - TechLink	4,000,000	-	3,200,000	-	-	-	-	800,000
MSP255 - Central Corridor	50,000	-	-	-	-	50,000	-	-
MSP257- Gap Filler on FR Stations	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	9,081,000	5,355,000	3,726,000	-	-	-	-	-
MSP259 - S-Line Extension	11,746,000	-	-	-	-	11,746,000	-	-
MSP260 - Westside Express (5600 West)	23,498,000	-	18,899,000	-	-	4,599,000	-	-
MSP262 - SL Central HQ Office	1,000,000	-	-	-	-	-	-	1,000,000
MSP263 - TOD Working Capital	2,388,000	-	-	-	-	-	-	2,388,000
MSP264 - FrontRunner South Extension	3,050,000	-	-	-	-	3,050,000	-	-
MSP265 - Program Management Support	4,430,000	-	-	-	-	-	-	4,430,000
MSP267 - New Maintenance Training Facility	5,229,000	-	-	-	5,229,000	-	-	-
MSP271 - MOW Training Yard	3,196,000	-	-	-	3,196,000	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	6,185,000	-	3,334,000	-	-	-	2,600,000	251,000
MSP287 - 900 East UVX Station	3,211,000	-	2,986,000	-	-	-	-	225,000
MSP288 - Sustainability Project Pool	300,000	-	-	-	-	-	-	300,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit	-	-	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	3,700,000	-	-	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	1,500,000	-	-	-	-	1,500,000	-	-
MSP301 - Federal Bus Stops 5339	802,000	-	641,000	-	-	-	-	161,000
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	5,000,000	-	-	-	5,000,000	-	-	-
REV209 - Paratransit Replacements	4,851,000	-	-	-	4,811,000	-	-	40,000
REV211 - Replacement Buses	-	-	-	-	-	-	-	-
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,716,000	-	-	-	1,716,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	4,500,000	-	-	-	4,500,000	-	-	-
REV236 - VW Battery Buses	275,000	-	-	-	-	-	-	275,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	35,400,000	17,700,000	17,700,000	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	10,200,000	-	8,160,000	-	-	-	-	2,040,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	2,000,000	-	1,860,000	-	-	-	-	140,000
SGR359 - Bridge Rehabilitation & Maintenance	420,000	-	-	-	-	-	-	420,000
SGR370 - Red Signal Enforcement	3,409,000	-	-	-	-	-	-	3,409,000
SGR385 - Rail Replacement Program	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	8,200,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	-	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	5,000,000	-	4,000,000	-	-	-	-	1,000,000
SGR398 - OCS Rehab/Replace	5,000,000	-	4,000,000	-	-	-	-	1,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	8,000,000	-	-	-	-	-	-	8,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	-	-	-	-	-	-	4,500,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	2,245,000	-	-	-	-	-	-	2,245,000
SGR410 - Fiber Rehab/Replacement	1,600,000	-	-	-	-	-	-	1,600,000
SGR411 - Farmington Ped Bridge Repairs	560,000	-	-	-	-	-	-	560,000

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR412- PCC Replacement Project	2,918,000	-	2,334,000	-	-	-	-	584,000
Enterprise Strategy	15,809,000	-	2,400,000	-	-	-	-	13,409,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	200,000	-	-	-	-	-	-	200,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	410,000	-	-	-	-	-	-	410,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Software	506,000	-	-	-	-	-	-	506,000
ICI202 - Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI214 - APC Upgrade	850,000	-	-	-	-	-	-	850,000
ICI216 - SSBUS Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI221 - Customer Relations Software Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNX	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,200,000	-	2,400,000	-	-	-	-	1,800,000
ICI230- Operations System	5,183,000	-	-	-	-	-	-	5,183,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBUS Trapeze Customer Facing Electronic Fare Easy-Wallet	60,000	-	-	-	-	-	-	60,000
ICI233- Technology Systems- State of Good Repair	100,000	-	-	-	-	-	-	100,000
ICI235 - ERP Phase 2: Procurement	300,000	-	-	-	-	-	-	300,000
Executive Director (Safety)	1,996,000	-	-	-	-	-	-	1,996,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	656,000	-	-	-	-	-	-	656,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	600,000	-	-	-	-	-	-	600,000
Finance	21,211,000	-	5,542,000	-	-	-	490,000	15,179,000
CDA006 - 5310 Administration Funds All Years	313,000	-	313,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	94,000	-	-	-	-	-	-	94,000
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	-	-	89,000
ICI222 - Fares Systems Replacement Program	4,996,000	-	-	-	-	-	-	4,996,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	591,000	-	407,000	-	-	-	184,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	115,000	-	79,000	-	-	-	36,000	-

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP278 - FFY 2022 UT02023 O/L 5310	200,000	-	100,000	-	-	-	100,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	50,000	-	50,000	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	100,000	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	50,000	-	50,000	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	50,000	-	40,000	-	-	-	10,000	-
MSP302 - FFY 2024 O/L 5310	700,000	-	560,000	-	-	-	140,000	-
MSP303 - FFY 2023 O/L 5310	700,000	-	700,000	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	500,000	-	500,000	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	1,000,000	-	1,000,000	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	1,000,000	-	1,000,000	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	500,000	-	500,000	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	40,000	-	-	-	10,000	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	50,000	-	40,000	-	-	-	10,000	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	9,700,000	-	3,730,000	-	-	-	-	5,970,000
FMA543 - Police Fleet Vehicles	1,105,000	-	884,000	-	-	-	-	221,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	1,130,000	-	-	-	-	-	-	1,130,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	440,000	-	-	-	-	-	-	440,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	3,500,000	-	2,800,000	-	-	-	-	700,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	50,000	-	46,000	-	-	-	-	4,000
SGR386 - LRV repairs for 1137 and 1122	2,000,000	-	-	-	-	-	-	2,000,000
People	2,145,000	-	-	-	-	-	-	2,145,000
ICI228 - CPO New HRIS system application upgrade	1,570,000	-	-	-	-	-	-	1,570,000
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	450,000	-	-	-	-	-	-	450,000
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	-	-	50,000
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	75,000
Planning & Engagement	3,341,000	-	-	-	-	-	-	3,341,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	1,711,000	-	-	-	-	-	-	1,711,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP294 - Planning Studies	605,000	-	-	-	-	-	-	605,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	-	-	-	-	-	-	200,000
REV234 - Tooele County Microtransit & Vehicle Electrification	125,000	-	-	-	-	-	-	125,000
Grand Total	330,231,000	23,055,000	127,571,000	-	32,652,000	45,619,000	5,020,000	96,314,000

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local Rounded
Capital Services	223,723,000	19,120,000	78,827,000	-	44,915,000	39,795,000	2,400,000	38,666,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	-	-	-	-	-	-	1,190,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	550,000	-	-	-	-	-	-	550,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	1,836,000	-	-	-	-	-	-	1,836,000
FMA694 - Electric Bus Chargers	1,300,000	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	1,750,000	-	-	-	-	-	-	1,750,000
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	2,500,000	-	-	-	-	2,500,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,856,000	-	-	-	-	2,856,000	-	-
MSP253 - Mid-Valley Connector	30,000,000	-	18,672,000	-	-	11,328,000	-	-
MSP254 - TechLink	2,000,000	-	1,600,000	-	-	-	-	400,000
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	8,746,000	5,020,000	3,726,000	-	-	-	-	-
MSP259 - S-Line Extension	11,746,000	-	-	-	-	8,000,000	-	3,746,000
MSP260 - Westside Express (5600 West)	15,800,000	-	2,789,000	-	-	13,011,000	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	2,300,000	-	-	-	-	1,800,000	500,000	-
MSP265 - Program Management Support	4,430,000	-	-	-	-	-	-	4,430,000
MSP267 - New Maintenance Training Facility	5,039,000	-	-	-	5,039,000	-	-	-
MSP271 - MOW Training Yard	1,000,000	-	-	-	1,000,000	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local Rounded
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	717,000	-	573,000	-	-	-	-	144,000
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	3,961,000	-	-	-	3,921,000	-	-	40,000
REV211 - Replacement Buses	29,798,000	-	-	-	29,698,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,757,000	-	-	-	1,757,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	500,000	-	-	-	500,000	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	28,200,000	14,100,000	14,100,000	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	11,342,000	-	9,073,000	-	-	-	-	2,269,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	1,200,000	-	960,000	-	-	-	-	240,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	-	-	-	-	-	-	440,000
SGR370 - Red Signal Enforcement	2,863,000	-	-	-	-	-	-	2,863,000
SGR385 - Rail Replacement Program	4,500,000	-	3,600,000	-	-	-	-	900,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	1,000,000	-	800,000	-	-	-	-	200,000
SGR398 - OCS Rehab/Replace	8,429,000	-	4,724,000	-	-	-	-	3,705,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	9,467,000	-	7,717,000	-	-	-	-	1,750,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	-	3,600,000	-	-	-	-	900,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	1,000,000	-	-	-	-	-	-	1,000,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,571,000	-	1,256,000	-	-	-	-	315,000
Enterprise Strategy	12,623,000	-	3,200,000	-	-	-	-	9,423,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	200,000	-	-	-	-	-	-	200,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	1,200,000	-	-	-	-	-	-	1,200,000
ICI185 - WFRG Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local Rounded
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Software	200,000	-	-	-	-	-	-	200,000
ICI202 - Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI214 - APC Upgrade	750,000	-	-	-	-	-	-	750,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	225,000	-	-	-	-	-	-	225,000
ICI225- SharePoint 2016 Migration to SharePoint Online	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	3,200,000	-	-	-	-	800,000
ICI230- Operations System	2,903,000	-	-	-	-	-	-	2,903,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	-	-	-	-	-	-	145,000
ICI233- Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	125,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	645,000	-	-	-	-	-	-	645,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	-	-	100,000
Finance	17,868,000	-	2,407,000	-	-	-	137,000	15,324,000
CDA006 - 5310 Administration Funds All Years	322,000	-	322,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	55,000	-	-	-	-	-	-	55,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	5,269,000	-	-	-	-	-	-	5,269,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	200,000	-	100,000	-	-	-	100,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	185,000	-	148,000	-	-	-	37,000	-
MSP303 - FFY 2023 O/L 5310	160,000	-	160,000	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	134,000	-	134,000	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	639,000	-	639,000	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local Rounded
MSP308 - FFY 2024 SL/WV 5310	688,000	-	688,000	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	153,000	-	153,000	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	7,213,000	-	2,510,000	-	-	-	-	4,703,000
FMA543 - Police Fleet Vehicles	1,138,000	-	910,000	-	-	-	-	228,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	-	-	-	-	-	-	1,600,000
People	75,000	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	75,000
Planning & Engagement	2,133,000	-	-	-	-	-	-	2,133,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	-	-	-	-	-	-	933,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	-	-	-	-	-	-	200,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	265,120,000	19,120,000	86,944,000	-	44,915,000	39,795,000	2,537,000	71,809,000

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Capital Services	218,018,000	50,200,000	85,344,000	-	43,259,000	13,002,000	2,200,000	24,013,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,040,000	-	-	-	-	-	-	1,040,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	1,300,000	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	25,695,000	-	19,395,000	-	-	6,300,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	3,156,000	-	-	-	-	3,156,000	-	-
MSP253 - Mid-Valley Connector	8,594,000	-	5,348,000	-	-	3,246,000	-	-
MSP254 - TechLink	-	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,780,000	-	-	-	5,740,000	-	-	40,000
REV211 - Replacement Buses	30,000,000	-	2,000,000	-	27,755,000	-	-	245,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,800,000	-	-	-	1,800,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	4,964,000	-	-	-	4,964,000	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	78,400,000	50,200,000	28,200,000	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	8,919,000	-	7,135,000	-	-	-	-	1,784,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	-	460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	3,500,000	-	2,800,000	-	-	-	-	700,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,200,000	-	1,760,000	-	-	-	-	440,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	6,526,000	-	-	-	-	3,474,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,000,000	-	8,000,000	-	-	-	-	2,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,600,000	-	1,280,000	-	-	-	-	320,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	682,000	-	-	-	-	-	-	682,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
Enterprise Strategy	5,275,000	-	1,600,000	-	-	-	-	3,675,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	150,000	-	-	-	-	-	-	150,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI185 - WFRG Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	-	-	-	-	-	-	200,000

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	250,000	-	-	-	-	-	-	250,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Software	200,000	-	-	-	-	-	-	200,000
ICI202 - Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI214 - APC Upgrade	1,000,000	-	-	-	-	-	-	1,000,000
ICI216 - SSBUS Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	2,000,000	-	1,600,000	-	-	-	-	400,000
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBUS Trapeze Customer Facing Electronic Fare Easy-Wallet	100,000	-	-	-	-	-	-	100,000
ICI233- Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	125,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
Executive Director (Safety)	756,000	-	-	-	-	-	-	756,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	636,000	-	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	15,532,000	-	3,395,000	-	-	-	-	12,137,000
CDA006 - 5310 Administration Funds All Years	332,000	-	332,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	123,000	-	-	-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	2,014,000	-	-	-	-	-	-	2,014,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,000,000	-	3,000,000	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	4,247,000	-	937,000	-	-	-	-	3,310,000
FMA543 - Police Fleet Vehicles	1,172,000	-	937,000	-	-	-	-	235,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	600,000	-	-	-	-	-	-	600,000
People	75,000	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	-	-	-	1,449,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	245,352,000	50,200,000	91,276,000	-	43,259,000	13,002,000	2,200,000	45,415,000

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	170,588,000	71,600,000	23,874,000	-	40,670,000	6,893,000	1,200,000	26,351,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	540,000	-	-	-	-	-	-	540,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	1,300,000	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	4,200,000	-	-	-	-	4,200,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	-	-	-	-	-	-	1,500,000
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	-	2,693,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP288 - Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	-	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,967,000	-	-	-	5,927,000	-	-	40,000
REV211 - Replacement Buses	30,000,000	-	-	-	29,900,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,843,000	-	-	-	1,843,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	71,600,000	71,600,000	-	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	6,801,000	-	5,440,000	-	-	-	-	1,361,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	-	-	-	-	-	500,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	500,000	-	400,000	-	-	-	-	100,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	4,014,000	-	-	-	-	5,986,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,000,000	-	8,000,000	-	-	-	-	2,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,400,000	-	1,120,000	-	-	-	-	280,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	686,000	-	-	-	-	-	-	686,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
Enterprise Strategy	3,930,000	-	-	-	-	-	-	3,930,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	150,000	-	-	-	-	-	-	150,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Partner- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	330,000	-	-	-	-	-	-	330,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	-	50,000
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI216 - SSBUS Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	225,000	-	-	-	-	-	-	225,000
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBUS Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	-
ICI233- Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	125,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
Executive Director (Safety)	620,000	-	-	-	-	-	-	620,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	500,000	-	-	-	-	-	-	500,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	20,543,000	-	4,152,000	-	-	-	-	16,391,000
CDA006 - 5310 Administration Funds All Years	342,000	-	342,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	50,000	-	-	-	-	-	-	50,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	6,341,000	-	-	-	-	-	-	6,341,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	324,000	-	324,000	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	3,200,000	-	580,000	-	-	-	-	2,620,000
FMA543 - Police Fleet Vehicles	725,000	-	580,000	-	-	-	-	145,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-
People	75,000	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	-	-	-	1,449,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	200,405,000	71,600,000	28,606,000	-	40,670,000	6,893,000	1,200,000	51,436,000

2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	139,347,000	13,700,000	27,818,000	-	73,150,000	2,903,000	1,200,000	20,576,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	500,000	-	-	-	-	-	-	500,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	1,300,000	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	70,000	-	-	-	-	-	-	70,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	3,000,000	-	2,790,000	-	-	210,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms in Salt Lake County	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-
MSP231- Operator Shack at University Medical EOL	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	-	2,693,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-

2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	-	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,500,000	-	-	-	3,500,000	-	-	-
REV209 - Paratransit Replacements	6,000,000	-	-	-	5,960,000	-	-	40,000
REV211 - Replacement Buses	61,790,000	-	-	-	61,790,000	-	-	-
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,900,000	-	-	-	1,900,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	13,700,000	13,700,000	-	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	3,661,000	-	2,928,000	-	-	-	-	733,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	520,000	-	-	-	-	-	-	520,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	500,000	-	-	-	-	-	-	500,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	8,000,000	-	-	-	-	2,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,000,000	-	8,000,000	-	-	-	-	2,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,500,000	-	1,200,000	-	-	-	-	300,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	690,000	-	-	-	-	-	-	690,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
Enterprise Strategy	3,280,000	-	-	-	-	-	-	3,280,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	100,000	-	-	-	-	-	-	100,000

2029 Details

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ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI185 - WFRG Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-
ICI186 - In-House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	550,000	-	-	-	-	-	-	550,000
ICI199 - Rail Communication Onboard Tech	200,000	-	-	-	-	-	-	200,000
ICI201 - Server, Storage Infrastructure Equipment & Software	880,000	-	-	-	-	-	-	880,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	-	50,000
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI216 - SSBu Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-
ICI232 - SSBu Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	-
ICI233- Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
Executive Director (Safety)	720,000	-	-	-	-	-	-	720,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	600,000	-	-	-	-	-	-	600,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	10,484,000	-	415,000	-	-	-	-	10,069,000
CDA006 - 5310 Administration Funds All Years	352,000	-	352,000	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	69,000	-	-	-	-	-	-	69,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	3,205,000	-	584,000	-	-	-	-	2,621,000
FMA543 - Police Fleet Vehicles	730,000	-	584,000	-	-	-	-	146,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-
People	75,000	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	75,000
Planning & Engagement	1,349,000	-	-	-	-	-	-	1,349,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	-	-	-	-	-	-	-	-
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	158,460,000	13,700,000	28,817,000	-	73,150,000	2,903,000	1,200,000	38,690,000



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Jay Fox, Executive Director
Viola Miller, Chief Financial Officer

TITLE:

Consultation on Agency's Tentative 2025 Budget

AGENDA ITEM TYPE:

LAC - Consultation

RECOMMENDATION:

Review the UTA Tentative 2025 Budget and provide advice to the Board of Trustees.

BACKGROUND:

Each year, in compliance with State of Utah Code 17B-2a-808.1, the Board of Trustees adopts a tentative budget for the next year and sets a public hearing at which interested parties may comment on the tentative budget.

The Board of Trustees conducted six budget work sessions in August. On September 11, 2024 the Board of Trustees received a presentation on the 2025 Tentative Budget. Subsequently, at their September 25, 2024 Board meeting, the Board approved a resolution adopting the 2025 Tentative Budget and conducted a public hearing on October 10, 2024.

The 2025 Tentative Budget was sent to the Governor's office, Legislature, mayors, commissioners, metropolitan planning organizations, and others. It has also been made available to the public on UTA's website and will be open for comment throughout the public comment period. The 30-day public comment period will conclude on November 6, 2024 with all comments provided to the Trustees.

On November 6, 2024 the Local Advisory Council will be given the opportunity to review the 2025 Tentative Budget and provide their advice and input to the Board of Trustees.

The 2025 Final Budget will be reviewed at the November 13, 2024 Board of Trustees meeting with adoption scheduled for the December 4, 2024 Board of Trustees meeting.

The detail of the 2025 Tentative Budget is attached.

DISCUSSION:

At UTA, we prepare our annual budget as part of a long-term financial strategy for responsible, accountable stewardship of public funds. Investments in transit today, including replacement and major repair of infrastructure, align with Utah's Unified Transportation Plan developed in collaboration between UTA, the Utah Department of Transportation, our regional planning partners, and the communities we serve.

Our budget is fiscally responsible, strategic, and responsive to changing needs and emerging demands. On a local level, Utah's growth creates opportunities and challenges for mobility and connectivity. Traffic congestion, commute time, housing accessibility, and air quality are a few of the issues that transit seeks to address. On a regional and state level, economic development and major events like the 2034 Olympics present significant transit opportunities to benefit Utah's future. Our 2025 proposed budget allocates funds in the most efficient manner possible, recognizing that the growing demand for transit service exceeds available resources.

The UTA 2025 budget includes \$462 million in operating expenses and \$330 million in capital investment to fund the provision of safe, convenient, and reliable public transportation service and key investments in Utah's mobility infrastructure. The budget includes federal, state, and local contributions from our partners.

The 2025 Tentative Budget was developed with an emphasis on creating value. This will be accomplished by:

- Prioritizing efficiency within the organization
- Enhancing service delivery
- Investing in UTA culture

The 2025 Operating Budget:

- Increases funding for On Demand service
- Provides continued support to the TRAX Ambassador program
- Includes a service strategy that supports continued efforts to improve Operator working conditions
- Provides additional resources for Maintenance training
- Enhances effectiveness and organizational compliance by increasing grants management services
- Focuses on increased information systems development, security and support
- Includes additional development of organizational policies

ALTERNATIVES:

The Advisory Council is encouraged to provide their feedback to the Board of Trustees on this tentative budget and any additional considerations that should be discussed.

FISCAL IMPACT:

The 2025 Tentative Budget includes \$462 million in operating expenses and \$330 million of capital investment to fund the provision of safe, convenient, reliable service and targeted investments in our infrastructure. The budget includes federal and local contributions from our partners.

ATTACHMENTS:

- 2025 Budget Summary to Stakeholders
- 2025 Tentative Budget Document

Budget priorities outlined here affect you and your community. Guided by the 2030 UTA Strategic Plan, UTA has developed our budget centering on our mission, vision, and five strategic priorities.

Mission

We Move You

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

Vision

Leading Utah's mobility solutions and improving quality of life

Strategic Priorities



Tentative Budget Overview

At UTA, we prepare our annual budget as part of a long-term financial strategy for responsible, accountable stewardship of public funds. Investments in transit today, including replacement and major repair of infrastructure, align with a 30-year plan developed in collaboration between UTA, the Utah Department of Transportation, our regional planning partners, and the communities we serve. Our budget is fiscally responsible, strategic, and responsive to changing needs and emerging demands. On a local level, Utah's growth creates opportunities and challenges for mobility and connectivity. Traffic congestion, commute time, housing accessibility, and air quality are a few of the issues that transit seeks to address. On a regional and state level, economic development and major events like the 2034 Olympics present significant transit opportunities to benefit Utah's future. Our 2025 proposed budget allocates funds in the most efficient manner possible, recognizing that the growing demand for transit service exceeds available resources. The UTA 2025 budget includes \$461.9 million in operating expenses and \$330.2 million in capital investment to fund the provision of safe, convenient, and reliable public transportation service and key investments in Utah's mobility infrastructure. The budget includes federal, state, and local contributions from our partners.

2025 Tentative Budget Summary

Tentative Operating Budget Highlights



Tentative Capital Budget Highlights

Major Bus Connector and Bus Rapid Transit (BRT) Routes

- Midvalley Express (MVX)
- 5600 West Enhanced Bus
- Davis-SLC Connector
- Ogden/Weber State University BRT (OGX)

Light Rail Expansion

- S-Line extension
- TechLink TRAX corridor study

State Of Good Repair For Rail

- Rehabilitation and replacement of:
 - Light rail vehicles
 - Train control
 - Overhead catenary system

Administration Building Remodel and Expansion

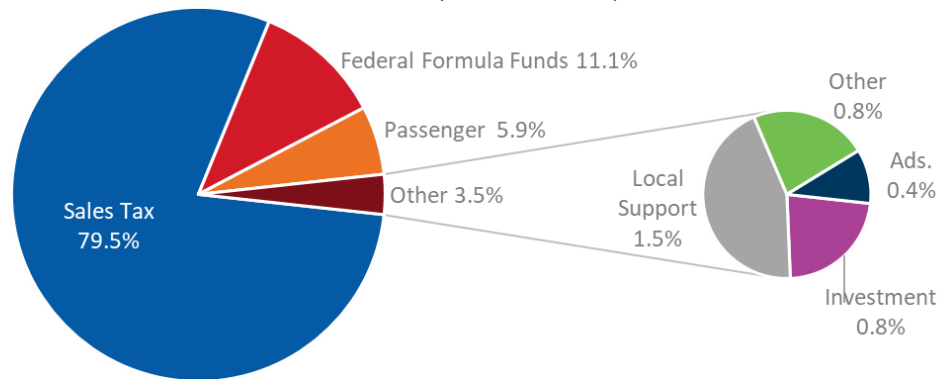
- Ogden bus service building
- TRAX operations and maintenance facility (Jordan River)

Operating Revenue Summary

UTA operates as a single enterprise fund. All revenues are collected in the UTA Operating Fund, which is divided into operating and capital budgets. The operating budget covers ongoing expenses, while the capital budget focuses on one-time investments in the system. Transfers from the enterprise fund support capital projects.

UTA's total revenue for 2025 is \$650 million, with sales tax contributing \$517 million (80%), federal preventive maintenance funds at \$72 million, and passenger revenues at \$39 million. Additional revenue comes from local support, investment income, advertising, and other fees.

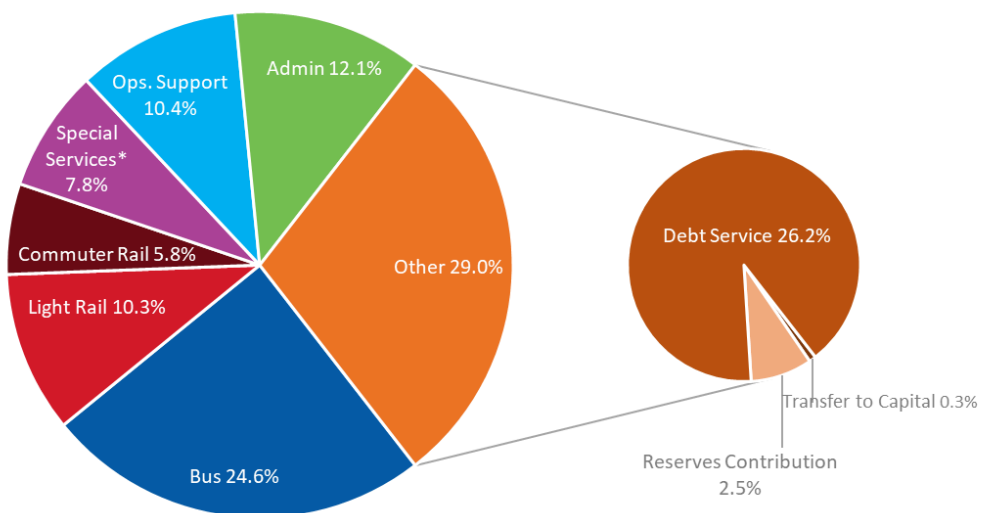
2025 Tentative Operating Revenue
(\$650.4 million)



Operating Budget Summary

The 2025 Tentative Operating Budget of \$650.4 million includes \$461.9 million in operating expenses and \$188.4 million in debt, reserves, and capital transfer expenses. Operating expenses can be further divided into \$383 million for operations and maintenance of the system (59% of total) and \$78.5 million (12% of total) for support functions, including administration, planning/capital support, and a contingency of \$1.0 million for arising or emergency needs.

2025 Tentative Operating Budget
(\$650.4 million)

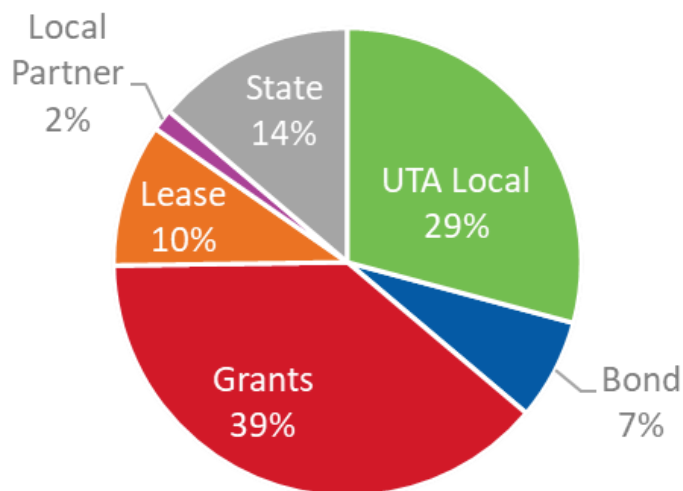


*Special Services includes Paratransit, Vanpool, and Microtransit

2025 Tentative Budget Summary

Capital Budget Summary

2025 Capital Sources
(\$330.2 million)



2025 Top 5 Capital Project Budgets

Midvalley Express (MVX)
Light Rail Vehicle Replacement
5600 West Enhanced Bus
S-Line Extension
Light Rail Vehicle Rehabilitation

Ways To Get Involved!

Review the complete 2025 Tentative Budget and comment by November 6, 2024.

Submit your feedback in any of the following ways:

- Website comment form: rideuta.com/budget
- Email: hearingofficer@rideuta.com
- Phone: 801-743-3882
- Mailing: Utah Transit Authority, c/o Jolisha Branch, 669 West 200 South, Salt Lake City, Utah, 84101

Public hearing and open house:

- Date and time: Thursday, October 10
 - Open House: 5-5:30 p.m. Public Hearing: 5:30 p.m.
- Location: 669 West 200 South, Salt Lake City
- Join virtually: rideuta.com/board-of-trustees/meetings

Complete information on the 2025 Tentative Budget can be found at rideuta.com/budget.

Utah Transit Authority Tentative Budget 2025



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Budget Summaries

UTAH TRANSIT AUTHORITY 2025 OPERATING BUDGET September 25, 2024

Exhibit A

	<u>Revenue</u>	<u>2025 Budget</u>
1	Sales Tax	\$ 516,856,000
2	Federal Preventative Maintenance	72,411,000
3	Passenger Revenue	38,620,000
4	Advertising	2,351,000
5	Investment Income	5,085,000
6	Other Revenues	15,043,000
7	Total Revenue	650,367,000
	<u>Operating Expense</u>	
8	Bus	160,181,000
9	Commuter Rail	37,674,000
10	Light Rail	66,925,000
11	Paratransit	29,991,000
12	Rideshare/Vanpool	3,954,000
13	Microtransit	16,811,000
14	Operations Support	67,899,000
15	Administration	63,214,000
16	Planning/Capital Support	14,292,000
17	Non-Departmental	1,000,000
18	Total Operating Expense	461,941,000
	<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>	
19	Principal and Interest	167,099,000
20	Bond Service Utah County for UVX BRT program	3,378,000
21	Contribution to Reserves	16,128,000
22	Transfer to Capital	1,821,000
23	Total Debt Service, Reserves, Transfers	188,426,000
24	Total Expense	\$ 650,367,000

Note: Rounding may cause minor Total discrepancies

[3]

UTAH TRANSIT AUTHORITY
2025 CAPITAL BUDGET
September 25, 2024

Exhibit A-1

<u>Funding Sources</u>		<u>2025 Budget</u>
1	UTA Current Year Funding	\$ 96,314,000
2	Grants	127,571,000
3	Local Partner Contributions	5,020,000
4	State Contribution	45,619,000
5	Leasing	32,652,000
6	Bonds	23,055,000
7	Total Funding Sources	330,231,000
<u>Expense</u>		
8	State of Good Repair	158,820,000
9	Mid-Valley Connector	45,000,000
10	Westside Express (5600 West)	23,498,000
11	S-Line Extension	11,746,000
12	Davis-SLC Community Connector	6,790,000
13	Utah County Park & Ride Lots	6,185,000
14	Other Capital Projects	78,192,000
15	Total Expense	\$ 330,231,000

[4]

UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET
September 25, 2024

Exhibit A-2

<u>Revenue</u>		<u>2025 Budget</u>	
1	Sales Tax	\$ 516,856,000	
2	Federal Preventative Maintenance	72,411,000	
3	Passenger Revenue	38,620,000	
4	Advertising	2,351,000	
5	Investment Income	5,085,000	
6	Other Revenues	15,043,000	
7	Total Revenue	\$ 650,367,000	
<u>Operating Expense</u>			<u>FTE</u>
9	Board of Trustees	\$ 3,517,000	15.0
10	Executive Director	7,595,000	33.5
11	Communications	4,812,000	17.5
12	Operations	343,300,000	2,350.7
13	Finance	21,526,000	139.0
14	Service Development	8,183,000	64.0
15	Planning & Engagement	27,397,000	100.6
16	Enterprise Strategy	31,267,000	131.0
17	People Office	13,343,000	97.0
18	Non-Departmental	1,000,000	-
19	Total Operations	461,941,000	2,948.2
20	Debt Service	170,477,000	
21	Contribution to Reserves	16,128,000	
22	Transfer to Capital Budget	1,821,000	
23	Total Tentative Operating Budget	\$ 650,367,000	2,948.2

[5]

UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET
September 25, 2024

Exhibit A-3

<u>Revenue</u>		<u>2025 Budget</u>	
1	Sales Tax	\$ 516,856,000	
2	Federal Preventative Maintenance	72,411,000	
3	Passenger Revenue	38,620,000	
4	Advertising	2,351,000	
5	Investment Income	5,085,000	
6	Other Revenues	15,043,000	
7	Total Revenue	650,367,000	
<u>Operating Expense</u>			<u>FTE</u>
8	Bus	160,181,000	1,255.0
9	Commuter Rail	37,674,000	201.5
10	Light Rail	66,925,000	446.0
11	Paratransit	29,991,000	203.0
12	Rideshare/Vanpool	3,954,000	11.0
13	Microtransit	16,811,000	6.0
14	Operations Support	67,899,000	493.4
15	Administration	63,214,000	227.0
16	Planning/Capital Support	14,292,000	105.3
17	Non-Departmental	1,000,000	-
18	Total Operations	461,941,000	2,948.2
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>			
19	Principal and Interest	167,099,000	-
20	Bond Service Utah County for UVX BRT program	3,378,000	-
21	Contribution to Reserves	16,128,000	-
22	Transfer to Capital	1,821,000	-
23	Total Debt Service, Reserves, Transfers	188,426,000	-
24	Total Tentative Operating Budget	\$ 650,367,000	2,948.2

2025 Tentative Budget Overview

At UTA, we prepare our annual budget as part of a long-term financial strategy for responsible, accountable stewardship of public funds. Investments in transit today, including replacement and major repair of infrastructure, align with a 30-year vision developed in collaboration among UTA, the Utah Department of Transportation, our regional planning partners, and the communities we serve.

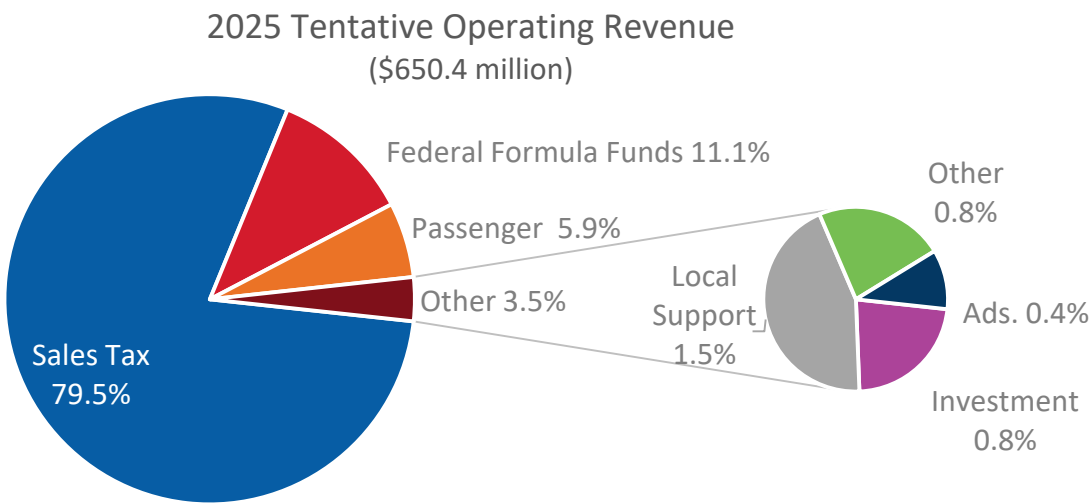
Our budget is strategic, but it also responds to changing needs and emerging demands. On a local level, Utah’s growth creates opportunities and challenges for mobility and connectivity. Traffic congestion, commute time, housing accessibility, and air quality are a few of the issues transit seeks to address. On a regional and state level, economic development and seminal events like the 2034 Olympics present significant transit-oriented opportunities.

Our 2025 budget allocates funds in the most strategic, efficient manner possible, recognizing the growing demand for transit service exceeds resources available.

2025 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 – operating and capital. The operating budget includes ongoing expenses related to services provided by UTA, whereas the capital budget includes one-time expenses related to building, maintaining, and investing in our system. Transfers from the enterprise fund to the Capital program are made when required to support investment in the system.

UTA receives operating revenues from multiple sources for a total revenue of \$650 million. Sales tax revenue at \$517 million (80% of total) represents the largest funding source for the 2025 budget. Federal preventive maintenance funds total \$72 million and passenger revenues total \$39 million. Other revenues include, in order of magnitude, local support, investment income, advertising, and other fees.



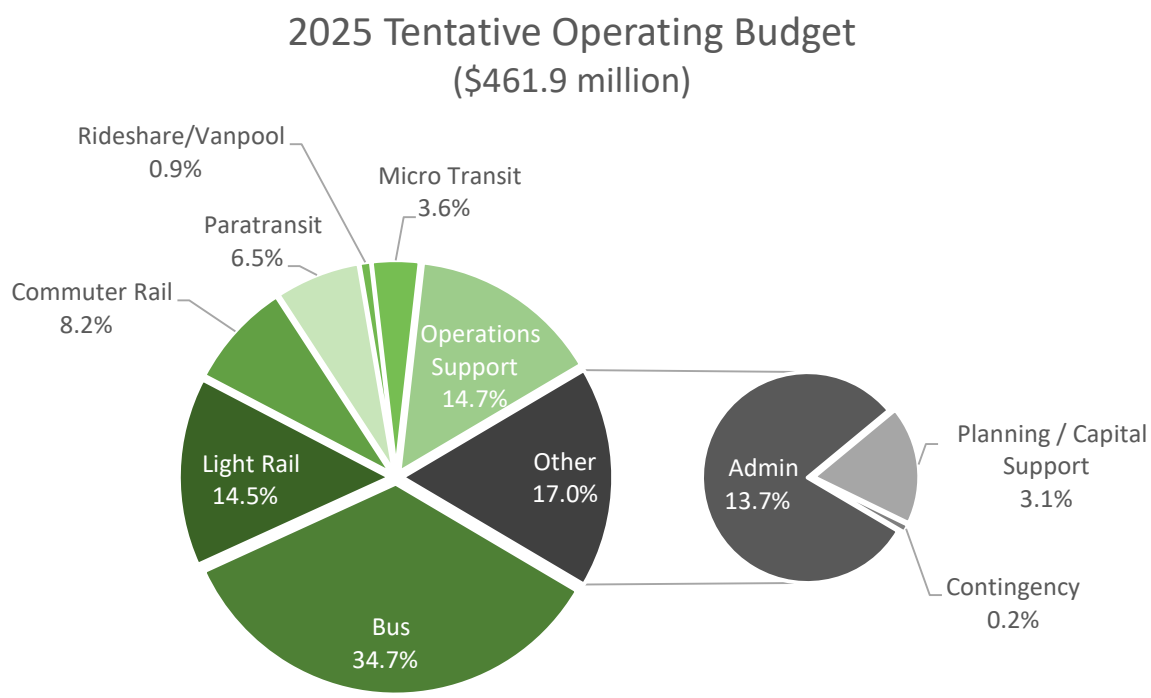
[7]

2025 Operating Expense Summary

The 2025 Tentative Operating Budget includes over \$383 million for operations and maintenance of the system (83% of total). These functions are represented in the green shaded segments in the graph below.

The “Other” functions (gray segments comprising 17 percent) include Administration, Planning/Capital Support, and \$1.0 million set aside to fund emerging/emergency needs.

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

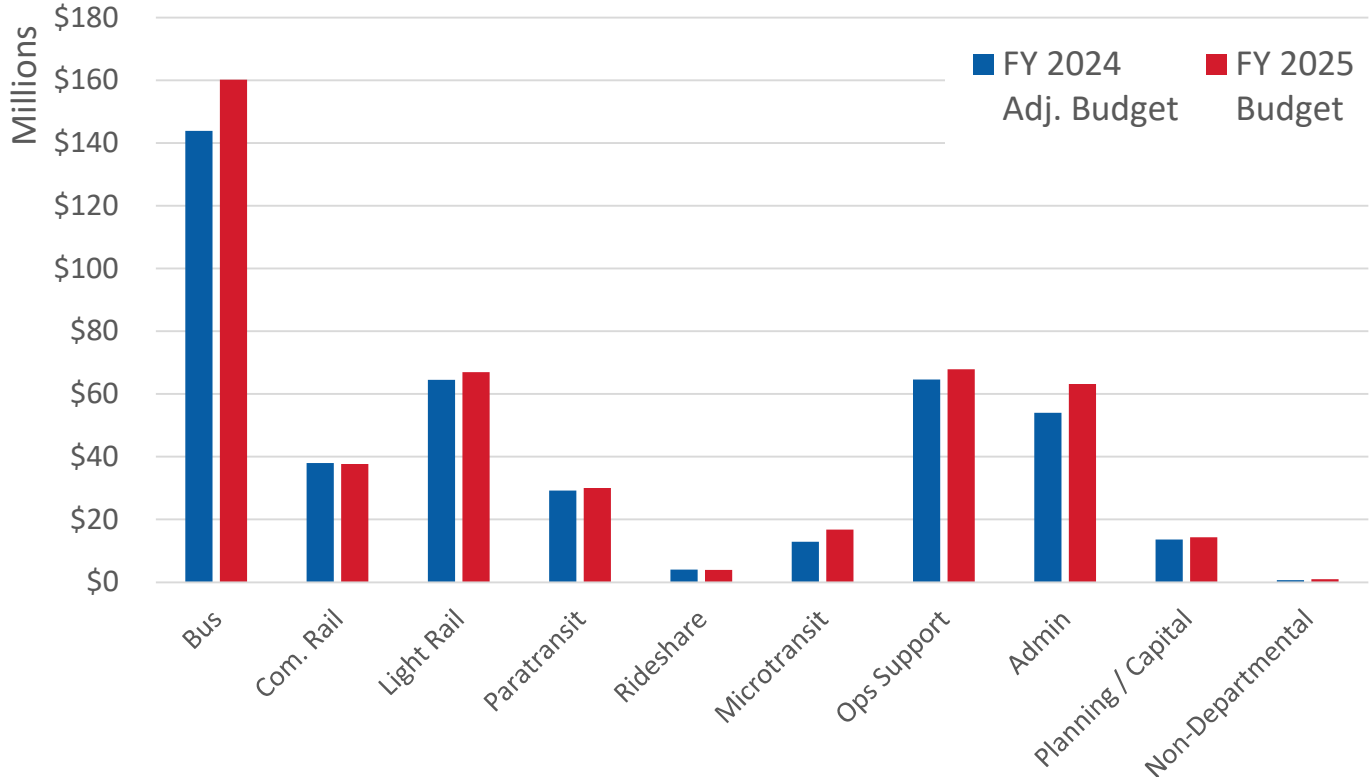


[8]

2025 Tentative Operating Expense Budget

Summary by Mode

Mode	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Bus	\$143,838,000	\$160,181,000	\$16,343,000	11.4%
Commuter Rail	38,015,000	37,674,000	(341,000)	-0.9%
Light Rail	64,499,000	66,925,000	2,426,000	3.8%
Paratransit	29,221,000	29,991,000	770,000	2.6%
Rideshare/Vanpool	4,012,000	3,954,000	(58,000)	-1.4%
Microtransit	12,949,000	16,811,000	3,862,000	29.8%
Operations Support	64,622,000	67,899,000	3,277,000	5.1%
Administration	54,050,000	63,214,000	9,164,000	17.0%
Planning/Capital Support	13,623,000	14,292,000	669,000	4.9%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	\$425,512,000	\$461,941,000	\$36,429,000	8.6%



[9]

Summary by Office

Office	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Board	\$3,370,000	\$3,517,000	\$147,000	4.4%
Executive Director	6,522,000	7,595,000	1,073,000	16.5%
Operations	318,942,000	343,300,000	24,358,000	7.6%
Finance	20,287,000	21,526,000	1,239,000	6.1%
Capital Services	7,543,000	8,183,000	640,000	8.5%
Planning & Engagement	23,144,000	27,397,000	4,253,000	18.4%
Enterprise Strategy	28,645,000	31,267,000	2,622,000	9.2%
People	12,098,000	13,343,000	1,245,000	10.3%
Communication	4,279,000	4,812,000	533,000	12.5%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	\$425,512,000	\$461,941,000	\$36,429,000	8.6%

Summary by Expense Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Wages	\$201,903,000	\$213,920,000	\$12,017,000	6.0%
Fringe	100,604,000	109,593,000	8,989,000	8.9%
Services	45,966,000	60,479,000	14,513,000	31.6%
Fuel/Power	35,490,000	33,711,000	(1,779,000)	-5.0%
Parts	25,904,000	29,548,000	3,644,000	14.1%
Utilities	7,373,000	7,228,000	(145,000)	-2.0%
Other O&M	20,901,000	23,562,000	2,661,000	12.7%
Capitalized Costs	(12,630,000)	(16,102,000)	(3,472,000)	27.5%
Total Budget	\$425,512,000	\$461,941,000	\$36,429,000	8.6%

[10]

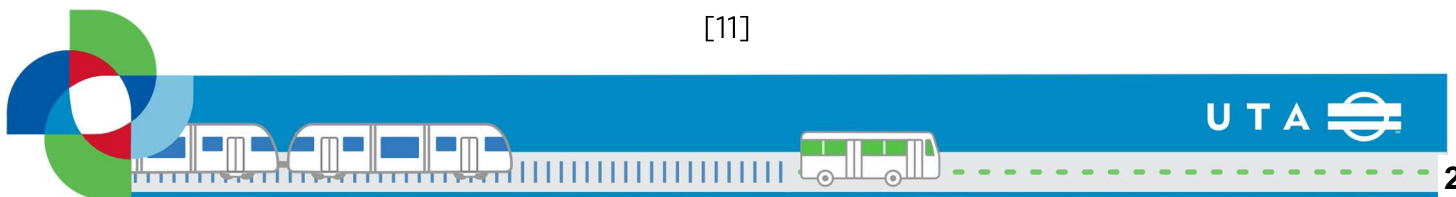
FTE Summary by Office

Office	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Board	16.0	15.0	(1.0)	(0.1)
Executive Director	32.5	33.5	1.0	0.0
Operations	2,328.7	2,350.7	22.0	0.0
Finance	136.0	139.0	3.0	0.0
Capital Services	59.0	64.0	5.0	0.1
Planning & Engagement	84.2	100.6	16.3	0.2
Enterprise Strategy	125.0	131.0	6.0	0.0
Communications	17.5	17.5	-	-
People	94.0	97.0	3.0	0.0
Total FTE	2,892.9	2,948.2	55.3	1.9%

FTE Summary by Mode

Mode	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Bus	1,233.0	1,255.0	22.0	1.8%
Commuter Rail	201.5	201.5	-	0.0%
Light Rail	446.0	446.0	-	0.0%
Paratransit	203.0	203.0	-	0.0%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	5.0	6.0	1.0	20.0%
Operations Support	489.4	493.4	4.0	0.8%
Administration	218.0	227.0	9.0	4.1%
Planning/Capital Support	86.0	105.3	19.3	22.5%
Non-Departmental	-	-	-	-
Total Division	2,892.9	2,948.2	55.3	1.9%

[11]



Key Assumptions & Requests

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2025 Tentative Budget was developed during a time of increasing ridership, easing inflation, and low unemployment. Consumer spending is seen as moderating and shifting away from discretionary spending.

This Tentative Budget and 5-year plan include assumptions from the University's April 2024 forecast. UTA will monitor the economic situation and work with the University of Utah to update its sales tax forecast in November to inform the 2025 Final Budget and 5-year plan.

The key assumptions in the 2025 budget are provided below.

Operating Expenses:

- Labor 3.5% Bargaining, 4% Admin
- Fringe 4.5% Bargaining, 9% Admin
- Parts – 3.5%
- Fuel:
 - Diesel - \$3.60
 - Gasoline - \$3.10
 - CNG DGE* - \$2.15
- Other Expense – 2.2%

Revenues:

- Sales Tax – 4.9%
- Passenger – 0.0%

*Compressed Natural Gas Diesel Gallon Equivalent

2025 Operating Budget Request Detail

2024 Adj. Budget	2024 One-Time Expenses	2024 Additions			2024 Adjustments		2025 Budget			
		Staffing	APTA/Wkg Cond/ Barg	Service	Wage and Fringe	Other	2025 Base	2025 Svc Requests	2025 Additions	2025 Budget Request
\$ 425,512	\$ (4,228)	\$ 1,991	\$ 9,816	\$ 4,008	\$ 11,918	\$ 1,967	\$ 450,984	\$ 6,843	\$ 4,114	\$ 461,941

- **One-Time Expenses:** Expenses budgeted to be incurred only in 2024 – not ongoing expense
- **Staffing:** Annualization of changes in staffing that occurred in 2024
- **APTA/Wkg Cont/Barg:** Expense for future APTA (American Public Transportation Association) meeting, change in working conditions for Bargaining Unit in 2024 and Teamsters contract change
- **Service:** Annualization of service changes made in 2024
- **Wage and Fringe:** Adjustments for changes in wage and fringe rates
- **Other:** Changes in Parts, Fuel, Contract Services prices due to inflation
- **2025 Service Requests:** New service requests for 2025
- **2025 Additions:** New budget initiative requests for 2025

Agency Requests

Office	Request	2025 Total Exp	FTE Change
Planning & Engagement	Community Engagement staff	196,130	2.50
	On Demand - supplemental service contract	116,667	1.00
	Option 2: TRAX Ambassador Program Continuation	771,641	12.80
	Supplemental Service Ski and SGR pilot	1,900,000	-
	Planning Studies Operational Budget Increase	150,000	-
Planning & Engagement Total		\$ 3,134,438	16.30
Enterprise Strategy	IT Sr. Project Manager (50% capital)	88,950	0.50
	Records Specialist Supervisor	96,000	1.00
	Information Security Analyst II	126,300	1.00
	Network Infrastructure Architect (6 months)	77,450	1.00
	Enterprise Apps ERP Technology Admin/Developer	154,800	1.00
	Data Governance Engineer (6 months)	51,500	1.00
	IT Asset and Inventory Analyst	-	1.00
Enterprise Strategy Total		\$ 595,000	6.50
Capital Services	Light Rail Vehicle Overhaul PM (80% capital)	30,400	0.20
	Commuter Rail Overhaul PM (80% capital)	30,400	0.20
	Project Controls Staff (80% capital)	48,000	0.40
	Sr Quality Inspector to Quality team (80% capital)	24,000	0.20
Capital Services Total		\$ 132,800	1.00
People	Funding for PTC Training for MOW (Requirement)	123,420	-
	Maintenance Training Specialist for rail	205,500	2.00
People Total		\$ 328,920	2.00
Operations	COO Initiative Funds	1,000,000	-
Operations Total		\$ 1,000,000	-
Executive Director	Video Security Tech	76,966	1.00
	Legal: Policy Development Consultant	350,000	-
Executive Director Total		\$ 426,966	1.00
Board	Internal Audit: Consultant for Contracts Audits	200,000	-
Board Total		\$ 200,000	-
Finance	Grants Accountant	\$ 105,000	1.00
	Work Comp Adjuster	91,000	1.00
	Grant Services Team Admin (\$115k Grant funded)	-	1.00
Finance Total		\$ 196,000	3.00
Grand Total: Operating Budget		\$ 6,014,124	29.80

[14]

Capital Position Requests

UTA approves all headcount in the Operating budget request. Capital staff expenses will move to the capital program through a reimbursable process. Funding for these positions in the Operating budget include start-up costs (computers, supplies, office space, etc.) only, while the remaining expenses below will be absorbed by the Capital budget.

Office	Request	2025 Total Exp	FTE Change
Enterprise Strategy	TL3034 IT Sr. Project Manager (50% capital)	88,950	0.50
Enterprise Strategy Total		\$ 88,950	0.50
Capital Services	Light Rail Vehicle Overhaul PM (80% capital)	152,000	0.80
	Commuter Rail Overhaul PM (80% capital)	152,000	0.80
	Project Controls Staff (80% capital)	240,000	1.60
	Sr Quality Inspector to Quality team (80% capital)	120,000	0.80
Capital Services Total		\$ 664,000	4.00
Grand Total: Capital Budget		\$ 752,950	4.50

These positions will support the financial oversight and project management needs required by UTA's growing capital program.

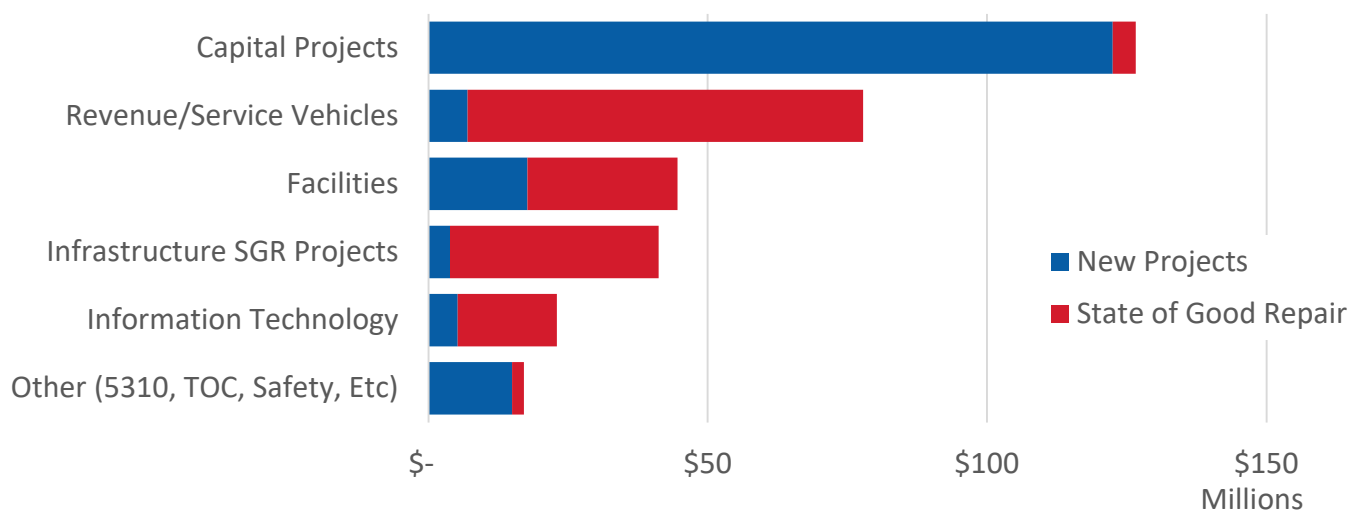
2025 Tentative Capital Budget and 5-Year Plan

The following tables are developed with reference to the 5-Year Capital Plan documents produced by Project Controls in the Service Development Office. The capital revenue in this section is listed on an accrual-basis such that projects balance in each year of work. Note that the capital revenue listed in financials reconciling at the organization-wide level (including opening and closing cash balances) is listed on a cash-basis. This may result in some discrepancies in source funds received in the years prior to or after their actual usage.

2025 Tentative Capital Budget

2025 Capital Budget Summary by Reporting Group

Reporting Group	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease	2025 Bonds
5310 Projects	\$ 6,121,000	\$ 5,542,000	\$ 490,000	\$ 89,000	\$ -
Capital Projects	126,612,000	60,058,000	46,019,000	20,535,000	-
Charging Infrastructure	2,286,000	-	-	2,286,000	-
Facilities	44,566,000	12,846,000	4,100,000	22,265,000	5,355,000
Information Technology	22,975,000	2,400,000	-	20,575,000	-
Infrastructure SGR Projects	41,187,000	17,534,000	30,000	23,623,000	-
Planning	1,630,000	-	-	1,630,000	-
Property/TOC	4,213,000	540,000	-	3,673,000	-
Revenue/Service Vehicles	77,803,000	27,766,000	-	32,337,000	17,700,000
Safety and Security	2,838,000	885,000	-	1,953,000	-
Grand Total	\$330,231,000	\$127,571,000	\$50,639,000	\$128,966,000	\$23,055,000



[16]

Summary by Chief Office

Office	2025 Total Budget
Capital Services	\$276,029,000
Enterprise Strategy	15,809,000
Executive Director (Safety)	1,996,000
Finance	21,211,000
Operations	9,700,000
People	2,145,000
Planning & Engagement	3,341,000
Grand Total	\$330,231,000

[17]



2025 State of Good Repair Summary

Highlighted Projects (\$ Thousands)	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease	2025 Bonds
Revenue/Service Vehicles	\$ 70,767	\$ 27,720	\$ -	\$ 25,347	\$ 17,700
Light Rail Vehicle Replacement	35,400	17,700	-	-	17,700
Light Rail Vehicle Rehab	10,200	8,160	-	2,040	-
Replace Non-Rev Support Vehicles	5,000	-	-	5,000	-
Paratransit Replacements	4,851	-	-	4,851	-
Commuter Rail Vehicle Procurement - Used	4,500	-	-	4,500	-
Other Revenue/Service Vehicles	10,816	1,860	-	8,956	-
Infrastructure SGR Projects	\$ 37,298	\$ 17,534	\$ -	\$ 19,764	\$ -
Train Control Rehab & Replacement	8,000	-	-	8,000	-
Rail Replacement Program	6,500	5,200	-	1,300	-
TPSS Component Replacement	5,000	4,000	-	1,000	-
OCS Rehab/Replace	5,000	4,000	-	1,000	-
Rail Switch & Track Ctrl Rehab/Replace	4,500	-	-	4,500	-
Other Infrastructure SGR Projects	8,298	4,334	-	3,964	-
Facilities	\$ 26,820	\$ 3,726	\$ -	\$ 17,739	\$ 5,355
Mt. Ogden Admin Bldg. Expansion	9,081	3,726	-	-	5,355
Jordan River #2 Remodel	8,200	-	-	8,200	-
New Maintenance Training Facility	5,229	-	-	5,229	-
Building Remodels/Reconfigurations	1,290	-	-	1,290	-
Facilities Rehab/Replacement	1,130	-	-	1,130	-
Other Facilities	1,890	-	-	1,890	-
Information Technology	\$ 17,735	\$ 2,400	\$ -	\$ 15,335	\$ -
Operations Systems	5,183	-	-	5,183	-
ICI222- Fares Systems Replacement Program	4,996	-	-	4,996	-
Radio Communication System	4,200	2,400	-	1,800	-
Network Infrastructure Equipment & Software	1,600	-	-	1,600	-
APC Upgrade	850	-	-	850	-
Other Information Technology	906	-	-	906	-
Capital Projects	\$ 4,095	\$ -	\$ -	\$ 4,095	\$ -
System Restrooms	2,245	-	-	2,245	-
Bus Stop Enhancements	1,275	-	-	1,275	-
Route End of Line (EOL) Enhancements	500	-	-	500	-
Bus Maintenance Training	75	-	-	75	-
Other Capital Projects	-	-	-	-	-
Other	\$ 2,105	\$ 884	\$ -	\$ 1,221	\$ -
Grand Total	\$ 158,820	\$ 52,264	\$ -	\$ 83,501	\$ 23,055

[18]

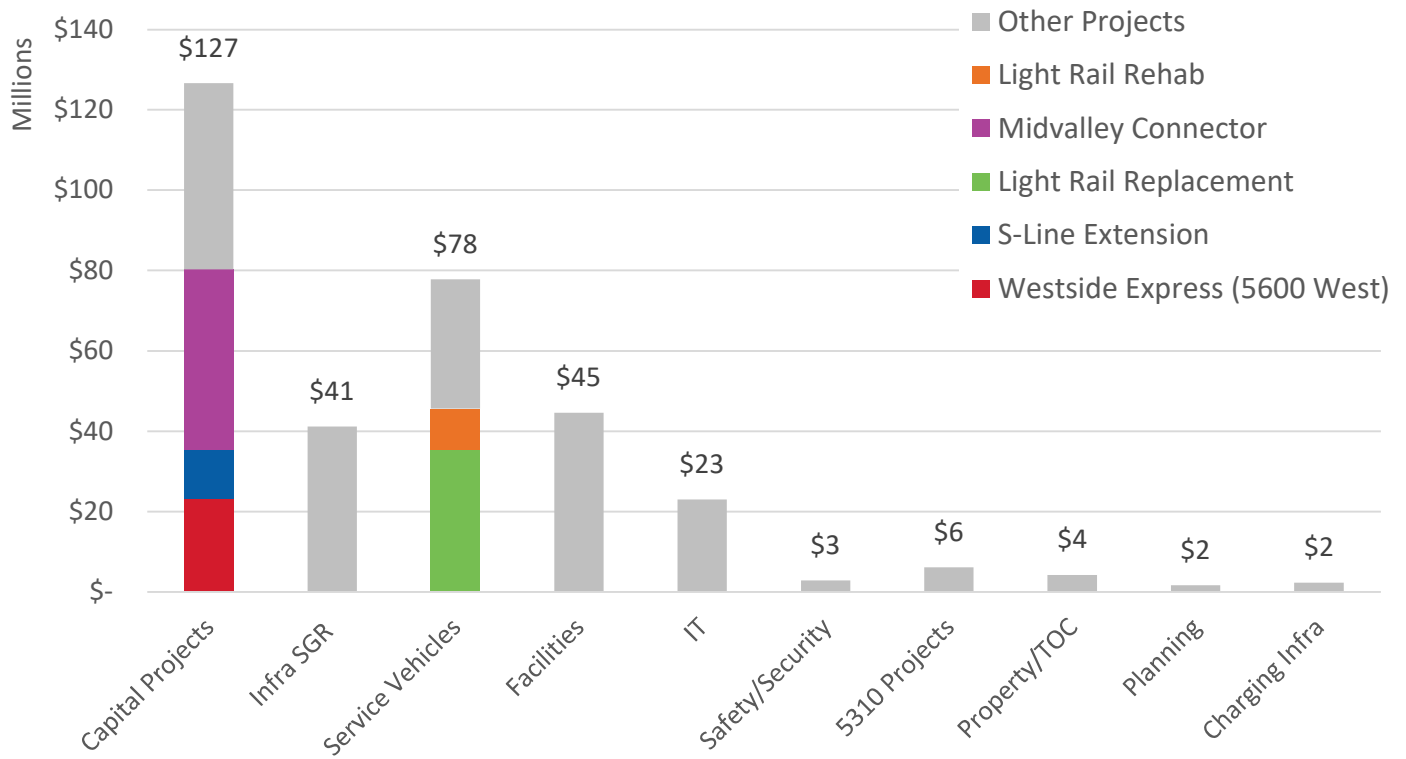
2025 Major Project Summary

Non-SGR projects with the top 10 highest 2025 budgets:

Highlighted Projects	2025 Total Budget	2025 Grants	2025 State & Local	2025 UTA & Lease
Mid-Valley Connector	\$ 45,000,000	\$ 28,008,000	\$ 16,992,000	\$ -
Westside Express (5600 West)	23,498,000	18,899,000	4,599,000	-
S-Line Extension	11,746,000	-	11,746,000	-
Davis-SLC Community Connector	6,790,000	2,000,000	4,790,000	-
Utah County Park & Ride Lots	6,185,000	3,334,000	2,600,000	251,000
Ogden/Weber State University BRT	6,000,000	5,580,000	-	420,000
Capital Contingency	5,000,000	-	-	5,000,000
HB322 Future Rail Car Purchase Payment	5,000,000	-	-	5,000,000
Program Management Support	4,430,000	-	-	4,430,000
TechLink	4,000,000	3,200,000	-	800,000
Grand Total	\$ 117,649,000	\$ 61,021,000	\$ 40,727,000	\$ 15,901,000

No Bonding for major non-SGR projects in 2025.

2025 Capital Expenses (\$330.2 million)



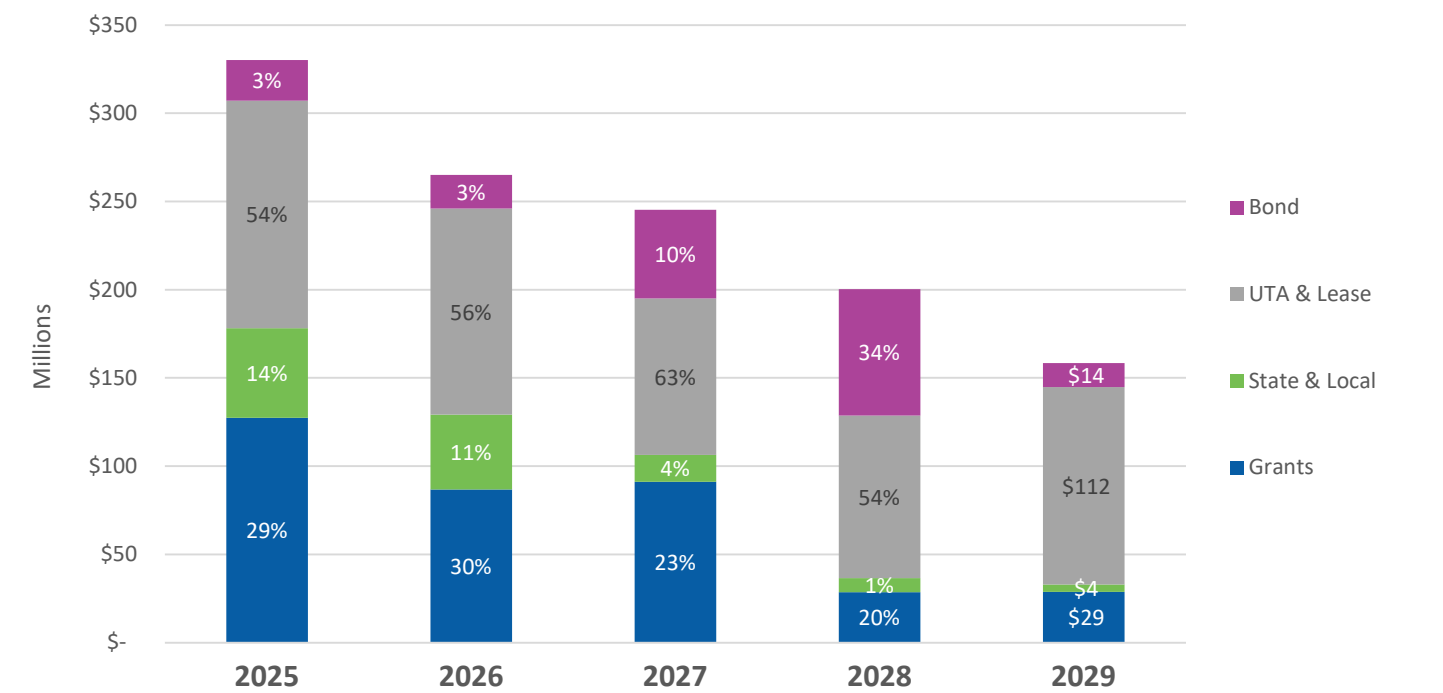
[19]



5-Year Plan: 2025-2029*

Year	Total Budget	Grants	State & Local	UTA & Lease	Bonds
2025	\$330,231,000	\$127,571,000	\$50,639,000	\$128,966,000	\$23,055,000
2026	265,120,000	86,944,000	42,332,000	116,724,000	19,120,000
2027	245,352,000	91,276,000	15,202,000	88,674,000	50,200,000
2028	200,405,000	28,606,000	8,093,000	92,106,000	71,600,000
2029	158,460,000	28,817,000	4,103,000	111,840,000	13,700,000
Grand Total	\$1,199,568,000	\$363,214,000	\$120,369,000	\$538,310,000	\$177,675,000

Capital Sources*



*Preliminary: Subject to review and approval by UTA Board and Local Advisory Council

Capital Sources & Uses*

Sources	2025	2026	2027	2028	2029	Total	%
UTA Local	\$96,314	\$71,809	\$45,415	\$51,436	\$38,690	\$303,664	25%
Grants	127,571	86,944	91,276	28,606	28,817	363,214	30%
Lease	32,652	44,915	43,259	40,670	73,150	234,646	20%
Bond	23,055	19,120	50,200	71,600	13,700	177,675	15%
State	45,619	39,795	13,002	6,893	2,903	108,212	9%
Local Partner	5,020	2,537	2,200	1,200	1,200	12,157	1%
TOTAL (\$USD Thousands)	\$330,231	\$265,120	\$245,352	\$200,405	\$158,460	\$1,199,568	100%

Uses	2025	2026	2027	2028	2029	Total	%
LR Vehicle Replacement	\$35,400	\$28,200	\$78,400	\$71,600	\$13,700	\$227,300	19%
Replacement Buses	-	29,798	30,000	30,000	61,790	151,588	13%
Mid-Valley Connector	45,000	30,000	8,594	-	-	83,594	7%
Light Rail Vehicle Rehab	8,000	9,467	10,000	10,000	10,000	47,467	4%
Train Ctrl Rehab/Replace	5,000	8,429	10,000	10,000	10,000	43,429	4%
Revenue/Service Vehicles	42,403	34,393	35,612	28,160	25,610	166,178	14%
Capital Projects	81,612	53,689	44,221	22,393	19,693	221,608	18%
Infrastructure SGR Projects	28,187	19,124	9,192	6,336	6,460	69,299	6%
Facilities	44,566	22,742	3,363	2,790	2,769	76,230	6%
Information Technology	22,975	18,027	7,324	10,306	3,350	61,982	5%
Safety and Security	2,838	2,858	2,263	1,680	1,785	11,424	1%
5310 Projects	6,121	2,544	3,395	4,152	415	16,627	1%
Charging Infrastructure	2,286	3,136	1,300	1,300	1,300	9,322	1%
Planning	1,630	1,200	1,000	1,000	900	5,730	0%
Property/TOC	4,213	1,513	688	688	688	7,790	1%
TOTAL (\$USD Thousands)	\$330,231	\$265,120	\$245,352	\$200,405	\$158,460	\$1,199,568	100%

*Preliminary: Subject to review and approval by UTA Board and Local Advisory Council

Capital Budget Acronyms & Terms

- APC: Automatic Passenger Counter
- CR: Commuter Rail
- LR: Light Rail
- OCS: Overhead Catenary System
- SGR: State of Good Repair
- TOC: Transit Oriented Communities
- TPSS: Traction Power Substation
- 5310: Projects focused on community development of specialized transportation using pass-through 5310 grant funds

[21]

Annual Budget Schedule

Task	Completion Date
<i>Budget Office Distributes Budget Memo</i>	Apr. 1, 2024
<i>Executive Team Reviews & Approves Base Targets</i>	Apr. 23, 2024
<i>Executive Team Reviews and Approves Draft Tentative Budget</i>	Jul. 5, 2024
<i>Board Budget Work Sessions</i>	Aug. 5 to Aug. 14, 2024
<i>Board Reviews 2025 Tentative Budget</i>	Sep. 11, 2024
<i>Board approves 2025 Tentative Budget and November public hearing date</i>	Sep. 25, 2024
<i>Budget Review and Comment Period</i>	Oct. 7 to Nov. 6, 2024
<i>2025 Budget Open House/Public Hearing</i>	Oct. 10, 2024
<i>Local Advisory Council (LAC) approves 5-Year Capital Plan, Consults on 2025 Ops. Budget</i>	Nov. 6, 2024
<i>Board of Trustees reviews public comments, LAC input, and 2025 final budget</i>	Nov. 13, 2024
<i>Final Public Engagement report due to board office</i>	Nov. 13, 2024
<i>Board of Trustees considers approval of the 2025 Final Budget and 5-Year Capital Plan</i>	Dec. 4, 2024
<i>Staff submits Final Budget to State Auditor</i>	Dec. 30, 2024
<i>Staff prepares, prints, and distributes 2025 Budget Document to the Board of Trustees, Operating Departments and interested parties</i>	Dec. 30, 2024

[22]



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director
FROM: Dave Hancock, Chief Capital Services Officer
PRESENTER(S): Paul Drake, Director of Real Estate and TOC
Sean Murphy, Facility Development Manager

TITLE:

Salt Lake Central Station Redevelopment

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

No formal action. Information only.

BACKGROUND:

In 2019, the UTA Local Advisory Council approved, and the Board of Trustees adopted, a Station Area Plan for Salt Lake Central Station. The plan envisioned the district as a vibrant community center, anchored by the historic Rio Grande Building to the east and a new, mixed-use office tower on the west, positioned between the light- and commuter-rail platforms. The new development and building would potentially accommodate long-term administrative facilities for UTA.

Since then, additional planning and assessments have occurred. The city refined its plans for redevelopment of the surrounding district, and UTA assessed the condition of several of its facilities, including our Frontline Headquarters (FLHQ). The assessment identified significant deficiencies in UTA's current headquarters building. Many of the systems within the building have reached, or are approaching, obsolescence. Considerable development efforts are underway or proposed in the area, indicating appropriate timing of redevelopment. UTA has begun to explore how to leverage a facility investment to realize redevelopment at and around the Salt Lake Central Station to improve transit rider experience and add vitality to the surrounding area.

DISCUSSION:

UTA's Facility Development team and consultants have explored the feasibility of developing a building at Salt Lake Central Station. Conceptual plans for the building and surrounding improvements have been completed. Plans include an improved indoor/outdoor transit rider environment with accommodations for restaurants, retail frontage, Amtrak services, and other amenities. The building massing and orientation will activate the Rio Grande Building on the opposite end of 300 South, which is intended to become a mixed-use, pedestrian-focused festival street. The building is conceived to include considerable private office space to optimize the transit-rich location and offset construction and operational costs. The development team is currently refining its financial strategy, identifying lending mechanisms and additional sources of funding for the proposed improvements.

ALTERNATIVES:

Not applicable (information only)

FISCAL IMPACT:

Current planning and design efforts are included in the approved budget.

ATTACHMENTS:

None



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
PRESENTER(S): Chair Troy Walker
Chair Carlton Christensen

TITLE:

Open Dialogue with the Board of Trustees

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

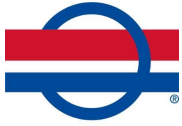
Informational discussion with UTA Board of Trustees

DISCUSSION:

The Local Advisory Council and Board of Trustees will engage in discussion on topics concerning the Utah Transit Authority. No action will be taken.

ATTACHMENTS:

None



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
FROM: Jana Ostler, Board Manager
PRESENTER(S): Troy Walker, Chair- Local Advisory Council

TITLE:

AR2024-11-03 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Local Advisory Council for Calendar Year 2025

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution AR2024-11-03 Giving Notice and Setting Regular Meeting Dates for the Local Advisory Council for Calendar Year 2025

BACKGROUND:

The Utah Public Transit District Act requires the UTA Local Advisory Council meet at least quarterly with the Authority's Board of Trustees in a meeting open to the public for comment to discuss the service, operations, and any concerns with the public transit district operations and functionality.

DISCUSSION:

Open meetings laws require a regular schedule of meetings be publicly noticed annually. The following dates are proposed for meetings of the Local Advisory Council in 2025:

Wednesday, February 19, 2025

Wednesday, May 7, 2025

Wednesday, August 27, 2025

Wednesday, November 5, 2025

All meetings will be held at UTA FrontLines Headquarters and begin at 1:00 p.m.

ATTACHMENTS:

AR2024-11-03 Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Local Advisory Council for Calendar Year 2025

**RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE
UTAH TRANSIT AUTHORITY GIVING NOTICE AND SETTING REGULAR
MEETING DATES FOR THE AUTHORITY'S LOCAL ADVISORY COUNCIL
FOR CALENDAR YEAR 2025**

AR2024-11-03

November 6, 2024

WHEREAS the Utah Transit Authority (the "Authority") is a public transit district organized under the laws of the State of Utah and was created to transact and exercise all the powers provided for in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act; and

WHEREAS the Utah Public Transit District Act created a Local Advisory Council (the "Council") and established that the Council shall meet at least quarterly with the Board of Trustees in a meeting open to the public for comment to discuss the service, operations, and any concerns with the public transit district operations and functionality; and

WHEREAS the Utah Open and Public Meetings Act as codified in Title 52, Chapter 4, Part 2 of the Utah Code provides that any public body that holds regular meetings that are scheduled in advance over the course of a year shall give public notice at least once each year of its annual meeting schedule and that such notice shall specify the date, time, and place of such meetings; and

WHEREAS the Council desires to afford stakeholders and the public greater participation and accessibility to its meetings; and

WHEREAS it is considered necessary and desirable by the Council to adopt a resolution giving notice of regular meetings of the Council for calendar year 2025.

AR2024-11-03

1

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Council gives notice of its regular meetings for 2025 as outlined in "Exhibit A" to this resolution.
2. That the corporate seal be attached hereto.

Approved and adopted this 6th day of November 2024.

Chair or Acting Chair,
Local Advisory Council

Attest:

Second Vice-Chair or Board Secretary

(Corporate Seal)

Approved As to Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Legal Counsel

AR2024-11-03

2

Exhibit A

NOTICE OF ANNUAL MEETING SCHEDULE
LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT AUTHORITY

In accordance with the provisions of the Utah Open and Public Meetings Act (the “Act”), public notice is hereby given that the Local Advisory Council of the Utah Transit Authority, will hold its regular meetings at the indicated hours at the location of 669 West 200 South, Salt Lake City, Utah 84101, or via a remote meeting platform, as provided for in the Act:

Wednesday, February 19, 2025, 1:00 p.m.

Wednesday, May 7, 2025, 1:00 p.m.

Wednesday, August 27, 2025, 1:00 p.m.

Wednesday, November 5, 2025, 1:00 p.m.

The agenda of each meeting of the Local Advisory Council, together with the date, time and place of each meeting shall be posted in compliance with the requirements of the Act.



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
FROM: Jay Fox, Executive Director
PRESENTER(S): Jay Fox, Executive Director

TITLE:

Executive Director Report

- Operator Recruitment Update
 - Light Rail Vehicle Contract
 - Ridership Update
 - Quiet Zone Status
 - Chief of Staff - Kim Shanklin
-

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Jay Fox, Executive Director, will report on various topics including:

- Operator Recruitment Update
 - Light Rail Vehicle Contract
 - Ridership Update
 - Quiet Zone Status
 - Chief of Staff - Kim Shanklin
-
-



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/6/2024

TO: Local Advisory Council
FROM: Utah Transit Authority Audit Committee
PRESENTER(S): Troy Walker, Chair Local Advisory Council

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The UTA Audit Committee met on September 23rd, 2024 to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Audit Committee Members Carlton Christensen, Jeff Acerson, Beth Holbrook, Bob Stevenson, and Troy Walker participated in the meeting.

DISCUSSION:

Chair Walker will give a report on the activities of the UTA Audit Committee.

ATTACHMENTS:

None