

UTA Board of Trustees Meeting

October 8, 2025



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute

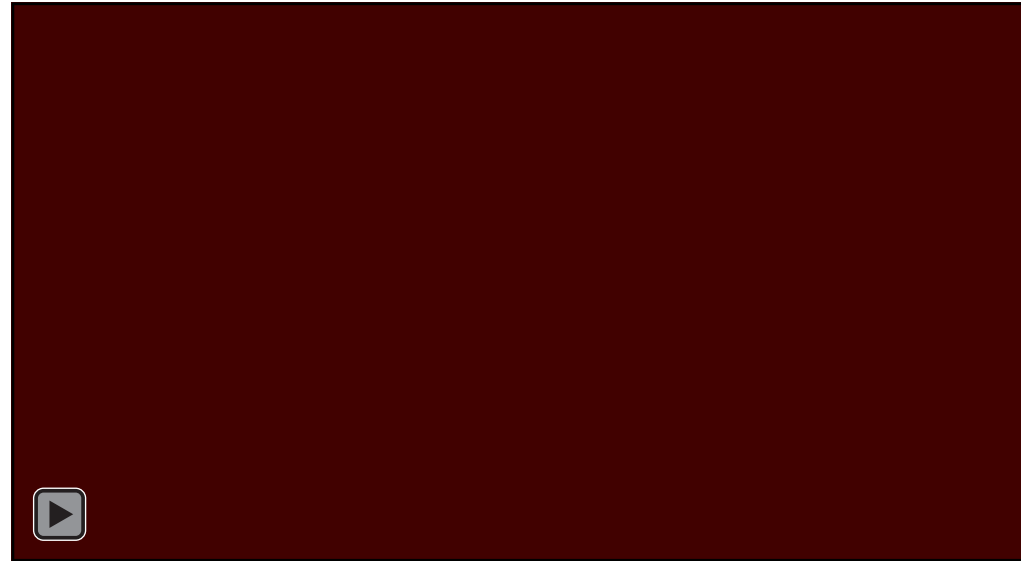


Public Comment

- Live comments are limited to 3 minutes per commenter
- One person's time may not be used to extend another person's time
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make a comment
- Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website
- Any comments received through alternate means were distributed to the board for review in advance of the meeting



Public Comment



- Please state your name for the record.
 - Limit comments to 3 minutes.



Consent Agenda

- a. Approval of September 24, 2025, Board Meeting Minutes

Recommended Action (by acclamation)

Motion to approve the consent agenda.



Reports



Executive Director Report

- UTA Recognition - Lifesaver Award for James Sidwell and Gabe Jacquez



UTA Recognition – Lifesaver Award for James Sidwell and Gabe Jacquez



UTA LIFESAVER AWARD

PROUDLY PRESENTED TO

James Sidwell

On the morning of September 5th, a UTA operator experienced a possible heart attack while broken down on I-215 near 500 South, reporting chest and arm pains before being transported to the hospital by emergency responders. Supervisor James Sidwell, noticing the incident in the log, drove to the scene where no assistance had yet arrived, requested a UDOT incident truck to protect traffic, and quickly called in the operator's medical condition to TCC. His situational awareness and swift actions may have helped save the operator's life.





UTA LIFESAVER AWARD

PROUDLY PRESENTED TO

Gabe Jacquez

For his quick thinking, decisive action, and unwavering support, Gabe Jacquez is recognized for his outstanding response during a critical medical emergency. When an operator called him reporting chest pains and intending to drive back to the garage, Gabe immediately instructed him to remain in place and calmly reassured him that help was on the way. He promptly contacted TCC to dispatch emergency medical services, ensuring assistance arrived without delay. Though not physically present, Gabe's professionalism and presence of mind provided vital support and contributed directly to the operator receiving timely care.

Agenda Item 6. a.

Strategic Plan Minute: Quality of Life – LED Lighting Implementation





Moving Utahns to a Better Quality of Life



Strategic Initiative: LED Lighting Initiative

Highlights:

- **Sustainability Commitment**
- **2024 LED Upgrades**
- **2025 Efficiency Focus**
- **Warm Springs**



Financial Report – August 2025



Utah Transit Authority

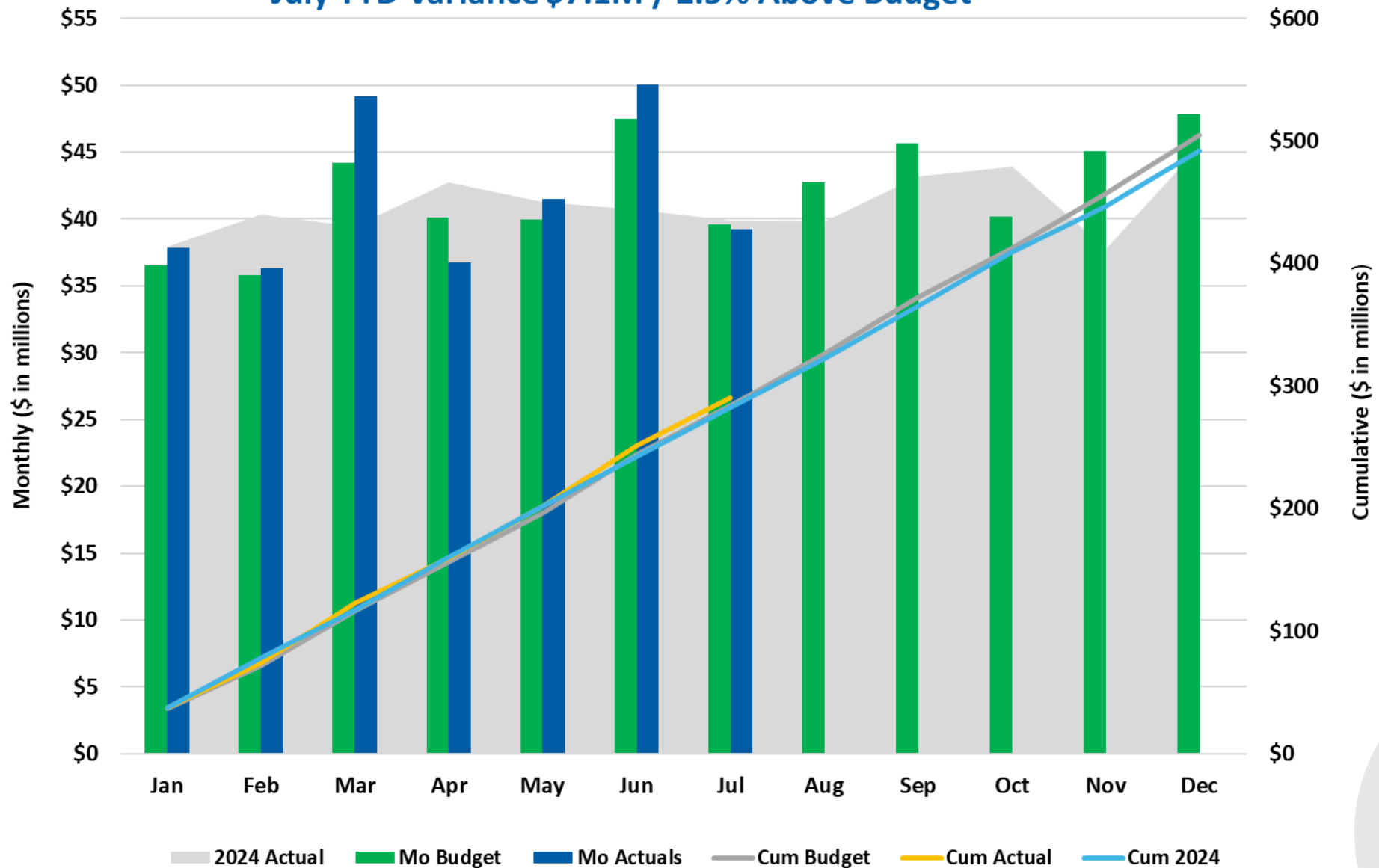
Board Dashboard: Aug 31, 2025

Financial Metrics	Aug Actual	Aug Budget	Fav / (Unfav)	%	YTD Actual	YTD Budget	Fav / (Unfav)	%
Sales Tax (Jul '25 mm \$)	\$ 39.2	\$ 39.6	\$ (0.38)	-1.0%	\$ 290.8	\$ 283.7	\$ 7.06	2.5%
Fare Revenue (mm)	\$ 3.2	\$ 3.4	\$ (0.23)	-6.7%	\$ 25.7	\$ 25.1	\$ 0.61	2.4%
Operating Exp (mm)	\$ 35.5	\$ 38.5	\$ 2.91	7.6%	\$ 285.4	\$ 307.9	\$ 22.47	7.3%
Subsidy Per Rider (SPR)	\$ 9.93	\$ 10.21	\$ 0.28	2.7%	\$ 9.89	\$ 10.21	\$ 0.32	3.1%
UTA Diesel Price (\$/gal)	\$ 2.57	\$ 3.60	\$ 1.03	28.7%	\$ 2.43	\$ 3.60	\$ 1.17	32.4%
Operating Metrics	Aug Actual	Aug-24	F / (UF)	%	YTD Actual	YTD 2024	F / (UF)	%
Ridership (mm)	3.26	3.46	(0.20)	-5.9%	26.26	26.39	(0.14)	-0.5%
Energy Cost by Type (Monthly Avg YTD)								
	Diesel Bus (Cost per Mile)				\$ 0.52			
	Diesel CR (Cost per Mile)				\$ 3.97			
	Unleaded Gas (Cost per Mile)				\$ 0.48			
	CNG (Cost per Mile)				\$ 0.37			
	Bus Propulsion Power (Cost per Mile)				\$ 0.52			
	TRAX Propulsion Power (Cost per Mile)				\$ 0.80			

"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed in the table title.

2025 Sales Tax

July YTD Variance \$7.1M / 2.5% Above Budget



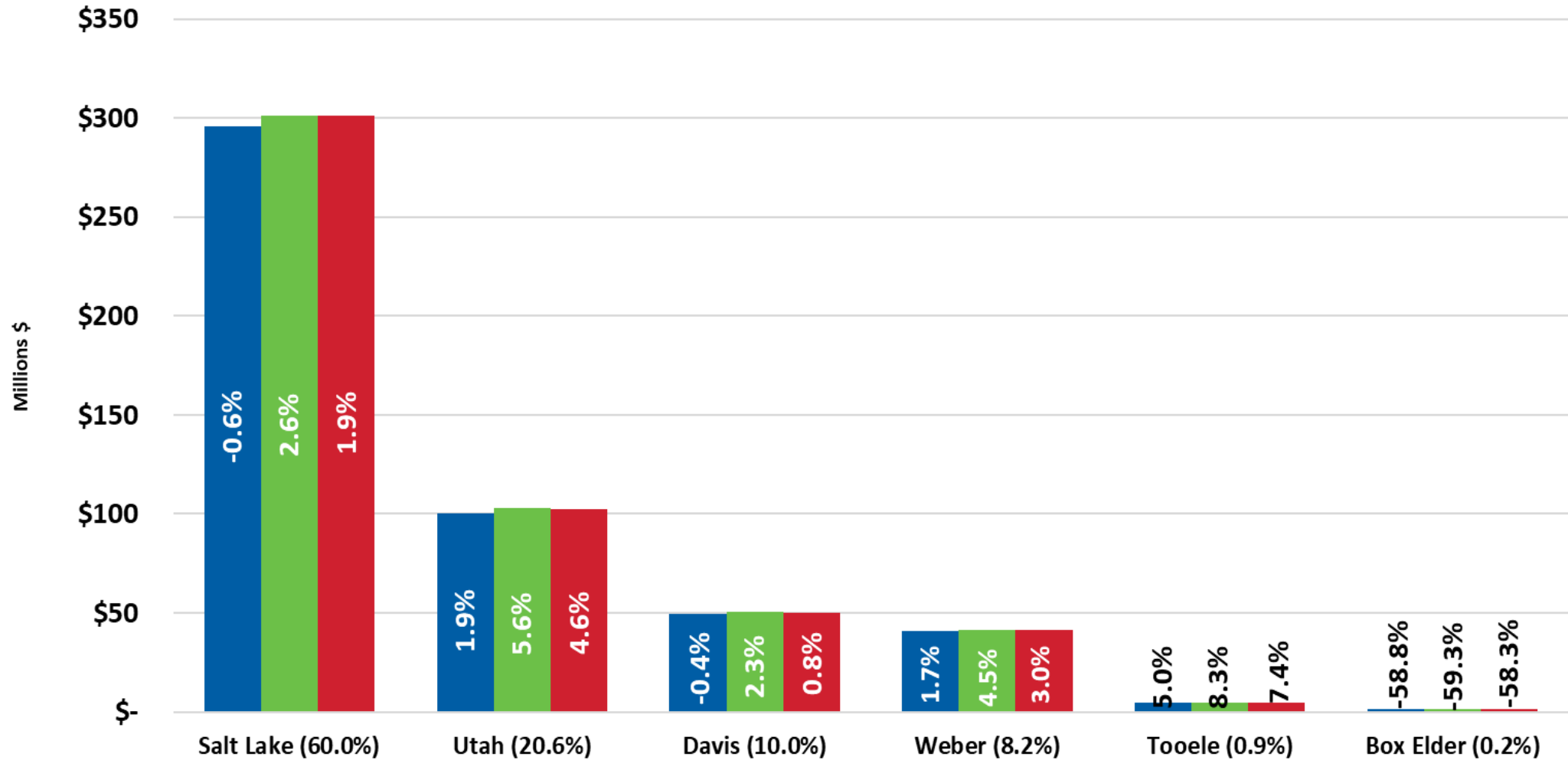
Agenda Item 6. c.



Sales Tax Collections

Percentage Change by month ended Jul 30, 2025

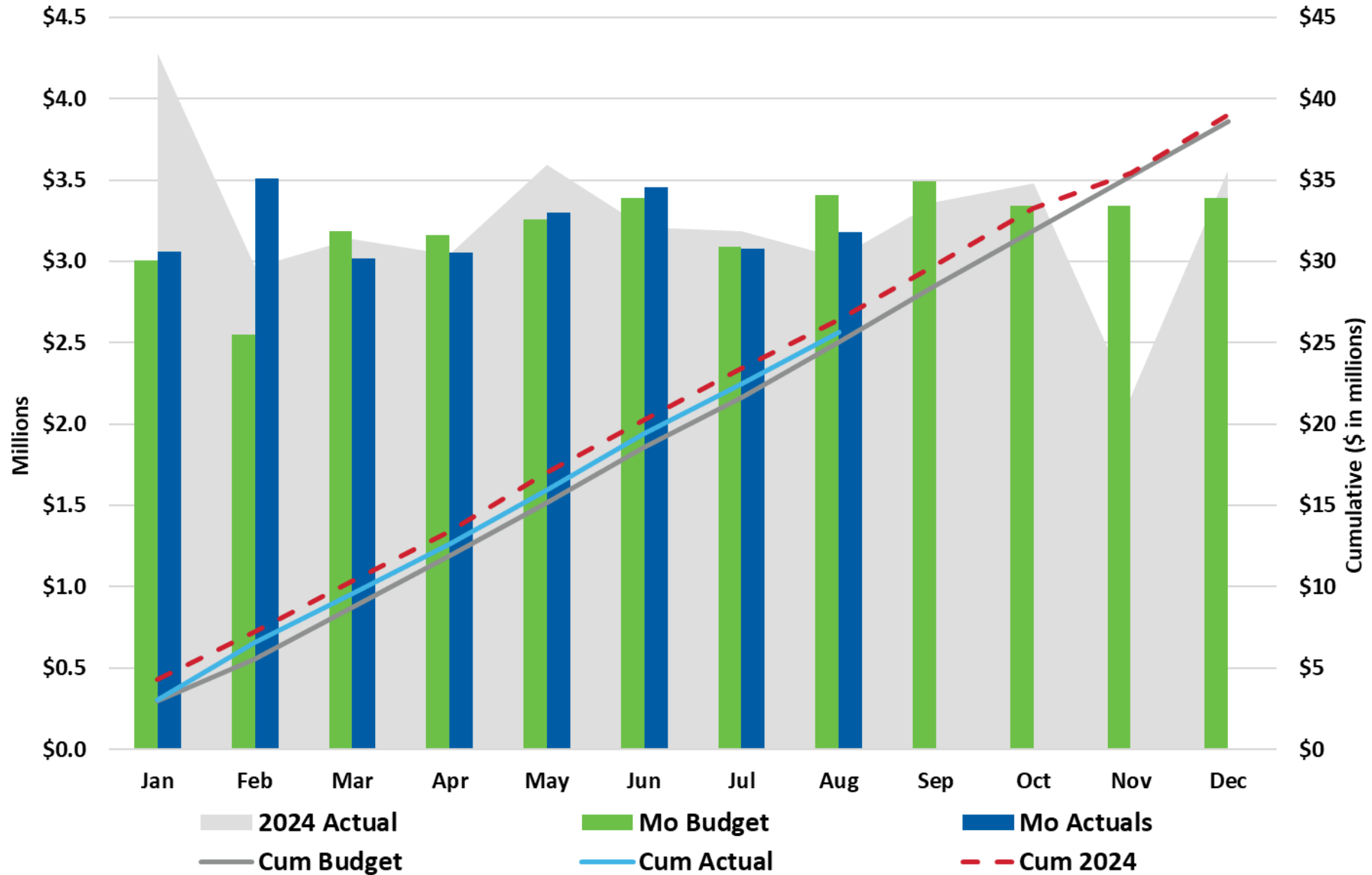
(12 month moving avg)



(Percent of total sales tax generated by county)

2025 Passenger Revenue

August YTD \$607.6K / 2.4% > Budget



Agenda Item 6. c.



FTE Report

Aug 2025



FTE Report Aug 25

		Aug-25 Budget vs. Actual			Vacancy Rate		
		Actual	Variance	Vacancy Rate	Prior Month	Start of Year	Prior Year
Administrative FTE	Budget						
Admin Depts	668.7	613.5	55.2	8.3%	8.0%	9.9%	4.2%
Operating Depts	401.0	368.0	33.0	8.2%	12.1%	8.0%	3.6%
Subtotal	1,069.7	981.5	88.2	8.2%	9.5%	9.2%	4.0%

		Vacancy			Vacancy Rate	Start of Year	Vacancy Rate
		Actual	Variance	Rate			
Bargaining Unit FTE	Budget						
Admin Depts	38.8	29.0	9.8	25.3%	27.8%	11.5%	-53.2%
<i>Operating Modes</i>							
Bus	1116.0	1,150.0	-34.0	-3.0%	-3.0%	-4.7%	-4.6%
Light Rail	297.0	317.0	-20.0	-6.7%	-3.4%	5.1%	0.4%
Commuter Rail	108.0	108.0	0.0	0.0%	-4.6%	2.8%	-7.8%
Riverside	157.0	159.5	-2.5	-1.6%	-2.9%	1.6%	1.6%
Asset Mgt	189.0	173.0	16.0	8.5%	7.4%	6.5%	11.8%
Subtotal	1,905.8	1,936.5	-30.7	-1.6%	-1.5%	-0.8%	-3.1%

Total FTE	2,975.54	2,918.0	57.5	1.9%	2.5%	2.8%	-0.6%
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Agenda
Item 6. c.

Aug 2025 YTD Financial Results



OPERATING FINANCIALS

Aug 2025 YTD

FISCAL YEAR 2025 Dollars In Millions	YEAR-TO-DATE RESULTS					
	Prior Year Actual	Current Year				
		Actual	Budget	Variance		
Revenue						
Sales Tax (Aug accrual)	\$ 323.6	\$ 333.9	\$ 326.5	\$ 7.4	2.3%	
Fares	26.4	25.7	25.1	0.6	2.4%	
Federal	5.0	33.2	48.3	(15.1)	-31.3%	
Other *	25.8	20.2	14.8	5.4	36.4%	
TOTAL REVENUE	\$ 380.9	\$ 413.0	\$ 414.7	\$ (1.6)	-0.4%	
Expense						
Salary/Wages	\$ 127.5	\$ 133.5	\$ 138.2	\$ 4.7	3.4%	
Overtime	9.5	11.1	7.2	(3.9)	-53.9%	
Fringe Benefits	67.1	69.9	73.2	3.3	4.4%	
Total Compensation	\$ 204.1	\$ 214.5	\$ 218.6	\$ 4.1	1.9%	
Services	25.3	31.7	36.2	4.5	12.4%	
Parts	16.6	14.4	19.7	5.4	27.1%	
Fuel	17.5	17.6	23.2	5.6	24.2%	
Utilities	4.7	4.5	5.3	0.9	16.4%	
Other	13.2	9.9	15.7	5.8	36.9%	
Capitalized Cost	(8.1)	(7.2)	(10.9)	(3.7)	34.3%	
TOTAL EXPENSE	\$ 273.3	\$ 285.4	\$ 307.9	\$ 22.5	7.3%	
Debt Service	58.8	47.8	51.8	4.0	7.7%	
Contrib. Capital/Reserves	\$ 79.1	\$ 81.1	\$ 54.9	\$ 26.2	47.7%	

*Does not include Sale of Assets (\$1.4M favorable) or
Non-Cash items

Favorable/(Unfavorable)

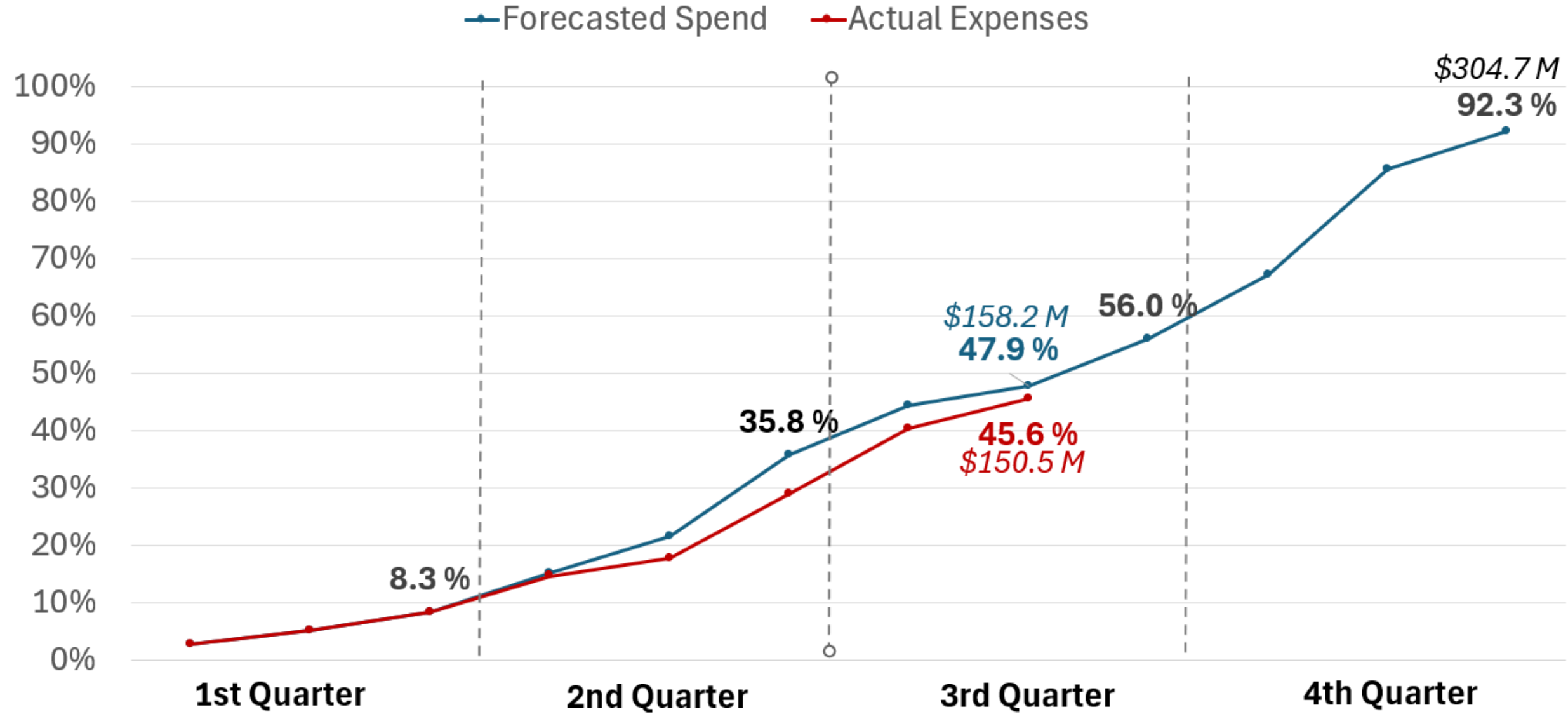
Agenda
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August 2025 Capital Expenses

FISCAL YEAR 2025 000's										
	August 2025				2025 YTD				2025	% of
	Actual	Forecast	Variance	%	Actual	Forecast	Variance	%	Budget	2025 Budget
Capital Expense										
Executive Director	\$ 82.2	\$ 868.5	\$ 786.3	<div><div></div></div> 90.5%	\$ 636.6	\$ 1,422.9	\$ 786.3	<div><div></div></div> 55.3%	\$ 1,360.0	46.8%
Planning & Engagement	45.2	108.4	\$ 63.2	<div><div></div></div> 58.3%	546.3	609.5	\$ 63.2	<div><div></div></div> 10.4%	2,435.0	22.4%
People	18.5	4.0	\$ (14.5)	<div><div></div></div> -362.1%	1,766.7	1,752.2	\$ (14.5)	<div><div></div></div> -0.8%	2,795.0	63.2%
Operations	417.6	373.6	\$ (44.0)	<div><div></div></div> -11.8%	1,531.7	1,487.7	\$ (44.0)	<div><div></div></div> -3.0%	10,482.0	14.6%
Finance	1,841.1	1,386.6	\$ (454.5)	<div><div></div></div> -32.8%	6,322.1	5,874.5	\$ (447.7)	<div><div></div></div> -7.6%	23,082.0	27.4%
Enterprise Strategy	2,001.1	1,362.6	\$ (638.5)	<div><div></div></div> -46.9%	6,329.9	5,691.4	\$ (638.5)	<div><div></div></div> -11.2%	19,397.0	32.6%
Capital Service	12,916.6	20,876.9	\$ 7,960.3	<div><div></div></div> 38.1%	133,351.6	141,309.1	\$ 7,957.5	<div><div></div></div> 5.6%	270,680.0	49.3%
TOTAL EXPENSE	\$ 17,322.2	\$ 24,980.5	\$ 7,658.3	<div><div></div></div> 30.7%	\$ 150,485.1	\$ 158,147.3	\$ 7,662.3	<div><div></div></div> 4.8%	\$ 330,231.0	45.6%



Actual versus Forecast Spend YTD Capital Expenses



August 2025 Capital Sources (000's)

Capital Sources (000's)	Federal Grants	Leasing	State Funding	Local Funding	UTA Bonding	UTA Funding	Total
Year-to-Date Usage	\$ 91,491	\$ 8,702	\$ 7,201	\$ 2,986	\$ -	\$ 40,104	\$ 150,485
2025 Forecast	\$ 127,571	\$ 32,652	\$ 45,619	\$ 5,020	\$ 23,055	\$ 96,314	\$ 330,231
% of Forecast	71.7%	26.7%	15.8%	59.5%	0.0%	41.6%	45.6%



Additional Metrics

Accounting: Accounts Payable Days & Month End

Supply Chain: Contracts & Open Requisitions

Fares: Farebox Recovery & Subsidy Per Rider



Aug 2025

Accounting Metrics:

- Avg Days Payable – Aug. '25 YTD: 35 Days Actual vs 30 Days Goal
- Days to Close: 12 Days. At Goal

Procurement Contractor Progress:

- Aug Completed Contracts/PO's: 26
- Completed Since Implementation (10 months): 190
- Average Days Requisitions Open: 45 Days Aug. '25 vs 47 Days Jul. '25

Fare Metrics:

- Farebox Recovery: Aug. '25 YTD 9.0% vs Aug. '24 YTD 9.7%
- Subsidy Per Rider: Aug. '25 YTD \$9.89 vs Aug. '24 YTD \$9.35



Questions?



Discretionary Grants Report



Agenda

- Grant Applications Not Selected – none to report
- Proposed Grant Applications - 2
- Grant Applications Awaiting Selection - 3
- Discretionary Grants/Appropriations Selected – none to report



Proposed Grant Applications – Oct 2025

Proposed Grant Applications	Request	Match	Match Source	Due Date
Rocky Mountain Power – Depot District Electric Bus Chargers	\$450K	\$150K	TTIF/CIG	Ongoing
Rocky Mountain Power – Meadowbrook Electric Bus Chargers	\$450K	\$150K	TTIF	Ongoing

TTIF – Transit Transportation Investment Fund

CIG – Capital Investment Grant Program



Grants Update – Oct 2025

Grants Awaiting Selection	Request	Match	Match Source	Submitted Date
FFY25 FTA Bus and Bus Facilities 25 Diesel Vehicles & Workforce Training	\$21.3M	\$3.8M	UTA	7/14/25
FFY25 FTA Low & No Emission 24 Compressed Natural Gas Vehicles & Workforce Training	\$20.5M	\$ 3.6M	UTA	7/14/25
Davis County – FY2025 3rd Quarter Funds Davis Salt Lake Community Connector	\$6M	\$1.5M	CMAQ	8/1/25

FTA – Federal Transit Administration

FFY – Federal Fiscal Year

FY – Fiscal Year



Grant Programs Highlights!



Rocky Mountain Power Depot Chargers

- Capital project to purchase depot chargers for Depot District and Meadowbrook
- Will support the future vehicles on Davis Salt Lake Community Connector and Midvalley Express
- Remaining cost covered by capital budgets (TTIF etc.)



Questions?



Resolutions



R2025-10-01
Resolution Adopting the Amended
2025-2029 Five-Year Service Plan for
Years 2026-2029



2025 – 2029 Five-Year Service Plan Amendment

- 2026 – 2029 Proposed Plan Amendments
- Proposed 2026 Annual Service Plan
- Upcoming 2027 Annual Service Plan Development
- Upcoming 2027 – 2031 Five-Year Service Plan



Proposed April 2026

Route 50X: MVX Implementation

Route	Existing Annual Miles	Existing Annual Hours	Existing Blocks	Existing Runs	New Annual Miles	New Annual Hours	New Blocks	New Runs	Annual Miles Delta	Annual Hours Delta	Blocks Delta	Runs Delta
39	541,437	45,856	8	22	486,418	39,273	7	19	-55,019	-6,583	-1	-3
47	374,939	30,749	6	15	364,846	27,032	5	13	-10,093	-3,717	-1	-2
50X	0	0	0	0	382,877	30,990	5	15	382,877	30,990	5	15
227	46,362	3,351	1	3	161,780	11,040	3	5	115,418	7,689	2	3



Proposed November 2026

Route 667: Farmington Trolley Discontinuation

Route	Existing Annual Miles	Existing Annual Hours	Existing Blocks	Existing Runs	New Annual Miles	New Annual Hours	New Blocks	New Runs	Annual Miles Delta	Annual Hours Delta	Blocks Delta	Runs Delta
667	87,277	4,946	2	2	0	0	0	0	-87,277	-4,946	-2	-2



Amendment Discussions and Consultation

- August 11, 2025 – Budget Work Session discussion on proposed Five-Year Service Plan amendments
- August 27, 2025 – Consultation with the Local Advisory Council
- October 8, 2025 – Request to Amend the Five-Year Service Plan
- October 8, 2025 – Request to adopt the 2026 Tentative Budget with the proposed 2026 Service Plan



Recommended Action (by roll call)

Motion to approve R2025-10-01 - Resolution Adopting the Amended 2025-2029 Five-Year Service Plan for the Years 2026-2029, as presented.



R2025-10-02

**Resolution Adopting the Authority's Tentative
2026 Budget and Setting a Public Hearing on
the Tentative 2026 Budget**



2026 Tentative Budget Overview

	FY 2025 Budget	FY 2026 Budget	Change	% Change
Operating	\$464,509,000	\$487,523,000	\$23,014,000	5.0%
Capital	330,231,000	331,738,000	1,507,000	0.5%
Debt Svc & Reserves	180,803,000	189,288,000	8,485,000	4.7%
TOTAL	\$975,543,000	\$1,008,549,000	\$33,006,000	3.4%



2026 Tentative Operating Budget

<u>Revenue</u>		<u>2026 Budget</u>
1	Sales Tax	\$ 516,541,000
2	Federal Preventative Maintenance	96,548,000
3	Passenger Revenue	40,887,000
4	Advertising	2,172,000
5	Investment Income	14,384,000
6	Other Revenues	14,867,000
7	Total Revenue	685,399,000
<u>Operating Expense</u>		
8	Bus	162,892,000
9	Commuter Rail	36,317,000
10	Light Rail	66,015,000
11	Paratransit	33,364,000
12	Rideshare/Vanpool	4,563,000
13	Microtransit	17,968,000
14	Operations Support	75,498,000
15	Administration	66,846,000
16	Planning/Capital Support	15,063,000
17	Non-Departmental	8,997,000
18	Total Operating Expense	487,523,000
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>		
19	Principal and Interest	173,176,000
20	Bond Service Utah County for UVX BRT program	3,374,000
21	Contribution to Reserves	12,738,000
22	Transfer to/(from) UTA Fund Balance	8,588,000
23	Total Debt Service, Reserves, Transfers	197,876,000
24	Total Expense	\$ 685,399,000

Agenda Item 7. b.



2026 Tentative UTA Operating Budget

Expenses by Mode

Mode	FY 2025 Budget	FY 2026 Budget	Change	% Change
Bus	\$160,507,000	\$162,892,000	\$2,385,000	1.5%
Commuter Rail	38,541,000	36,317,000	(2,224,000)	-5.8%
Light Rail	69,093,000	66,015,000	(3,078,000)	-4.5%
Paratransit	29,991,000	33,364,000	3,373,000	11.2%
Rideshare/Vanpool	4,034,000	4,563,000	529,000	13.1%
Microtransit	16,811,000	17,968,000	1,157,000	6.9%
Operations Support	66,954,000	75,498,000	8,544,000	12.8%
Administration	63,286,000	66,846,000	3,560,000	5.6%
Planning/Capital Support	14,292,000	15,063,000	771,000	5.4%
Non-Departmental	1,000,000	8,997,000	7,997,000	799.7%
Total Division	\$464,509,000	\$487,523,000	\$23,014,000	5.0%



2026 Tentative UTA Operating Budget

Expenses by Office

Office	FY 2025 Budget	FY 2026 Budget	Change	% Change
Board	\$3,627,000	\$3,794,000	\$167,000	4.6%
Executive Director	7,539,000	7,790,000	251,000	3.3%
Operations	347,705,000	355,208,000	7,503,000	2.2%
Finance	19,080,000	19,636,000	556,000	2.9%
Capital Services	8,183,000	8,383,000	200,000	2.4%
Planning & Engagement	27,397,000	29,691,000	2,294,000	8.4%
Enterprise Strategy	31,267,000	34,800,000	3,533,000	11.3%
People	13,868,000	13,994,000	126,000	0.9%
Communication	4,842,000	5,230,000	388,000	8.0%
Non-Departmental	1,000,000	8,997,000	7,997,000	799.7%
Total Division	\$464,509,000	\$487,523,000	\$23,014,000	5.0%



2026 Tentative UTA Operating Budget

Expenses by Category

Category	FY 2025 Budget	FY 2026 Budget	Change	% Change
Wages	\$218,577,000	\$233,568,000	14,991,000	6.9%
Fringe	109,966,000	116,658,000	6,692,000	6.1%
Services	56,044,000	59,679,000	3,635,000	6.5%
Fuel/Power	34,821,000	35,700,000	879,000	2.5%
Parts	29,548,000	25,891,000	(3,657,000)	-12.4%
Utilities	8,010,000	7,325,000	(685,000)	-8.6%
Other O&M	23,911,000	24,747,000	836,000	3.5%
Capitalized Costs	(16,368,000)	(16,046,000)	322,000	-2.0%
Total Budget	\$464,509,000	\$487,523,000	\$23,014,000	5.0%



2026 Tentative UTA Operating Budget

FTE Summary by Office

Office	FY 2025 Budget	FY 2026 Budget	Change	% Change
Board	16.0	16.5	0.5	3.1%
Executive Director	32.5	35.7	3.2	9.7%
Operations	2,389.7	2,453.2	63.5	2.7%
Finance	117.0	118.0	1.0	0.9%
Capital Services	64.0	64.5	0.5	0.8%
Planning & Engagement	100.6	106.1	5.5	5.5%
Enterprise Strategy	131.0	133.0	2.0	1.5%
Communications	19.0	19.0	-	0.0%
People	105.8	105.8	-	0.0%
Total FTE	2,975.6	3,051.7	76.2	2.6%



2026 Tentative UTA Operating Budget

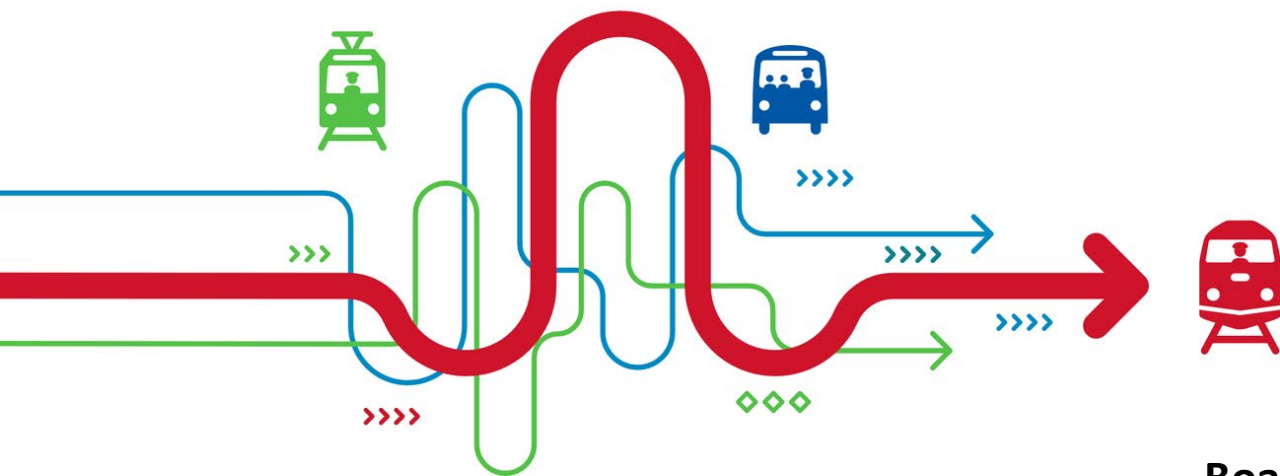
FTE Summary by Mode

Mode	FY 2025 Budget	FY 2026 Budget	Change	% Change
Bus	1,271.0	1,300.5	29.5	2.3%
Commuter Rail	207.5	208.5	1.0	0.5%
Light Rail	459.0	467.0	8.0	1.7%
Paratransit	203.0	214.0	11.0	5.4%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	6.0	5.5	(0.5)	-8.3%
Operations Support	483.2	512.2	29.0	6.0%
Administration	229.5	226.2	(3.3)	-1.5%
Planning/Capital Support	105.3	106.8	1.5	1.4%
Non-Departmental	-	-	-	-
Total Division	2,975.6	3,051.7	76.2	2.6%

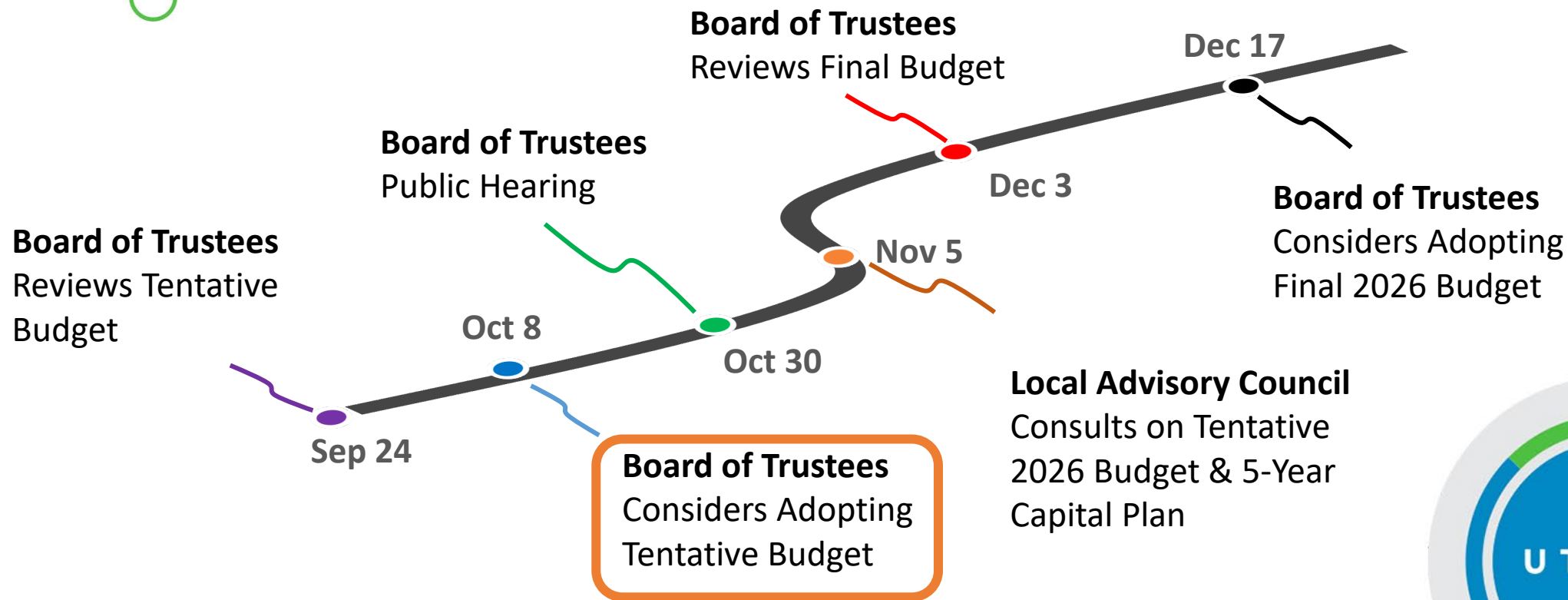


2026 Capital Funding Details

Reporting Group	Total Budget	Grants	State & Local	UTA & Lease	Bonds
5310 Projects	\$12,372,000	\$8,422,000	\$3,826,000	\$124,000	\$ -
Capital Projects	11,481,000	-	231,000	11,250,000	-
Charging Infrastructure	2,365,000	-	-	2,365,000	-
Facilities	39,571,000	17,442,000	-	18,855,000	3,274,000
Information Technology	14,886,000	3,200,000	-	11,686,000	-
Infrastructure SGR Projects	27,082,000	20,330,000	300,000	6,452,000	-
Planning	1,311,000	-	-	1,311,000	-
Property/TOC	3,025,000	840,000	1,900,000	285,000	-
Revenue/Service Vehicles	119,950,000	23,715,000	-	52,224,000	44,011,000
Safety and Security	3,103,000	1,250,000	-	1,853,000	-
Finance	10,209,000	8,167,000	-	2,042,000	-
Bus System Enhancement	50,741,000	27,377,000	17,007,000	6,357,000	-
Rail System Expasion	35,642,000	-	31,886,000	3,756,000	-
Grand Total	\$331,738,000	\$110,743,000	\$55,150,000	\$118,560,000	\$47,285,000



Next Steps



Recommended Action (by roll call)

Motion to approve R2025-10-02 - Resolution Adopting the Authority's Tentative 2026 Budget and Setting a Public Hearing on the Tentative 2026 Budget, as presented.



R2025-10-03

**Resolution Authorizing Execution of a
Collective Bargaining Agreement with
International Brotherhood of Teamsters Local
Union No. 222**



CBA Highlights

■ Compensation & Benefits:

- Includes a 3% merit increase effective upon ratification of the Tentative Agreement.
- Future merit increases follow UTA's Administrative Employee Compensation Plan.
- Boot and Tool Allowance: Maintains pre-unionization allowance of \$150 for safety footwear that meets UTA standards.
- Vacation & Sick Leave: No changes to accruals or usage. Remains aligned with current UTA Policy 05.02 Paid Time Off - Administrative Employees.
- Retirement Benefits: Continues participation in UTA's Defined Benefit Pension Plan and 457(b) Deferred Compensation Plan with employer matching.



CBA Highlights

■ Healthcare Transition:

- Employees to transition to the Teamsters Teton Health Plan under the Utah-Idaho Teamsters Security Fund.
- UTA contributes \$1,500/month per enrolled employee (lesser employee premium share amounts).
- UTA covers up to 1.5% annually of future premium increases. Any amount above 1.5% annually is employee paid via payroll deduction.



CBA Highlights

■ Other Key Points:

- UTA retains full management rights for operations, staffing, policies, and performance standards. Core operational controls are retained.
- Seniority rights defined for shift bidding, overtime assignments, layoffs, recalls, vacation bidding, and internal transfers.
- Employees are now covered by a formal grievance and arbitration process.
- Policies and procedures for discipline, timekeeping, overtime, and paid time off remain consistent with existing UTA policies.



Recommended Action (by roll call)

Motion to approve R2025-10-03 - Resolution Authorizing Execution of a Collective Bargaining Agreement with International Brotherhood of Teamsters Local Union No. 222, as presented.



Contracts, Disbursements, and Grants



Contract: Bus Purchase through Washington State Contract Assignment of Options (Gillig, LLC)

Recommended Action (by acclamation)

Motion to approve the contract with Gillig, LLC for the purchase of Busses through Washington State Contract Assignment of Options, as presented.



Contract: Memorandum of Understanding - S-Line Extension (Dee's, Inc.)

Recommended Action (by acclamation)

Motion to approve approve the Memorandum of Understanding with Dee's, Inc.
for the S-Line Extension, as presented.



Contract: Betterment Agreement - Wayside Signal Design (Utah Department of Transportation)

Recommended Action (by acclamation)

Motion to approve the Betterment Agreement with Utah Department of Transportation for Wayside Signal Design, as presented.



Contract: On-Call Systems Maintenance Contract Task Order #25-020 - Shepard Lane Fiber Upgrades (Rocky Mountain System Services)

Recommended Action (by acclamation)

Motion to approve Change Order 25-020 on the On-Call Systems Maintenance Contract with Rocky Mountain System Services for Shepard Lane Fiber Upgrades, as amended in accordance with DBE program changes.



Change Order: FrontRunner Double Track Project Funding and Reimbursement Agreement - Amendment 1 (Utah Department of Transportation)

Recommended Action (by acclamation)

Motion to approve Amendment 1 to the FrontRunner Double Track Project Funding and Reimbursement Agreement with the Utah Department of Transportation, as presented.



Pre-Procurements

- Snow Removal Service



Other Business

- a. Next Meeting: October 22, 2025, at 9:00 a.m.



Adjourn



Break

